5.0 - Response to 32B Consultation Meeting

Chapter Introduction

The following chapter has been prepared in response to the feedback received during the 32B consultation and the subsequent minutes issued by Kerry County Council. It outlines the architectural response to the relevant comments and the resulting refinements to the proposal.

The Meeting was held between the Project Team and Kerry County Council Planning Authority representatives on the12th January 2025.

05 Response to 32B Consultation Meeting
5.1 - Response to 32B Consultation Meeting

Comment from 32B

All Building/Blocks within the development will require a commencement notice - per Part II Article 8 of Building Control Regulations.

A

Response to Comment from *32B*

A Commencement Notice will be submitted for all buildings/blocks within the development in accordance with Part II, Article 8 of the Building Control Regulations prior to the commencement of development.

Comment from 32B

Certain Buildings /Blocks will require a Fire Safety Certificates and Disability Access Certificates applications for Blocks containing Flats etc - i.e. types M1/M2/B1/B2 etc [Reference to Articles 11, 20D, etc. of the Building Control Regulations 1997, as amended.]

B

Response to Comment from *32B*

Where applicable, applications for Fire Safety Certificates and Disability Access Certificates will be prepared and submitted for relevant buildings/blocks, including those containing apartments (e.g. M1/M2/B1/B2), in compliance with the Building Control Regulations 1997 (as amended).

Comment from 32B

Block Type B - Apartments / Maisonettes

Designer to check/review as part of FSC process/layout dry riser requirements, dead end corridors requirement, service risers Mech & Elec, Meter Locations and smoke control systems to corridor - servicing apartments.

C

Response to Comment from *32B*

The requirements relating to Block Type B (Apartments/Maisonettes), including dry riser provisions, dead-end corridor limitations, service risers (mechanical and electrical), meter locations, and smoke control to corridors serving apartments, have been reviewed and incorporated as part of the Fire Safety Certificate design process.

Comment from 32B

TGD - B and Recommendations for Site Development Works for Housing Areas & DMURS

Road widths or radii - road dimensions or radii are NOT shown on various "Proposed Site Layout" (not fully assessed)

D

Response to Comment from *32B*

Please refer to drawing 251010-MA-SW-XX-DR-A-11020-P01 - Site Layout Plan (Roads and Paths), included as part of this submission. The drawing confirms that all road widths throughout the scheme are 5.5 m and illustrates the radii of all roads.

Comment from 32B

TGD - C - Site preparation resistance to moisture

Radon - Development location Ross Road - area of High Radon - digital map is accessed via the interactive Radon.ie. Radon Membrane & Sumps required. See screen shots below from online Map.

E

Response to Comment from *32B*

This has been noted and appropriate radon protection measures will be incorporated at detailed design stage in accordance with TGD C (2012).

Comment from 32B

What is the proposed construction of the Apartments and Houses? Traditional Block or MMC such as ICF / LGS or other? Ensure Agrément Certification is valid if applicable.

F

Response to Comment from *32B*

The construction methodology has not yet been finalised. The development will be constructed in accordance with the requirements of TGD D (2012), and appropriate Agrément Certification will be provided at detailed design stage.

meitheal architects

Comment from 32B

The roadway width should be 6m except for culs-de-sac less than 60m long, where a width of 5.5m should be acceptable. A reduced roadway width may be approved for short spur.

G

Response to Comment from *32B*

The proposed road layout has been developed in accordance with the Design Manual for Urban Roads and Streets (DMURS, 2013), which is the prevailing national guidance for the design of urban streets and takes precedence over legacy standards in urban contexts. In accordance with Table 3.1 and Figure 3.3 Function and Movement of DMURS (2013), the roads within the proposed scheme are classified as Local Streets, which provide access within communities and connections to Arterial and Link Streets. These streets are therefore intended to serve low-speed residential environments with a focus on placemaking, safety, and multi-user accessibility.

Section 4.4.1 of DMURS (2013) states: "*The standard carriageway width on Local Streets should be between 5.0-5.5 m (i.e. with lane widths of 2.5-2.75 m). Where additional space on Local Streets is required to accommodate activities such as manoeuvrability for vehicles entering/leaving perpendicular parking spaces, this should be provided within the parking bay and not on the vehicle carriageway*" (see Section 4.4.9 On-Street Parking and Loading). This approach is further illustrated in Figure 4.55 Carriageway Widths of DMURS (2013), which demonstrates the appropriate relationship between carriageway width and on-street parking provision. (as illustrated on the following page)

The terminology used within DMURS is explicitly defined in Section 1.3 Application of this Manual, which states that "*'should' indicates a recommendation, and where designers fail to meet a recommendation, they must clearly document the reasons why and propose mitigation or compensation measures.*" As such, any departure from the recommended carriageway width must be supported by a clear and evidence-based justification.

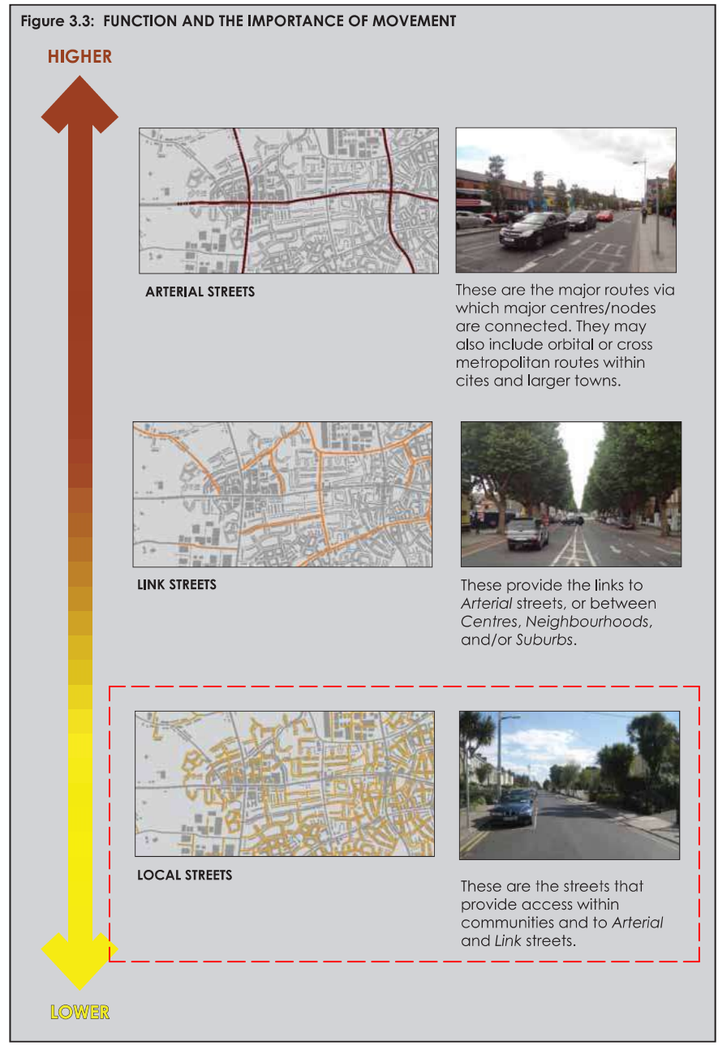
The planning authority's reference to Recommendations for Site Development Works for Housing Areas (Department of the Environment, Heritage and Local Government, 1998) is noted; however, this document reflects a more traditional, vehicle-led design approach and must be considered in the context of the more recent DMURS (2013) guidance, which specifically applies to urban streets and promotes a more balanced, place-based design methodology.

In this instance, no justification arises to increase carriageway widths to 6.0 m, as the proposed streets serve a low-speed residential function and do not demonstrate any operational, safety, or vehicle tracking requirement necessitating additional width. Increasing carriageway widths beyond DMURS (2013) recommendations would therefore constitute overdesign relative to the functional requirements of the streets and would conflict with the core principles of DMURS, which seek to avoid unnecessarily wide carriageways that can encourage higher vehicle speeds and detract from pedestrian safety, residential amenity, and overall place quality.

Accordingly, in the absence of any demonstrable justification, it is not considered appropriate to depart from the DMURS (2013) recommended carriageway widths.

DMURS Description	Roads Act/NRA DMRB	Traffic Management Guidelines	National Cycle Manual
Arterial	National	Primary Distributor Roads	Distributor
Link	Regional (see note 1)	District Distributor Local Collector (see Notes 1 and 2)	Local Collector
Local	Local	Access	Access

DMURS Extract (Table 3.1)



DMURS Extract (Figure 3.3)

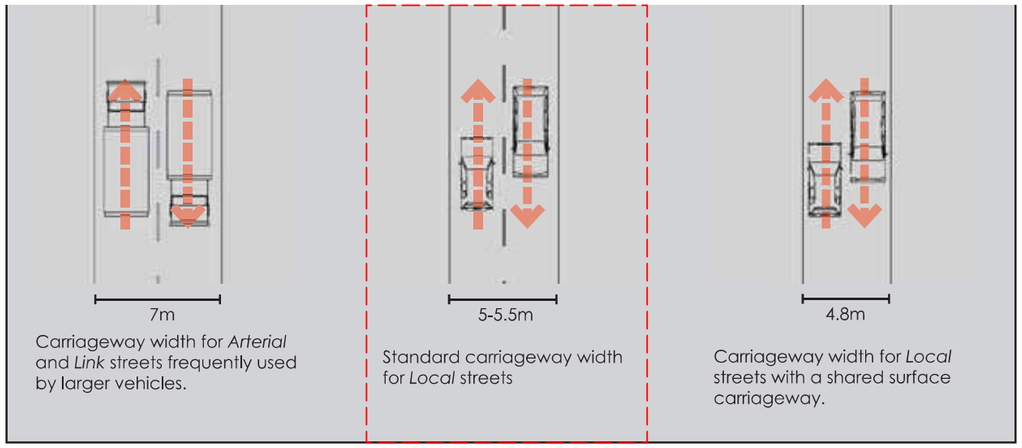
meitheal architects

H

Response to Comment from *32B*

Notwithstanding the previous, and in response to the planning authority's comment, the proposed layout has been reviewed and amended to maximise carriageway widths within the parameters set out in DMURS (2013). The carriageway widths across the scheme have been increased to 5.5 m, which represents the upper limit of the recommended range for Local Streets. In locations where perpendicular or off-curtilage parking is provided, a 250 mm buffer strip has been incorporated to the rear of parking bays, resulting in an effective clear manoeuvring width of approximately 6.0 m.

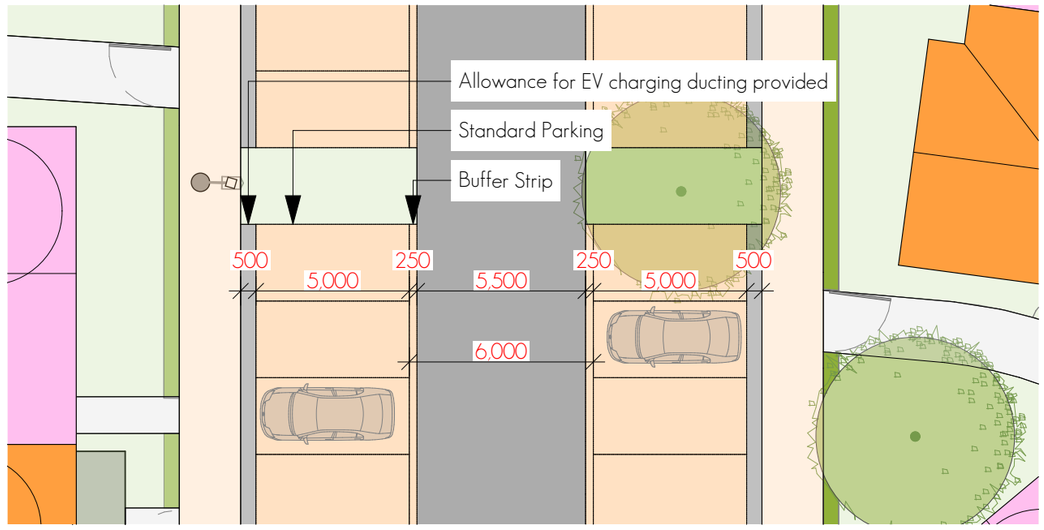
Home zone areas have been similarly designed with a 5.5 m carriageway, with a differentiated surface treatment to clearly define their function and reinforce reduced vehicle speeds and pedestrian priority. All junctions and turning heads have been subject to vehicle tracking analysis, which confirms that the proposed layout can safely accommodate the required vehicle movements without the need for increased carriageway widths.



DMURS Extract



Internal Street Image A



Parking Arrangement

1:200

meitheal architects

Comment from 32B

The use of vehicular cul-de-sacs to enforce Filtered Permeability networks should be approached with caution.

Extract DMURS – shows hammer head vehicular turn in Cul-de-Sac.

DMURS does not deal/assess regards dead ends / cul de sac. Site Development document is still in use and not superseded.

H

Response to Comment from *32B*

The use of cul-de-sac arrangements within the proposed layout has been carefully considered having regard to DMURS principles. While limited in number, these are incorporated where necessary to respond to site constraints and topography. The overall layout maintains a high level of permeability through the provision of pedestrian and cycle connections, ensuring connectivity with the wider network. Appropriate turning facilities, including hammerhead arrangements, will be provided in accordance with relevant standards and will be further detailed at detailed design stage.

Comment from 32B

If carrying out any swept path analysis vis Autotrack or similar – Fire Appliance/Vehicle in all counties is purchased off National Agreed Framework – Volvo/Scania Chassis - the dimensions are approx. 9m long with 4.8m between axles and 3.0m wide between Wing Mirrors – smaller in length than a bin/waste lorry.

Current LRD model is 3.81m between Axial - incorrect.

I

Response to Comment from *32B*

The comment is noted. The swept path analysis has been reviewed and amended accordingly to reflect the appropriate vehicle specifications. The updated analysis confirms that the proposed layout can accommodate the required vehicle movements. Please refer to the DOSA Consulting Engineers drawings for further detail.



Proposed Site Layout Plan - Roads and Paths

meitheal architects

Comment from 32B
6) TGD - Part M – Access

For buildings (including apartment buildings), at least 5% of the total number of spaces should be designated car parking spaces, with a minimum provision of at least one such space.

• LRD Currently - 11 proposed.

5% of 242 = 12 spaces or 5% of 275 = 14 spaces – either way 11 appears incorrect.

Action - Designer to check ratio.
Action – designer ensure designated space dimensions in line with TGD – M.

J

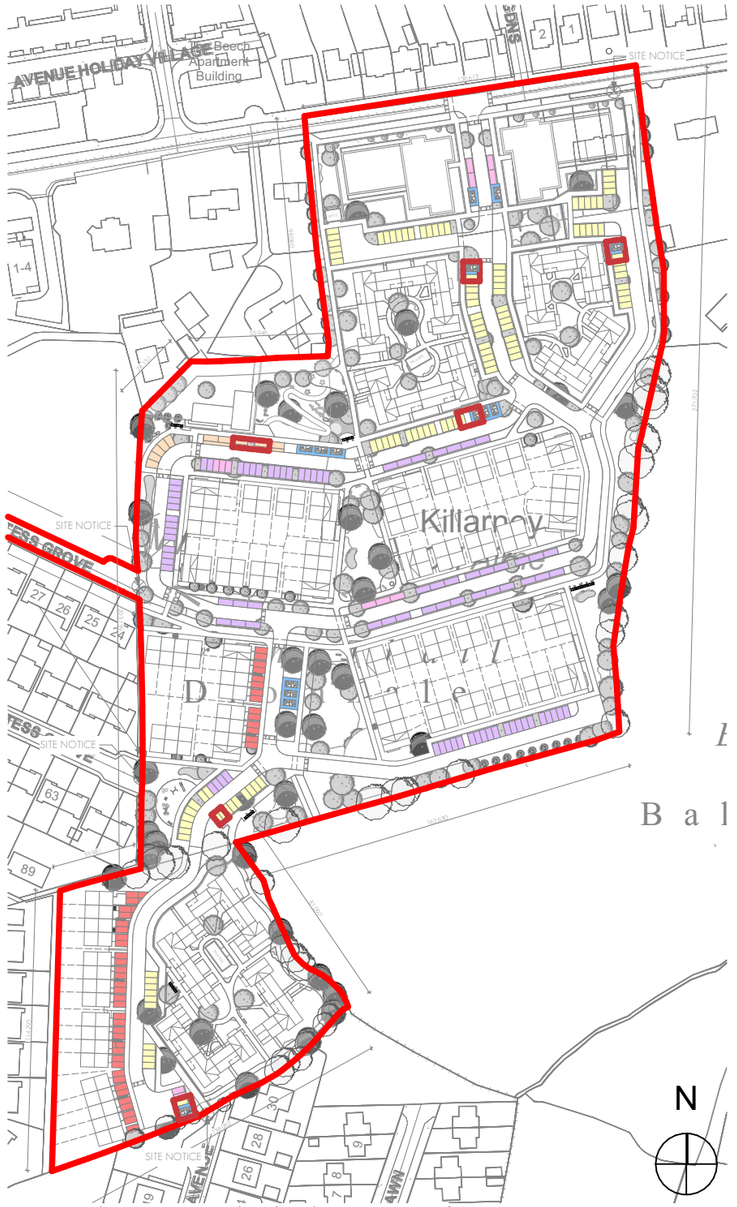
Response to Comment from *32B*

The total number of parking spaces provided within the scheme is 263, excluding DAC spaces. A provision of 5% equates to 13.15 spaces.

A total of 14 DAC spaces have been provided within the scheme, which complies with the mandatory minimum standards set out in Technical Guidance Document M – Access and Use (2010). All designated spaces are in compliance with TGD-M.

Refer to drawing no. 251010-MA-SW-XX-DR-A-11009-P05 – Site Layout Plan (Parking Provision), for further detail on Parking Provision.

Schedule of Parking Spaces		
Parking Type	Parking Ratio	Quantity
Dwelling - On Curtilage	2 Parking Spaces Per Unit	47
Dwelling - Off Curtilage	1.1 Parking Spaces Per Unit	86
Apartment Units - Communal	0.7 Parking Spaces Per Unit	108
Visitor		12
Accessible		14
Creche		10
Total Residental Parking - 0.93 Parking Space/Unit		241
Total Parking		277
EV Parking Spaces		12



Proposed Site Layout Plan (Parking Provision)

meitheal architects

Comment from 32B

Set back of roadside boundary fence and provision of cycle lanes along Countess Road to be considered. BOC to revert to applicant. - Brian O'Connor reverted on the 12th of Febuary to the design team and had the following comments in relation to Countess Road.

The drawings can be revised to omit the cycle track along the Countess Road boundary extents. A green area can be shown in its place which in the future can be incorporated into an overall active travel proposal for Countess Road.

A controlled and raised pedestrian crossing shall be designed by the developer and the redline boundary extended to include the area incorporating the crossing. When proposals are available the developer should consult with Killarney MD and the Kerry County Council Non-National Road Design Office.

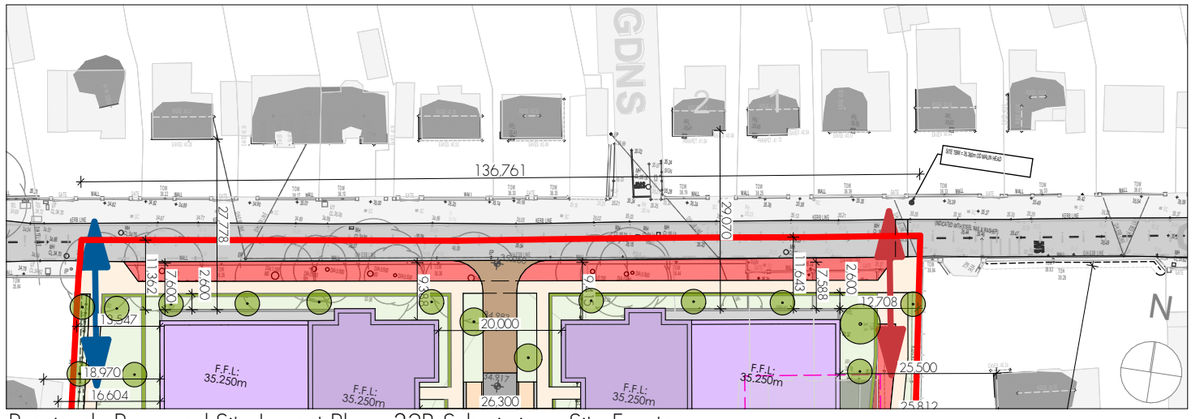
The entrance to the development should be redesigned to include a raised table entrance and the redline boundary extended to include the area incorporating the entrance. When proposals are available the developer should consult with Killarney MD and the Kerry County Council Non-National Road Design Office.

The detail design for the provision of the raised Pedestrian Crossing and Table-Top Ramp on the Countess Road shall be submitted to Killarney MD and the Kerry County Council Non-National Road Design Office. The infrastructure must be designed in accordance with Transport Infrastructure Ireland Specification, National Transport Authority Guidelines and the Design Manual for Urban Roads and Streets.

K

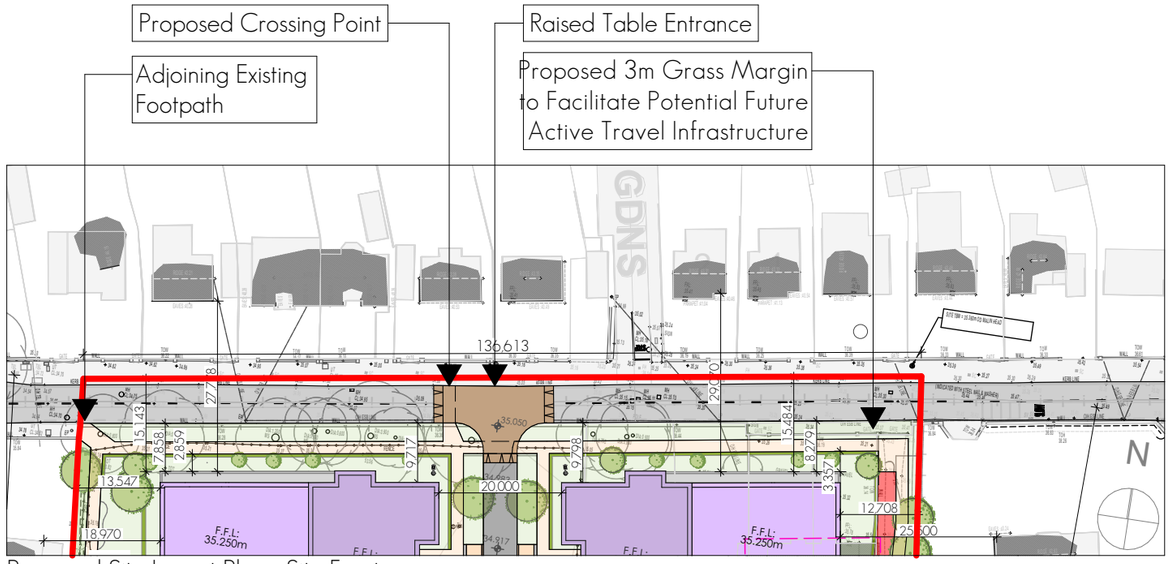
Response to Comment from *32B*

The previously proposed cycle lane has been omitted, and a 3m grass margin is now provided between the proposed 2m footpath and the existing road. A controlled and raised pedestrian crossing has been incorporated into the revised design, and the entrance to the development has been redesigned to include a raised table. This revised layout has been issued to Killarney MD and has been designed in accordance with the Transport Infrastructure Ireland Specifications, National Transport Authority Guidelines, and the Design Manual for Urban Roads and Streets (DMURS).



Previously Proposed Site Layout Plan - 32B Submission - Site Frontage

1:1000



Proposed Site Layout Plan - Site Frontage

1:1000

05 Response to 32B Consultation Meeting
5.7 - Response to 32B Consultation Meeting

meitheal architects

Comment from 32B

Development layout should provide for cycle and pedestrian permeability both north-south and east-west throughout the site.

Comment from 32B

Potential future connections with Doire Coile and Brooklawn shall be shown on the site layout plans.

L

Response to Comment from *32B*

Pedestrian and cycle paths are proposed to run north, south, east, and west through the site. These routes provide connections to Countess Road, Countess Grove, Doire Coille, and two links to the residentially zoned lands to the east.

A direct connection to Brooklawn is not proposed, as the footpaths in this area around the courtyard apartments are to be transferred to a private management company. To address this, a second connection point has been provided to the residentially zoned lands to the south-east, which could facilitate a future link to Brooklawn.



Proposed Site Layout Plan - Paths

6.0 - Urban Design Criteria

06 Urban Design Criteria
6.1 - Urban Design Criteria

meitheal architects

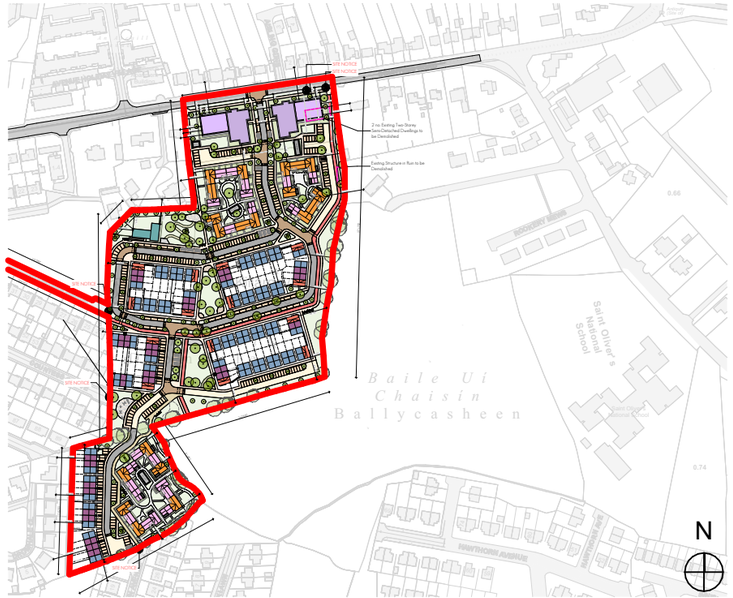
01. Context
How does the development respond to its surroundings?

The proposed development of 259 no. residential units is a natural extension to the surrounding urban forms and serves to extend the urban form of Killarney Town.

The pattern of development proposed on the application site respects the neighbouring dwellings. The units which adjoin the existing boundaries are of 2 storeys in height to reflect the existing typologies.

The development seeks to strengthen the existing site boundaries through the inclusion of extensive planting and protect the existing biodiversity on the site by providing new native planting to reinforce and strengthen same where necessary.

The existing site topography has informed the proposed floor levels to ensure that miminal interventions are necessary in the landscape.



Site Context

02. Connections
How well connected is the new neighbourhood?

The subject deveopment will be accessed from the Countess via 1 no new vehicular site entrance.

Pedestrian & cycle permeability was a key aspect of the design and 2 no. new pedestrian & 1 no. cycle connection are proposed on the Countess Road to the North. 2 no. new pedestrian & cycle connections are proposed on the West and East of the scheme. An additional 2 no. cycle and pedestrian connection is proposed to the South.

The application site is located in within the settlement boundary of Killarney and the town center is within easy walking and cycling distance. The subject development is also within walking distance of bus links and train links serving the wider Kerry Region and onwards to Limerick, Cork and Dublin.

A number of employment, educational and recreational amenites are located within a short distance of the subject site

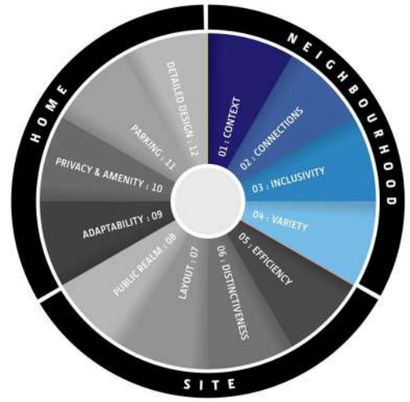
03. Inclusivity
How easily can people use and access the development?

The proposed development includes a wide variety of unit typologies, ranging from one- and two-bedroom courtyard apartments/ apartments to three bedroom houses. All houses and courtyard apartment units have their own front door, with level access provided to all units except for the first-floor courtyard apartment, which are accessed via an ambulant accessible staircase.

All courtyard apartment units are arranged around a central landscaped courtyard, providing a safe and attractive environment suitable for both age-friendly housing and children's play. This revised layout promotes a more flexible and inclusive design approach, enhancing opportunities for community interaction and passive supervision.

All residential units are designed in accordance with Technical Guidance Document M (TGD M), ensuring they are accessible to people of varying abilities and meet the standards set out in the Building Regulations.

In addition, all public amenity spaces, parks, and pedestrian walkways within the development are open to the public, overlooked by multiple units to ensure passive surveillance, and are fully accessible where practicable, in keeping with universal design principles.



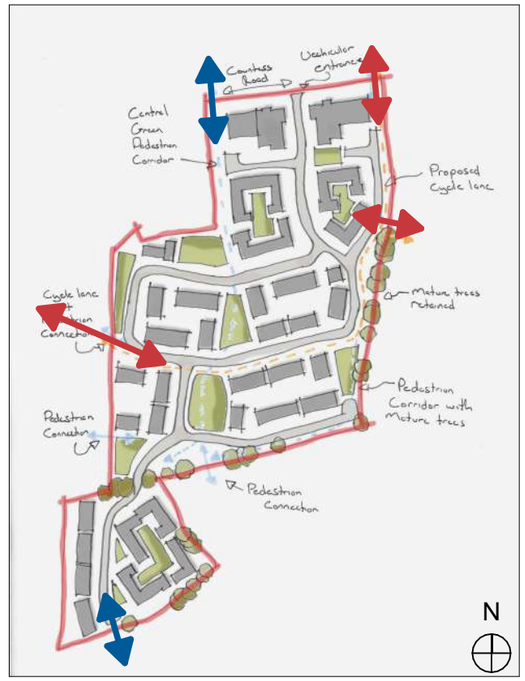
04. Variety
How does the development promote a good mix of activities?

The proposed development comprises 259 residential units across a mix of housing types and tenures, offering a diverse range of options to accommodate various household structures and demographic needs.

The proposed layout, shaped by the internal road network and a central landscaped spine, naturally defines a series of character areas, each forming a distinct neighbourhood with its own mix of housing and accessible green spaces.

A series of public open spaces are proposed within the site, enhanced by the inclusion of new pedestrian and cycle paths. These spaces will provide residents with generous and multi-functional recreational areas, suitable for a wide range of outdoor activities and promoting active travel throughout the development.

In addition to this, a series of smaller, more intimate green spaces are distributed throughout the development. These areas are intended to support play for younger children and offer quieter, more reflective settings for older residents, ensuring that people of all ages across the site have variety and choice in the type of outdoor spaces available to them.



Potential Pedestrian Connection

Potential Cycle Connection/ Pedestrian Connection

The proposed scheme provides residents with significant level of communal open space, alongside well-overlooked public and communal areas, ensuring a safe and diverse range of open spaces throughout the development.

meitheal architects

06. Distinctiveness

How do the proposals create a sense of space?

As discussed previously in this report a number of distinct areas are naturally created as a result of the proposed landscape, road & footpath networks and site conditions.

Character Area 'A': This area encompasses the southern entrance from Countess Road and the main circulation route within the southern part of the development. Two apartment blocks, ranging from three to four storeys in height, are proposed here to create a strong urban frontage and a distinctive gateway into the scheme. The apartment blocks feature high-quality brick façades with inset balconies, providing a refined and enduring public face to the development.

Two groupings of courtyard apartments are proposed behind these apartment blocks, forming a transition from the higher-density apartments to the lower-density housing in Character Area B. The maisonettes are designed with brickwork up to the first-floor window sill height and a rendered finish above, complementing the material palette of the wider scheme.

Character Area 'B': This area forms the central neighbourhood of the development and comprises three-bedroom semi-detached and terraced houses. These dwellings front onto the main pedestrian and cycle routes through the site. The layout has been carefully designed to ensure that bins and bicycles are stored within rear gardens, maintaining a green, uncluttered streetscape.

The houses feature buff brick accents around the entrances, providing distinctive architectural detail while ensuring a cohesive visual language across the development. Parking in this area is primarily off-curtilage, with several parallel parking spaces provided to reduce the visual impact of cars and support sustainable modes of travel.

Character Area 'C: This area occupies a more sheltered part of the site and contains a mix of one-, two-, and three-bedroom houses and courtyard apartments. It is accessed through a natural opening in the existing mature tree line, giving it a more intimate and enclosed character.

All houses in this area have on-curtilage parking, while the maisonettes benefit from off-curtilage spaces. The dwellings continue the use of buff brick accents around entrances for visual consistency, while the maisonettes feature brickwork up to first-floor window height, enhancing the sense of continuity across the development.

05. Efficiency

How does the development make appropriate use of resources, including land?

The proposed development provides a density of 45 units/Ha, of the developable site area, which represents a very efficient use of the the lands.

Pedestrian & cycle linkages within the development have been maximised.

The public open space along the central landcaped spine makes good use of the available lands while providing an amenity to the scheme and surrounding areas.

The courtyard apartments have been designed to be grouped together to allow them to share communal facitities such as bin stores, bike stores and open space.

The majority of the dwelling units have been provided with rear or side access for refuse and bike storage while the units without rear access are provided with secure bin stores.



Site Strategy

Legend

- Character Area 'A'
- Character Area 'B'
- Character Area 'C'



07. Layout

How does the proposal create people friendly streets and spaces?

The proposed layout of the site creates a series of natural routes running across the site from the entrances. These desire lines have been used to divide the development into a series of housing cells which create a formal built edge to these connections.

Pedestrian connectivity throughout the site and the open spaces create a vibrant and active development while ensuring pedestrian safety. A hierarchy of roads has been created which follow the principles of DMURS which seeks to ensure that traffic speeds are minimised and that pedestrian safety is prioritised.

The estate has been designed to ensure that all public open spaces are bordered by active developments which create vibrant spaces while also ensuring passive surveillance of the various areas.

08. Public Realm

How safe, secure and enjoyable are the public areas?

The proposed development contains a mix of both informal and formal green areas to ensure every resident has easy access to an open space.

Each green area is landscaped in a different way to enure variety but all are fully assessible and open to all.

Each public open space is covered by active supervision from adjacent dwellings and apartments.

The open space to the central spine are located close to pedestrian & cycle routes running the entire length of the open space and connecting back to the wider area

All communal open spaces within the scheme are accessed solely via pedestrian gates and are not readily accessible to the general public, owing to the use of hedging and parkland-style fencing that clearly defines their boundaries. These spaces are overlooked by the maisonette units to which they are dedicated, ensuring a strong sense of ownership, privacy, and passive surveillance, while still promoting accessibility for residents.

06 Urban Design Criteria
6.3 - Urban Design Criteria

meitheal architects

09. Adaptability
How will the buildings cope with change?

The development includes 3no. distinct house types and 2no. distict courtyard blocks and 10no. different apartment types, which range in size from 1, 2 & 3 bedroom units. This allows for a range of tenancies.

This range of house and courtyard apartments/ apartment types ensures that the development is suitable to people at all stages of their lives. The maisonette unit and some of the apartment are also easily convertable to Universal Design Units.

The terraced/ semi-detached houses are provided with generous rear gardens which allows ample room for the construction of extensions without a major impact on the private amenity space.

An example of how a typical house type can be extended at both ground and first floor is included over. A range of the proposed dwelling types also allow for future expansion into the attic space to create additional storage or other uses.
Please refer to section 10 of the design statement for further information.

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

Refuse storage is provided within each of the dwelling's gardens of the majority of units.

All houses and the majority of the courtyard apartments are sited to ensure that the maximum number enjoy a dual aspect.

All dwellings and apartments are constructed with a solid party wall to prevent against fire spread and ensure no noise transfer between units.

All dwelling houses are provided with rear gardens which are by in large in excess of the areas required by the Development Plan and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities.

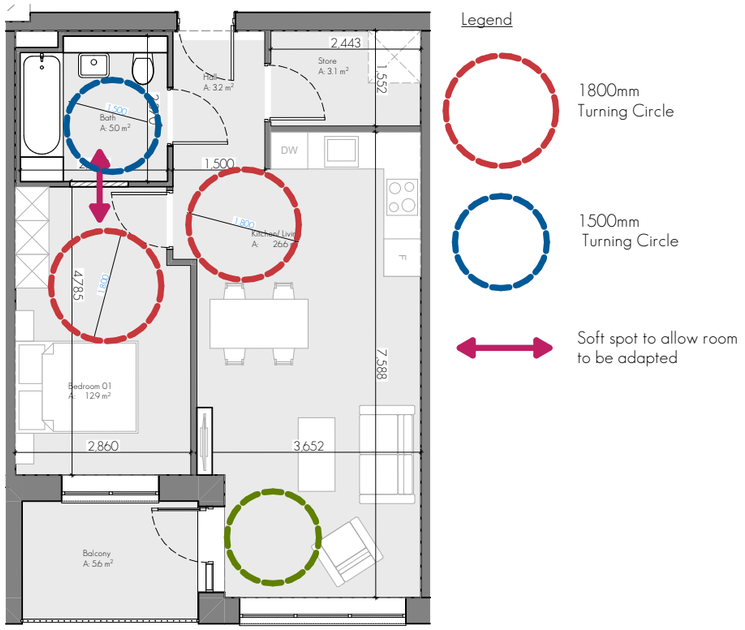
The houses are a minimum of 8m to the site boundary to ensure the maximum level of privacy for each dwelling. The houses are also provided with a 2m high rear garden boundary to protect the amenity of the gardens between properties.

The semi-detached dwellings, and the end of terraced units, are provided with a side or rear access to allow for the storage of refuse bins and bicycles etc. Central terraced units are provided with a fixed bin store to the front of the dwellings or access to rear gardens in most cases.

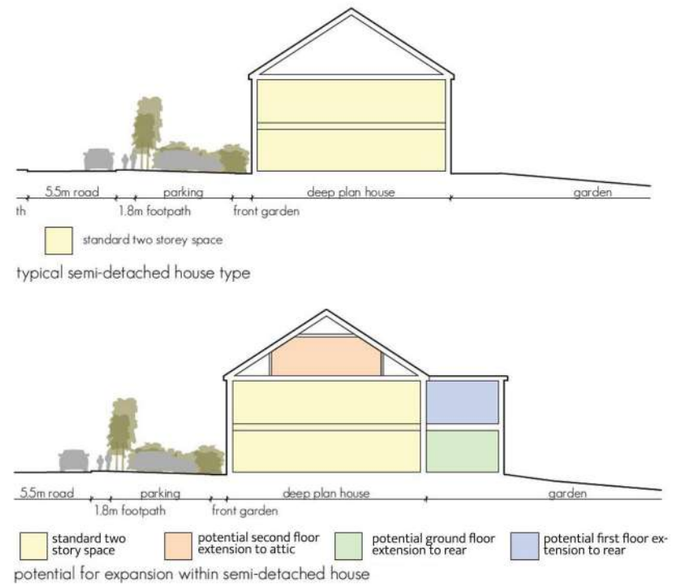
All apartments are provided with bike stores at a minimum rate of 1 bike per bedroom.

The apartment units are provided with communal bin and bike stores.

All Units are designed to comply with, and in many cases exceed, the storage requirements set out in the development plan.



Apartment Type 1 - Bed (Convertable to UD Unit)



Examples of Adaptability



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

2 no. on curtialge spaces (47 total) are provided for 24 no dwellings, and 1.1 no off curtilage or communal parking spaces (86 total) are provided for the remaining 79 no dwellings.

Communial parking is provided throughout the site to serve the courtyard apartments and apartment blocks, at a rate of 0.7 space per unit and a further 10 no spaces for the créche unit.

All parking spaces will be overlooked by a range of residential typologies.

Parking spaces will be constructed of a permeable material and will be of a high quality to match the other materials used throughout the scheme.

Bicycle parking is provided at the rear of the dwelling houses (accessed by way of side/ rear laneways). Bicycle parking for the maisonette and apartment units are provided by way of communal bike stores.

All parking bays will measure 2500x5000 to ensure a range of vehicles can be accommodated.

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

The materials used in the proposed estate are of a limited palette and aim to complement the materials used in the locality of the site and the Killarney Region.

In line with this a palette of painted render finishes and brick finishes are employed throughout the estate.

Great care has been taken with the design of the road, footpath and cycle network to ensure a safe place for people to walk and cycle around and through.

Care has also been taken with the provision of car parking and the bays are broken up with areas of planting to ensure a visually pleasing streetscape.

7.0 - Urban Design and Placemaking

07 Urban Design and Placemaking
7.1 - Sustainable and Efficient Movement

meitheal architects

01. Sustainable and Efficient Movement

In alignment with the Sustainable Residential Development and Compact Settlements – Design Checklist, the proposed development has prioritised sustainable and efficient movement from the outset of the design process.

1. Pedestrian Movement
Pedestrian connectivity and permeability are key design considerations, with a comprehensive network of footpaths integrated throughout the scheme. Several new connection points are proposed to link the development with the surrounding area, enhancing access to local shops, employment centres, public transport, and community amenities.

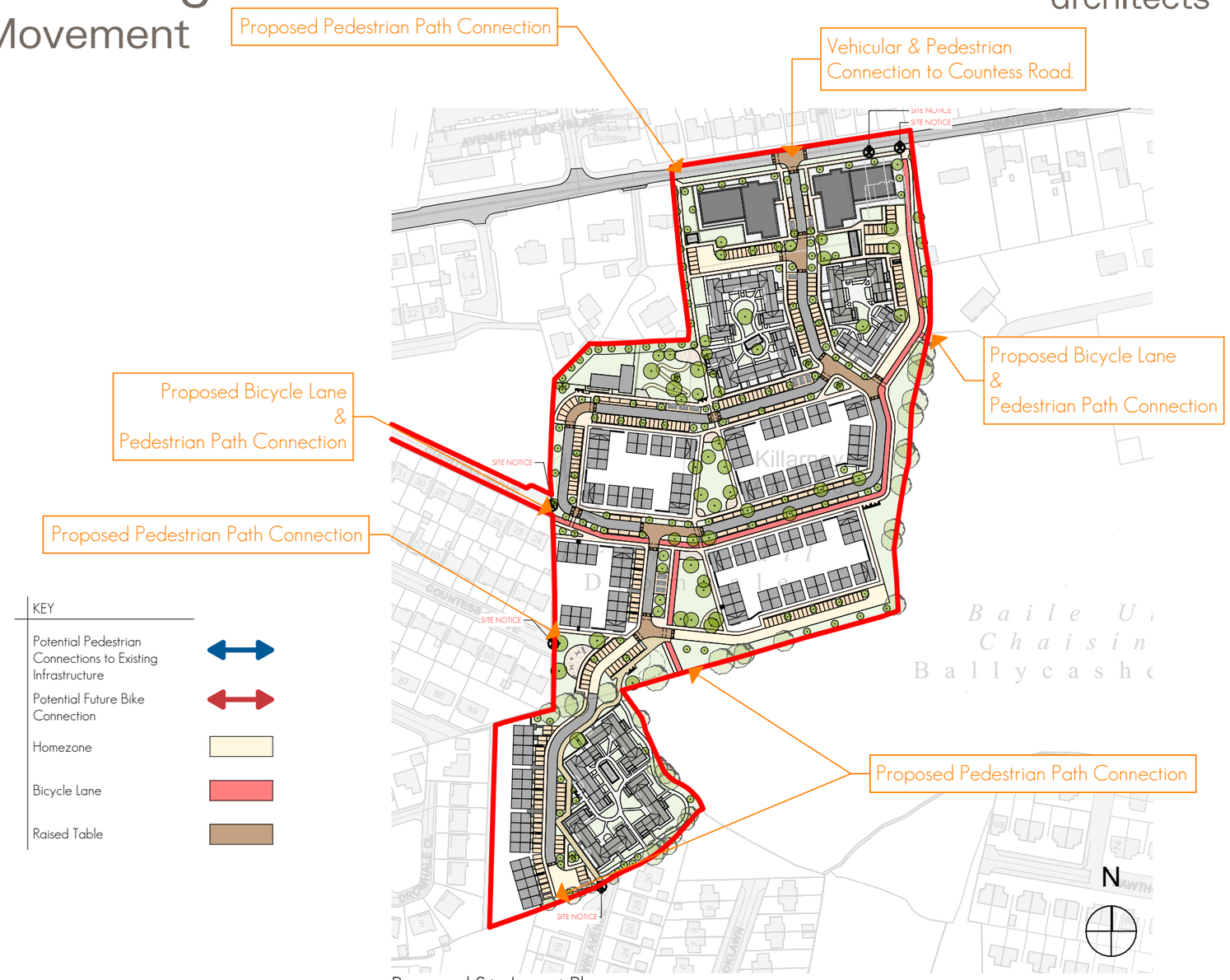
To accommodate the site's topography, public pathways have been carefully designed with gentle, meandering routes that ensure full compliance with Part M accessibility standards.

2. Bicycle Connectivity
Dedicated cycle routes are incorporated across the site to promote active travel to and from the development. Several new bicycle connections are proposed, including an additional cycle lane along Countess Road. The scheme significantly exceeds minimum standards for bicycle storage, with ample provision for residents and 70 dedicated visitor spaces, thereby encouraging greater use of sustainable transport.

This provision meets and, in many cases, surpasses the requirements, ensuring robust support for sustainable transport choices. In total, the scheme provides 236 bicycle storage spaces.

3. Vehicular Access
The main vehicular access to the site is from Countess Road. The proposed road layout comprises a hierarchy of primary roads and 'homezones' streets that break up residential blocks and foster a pedestrian-friendly environment. These areas are designed to reduce traffic speeds and support a safer, more community-oriented public realm.

4. Parking Provision
The scheme provides an average of 0.93 car parking spaces per unit, reflecting a balanced and sustainable approach to car use. This provision is consistent with Section 5.3.4 of the Sustainable Residential Development and Compact Settlements – Guidelines for Planning Authorities and supports the promotion of more sustainable modes of transport.



Proposed Site Layout Plan

- Develop well-connected neighbourhoods ensuring day-to-day services and amenities are accessible within walking distance of homes and workplaces.
- Connect new developments to wider urban street and transport networks, improving links between communities, public transport, and local amenities.
- Prioritize active travel through design measures that calm traffic and create safe, comfortable streets for pedestrians and cyclists.
- Minimize car parking quantum in new developments to manage travel demand and reduce vehicular prominence in the public realm.
- Encourage strategic movement along desire lines and maximize safe and attractive walking and cycling routes.



07 Urban Design and Placemaking
7.2 - Mix and Distrubion of Uses

meitheal architects

02. Mix of Land Uses (Vibrant Centres and Communities)

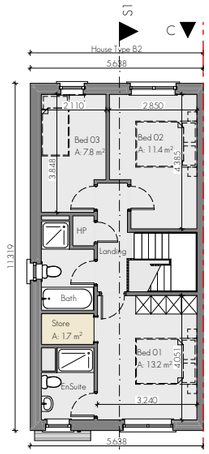
In keeping with the Sustainable Residential Development in Urban Areas and the Urban Design Manual: A Best Practice Guide (including the Compact Settlements Design Checklist), the proposed development has been carefully designed to support a sustainable mix of land uses and the creation of an inclusive community.

The site layout optimises access to existing infrastructure, making full use of established footpaths, proximity to local services, and excellent access to public transport. As outlined previously, connectivity is further enhanced by the introduction of additional pedestrian routes and dedicated cycle paths, ensuring ease of movement for all users.

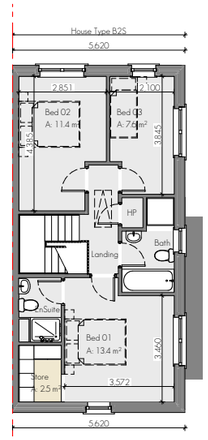
A diverse mix of housing types is provided, supporting a range of tenures and catering to people of different incomes, ages, and abilities. The development includes one- to three-bedroom apartments as well as one- to two-bedroom courtyard apartment units and 3-bedroom houses, offering accommodation suitable for individuals, couples, and families alike.

The apartment units are designed with accessibility in mind. The majority of apartments are generously proportioned and configured to allow for future adaptation in line with Universal Design standards, ensuring long-term flexibility and inclusivity.

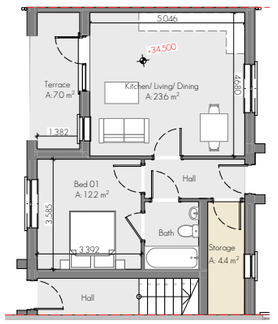
A comprehensive network of open spaces, communal areas, pedestrian walkways, and cycle paths weaves through the development. These features not only enhance the existing public realm but also encourage social interaction, helping to foster a strong sense of community and reinforcing connections between residents and the wider Killarney area.



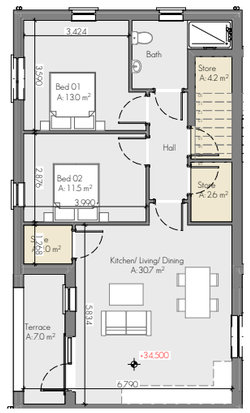
Typical 3 Bed - FF



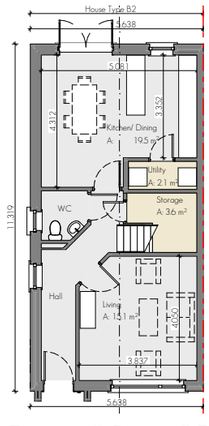
Typical 3 Bed - Side entry - FF



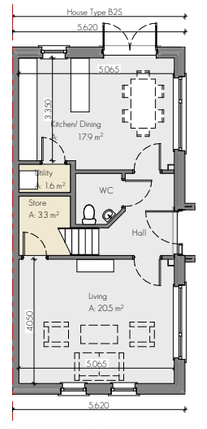
Typical 1 Bed Courtyard Apartment



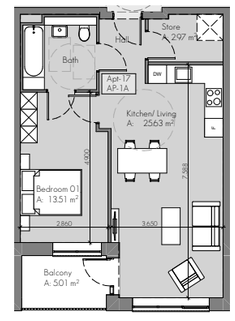
Typical 2 Bed Courtyard Apartment



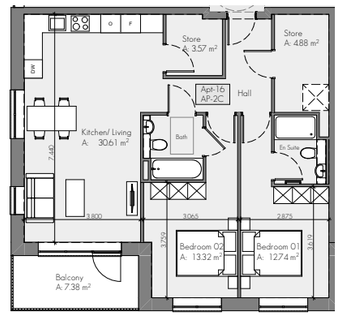
Typical 3 Bed - GF



Typical 3 Bed - Side entry - GF



Typical 1 Bed Apartment



Typical 2 Bed Apartment

- High intensity mixed-use development in city and town centres and at high capacity public transport nodes/interchanges.
- Activate outdoor spaces and public realm in centres through urban enhancement and traffic demand management to promote livability.
- Promote and support intensification initiatives such as adaptive reuse and more intensive use of existing buildings and under-used lands, including repurposing car parks in accessible urban locations.
- Deliver diverse housing mix and varied residential densities across settlements to meet needs of different population groups, informed by Housing Needs Demand Assessments where possible.



meitheal architects

03. Green and Blue Infrastructure (Open Space, Landscape and Heritage)

An extensive quantity of well-connected open space is provided as part of this development. Within the developable area, the scheme fully complies with Section 5.3.3 of the Sustainable Residential Development and Compact Settlements Guidelines, providing between 10-15% public open space.

The public open space strategy for the development has been designed to provide a variety of high-quality, functional green spaces to serve residents of all ages. Two distinct types of open space are proposed:

Larger, informal "kick-about" area, suitable for active recreation, a play area that will encourage natural play.

A series of smaller, more intimate landscaped spaces, offering opportunities for passive recreation and quiet enjoyment.

This approach ensures a balanced and inclusive provision of open space that is both sustainable and adaptable to different needs.

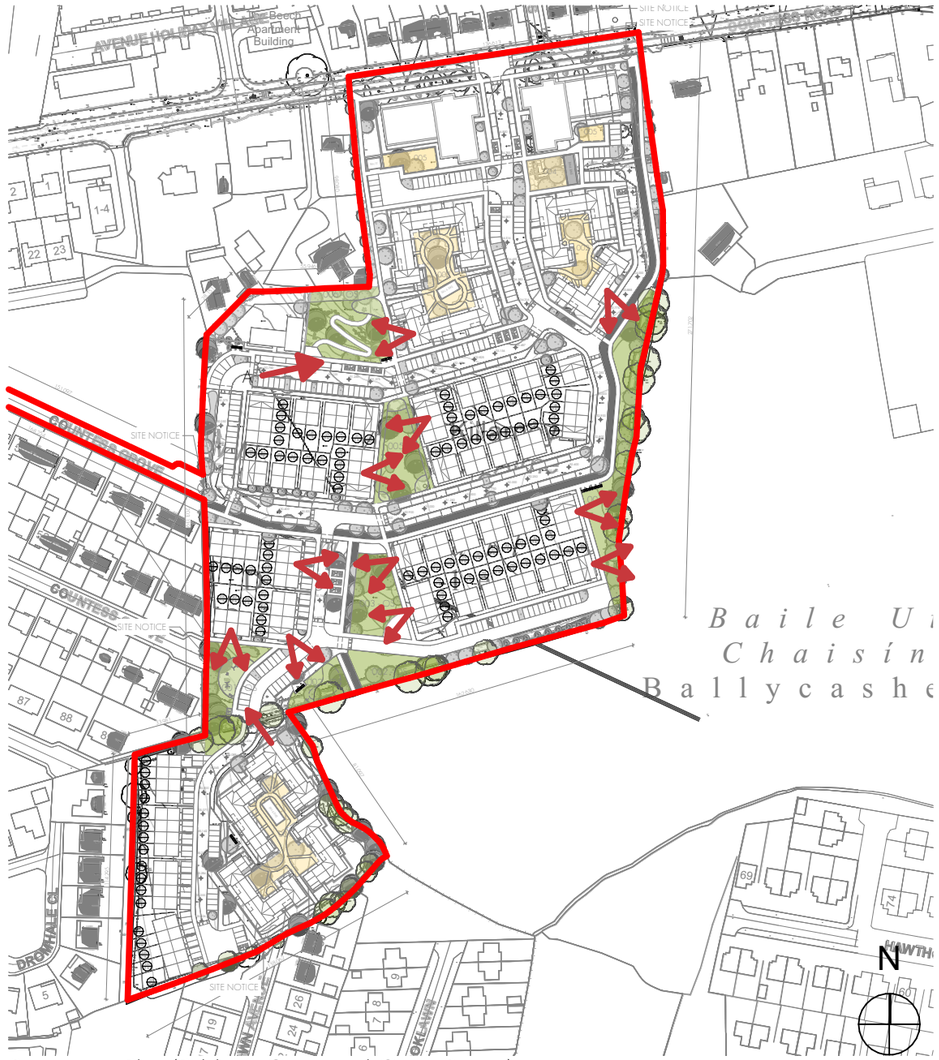
Each space is carefully designed by Cunnane Stratton Reynolds Land Planning and Design to provide pedestrian connectivity, public spaces and extensive planting. This all combines to provide the scheme with an extensive open space amenity with variety throughout.

Each of the open spaces is provided with passive surveillance from the adjacent residential units and a network of public lighting ensures that all the spaces remain safe. All proposed open spaces, pedestrian walkways and communal spaces are designed to be universally accessible. The proposed footpaths and cycle paths promote active travel from the development to the wider area.

Please refer to sections 8.1 to 8.3 of this document for further information.

KEY

- Passive Surveillance
- Public Open Space
- Communal Open Space



Site Layout Plan (Public & Communal Open Space)

- Protect, restore, and enhance natural features, biodiversity, and landscapes.
- Maintain appropriate separation and setbacks from important natural assets.
- Plan for integrated, multifunctional, interlinked urban green spaces.
- Promote urban greening and Nature-based Solutions (e.g., Sustainable Drainage Systems, slow-the-flow initiatives) for managing surface waters.
- Use soft-engineering and native vegetation to minimize impacts on natural river processes.



07 Urban Design and Placemaking
7.4 - Responsive Built Form

meitheal architects

04. Responsive Built Form

The design is fully cognisant of its surrounding context and has been conceived as a natural extension of the existing built fabric. The proposed development pattern and achieved density deliver a compact, sustainable scheme that aligns with the character and scale of neighbouring residential areas.

The site fronts onto public boundaries to the north and east. The apartment blocks respond to this context by addressing the northern frontage, establishing a strong and legible street edge. This edge is softened and articulated through high-quality landscaping. To the west, the scheme fronts onto the existing public open space at Countess Grove. A small area of green space has been incorporated here, with dwellings oriented to overlook it—providing passive surveillance of both the new green area within the scheme and the larger open space in the adjoining development.

Where the development adjoins existing housing and rear gardens to the west, careful consideration has been given to protecting privacy. In these locations, the proposed units are oriented to back onto the boundary, ensuring that the residential amenity of existing neighbours is preserved. The form and arrangement of these blocks respect the prevailing pattern of smaller-scale housing in the immediate vicinity, with generous separation distances provided wherever possible.

The main area of open space has been strategically positioned at the centre of the scheme. This central location creates a sheltered, easily accessible amenity area that is screened from surrounding public roads while remaining open and welcoming. As outlined previously, all green spaces are passively overlooked by adjacent residential units, promoting natural surveillance, discouraging antisocial behaviour, and supporting the long-term safety and stewardship of these communal areas.

The proposed scheme also responds sensitively to the existing context in terms of building height and massing. The taller apartment blocks are located to the north of the site and step down gradually in scale towards the existing houses on Countess Road. The maisonette blocks incorporate pitched roofs to establish a visual relationship with the surrounding residential context, allowing the development to integrate seamlessly into its setting.

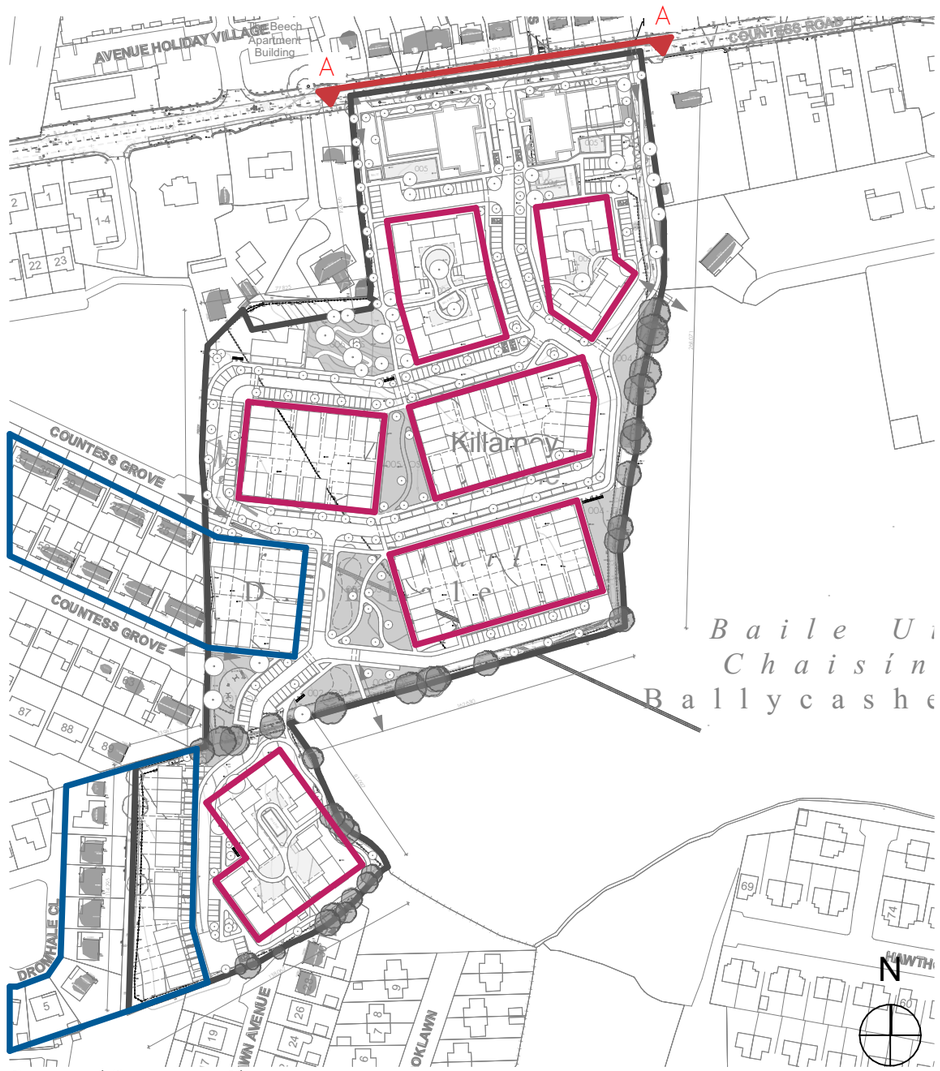


Proposed Contextual Street Elevation A

KEY

Closed Blocks

Back onto existing priavte open space



Proposed Site Layout Plan

- New development should support a legible and coherent urban structure with landmark buildings and features at key nodes and focal points.
- The urban structure of new development should strengthen the overall urban structure and create opportunities for new linkages.
- Buildings should present well-defined edges to streets and public spaces, ensuring the public realm is well-overlooked with active frontages.
- New development should embrace good modern architecture and urban design that is innovative, varied, and respects local distinctiveness and heritage.
- Materials and finishes should be high quality, responsive to the local palette, and highly durable.

