

Port Road, Killarney

LRD | Architectural Design Statement

Proposed Residential Development at Port Road, Killarney, Co. Kerry

LRD Application - May 2024



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1.0 Introduction

1.1 The Proposed Development

This Architectural Design Statement for an LRD Application has been prepared by Deady Gahan Architects on behalf of Portal Asset Holdings Ltd. in support of a residential development in Killarney, Co. Kerry. The proposed development will accommodate 224 no. residential units, consisting of 76 housing units, 52 ground floor and duplex apartments, and 96 apartment units within 3 blocks. The development also includes a 46 child crèche and all associated site development works.

The design of the proposed scheme has been informed by the relevant planning policy documents at national and local levels.

The proposed development has been designed to provide high quality residential units that will contribute positively to Killarney and deliver much needed housing to one of Kerry's major towns. The proposed site layout focuses on the creation of distinctive streetscapes with different widths and parking formations that help generate a highly efficient scheme and assists our vision of place making. To ensure the visual integration of the proposed development into the existing context, the scheme promotes the protection and enhancement of areas of high biodiversity value, including existing hedgerows, trees and a stream.

The proposed scheme has been carefully considered and the layout has been organised into specific areas with larger housing units at the entrance to the north-west, higher density and more efficient duplex units to the south and large apartment blocks on the south-eastern part of the site, all of which benefit from views of St. Mary's Cathedral to the south. Different scales and feature corner units have been used and are strategically placed to create node points within the scheme and provide orientation cues for logical wayfinding.

We consider the proposed scheme provides for a wide range of housing options within the locality of Killarney and will contribute to the town's sustainable growth into the near future.

1.2 Project Team

A Design Team with extensive experience in residential schemes has been appointed by the applicant to prepare the planning application including Harry Walsh Planning Consultants, Deady Gahan Architects, MHL Engineers, Brady Shipman Martin (landscaping), G-NET (visuals) and MWP (ecology) to ensure a high quality design and a robust and comprehensive planning application submission is made to Kerry County Council.



1.0 Introduction

1.3 Site Location

The subject site sits within the administration of Kerry County Council and is situated in a very prominent location which is to the north-west of Killarney Town Centre. The immediate context consists of Killarney Town to the south-east and Killarney National Park to the west. From the entrance of the site to the west, the development will connect onto the existing Port Road which links the site to Killarney town centre.

Within a 10 minute walk of the site is an existing high frequency bus stop which connects the site to the extent of Killarney town and further afield to other parts of Kerry and Cork. When considering a site for development, connectivity is an integral attribute which is vital in ensuring its successful integration into the immediate and wider context which this site successfully has.

The site is within walking distance (approximately 500m) to a number of local amenities in the form of a national school, two secondary schools, churches, a community hospital and a nursing home among the variety of additional local amenities situated within Killarney town centre.

1.4 Site Context

The development site is located near Killarney town centre. The scheme occupies a greenfield site that slopes from a highpoint in the northwest down to Port Road and to the southeast with all areas offering panoramic views of the surrounding area. Along the western boundary of the site is a connection to the existing R877 road which is an important route running parallel to Rock Road and High Street. Also along this boundary is the rear gardens of the Port Road Cottages.

The existing land uses in the vicinity of the subject site comprise primarily residential, with a number of local amenities in the form of a national school, two secondary schools, churches, a community hospital and a nursing home. (within 500m)

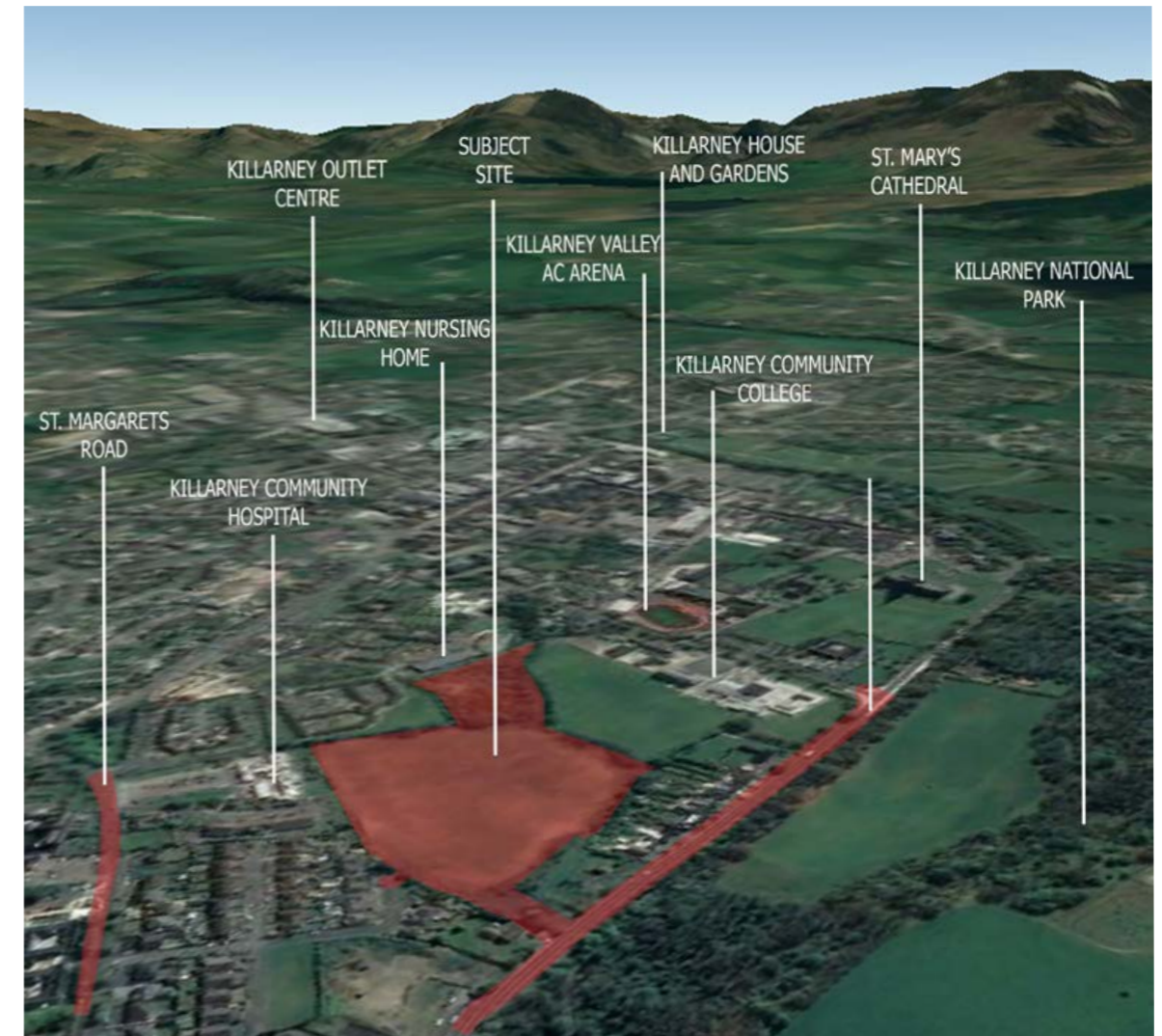
1.5 Development Description

Portal Asset Holdings Ltd. intend to apply for planning permission for a Large-Scale Residential Development (LRD) at Port Road and St Margaret's Road, Coollegreen, Inch, Knockreer, Ardnamweely, Derreen (townlands), Killarney, Co. Kerry.

The proposed development will consist of 224 no. units comprising 76 no. two storey houses (8 no. 2 bed units, 38 no. 3 bed units and 30 no 4 bed units), 52 no. duplexes over 3 no. storeys (14 no. 1 bed units, 26 no. 2 bed units and 12 no. 3 bed units) and 96 no. apartments in 3 no. 4 no. storey buildings (16 no. 1 bed units and 80 no. 2 bed units), and a 2 no. storey creche (334 sq. m). Ancillary site works include public and communal open spaces, hard and soft landscaping, the relocation/undergrounding of ESB powerlines, wastewater infrastructure including foul pumping station, surface water attenuation, water utility services, public lighting, bin stores, bicycle stores, ESB substation, and all associated site development works.

Vehicular access to the development will be via a new entrance from Port Road. The proposed development includes upgrade works to Port Road, a pedestrian connection to Millwood Estate, and improvements to the stormwater network on St. Margaret's Road, as part of enabling infrastructure for the project.

There is 1no. Site access point located in the north western corner of the site across the road from Killarney National Park. The entrance serves the crèche initially and then connects into the residential aspect of the scheme. A footpath connecting the development to Port Road links the site with local bus routes and Killarney town centre ensuring that alternative modes of transport are provided as a substitute to the car.



2.0 Site Context, Characteristics + Constraints (Site Analysis)



2.0 Site Context, Characteristics + Constraints (Site Analysis)

2.1 Aerial Photograph + View Points



Aerial view of site
(Not to Scale)

 Site Boundary - 6.19 Ha / 15.3 Acres

2.0 Site Context, Characteristics + Constraints (Site Analysis)

2.2 Context Images



View 1 - Port Road to the west of the Site



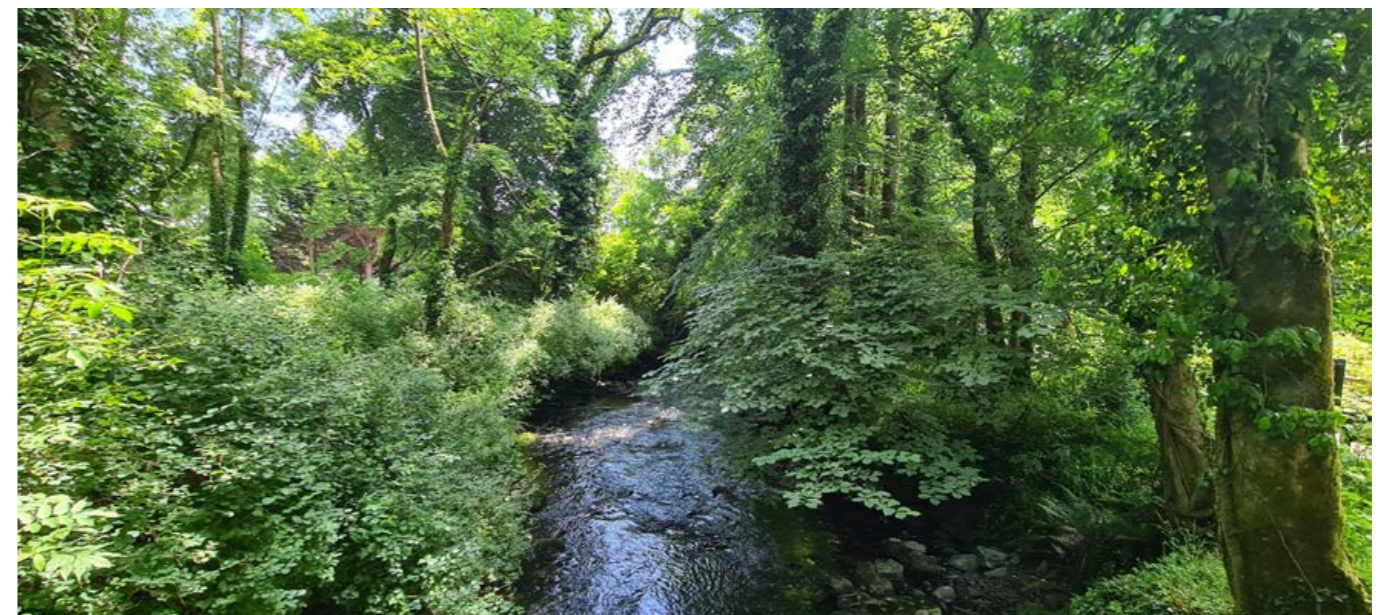
View 2 - Millwood Estate to the north of the Site



View 3 - Killarney Community Hospital to the north of the Site



View 4 - St. Mary's Cathedral to the South of the Site



View 5 - from the National Park to the west of the Site

2.0 Site Context, Characteristics + Constraints (Site Analysis)

2.3 Aerial Site Photographs



Aerial view from the north



Aerial view from the east



Aerial view from the south



Aerial view from the west

2.0 Site Context, Characteristics + Constraints (Site Analysis)

2.4 Site Photographs



Existing Entrance to Site



Existing Tree Line to be Retained



Killarney Community Hospital and Northern Boundary



View from centre of Site looking towards St Mary's Cathedral and landscape to south



Western boundary - Port Road Cottages

2.0 Site Context, Characteristics + Constraints (Site Analysis)

2.5 Site Access & Accessibility

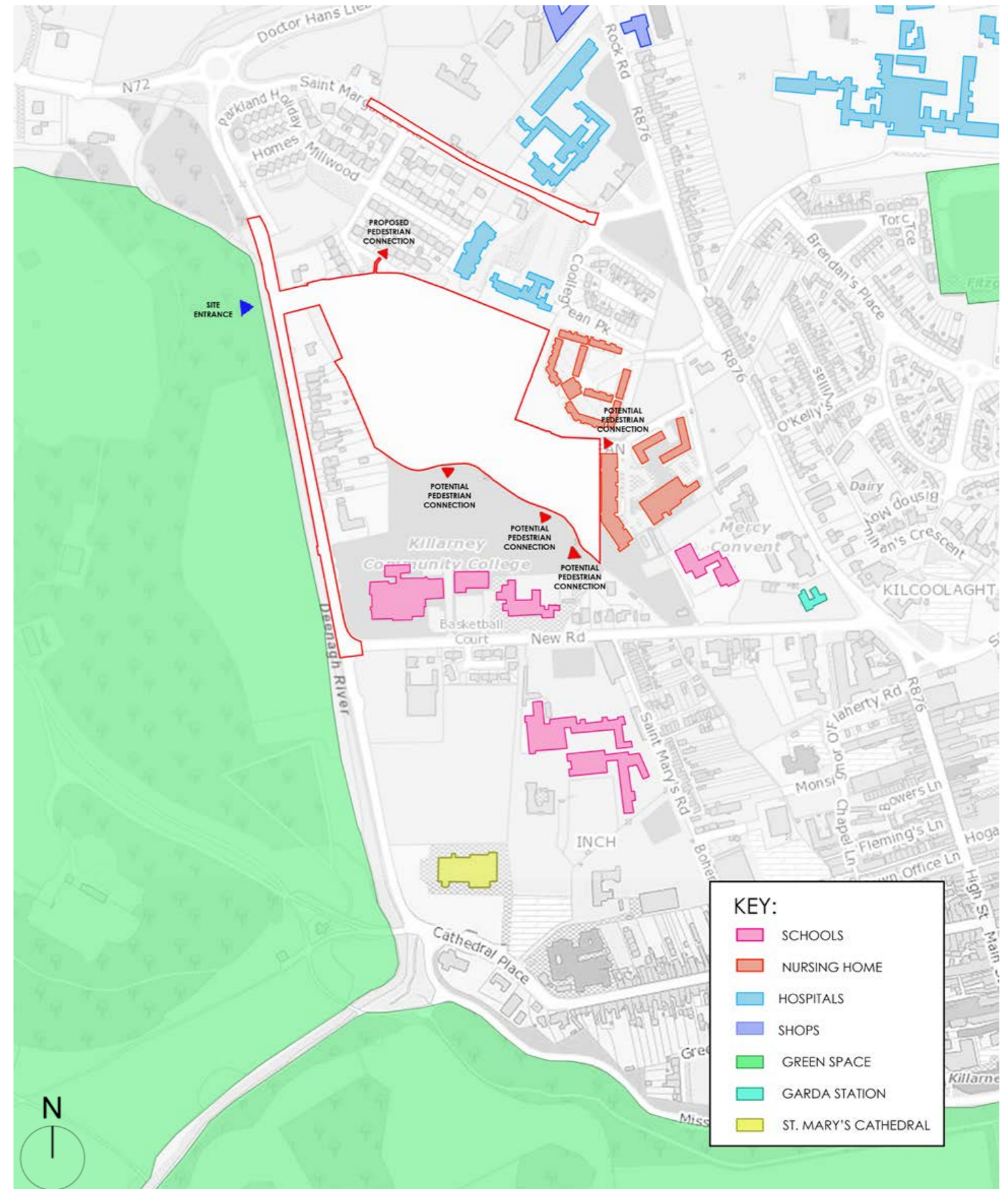
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Proposed Development Entrance Feature



Existing Development Entrance



2.0 Site Context, Characteristics + Constraints (Site Analysis)

2.6 Topography & Existing Landscape Features

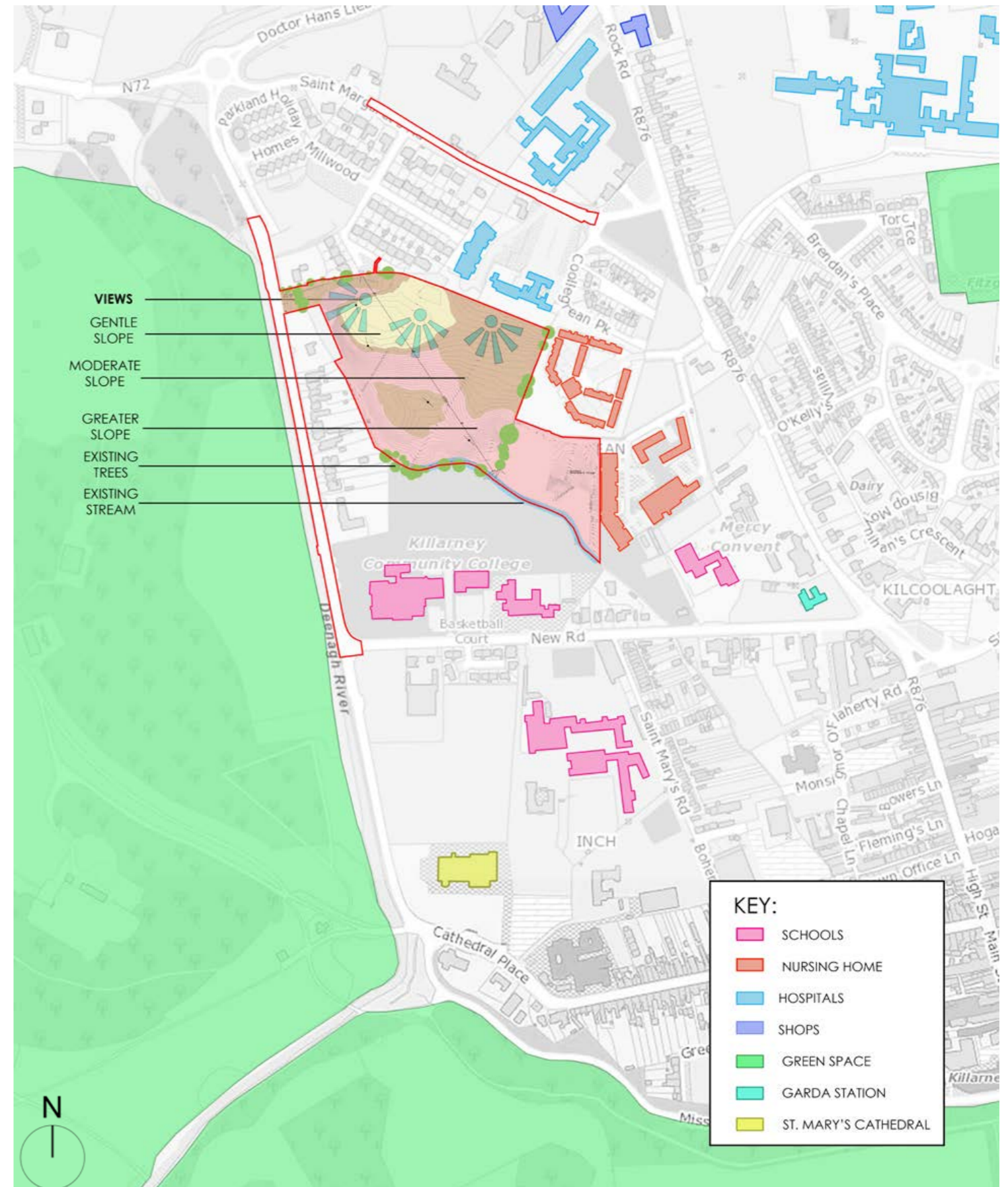
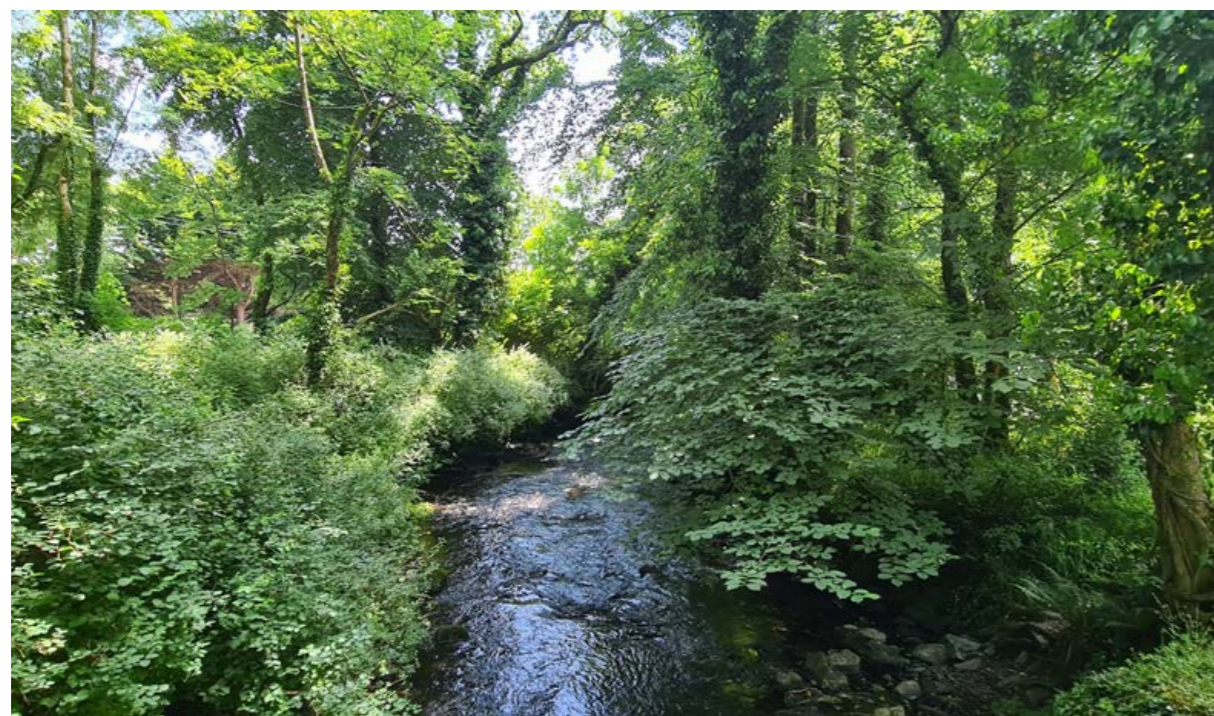
Our design approach directly relates to defining the existing natural features that exist on site and incorporating them into the scheme where possible to give the development a very distinctive quality that is unique to its location.

The existing topography of the site slopes from a highpoint in the northwest down to Port Road and to the southeast with all areas offering panoramic views of the surrounding area. There are treelines, a barrow and a stream that exist on site that we are proposing to integrate into the scheme and these will offer valuable amenities to the residents.

By incorporating these existing features they serve to create natural breaks within the build environment and help define smaller neighbourhoods within the overall scheme.

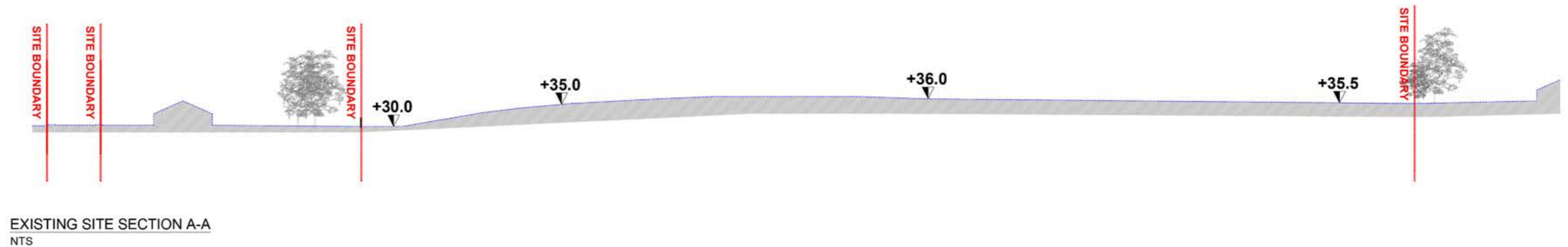
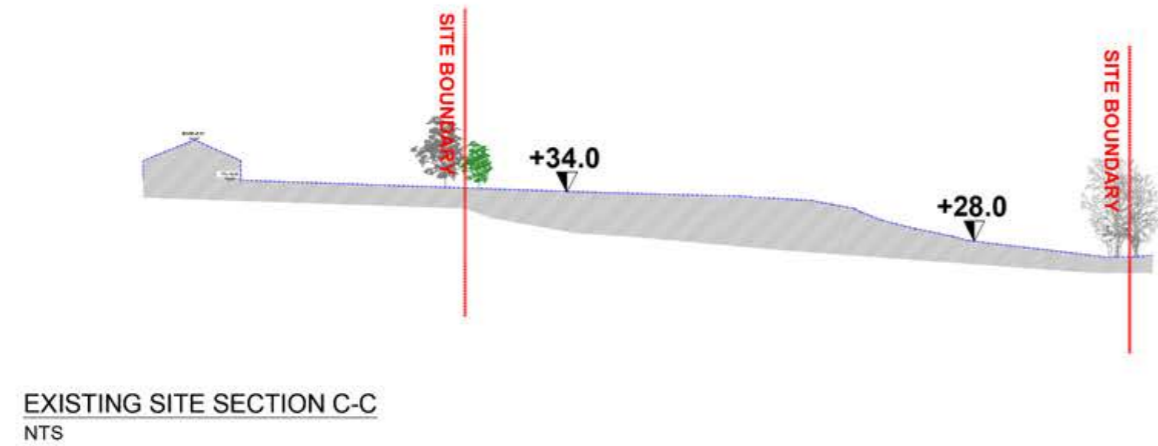
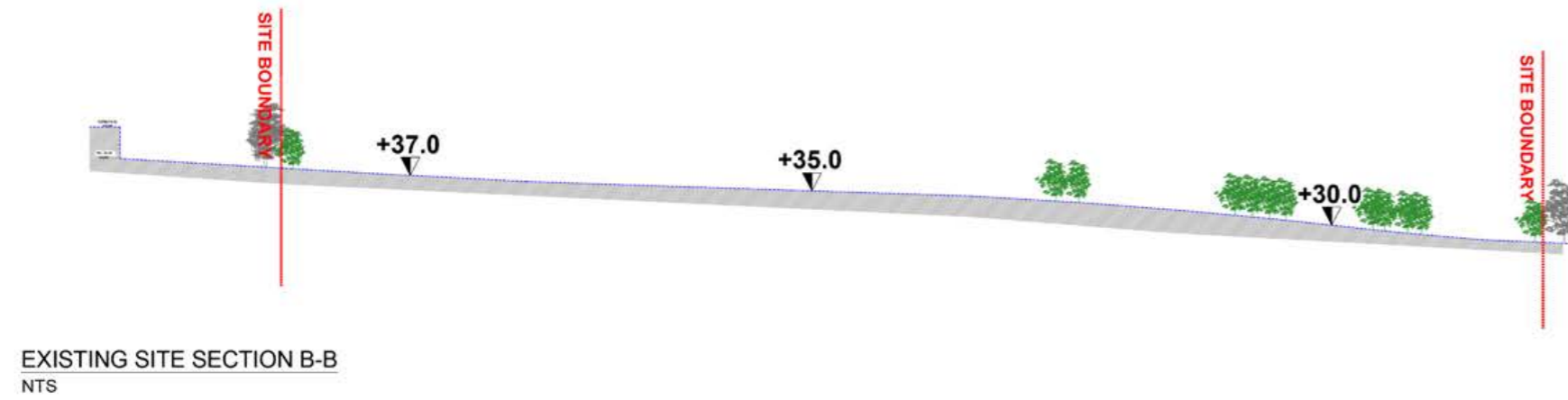
2.7 Social Infrastructure + Local Amenities

The Town Centre of Killarney is located directly to the southeast of the proposed development site which includes a variety of social infrastructure facilities such as schools, churches, restaurants and shops and a National Park. All are accessible within a 10 min. walk from the site.

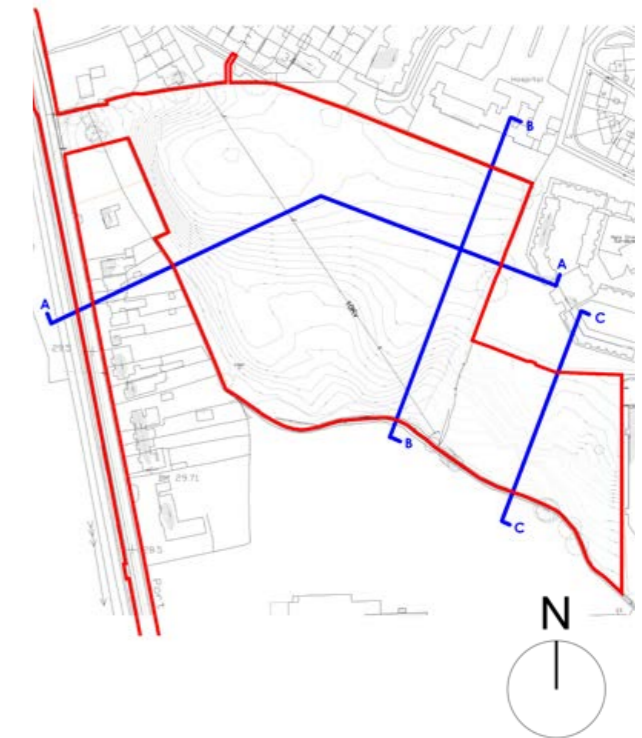


2.0 Site Context, Characteristics + Constraints (Site Analysis)

2.8 Existing Site Sections

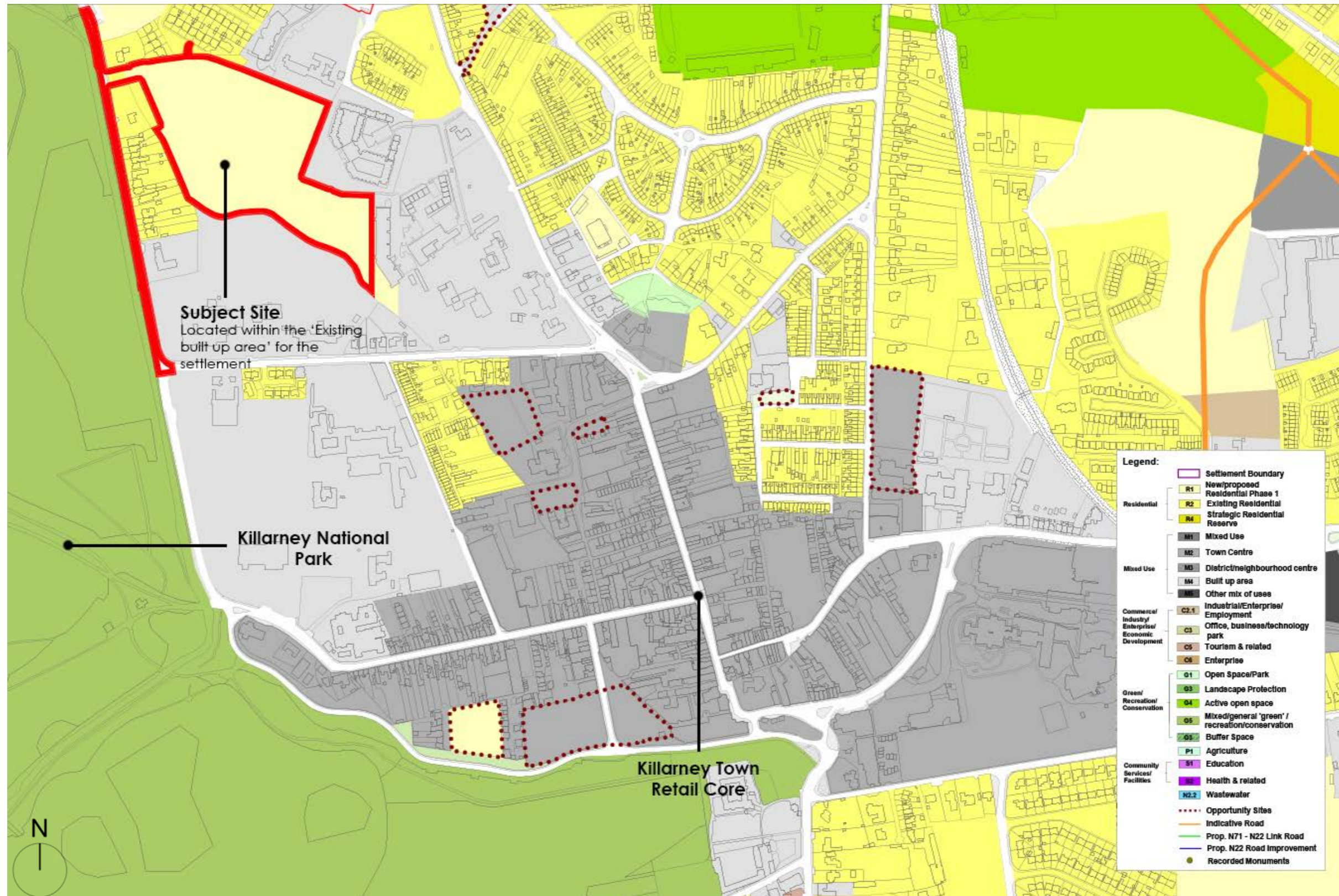


The northern part of the subject site is generally flat with the terrain lowering towards the stream at the southern boundary. The most elevated part of the site benefits from unobstructed panoramic views southwards. The proposed scheme has been carefully considered to respond to the existing topography in order to minimise cut/fill on site.



2.0 Site Context, Characteristics + Constraints (Site Analysis)

2.9 Site Zoning



Subject site zoning map - Killarney Municipal District Local Area Plan 2018

2.0 Site Context, Characteristics + Constraints (Site Analysis)

2.10 Sustainable and Compact Settlements Guidelines 2024

The 'Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities' was introduced in 2024 which included a number of additional items to consider when developing a scheme, including some key indicators of quality design and placemaking.

These new guidelines focus mainly on sustainable residential developments and the creating of compact settlements through innovative designs and higher quality public and private amenity spaces. These guidelines consider the renewal of existing settlements and the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth. The key indicators below, along with the updated density and private amenity policies ensure that a new scheme will be developed to a high standard and in line with existing and future Government policies.

SUSTAINABLE AND EFFICIENT MOVEMENT

Key principles such as;

- A permeable and legible urban environment focusing on sustainable modes of transport,
- Connections to wider urban street and transport networks for improved connections between communities,
- The prioritising of active travel and traffic calming measures, and,
- The minimising of car parking throughout a development,

Will ensure that settlements are vibrant, and will allow vulnerable users to freely travel, and access services both within and around the scheme with ease.

MIX AND DISTRIBUTION OF USES

Key principles such as;

- Planning for the activation of outdoor spaces and the public realm to promote more liveable cities and town centres,
- The uses should cater for public transport, services, and amenities around a hierarchy of local centres that support residential communities, and,
- The implementation of a diverse mix of housing and a variety of housing densities across settlements, with the introduction of innovative housing types that can facilitate compact growth and to cater for a range of users,

Need to be implemented to reduce the need for travel and to create more vibrant and active spaces.

GREEN AND BLUE INFRASTRUCTURE

Key principles such as;

- A plan for the protection, restoration, and enhancement of natural features, biodiversity and landscape,
- An integrated network of multifunctional and interlinked urban green spaces, and,
- The promotion of Urban Greening and Nature based Solutions (SuDS),

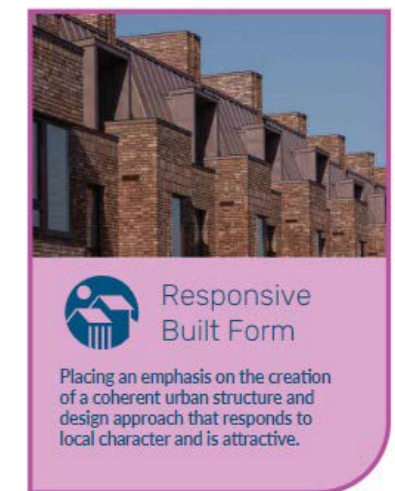
Will deliver ecosystem services and contribute to healthy, low carbon, resilient and connected settlements and places.

RESPONSIVE BUILT FORM

Key principles such as;

- The formation of a legible and coherent urban structure with landmark buildings and focal points,
- The establishment of a pattern of development regarding height, scale, and massing to positively enhance the area with well defined built edges and well-overlooked open spaces,
- The strengthening of the overall urban structure with the opportunities for new linkages, and
- The embracing of modern architecture and urban design that is innovative and varied, and made of high quality and durable materials.

Will need to be addressed to ensure the creation of attractive and well-design settlements.



3.0 Design Strategy



3.0 Design Strategy

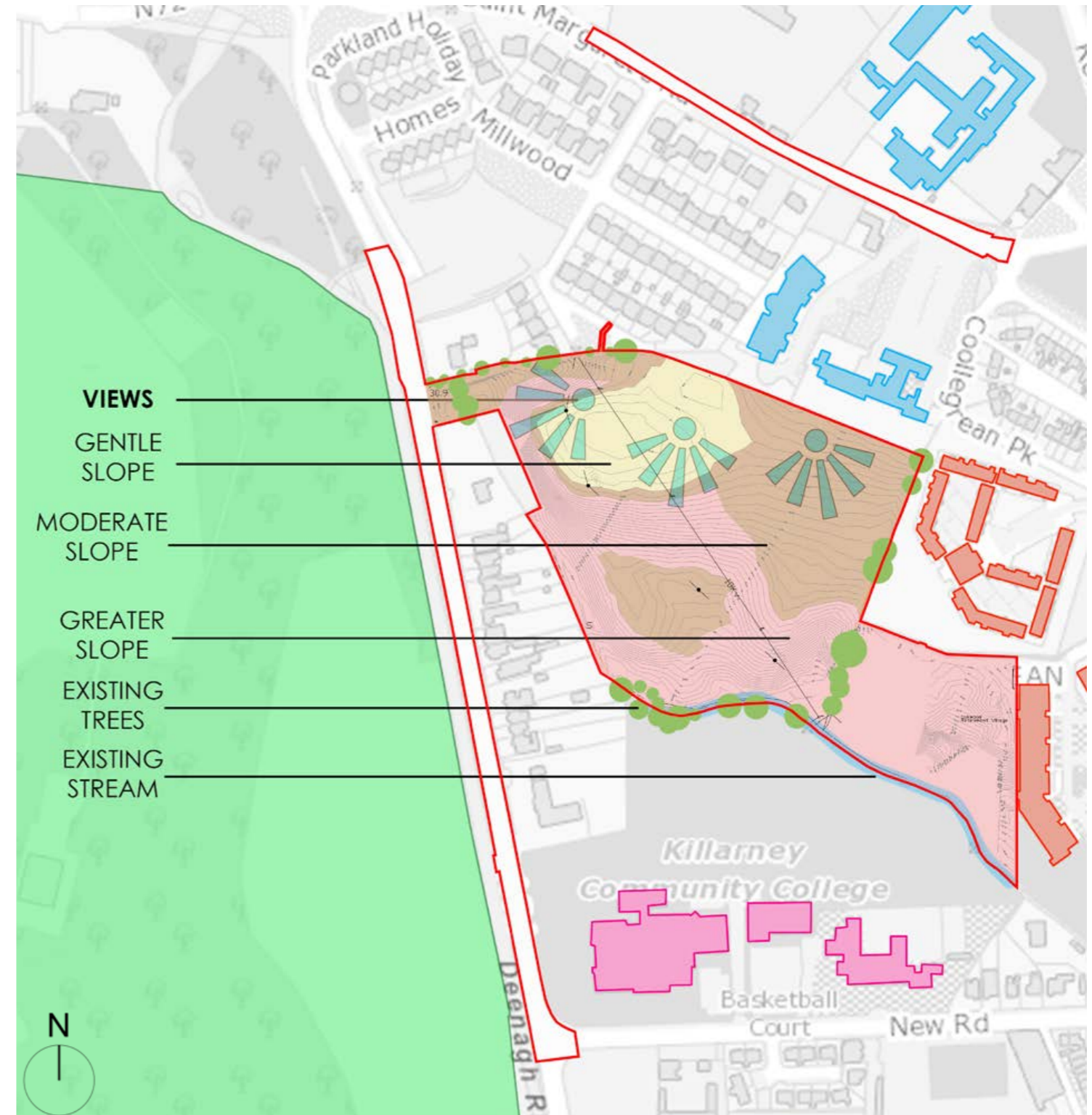
3.1 Context

Site Constraints/Potentials

- Panoramic views to the south from the elevated northern part of the site.
- Abundance of local amenities in close proximity to the site.
- Existing public transport links.
- Existing natural features on site (treelines, a barrow, a stream) that can be incorporated into the public realm design.
- Possibility to create a generously developed residential setting on an unused greenfield site within close proximity of Killarney Town Centre.

Site Context

- The proposed scheme incorporates the existing natural features on site (treelines, a barrow, a stream) into the public realm design creating a range of parkland spaces that are overlooked by surrounding dwellings and will be a valuable amenity for the residents.
- The existing hedgerows and trees along the site boundaries are to be retained.
- Permeability and connections between the variety of public spaces will be incorporated throughout the site. An existing wooded area adjacent the apartments will be kept and integrated into the landscaping concept.
- Placemaking is a key aspect throughout the design of the scheme and helps create a sense of home and belonging for all residents.



3.0 Design Strategy

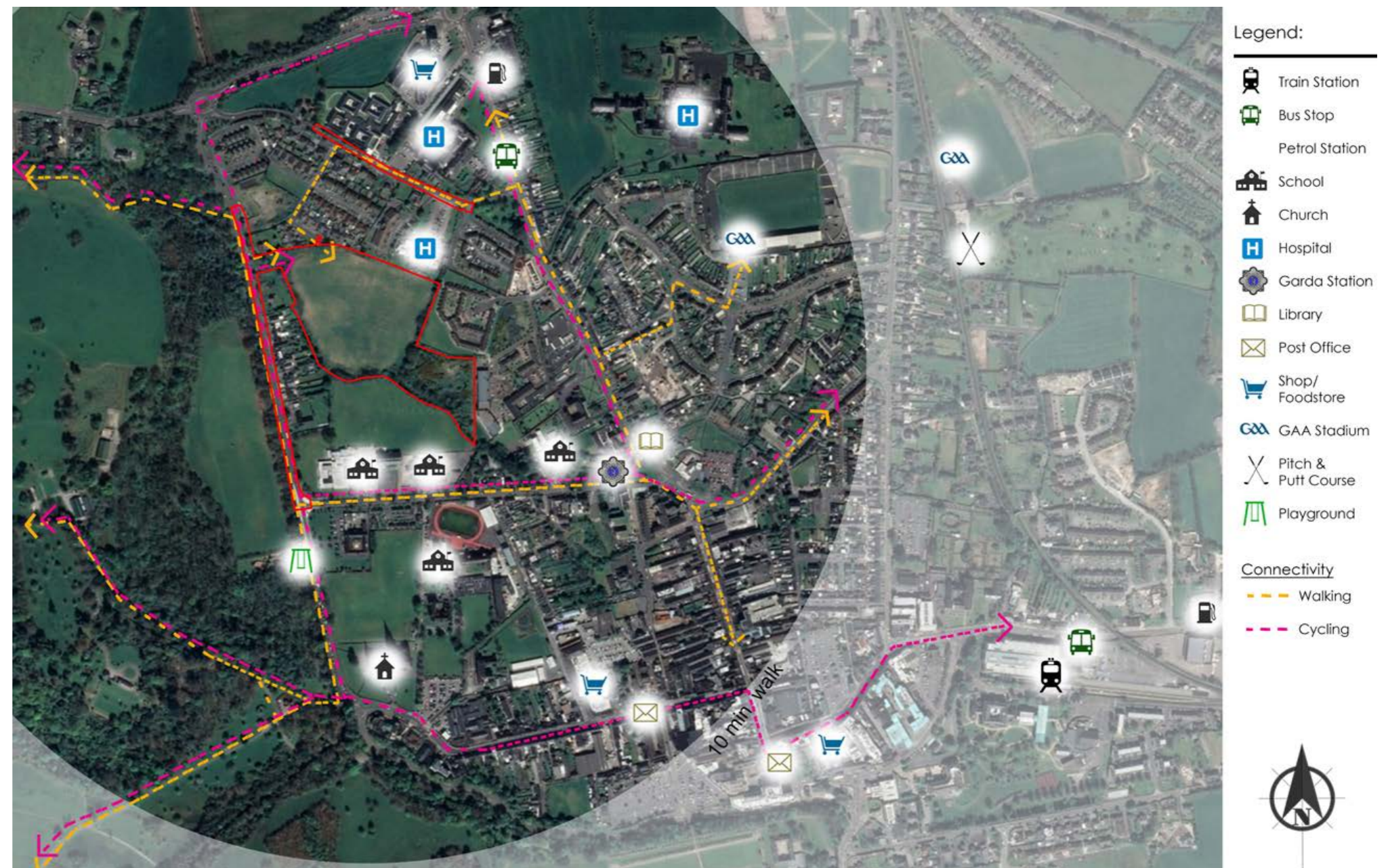
3.2 Access & Connections

Connectivity is one of the central design principle of the proposed scheme.

In the wider urban context, connectivity focuses on the accessibility to the local amenities located in Killarney Town Centre. The connection of the footpath from the site onto Port Road links the site to the extent of Killarney town centre and the vast amount of amenities it has to offer.

We are proposing 1 no. site access point from the Port Road and a pedestrian access point from the Millwood development, with a series of possible pedestrian connections to the north, east and south to further situate the site within its context. The main entrance to the north west of the site, will allow easy access to the crèche located nearby and the residential units that occupy the remainder of the site. All areas of the site will be linked via 2no. amenity walks that run through both the centre and the southern perimeter of the site.

We are proposing to introduce a hierarchy of internal streets with the primary local street/ boulevard linking the site entrance to the dwellings on the northern part of the site and to the apartment blocks on the south eastern part of the site. The secondary local streets and shared surfaces will serve the other dwellings of site and create a loop system within the scheme.

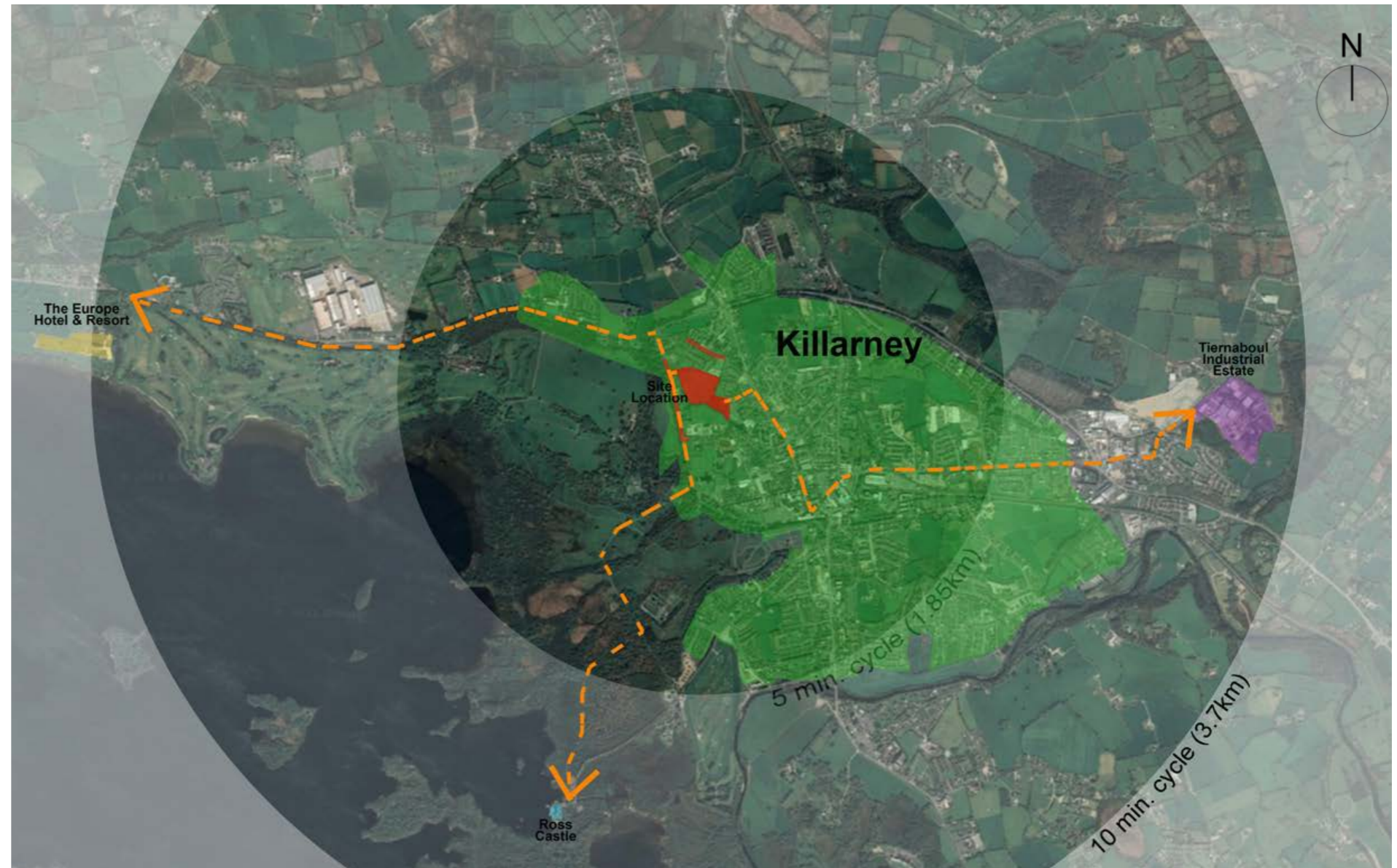


Connectivity Map - Walking

3.0 Design Strategy

The proposed scheme has also focused on connectivity with the wider context with Killarney located within a 10min. cycle from the site. The connection to the pedestrian/cycle path along the western edge of the scheme also links the site access points to existing bus stops nearby, which connect the site to the employment centres of Killarney, Tralee, Kenmare, and Cork.

The connectivity strategy for the scheme is consistent with the '10 minute City and Town Concept' as identified in Regional Policy Objective (RPO 176) of the Regional Spatial and Economic Strategies (RSES). This suggests that sustainable compact settlements should have links to a range of community facilities and services which are accessible in short walking and cycle timeframes from homes or by high quality public transport services which will connect people to larger scaled settlements that deliver these services'.



Connectivity Map - Cycling



Local Bus Stop

3.0 Design Strategy

3.3 Inclusivity, Variety & Public Realm

Variety & Public Realm

Important to the schemes success is varying the public realm by incorporating urban squares/plazas, green open spaces, landscaped damp meadow area with an amenity walk (along the southern boundary) and boulevards/ shared surfaces, which along with the mix of housing typologies and different architectural treatments help define the different character areas and create small communities/neighbourhoods within the overall development.

Central Open Space – Units are clustered around this centrally located space which provides an area where social interactions can occur. This space is overlooked by dwellings which provide passive surveillance and ensure a safe environment for residents is created. It also helps instil a sense of community and creates smaller neighbourhoods within the overall development.

Shared Surfaces/Plazas – Similar to the Central Open Space in the qualities that it contributes to the development but with a more urban/modern finish which allows flexibility for different activities/ uses.

Linear Open Space – Situated between the Duplex Units to the south of the site, this space connects the existing Barrow on site to a large open area with existing trees which act as a natural divide between the Duplexes and the Apartment Blocks. This area consists of a mix of hard and soft landscaping that follows the natural topography of the land.

Amenity Walk/Existing Natural Features – These have been incorporated as they offer valuable amenities to the residents while also giving the development a very distinctive quality that is unique to its location.

Inclusivity

We have also carefully considered permeability within the development itself by ensuring that internal footpaths link the different spaces on site and are accessible to all. The public spaces are designed to provide facilities for all age groups and support outdoor activities.



3.0 Design Strategy

3.4 Efficiency, Distinctiveness & Layout

Housing Mix / Proposed Density

The proposed units on site offer a broad range of accommodation choices in terms of both size and configuration.

The housing density and grain of the proposed development responds to the market demands, supplying houses for households of different needs. The proposed layout provides a total of 224 no. units with a density of 47.1 units per hectare. Areas such as the access street and existing archaeological feature have been omitted from the developable area.

The mix comprises of 30 no. 4 bed units (13.4%), 38 no. 3 bed units (16.9%) and 8 no. 2 bed units (3.6%) with 148 no. 1-3 bed apartments (66.1%). This unit mix not only provides a wide variety of accommodation but ensures a sustainable development and inclusive community is achieved. The size of these units range from 141.7 sq.m. large 4 bed semi-detached units to 49.5 sq.m. 1 bed apartments. This unit mix not only provides a wide variety of accommodation but ensures a sustainable development and inclusive community is achieved.



3.0 Design Strategy

Efficiency

Along with providing an appropriate balance with housing mix and density, we have also focused on ensuring high quality, usable open spaces were created. This aids in utilising the site to its maximum potential.

The landscaped areas have been located in the most effective areas in order to allow for easy access and usability while preserving the natural gradient and vegetation of the site.

Large landscaped areas within the site consist of open spaces and play areas. These areas, while enhancing the public amenity of the site, are situated to allow for passive surveillance by neighbouring houses to encourage safe use.



3.0 Design Strategy

Schedule of Accommodation

Variety is explored in the differing unit types which aims to provide a vibrant neighbourhood with varying requirements for its occupants:

- 1 bed / 2-person apartments (Apt. Block)
- 2 bed / 4-person apartments (Apt. Block)
- 1 bed / 2-person (own door) apartments
- 2 bed / 3-person (own door) apartments
- 2 bed / 4-person (own door) duplex apartments
- 3 bed / 5-person (own door) duplex apartments
- 2 bed / 4-person townhouses
- 3 bed / 5-person townhouses
- 3 bed / 5&6-person semi-detached
- 4 bed / 7-person semi-detached

These units are distributed across the site to offer interesting elevational treatments and help create distinctive character areas.

SCHEDULE OF ACCOMMODATION			
HOUSING			
UNIT TYPE	AREA	No. of UNITS	
A 4 BED SEMI-DETACHED (7 PERSON)	A1/A1(m)	140.3 m ² / 1,510 ft ²	16
	A2/A2(m)	140.3 m ² / 1,510 ft ²	12
	A3	141.7 m ² / 1,525 ft ²	1
	A4	141.7 m ² / 1,525 ft ²	1
TOTAL			30
B 3 BED SEMI-DETACHED (5 & 6 PERSON)	B1/B1(m) (6 person)	122.0 m ² / 1,313 ft ²	5
	B2/B2(m) (5 person)	114.2 m ² / 1,229 ft ²	5
TOTAL			10
C 3 BED TOWNHOUSE (5 PERSON)	C1	108.2 m ² / 1,165 ft ²	1
	C2/C2(m)	104.4 m ² / 1,124 ft ²	15
	C3/C3(m)	101.6 m ² / 1,094 ft ²	12
TOTAL			28
D 2 BED TOWNHOUSE (4 PERSON)	D1/D1(m)	84.0 m ² / 904 ft ²	8
	TOTAL		
TOTAL NO. OF HOUSES		76 (33.9%)	
DUPEX / APARTMENTS (OWN DOOR)			
UNIT TYPE	AREA	No. of UNITS	
Block 01	E1 - 2 Bed GF Apt. (3 person)	72.5 m ² / 780 ft ²	2
	E2 - 3 Bed Duplex Apt. (5 person)	109.4 m ² / 1,178 ft ²	2
	E3 - 2 Bed GF Apt. (3 person)	72.3 m ² / 778 ft ²	2
	E4 - 3 Bed Duplex Apt. (5 person)	106.2 m ² / 1,143 ft ²	2
TOTAL			8
Block 02	F3 - 2 Bed GF Apt. (3 person)	72.5 m ² / 780 ft ²	2
	F4 - 3 Bed Duplex Apt. (5 person)	105.7 m ² / 1,138 ft ²	2
TOTAL			4
Block 03	G1 - 2 Bed GF Apt. (3 person)	66.0 m ² / 710.4 ft ²	4
	G2 - 3 Bed Duplex Apt. (5 person)	98.8 m ² / 1,063 ft ²	4
	G3 - 1 Bed GF Apt. (2 person)	56.4 m ² / 607 ft ²	4
	G4 - 2 Bed Duplex Apt. (4 person)	82.6 m ² / 889 ft ²	4
	G5 - 2 Bed GF Apt. (3 person)	66.0 m ² / 710.4 ft ²	2
	G6 - 3 Bed Duplex Apt. (5 person)	98.8 m ² / 1,063 ft ²	2
TOTAL			20
Block 04	H1 - 1 Bed GF Apt. (2 person)	53.3 m ² / 574 ft ²	8
	H2 - 2 Bed Duplex Apt. (4 person)	85.7 m ² / 922 ft ²	8
	H3 - 1 Bed GF Apt. (2 person)	53.3 m ² / 574 ft ²	2
	H4 - 2 Bed Duplex Apt. (4 person)	85.7 m ² / 922 ft ²	2
TOTAL			20
APARTMENTS (BLOCKS J, K & L)			
1 BED APARTMENTS	(2 PERSON)	49.5 - 54.5 m ² / 533 - 587 ft ²	16
2 BED APARTMENTS	(4 PERSON)	74.7 - 82.4 m ² / 804 - 887 ft ²	80
TOTAL NO. OF APARTMENTS		148 (66.1%)	
TOTAL NO. OF UNITS		224	
CRECHE	GROSS INTERNAL AREA: 334.0 m ² / 3,595 ft ²	GROSS AREA: 383.3 m ² / 4,125 ft ²	46-child
TOTAL SITE AREA (RED BOUNDARY)		61,945 sq.m. 6.1945 HA 15.3 ACRES	
NET DEVELOPABLE AREA (ORANGE BOUNDARY)		47,500 sq.m. 4.75 HA 11.7 ACRES	
DENSITY OF NET DEVELOPABLE AREA (224 units)		47.1 UNITS/HA (224/4.75 HA)	
USABLE OPEN SPACE		15%	



3.0 Design Strategy

Proposed Social Infrastructure

The proposed development makes provision for a crèche of 383.3 sq.m. (gross floor area) which will facilitate 46 no. childcare places. This facility is located to the northwest of the site forming part of the main entrance from the Port Road. The crèche is designed in tandem with a unique semi-detached unit to form an entrance feature that creates an animated threshold between the existing public road and proposed scheme. The location also allows for convenient accessibility from within and around the site to benefit the existing community. The proposal includes parking for both staff and visitors as well as a drop off area.



3.0 Design Strategy

Traffic

The traffic strategy was developed with the main goal being to reduce overall car trips and car dependency. Therefore, sustainable traffic was prioritised with the clear intention to make walking, cycling and access to public transport as convenient as possible.

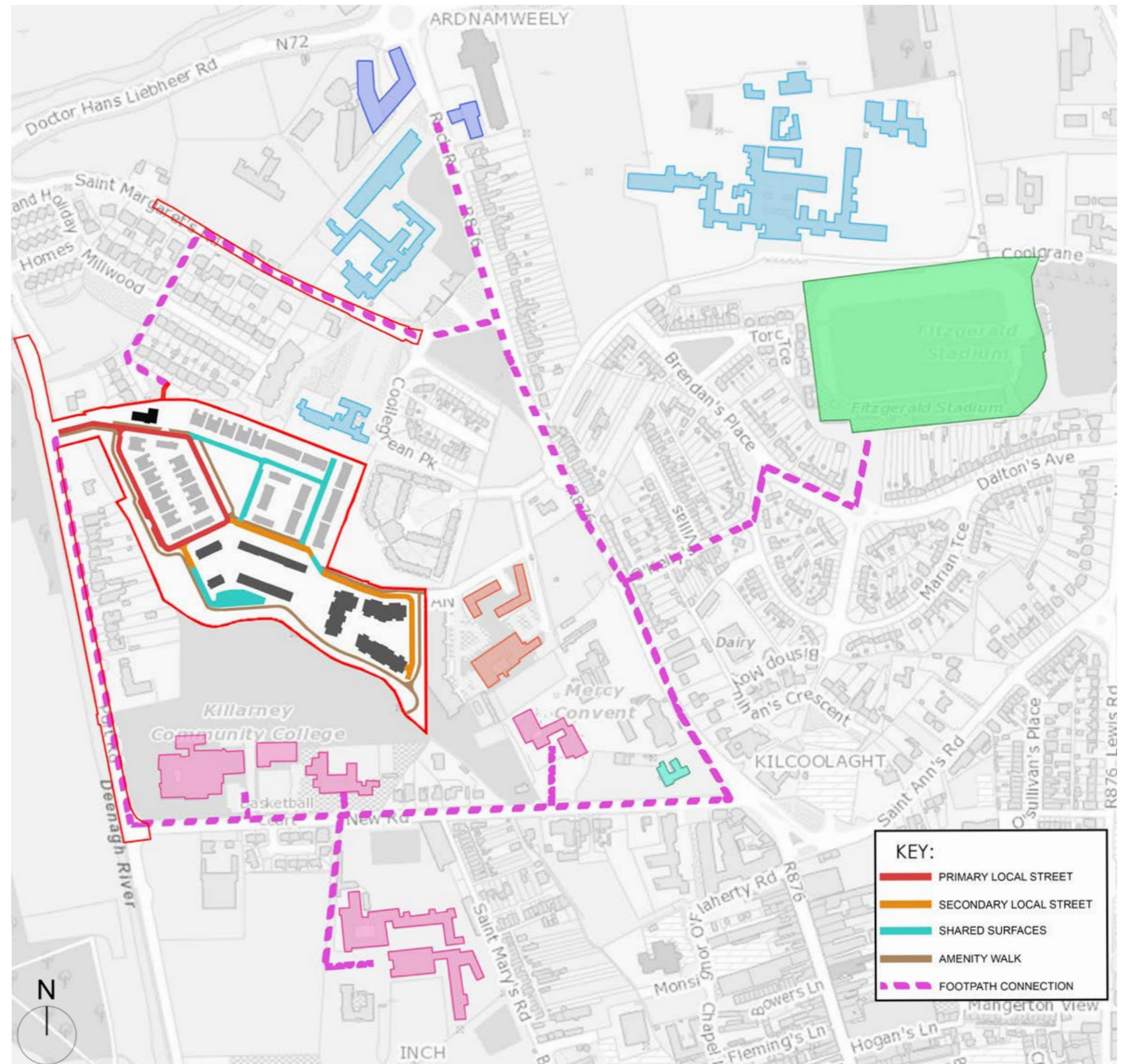
The provision of an amenity walk through the centre of the site and along the southern boundary will provide connectivity between the residential dwellings on site and the main access point to the west. By connecting to the network of footpaths linking to local amenities in Killarney, it will encourage future residents towards sustainable modes of transport as an alternative to car use.



Proposed Amenity Walk



Proposed Amenity Walk



3.0 Design Strategy

DMURS - Street Hierarchy

1. Primary Local Street



PRIMARY LOCAL STREET FEATURES:

- BOULEVARD/AVENUE STYLE
- 5.5m STREET WIDTH
- DIRECT ACCESS TO UNITS

2. Secondary Local Street



SECONDARY LOCAL STREET FEATURES:

- 5-5.5m STREET WIDTH
- STREET-SIDE PEDESTRIAN PATH
- PARALLEL PARKING OR IN-CURTILAGE PARKING
- DIRECT ACCESS TO UNITS
- INCORPORATING LIGHTING, BINS, PARKING & LANDSCAPING

3. Shared Surface



SHARED SURFACE FEATURES:

- 4.8-5m STREET WIDTH
- STREET-SIDE PEDESTRIAN PATH OR SHARED SURFACE
- PARALLEL PARKING OR IN-CURTILAGE PARKING
- DIRECT ACCESS TO UNITS
- INCORPORATING LIGHTING, BINS, PARKING & LANDSCAPING

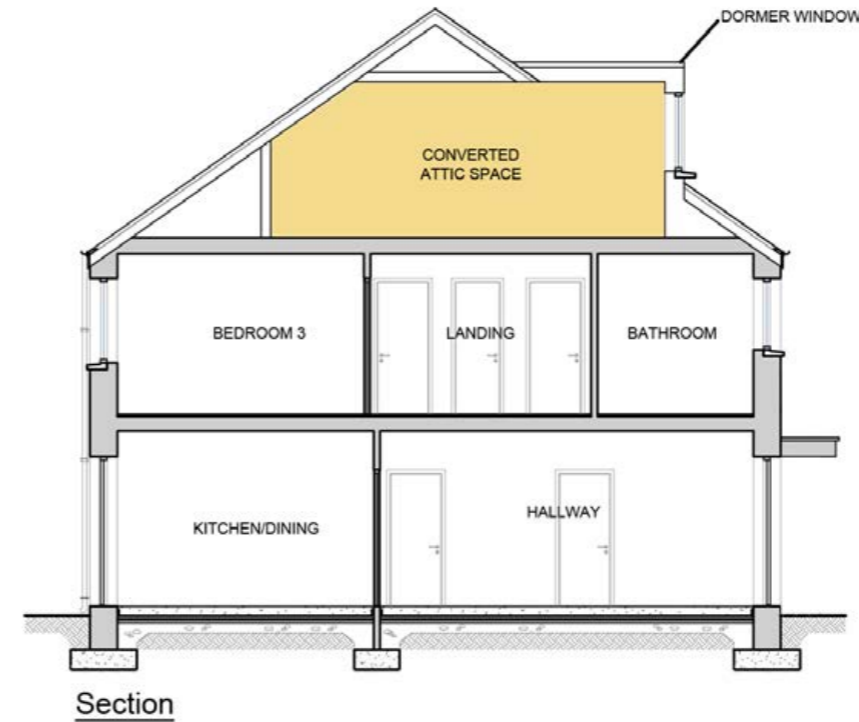
3.0 Design Strategy

3.5 Adaptability

All houses have been designed in accordance with the 2007 Housing Guidelines (Quality Housing for Sustainable Communities) and the apartments/duplex units with the 2023 Design Standards for new Apartments (Sustainable Urban Housing).

Houses in the development can be easily adapted to the future needs of the occupants.

Provision has been made to extend into the attic or into the rear garden of properties.



4 bed semi-detached - EXTENSION INTO THE ATTIC



Shallow units - EXTENSION INTO THE REAR GARDEN

3.0 Design Strategy

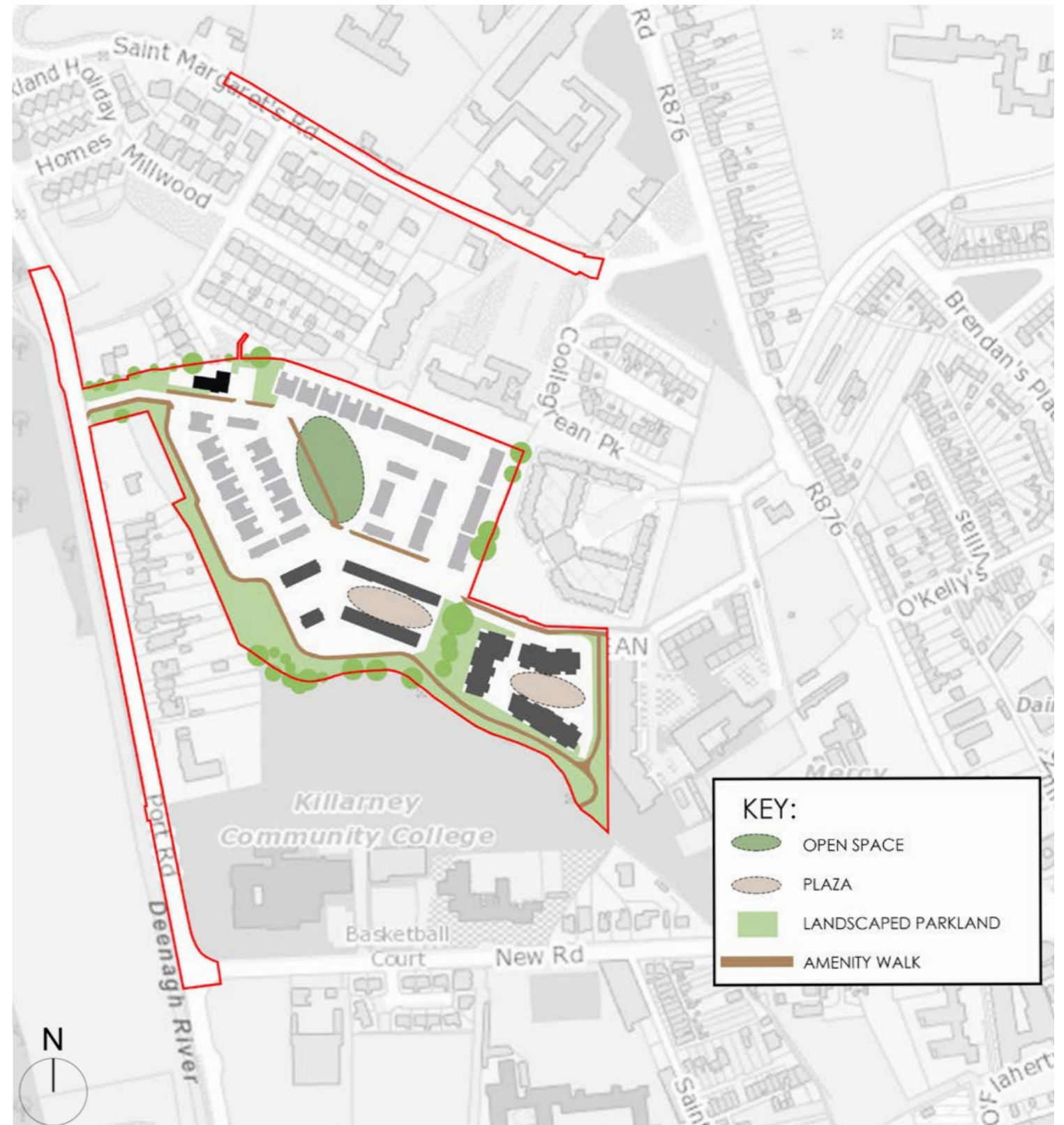
3.6 Privacy & Amenity

The layout responds to the topography and natural features that exist on site with the treelines, barrow, meadow and stream integrated into the scheme. Great care has been given in designing the layout to insure these natural features have been incorporated into the scheme. Amenity walks have been provided throughout the site which are intertwined in the existing natural features. Respecting these features also naturally creates open spaces that are unique to the sites location.

The proposed dwellings are orientated to overlook the open spaces and provide passive surveillance for these areas. The open spaces vary with a mix of soft and hard landscaping to further enhance the variety of spaces and the inclusivity of all residents throughout the year.

Each home will also have access to a generous private amenity space. All homes will be constructed to prevent acoustic transfer and have been sited to prevent overlooking into adjacent private gardens.

Proposed Landscaping Elements



3.0 Design Strategy

Communal Amenity Spaces

In line with the requirements set out in the 2023 Apartment guidelines, on top of the private amenity spaces provided for all units on site, additional communal amenity areas for the apartments and duplex units have been added.

These communal areas will provide valuable amenity spaces for the apartments and take the form of high quality breakout spaces that contain both hard and soft landscape treatments. The variety within these spaces offers flexibility and ensures that they can be fully utilised throughout the year.

As well as providing variety within the public realm, these communal areas will also create opportunities for localised informal play as well as social interaction between residents.

Communal Amenity Space for Apartments / Duplexes	
Own Door Access Apartments / Duplex Units (52no.)	348 sq.m.
Apartment Blocks (96no.)	640 sq.m.
Total Required	988 sq.m.
Total Provided	1,820 sq.m.



Location of Communal Amenity Spaces on Site



Communal Amenity Space Located beside the Duplex Units



Communal Amenity Space Located within the Apartment Block Plaza

3.0 Design Strategy

3.7 Parking

CAR PARKING

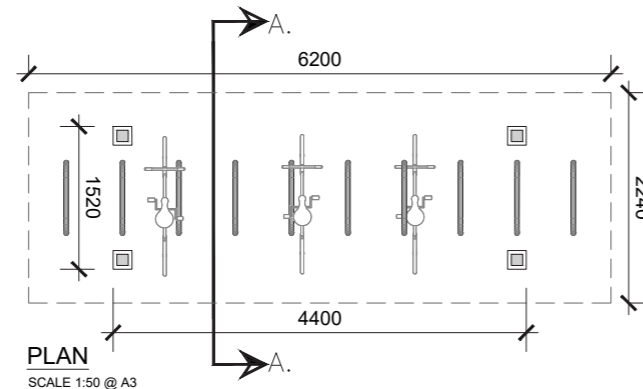
There is provision for 2no parking spaces for the semi-detached units on site with 2no spaces for the 3 bed townhouses and 1 space per 2 bed townhouse. There are also a number of visitors spaces incorporated into the proposed scheme. For the 1, 2 & 3 bed Apartment/Duplex units there is a provision of 1no space per unit with 0.8no spaces allocated for the 1 and 2 bed apartments situated in the apartment blocks. There are also a number of visitors / disabled / electric vehicle and motorbike spaces distributed throughout the proposed scheme. For the 46 child crèche we have allocated 8no spaces and a set down area.

A total number of 26 EV parking spaces have been allocated on site to serve the Apartment/Duplex units and Apartment Blocks. 10 no. are allocated near the Apartment/Duplex units and 16 no. are allocated in the Apartment Block under croft car park. Adequate motorcycle parking has also been provided in the apartment block under croft car park and creche car park.

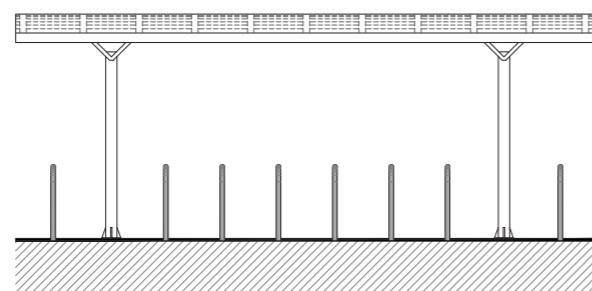
CYCLE PARKING

Localised secure bicycle parking stores are provided for the creche and for upper duplex-apartments near the buildings with the GF apartments having direct access to their private amenity space utilising this for bike storage. Bicycle parking spaces are provided for the apartment blocks in the under croft car park underneath the buildings in bike racks. The bicycle parking facilities have been assigned as follow:

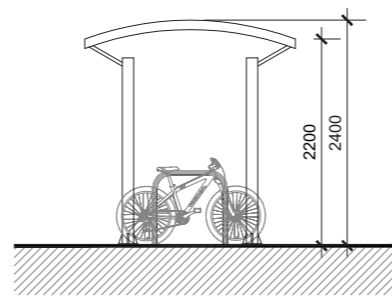
- no 20 bike spaces for the creche
- no 100 bike spaces for Apartment / Duplex Units
- no 230 bike spaces for the Apartment Blocks



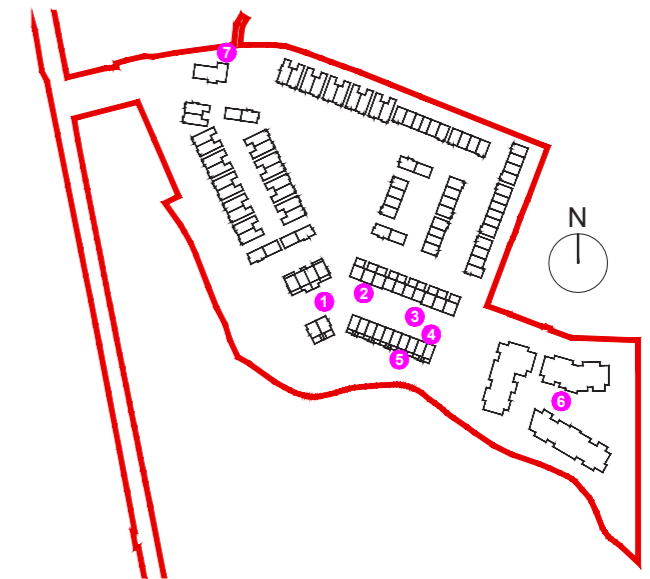
BIKE RACK IMAGE
NTS @ A3



FRONT ELEVATION
SCALE 1:50 @ A3



SECTION A-A
SCALE 1:50 @ A3



BIKE PARKING SCHEDULE

GF Apartments & Upper Duplex Apartments
(14no. 1 beds, 26no. 2 beds & 12no. 3 beds within Blocks 1/2/3/4) - 77no. bike spaces required
**Ground Floor Apartments that have direct access to their allocated private amenity space can utilise this for bike storage*

- ① 20no. spaces (Covered)
- ② 20no. spaces (Covered)
- ③ 20no. spaces (Covered)
- ④ 20no. spaces (Covered)
- ⑤ 20no. spaces (Covered)

Total = 100no. spaces

****Exceeds standards set out in the Design Standards for New Apartments document (2023)**

Apartments (Blocks J, K & L)
(80no. 2 bed apts. & 16no. 1 bed apts.)
-224no. bike spaces required

- ⑥ 230no. spaces (Covered)

Total = 230no. spaces

****Exceeds standards set out in the Design Standards for New Apartments document (2023)**

Creche

- ⑦ 20no. spaces (Covered)

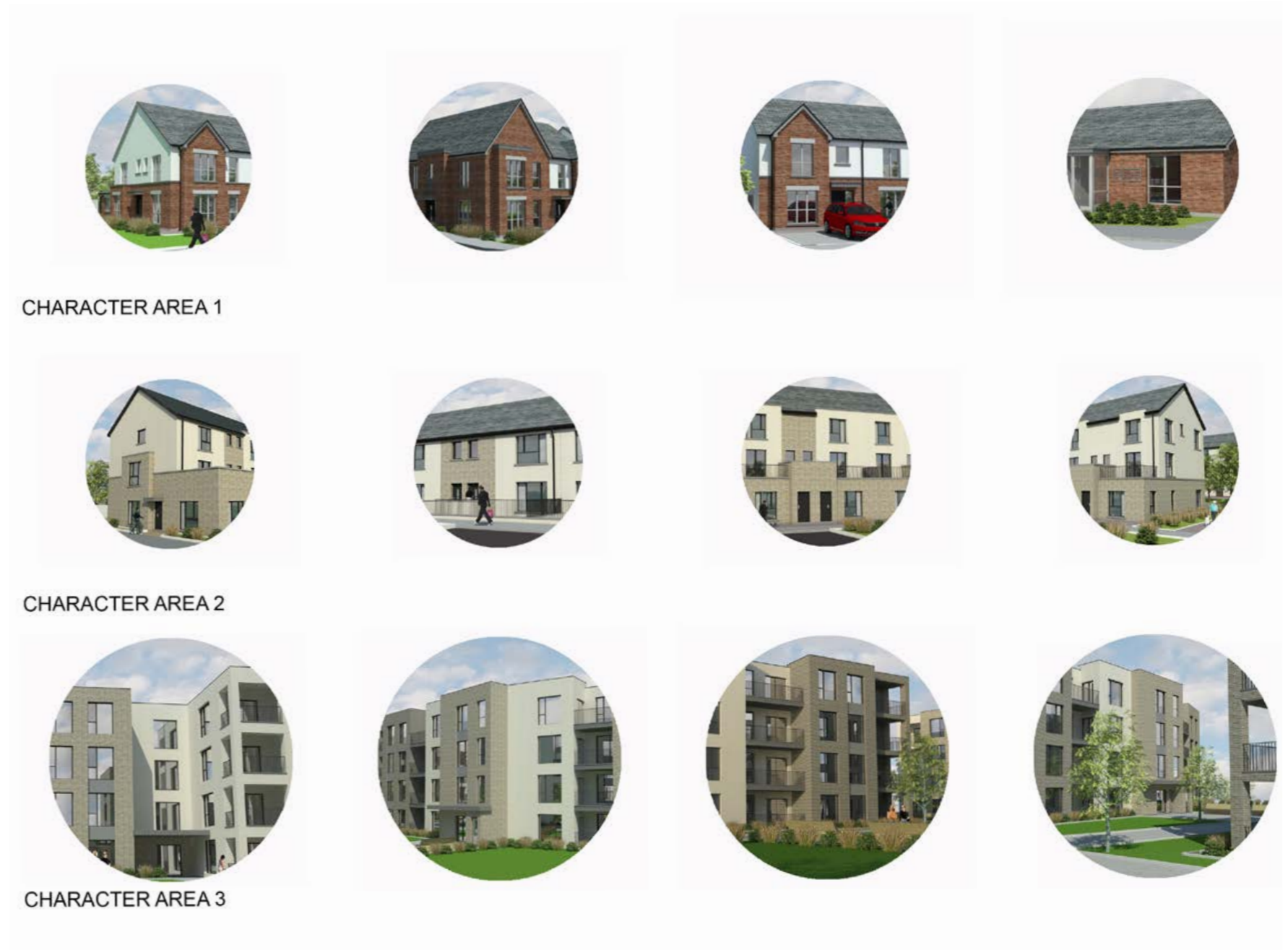
TOTAL BIKE PARKING PROVIDED = 350no.

3.0 Design Strategy

3.8 Detail Design

Character Areas

The development includes 3 no. character areas, which evolve naturally around the primary open spaces and create neighbourhoods with their own distinctiveness. Density and scale, open space landscaping and building material choice all contribute to creating distinct character area.



3.0 Design Strategy

Character Area 1

Character Area 1 is located in the north of the site. It is a medium density area and is largely characterised by semi-detached and townhouse units which are placed in strategic locations and complemented by shared surface areas. The style of this character area will be modern with simple material / colour palette. Brick will be used to emphasise both the vertical and horizontal and in the main corner buildings. Red brick and off-white render will be the main feature of this area.



RED BRICK



RENDER
Off-white



ROOF TILE



3.0 Design Strategy

Character Area 2

Character Area 2 is located in the south of the site. It is a medium to high density development largely characterised by rows of duplex and apartment units. The area consists of a linear open space which splits the rows of duplexes and connects the existing barrow to a large area of existing trees. The damp meadow area is also within this locality and is overlooked by these duplexes. The style of this character area incorporates natural materials in a contemporary manner. Beige brick and beige off-white render will be the defining material in this area.



3.0 Design Strategy

Character Area 3

Character Area 3 is located in the south east of the site. It is a high density development largely characterised by 3 apartment blocks. The area consists of a large central urban plaza which is overlooked by the apartments. The style of this character area will be modern with a neutral colour palette. Contrasting beige brick and beige off-white render will be the defining material in this area.



3.0 Design Strategy

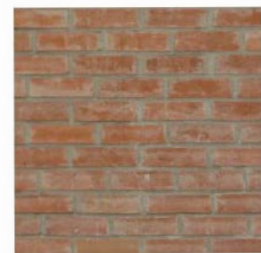
Materials and Finishes

The materiality of the development has been considered in order to emulate and enhance the urban architecture within the locality. The materials and finishes within the development have been carefully selected for their durability and to ensure the overall efficiency of the design.

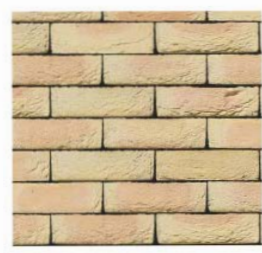
The placement of the materials within the elevational treatments have been designed to give a distinctiveness to the proposal. The materials chosen will require little maintenance and allow for attractive and distinct areas for the end user.

S 7543:2015, 'Guide to Durability of Buildings and Building elements, Products and Components' has been referenced in conjunction with the current building regulations. This standard provides guidance on the durability, design life and predicted service life of buildings and their parts and further helps predict and reduce associated costs for Operational Management Company and thus, the individual resident.

Please refer to the Building Lifecycle Report for further details on the materials and finishes for the proposed apartment blocks and duplex units.



RED BRICK



BEIGE BRICK



RENDER BEIGE
Off-white



ROOF TILE



4.0 Proposed Design

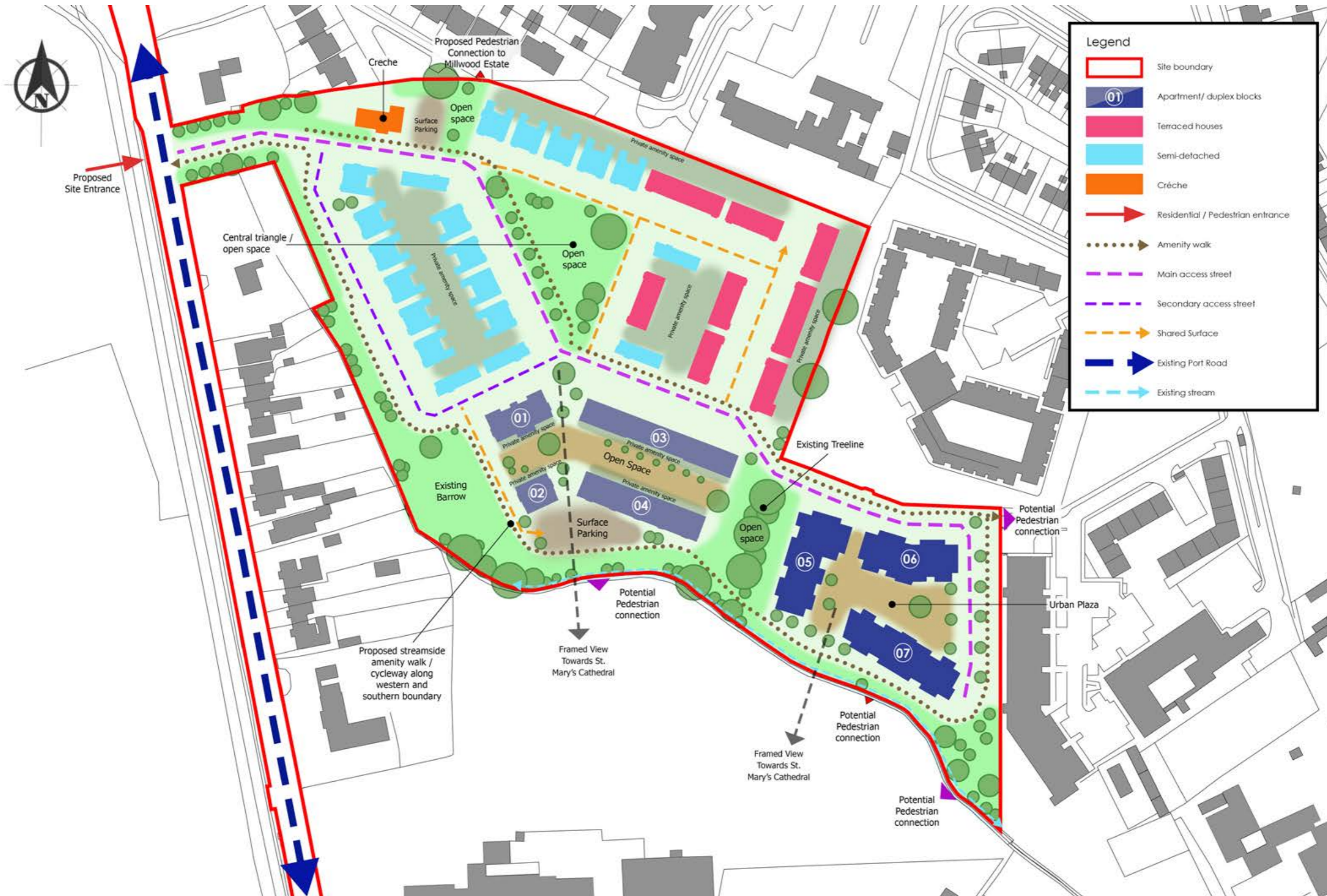


4.0 Proposed Design

4.1 Proposed site layout plan + overall site concept



4.0 Proposed Design



4.0 Proposed Design

4.2 St. Mary's Cathedral and Torc Mountain

Great care has been taken during the design of the development in order to ground the site to its environment with specific landscape views. The Site contains a variation of levels which allow a range of unique viewpoints that have been taken advantage of with the layout of the scheme.

To the south of the site, the picturesque Torc Mountain is in view, which aid in preserving the natural aspects of Kerry within the site. Torc Mountain provides a natural backdrop to the scheme allowing the development to integrate within the context of the Kerry landscape.

Within the context of Killarney, St. Mary's Cathedral was identified as an important viewpoint from the site that should be preserved. Great care was taken to incorporate views of the Spire from certain aspects of the site. The Duplex Blocks to the South have been designed in order to provide a framed view of this Spire from the Central Open Space, allowing St. Mary's Cathedral to act as a reference point and to help locate the site within the context of Killarney.

Preserving these contextual aspects around the site aids in situating the site within the context of Killarney and the wider Kerry County, allowing the development to retain connections of the surrounding areas while providing the necessary local amenities within.



4.0 Proposed Design

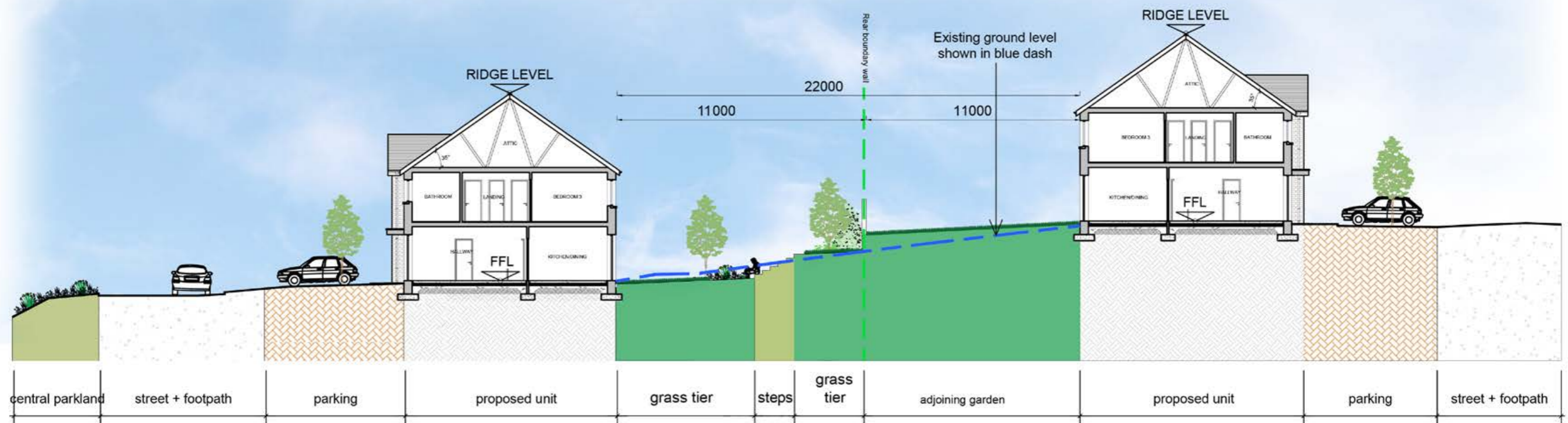
4.3 Private Amenity Space

The proposed houses on site have been allocated private amenity spaces in the form of rear gardens. The higher density units (apartments + duplex units) located in the southern half of the site have access to either semi-private terrace areas at ground floor that overlook the public realm/open spaces or balconies on the upper level.

In areas of the site where the existing site levels require an approach that minimises cut/fill, a stepped arrangement is being proposed. In these areas the back-to-back separation distances are designed to be greater than the minimum of 16m to prevent overlooking. To ensure that the usability of these spaces is maximised, a mix of terraced areas, planted retaining elements and screen planting will be utilised.



Example - steps incorporated within the lower private amenity space to help minimise cut/fill. In places, wider steps can be incorporated and utilised as informal places to sit



Site section through units to show the private amenity space arrangement in areas of the site where the existing site levels require a stepped approach in order to minimise cut/fill on site.

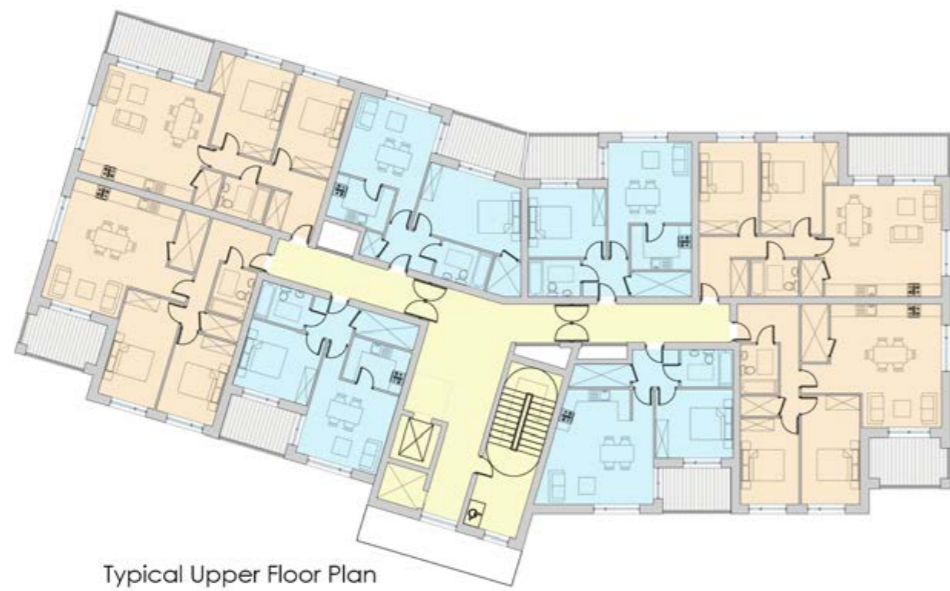
4.0 Proposed Design

4.4 Apartment Blocks

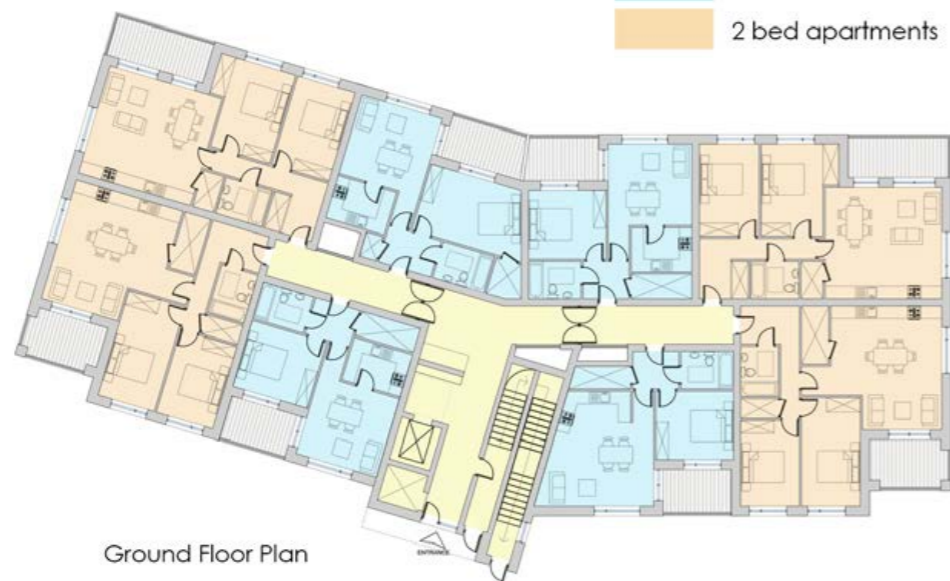


4.0 Proposed Design

4.4 Apartment Blocks



- Circulation
- 1 bed apartments
- 2 bed apartments



The apartment blocks are located to the south east of the site in an area that is characterised by a tighter grain of development with higher density.

The blocks are 4 storeys in height and contains 96no apartments in total (16 no. 1 beds & 80 no. 2 beds).



Generous glazing proportions and balcony detail



Beige brick

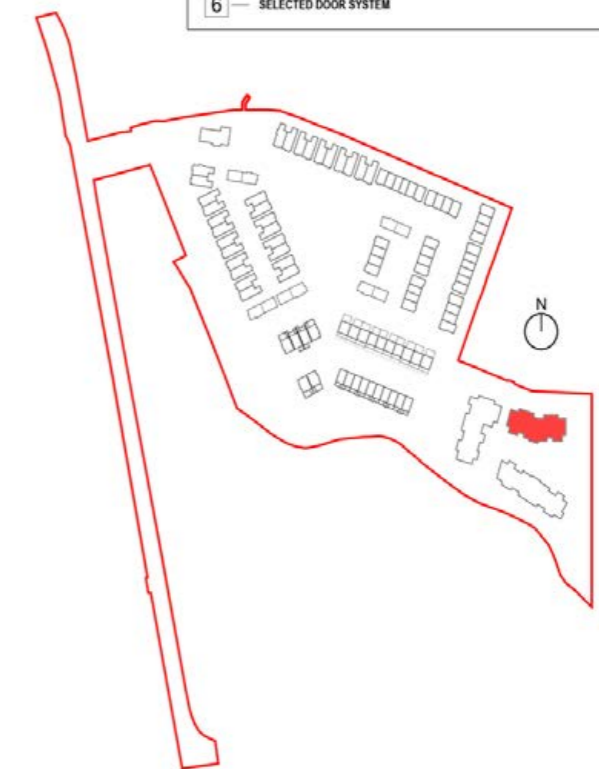


Light beige brick



MATERIAL FINISHES

1	EXTERNAL WALL: SMOOTH PLASTER FINISH SELECTED RENDER
2	SELECTED BRICK FINISH
3	CANOPY: GREY PRESSED METAL TO ENTRANCE DOORS
4	BALUSTRADE
5	SELECTED WINDOW SYSTEM
6	SELECTED DOOR SYSTEM

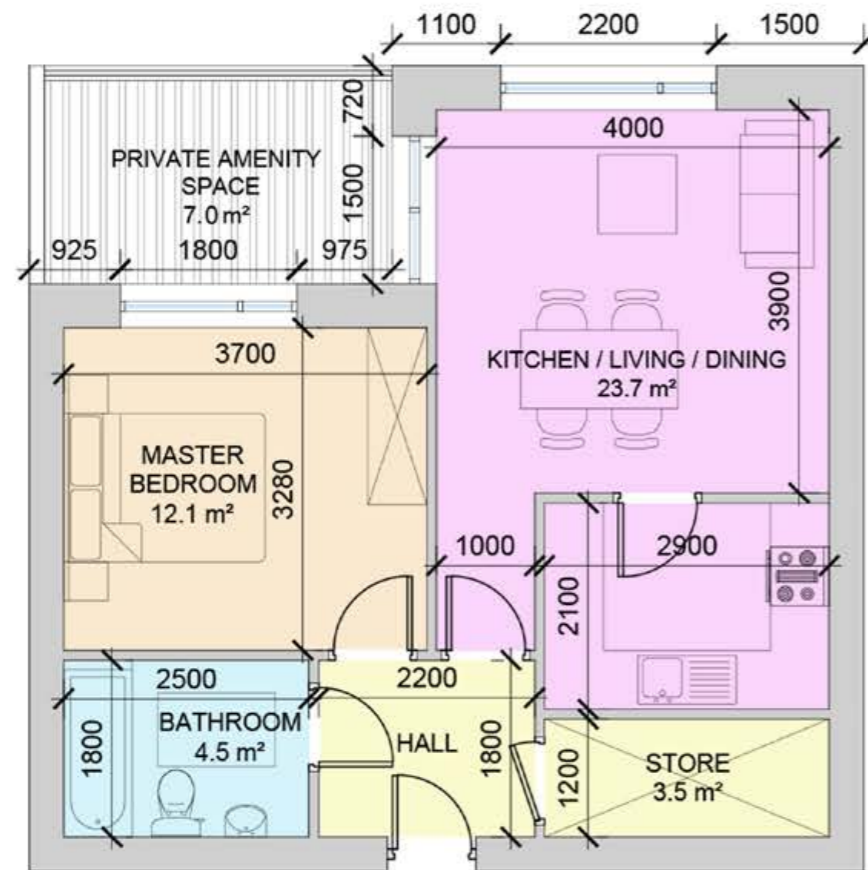


View of the south east corner

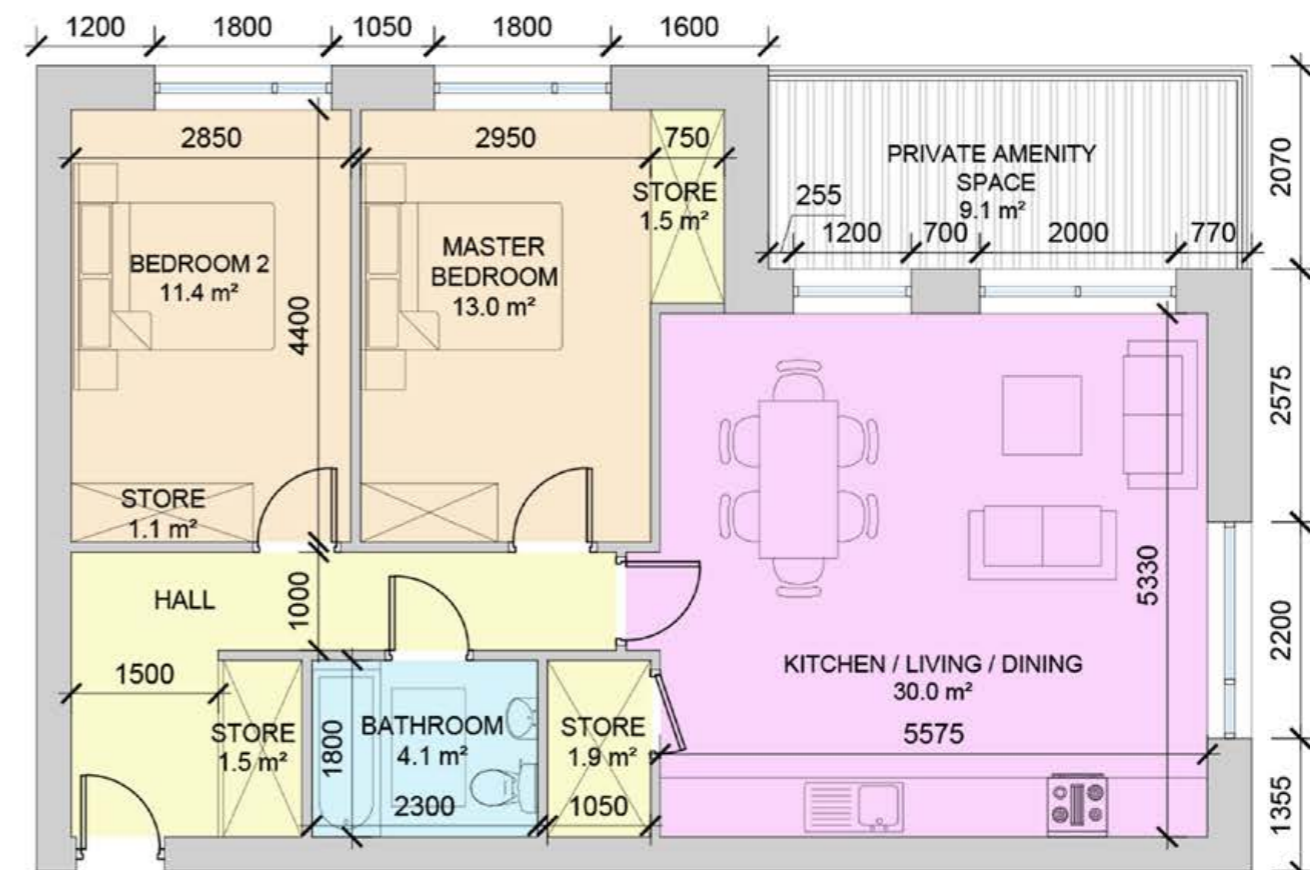
4.0 Proposed Design

4.5 Typical 1 + 2 Bed Apartment Floor Plans

- Circulation & Storage
- Kitchen/ Living/ Dining Areas
- Bathroom
- Bedroom



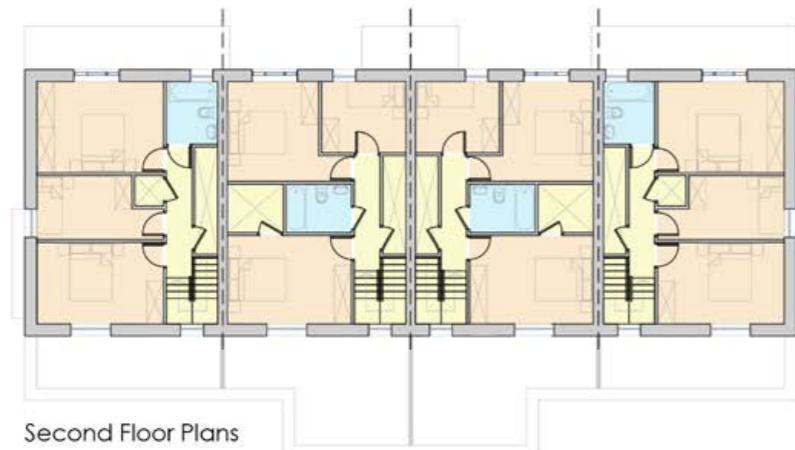
Typical 1 bed apartment layout
49.5 SQ.M



Typical 2 bed apartment layout
75.4 SQ.M

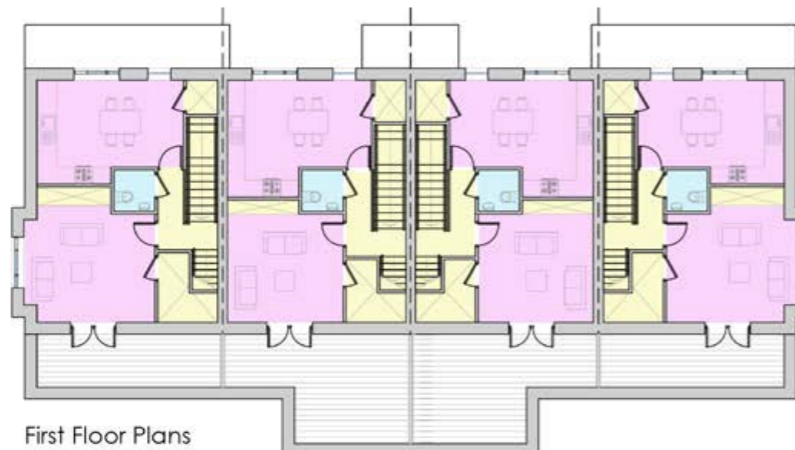
4.0 Proposed Design

4.6 Duplex Block (Block 01)

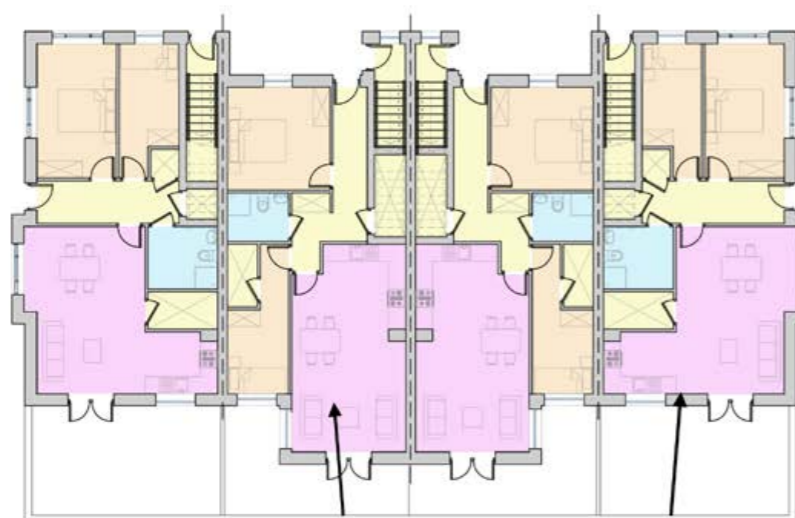


Second Floor Plans

- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom



First Floor Plans



Ground Floor Plans
 Typical central unit - 2 bed GF apartment with 3 bed duplex
 End unit - 2 bed GF apartment with 3 bed duplex



Southern Elevation



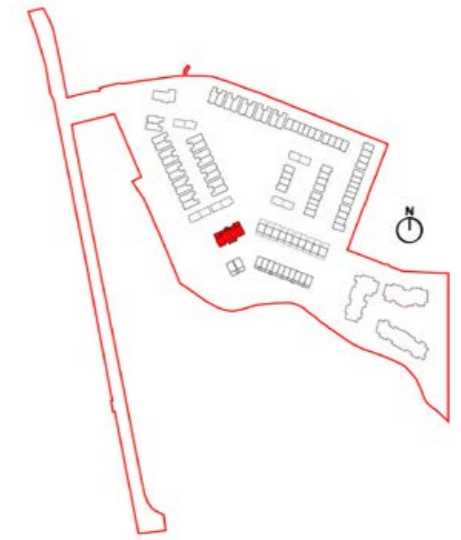
Northern Elevation



Western Elevation



View of the Northern Elevation

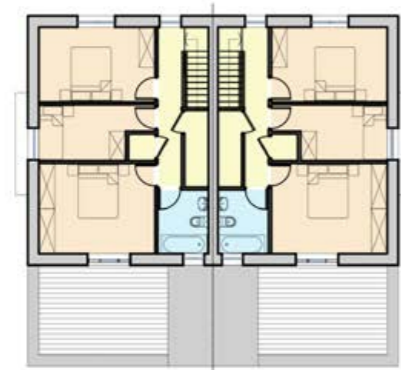


Duplex Block 01 is located in the southern area of the site in close proximity to the existing barrow. On the western side of the block is the barrow and proposed amenity walk and to the east is block 03. Given its prominent location, a key aspect of the design of this block was to create animated elevations that provide passive surveillance of the public realm.

Block 01 is 3 storeys in height and contains 8no apartments in total (4no 2 beds & 4no 3 beds).

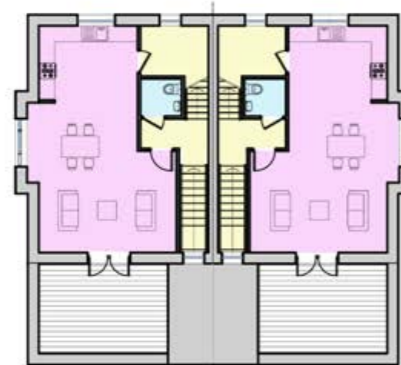
4.0 Proposed Design

4.6 Duplex Block (Block 02)

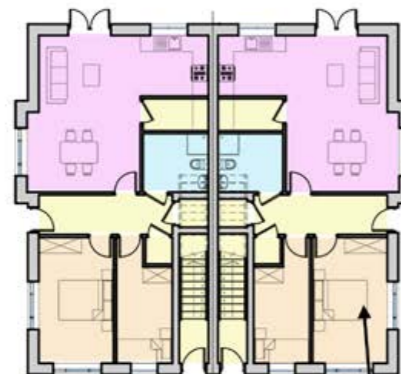


Second Floor Plans

- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom



First Floor Plans



Ground Floor Plans

Typical end unit
- 2 bed GF
apartment with
3 bed duplex



Southern Elevation



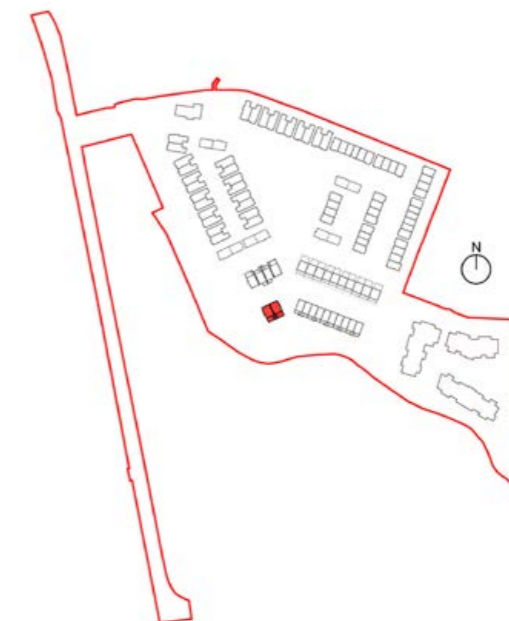
Northern Elevation



View of the Southern Elevation



Western Elevation



Duplex Block 02 is located in the southern area of the site in close proximity to the southern boundary. On the western side of the block is the existing barrow and proposed amenity walk and to the east is block 04. Given its location on an important corner of the site, a key aspect of the design of this block was to address the public realm both to the west and to the south, while allowing passive surveillance to the north and east.

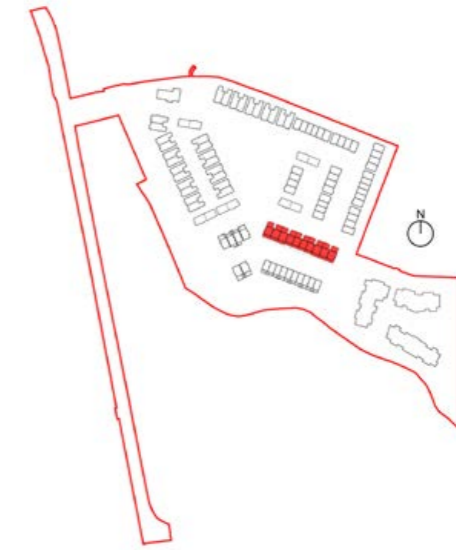
Block 02 is 3 storeys in height and contains 04no apartments in total (2no 2 beds & 2no 3 beds).

4.0 Proposed Design

4.6 Duplex Block (Block 03)

Duplex Block 03 is located in the southern area of the site in close proximity to the central open space. On the western side of the block is the block 01 and to the east is the existing tree line which is to be retained and integrated into the landscape proposal. Given its prominent location in the centre of the site, a key aspect of the design was to address the prominent amenity spaces to the north and south of the block.

Block 03 is 3 storeys in height and contains 20no apartments in total (4no 1 beds, 10no 2 beds & 6no 3 beds).



Second Floor Plans



First Floor Plans



Ground Floor Plans

Typical central unit - 2 bed GF apartment with 3 bed duplex

Typical central unit - 1 bed GF apartment with 2 bed duplex

- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom



Northern Elevation



Southern Elevation



View of the Northern Elevation



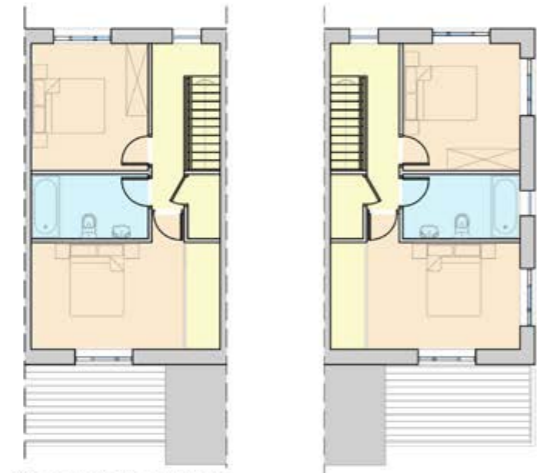
View of the Southern Elevation



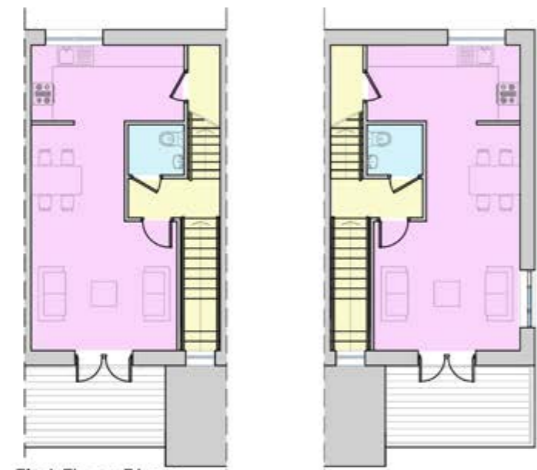
Eastern Elevation

4.0 Proposed Design

4.6 Duplex Block (Block 04)



Second Floor Plans



First Floor Plans



Ground Floor Plans

Typical central unit - 1 bed GF apartment with 2 bed duplex

Typical corner unit - 1 bed GF apartment with 2 bed duplex

- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom



Southern Elevation



Northern Elevation



Eastern Elevation

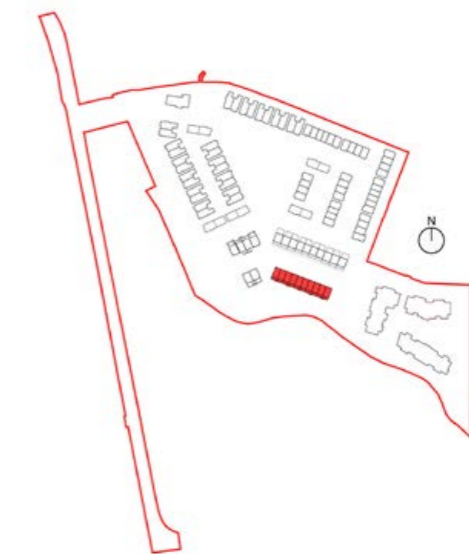


Views of the Southern Elevation



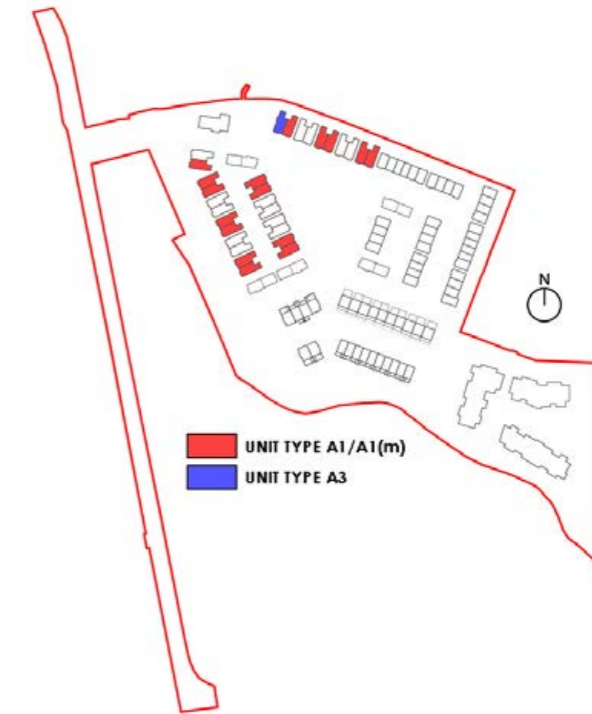
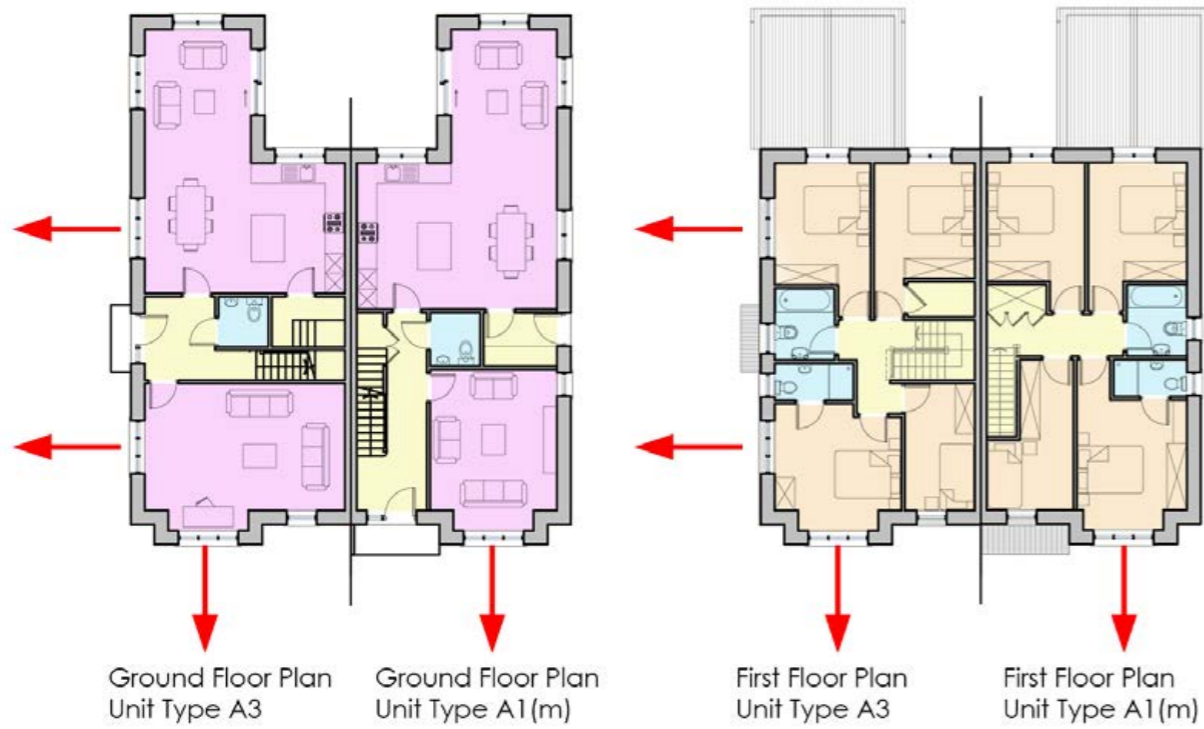
Duplex Block 04 is located in the southern area of the site in close proximity to the southern boundary. On the western side of the block is the block 02 and to the east is the existing tree line which is to be retained and integrated into the landscape proposal. Given its location, a key aspect of the design of this block was to address the amenity spaces to the north and east while allowing passive surveillance the public realm to the south.

Block 04 is 3 storeys in height and contains 20no apartments in total (10no 1 beds, 10no 2 beds).



4.0 Proposed Design

4.7 Typical House Type Examples (Types A1/A1(m) & A3)



House types A1/A1(m) and A3 are clad in traditional materials in a contemporary style and are 2 storey 4 bedroom detached dwellings with a mix of brick and render finish. These unit types are located on the northern part of the site and includes generous glazing proportions which ensure that the south facing views are fully utilised.



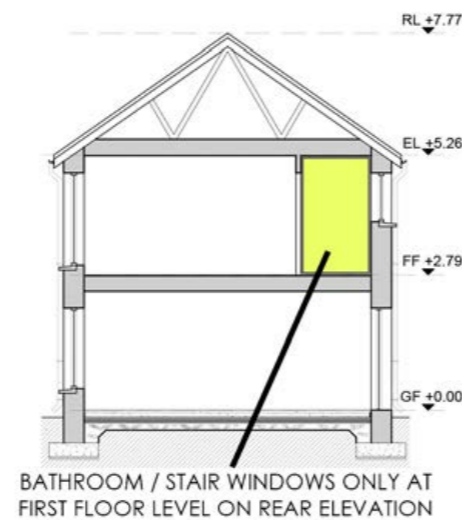
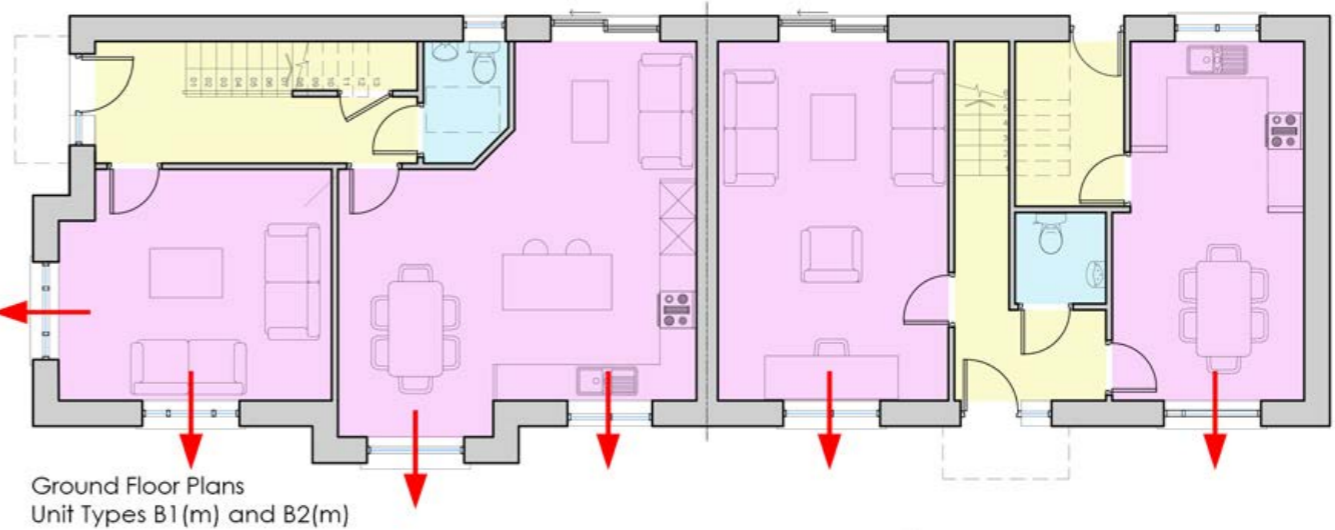
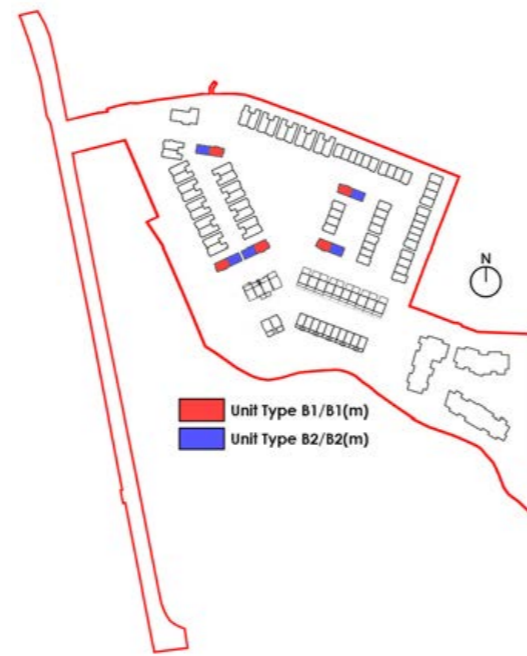
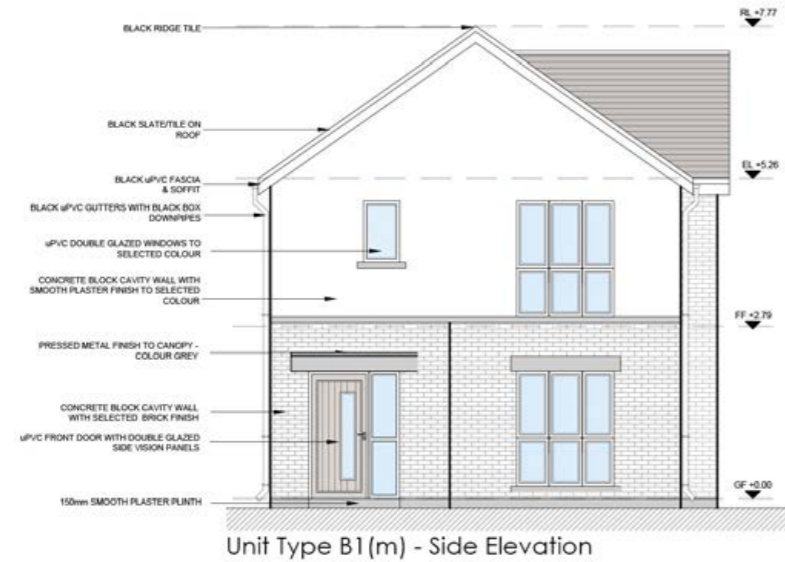
4.0 Proposed Design

4.7 Typical House Type Examples (Type B1/B1(m) + B2/B2(m))

B Type units are 3 bed semi-detached units that are located on the northern part of the site.

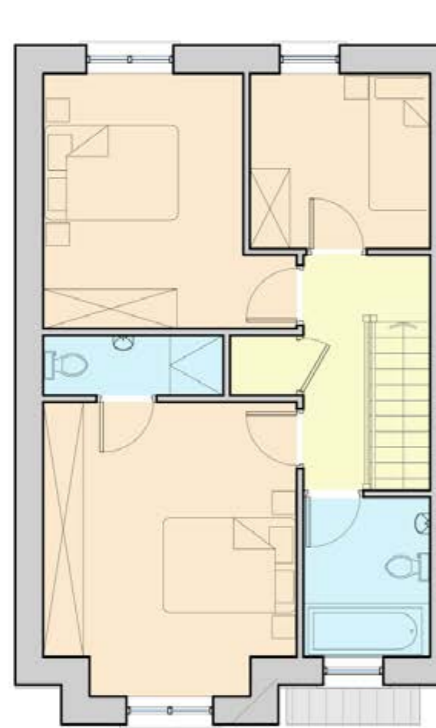
On prominent corners, feature dual aspect units (type B1/B1(m)) have been positioned to act as node points and to provide passive surveillance of open spaces and internal streets to create a safe environment for residents

- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom

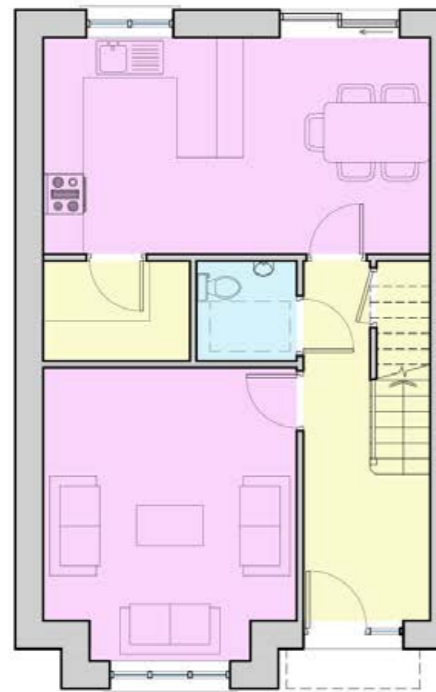


4.0 Proposed Design

4.7 Typical House Type Examples (Type C2/C2(m))

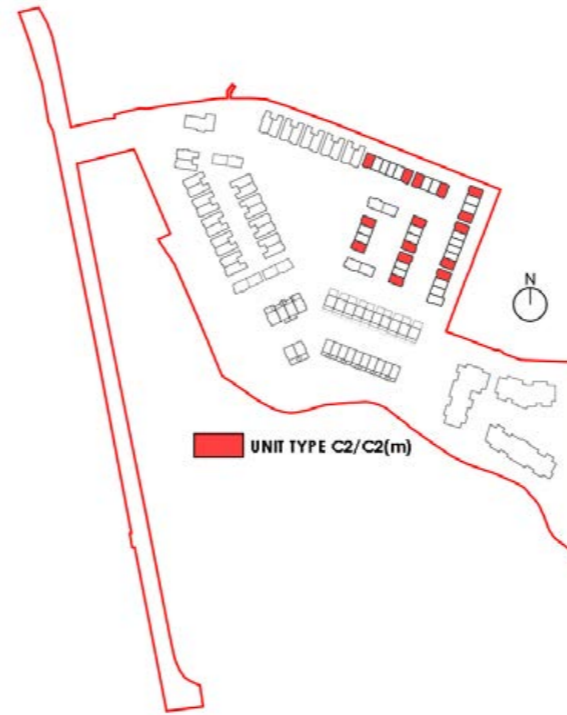


First Floor Plan
Unit Type C2



Ground Floor Plan
Unit Type C2

- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom

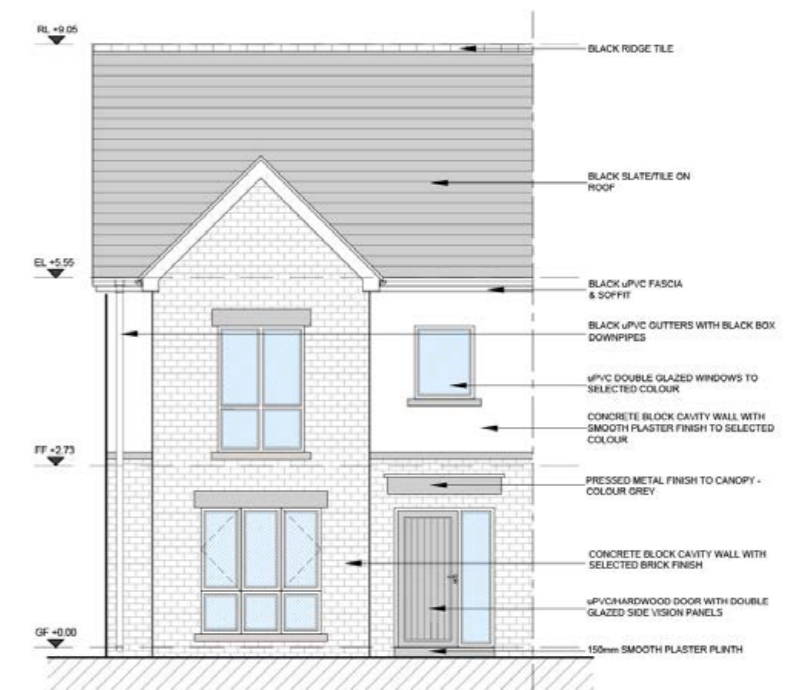


C2/C2(m) Type units are 3 bed townhouse units that are located on the northern part of the site.

These C2/C2(m) Type units are 3 bed edge townhouses. These townhouse units help address the shared surface streets and create a more urban environment for the future occupants.



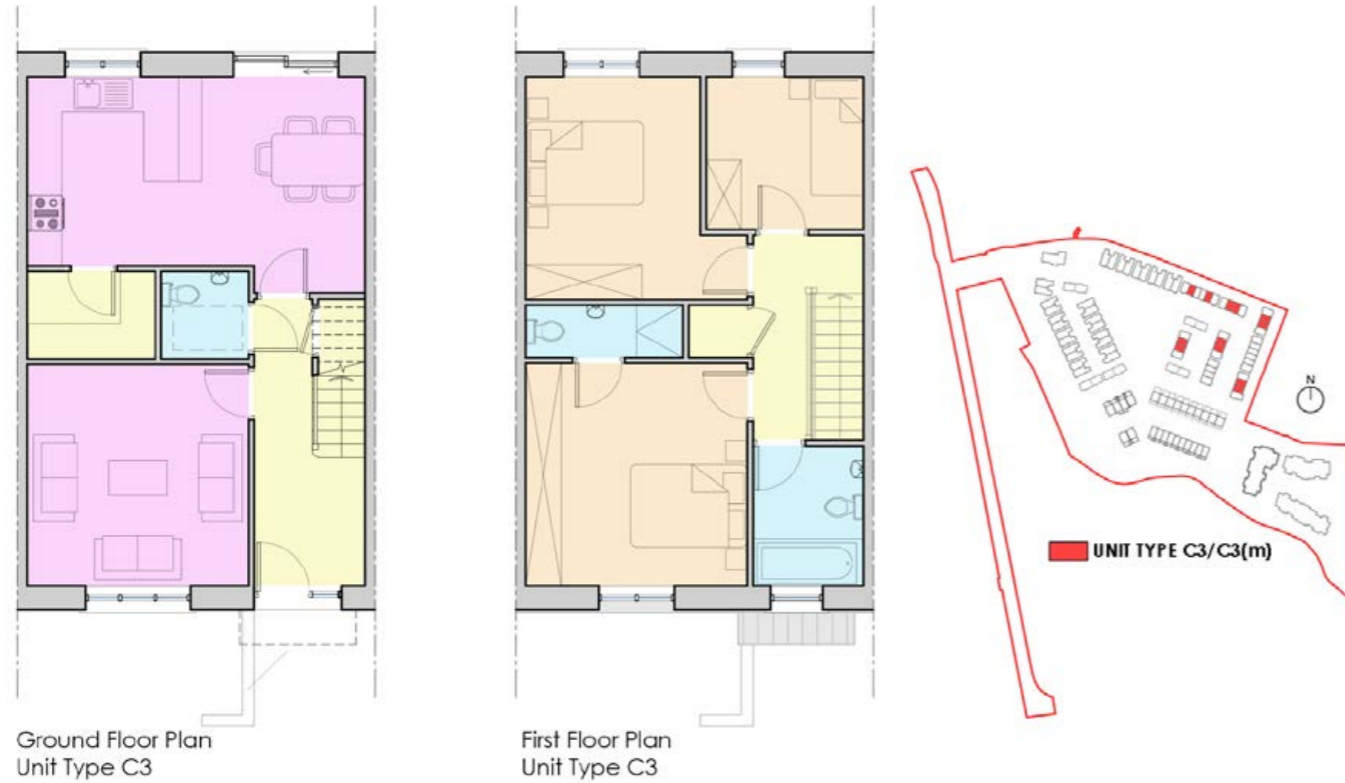
CGI View



Unit Type C2 - Front Elevation

4.0 Proposed Design

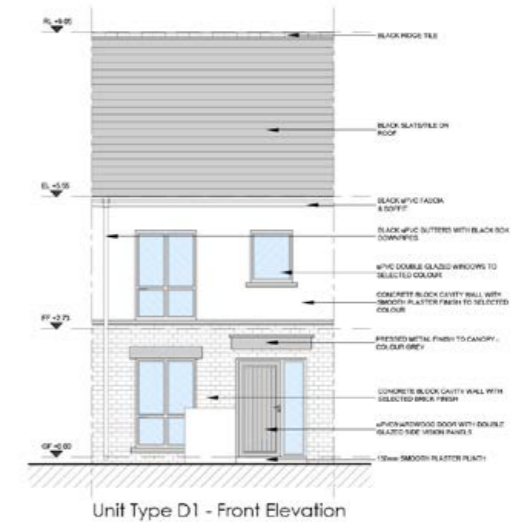
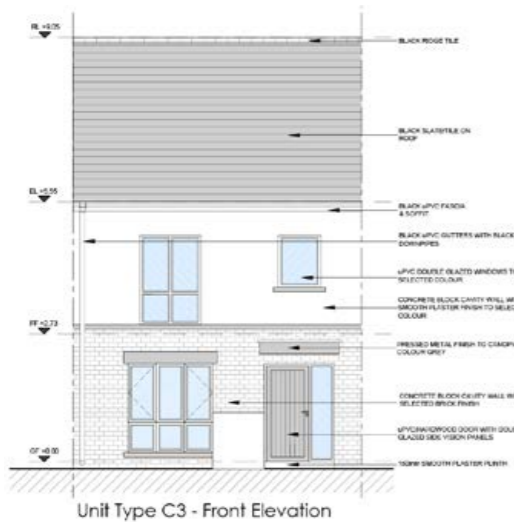
4.7 Typical House Type Examples (Types C3/C3(m) and D1/D1(m))



C3/C3(m) and D1/D1(m) Type units are 2 and 3 bed central townhouse units that are located on the northern part of the site.

These smaller more efficient units help to provide a vibrant mix of unit types and help meet the varying requirements for future occupants.

- Circulation & Storage
- Kitchen/Living/Dining Areas
- Bathroom
- Bedroom



4.0 Proposed Design

4.8 Crèche

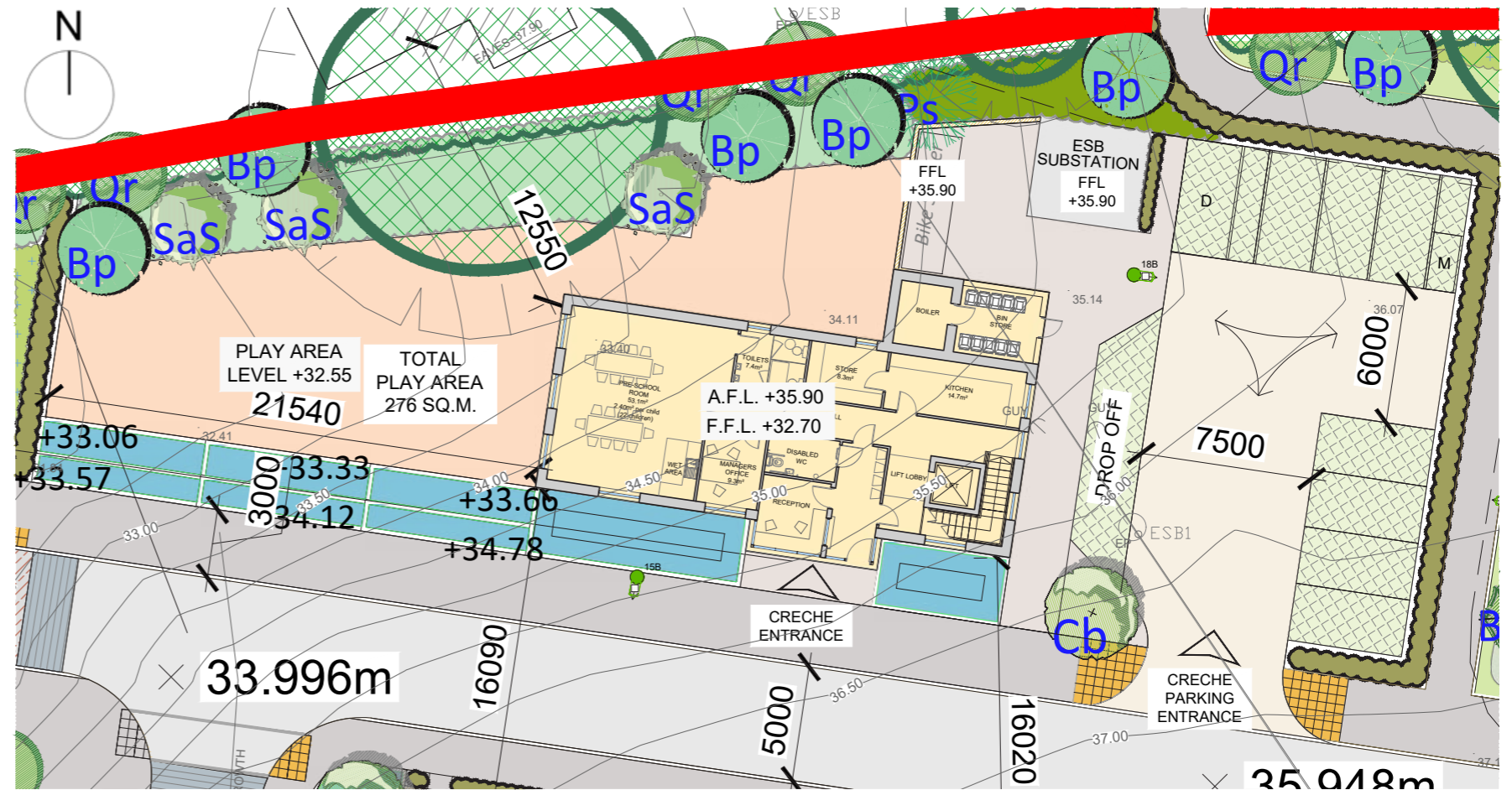
The design and location of the crèche has been carefully considered in relation to how it fits within the proposed development in order to create a feature building that is in close proximity to the site entrance. It forms part of the main entrance from the Port Road and is designed in tandem with a unique semi-detached unit to form an entrance feature that creates an animated threshold between the existing public road and proposed scheme.

By locating the crèche in a place that is easily accessible to both the future residents of the scheme as well as the existing residents in the immediate vicinity of the site, this ensures that it will be fully utilised by those living within the development as well as the wider communities within Killarney.

The 383.3m² (Gross Floor Area) crèche has been designed to accommodate 46no children in total and contains 3no generous playrooms that can accommodate the following mix:

- Baby Room - 6no children
- Toddler Room - 18no children
- Pre-School Room - 22no children

The crèche has access to a generous outside space (276m²) along with bike/vehicle parking for staff and visitors.

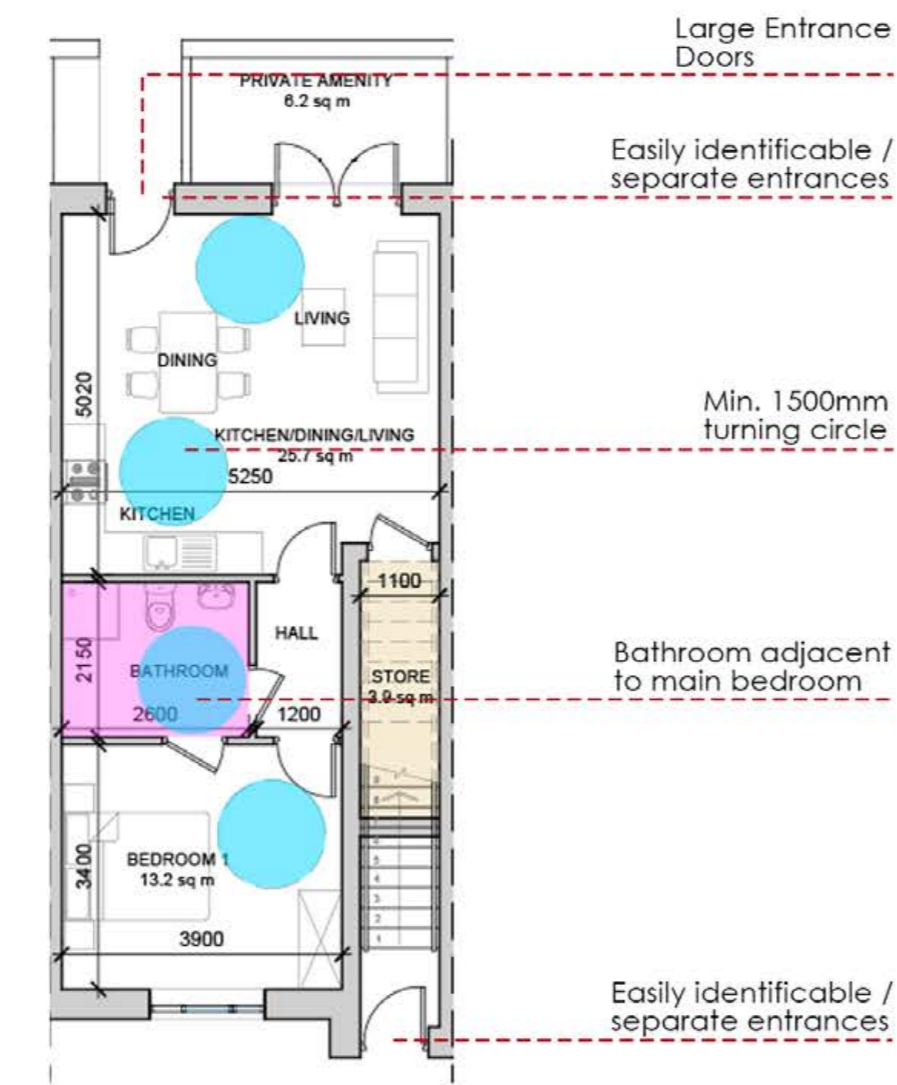


4.0 Proposed Design

4.9 Universal Design Accommodation

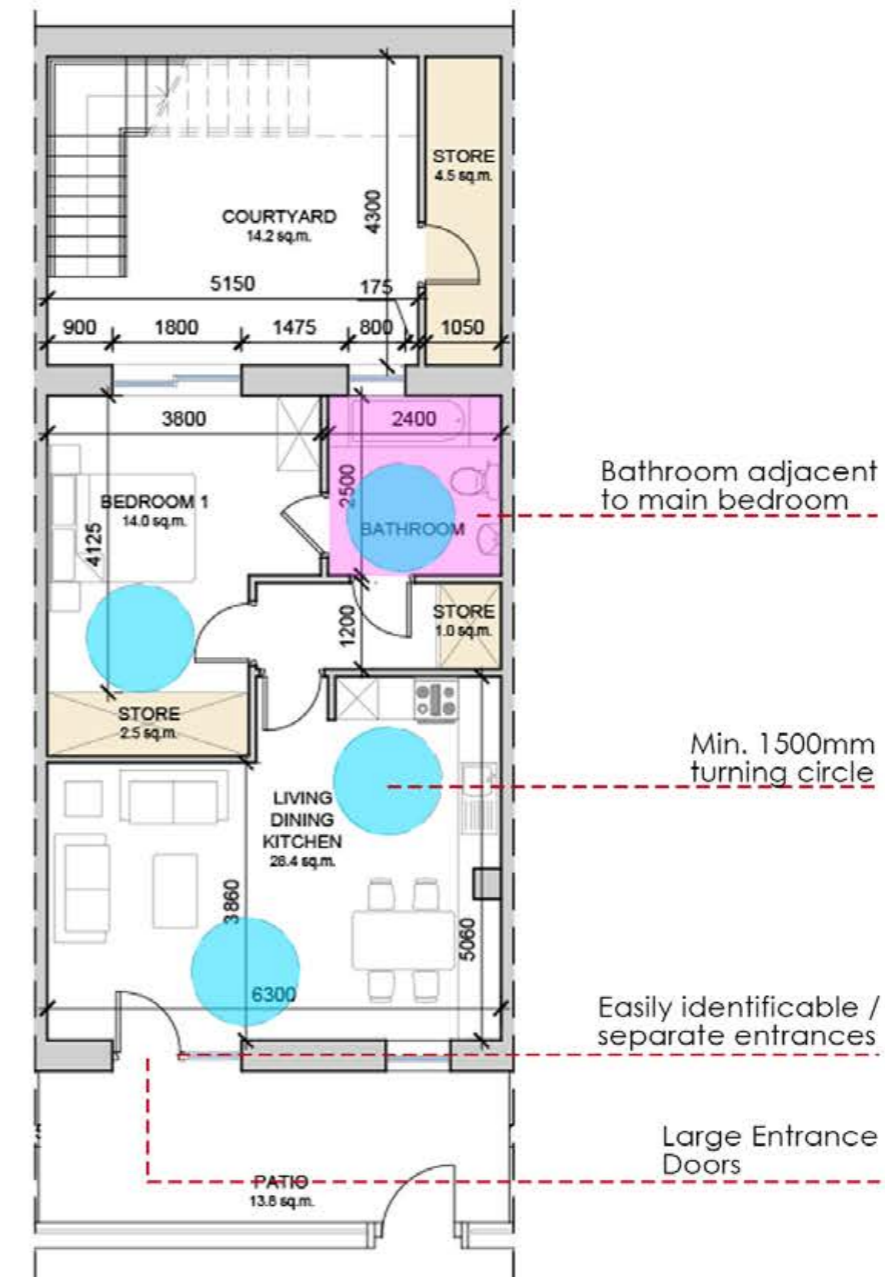
Providing exceptional New Homes in a sustainable and commercially viable manner, in well connected locations is the ultimate goal of this housing development. Selected Apartment units in this scheme have been developed with a particular focus on homes that contain internal spaces that can cater for people with mobility issues. Ample space within bedrooms/bathrooms and living areas ensures that the usability of these spaces is at the forefront of the design, with areas for turning within corridors/hallways also considered to ensure ease of movement for residents within dwellings.

The Design Criteria in which these units have been developed has been taken from the '2007 Quality Housing for Sustainable Communities' and 'Universal Design Guidelines for Homes in Ireland' documents.



GROUND FLOOR PLAN

UNIT TYPES H1/H3

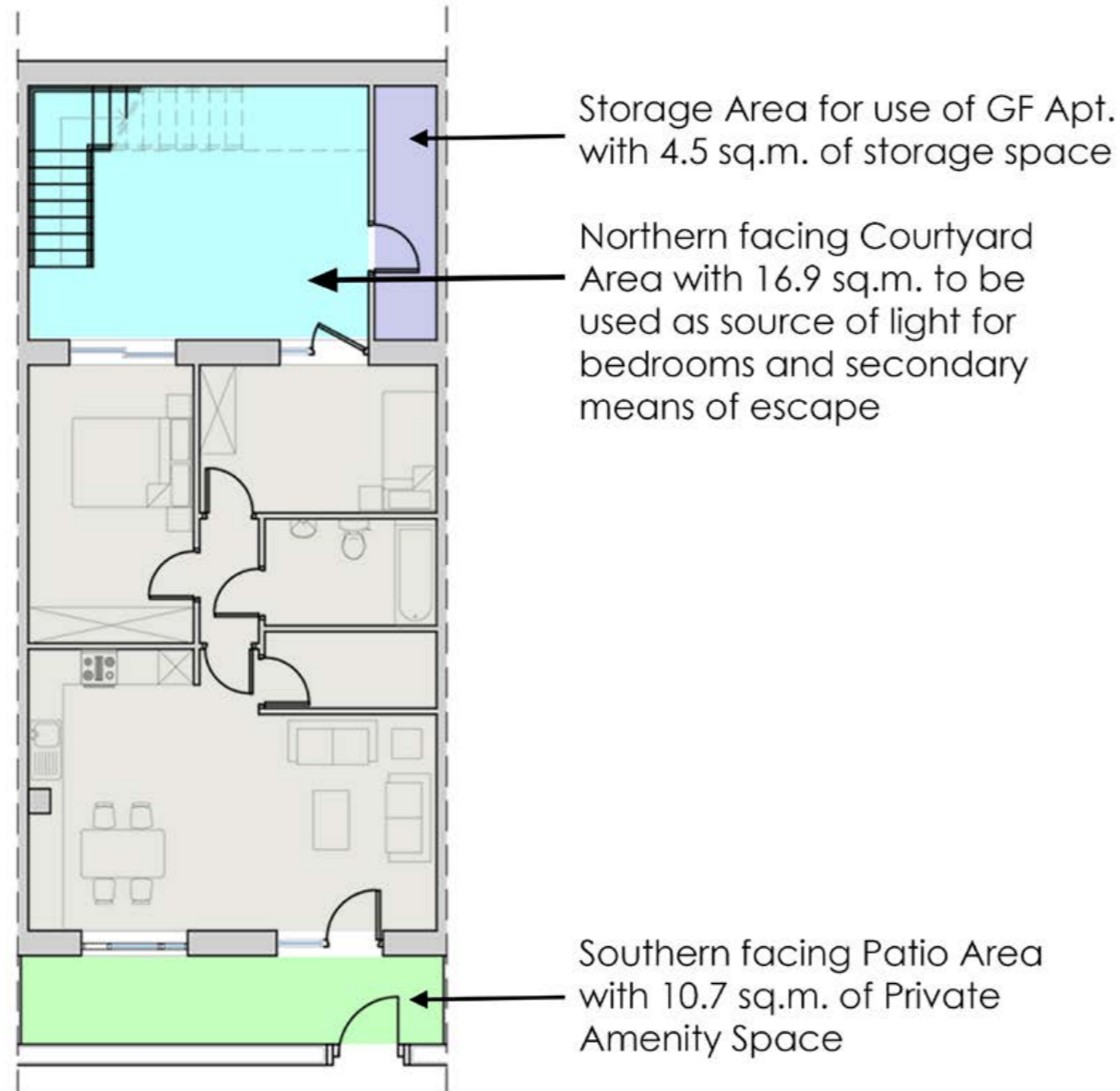


GROUND FLOOR PLAN

UNIT TYPE G3

4.0 Proposed Design

4.10 Duplex Block 3 Amenity Space



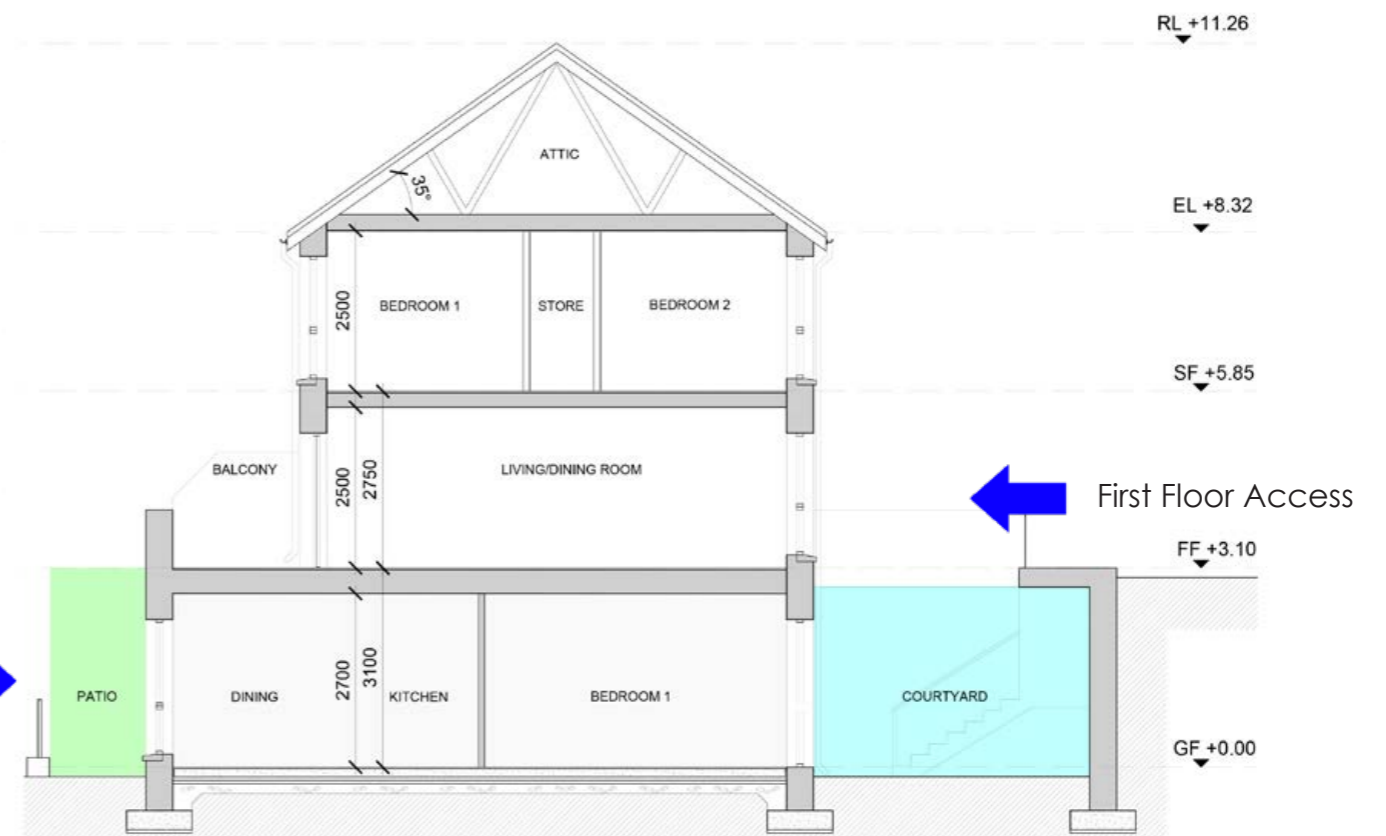
Typical Central Unit
- 2 bed GF
Apartment Layout

Duplex Block 3, situated in Character Area 2 in the middle of the site and consisting of 10 units, has been specially designed to address the challenging topography in this location. This block contains 10 no. 1 and 2 bed Ground Floor Apartments which are accessed from the south of the block on the ground floor level, with 10 no. 2 and 3 bed Duplex Units which are accessed from the north on the first floor level.

This layout is achieved by creating a courtyard space to the north of the Ground Floor Apartments that aid in bringing natural light into the bedrooms. This also allows for a secondary means of escape and contains additional storage.

The living area for these apartments all face south towards the patio area that acts as their private amenity space and brings natural sunlight into the living / kitchen area.

Ground Floor Access →



4.0 Proposed Design

4.11 Apartment Blocks J and K Louvre System

To address any possible overlooking issues in Character Area 3, a louvre system has been incorporated into the design of Apartment Blocks J and K. This system is in place to provide additional light into the living spaces of apartments while preventing overlooking issues into adjacent bedrooms or balconies.

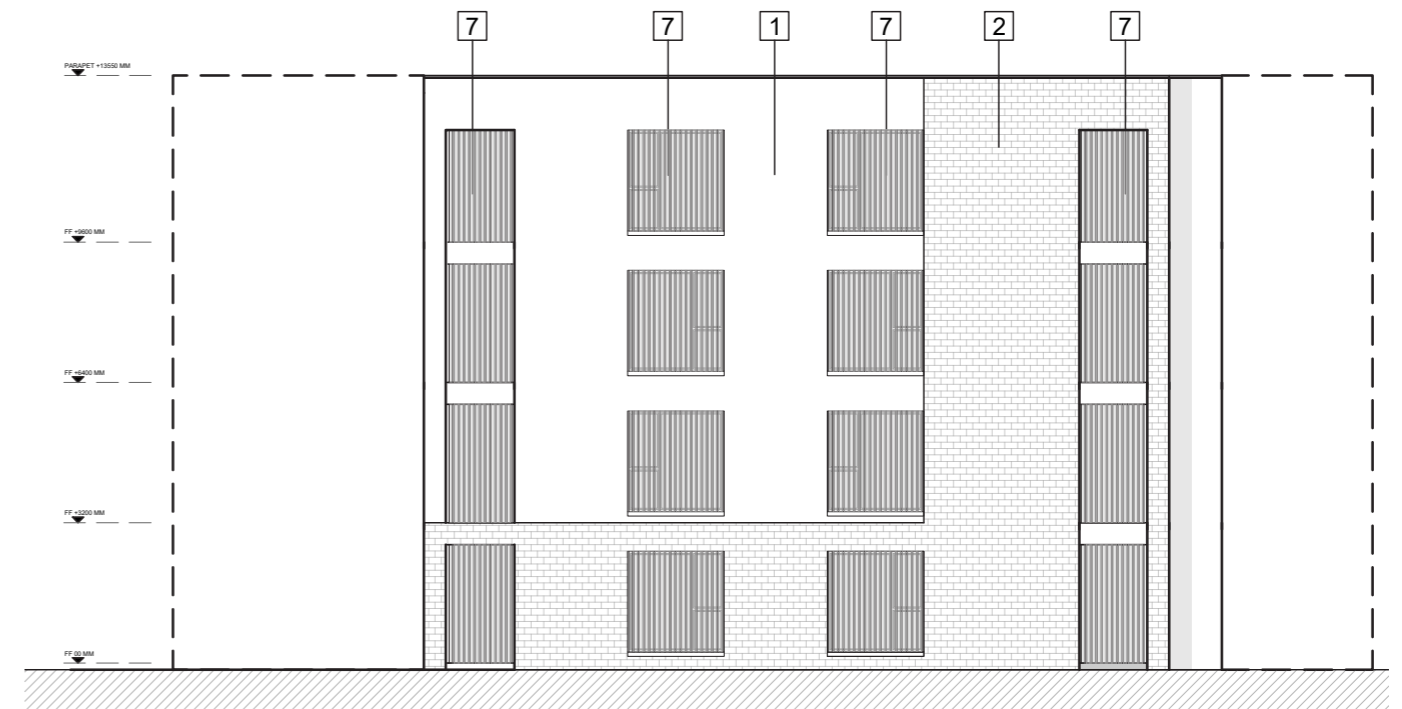
The louvres, while preventing any direct overlooking, have been angled in a way to bring in as much natural light into the living areas as possible. The addition of these will prevent overlooking while having no impact on the natural light entering the apartments.



Louvre Example



Louvre System on adjacent Apartment Blocks to prevent overlooking



Apartment Block K Louvre System on Western Elevation



Apartment Block J Louvre System on Eastern Elevation

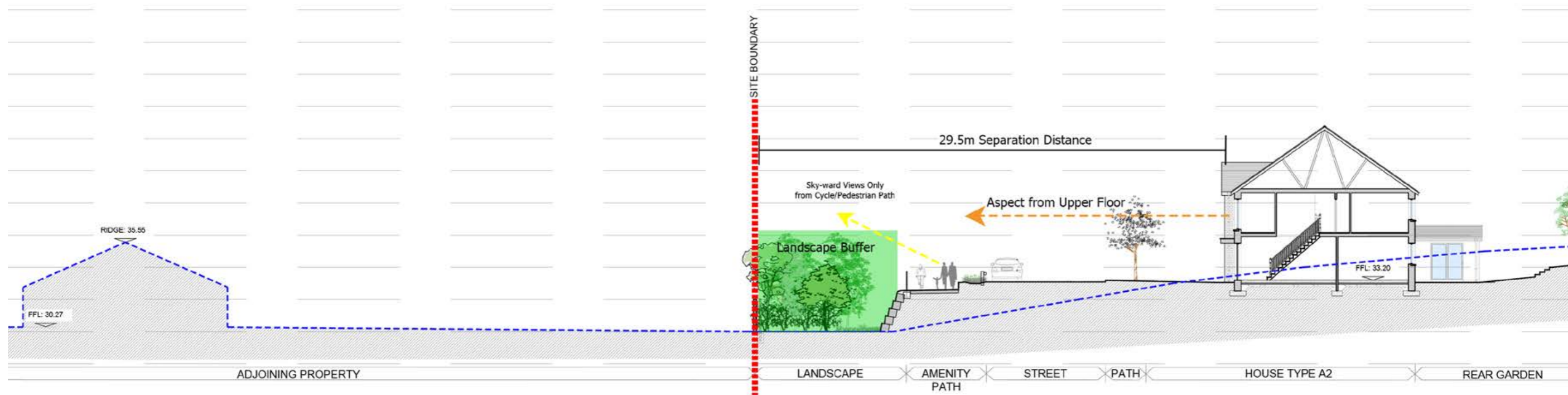
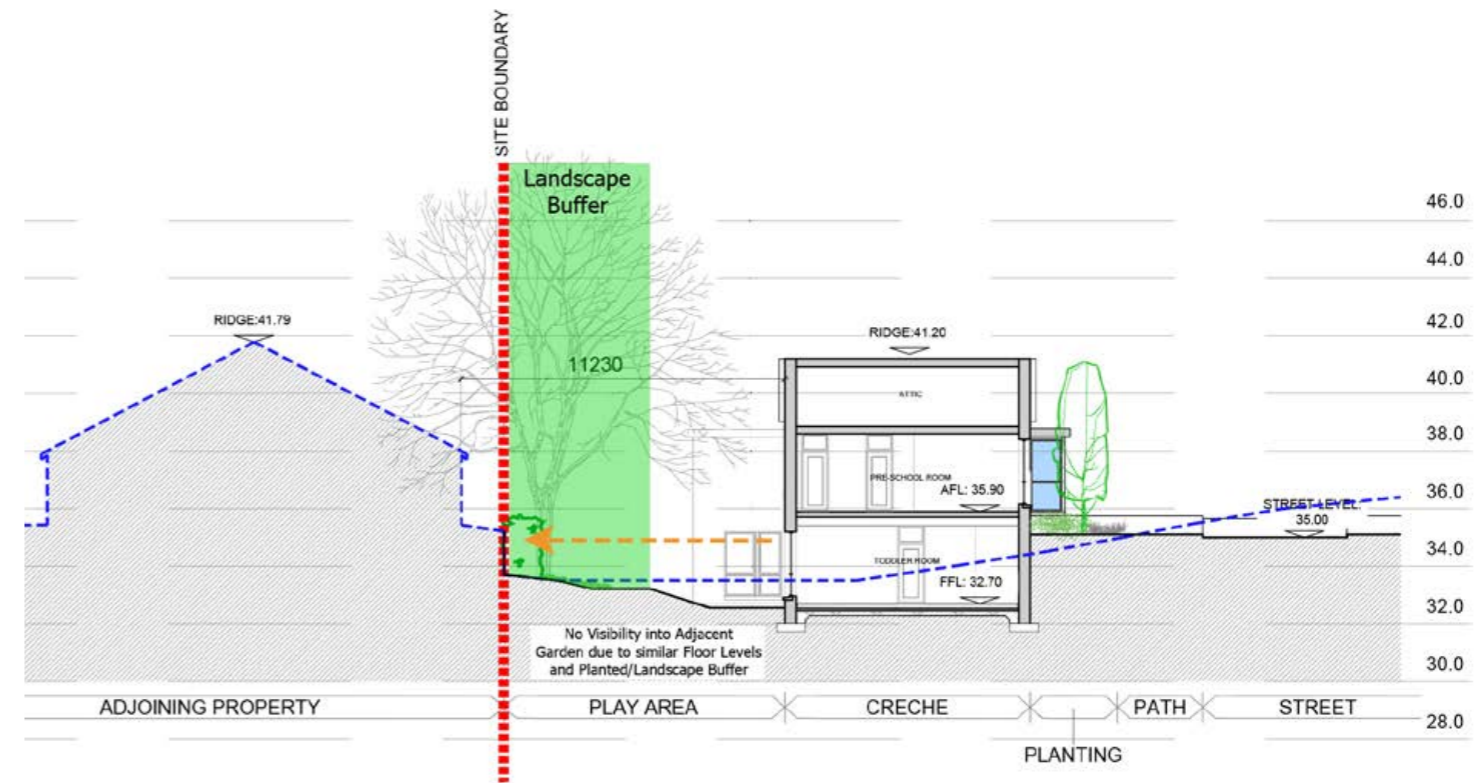
4.0 Proposed Design

4.12 Relationship to Adjacent Properties

The relationships to the adjacent boundaries have been considered and great care has been taken to make sure the development has no impact on the immediate and wider context. Existing treelines and hedgerows have been preserved where possible and supplemented planting has been added where required.

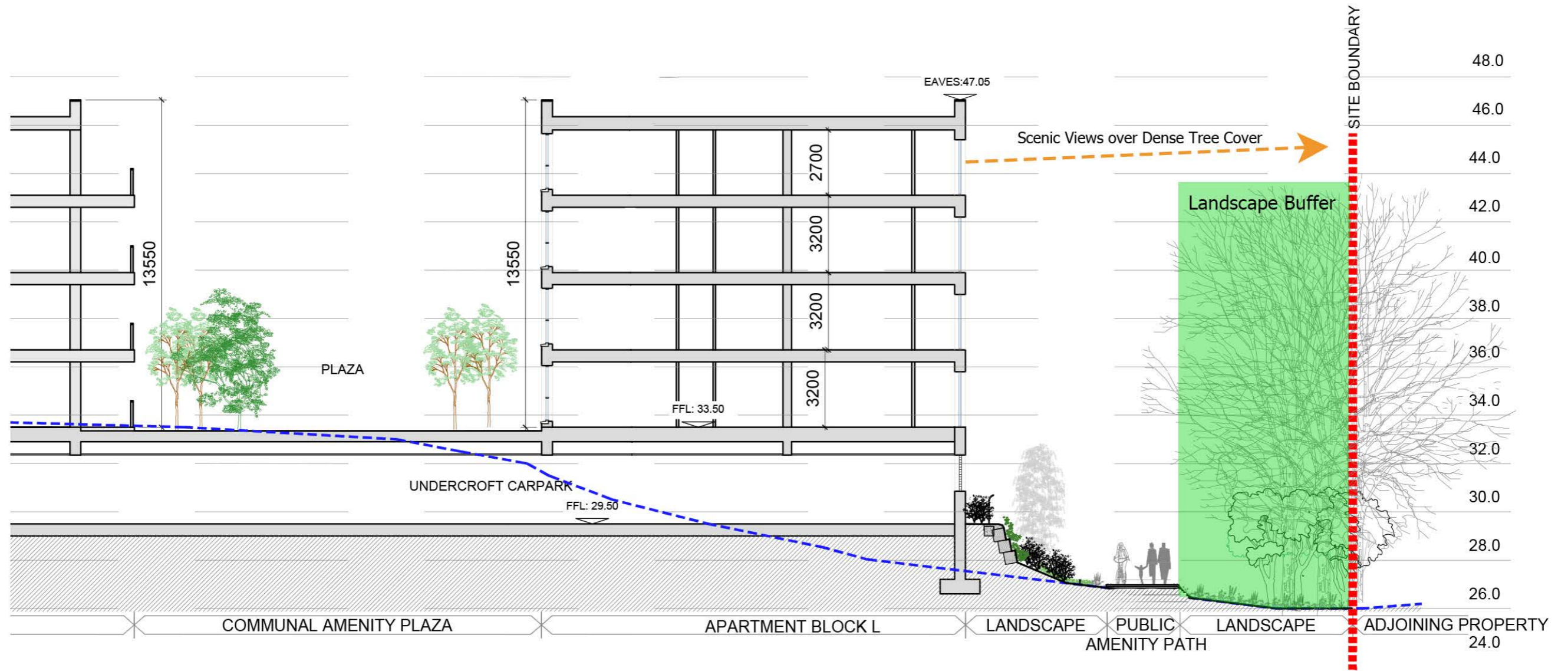
Adequate separation distances have been provided between the units on site and the neighbouring buildings so no overlooking can occur. Landscape buffers have been preserved or introduced as to further remove any possibilities of overlooking into adjacent properties.

Section through Creche and Adjacent Property on Northern Boundary



Section through Semi-detached Unit and Adjacent Property on Western Boundary

4.0 Proposed Design



Section through Apartment Block L and Southern Boundary

4.0 Proposed Design

4.13 Design Checklist - Key Indicators of Quality Urban Design and Placemaking

In the 'Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities' (2024), reference is made to a design checklist which was developed to act as 'helpful prompts that can be used in the refinement and review of detailed plans and in the consideration of individual planning applications.'

Key principles have been highlighted in this checklist in order to 'determine whether the proposal overall is acceptable from a design perspective.' These principles are as follows;

SUSTAINABLE AND EFFICIENT MOVEMENT

The proposed development has been designed to include a clear street network in order to create a permeable and legible urban environment based on a central local access street that runs from the west off Port Road, through the scheme with shared spaces situated along this route to promote a safe and pedestrian friendly environment. The streets within the scheme have been designed following the principles set out in the Design Manual for Urban Roads and Streets (DMURS).

The layout has been designed in such a way to promote sustainable modes of travel: a 3m wide pedestrian and cycle path runs from the site entrance off Port Road eastwards, splitting into 2 routes that run throughout the site, either via the central open space or along the western and southern boundaries of the scheme, providing pedestrian and cycle connections throughout the scheme. The layout includes several pedestrian footpath and amenity walks in the open spaces that further enhance the permeability of the development.

The quantum of parking spaces have been minimised in order to ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm. The proximity of the site in relation to Killarney town centre, along with a number of bus stops located along Port Road, help to reduce the quantity of parking required within the scheme and create a more pedestrian focused scheme.

MIX AND DISTRIBUTION OF USES

The proposed housing mix of 2, 3, and 4-bed houses (townhouses and semi-detached), along with 1, 2, and 3 bed apartment and duplex units (both own door and in apartment blocks), enable the creation of a sustainable residential development that provides a greater housing choice and responds to the needs of single people, families, older people and people with disabilities. In this regard we are also providing 14 no. ground floor apartments designed following the principles of the Universal Design.



Proposed 3m wide pedestrian / cycle path

Range of different unit types and Universal Design Units



4.0 Proposed Design



Proposed Play Areas within open spaces

GREEN AND BLUE INFRASTRUCTURE

The proposed layout included a series of open spaces located throughout the site. These main spaces are designed to cater for a range of active and passive recreational needs and to conserve and restore nature and biodiversity. The spaces, as described below, cater for both the users of the scheme and the wider community.

- Central Open Space – Units are clustered around this centrally located space which provides an area where social interactions can occur. This space is overlooked by dwellings which provide passive surveillance and ensure a safe environment for residents is created. It also helps instil a sense of community and creates smaller neighbourhoods within the overall development.
- Shared Surfaces/Plazas – Similar to the Central Open Space in the qualities that it contributes to the development but with a more urban/modern finish which allows flexibility for different activities/uses.
- Linear Open Space – Situated between the Duplex Units to the south of the site, this space connects the existing Barrow on site to a large open area with existing trees which act as a natural divide between the Duplexes and the Apartment Blocks. This area consists of a mix of hard and soft landscaping that follows the natural topography of the land.
- Amenity Walk/Existing Natural Features – These have been incorporated as they offer valuable amenities to the residents while also giving the development a very distinctive quality that is unique to its location.

The site has been developed in such a way to ensure that the majority of the existing trees and hedgerows within the site and along its boundaries can be retained. The layout also integrates Nature-based Solutions in the form of SuDs wherever possible to manage the surface water.

Key Landmark Buildings at entrance of site



RESPONSIVE BUILT FORM

The aim of the proposed development is to ensure the creation of an attractive and well-designed settlement. The proposed urban structure has been designed to respond to the surrounding area and create opportunities for new connections. The units have been orientated to ensure key sight-lines to St. Mary's Cathedral and the Torc Mountains to the south have been preserved and framed in a number of locations to create a sense of identity within the scheme.

The buildings present well-defined edges on the proposed streets and open spaces to ensure that the public realm is well-overlooked with active frontages. Corner units help to create active frontages and landmark buildings in the formation of a legible and coherent urban structure. The proposed buildings have a modern character that ties in well with the existing residential developments in the area. The proposed materials and finishes are of high quality, durable and respond to the local palette of materials and finishes.

5.0 Visualisations (G-NET)



5.0 Visualisations (G-NET)

5.1 Crèche and House Types A4/A1(m) at Site Entrance



5.0 Visualisations (G-NET)

5.2 Central Open Space - View from Central Triangle to St. Mary's Cathedral to South



5.0 Visualisations (G-NET)

5.3 Shared Surface Streets and Townhouse Dwellings



5.0 Visualisations (G-NET)

5.4 Landscaped Boundary and Public Amenity Path



5.0 Visualisations (G-NET)

5.5 Landscaped Plaza in the centre of the Apartment Blocks

