



## **Kilmoney Road, Carrigaline**

Strategic Housing Development

Building Height Rationale

May 2022

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# 1.0 INTRODUCTION



## DEVELOPMENT OPPORTUNITIES

The proposed development seeks to transform Carrigaline town centre along the East and West axis of the current main street, expanding and centralising development into a more accessible style of town centre that promotes connectivity and public realm.

In keeping with the Cork County Development Plan, the proposal looks to create a more urban style development that is more appropriate to the densities that Carrigaline town has to accommodate, while also fulfilling the requirement of the local community for mixed use development and additional public amenity space.

On behalf of Reside Investments, Henry J Lyons has come together with Mc Cutcheon Haley Planning Consultants, Horizon Engineers, Horgan Lynch Engineers and Cunnane Stratton Reynolds Landscape Architects to create the proposal outlined in this document.

The proposed development presents a number of opportunities:

- The crucial need to deliver residential accommodation in a densely populated town
- Opportunity to deliver a mixed use, town centre development
- The introduction of much needed outdoor, public amenity space to the town centre
- The transformation of the current town centre into one that is more accessible and promotes connectivity

### DEVELOPMENT INFORMATION

**SITE AREA | 30,701 sq m/ 3 HA**

**TOTAL NUMBER OF UNITS | 224**

**DENSITY | 118 UNITS PER HA**

**1 BED UNITS | 101 NO. | 45%**

**2 BED UNITS | 111 NO. | 49%**

**3 BED UNITS | 12 NO. | 6%**

**CAR SPACES | 255**

**CYCLE SPACES | 503**

# 2.0 SITE STRATEGY



## LOCAL OBJECTIVES

A consultation meeting was held with An Bord Pleanála on 2nd February 2022 from which the development received a favourable recommendation:

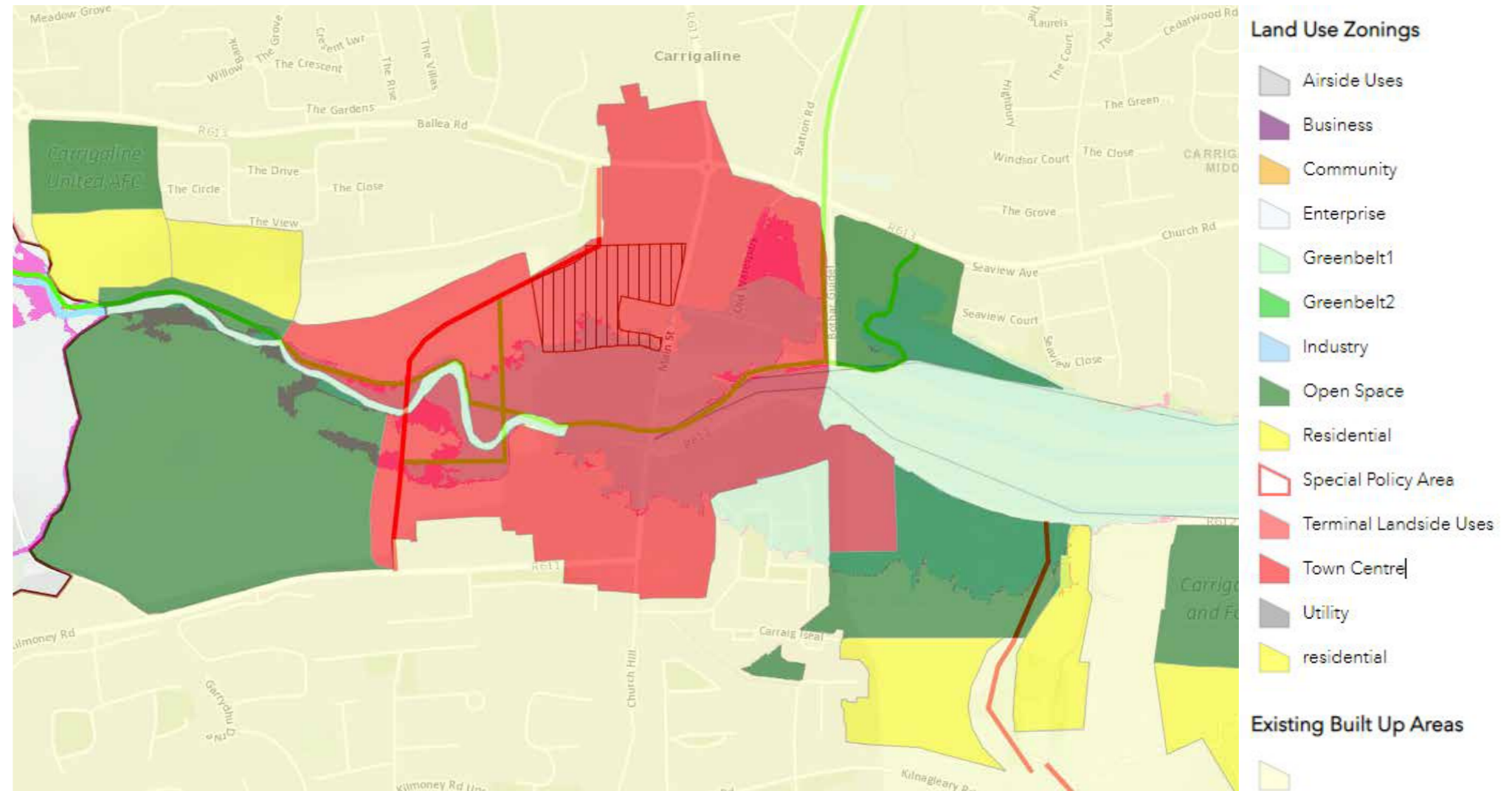
*“An Bord Pleanála has considered the issues raised in the pre-application consultation process and, having regard to the consultation meeting and the submission of the planning authority, is of the opinion that the documents submitted with the request to enter into consultations constitute a reasonable basis for an application for strategic housing development”*

In light of ABP’s opinion, in particular, in response to ABP’s request for:

*“A detailed statement of justification of the height proposed, in terms of edge of town centre location, surrounding land use, the road network, topography of the site and specific local objectives pertaining to the lands contained in the Ballincollig – Carrigaline Municipal District Local Area Plan, 2017.”*

We set out in the following chapters the rationale for the building heights proposed:

- Edge of Town Centre Location
- Surrounding Land Use
- Road Network
- Topography
- LAP objectives



LAND ZONING MAP - CARRIGALINE - LAP 2017

# 2.0 SITE STRATEGY



## LOCATION:

### EDGE OF TOWN CENTRE

The site is situated towards the south west of the designated town centre zone. Essentially, the site is green field and is bordered by low scale low density residential houses to the South and a retail co-op business to the East.

The recent construction (due to complete May 2022) of the Inner Western Relief Road has unlocked the development potential of the lands lying to the West of the main street in Carrigaline, which have remained largely underdeveloped while the town has expanded north toward Cork City and to the East towards the harbour.

The IWRR defines the western edge of the town centre and it is vital the developments along it create a strong urban edge to the towns core. Further to the west lies the flood plain for the Owenabue River and lands zoned for Open Space / amenity.

The proposed development creates a suitable backdrop to the open space, clearly defining the towns edge along what will be a busy relief road. A comparative example would be the found in the town of Ballincollig, where the Old Fort Road forms a northern relief road to the town. Along this boundary to the town, mixed residential and commercial developments range in height from 3 storey to 5/6 stories, providing a clear consolidated edge to the urban centre.

It is envisaged that development along the Carrigaline IWRR will provide in the future a similar consolidated and sustainable mix of development of appropriate height and density, with the subject of this application establishing an appropriate benchmark.



MAP GRAPHIC OF CARRIGALINE TOWN CENTRE

# 2.0 SITE STRATEGY



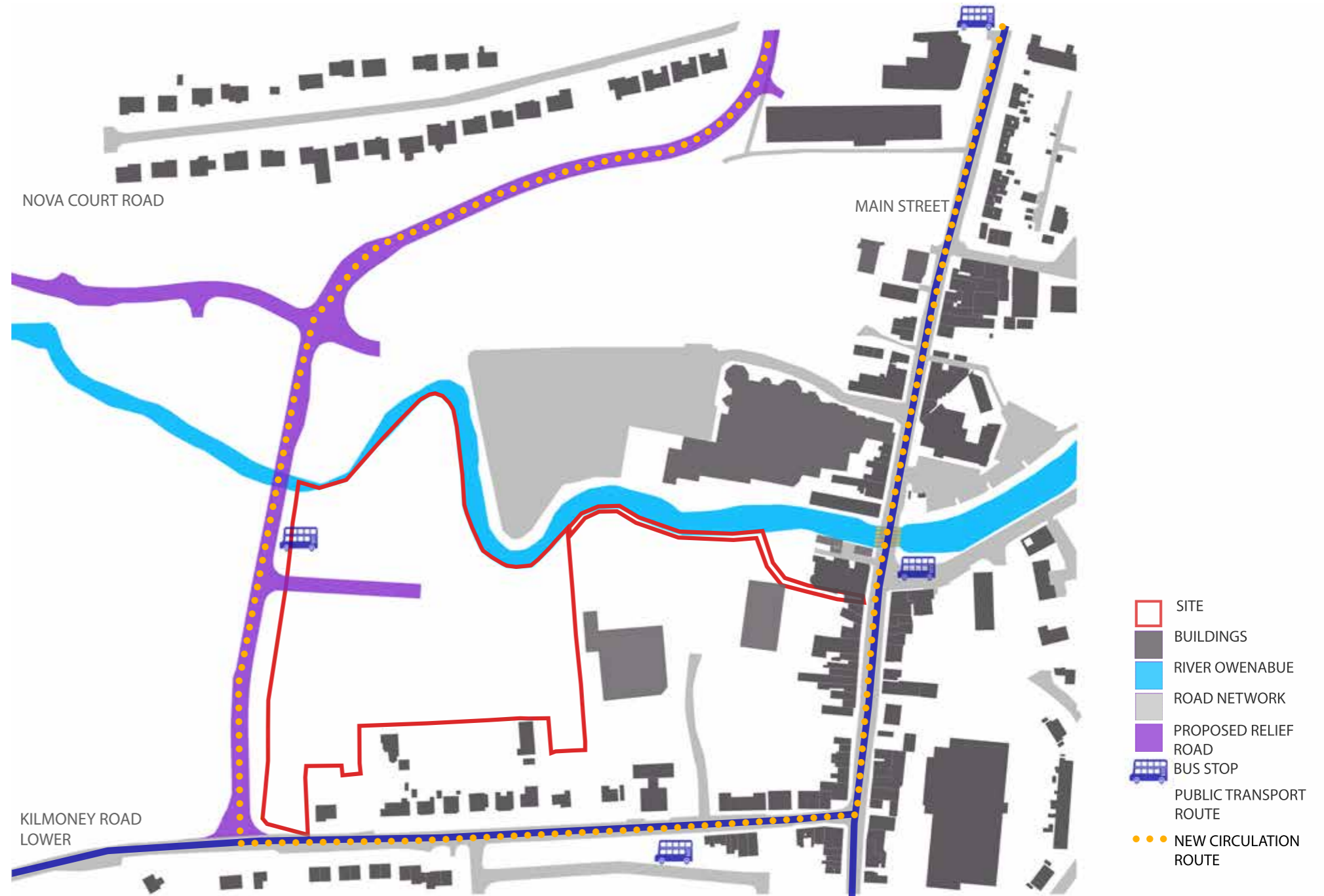
## ROAD NETWORK

As previously mentioned, the Inner Western Relief Road forms the western edge of the town centre zoning in Carrigaline, and the west edge of the subject site. The road design itself links Kilmoney Road to the South with the Ballae Road to the North, and crosses the Owenabue Rive. There is a significant change in topography as the road traverses the river valley, as well as a flood zone.

The resulting design of the road means it is significantly higher than its receiving ground, with extensive burms either side to make up the difference.

This difference in level presents both opportunities and constraints for any development along the roads edge. The proposed development takes advantage of this level difference to sink the lower levels of the development below the IWRR, largely concealing two levels of car parking below new road level.

The new IWRR will facility new bus connections to the city and is services with bus stops in close proximity to the proposed development, making it ideal for high density sustainable housing. Further details are contained within the mobility management report.



MAP GRAPHIC OF CARRIGALINE TOWN CENTRE

# 2.0 SITE STRATEGY



## SURROUNDING LAND USE

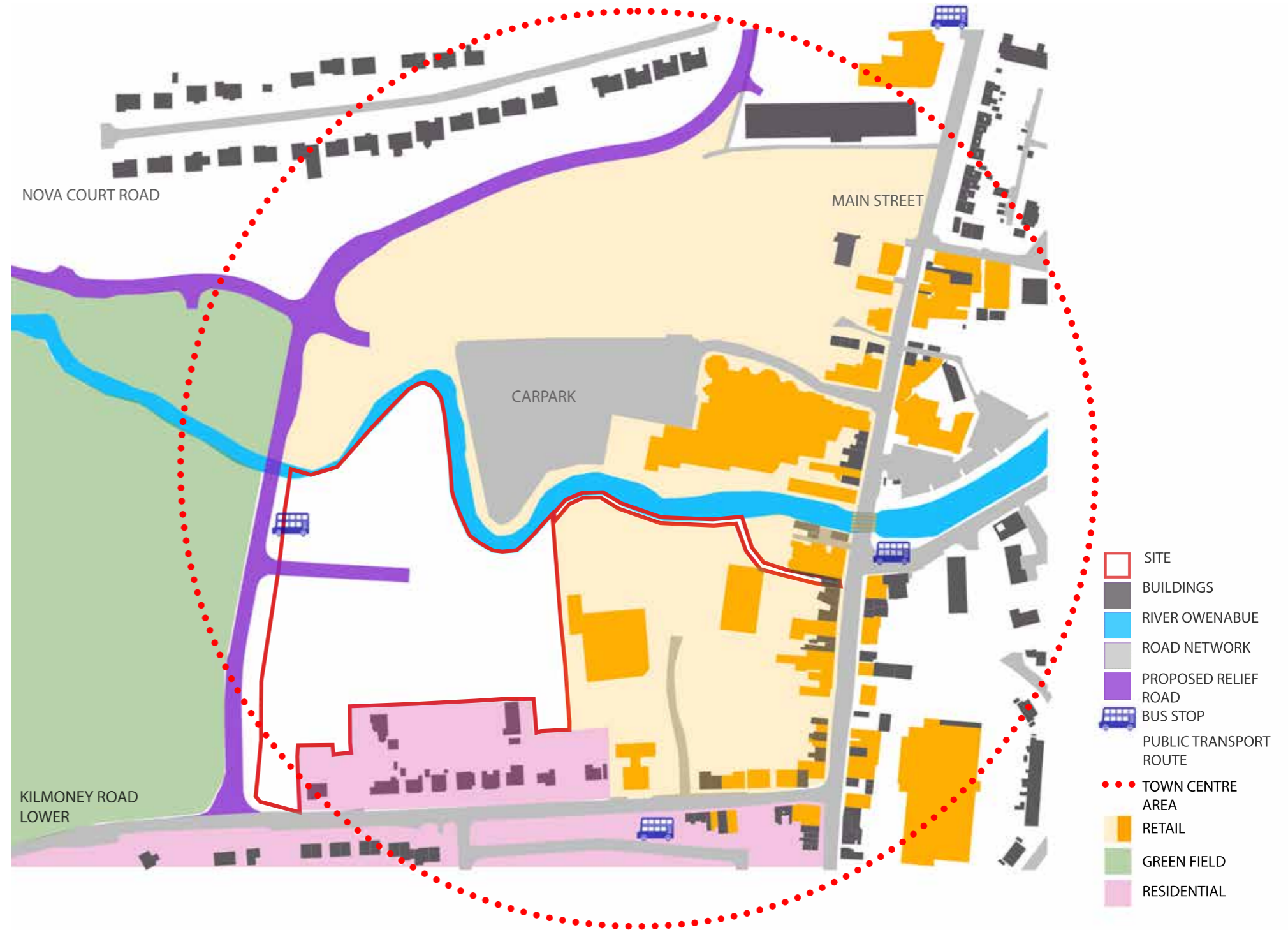
As outlined in Municipal District Local Area Plan for Carrigaline, the site is located within an area zoned for 'Town Centre'. It is fortunately located in close proximity to the main street of the town which is predominately retail based.

The land to the north caters to a large car park which serves the main retail hub in the town. This makes for great opportunity to introduce additional retail and town centre activity to the site.

To the west lies open green field sites. These are zoned to stay as such which will tie in with the large portion of the site which is designated to accommodate a large public amenity outdoor space.

To the south there is predominately residential areas that rise up the hill from the river valley. The site also lends itself to providing a great portion of residential units to the town as it housing is in high demand.

The site is perfectly nestled amongst a multitude of various surrounding land uses which allows for great opportunities to be developed within the site.



MAP GRAPHIC OF CARRIGALINE TOWN CENTRE

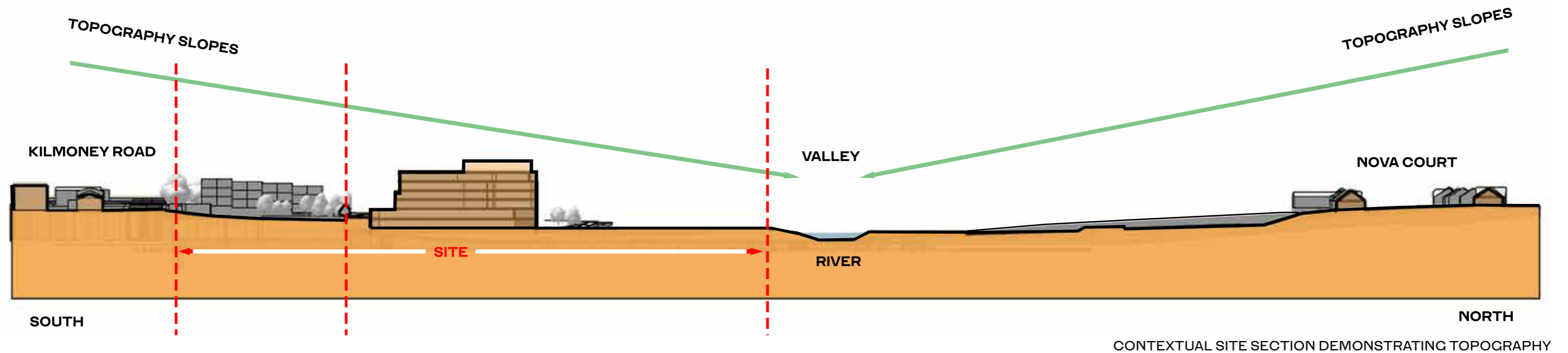
# 2.0 SITE STRATEGY



## SITE TOPOGRAPHY

Carrigaline's topography is characterised by the Owenabue river flowing from West to East along a valley surrounded by rising hills to the North and South. The town centre is constrained by steep hills to the South and flood plains to the West. These constraints necessitate the consolidation of development on existing town centre zoned lands. The topography and flood zone issues present significant challenges for development but also opportunities. As evident in the accompanying VIA, the sites location in river valley means its visibility is limited from distance, particularly from North and South.

There is significant height difference from the site to the nearest roadway on Kilmoney Road, as illustrated in Fig 2 below. This difference in level equates to nearly lower three floors of the proposed development. This again is evident in the local views of the VIA where despite a significant difference in scale of building type, the proposed apartments are not visually overbearing on the single storey houses along Kilmoney Road.





# 2.0 SITE STRATEGY



## SITE TOPOGRAPHY

- The map of the key views show red dots where, due to the topography of the river valley in Carrigaline, the proposed development is not visible.
- The proposed development is visible as the viewer gets close to the development or is viewing across open space.
- Particularly relevant are views along the IWRR and from the west, where the changes in level from roadway to the development mean the visible height of the buildings is reduced by 2 to 3 stories.
- The height and massing of the buildings create an important edge to the towns core. The buildings also have a scape appropriate to their receiving environment of open parkland and amenity space, and provide an important sense of place.



PHOTOMONTAGE - KEY VIEWS - CARRIGALINE



VIEW 2



VIEW 4

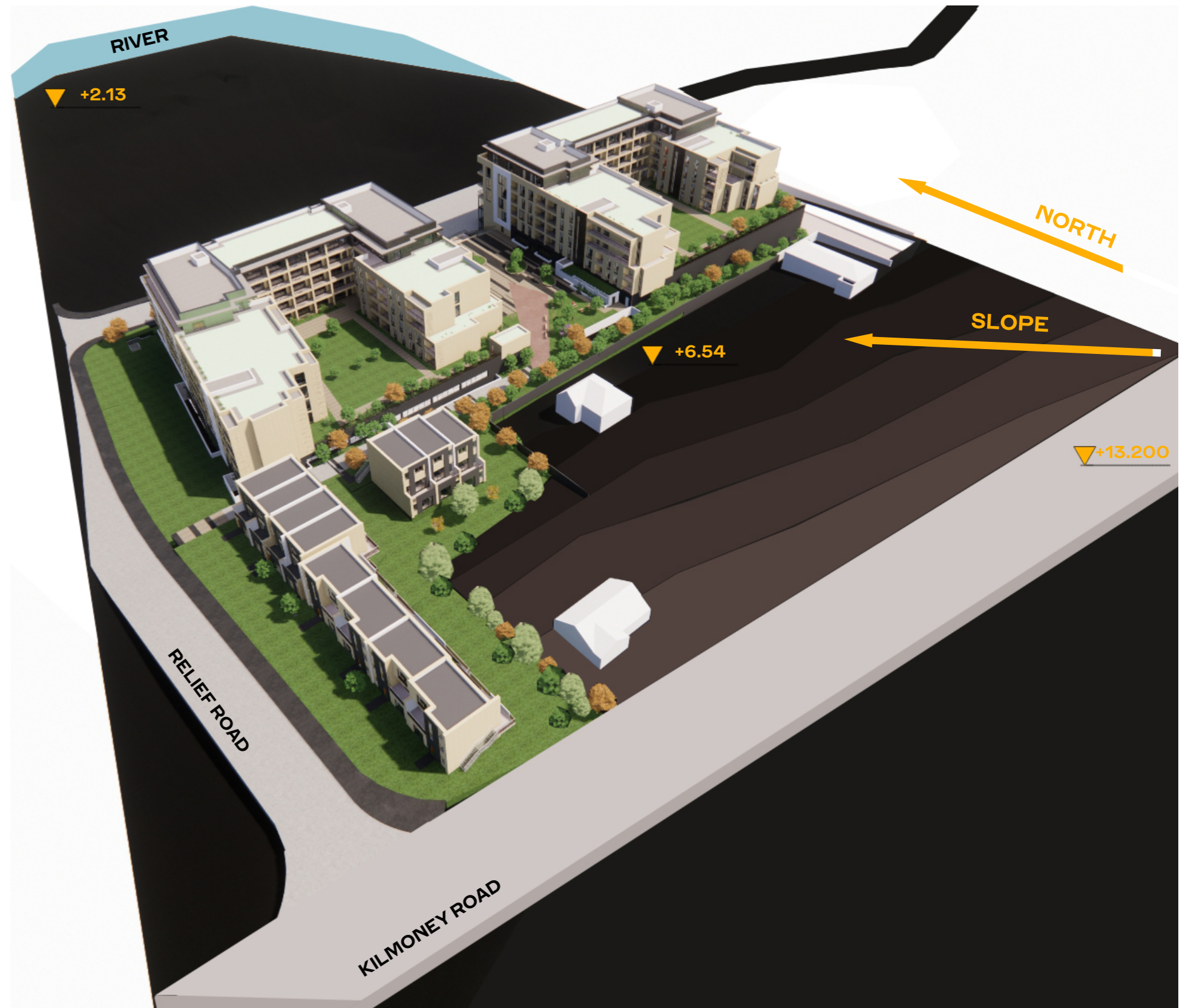


VIEW 9

# 3.0 OVERVIEW & SUMMARY



- In summary, the height, scale and massing of the proposed development has been informed by an extensive site analysis of both the local and wider context.
- The proposal seeks to provide a highly sustainable town centre development which is sensitive to its context while creating much needed high quality residential accommodation.
- The design also seeks to deliver town centre convenience retail space which links to the main street through a new riverside amenity walkway and cycle route.
- Much needed open public amenity space is also provided on a significant proportion of the site, helping to re-balance Carrigaline's access to amenities for the western side of the town.



AERIAL 3D OF SITE

Carrigaline SHD

**Henry J Lyons**