PHASE 1 – “THE FARM” LRD BESSBOROUGH, CORK

QUALITY AUDIT

24 November 2025

ESTUARY VIEW ENT. 2020 LTD.



Formerly JB Barry & Partners who became part of Egis in 2023.

Data sensitivity - Public

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1 INTRODUCTION

1.1 Background

This report results from a Quality Audit of a proposed Large-Scale Residential Development (LRD) – Phase 1 "The Farm" in Bessborough, Blackrock, Cork as shown in Figure 1-1 below.



FIGURE 1-1: SITE LOCATION

A developed masterplan for the site, proposes three phases of entire development as shown in Error! Reference source not found.. The key development of each phase is described as follows:

- Phase 1 - "The Farm" development: comprises 140 no. apartment units, creche and café;
- Phase 2 - "The Meadows" development: comprises c. 280 no. apartment units and creche; and
- Potential Phase 3 - "The North Fields" development: comprises c. 200 no. residential units.

Egis (formally JB Barry and Partners) were commissioned to carry out this Quality Audit by Estuary View Ent. 2020 Ltd. who intend to seek planning permission to construct the scheme. Shipsey Barry Architects prepared the preliminary design drawing provided for this audit.

A list of the drawings provided for this audit is contained in Appendix 1.

1.2 Project Objectives

The Client / Design Team, provided the following Project Objectives for the scheme:

- Deliver pedestrian and cycle connectivity between the proposed development site and the surrounding Bessborough/Skehard Road/Mahon area and also to the adjacent Blackrock to Passage Greenway.
- Provide high quality, multi-modal transport connectivity to existing public roads and public transport infrastructure, to the existing Greenway, planned Bus Connects and future possible LRT infrastructure.
- Deliver a connected residential development with permeability to adjoining residential and commercial development in the vicinity.
- Improve the local road network with improved pedestrian connectivity.
- Provide a sustainable alternative route for commuters, school and leisure users.
- Encourage a greater use of cycling for trips to work, school, shopping, recreation and leisure through the delivery of new active travel facilities.

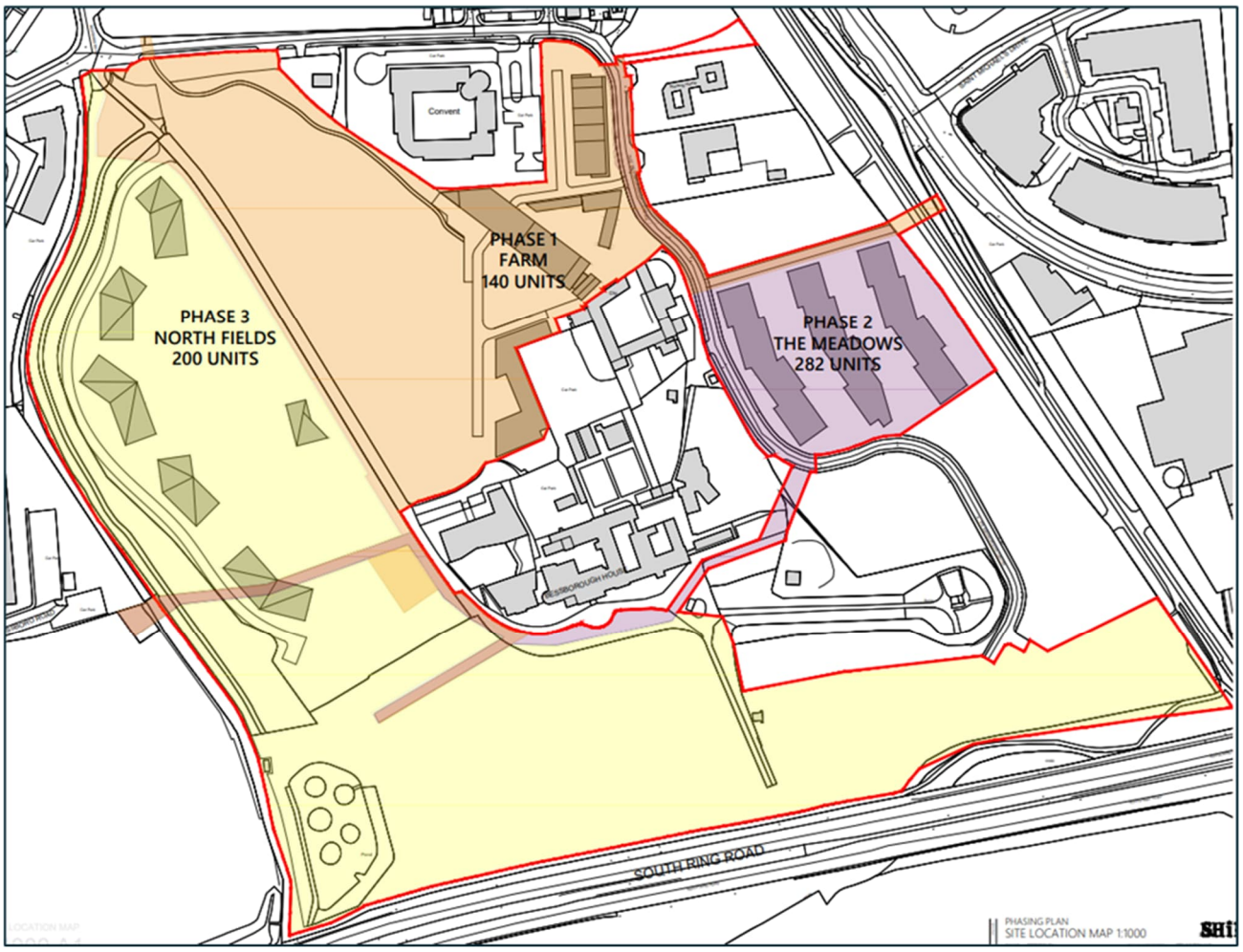


FIGURE 1-2: SITE MASTERPLAN AND PHASING

1.3 Quality Audit Process

This Quality Audit has been prepared in accordance with the Design Manual for Urban Roads and Streets (DMURS). A Quality Audit is undertaken to demonstrate that appropriate consideration has been given to all the relevant aspects of the design. It provides a system of design checks that can be carried out to promote 'best practice' design solutions. For large scale/complex projects several audits may be undertaken.

The Quality Audit process seeks to integrate existing auditing processes and expand their scope to fully embrace a multi-disciplinary approach to street design. The UK Department for Transport notes the key benefits of a Quality Audit as:

- A transparent process that demonstrates that the needs of all user groups have been considered alongside the design objectives.
- A checking procedure that facilitates the projects objectives to be delivered.
- A documentation process that clearly demonstrates the breadth of issues that have been considered and how decisions were arrived at.
- A cost saving exercise that reduces the likelihood of problems at completion.
- A process that encourages greater engagement with stakeholders.

The core element of any Quality Audit is a Road Safety Audit. This was prepared using standard Road Safety Audit principles and practice by experienced road design engineers with a background in Road Safety Auditing. Issues or potential hazards identified are centred on established road safety engineering principles. The audit process is based on a combination of desktop assessment combined with site visits and consultations.

1.4 Quality Audit Report Structure

This Quality Audit contains the following sections:

- Section 2: Stage 1 Road Safety Audit (separate Stage 1 RSA report contained in Appendix 1);
- Section 3: Cycle Audit (separate Cycle Audit report contained in Appendix 2);
- Section 4: Pedestrian Audit (separate Pedestrian Audit report contained in Appendix 3); and
- Section 5: Access Audit (separate Access Audit report contained in Appendix 4).

1.5 Methodology

The methodology adopted for this report is summarised as follows:

- Various engineering design drawings for the development were reviewed.
- An inspection of the local street network was undertaken in the area.

In preparing the Audit reference was made to the following documents:

- Design Manual for Urban Roads and Streets (DMURS), Department of Transport, Tourism and Sport;
- DMURS Advisory Note 4 – Quality Audits;
- Traffic Advisory leaflet 5/11, Department of Transport UK; and
- Building for Everyone – A Universal Design Approach (Book 1 – External Environment & Approach), National Disability Authority.

1.6 Site Visit

The site visit was carried out on Friday 31st of October 2025 during daylight hours. It did not rain during the site visit, and the ground surface was damp.

2 STAGE 1 ROAD SAFETY AUDIT

2.1 Overview

A Stage 1 Road Safety Audit (RSA) was carried out on 31st of October 2025. Section 2.2 of this QA report contains a summary of this RSA. A copy of this Stage 1 RSA is contained in Appendix 1 of this QA report.

2.2 Summary of Issues

The Design Team responses are categorised as follows: Problem accepted (yes/no) | Recommendation accepted (yes/no) | Alternative measure (describe if applicable) | Alternative measure accepted by Auditors if applicable (yes/no).

Problem 2.1: Junction Form

The road markings are worn at the mini-roundabout on Bessborro Road, and road users may be unsure that they are approaching a mini-roundabout and who has priority at junction which could result in a collision between vehicles at the roundabout.

- Recommendation: The junction needs to be improved in terms of correct junction form (mini-roundabout versus a T-junction), road makings and signage.
- Designer's Response: Yes | Yes | This roundabout is on a public road in the charge of Cork City Council. The Applicant does not have the necessary legal rights to carry out improvements to this junction. However, Cork City Council have advised that they have planned works to upgrade this junction by removing the mini-roundabout and providing full cycle/pedestrian crossing facilities as part of the Bessborough to Mahon Pedestrian and Cycle Safety Scheme.

Problem 2.2: Existing Pedestrian Crossing

It is unclear if it is proposed to retain an existing pedestrian crossing on Bessboro access road. This crossing and the adjacent raised speed bump are not to standard with road markings faded and incorrect tactile paving installed.

- Recommendation: If it is proposed to retain the existing crossing, then it should be made safe. If is proposed to remove the existing crossing, then it should be removed completely ensuring that the surrounding environment and existing desire lines are accommodated.
- Designer's Response: Yes | Yes | This existing crossing is on a public road in the charge of Cork City Council. The Applicant does not have the necessary legal rights to carry out improvements to this crossing but the problem with this crossing will be made known to Cork City Council for their attention.

Problem 2.3: Bridge Clear Width

The pedestrian bridge needs to accommodate cyclists also. A 3.15m 'clear width' is narrow to safely accommodate two-way shared path which increases the risk of a collision with a cyclist and another user of the shared path.

- Recommendation: The footbridge should be designed as a greenway and accommodate cyclists with the appropriate clear width. The clear width should allow for the fact that is two-way shared path, the volume of users, the restraint at the sides by a railing and that the vertical gradient is circa 3.4%. Ideally the width of the shared path / footbridge should accommodate a 4.0m wide clear width.
- Designer's Response: Yes | Yes | This proposed bridge will be widened to provide a clear width of 4.0m.

Problem 2.4: Bridge Side Barrier

The pedestrian bridge needs to accommodate cyclists also. It would appear the side barrier on the bridge is not appropriate for cyclists in terms of height and design. The is a risk of a cyclist falling over the railing if it is not at an appropriate height or clipping one of the vertical rails with a pedal and falling if it is not of an appropriate design.

- Recommendation: The bridge should be designed as greenway and accommodate cyclists with the appropriate cycle friendly side barrier and a safe height.
- Designer's Response: Yes | Yes | The parapet on the proposed bridge will be amended to provide sufficient and proper restraint for pedestrians and cyclists.

Problem 2.5: Cycle Facilities

It is not proposed to provide any cycle facility to the west of the pedestrian bridge. There is a risk of a collision involving a cyclist within Bessborro if they are not safety catered for.

- Recommendation: Facilities should be provided for cyclists within Bessboro.
- Designer's Response: Yes | Yes | Bessboro Access Road and the development does not have separate cycle lanes and cyclists are expected to share the roads with vehicles in this area and within the relatively small proposed development. Suitable crossings, signage and road markings will be provided to advise cyclists and vehicles that a mixed street/shared arrangement is in place. Dedicated cycle parking is provided within the proposed development.

2.3 Possible Conflicts with Audits / Project Objectives

There were no conflicts found between this Sage 1 Road Safety Audit and the project objectives or with the other audits contained within this Quality Audit.

2.4 Conclusion

Solutions to all of the problems identified in the Stage 1 RSA were agreed with the Design Team. A Stage 2 Road Safety Audit should be prepared on the construction drawings before construction.

3 CYCLE AUDIT

3.1 Overview

A Cycle Audit for a proposed scheme is an assessment process designed to evaluate the suitability of a planned development project, ensuring it supports safety, accessibility, and convenience for cyclists. It considers factors like the design of the route, potential hazards, integration with other transport modes, and how it aligns with broader active travel goals.

This cycle audit assesses the proposed design for the new residential development and identifies areas of concern or improvement. Cycle Audits are different from Road Safety Audits (which deal only with road safety issues) and look at both amenity and safety issues. Inevitably there is an area of overlap between the two types of audit.

A completed copy of the Cycle Audit is contained in Appendix 2 of this QA report. The following sub-section contains a summary of the issues and recommendations identified.

3.2 Summary of Findings and Recommendations

The audit assesses the design against several key principles: safety, continuity, comfort, directness, and accessibility. The findings are categorised by design elements and locations.

- Route Design & Continuity
  - Design Concern: The proposed layout does not take account of cycle continuity to the west of the footbridge. Cyclists need to be allowed to cycle safely from the footbridge to the proposed development and also to the existing cycle network on Skehard Road.
  - Recommendation: The proposed site layout should provide a safe cycle facility appropriate to the road network by either a mixed road or by separate cycle/share path facilities within Bessborro.

- Traffic Safety & Intersection Design
  - Design Concern: There are no facilities for cyclists where the shared path joins the footpath network to the west of the footbridge.
  - Recommendation: Facilities for cyclists should be provided to allow them to continue their journey.
  - Design Concern: It would appear the side barrier on the bridge may not be appropriate for cyclists in terms of height and design. The is a risk of a cyclist falling over the railing if it is not at an appropriate height or clipping one of the vertical rails with a pedal and falling if it is not of an appropriate design.
  - Recommendation: The footbridge should be designed as greenway or shared path and accommodate cyclists with the appropriate cycle friendly side barrier and a safe height.

- Cycle Lane Width & Pavement Design
  - Design Concern: The pedestrian bridge needs to accommodate cyclists also. A 3.15m ‘clear width’ is narrow to safely accommodate two-way shared path which increases the risk of a collision with a cyclist and another user of the shared path.
  - Recommendation: The bridge should be designed as a greenway and accommodate cyclists with the appropriate clear width. The clear width should allow for the fact that is two-way shared path, the volume of users, the restraint at the sides by a railing and that the vertical gradient is circa 3.4%.Road Surface & Drainage.

- Road Surface & Drainage
  - Design Concern: The is a risk that the footbridge surface might not be cycle friendly in terms of skid resistance and could result in cyclists slipping and failing.
  - Recommendation: The appropriate surface for cycling should be provided.

- Signage and Wayfinding
  - Design Concern: No issues found.
  - Recommendation: N/A

- Integration with Other Transport Modes
  - Design Concern: No issues found.
  - Recommendation: N/A.

3.3 Possible Conflicts with Audits / Project Objectives

There were no conflicts found between this Cycle Audit and the project objectives or with the other audits contained within this Quality Audit.

3.4 Conclusion

Overall, the scheme enhances cycling infrastructure within the study areas to ensure safety, comfort, and continuity for cyclists. This scheme considers local conditions, the needs of cyclists, and best practice guidelines.

Recommendations to improve the scheme are listed in Section 3.2 of this report which should be considered by the Design Team and implemented if feasible. By addressing the identified issues, this development will improve active travel in the Bessborro area.

4 PEDESTRIAN AUDIT

4.1 Overview

A Pedestrian Audit is a useful tool for assessing the pedestrian environment and ensuring that a proposed development (which includes walking and cycling infrastructure) meets the needs of users and is safe, accessible, and comfortable.

This Pedestrian Audit is primarily concerned with seven aspects of street design:

- Footpath Quality and Conditions;
- Crossings;
- Lighting and Visibility;
- Junction Design;
- Traffic Speed and Volume; and
- Accessibility and Universal Design.

Section 4.2 of this QA report contains a summary of this audit. A copy of the Pedestrian Audit Report is contained in Appendix 3.

4.2 Summary of Findings and Recommendations

Footpath Quality and Condition

- Surface: Footpath should be smooth, even, and free from obstructions.
- Width: The minimum width of the footpath should be 2.0m to accommodate groups of pedestrians, wheelchairs, strollers and people with mobility aids. The pedestrian bridge needs to accommodate cyclists also. A 3.15m 'clear width' is narrow to safely accommodate two-way shared path. The bridge should be designed as a greenway and accommodate cyclists with the appropriate clear width. The clear width of circa 4.0m should allow for the fact that is two-way shared path, the volume of users, the restraint at the sides by a railing and the gradient of the footbridge.
- Obstructions: The footpaths should be free of obstructions, such as signs and public lighting.

Crossings

- Pedestrian Crossings: The inline crossings (across private accesses) should be informal with pedestrian priority. Crossings across the public road should be raised with the appropriate tactile paving.
- Visibility and Safety: No issues.
- Raised crossings or speed ramps: Crossings should be informal, raised and continuous across all private accesses.

Lighting and Visibility

- Street Lighting: Lighting should be provided for the entire length of the scheme including sections of public road footpath from the site to Skehard Road and to the existing greenway.
- Signage and Wayfinding: There are signs and road markings for pedestrians to inform them of the start and the end of path that are shared with cyclists. It is not proposed to provide any additional directional signs, distance to key locations, or information about crossings.

Junction Design

- The existing Bessborough mini roundabout is not satisfactory in its current condition. Road markings are worn and priority not clear. This junction needs to be updated so approaching motorist are clear as to the junction form and who has priority. The junction should include safe pedestrian crossing facilities.

Traffic Speed and Volume

- Traffic Calming Measures: There should be sufficient traffic calming by way of minimal carriageway widths (from 5.5m to 6.0m) to slow down vehicle speeds. All crossings should be raised.
- Speed Limits: A speed limit of 30kph along the public road would be appropriate for pedestrian safety.

Accessibility and Universal Design

- Ramps and Dropped Kerbs: Raised crossings as opposed to dropped kerbs should be provided at crossings for wheelchair users, people with strollers, and those with mobility impairments. The gradient of the proposed footbridge should be less than 3.0% to accommodate its shared use with cyclists. Low gradients allow cyclists to negotiate for those with a mobility impairment such as wheelchair users and the elderly.
- Surface Texture: Visually impaired pedestrians should be catered for where there is a transition from a shared path to a footpath. There are no warning paviours proposed where the shared path joins the footpath network to the west of the footbridge.
- Rest Areas: No issues.

4.3 Possible Conflicts with Audits / Project Objectives

There were no conflicts found between this Pedestrian Audit and the project objectives or with the other audits contained within this Quality Audit.

4.4 Conclusion

Overall, the scheme prioritises walking and ensures that infrastructure improvements meet the needs of all users. This scheme considers local conditions, user needs, and best practice guidelines.

Recommendations to improve the scheme are listed in Section 4.2 above which should be considered by the Design Team and implemented if feasible.

5 ACCESS AUDIT

5.1 Overview

The purpose of an Access Audit is to assess the accessibility of the scheme for all its users. The audit identifies the positive and negative accessibility issues relating to the scheme. The audit assesses the design against several key principles:

- Accessibility for Pedestrians
  - Footpaths;
  - Pedestrian Crossings
  - Rest Areas
- Accessibility for Cyclists
  - Cycle Lanes
  - Cycle Parking
- Public Transport Integration
  - Access to Public Transport
- Traffic Calming Measures
  - Speed Limits and Traffic Flow
- Signage and Wayfinding
  - Clear and Consistent Signage
- Identified Issues and Barriers
  - Barriers for People with Mobility Impairments
  - Barriers for Cyclists
  - Barriers for Pedestrians

A completed copy of the Access Audit is contained in Appendix 4 of this QA report. The following sub-section contains a summary of the recommendations identified.

5.2 Summary of Recommendation

- Provide raised crossings (where possible) with tactile paving across Bessborro Access Road that address desire lines.
- Footpaths should remain continuous and raised across all private side accesses.
- All footpaths should be provided with appropriate public lighting especially at crossings.
- Seating and bike parking within the park area to the west should be reviewed and provided if necessary
- Ensure the vertical gradient at the footbridge is 3% or less
- Age friendly seating and cycle parking should be considered around all amenities such as within the park.
- Provide safe cycle facilities along Bessborro Road to connect the greenway to Skehard Road. This may be by way of a formal shared surface (i.e. a mixed street).
- Provide safe cycle facilities at the transition from Bessborro to a Greenway with appropriate warning paviours, if necessary, signage and road markings.
- The carriageway width of Bessborro Road should be minimum (i.e. between 5.5m and 6.0m) and consider replacing some of the existing speed ramps with raised pedestrian crossings.

5.3 Possible Conflicts with Audits / Project Objectives

There were no conflicts found between this Access Audit and the project objectives or with the other audits contained within this Quality Audit.

5.4 Conclusion

Overall, the scheme creates an inclusive environment for all users, promoting active travel while ensuring equal access for people with disabilities, older adults, and other vulnerable groups.

Section 5.2 of this report outlines recommendations which should be considered by the Design Team to improve the safety and accessibility for all vulnerable road users.

APPENDIX 1

Stage 1 Road Safety Audit Report

PHASE 1 – "THE FARM" LRD BESSBOROUGH, CORK

STAGE 1 ROAD SAFETY AUDIT

21 November 2025

ESTUARY VIEW ENT. 2020 LTD.



Formerly JB Barry & Partners who became part of Egis in 2023.

Data sensitivity - Public

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1 INTRODUCTION

1.1 Background

This report results from a Stage 1 Road Safety Audit (RSA) of a proposed Large-Scale Residential Development (LRD) – Phase 1 "The Farm" in Bessborough, Blackrock, Cork as shown in Figure 1-1 below.



FIGURE 1-1: SITE LOCATION

A developed masterplan for the site, proposes three phases of entire development as shown in Error! Reference s ource not found.. The key development of each phase is described as follows:

- Phase 1 - "The Farm" development: comprises 140 no. apartment units, creche and café;
- Phase 2 - "The Meadows" development: comprises c. 280 no. apartment units and creche; and
- Potential Phase 3 - "The North Fields" development: comprises c. 200 no. residential units.

Egis (formally JB Barry and Partners) were commissioned to carry out this Stage 1 RSA by Estuary View Ent. 2020 Ltd. who intends to seek planning permission to construct the scheme. Shipsey Barry Architects prepared the preliminary design drawings provided for this audit.

A list of the drawings provided for this audit is contained in Appendix 1. A copy of the Feedback Form is contained in Appendix 2.

The audit has been prepared following the requirements of TII GE-STY-01024 (December 2017) - Road Safety Audit. The Audit Team has examined and reported on only the road safety implications of the design submitted by the Design Team and has not examined or verified the compliance of the design to any other criteria.

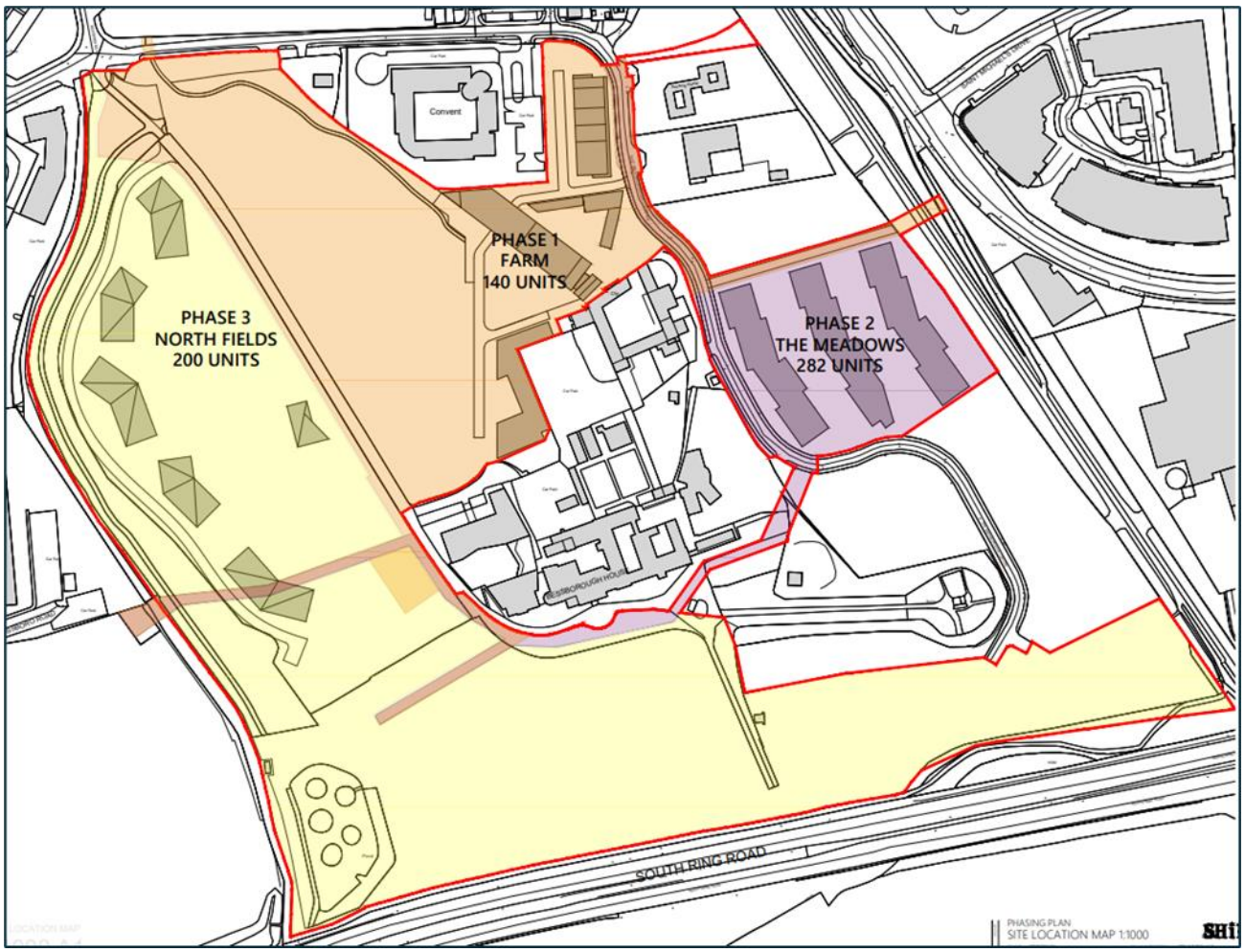


FIGURE 1-2: SITE MASTERPLAN AND PHASING

The members of the Road Safety Audit Team are independent of the Design Team. The Audit Team for the scheme is shown in Table 1-1.

TABLE 1-1: AUDIT TEAM

AUDIT TEAM LEADER	AUDIT TEAM MEMBER	AUDIT TEAM OBSERVER
Tim Delaney BEng (Hons), CEng, MIEI, RSA Cert	Fergal Breen NCEA Dip Eng CEng MIEI	
Auditor ID: TD85307	Auditor ID: FB491942	
Egis (formally JB Barry & Partners Ltd) 3 Eastgate Road Eastgate Little Island Co. Cork	Egis (formally JB Barry & Partners Ltd) 3 Eastgate Road Eastgate Little Island Co. Cork	

1.2 Site Visit

The Road Safety Audit site visit was carried out on Friday 31st of October 2025 during daylight hours. It did not rain during the site visit, and the ground surface was damp.

1.3 Road Traffic Collision Data Review

The Road Safety Authority website was consulted in order to report on historical fatal, serious and minor injury collisions for the study area. However, the RSA are in the process of reviewing their road traffic collision (RTC) data sharing policies and procedures. Record-level RTC data cannot be shared until this review is complete.

2 AUDIT ISSUES IDENTIFIED

2.1 Problem: Junction Form

The road markings are worn at the mini-roundabout on Bessborro Road, and road users may be unsure that they are approaching a mini-roundabout and who has priority at junction which could result in a collision between vehicles at the roundabout.



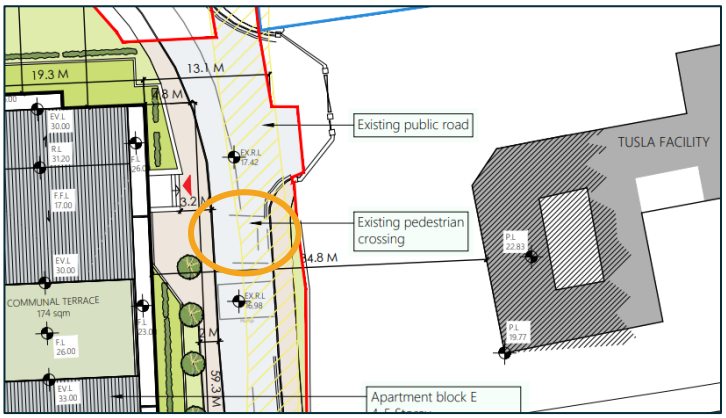
Recommendation

The junction needs to be improved in terms of correct junction form (mini-roundabout versus a T-junction), road makings and signage.

2.2 Problem: Existing Pedestrian Crossing

It is unclear if it is proposed to retain an existing pedestrian crossing on Bessboro access road. This crossing and the adjacent raised speed bump are not to standard with road markings faded and incorrect tactile paving installed.



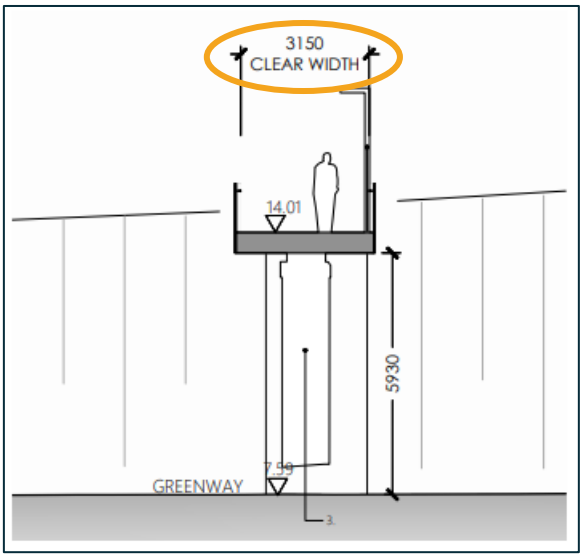


Recommendation

If it is proposed to retain the existing crossing, then it should be made safe. If is proposed to remove the existing crossing, then it should be removed completely ensuring that the surrounding environment and existing desire lines are accommodated.

2.3 Problem: Bridge Clear Width

The pedestrian bridge needs to accommodate cyclists also. A 3.15m 'clear width' is narrow to safely accommodate two-way shared path which increases the risk of a collision with a cyclist and another user of the shared path.

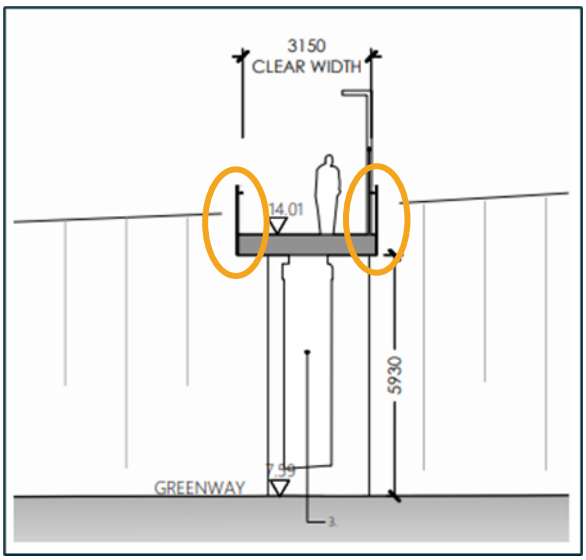


Recommendation

The footbridge should be designed as a greenway and accommodate cyclists with the appropriate clear width. The clear width should allow for the fact that is two-way shared path, the volume of users, the restraint at the sides by a railing and that the vertical gradient is circa 3.4%. Ideally the width of the shared path / footbridge should accommodate a 4.0m wide clear width.

2.4 Problem: Bridge Side Barrier

The pedestrian bridge needs to accommodate cyclists also. It would appear the side barrier on the bridge is not appropriate for cyclists in terms of height and design. The is a risk of a cyclist falling over the railing if it is not at an appropriate height or clipping one of the vertical rails with a pedal and falling if it is not of an appropriate design.



Recommendation

The bridge should be designed as greenway and accommodate cyclists with the appropriate cycle friendly side barrier and a safe height.

2.5 Problem: Cycle Facilities

It is not proposed to provide any cycle facility to the west of the pedestrian bridge. There is a risk of a collision involving a cyclist within Bessborro if they are not safety catered for.



Recommendation

Facilities should be provided for cyclists within Bessboro.

3 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the appendices to this report.

The examination and subsequent report were made with the sole purpose of identifying any features of the scheme that could be removed or modified in order to improve the safety of the proposals.

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

No one on the Audit Team has been involved in the initial scheme design.

ASSESSMENT TEAM LEADER		
Name:	Mr. Tim Delaney BEng CEng MIEI RSACert	Signed:
Position:	Service Provider	Date: 08.12.2025
Organisation:	Egis (formally JB Barry & Partners)	
Address:	3 Eastgate Road Eastgate Little Island Co. Cork	

ASSESSMENT TEAM MEMBER		
Name:	Fergal Breen NCEA Dip Eng CEng MIEI	Signed:
Position:	Associate	Date: 08.12.2025
Organisation:	Egis (formally JB Barry & Partners)	
Address:	3 Eastgate Road Eastgate Little Island Co. Cork	

APPENDIX 1

Drawings Provided For The Audit

TABLE A1: LIST OF DRAWINGS PROVIDED FOR AUDIT

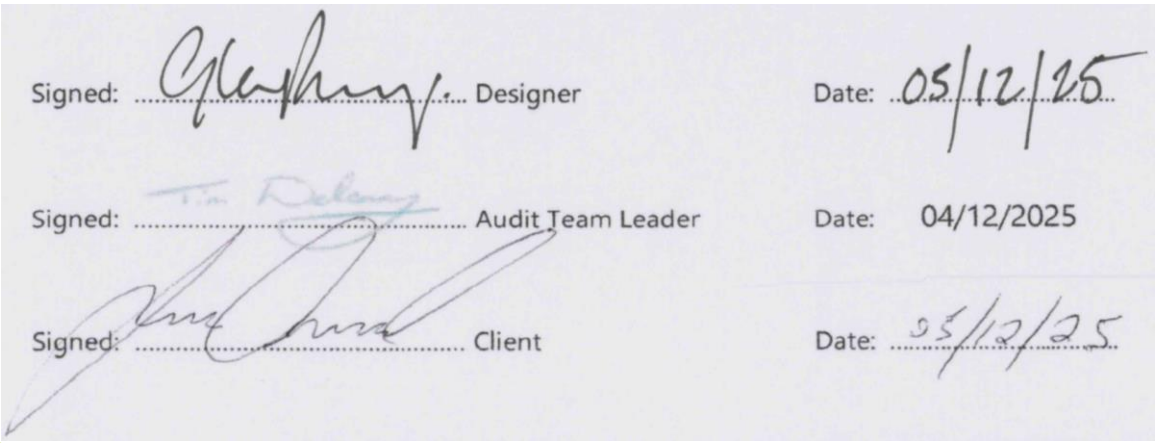
DRAWING TITLE	DRAWING NO.	REVISION
SITE LAYOUT PLAN	SB-2020-107-200	F
FOOTBRIDGE	SB-2020-107-900	E
FOOTBRIDGE LOCATION	N/A	N/A

APPENDIX 2

Feedback Form

Scheme: PHASE 1 – "THE FARM" LRD BESSBOROUGH, CORK
Audit Stage: Stage 1
Date Audit Completed: 21 November 2025

Paragr2.15aph No. in Report	To Be Completed by the Design Team			To Be Completed by the Audit Team
	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Designer's Response / Alternative measures (describe)	Designer's Response / Alternative Measures accepted by Auditors (yes/no)
2.1	Yes	Yes	This roundabout is on a public road in the charge of Cork City Council. The Applicant does not have the necessary legal rights to carry out improvements to this junction. However, Cork City Council have advised that they have planned works to upgrade this junction by removing the mini-roundabout and providing full cycle/pedestrian crossing facilities as part of the Bessborough to Mahon Ped. and Cycle Safety Scheme.	
2.2	Yes	Yes	This existing crossing is on a public road in the charge of Cork City Council. The Applicant does not have the necessary legal rights to carry out improvements to this crossing but the problem with this crossing will be made known to Cork City Council for their attention.	
2.3	Yes	Yes	This proposed bridge will be widened to provide a clear width of 4.0m.	
2.4	Yes	Yes	The parapet on the proposed bridge will be amended to provide sufficient and proper restraint for pedestrians and cyclists.	
2.5	Yes	Yes	Bessboro Access Road and the development does not have seperate cycle lanes and cyclists are expected to share the roads with vehicles in this area and within the relatively small proposed development. Suitable crossings, signage and road markings will be provided to advise cyclists and vehicles that a mixed street/shared arrangement is in place. Dedicated cycle parking is provided within the proposed development.	



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APPENDIX 2

Cycle Audit Report

PHASE 1 – "THE FARM" LRD BESSBOROUGH, CORK

CYCLE AUDIT

21 November 2025

ESTUARY VIEW ENT. 2020 LTD.



Formerly JB Barry & Partners who became part of Egis in 2023.

Data sensitivity - Public

Document Information

GENERAL INFORMATION

Client: Estuary View Ent. 2020 Ltd.
Project Title: PHASE 1 – "The Farm" LRD Bessborough, Cork
Report Title: Cycle Audit
File Name: 25629-EEI-XX-XX-RP-CR-10011_Cycle_Audit

HISTORY OF CHANGES

DOCUMENT REVISION			DOCUMENT VERIFICATION			
Issue Date (DD/MM/YY)	Revision	Suitability	Author(s)	Reviewer(s)	Approver(s)	Peer Review (or N/A)
26/11/2025	P01	S3	TD	TF	TF	N/A
05/12/2025	C01	A1	TD	TF	TF	N/A

BIM Codes Definitions

SHARED (NON-CONTRACTUAL)

Suitability /Status	Definition	Revision Code
S2	Suitable for Information	Pnn (P=Preliminary) starting at P01
S3	Suitable for Review and Comment	
S4	Suitable for Stage Approval	

PUBLISHED DOCUMENTATION (CONTRACTUAL)

Suitability /Status	Definition	Revision Code
Approved and accepted as stage complete.		Cnn (C=Contractual/Complete) starting at C01
A1	Phase 1	
A2	Phase 2	
A3	Phase 3	
A4	Phase 4	
A5	Phase 5	
A6	Phase 6	
A7	Phase 7	

PUBLISHED FOR ASSET INFORMATION MODEL (AIM) ACCEPTANCE

Suitability /Status	Definition	Revision Code
CR	As Constructed Record file	Cnn (C=Contractual/Complete) starting at C01

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No table of figures entries found.

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Appendix 1: List of Drawings Provided for the Audit 7

1 INTRODUCTION

1.1 Background

This report results from a Cycle Audit of a proposed Large-Scale Residential Development (LRD) – Phase 1 "The Farm" in Bessborough, Blackrock, Cork as shown in Figure 1-1 below.



FIGURE 1-1: SITE LOCATION

A developed masterplan for the site, proposes three phases of entire development as shown in Error! Reference s ource not found.. The key development of each phase is described as follows:

- Phase 1 - "The Farm" development: comprises 140 no. apartment units, creche and café;
- Phase 2 - "The Meadows" development: comprises c. 280 no. apartment units and creche; and
- Potential Phase 3 - "The North Fields" development: comprises c. 200 no. residential units.

Egis (formally JB Barry and Partners) were commissioned to carry out this Cycle Audit by Estuary View Ent. 2020 Ltd. who intends to seek planning permission to construct the scheme. Shipsey Barry Architects prepared the preliminary design drawing provided for this audit.

A list of the drawings provided for this audit is contained in Appendix 1.

1.2 Purpose of the Audit

A Cycle Audit is an assessment process designed to evaluate the suitability of a planned residential development project, ensuring it supports safety, accessibility, and convenience for cyclists. It considers factors like the design of the route, potential hazards, integration with other transport modes, and how it aligns with broader active travel goals.

This cycle audit assesses the proposed design and identifies areas of concern or improvement.

1.3 Site Visit

The site visit was carried out on Friday 31st of October 2025 during daylight hours. It did not rain during the site visit, and the ground surface was damp.

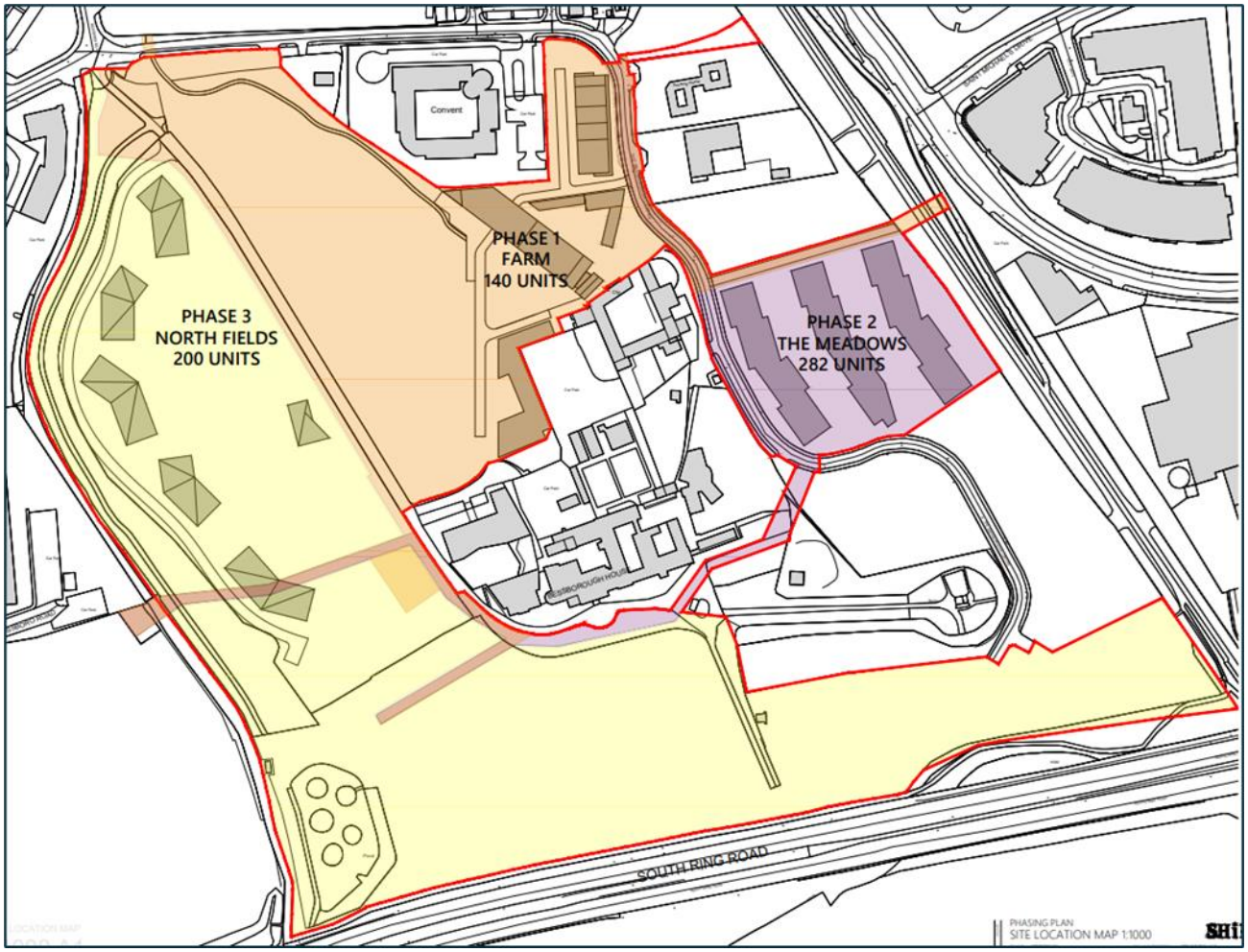


FIGURE 1-2: SITE MASTERPLAN AND PHASING

2 KEY FINDINGS

The audit assesses the design against several key principles: safety, continuity, comfort, directness, and accessibility. The findings are categorised by design elements and locations.

2.1 Route Design & Continuity

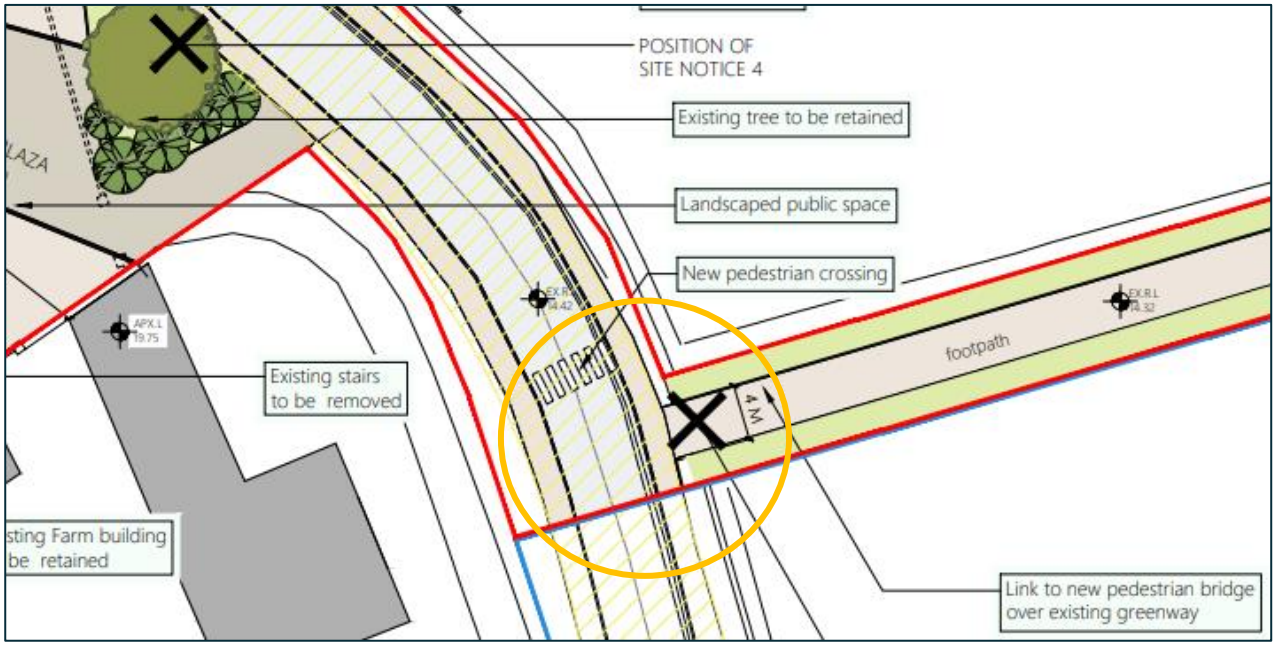
Design Concern: The proposed layout does not take account of cycle continuity to the west of the footbridge. Cyclists need to be allowed to cycle safely from the footbridge to the proposed development and also to the existing cycle network on Skehard Road.



Recommendation: The proposed site layout should provide a safe cycle facility appropriate to the road network by either a mixed road or by separate cycle/share path facilities within Bessborro.

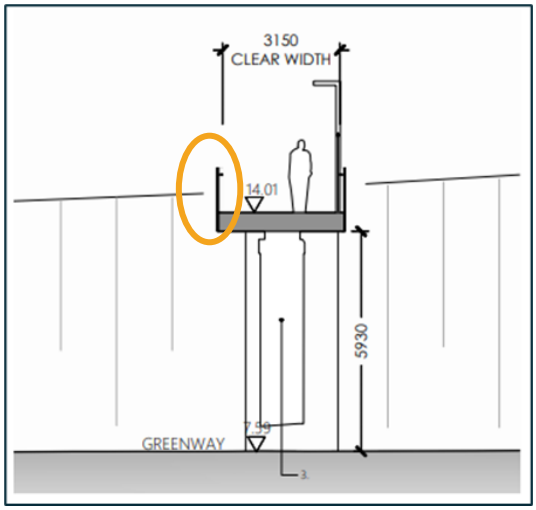
2.2 Traffic Safety & Intersection Design

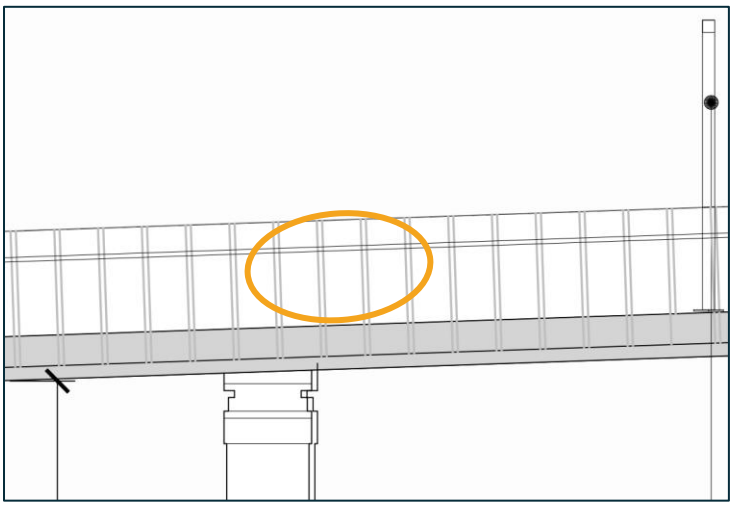
Design Concern: There are no facilities for cyclists where the shared path joins the footpath network to the west of the footbridge.



Recommendation: Facilities for cyclists should be provided to allow them to continue their journey.

Design Concern: It would appear the side barrier on the bridge may not be appropriate for cyclists in terms of height and design. The is a risk of a cyclist falling over the railing if it is not at an appropriate height or clipping one of the vertical rails with a pedal and falling if it is not of an appropriate design.

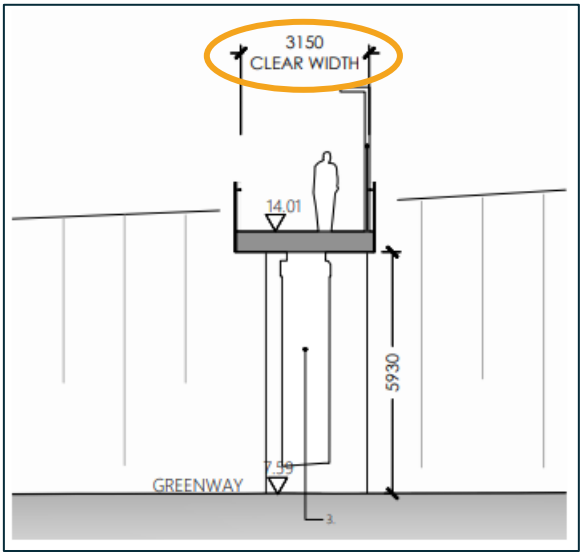




Recommendation: The footbridge should be designed as greenway or shared path and accommodate cyclists with the appropriate cycle friendly side barrier and a safe height.

2.3 Cycle Lane Width & Pavement Design

Design Concern: The pedestrian bridge needs to accommodate cyclists also. A 3.15m 'clear width' is narrow to safely accommodate two-way shared path which increases the risk of a collision with a cyclist and another user of the shared path.



Recommendation: The bridge should be designed as a greenway and accommodate cyclists with the appropriate clear width. The clear width should allow for the fact that is two-way shared path, the volume of users, the restraint at the sides by a railing and that the vertical gradient is circa 3.4%.Road Surface & Drainage.

2.4 Road Surface & Drainage

Design Concern: The is a risk that the footbridge surface might not be cycle friendly in terms of skid resistance and could result in cyclists slipping and failing.

Recommendation: The appropriate surface for cycling should be provided with adequate drainage.

2.5 Signage and Wayfinding

Design Concern: No issues found.

Recommendation: N/A.

2.6 Integration with Other Transport Modes

Design Concern: No issues found.

Recommendation: N/A.

3 CONCLUSION

Overall, the development enhances cycling infrastructure within the study area by providing a new link to the existing greenway. More should be done to accommodate cyclists within the Bessborro area in general and allow cyclists to safely access the existing cycle facilities on Skehard Road.

Recommendations to improve the scheme are listed in Section 2 of this report which should be considered by the Design Team and implemented if feasible. By addressing the identified issues, this scheme will significantly improve active travel in the Bessborro area and support a transition to a more sustainable transport system.

APPENDIX 1

Drawings Provided For The Audit

TABLE A1: LIST OF DRAWINGS PROVIDED FOR AUDIT

DRAWING TITLE	DRAWING NO.	REVISION
SITE LAYOUT PLAN	SB-2020-107-200	F
FOOTBRIDGE	SB-2020-107-900	E
FOOTBRIDGE LOCATION	N/A	N/A

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APPENDIX 3

Pedestrian Audit Report

PHASE 1 – "THE FARM" LRD BESSBOROUGH, CORK

PEDESTRIAN AUDIT

24 November 2025

ESTUARY VIEW ENT. 2020 LTD.



Formerly JB Barry & Partners who became part of Egis in 2023.

Data sensitivity - Public

Document Information

GENERAL INFORMATION

Client:	Estuary View Ent. 2020 Ltd.
Project Title:	PHASE 1 – "The Farm" LRD Bessborough, Cork
Report Title:	Pedestrian Audit
File Name:	25629-EEI-XX-XX-RP-CR-10012_Pedestrian_Audit

HISTORY OF CHANGES

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Issue Date (DD/MM/YY)	Revision	Suitability	Author(s)	Reviewer(s)	Approver(s)	Peer Review (or N/A)
26/11/2025	P01	S3	TD	TF	TF	N/A
05/12/2025	C01	A1	TD	TF	TF	N/A

BIM Codes Definitions

SHARED (NON-CONTRACTUAL)

Suitability /Status	Definition	Revision Code
S2	Suitable for Information	Pnn (P=Preliminary) starting at P01
S3	Suitable for Review and Comment	
S4	Suitable for Stage Approval	

PUBLISHED DOCUMENTATION (CONTRACTUAL)

Suitability /Status	Definition	Revision Code
Approved and accepted as stage complete.		Cnn (C=Contractual/Complete) starting at C01
A1	Phase 1	
A2	Phase 2	
A3	Phase 3	
A4	Phase 4	
A5	Phase 5	
A6	Phase 6	
A7	Phase 7	

PUBLISHED FOR ASSET INFORMATION MODEL (AIM) ACCEPTANCE

Suitability /Status	Definition	Revision Code
CR	As Constructed Record file	Cnn (C=Contractual/Complete) starting at C01

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No table of figures entries found.

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1 INTRODUCTION

1.1 Background

This report results from a Pedestrian Audit of a proposed Large-Scale Residential Development (LRD) – Phase 1 "The Farm" in Bessborough, Blackrock, Cork as shown in Figure 1-1 below.



FIGURE 1-1: SITE LOCATION

A developed masterplan for the site, proposes three phases of entire development as shown in Error! Reference s ource not found.. The key development of each phase is described as follows:

- Phase 1 - "The Farm" development: comprises 140 no. apartment units, creche and café;
- Phase 2 - "The Meadows" development: comprises c. 280 no. apartment units and creche; and
- Potential Phase 3 - "The North Fields" development: comprises c. 200 no. residential units.

Egis (formally JB Barry and Partners) were commissioned to carry out this Pedestrian Audit by Estuary View Ent. 2020 Ltd. who intends to seek planning permission to construct the scheme. Shipsey Barry Architects prepared the preliminary design drawing provided for this audit.

A list of the drawings provided for this audit is contained in Appendix 1.

1.2 Purpose of the Audit

A Pedestrian Audit is a useful tool for assessing pedestrian environment and ensuring that a proposed scheme meets the needs of users and is safe, accessible, and comfortable. This Pedestrian Audit is carried out in line with guidelines within the Transport Infrastructure Ireland (TII) Design Manual for Urban Roads and Streets (DMURS).

In suburban Cork, audits should look at routes leading to schools, bus stops, or parks, ensuring that these routes are safe and accessible for children, elderly pedestrians, or those with mobility issues.

1.3 Site Visit

The site visit was carried out on Friday 31st of October 2025 during daylight hours. It did not rain during the site visit, and the ground surface was damp.

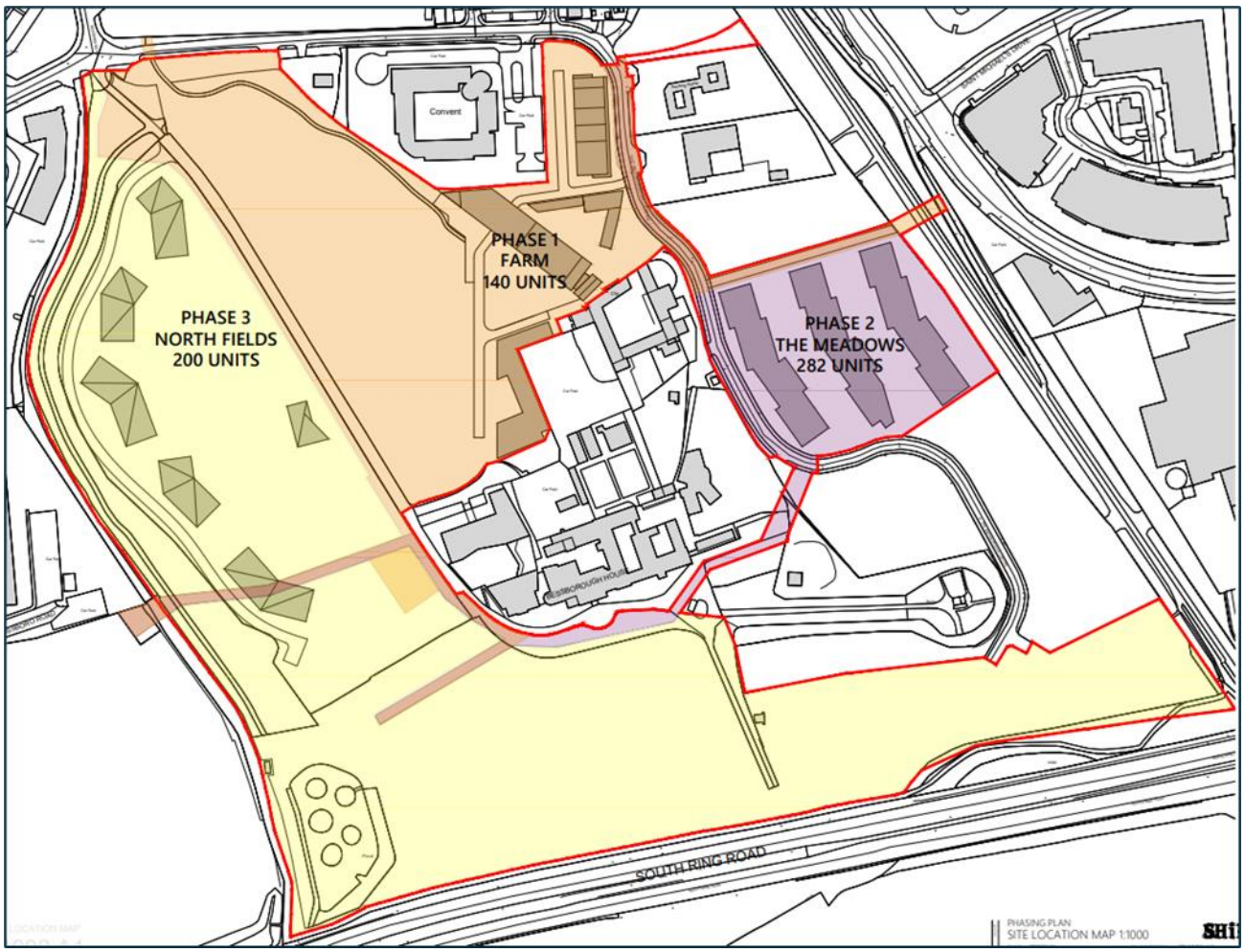


FIGURE 1-2: SITE MASTERPLAN AND PHASING

2 KEY FINDINGS

2.1 Footpath Quality and Condition

- Surface: Footpath should be smooth, even, and free from obstructions.
- Width: The minimum width of the footpath should be 2.0m to accommodate groups of pedestrians, wheelchairs, strollers and people with mobility aids. The pedestrian bridge needs to accommodate cyclists also. A 3.15m 'clear width' is narrow to safely accommodate two-way shared path. The bridge should be designed as a greenway and accommodate cyclists with the appropriate clear width. The clear width of circa 4.0m should allow for the fact that is two-way shared path, the volume of users, the restraint at the sides by a railing and the gradient of the footbridge.
- Obstructions: The footpaths should be free of obstructions, such as signs and public lighting.

2.2 Crossings

- Pedestrian Crossings: The inline crossings (across private accesses) should be informal with pedestrian priority. Crossings across the public road should be raised with the appropriate tactile paving.
- Visibility and Safety: No issues.
- Raised crossings or speed ramps: Crossings should be informal, raised and continuous across all private accesses.

2.3 Lighting and Visibility

- Street Lighting: Lighting should be provided for the entire length of the scheme including sections of public road footpath from the site to Skehard Road and to the existing greenway.
- Signage and Wayfinding: There are signs and road markings for pedestrians to inform them of the start and the end of path that are shared with cyclists. It is not proposed to provide any additional directional signs, distance to key locations, or information about crossings.

2.4 Junction Design

- The existing Bessborough mini roundabout is not satisfactory in its current condition. Road markings are worn and priority not clear. This junction needs to be updated so approaching motorist are clear as to the junction form and who has priority. The junction should include safe pedestrian crossing facilities.

2.5 Traffic Speed and Volume

- Traffic Calming Measures: There should be sufficient traffic calming by way of minimal carriageway widths (from 5.5m to 6.0m) to slow down vehicle speeds. All crossings should be raised.
- Speed Limits: A speed limit of 30kph along the public road would be appropriate for pedestrian safety.

2.6 Accessibility and Universal Design

- Ramps and Dropped Kerbs: Raised crossings as opposed to dropped kerbs should be provided at crossings for wheelchair users, people with strollers, and those with mobility impairments. The gradient of the proposed footbridge should be less than 3.0% to accommodate its shared use with cyclists. Low gradients allow cyclists to negotiate for those with a mobility impairment such as wheelchair users and the elderly.
- Surface Texture: Visually impaired pedestrians should be catered for where there is a transition from a shared path to a footpath. There are no warning paviours proposed where the shared path joins the footpath network to the west of the footbridge.
- Rest Areas: No issues.

3 CONCLUSION

Overall, the development prioritises walking and ensures that infrastructure improvements meet the needs of all users. This scheme takes into account local conditions, user needs, and best practice guidelines.

Recommendations to improve the scheme are listed in Section 2 of this report which should be considered by the Design Team and implemented if feasible..

APPENDIX 1

Drawings Provided For The Audit

TABLE A1: LIST OF DRAWINGS PROVIDED FOR AUDIT

DRAWING TITLE	DRAWING NO.	REVISION
SITE LAYOUT PLAN	SB-2020-107-200	F
FOOTBRIDGE	SB-2020-107-900	E
FOOTBRIDGE LOCATION	N/A	N/A

Ireland

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APPENDIX 4

Access Audit Report

PHASE 1 – "THE FARM" LRD BESSBOROUGH, CORK

ACCESS AUDIT

04 December 2025

ESTUARY VIEW ENT. 2020 LTD.



Formerly JB Barry & Partners who became part of Egis in 2023.

Data sensitivity - Public

Document Information

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Client:	Estuary View Ent. 2020 Ltd.
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Report Title:	Access Audit
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04/12/2025	P01	S3	TD	TF	TF	N/A
05/12/2025	C01	A1	TD	TF	TF	N/A

BIM Codes Definitions

SHARED (NON-CONTRACTUAL)

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PUBLISHED DOCUMENTATION (CONTRACTUAL)

Suitability /Status	Definition	Revision Code
Approved and accepted as stage complete.		Cnn (C=Contractual/Complete) starting at C01
A1	Phase 1	
A2	Phase 2	
A3	Phase 3	
A4	Phase 4	
A5	Phase 5	
A6	Phase 6	
A7	Phase 7	

PUBLISHED FOR ASSET INFORMATION MODEL (AIM) ACCEPTANCE

Suitability /Status	Definition	Revision Code
CR	As Constructed Record file	Cnn (C=Contractual/Complete) starting at C01

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List of Tables

No table of figures entries found.

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1 INTRODUCTION

1.1 Background

This report results from an Access Audit of a proposed Large-Scale Residential Development (LRD) – Phase 1 "The Farm" in Bessborough, Blackrock, Cork as shown in Figure 1-1 below.



FIGURE 1-1: SITE LOCATION

A developed masterplan for the site, proposes three phases of entire development as shown in Figure 1-1. The key development of each phase is described as follows:

- Phase 1 - "The Farm" development: comprises 140 no. apartment units, creche and café;
- Phase 2 - "The Meadows" development: comprises c. 280 no. apartment units and creche; and
- Potential Phase 3 - "The North Fields" development: comprises c. 200 no. residential units.

Egis (formally JB Barry and Partners) were commissioned to carry out this Access Audit by Estuary View Ent. 2020 Ltd. who intend to seek planning permission to construct the scheme. Shipsey Barry Architects prepared the preliminary design drawing provided for this audit.

A list of the drawings provided for this audit is contained in Appendix 1.

1.2 Purpose of the Audit

An Access Audit typically assesses the accessibility of the environment for all users, particularly those with disabilities, as well as the general public. The audit ensures that the proposed scheme meets best practice in terms of accessibility, safety, and inclusivity.

The purpose of this Access Audit is to evaluate the proposed scheme's compliance with accessibility standards, to identify potential barriers to movement and to recommend improvements to ensure inclusive access for all users.

1.3 Site Visit

The site visit was carried out on Friday 31st of October 2025 during daylight hours. It did not rain during the site visit, and the ground surface was damp.

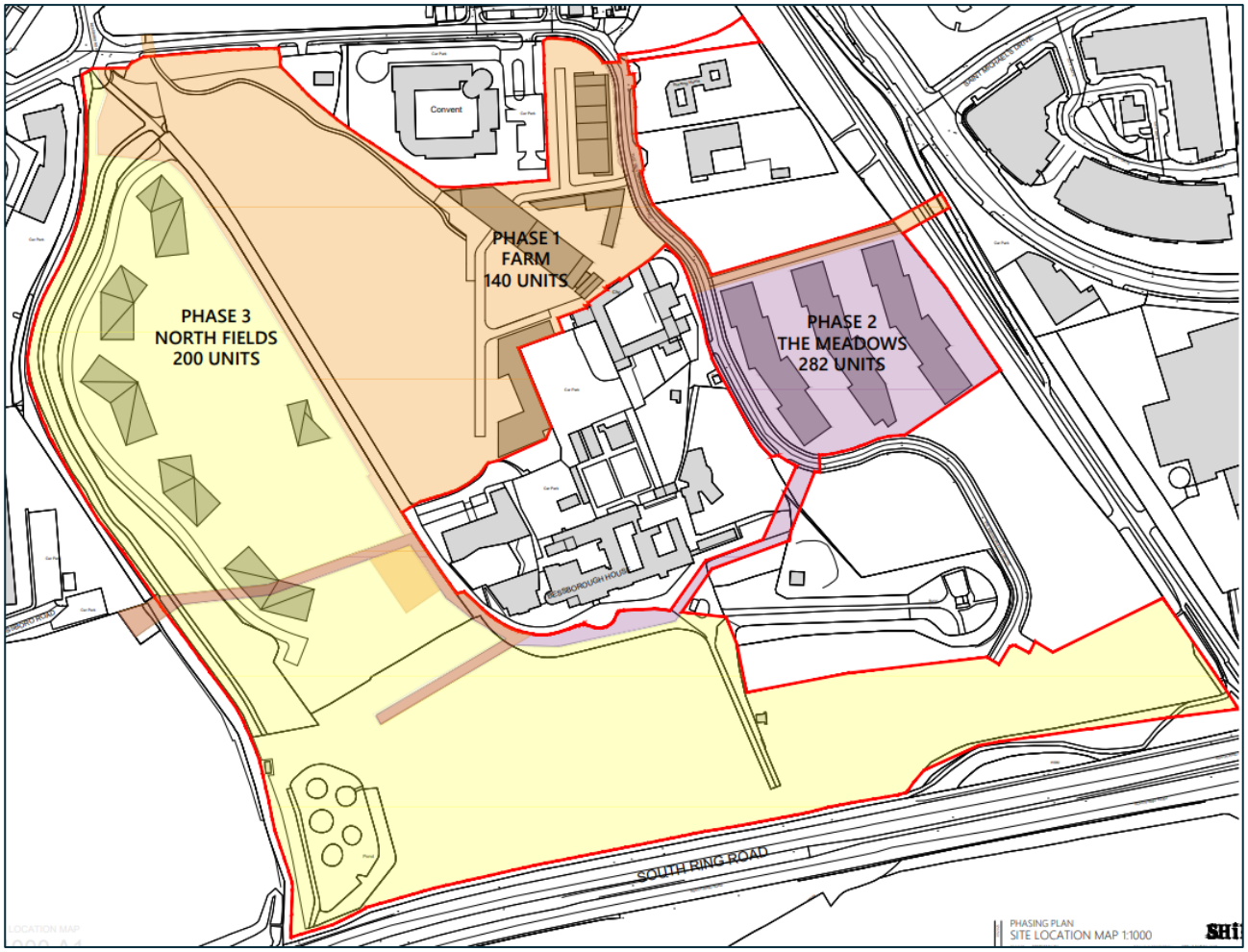


FIGURE 1-2: SITE MASTERPLAN AND PHASING

2 KEY FINDINGS

2.1 Accessibility for Pedestrians

2.1.1 Footpaths

- As a shared path, the proposed footbridge should be a minimum of 4.0m wide.
- All footpaths should be free of obstacles. Signs should be located to provide a minimum of 1.8m effective width.
- All crossings should be raised crossings with tactile paving where appropriate.
- The scheme requires public lighting along all footpaths and at access points for night-time safety.

2.1.2 Pedestrian Crossings

- Pedestrian crossings should be provided at (or close to) all intersections and cater for all possible desire lines.
- Footpaths should remain continuous (i.e. same concrete surfacing) and raised across all private side accesses.
- Crossings across the public road should be raised where feasible and appropriate contain the correct tactile paving layout.

2.1.3 Rest Areas

- Age friendly seating should be provided within the large park area to the west of the development. We note that appropriate seating is provide on the existing greenway ramp close to where the footbridge will intersect with the ramp.

2.2 Accessibility for Cyclists

2.2.1 Cycle Facilities

- As a shared path, the proposed footbridge should be a minimum of 4.0m wide.
- A facility such as a shared crossing should be provided where the footbridge intersects with Bessborro Access Road so that cyclists can access/egress the footbridge safely.
- Shared path signage and road markings are required where the footbridge intersects with Bessborro Access Road to alert all road users that the footbridge is to be shared between cyclists and pedestrians.
- Cycle facilities are required on Bessborro Road to link the footbridge to Skehard Road. This may be as simple as making Bessborro Access Road a 'mixed street, with appropriate road markings.

2.2.2 Cycle Parking

- Bike parking is proposed within the development near the car parking areas. Secure cycle parking facilities should be provided near all playgrounds, the plaza area, and at all communal areas.

2.3 Public Transport Integration

2.3.1 Access to Public Transport

- Nearby bus stops currently exist on Skehard Road and on Mahon Link Road which can be safely accessed.
- All bus stops are accessible with seating and shelters where appropriate.
- Real-time information systems (e.g., for buses) currently exists where appropriate and is accessible for people with visual or hearing impairments.

2.4 Traffic Calming Measures

2.4.1 Speed Limits and Traffic Flow

- More should be done to promote reduced traffic speeds along Bessborro Access Road.
- Traffic calming measures should also be considered on Bessborro Access Road such as ensuring that the carriageway is between 5.5m and 6.m wide and all crossings are raised. We note that speed ramp currently exists along Bessborro Road which indicates that speeding in the past was a problem.
- The proposed and existing traffic calming measures along Bessborro Access Road should be reviewed to produce an effective measure. Some of the existing speed ramp could be removed if the proposed crossings are to be raised.

2.5 Signage and Wayfinding

2.5.1 Clear and Consistent Signage

- Signs should be included at the transition to/from the shared path to guide users (including those with disabilities).
- The signage should be legible, with clear fonts, contrasting colours, and tactile elements for those with visual impairments.
- Wayfinding signs should be considered for key destinations if required such a sign to direct visitors to the greenway and to the proposed park to the west of the development site.

2.6 Identified Issues and Barriers

2.6.1 Barriers for People with Mobility Impairments

- All crossings should be raised and contain the appropriate tactile paving.

2.6.2 Barriers for Cyclists

- A safe transition is required to allow cyclists to safely access the greenway from Bessboro Road and visa-versa. This may be done by way of a shared crossing.
- The vertical gradient of the footbridge should be a max of 3%.
- The surface of the footpath should be cycle appropriate in terms of skid resistance.

2.6.3 Barriers for Pedestrians

- No barriers for pedestrians found.

2.7 Recommendations

2.7.1 Design Improvements

- Provide raised crossings (where possible) with tactile paving across Bessborro Access Road that address desire lines.
- Footpaths should remain continuous and raised across all private side accesses.
- All footpaths should be provided with appropriate public lighting especially at crossings.
- Seating and bike parking within the park area to the west should be reviewed and provided if necessary
- Ensure the vertical gradient at the footbridge is 3% or less
- Age friendly seating and cycle parking should be considered around all amenities such as within the park.
- Provide safe cycle facilities along Bessborro Road to connect the greenway to Skehard Road. This may be by way of a formal shared surface (i.e. a mixed street).
- Provide safe cycle facilities at the transition from Bessborro to a Greenway with appropriate warning paviours, if necessary, signage and road markings.

- The carriageway width of Bessborro Road should be minimum (i.e. between 5.5m and 6.0m) and consider replacing some of the existing speed ramps with raised pedestrian crossings.

3 CONCLUSION

Overall, the scheme creates an inclusive environment for all users, promoting active travel while ensuring equal access for people with disabilities, older adults, and other vulnerable groups.

Section 2.7 of this report outlines recommendations which should be considered by the Design Team to improve the safety and accessibility for all vulnerable road users.

APPENDIX 1

Drawings Provided For The Audit

TABLE A1: LIST OF DRAWINGS PROVIDED FOR AUDIT

DRAWING TITLE	DRAWING NO.	REVISION
SITE LAYOUT PLAN	SB-2020-107-200	F
FOOTBRIDGE	SB-2020-107-900	E
FOOTBRIDGE LOCATION	N/A	N/A

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