

Preface

Positive placemaking and a strong sense of community are central to our vision for Carrigaline, which is to create a people-centred development to cater for residents and businesses, and providing public amenities in a high-quality environment with distinctive character areas in its context. The principle of developing a sustainable, new neighbourhood in Carrigaline aligns with government policy at national, regional and local levels, particularly in relation to building high quality communities in town centres, promoting compact growth, through carefully managed development of our towns, cities and villages, in order to add value and create more attractive places, in which people can live and work.

The town of Carrigaline will benefit from the improved amenities as a result of this development, such as the new pedestrian north-south link as well as the proposed east-west permeability, green open spaces, leisure and shopping facilities, enabling Carrigaline to achieve its targeted level of growth in a sustainable and exemplary manner.

This Masterplan has been prepared in support of the Planning Application for the site by **Deady Gahan Architects**, in conjunction with **Coakley O'Neill Town Planners**, **TPS M. Moran Traffic and Transportation Planning Consultants** and **Cunnane Stratton Reynolds Land Planning and Design**. It summarises the reasoning and design principles that have led to the proposed arrangement, describes the site and its immediate and wider context and demonstrates how the design responds to its surroundings to provide an appropriate, sustainable and site-specific response.

It promotes the development of Carrigaline as a sustainable community, in line with national and regional policy, and it has been developed with regard to 12 criteria of the Urban Design Manual:

- 1.Context: How does the development respond to its surroundings?
2. Connections: How well connected is the new neighbourhood?
3. Inclusivity: How easily can people use and access the development?
4. Variety: How does the development promote a good mix of activities?

5. Efficiency: How does the development make appropriate use of resources, including land?

6. Distinctiveness: How does the proposal create a sense of place?

7. Layout: How does the proposal create people friendly streets and places?

8. Public Realm: How safe, secure and enjoyable are the public areas?

9. Adaptability: How will the buildings cope with change?

10. Privacy and Amenity: How does the scheme provide a decent standard of amenity?

11. Parking: How will the parking be secure and attractive?

12. Detailed Design: How well thought through is the building and landscape design?

It was informed by other urban design guidance documents, such as Cork County Councils' Making Places 2011 Guide, and the Department of the Environment Urban Design Manual 2008 as well as relevant Government Guidelines including the 'Urban Development and Building Heights Guidelines' 2018 and the 'Design Manual for Urban Roads and Streets' 2019.

Aldi and their design team have been in discussions with the Cork County Council teams over a period of 6 months in the design and development of this Masterplan. The Aldi team have agreed in principle the site layout of buildings, mix of uses, scale, vehicular and pedestrian connectivity to the Main Street and the proposed Carrigaline Western Relief Road. This Masterplan document has been developed in conjunction with the Cork County Councils TPREP Plan for Carrigaline. It will be a tool used for the development of the entire site setting guidelines to the present and future owners of what will be accepted in terms of the completion of the development in its entirety.

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1.0 Introduction

1.1 Urban Design Framework

This masterplan represents a unique opportunity to facilitate the delivery of an appropriately-scaled, expanded town centre resource, providing a mix of uses, including retail, leisure, residential and commercial uses, on a large, undeveloped town centre zoned site in the heart of Carrigaline.

The urban design framework guiding the development of the Masterplan lands is brought forward in the context of the overarching national, regional, and local planning policy.

1.2 Strategic Location

Carrigaline (Carraig Uí Leighin) is a town and civil parish in County Cork, situated on the River Owenabue, c.13 km south of Cork City. The town grew rapidly in the late 20th century, from a village of a few hundred people into a thriving Metropolitan Town with a population of 15,770 (2016), close to the Ringaskiddy strategic employment area, but keeps its strong village character in a coastal setting.

The R611 regional road passes through the town and it is connected to the N28 National Road to Ringaskiddy. The upgrade of this road to a motorway, under Cork County Council's M28 Cork to Ringaskiddy Project Motorway Scheme, has been granted by An Bord Pleanála under ABP PL04.MA0014 (currently subject to a Supreme Court challenge). The town is also one of the key gateways to west Cork.

Carrigaline is designated as one of nine Metropolitan Towns within the Cork Gateway and is within the County Metropolitan Strategic Planning Area as defined in the Cork County Development Plan, 2014. Its location close to Ringaskiddy has made Carrigaline an important residential alternative to Cork City and its environs. In addition, the settlement's location adjacent to designated scenic landscape and to Cork Harbour is such that it provides an opportunity to create a high-quality living environment.

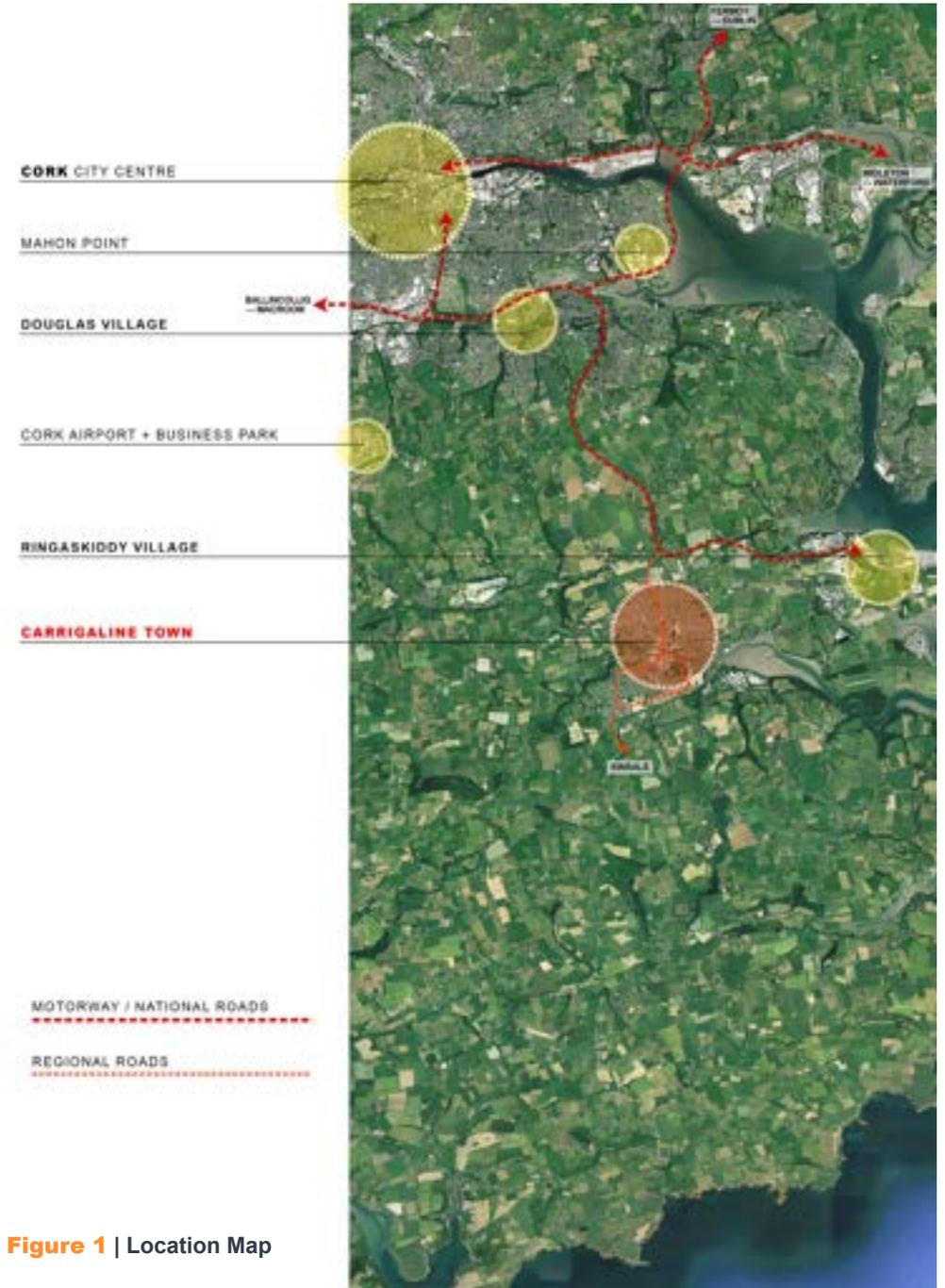


Figure 1 | Location Map

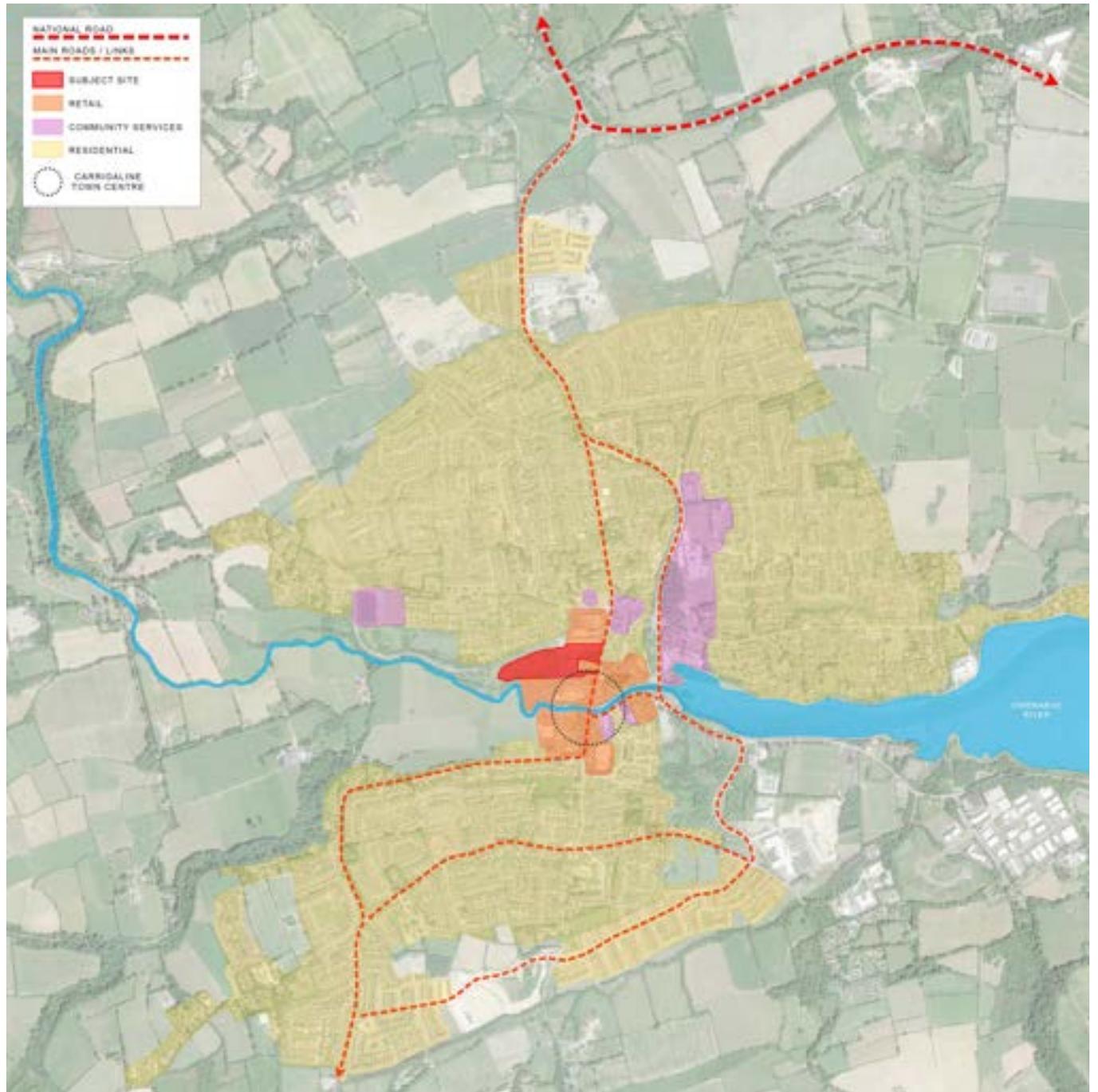


Figure 2 | Context Map

1.3 Context

The National Planning Framework (NPF) provides the Strategic Vision for the development of Ireland up to 2040 and is the highest level of planning policy in Ireland. The NPF, notes the importance of compact growth within the existing footprint of urban areas to the achievement of the sustainable development of Ireland, with Section 2.2 of the NPF stating the following:

Making better use of under-utilised land and buildings, including ‘infill’, ‘brownfield’ and publicly owned sites and vacant and under-occupied buildings, with higher housing and jobs densities, better serviced by existing facilities and public transport

The NPF also sets out a series of National Planning Objectives (NPO), covering various aspects of the Plan. These include the target for 50% of all future population growth to be focused on the existing five cities and their suburbs (NPO2a), the presumption in favour of development that can encourage more people and generate more jobs and activity within the existing cities, towns and villages (NPO11), and the requirement to regenerate and rejuvenate towns as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area (NPO6).

This is echoed in the Urban Development and Building Heights Guidelines (2018), which advocate increased densities and increased height in urban areas in principle, subject to compliance with a range of performance criteria, and the Guidelines on Sustainable Urban Housing – Design Standards for New Apartments (2018), which support apartment development in central locations. The Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009) and the accompanying Urban design Manual (2009) also place an emphasis on the importance of quality residential amenities and liveability in urban areas, with the Design Manual for Urban Roads and Streets (2019) focused on creating a hierarchy of streets and a focus on encouraging walkability and cycling.

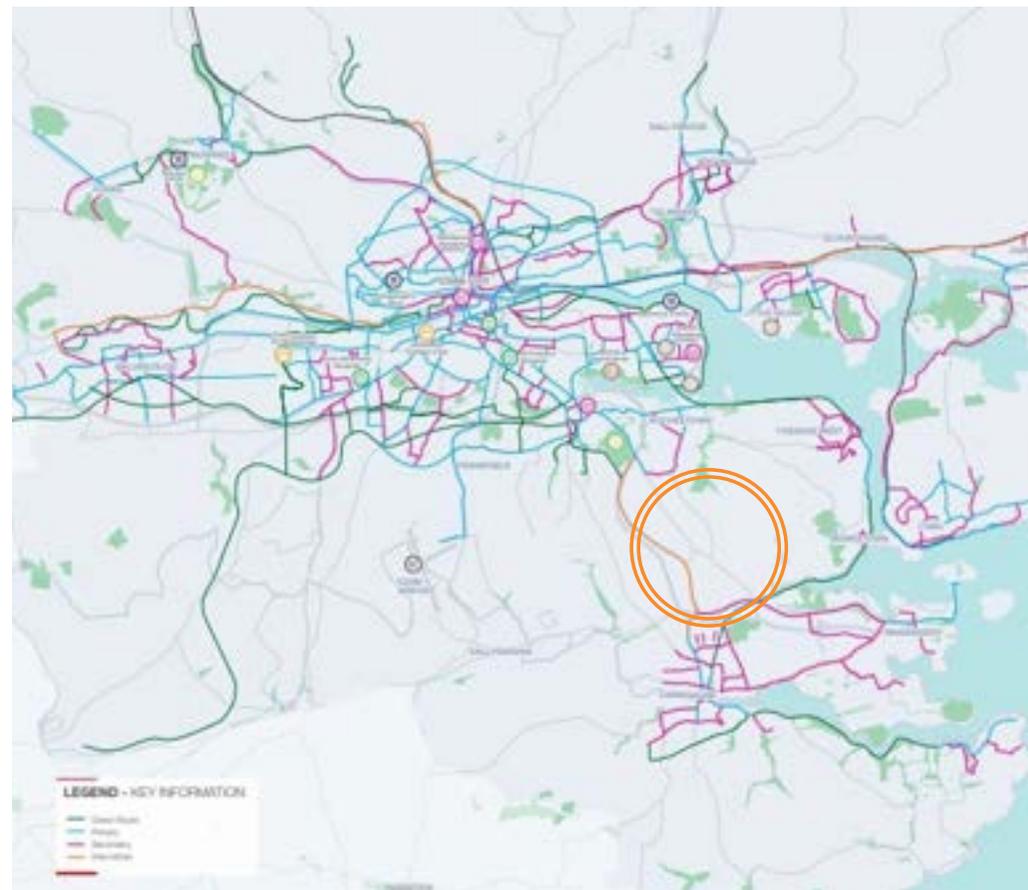


Figure 3 | Carrigaline in the context of the Cork Cycle Network

In relation to retail development, the Retail Planning Guidelines (2012) and the accompanying Retail Design Manual, prioritise the development and regeneration of the town centre, improved permeability and connectivity, and retail uses of an appropriate scale and character to their context.

The Regional Spatial and Economic Strategy (RSES) set out the Strategic Vision for the development of the Southern Region up to 2032 in the context of the increased population and employment targets espoused by the NPF. The RSES also sets out a Metropolitan Area Strategic Plan (MASP) for Cork, to guide the development of the Metropolitan area, within which Carrigaline is the largest town.

Cork MASP Policy Objective¹ relates to the development of the Metropolitan Area, sets out to support the communities of the Metropolitan Towns through regeneration initiatives and seeks vibrant metropolitan communities with a high quality of life and mixed uses and services, seeking the infrastructure-led sustainable compact growth of metropolitan settlements.

Table 7.4 of the MASP states that:

Carrigaline is a thriving Metropolitan Town with a strong village character, set in a high-quality harbour environment and in close proximity to Ringaskiddy employment area.

It also notes that there is a potential additional residential yield of 2,380 units, and, in order to unlock its development potential, the town needs enhanced public transport connectivity through the Cork Metropolitan Area Transportation Strategy (CMATS), as well as investment in retrofitting infrastructure and services (physical, social and recreational) to improve the quality of life for communities in the town. In this context, a new Bus Connects route linking Carrigaline with Ringaskiddy and the City is proposed in the Cork Metropolitan Area Transportation Strategy (CMATS), as is the Lee to Sea Greenway, proposed to run through Carrigaline, in addition to the Carrigaline Western Distributor Road.

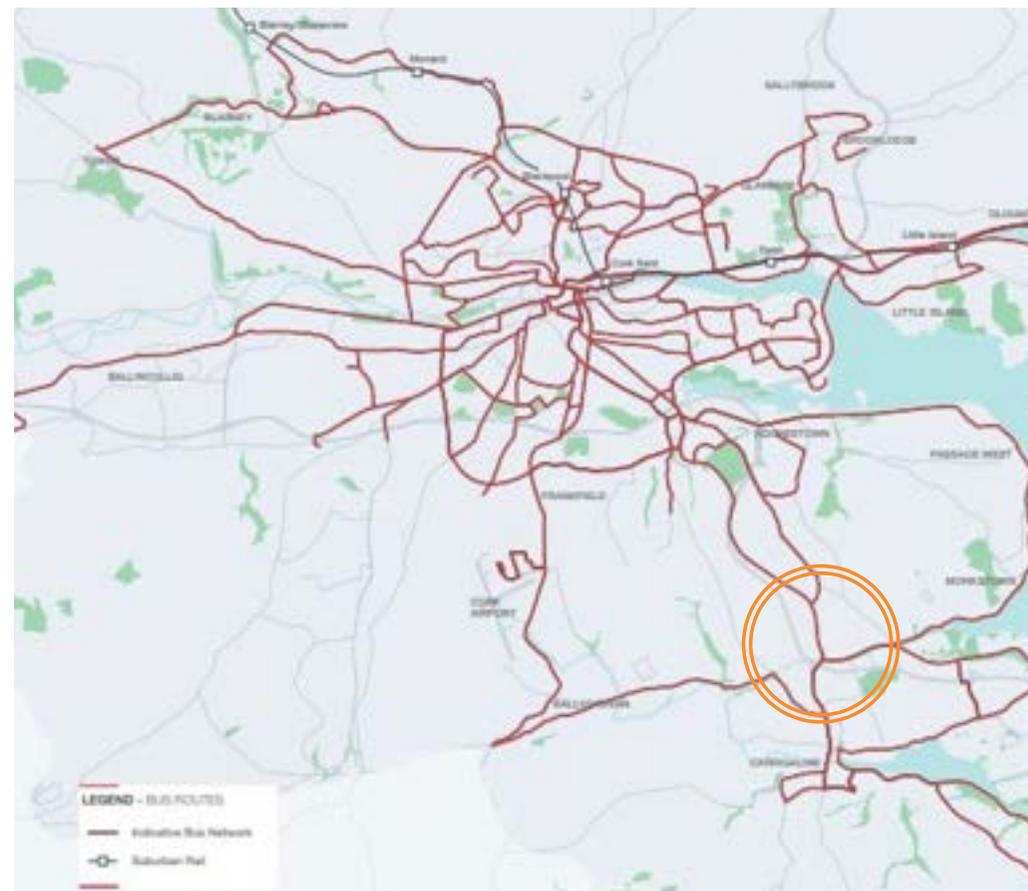


Figure 4 | Carrigaline in the context of the Cork Bus Connects Network

National Policy:

National Policy Objective 3a – Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements.

National Policy Objective 27 – Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.

National Policy Objective 32 – To target the delivery of 550,000 additional households to 2040.

National Policy Objective 33 – Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.

National Policy Objective 35 – Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building heights

Metropolitan Area policy objectives: - New Heading

RPO (Regional Planning Objective) 7 – Delivery and Funding - It is an objective to: a. Support sustainable delivery of the Strategic Investment Priorities identified by the NDP for the Cork, Limerick-Shannon and Waterford metropolitan areas and progress co-ordination between the principal stakeholders for delivery to achieve the vision and objectives identified in each MASP.

RPO 8 – Investment to Deliver on the Vision for Metropolitan Areas - It is an objective to: b. Prioritise the delivery of compact growth and sustainable mobility in accordance with NPF objectives.

RPO 9 – Holistic Approach to Delivering Infrastructure - It is an objective to ensure investment and delivery of comprehensive infrastructure packages to meet growth targets that prioritise the delivery of compact growth and sustainable mobility as per the NPF objectives including:

Water services, digital, green infrastructure, transport and sustainable travel, community and social, renewable energy, recreation, open space amenity, climate change adaptation and future proofing infrastructure including flood risk management measures, environmental improvement, arts, culture and public realm.

The proposed development will involve considerable upgrade of the public realm, will provide public open and green spaces for use by the entire local population and will complement the infrastructural development that is the relief road.

In addition, the RSES states that, regarding Housing and Regeneration in the Cork MASP area, the sustainable growth of Metropolitan Cork requires consolidation, regeneration, infrastructure led growth and investment in multiple locations, including Carrigaline.

Cork MASP Policy Objective 16 references Carrigaline as occupying Level 2 of the Cork Metropolitan Area retail hierarchy.

1.4 Cork County Development Plan

In the Cork County Development Plan 2014 (Plan), Objective CS 3-1 sets out the policy for Metropolitan Towns such as Carrigaline, as follows:

Critical population growth, service and employment centres within the Cork “Gateway”, providing high levels of community facilities and amenities with infrastructure capacity high quality and integrated public transport connections should be the location of choice for most people especially those with an urban employment focus.

In addition, Objective CS 4-1 of the Plan states that development to provide the homes and jobs to serve the planned population will be prioritised in several locations in the County, to include Carrigaline.

In retailing terms, Carrigaline is identified as a Sub-regional/Large Metropolitan Town in Table 7.1 of the Plan. Objective TCR 4-4 sets out the retail objective for sub-regional/large metropolitan towns in County Cork as follows:

Support the vitality and viability of the metropolitan towns and to ensure that such centres provide an appropriate range of retail and non retail functions to serve the needs of the community and respective catchment areas, with an emphasis on convenience and appropriate comparison shopping.

Objective TCR 2-1 also sets out the specific policy for town centre development, noting the need to maintain, strengthen and reinvent the role of town centres, enhancing their mixed-use character by encouraging the development of general office, retail, housing, community, civic and entertainment uses. In addition, it is noted that the town centre policy is supportive of proposals for development involving evening and late night commercial, retail or entertainment uses.

At the local level, Carrigaline is guided by the provisions of the Ballincollig-Carrigaline Municipal District Local Area Plan, 2017 (LAP). The site benefits from being zoned as part of the CL-T-01 for Town Centre uses within the LAP, as follows:

“This area denotes the built existing footprint of the town centre and any proposals for development within this core area should comply with the overall uses acceptable in town centre areas.

It is desirable that the inner western relief road is delivered prior to any further development. However, in order to prevent any undue delays to development, future proposals (which will include a community element) that are submitted prior to the construction of this road should be for limited development and accompanied by a detailed traffic management and access proposals. Any such development proposals in the CL-T-01 area will provide only pedestrian access to the main street. Vehicle access to such developments will not be provided directly from the main street.

Delivery of the inner relief road offers opportunities to deliver an updated public realm for the town including the introduction of new public spaces. These should be designed to accommodate a number of community functions including a market space, festival space, meeting place, seating area etc. The desirable location of these future public spaces are:

- 1. The site of the existing car park adjoining the Main Street and River;*
- 2. Within the town centre expansion area west of the Main Street*

And should form part of a wider public realm strategy for the town.

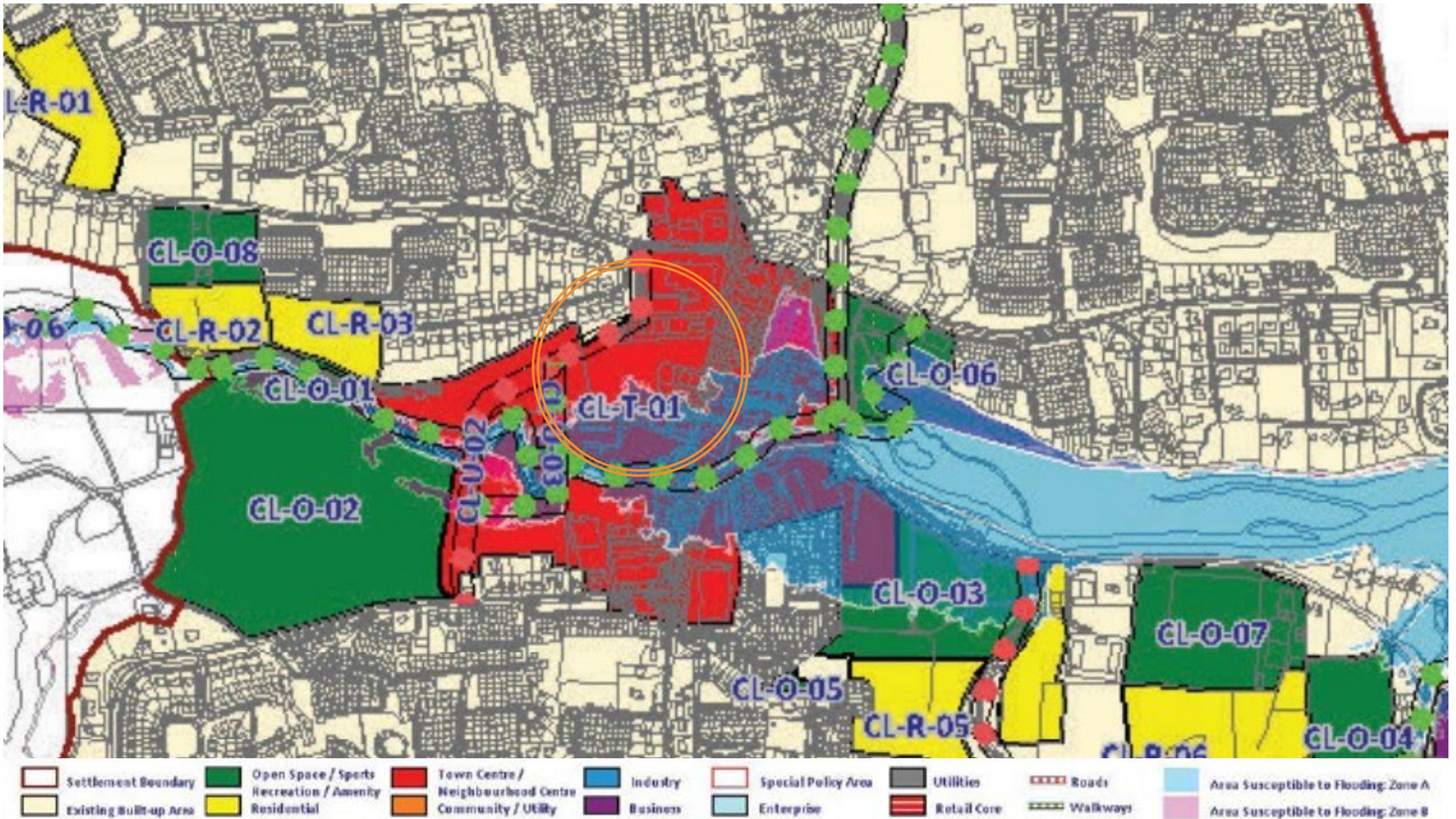


Figure 5 | CL-T-01 zoning objective of the LAP

Community uses which will be considered appropriate for this site include youth facilities, theatre, cinema, town hall/ multi-purpose building and town square. Within the site there will be opportunity for regeneration and town centre expansion. The scheme will give priority to pedestrians and cyclists and shall provide permeability to the rest of the town including the open space area directly adjacent to the site (CL-O-02).

The southern part of the site backing onto existing residential development on Kilmoney Road may give a mix of residential development.”

In addition to be zoned for Town Centre Uses, the site is also identified as being a Regeneration Area as per objective CL-RA-01 of the LAP, as follows:

This site is located within the area zoned CL-T-01, this is the former Carrigaline Pottery site which fronts the main street. This site presents an opportunity for regeneration of the town by strengthening and extending the existing retail core. The site will promote town centre living to support social vitality, promoting a range of residential types as part of a mixed use development within the town centre and is also suitable for a larger scale standalone retailers. In addition this site will provide for town centre working, providing a range of office accommodation to support town centre services and facilities and ensure a vibrant town centre during the day.

Furthermore, there are two specific transportation objectives that apply to the site:

CL-U-02 - Construction of an inner western relief road

CL-U-03 - Parallel a pedestrian street to Main Street provided as part of the development of CL-T-01

Paragraph 3.4.9 of the LAP, states that future growth in Carrigaline “will primarily focus upon the redevelopment and rebalancing of the Town Centre”.

Paragraphs 3.4.13 - 3.4.22 of the LAP which strongly support the principles of the Masterplan.

1.5 Topography and Flooding

The site is generally flat, with a slight slope in a westerly direction. It is slightly raised above the level of Main Street on its eastern side. The site generally comprises open land with several exposed concrete slabs.

As illustrated in *Figure 5*, the site is partially located within Flood Zone A and Flood Zone B. The development of the masterplan lands will be subject to Policy WS 6-1 and WS 6-2 of the Plan, which are outlined as follows

WS-6-1

Take the following approach in order to reduce the risk of new development being affected by possible future flooding:

- *Avoid development in areas at risk of flooding; and*
- *Where development in floodplains cannot be avoided, to take a sequential approach to flood risk management based on avoidance, reduction and mitigation of risk.*

In areas where there is a high probability of flooding 'Zone A' it is an objective of this plan to avoid development other than 'water compatible development' as described in Section 3 of 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' issued in November 2009 by DoEHLG.

In areas where there is a moderate probability of flooding 'Zone B' it is an objective of this plan to avoid 'highly vulnerable development' described in section 3 of 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' issued in November 2009 by DoEHLG.

Implement the recommendations of the South Western CFRAM study.

WS- 6-2

Ensure that all proposals for development falling within flood zones 'A' or 'B' are consistent with the Ministerial Guidelines – 'The Planning System and Flood Risk Management'. In order to achieve this, proposals for development identified as being at risk from flooding will need to be supported by a site specific flood risk assessment prepared in line with Paragraph 11.6.16 of this plan.

Where the planning authority is satisfied that it can be satisfactorily shown in the site specific flood risk assessment required under objective WS 61 that the proposed development, and its infrastructure, will avoid significant risks of flooding in line with the principles set out in the Ministerial Guidelines, then, subject to other relevant proper planning considerations, permission may be granted for the development.

Where the site specific flood risk assessment required under WS 61 shows that there are significant residual flood risks to the proposed development or its occupiers, conflicting with the approach recommended in the Ministerial Guidelines, it is an objective of this plan to, normally, avoid development vulnerable to flooding unless all of the following are satisfied

- *The development is within an urban settlement, targeted for growth under the National Spatial Strategy, Regional Planning Guidelines, and statutory plans.*
- *The development of the lands for the particular use or development type is required to achieve the proper planning and sustainable development of the urban settlement and, in particular:*

1.6 Site Ownership

The site is in the ownership of Aldi Stores (Ireland) Ltd.



- 1. *Is essential to facilitate regeneration and/or expansion of the centre of the urban settlement;*
 2. *Comprises significant previously developed and/or underutilised lands;*
 3. *Is within or adjoining the core of an established or designated urban settlement;*
 4. *Will be essential in achieving compact and sustainable urban growth; and*
 5. *There are no suitable alternative lands for the particular use or development type, in areas at lower risk of flooding within or adjoining the core of the urban settlement.*
- *The development is assessed not to have the potential to give rise to negative or adverse impacts on the integrity of Natura 2000 sites.*

1.7 Neighbouring Lands

To the north of the site is a large single-storey warehouse building which is occupied by several small retail units along with car repair and related service shops. North of this is the four-storey Carrigaline Court Hotel, which marks the northern gateway to Main Street. Further north west is the single-storey/dormer bungalow housing estate Nova Court.

To the west is undeveloped grassland, with the western boundary of the site formed by the route of the Carrigaline Western Relief Road. To the east is Main Street with a number of smaller retail and commercial units. There is an existing access road off Main Street, as well as a pedestrian access (currently blocked).

To the south is the Carrigaline Shopping Centre (two-storey to the street front, single-storey to the rear), anchored by Supervalu, as well as several small-scale retail and retail services. There is an extensive car park to the rear of the shopping centre, with an overflow car park occupying part of the site.

The River Owenabue forms the southern boundary of the Shopping Centre.

1.8 Site Character

The site is an elongated area (c. 3.38ha) of part brownfield, primarily greenfield, open land to the west of Main Street. It is of a backland character, with vehicular and pedestrian access onto Main Street.

Main Street is characterised by a mix of small to medium sized retail and commercial units of primarily two-storey height, of a village character.





2.0 Site Organisation

2.2 Site Context

The site in its overall context is located within the centre region of Carrigaline Town and lays to the West of the Main Street. The total site area comprises 3.26 Hectares that abuts the Main Street just below the old pottery site.

The Eastern boundary of the site abuts the Main Street with existing overgrown vegetation over and an old mix of block and stone rubble wall boundary. To the North Eastern portion of the site lays the mixed use Commercial units that once housed the old Pottery Company. Further West the northern boundary abuts the proposed inner relief road. The site extends west and opens up behind the old Cinema building to the south and while the Main Street boundary is narrow the site opens up to a vast unused area of lands to the West that forms the land bank connection between the Main Street and the proposed Inner Relief Road.

To the Southern aspect of the site it is bounded by the SuperValue site car park extending from Main Street to the proposed Inner Relief Road to the West. Part of the southern boundary is bounded by small areas of the River Owenabue. The Western boundary currently abuts open unused lands that will eventually about the proposed new inner relief road. The main vehicular access to the site will be located in this location with only pedestrian connection to the Main Street.



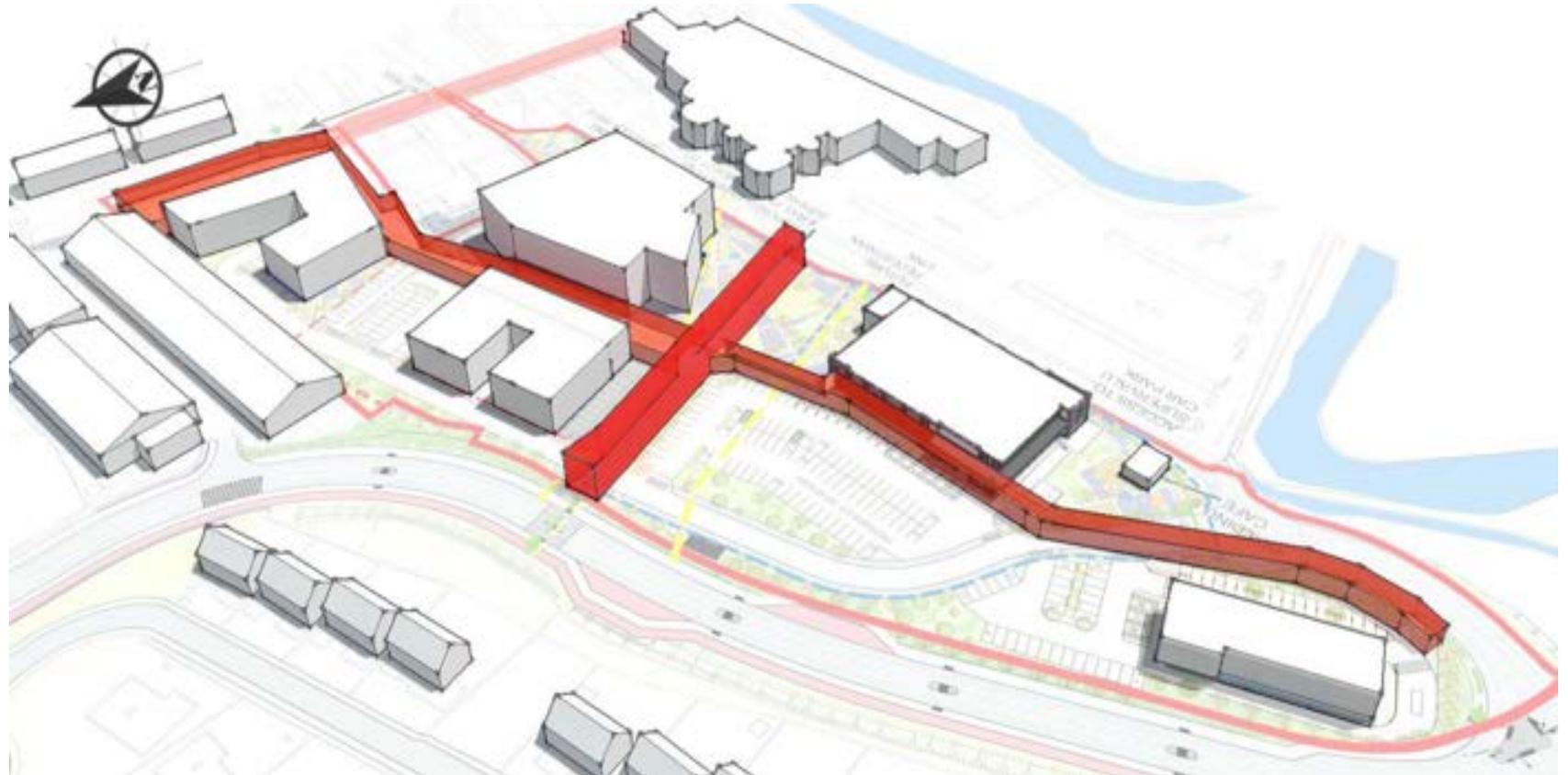
Scheme | Site Context

2.2.1 Concept

The proposed site takes advantage of the established surrounding factors and conditions to inform the scheme layout. The site is simply divided up by an East-West corridor, and a North-South corridor, both representing different characters and purposes.

Where these two routes cross, a civic node point is formed that will create the heart of the new neighbourhood.

Two secondary north-south connections assist the desirable structuring to gauge the urban grain of the development with the scale of its vicinity. The adjacent sites could possibly also play a part in this.



Scheme | Masterplan Concept

2.3 Connections

The main vehicle access is to the west of the site which provides connection to parking lots allocated for each building. There is pedestrian access to the east & west, both integrated into a civic square outside building 2 & 5, forming a defined entrance square surrounding the junctions. It also marks the start of an East-West walkway further into the lands and provides entrances into retail outlets, a leisure facility, and the proposed supermarket in Building 2 to the south west.

A central plaza accommodating a shared surface, used by pedestrians and cyclists, runs continually through a sequence of spaces of the site to form the East-West spine to the development.

The tree-lined greenway provides an amenity walk all the way from Ballea Road via the planned inner relief road at the north of the site to the adjacent Shopping centre in the south.

More pedestrian links from the main street in the east and the woodlands of the River Owenabue in the west enhance the permeability of the site. The proposed pedestrian priority routes also provide important access to public transport and links to other existing commercial and retail uses in the local area.

The East-West Boulevard forms the spine for the development, providing the permeability for pedestrian movement from the main street towards the amenities of the Owenabue River. An established pedestrian link to the Main Road can easily be reopened to form another access point from the main street.

The North-South Greenway is a proposed continuation of an established wayleave. It's soft landscaping will enhance the local facilities by providing a natural amenity walking route parallel to the main street. It is conveniently passing the proposed bus stop on the future relief road.



Scheme | Vehicular Connections



Scheme | Pedestrian Connections

2.4 Inclusivity

The new neighbourhood provides a desirable mix of uses to create a people-centred, sustainable community to cater for residents and businesses, and providing high-quality public amenities with distinctive civic spaces.

The East-West Boulevard in the centre of the development gives pedestrians priority, which will make the new neighbourhood attractive for shoppers and commercial customers from the main street. The woodlands and walks around the Owenabue River can be accessed by continuing this walk past the Western gateway.

Careful consideration has been given to the central square. Outdoor facilities, such as seating areas, urban furniture, paved squares and green open spaces for the benefit of local residents and visitors alike, are provided at this central node to create a vibrant neighbourhood.



Scheme | Inclusivity

2.5 Variety: Uses

In the East, the proposed building 4 with its outdoor terrace and retail use is the first gateway leading into the new neighbourhood. It will also function as an anchor for smaller commercial businesses and shopping opportunities to be located within building 5, which also accommodates leisure facilities on the upper levels.

The central square provides access to all proposed public uses, such as leisure facilities and shopping opportunities in building 5, and community facilities associated with residential use in buildings 3 and 4. The proposed diversity of uses and services at hand ensures the sense of community that makes the new development a good place to live and work.

To the West, another gateway is formed by the proposed restaurant (building 6) and the residential buildings 3 and 4.

SCHEDULE			
BUILDING 1 (1 storey)	Ground Floor	DRIVE THRU	848 sq.m - 8878 sq.R
		CAR PARKING	55 SPACES
BUILDING 2 (1 storey)	Ground Floor	ALDI RETAIL STORE	1800 sq.m - 18375 sq.R
		CAR PARKING	102 SPACES
BUILDING 3 (3 storey)	Ground Floor	RESIDENTIAL	14 UNITS 1432 sq.m - 15413 sq.R
	First Floor	RESIDENTIAL	14 UNITS 1432 sq.m - 15413 sq.R
	Second Floor	RESIDENTIAL	14 UNITS 1432 sq.m - 15413 sq.R
	TOTAL	TOTAL	42 UNITS Approx 80 sq.m per Apart
	TOTAL	CAR PARKING	4296 sq.m - 48241 sq.R 23 SPACES
BUILDING 4 (3 storey)	Ground Floor	Retail Unit	813 sq.m - 8751 sq.R
	First Floor	Residential	8 UNITS 813 sq.m - 8751 sq.R
	Second Floor	Residential	8 UNITS 813 sq.m - 8751 sq.R
	TOTAL	TOTAL	12 UNITS Approx 80 sq.m per Apart
BUILDING 5 (3 storey)	Ground Floor	Residential	8 UNITS 813 sq.m - 8751 sq.R
	First Floor	Residential	8 UNITS 813 sq.m - 8751 sq.R
	Second Floor	Residential	8 UNITS 813 sq.m - 8751 sq.R
	TOTAL	TOTAL	24 UNITS Approx 80 sq.m per Apart
	TOTAL	CAR PARKING	4878 sq.m - 52508 sq.R 8 SPACES
BUILDING 6 (2 storey)	Ground Floor	COMPARISON RETAIL	2889 sq.m - 28944 sq.R
	First Floor	LEISURE	2889 sq.m - 28944 sq.R
	TOTAL	TOTAL	5778 sq.m - 57888 sq.R 46 SPACES
BUILDING 8 (1 storey)	Ground Floor	CAFE	66.8 sq.m - 708 sq.R
		TOTAL	TOTAL
TOTAL CAR PARKING: 238 SPACES			



Scheme | Variety & Uses

2.6 Efficiency

The proposed development is designed to transform a currently vacant greenfield site into a vibrant new neighbourhood with a high standard of services and a diverse mix of uses.

The 6 proposed new building blocks have been carefully orientated to turn existing constraints into an advantage, but also to provide other residents and businesses of Carrigaline better access to amenities and public transport.

The leisure facility in building 5, and all other buildings on the central civic square exploit the advantages of the public transport arriving with the future relief road to be constructed to the north and west of the site.

All spaces follow a logic sequence along the proposed new boulevard in accordance with the proposed building uses.

The development will also provide a dense transition to close the gap between the new road and the main street of the town centre. It will also open up new routes to access existing amenity walks, and also induce the development of new amenities.



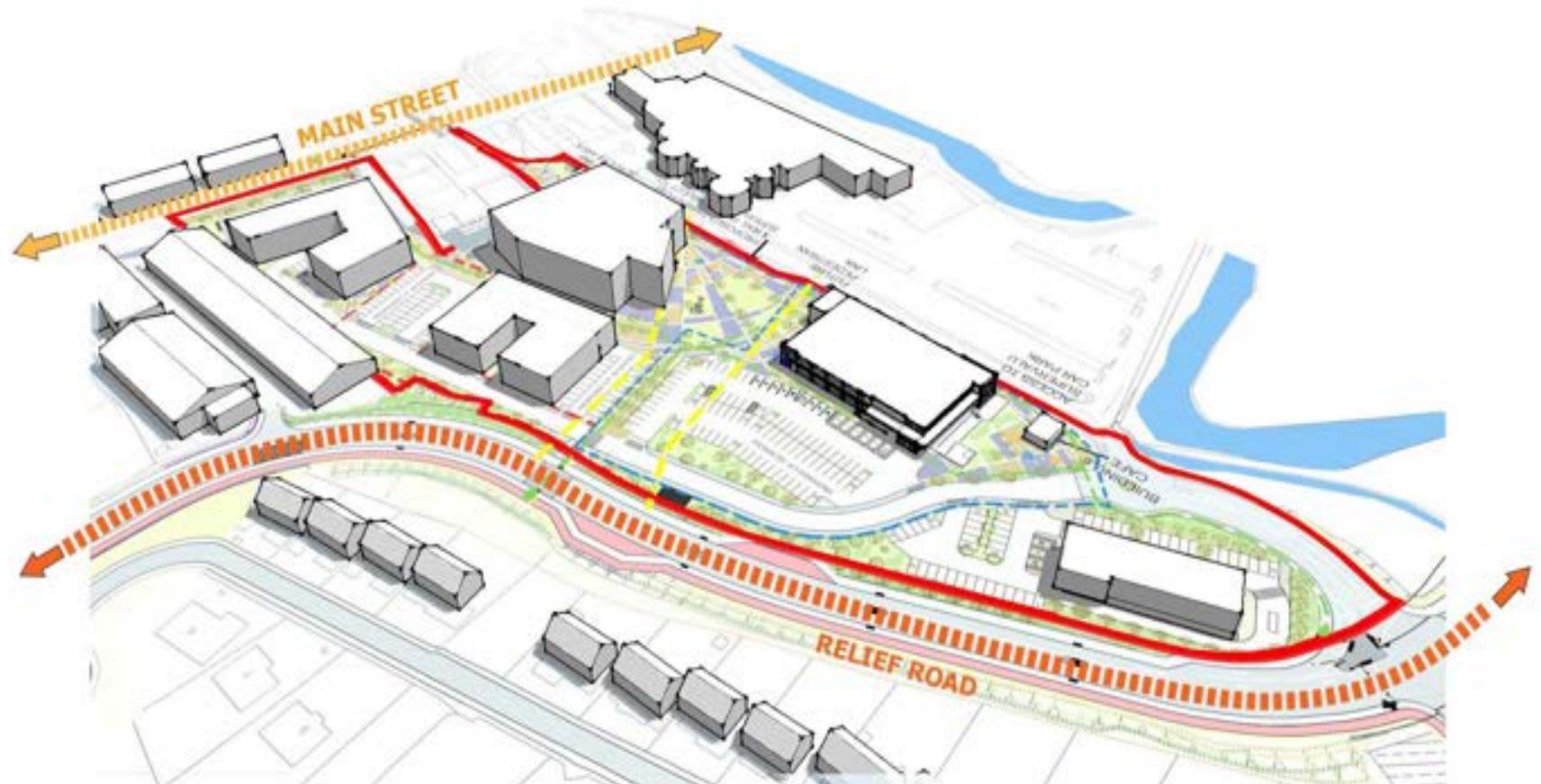
Scheme | Efficiency

2.7 Distinctiveness: character, heights and landmarks

Successful place-making for a new development of this scale requires distinct architectural characters. The land will be divided into different ownerships, this context should facilitate the realisation of meaningful characters, as each land owner may deliver a distinct vision for their own development.

There are many examples of the successful use of architectural methods and detailing to define the character to create different areas within a development. The architectural language, different materials and landscape features may be used to create meaningful difference between development areas.

A variety of building heights and identification of suitable landmark structures are useful ways of creating character and aiding wayfinding within this development. Variety and local landmarks may be provided through colour, materiality, height, roofscape or landscape features.



Scheme | Distinctiveness

2.8 Layout

The masterplan identifies five development plots within each site, which set up a network of streets and public open spaces that provide connectivity across the lands.

The development blocks are suitable for a range of building typologies, which facilitate the various density requirements throughout the site. This Masterplan provides also a desirable mix of uses to create a people-centred, sustainable community to cater for residents and businesses, and providing high-quality public amenities with distinctive civic spaces.

Two potential gateways or arrival points into the site will create a first impression of the new neighbourhood.

At the East pedestrian entrance from the Main Street (Cork Road), an outdoor plaza and potential public realm area leads into a square formed by a retail store and a mixed-use building.

The main square at the crossing point of the two main axes forms the central node point of the area, with shopping opportunities and leisure facilities.

In the West, a restaurant forms the entrance into another public plaza which connects to the central square.



Masterplan | Proposed Site Layout

2.9 Public Realm

The proposed plaza to the East of building 4 at the Main Street will enhance the quality of the public realm and complement the existing streetscape. Its prominent location at the Eastern entrance into the development gives the hard landscaping of outdoor amenities significance.

More public open spaces are proposed further in the centre, such as the central plaza with urban furniture / outdoor seating benches and a generous village green with entrances into three different buildings, including a leisure facility, shops and apartments. Each civic space has a distinctive function and associated urban design quality, which may be related to its architecture, landscape, scale and amenities.



Scheme | Public Realm

2.10 Adaptability

The division of the lands into phases should facilitate the realisation of functional buildings, as each land owner may deliver a distinct vision for their own development.

The footprints of the proposed building blocks allow for the flexibility to facilitate various layouts, different design approaches and distributions of uses within building blocks while maintaining a common architectural language.



Scheme | Adaptability

2.11 Privacy and Amenity

The Owenabue River at the Southwest of the lands, and the various parkland spaces along it, are considered key to the successful integration of this scheme with Carrigaline and the surrounding landscape.

Careful consideration has been given to design of the residential element. The central square accommodates outdoor facilities, such as seating areas, urban furniture, paved squares and green open spaces for the benefit of local residents. Apartments are orientated to provide access to these facilities, and to maximise natural daylight exposure.



Scheme | Privacy and Amenity

2.12 Parking

Different contrasting surface materials and landscaping buffers planted with large rows of trees will be applied to create distinct squares used for car parking.



Scheme | Parking



3.0 Movement Strategy

3.1 Carrigaline Western Relief Road

The proposed Masterplan Site is located to the east and south of the proposed Carrigaline Western Relief Road (CWRR). The CWRR includes the construction of a new single urban carriageway road between the R613 / Ballea Road and the R611 / Kilmoney Road. west of Church Roundabout (locally referred to as the Heron Roundabout), which is located at the northern end of Carrigaline Main Street. The route will extend in a southerly direction over an existing restricted access road and redirect to the west, thus avoiding private residential properties in Nova Court estate.

Part 8 Planning approval was secured for the road project in 2005. Following an An Bord Pleanála Oral Hearing in 2008, the CWRR compulsory purchase order was approved by the Bord. The Section 50 approval for the proposed CWRR Owenboy Bridge was secured in 2013.

An additional Part 8 Planning Approval was secured in 2012 for additional landowner accommodation and scheme works to provide access to zoned lands north and south of the Owenboy River and a connection to Soccer Club Road. A number of advanced works construction contracts were completed from 2012-2014 at the northern end of the road project.

Cork County Council completed the acquisition of the largest parcel of Compulsory Purchase Order lands in 2015. These lands are now in the ownership of Cork County Council and were fenced off in 2016.

To-date this road project has been progressed through the planning, land acquisition and detailed design stage. Consultants were appointed to the role of Engineering Consultant in May 2017 to progress the project through 'detail design' and the 'tender / construction' stages.

The CWRR route is to the west of Main Street connecting the R613 Ballea Road to the north and the R611 Kilmoney Road to the south. The proposal is for a single carriageway road with a number of junctions. The proposed road cross section is a 9.5m carriageway with a 3m wide footpath to the east, and a 2m + 2.5m wide footpath and cycle path to the west. The main line is 750m long and is projected to take 18 months to complete.

The construction of the CWRR has commenced and is expected to be complete by late 2022.

It is proposed to access the Masterplan Site from the CWRR by means of a traffic signal controlled junction providing access to the western area of the Masterplan Site. This 4 arm high capacity signal junction will contain dedicated through traffic lanes within all 4 arms of the junction with dedicated turning lanes for all right turning traffic. In addition a left turn filter lane is proposed for traffic accessing the Masterplan Site from the southbound carriageway of the CWRR.

Within this signal junction will be a raised pedestrian platform to facilitate pedestrians, cyclists and non able bodied to cross this junction at defined safe locations from the adjacent pedestrian routes which orbit this junction.

Bus laybys are also to be constructed on both sides of the CWRR to the northwest and southeast of this signal junction.

Therefore, the provision of a high quality traffic signal junction along this section of the CWRR and adjacent to the Masterplan Site which facilitates all road users is an optimum location from which to access the Masterplan Site. The design of this junction at this location also maximises the road link capacity of the CWRR to accommodate the various phased land use developments within the Masterplan Site.

The western arm of this traffic signal junction provides access to the Masterplan Site via a single carriageway of distributor road status which connects with a 3 arm at grade roundabout junction.

The northern arm of this junction provides vehicular access to the Masterplan Site with the southern arm facilitating access to the car park and lands of the existing Supervalu Supermarket. Full pedestrian, cyclist and non able bodied footpaths and dedicated crossings will be provided within all arms of this roundabout junction.

This new access to the SuperValue lands and car park also provides much improved connectivity with this central and southern area of Carrigaline Town Centre.

The option to provide a vehicular connection from the CWRR through the Masterplan Site to the town centre has been reviewed and in order to further enhance the sense of place for non car users within Carrigaline Town Centre this option has been omitted.

The Masterplan Site now only connects the proposed CWRR via the east west distributor road within the Masterplan Site that generally runs along the northern boundary of the Masterplan Site.

The omission of this vehicular link from the Masterplan Site to Main Street enables the provision of a further series of high quality shared non car links to be provided connecting the Masterplan Site with the Carrigaline Town Centre.

Within the Masterplan Site the following land uses have been identified. These land uses together with projected floor area are shown within Table 1.0 below.

Phase	Land Use	Projected Floor Area
Phase 1	Aldi Food Store / Cafe	2093 sq metres
Phase 2	Multiplex Cinema	2770 sq metres
	Non Food Retail	1745 sq metres
	60 Residential Units (Estimate)	
	Drive Thru Restaurant	650 sq metres

Masterplan Site Land Uses Table 1.0

The extent of trip generation and trip attraction associated with these possible land uses within the Masterplan Site is also considered and having been derived from the TRICS land use database is outlined within Table 2.0 for the general AM and PM peak hour periods.

Land Use	AM Inbound	AM Outbound	PM Inbound	PM Outbound
Aldi Food Store / Cafe	47	29	85	80
Residential	9	12	10	10
Non-Food Retail	15	14	29	30
Drive Thru	14	15	75	83
Multiplex Cinema	6	0	55	40
Total	91	70	254	243

The Masterplan Site would be served by 293 surface level car parking spaces with provision for disabled, parent and guardian and electric vehicle charging parking spaces. The extent of this parking would provide 119 spaces within the proposed Aldi site and 174 spaces

serving the other land uses within the Masterplan Site.

It should be noted that the traffic volumes relating to the proposed Masterplan Site and in particular the retail land uses should not be considered as wholly new to the surrounding road network.

This is because elements of this traffic will already be on the local road network and will divert into the development site. Existing traffic on the road network could be transfer trips, pass by trips or diverted trips to a new retail development.

Current research indicates that less than 30% of these trips would be new to the network during the PM peak period the remaining 70% of these trips exist and are already on the adjacent road network and would be passing the development site in any event.

Considering the above, the existing and proposed new road network in this area would have ample operational capacity to accommodate the various land uses proposed within the Masterplan Site.

3.2 Street Hierarchy

The proposed road hierarchy within the Masterplan site from its connection with the CWRR through to Main Street, the various land use access points, the internal access routes will be designed to accord with the standards set out within the Design Manual for Urban Roads and Streets (DMURS).

DMURS places the emphasis not on road link or junction capacity but the sharing of the available road space. DMURS was launched by the Department of Transport and the Department of Environment in March 2013 with the focus on pedestrians, cyclists, and public transport.

The now DMURS 2019 manual sets out design guidance and standards for constructing new and reconfiguring existing urban roads, streets and access points in Ireland, incorporating good planning and design practice.

The manual aims to end the practice of designing streets as traffic corridors, and instead focus on the needs of pedestrians, cyclists and public transport users.

DMURS sets out 4 principles which should be incorporated with the development of an urban form. These are:

Design Principle 1:

To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users, and in particular more sustainable forms of transport.

Design Principle 2:

The promotion of multi-functional, place- based streets that balance the needs of all users within a self-regulating environment.

Design Principle 3:

The quality of the street is measured by the quality of the pedestrian environment.

Design Principle 4:

Greater communication and co-operation between design professionals through the promotion of a plan led, multidisciplinary approach to design.

In addition, street networks can be designed to maximise connectivity between destinations to promote higher levels of permeability and legibility for all users, in particular more sustainable forms of transport. This will allow people to move from place to place in a direct manner with greater route choice.

3.3 Shared East-West Spine Boulevard

The main spine East – West spine boulevard is a pedestrian and cyclists only connection. There are no vehicular connections between Main Street and the Carrigaline Western Relief Road. This proposal enables the proposed Cork County Councils TPREP proposals to smoothly connect into the overall Masterplans strategy of promoting pedestrian / cycling connectivity between the Main Street and the centre public square creating a sense of destination and addition to Carrigaline public realm. The vehicular connection from the CWRR services all the proposed buildings but its hierarchy is reduced giving pedestrians and cyclists priority with the implementation of DMURS.

The design character of this spine route will be based on a 30kph urban speed limit. Design speed is the maximum speed at which it is envisaged/intended that the majority of vehicles will travel under normal conditions. In this regard priority will be given to pedestrians and cyclists. This design criteria is based on Table 4.1 of DMURS which is shown beside.

As advised within DMURS the design should successfully balance the functional needs of the different users, enhance the sense of place and manage vehicular speed in a manner that does not overly rely on extensive regulatory controls or physically intrusive measures for enforcement.

In short, place can be used to manage movement. Such road links should be designed to be self regulating.

It is also proposed to incorporate a series of shared surfaces at intervals along the spine road. As previously mentioned, the design will also seek a good mix of both on-street and in curtilage parking for all users within areas where pedestrian, cyclists and vehicular traffic will be integrated to achieve a rebalance of priority to promote safer and more desirable environment for all road users.

		PEDESTRIAN PRIORITY		VEHICLE PRIORITY		
FUNCTION	ARTERIAL	30-40 KM/H	40-50 KM/H	40-50 KM/H	50-60 KM/H	60-80 KM/H
	LINK	30 KM/H	30-50 KM/H	30-50 KM/H	50-60 KM/H	60-80 KM/H
	LOCAL	10-30 KM/H	10-30 KM/H	10-30 KM/H	30-50 KM/H	60 KM/H
		CENTRE	N'HOOD	SUBURBAN	BUSINESS/ INDUSTRIAL	RURAL FRINGE
		CONTEXT				

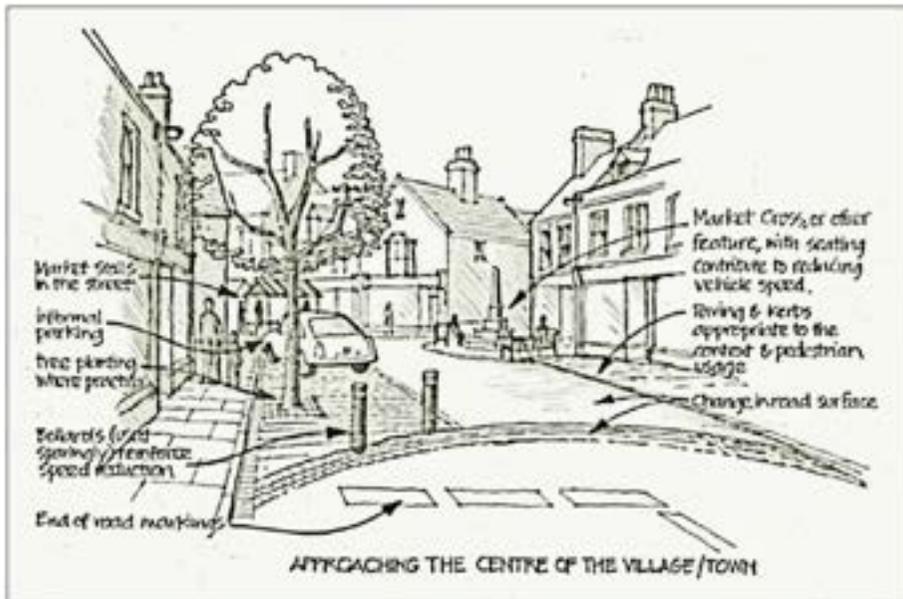
Table 4.1: Design speed selection matrix indicating the links between place, movement and speed that need to be taken into account in order to achieve effective and balanced design solutions.

3.4 Squares and Plaza

It is proposed to integrate the connectivity between the Shared East West pedestrian Boulevard and the acz Service Road with the provision of an urban plaza. This facility will increase the effectiveness of the streets around a focal point high lighting their place value.

Approaching this plaza all road users will enter a transition zone which may include reduced carriageway width, additional treed areas, pedestrian corridors, peppered seating areas, or surface treatment measures. Collectively these measures will optimise the Plaza Area as a sense of place within the Masterplan site.

An example from DMURS of a type of transition area is shown below.



3.4 Car Park Surface

The use of quality materials and finishes enables the definition of all elements within a street, pedestrian or cyclist routes or dedicated parking areas particularly where it is used to define segregation or integration within the street, plaza or parking zone.

High quality and contrasting materials will be used within the Masterplan site to define and inform all road, street and car parking users of the change in function of space to demark roads, verges, footpaths, cycle ways and parking areas.

In addition, these materials can through the use of tonal colours define space, calm traffic and improve legibility for all road users within the Masterplan site where the priority will be allocated to the pedestrian or cyclist through this use of tonal and high quality road and street finishes.



4.0 Landscape Strategy

4.1 Landscape Masterplan



4.2 Eastern Plaza/Main Street Interface

Eastern Plaza / Main Street Interface:

The eastern plaza, a significant public realm space and gateway to the site form the northern end of Main Street. It will provide a pedestrian node in negotiating the town streets and enhance one of the main approach routes to the town, incorporating tree planting, café break out space and historical/heritage interpretation. Included is a mural/artwork wall dedicated to the Carrigaline Pottery Works which formerly occupied the site.

Once again hard and soft landscape detailing will play a role in delivering an attractive and comfortable space to stop in. Lighting, water features and street furniture will enhance the experience of the space



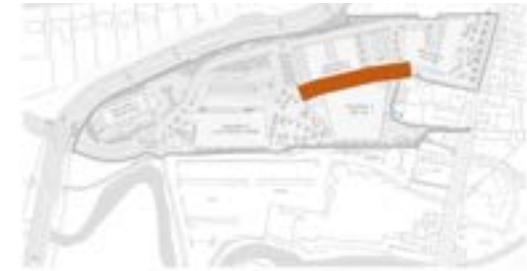
Key plan



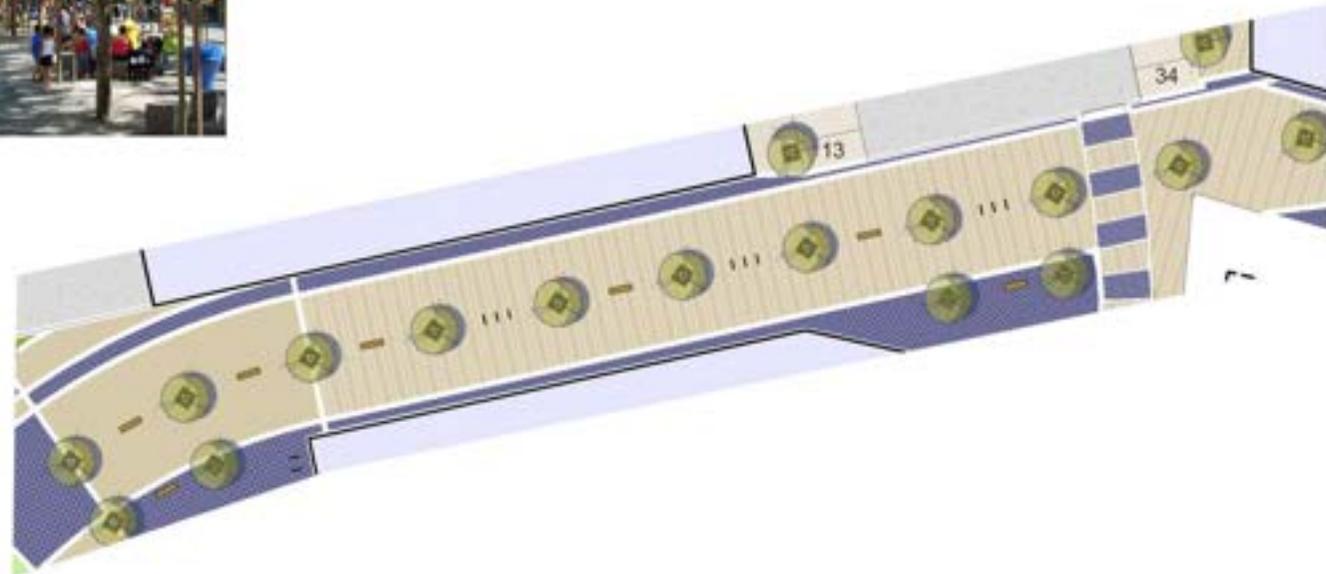
4.3 East - West Boulevard

East - West Boulevard:

The east-west axis is a generous pedestrian and cyclist movement corridor which will be enhanced by tree and groundcover planting. Seating will be provided along its length. It will also function as a valuable breakout space for the proposed residential development Building 3.



Key plan



4.4 Central Plaza & North Link

Central Plaza & North Link:

The Central Plaza is a multi-functional public space at the heart of the site which facilitates east-west and north-south pedestrian movement to and from the main street of Carrigaline and the existing shopping centre to the south of the site. It provides breakout space for adjacent buildings, recreational facilities for local residents and a unique identity and sense of place for the new quarter of the town. The plaza will have seating facilities, play areas and lawn spaces for passive and active recreation. In addition, there will be significant tree and groundcover planting extending from the plaza across the site to provide a green infrastructure which will promote the biodiversity potential of the site. There will be a particular emphasis on the inclusion of pollinator planting in line with the principles of the All Ireland Pollinator Plan.

The North Link connects Central Plaza with the new by-pass road infrastructure, thus accommodating pedestrian and cyclist connectivity with the site and wider town centre core.



Key plan



4.5 Western Plaza

Western Plaza:

Another public space which benefits from a south-westerly aspect, this plaza will function as an additional pedestrian node which also includes café facilities. Outdoor seating facilities are provided against the backdrop of the tree and groundcover planting along the western elevation of the Aldi store. The planting will enhance the space as will the proposed SuDS features associated with the existing water course which is to be retained and modified as shown.



Key plan



4.6 Existing Stream, Trees and Hedgerows

The existing watercourse running west to east across part of the southern edge of the subject site is to be slightly modified but substantially retained as an open watercourse for the collection of surface water run-off. SuDS measures are to be employed as much as possible across the site to slow down the rate of discharge into it.

Existing scrub vegetation and trees associated with the water channel are to be removed as part of this process but measures for incorporating planting along the adjusted channel are to be explored. In addition, there will be significant specimen tree and groundcover planting in the vicinity of the water course and throughout the site.



4.7 Sustainable Urban Drainage

Sustainable Drainage Systems (SuDS) are designed to maximise the opportunities and benefits we can secure from surface water management by managing rainwater close to where it falls. Some types of SuDS include planting, others include proprietary products.

SuDS can improve the quality of life in developments and urban spaces by making them more vibrant, visually attractive, sustainable and more resilient to change, by improving urban air quality, regulating building temperatures, reducing noise and delivering recreation and education opportunities.

Examples of SuDS include:

- Swales, detention basins, ponds and wetlands
- Pervious pavements
- Trees capture rainwater and provide evapotranspiration, biodiversity and shade
- Soakaways and infiltration basins
- Bioretention systems, including rain gardens, collect runoff, allowing it to pond temporarily on the surface before filtering through vegetation and underlying soils.
- Rainwater harvesting systems

SuDS can be applied anywhere including open spaces, developments, parking areas, streets, parks etc and measures for incorporating these throughout the subject site.



4.8 Hard Landscape for Civic Spaces

Hard landscape detailing will focus on delivering a range of quality surface finishes which will enhance the overall experience of the new quarter while also providing suitable definition at key nodes and entrances. Fitness for purpose, including durability, ease of maintenance and sustainability will be key factors in determining suitability.



Mixed stone and pc pavers creating attractive new walkways and routes, and urban character

Shared surface areas (universally accessible) -Feature paving and low kerbs

Variations in patterns, texture, colour and material for character & definition to spaces

Rolled gravel to soft surface areas



Limestone Flags, setts and cobbles to thresholds



Mix of old and new materials



Variety of seating types for all ages



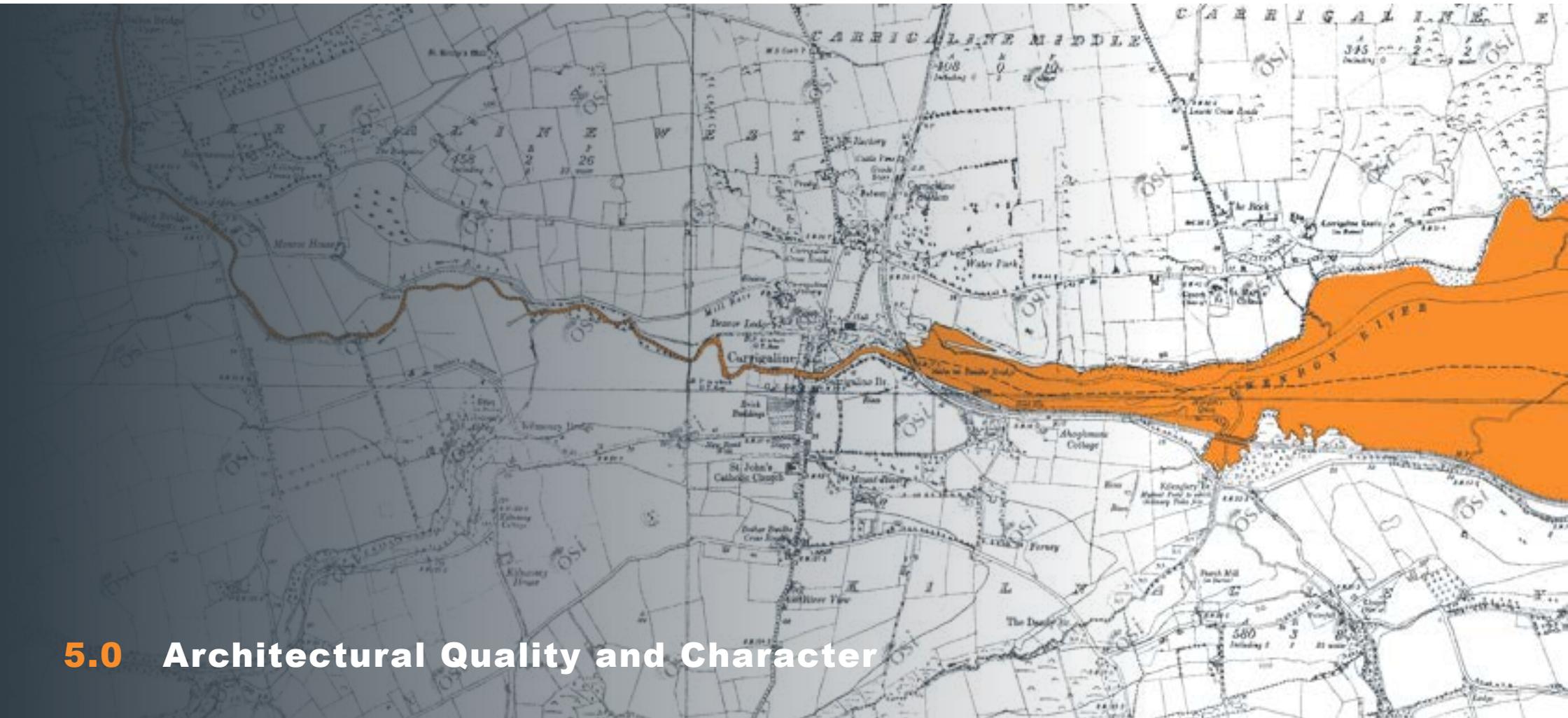
Integrated tree grilles and drainage



Feature wall seats with planting and trees, and assisting level change between spaces



Stone mulch to feature areas



5.0 Architectural Quality and Character

5.1 Detailed design: Proposed Buildings & Architectural Language

Successful place-making for a new development of this scale requires the development of a distinct architectural character reflecting the individual uses of the proposed buildings, while characteristic design features are shared to tie the architectural ensemble together. Each civic space has a distinctive function and associated urban design quality, which may be related to its architecture, landscape, scale and amenities.



Sketch View | Buildings 3, 4 and 5



Sketch View | Western Gateway - Buildings 5 - 3

5.2 Retail Plaza - Building 1 (Site B)

The Food Retail Store layout has been designed to provide more facilities to the community. A cafe facing the East will enhance the development of the main street, with its outdoor terrace it will become a desirable addition to the vibrant growing commercial area.

The facade presents a fresh, clean and modern design contributing to the growth of the thriving town of Carrigaline. Quality materials and refined details are combined with an efficient, functional and sustainable use of space.



Photomontage | Food Retail Store - Aldi

The architectural treatment incorporates Fibre Cement cladding, precast concrete, Natural Stone Cladding and generous glazing proportions which are articulated in a contemporary language which is compatible with the immediate context and emphasize the commercial character of the street.



Keyplan - Aerial View



Photomontage | Aldi - view from Future Relief Road (North)



Photomontage | Aldi - view from West Entrance

5.3 Western Gateway Area and Owenabue River - Building 2 (Site C)

The western gateway is formed by Buildings 1 and 2 and links the development with the future relief road. It also provides vital pedestrian access to the green walking routes network in the vicinity of the Owenabue River and existing woodlands.

The proposed Drive-Thru Restaurant forms a first step leading into the development to anticipate the higher scale of the Eastern position of the site formed by buildings 3, 4 and 5. Its crisp contemporary architecture uses a vernacular blend of curtain walling and natural stone to reflect the functionality of the building. The restaurant building forms a signature landmark to emphasize the site entrance.

Keyplan - Aerial View



Architectural References



5.4 Residential Courtyard - Building 3 (Site E): Residential

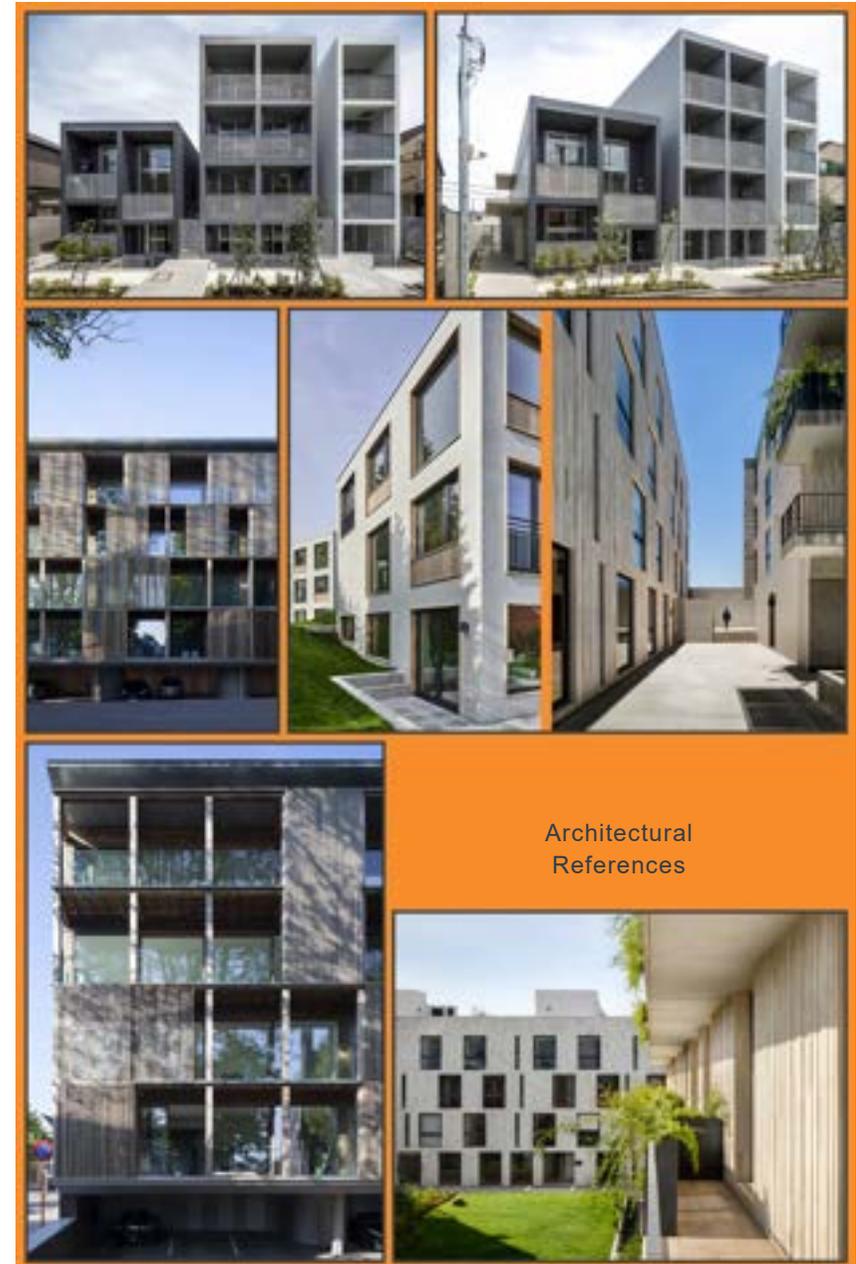
Building 3 will form a 3 to 5 storey residential block with its own private parking to the north and accessed via the distributor road. The building form makes up a “U” shape to ensure dual aspect for the residential units and gives the opportunity for high density in the building. Its important to have the residential building in the centre of the development to bring life and vibrancy to the overall development. This gives the patrons of this building vast opportunity and mix of services all within short distances from its core.

The buildings “U” shape give it a commanding aspect overlooking the main public plaza, the main boulevard and public carpark ensuring full time security of the centre of the site. The building design will be one demanding high urban design ensuring sustainable and long lasting visual impact on the centre of the development similar to the images shown here.

A clearly defined square with entrances into the residential buildings in the north and in the south as part of a sequence of spaces along the proposed East-West boulevard, which forms the spine of the masterplan. The pedestrianised home zone also provides communal facilities and open space for the apartments.

Apartment building 3 has been designed to take full advantage of its solar orientation and topography. Private amenity areas are predominantly facing south with generous glazing to benefit the solar exposure of the residential use. The more robust North elevation forms an urban edge towards the proposed future relief road, and shelters the residential courtyard form traffic emissions. The Western part of the building responds to the reduced scale of building 5 and is overlooking the Owenabue River. The Eastern wing is elevated to exploit a similar vista.

Keyplan - Aerial View



5.5 Eastern Gateway Area - Building 4 (Site D)

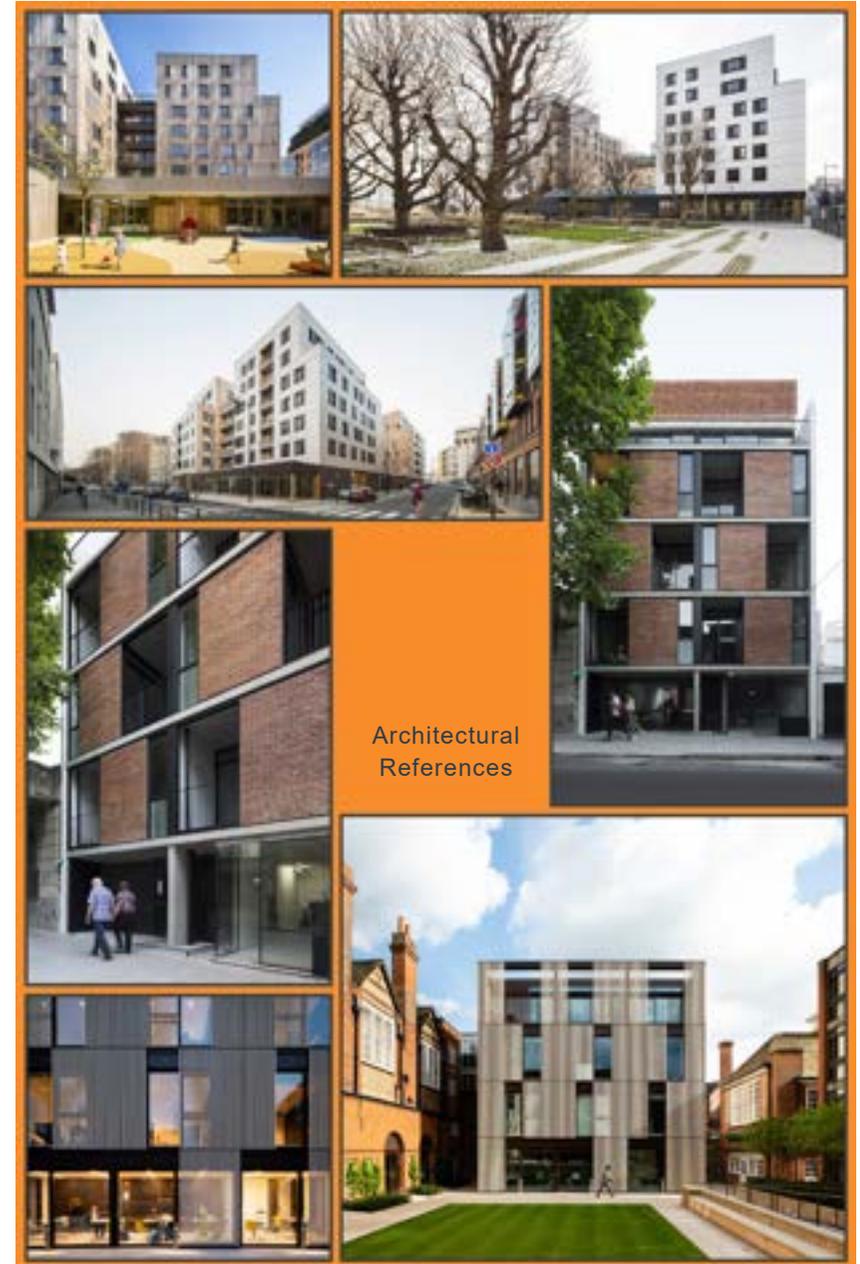
Building 4 is the most important building in the development as it's the node point connecting the existing Main Street to the new expansion of the town centre. The building forms an "L" shape of 3 / 5 storeys high. Its uses will consist of Retail / Community use on the ground floor with residential over. The building form, design and selection of materials will be of high importance for the sustainability and vibrancy of this important corner.

The building has been set back in accordance with the CCC TPREP to provide a public / community plaza fronting onto Main Street. This plaza could be used for weekly farmers markets, an area for the Arts to perform. An area that will give vibrancy to the connectivity to the boulevard inviting pedestrians to use its facilities and drawing them into the main public square in the centre of the site.

The important intersection of the two main pedestrian routes through the site marks a busy node point with urban furniture and outdoor seating.

This node point runs on the side of Building 4 used as residential courtyard. Careful consideration will be given to external materials to aid in establishing a strong design aesthetic to create a feature gateway building within the locality. It has balconies and roof terraces facing west and south, overlooking the open space and green belt alongside the existing stream.

Keyplan - Aerial View



5.6 Main Public Plaza - Buildings 5 (Site F)

This building will take the form of the centre of attraction to the overall development. It will contain retail use on the ground floor with a leisure use such as a cinema on the first floor. The building will overlook the main public plaza and will provide public amenity onto this square.

The building form and materials will complement the other buildings within the site ensuring a connection and sense of community for the expansion of the main street of Carrigaline.

Building 4 is a multi-use 3-storey structure with retail on the ground floor to accompany the food market, and leisure use above. The ground floor facing the civic plaza provides a glazed foyer with an iconic entrance into the leisure use above.

The external materials of the building make a positive contribution to the Eastern gateway into the proposed boulevard and commercial street. The intention behind the overall design approach is to provide a balance between the quality and sustainability of the proposed finishes, appropriate sense of enclosure resulting from good proportions and scale of the development which will all help to create a sense of place and community.

The northeast corner will offer a robust landmark with attractive elevational treatment, whereas the southwestern corner looking out on the green open space has a more civic character.

Keyplan - Aerial View



Architectural
References





Sketch View | Eastern Gateway - Building 5



6.0 Phasing

6.1 Phases of Construction

The overall phased development of the site will take the form of 6 of strategic phases. The intention is to firstly develop the area of the sites main connection to the CWRR to form the catalyst for infrastructure and development of the gateway to the overall development. Whilst the phasing may vary its initial intention is to get the lands main connectivity established to invite real interest to developers to get on board with delivering viably buildings and completing the jig-saw making the physical connection from West to East thus ensuring the completion of the overall masterplan for the site.

Phase 1: This phase will be the establishment of the first section of the connection distributor road, completion of the Discount Retail Foodstore (Aldi). The completion of the first of 3 main public amenity spaces including a café and outdoor seated plaza. To the east of the discount food store will take the form of creating part of the overall main public square. The final completion of the main square will come with the development of the leisure building. This phase also establishes the first section of the West – East pedestrian / cyclist boulevard.

Phase 2: This phase will be the extension of the distributor road to a public car park, it will provide the pedestrian / cyclist connection to the Main Street. This phase will be the first phase to make the physical connection between the CWRR and Main Street. This phase will open up the access for development of the other phases and establish the visibility and opportunities for developers to realise the possibility now of completing the overall masterplan. It's hoped this public car park could be completed in parallel with Phase 1 to ensure full connection at the completion of both phase 1 & 2.

Phase 3: This phase consists of developing a drive thru restaurant offering variety of uses for the overall site. It also completes the gateway to the site creating a focal point for accessing the Main Street for pedestrians and cyclists.



Phase 4: This phase will consist a 3 to 4 story “L” shape mixed used building fronting onto Main Street, giving an urban edge and incorporating the second public plaza tying into the CCC TPREP plans. This building will create a hard corner fronting onto the established pedestrian connection in Phase 2 and providing public street front shops, restaurants and residential use over. This will then create a vibrant active public plaza and street ensuring the overall masterplan is progressing as planned.

Phase 5: This phase of the masterplan will provide a 3/5 story residential building in a modern form and crisp durable materials. This phase will provide the completion of the main boulevard between the West and East for pedestrian & cyclists. It will complete the entire northern section of the overall masterplan and ensure it provides sustainable residential use in the heart of the development. This will ensure an active vibrant town centre into the future for Carrigaline.

Phase 6: This the final phase will provide a commercial mixed use building. On the ground floor it will provide street fronting retail use with a leisure building over. This building will provide public amenities fronting onto and overlooking the final and largest public plaza of the development. This phase will see the completion of the public plaza and masterplan.

While the masterplan is broken up into 6 phases, its hoped some of these phases will run in tandem ensuring a speedy completion of masterplan and providing an extra dimension for the people of Carrigaline.