

For: Castle Peak Properties Ltd.

West City – Proposed Large Scale Development at Former DELL
EMC Premises, Innishmore, Ballincollig, Co. Cork



COMBINED STAGE 1 & 2 ROAD SAFETY AUDIT

February 2026



MHL & Associates Ltd.
Consulting Engineers





Document Control Sheet

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Document Title	Combined Stage 1 & 2 Road Safety Audit
Location	West City at the Former DELL EMC Premises, Innishmore, Ballincollig, Co. Cork
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Table of Contents

1	Non Technical Summary	4
2	Audit Issues	6
2.1	PROBLEM 1: Junction Visibility	6
2.2	PROBLEM 2: Cycle Lane Marking at Entrance Junction	6
2.3	PROBLEM 3: Stop Signage and Road Markings	6
2.4	PROBLEM 4: Tactile Paving	6
2.5	PROBLEM 5: Inappropriate Footpath Locations	6
2.6	PROBLEM 6: Public Lighting	7
3	Audit Team Statement	8
4	Appendix A – Photographs	9
5	Appendix B – Drawings & Documents Submitted for Information	10
6	Appendix C – RSA Collision Statistics	11
7	Appendix D – RSA FEEDBACK FORM	12

Table of Figures

Figure 1.1	Site Location	5
Figure 1.2	Site Layout Map (c: DOSA Consulting Engineers)	5
Figure 2.3	Southern Site Boundary Adjacent Mechterstadt Road	7
Photo A.4.1	Site Boundary (Looking northwards along Innishmore Lawn Rd)	9
Photo A.4.2	Site Boundary (Looking westwards along Mechterstadt Rd)	9

1 NON TECHNICAL SUMMARY

M.H.L. & Associates Ltd. Consulting Engineers have been engaged by Castle Peak Properties Ltd. to prepare a Combined Stage 1 & 2 Road Safety Audit as part of a pre-planning application for a residential development located in West City at the Former DELL EMC Premises, Innishmore, Ballincollig, Co. Cork.

The proposed development will consist of the demolition of the existing former 2 no. storey DELL EMC building (c. 3882 sq m) and ancillary plant area, with associated site clearance works. The proposed development will provide for the 130 no. residential units, arranged in 3 no. blocks in a development ranging in height from 3 to 6 no. storeys.

The development will comprise a mix of 108 no. apartments (total apartment blocks area - c. 10,657 sqm), arranged in 2 no. blocks, providing a unit mix of 52 no. 1-bed and 56 no. 2-bed apartment units. In addition, the proposed development will provide 22 no. duplex units (total duplex block area - c. 2,159 sqm), arranged in 1 no. block, providing a unit mix of 4 no. 1-bed, 9 no. 2-bed, and 9 no. 3 beds.

Vehicular, cyclist and pedestrian access to the proposed development will be via 2 no. entrances from Innishmore Lawn (to the north east) and Mechterstadt Road (to the south west) and the development will include for pedestrian and cyclist permeability. Additionally, pedestrian access points are provided to the west of the subject site and to the south, off Mechterstadt Road.

The development will also include the provision of private, communal and public open space (including all balconies); car parking at ground floor level and undercroft; bicycle parking; internal roads and pathways; bin stores; hard and soft landscaping; boundary treatments; the provision of new surface water and foul drainage pipes and any associated pipe diversion works; retaining walls; changes in level; services provision and related ducting, piping and cabling; electric vehicle charging points; attenuation tanks; SUDS; signage; 1 no. ESB substation; wayfinding structures; public realm works including public lighting; and all site development and excavation works above and below ground. The proposed site plan and proposed site layout is shown in following Figure 1.1, provided by Meitheal Architects. In accordance with TII Publication GE-STY-01024, the Audit considers that the proposed entrance junction onto the public road, "results in a change to the road or roadside layout that is initiated and/or executed for commercial or private development", thereby necessitating the completion of a Road Safety Audit.

The Audit Team consists of Mr. Brian Loughrey (Team Leader) and Mr. Brian Murphy (Team Member) of MHL Consulting Engineers.

A site visit was undertaken by audit team on 18th July 2025 and again in December 2025. The weather at the time of audit site visits was dry but the surface was wet following a recent showers.

Information provided to assist the Audit consists of the drawings and documents listed in Appendix B. The information provided was considered adequate in terms of detail for the purpose of carrying out a Stage 1 & 2 Road Safety Audit. The audit has been carried out post grant of planning, limiting the scope of the audit. The works at the site were largely complete at the time of the site visit for the audit.

No previous Road Safety Audit reports were provided in relation to the development.

No specific Road Collision data was provided to the audit team. The RSA Road Collision database was not available at the time of preparation of the audit due to GDPR concerns. The Road Safety Authority is carrying out a review of its policies and procedures in relation to collision data sharing in light of GDPR and are seeking advice from experts on the most appropriate next steps in terms of mapping collisions.

The Audit has been carried out in accordance with the relevant sections of TII Publication GE-STY-01024, "Road Safety Audit". The scheme has not been examined or verified for compliance with any other standards or criteria. The team drove the local road network and walked the road along the site road boundaries and compiled a list of road safety problems and associated recommendations which are presented in this report.

An Audit Team Statement is included at the end of the Report. Appendix D contains the Safety Audit Feedback Form.

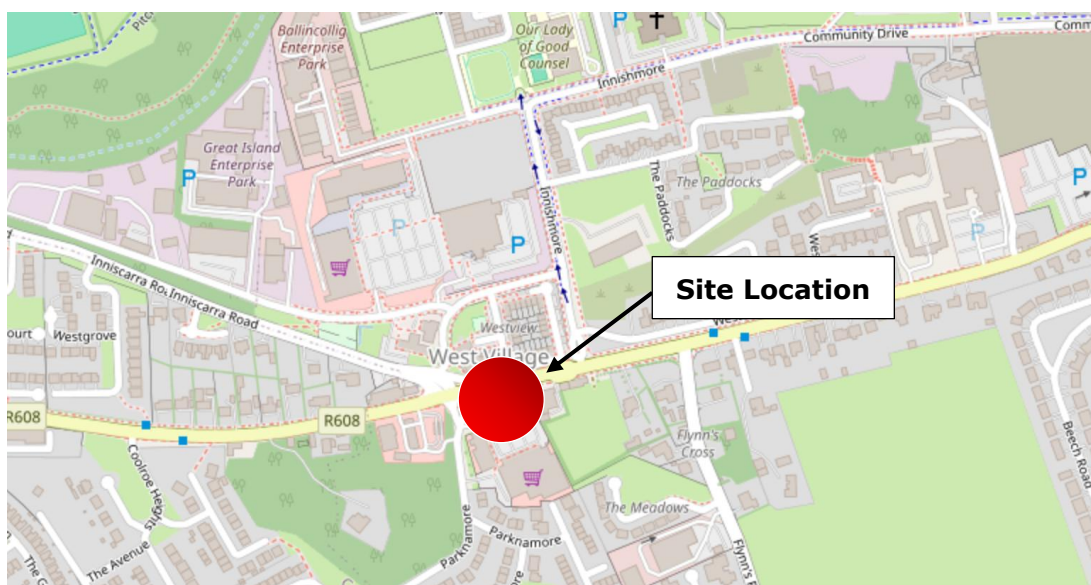


Figure 1.1 Site Location



Figure 1.2 Site Layout Map (c: DOSA Consulting Engineers)

2 AUDIT ISSUES

2.1 PROBLEM 1: Junction Visibility

Visibility splays were not indicated at either access junction on the drawing provided to the audit team. Inadequate sightlines at the entrance could lead to collisions between vehicles exiting the development and vehicles passing by on Innishmore Court or Mechterstadt Road as existing drivers may fail to see passing traffic in time to decelerate to a halt.

Recommendation 1

Ensure that appropriate visibility splays are provided at the entrance, in accordance with relevant design standards. Ensure also that any new vegetation is located such that it will not affect visibility from the entrance.

2.2 PROBLEM 2: Cycle Lane Marking at Entrance Junction

The existing cycle lane on Innishmore Court runs north south through the proposed development junction at that location. There are no road markings showing the cycle lane through the junction on the drawings provided to the audit team. Failure to provide road marking through the junction may lead to confusion for cyclists and motorists causing collisions.

Recommendation 2

Ensure that appropriate road marking and suitable contrasting cycle track surfacing is provided at the entrance in accordance with relevant design standards.

2.3 PROBLEM 3: Stop Signage and Road Markings

No stop signage or road markings are shown on the drawing provided to the audit team. Failure to provide appropriate signage and road markings may lead to vehicles not stopping at the junction and colliding with traffic on the adjoining public roads.

Recommendation 3

Provide the appropriate stop signage and road markings at all access junctions, in accordance with the relevant design standards.

2.4 PROBLEM 4: Tactile Paving

No tactile paving has been shown where there is an existing uncontrolled pedestrian crossing on Mechterstadt Road. Tactile paving indicates a crossing point to visually impaired persons and pedestrians. Lack of this may lead to collisions between vehicles and pedestrians.

Recommendation 4

Provide the tactile paving at all crossing points (including internal crossings), in accordance with the relevant design standards.

2.5 PROBLEM 5: Inappropriate Footpath Locations

On the southern site boundary adjacent Mechterstadt Road there is an existing pedestrian crossing. No tactile paving is provided at the location and the parallel road markings are

reflective of a controlled (signal controlled) type crossing. The applicant drawings appear to indicate that the crossing is to be maintained at the location. Failure to provide a crossing designed to the correct standards may lead to confusion over priority at the facility, possibly leading to collisions involving crossing pedestrians.



Figure 2.1 Southern Site Boundary Adjacent Mechterstadt Road

Recommendation 5

Provide a suitable pedestrian crossing with tactile paving and designed in accordance with relevant design standards.

2.6 PROBLEM 6: Public Lighting

No public lighting drawing has been provided to the audit team. Failure to adequately light the development may lead to vulnerable road users slipping or tripping in dimly lit areas.

Recommendation 6

Ensure that the development has adequate lighting provided, in accordance with relevant design standards.

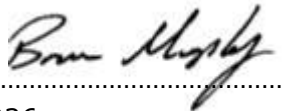
3 AUDIT TEAM STATEMENT

We certify that we have examined the drawings and documents listed in the Appendix to this Report and visited the site. 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 recommend should be studied for implementation. The Auditors have not been involved with the scheme design.

Mr. Brian Loughrey, B.Eng. C.Eng. M.I.E.I.

Signed: 
02/02/2026

Mr. Brian Murphy, B.Eng. C.Eng. M.I.E.I.

Signed: 
02/02/2026

4 APPENDIX A – PHOTOGRAPHS



Photo A.4.1 Site Boundary (Looking northwards along Innishmore Lawn Rd)



Photo A.4.2 Site Boundary (Looking westwards along Mechterstadt Rd)

5 APPENDIX B – DRAWINGS & DOCUMENTS SUBMITTED FOR INFORMATION

DRAWINGS BY: DOSA			
Ref.	Rev.	Drawing Title	Scale
Layout Drawings			
19_052 – P04	01	Site Layout Plan	1:250 @ A3

6 APPENDIX C – RSA COLLISION STATISTICS

Up to date data not available from Road Safety Authority due to GDPR considerations.

7 APPENDIX D – RSA FEEDBACK FORM

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Road Safety Audit Feedback Form

Scheme: Residential Development, Innishmore, Ballincollig

Audit Stage: Combined Stage 1 & 2

Date Audit Completed: 02/02/2026

Paragraph No. in Safety Audit Report	To be completed by the Designer			To be Completed by Audit Team Leader
	Problem accepted (yes/no)	Recommended measure 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)
2.1	yes	yes		
2.2	yes	yes		
2.3	yes	yes		
2.4	yes	yes		
2.5	yes	yes		
2.6	yes	yes		

DESIGNER

Signed:

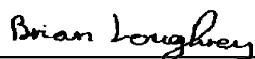


Date:

18/02/2026

AUDIT TEAM LEADER

Signed:



Date:

18/02/2026

EMPLOYER

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Date:

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