Countess Road, Killarney

Proposed Residential Development

Electric Vehicle Charging Infrastructure Analysis Report

Countess Road,
Dromhale (townlands),
Killarney,
Co. Kerry

Client
Dipharma Unlimited Company

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1 Introduction

1.1 Report purpose

This report gives information on the electric vehicle charging infrastructure installation in connection with the new prosed project covering the private and public (on-street) parking spaces.

1.2 Instruction

DKPartnership (DKP) have been commissioned by Dipharma Unlimited Company to carry out the analysis and report for the proposed development at Countess Road, Dromhale (townlands), Killarney, Co. Kerry.

1.3 Development detail

Dipharma Unlimited Company intend to apply for a 10-Year Planning Permission for a Large-Scale Residential Development (LRD) at Countess Road, Dromhale (townland), Killarney, Co. Kerry. The development will consist of: The construction of a residential development of 259 no. residential units with ancillary single storey creche, landscaping and all associated site development works.

The proposed development includes the demolition of 2 no. existing two-storey semi-detached dwelling houses and an existing ruinous structure on the site and construction of 103 no. two storey houses (3-bed units), comprising of 27 no. terraced units, 62 no. end of terrace units, and 14 no. side entry units, 82 no. courtyard apartment units over 2 no. storeys (42 no. 1-bed units, 40 no. 2-bed units), and 74 no. apartment units (34 no. 1-bed units, 40 no. 2-bed units) in 2 no. part 3 storey and part 4 storey blocks.
Vehicular access to the proposed development will be via one entrance from Countess Road (L3904) to the north, with the entrance design including improvement works on the public road inclusive of a raised crossing point. The design includes pedestrian/cycle infrastructure to/from Countess Road and internally within the development site and to adjoining areas.

Ancillary site works include car parking, provision of bicycle parking and bin storage facilities serving the proposed apartment/courtyard apartment buildings and creche, 2 no. ESB substations, landscaping, water services and drainage infrastructure (including foul and storm network upgrades in Countess Grove), and all associated site development works. The proposed development also provides for the demolition of existing site boundary walls along Countess Road. A Natura Impact Statement (NIS) has been prepared and will be submitted to the Planning Authority with the application.

1.4 Policy and building regulation requirements

The project is subject to the following statutory and policy target requirements:
a) Part L 2022 (Dwellings)
b) Part L 2022 (Other then Dwellings)
c) Kerry County Council Development Plan 22-28

2 Executive summary

2.1 Analysis conducted

This report analyses the requirement for infrastructure and charger locations for both the private parking spaces for dwelling houses where the parking spaces are within the curtilage of the dwelling house and the parking spaces for the new buildings containing multiple dwellings (apartments/duplexes) where the parking spaces are deemed to be public/on-street/off-curtilage parking spaces.

2.2 Part L, Part M and KCC EV Charging requirements

Part L 2022 for "Dwellings" (see table 4.1) refers to the EV charging requirements for dwellings or buildings with one or more dwellings (apartment blocks) where the parking spaces are within the curtilage of the relevant dwelling/building and does not cover EV requirements for parking spaces outside the curtilage of dwellings or buildings with one or more dwellings.

Part L 2022 for "Buildings other then dwellings" (see table 4.2) refers to the EV charging requirements for dwellings or buildings with one or more dwellings (apartment blocks) where the parking spaces are within the curtilage of the relevant dwelling/building and does not cover EV requirements for parking spaces outside the curtilage of dwellings or buildings with one or more dwellings.

*Kerry County Council Development Plan 2022-2028; (*see table 4.5) schedules the KCC Development Plan 2022-2028 EV requirements (section 1.20.7.1) and like Part L 2022 does not cover parking spaces outside the curtilage of dwelling houses or outside the curtilage of multi-unit buildings.
Regional & Local EV charging network plan 2024-2030; The government's overall EV charging strategy document gives information on general EV charging implementation but does not give any specific requirements with regards to minimum quantities to be applied.

Following on from sections 4.3 and 4.3 representing the Part L, Part M and KCC Development Plan 22-28 EV charging requirements the following tables represent the minimum EV infrastructure, serviced EV charging point locations and operational EV charging point locations for the proposed project based on the developments proposed on-site parking.

Part L and Part M minimum EV requirements;

PARKING SPACES	On-site parking	Provide EV infrastructure		Provide EV future charger point location		Provide EV operational charger point location	
	provided	Required		Required		Required	
On curtilage (residential)	47	1/1	47	1/1	47	0	0
On curtilage (multiple residential) W	0	1/1	0	1/1	0	0	0
On curtilage DAC (multiple residential) % of W 5%	0	1/5	0	1/5	0	0	0
Off curtilage (residential public) X	207	-	0	-	0	-	0
Off curtilage DAC (residential public) % of X 5%	11	-	0	-	0	-	0
On curtilage (non residential) Y	0	1/5	0	1/5	0	1/5	0
On curtilage DAC (non residential) % of Y 5%	0	1/5	0	1/5	0	1/5	0
Off curtilage (non residential public) Z	10	-	0	-	0	-	0
Off curtilage DAC (non residential public) % of Z 5%	0	-	0	-	0	-	0
Totals	275		47		47		0

Copy of table 4.3 The Building Regulations Part L/M EV charging requirements and project impacts. - = Not covered by Part L.

KCC DP 22-28 minimum EV requirements;

PARKING SPACES	On-site parking	Provide EV infrastructure		Provide EV future charger point location		Provide EV operational charger point location	
	provided	Required		Required		Required	
On curtilage (residential)	47	1/1	47	1/1	47	0	0
On curtilage (multiple residential) W	0	1/1	0	1/5	0	0	0
On curtilage DAC (multiple residential) % of W 5%	0	-	0	-	0	-	0
Off curtilage (residential public) X	207	-	0	-	0	-	0
Off curtilage DAC (residential public) % of X 5%	11	-	0	-	0	-	0
On curtilage (non residential) Y	0	1/5	0	1/5	0	1/5	0
On curtilage DAC (non residential) % of Y 5%	0	-	0	-	0	-	0
Off curtilage (non residential public) Z	10	1/5	2	1/5	2	1/5	2
Off curtilage DAC (non residential public) % of Z 5%	0	-	0	-	0	-	0
Totals	275		49		49		2

Copy of table 4.5 The KCC EV charging requirements. - = Not covered by KCC DP 22-28.

2.3 Achieved EV infrastructure and charger point location cover

The tables below represent the archived EV infrastructure, EV charger point locations and operational EV charger point locations taken from the EV charger infrastructure site drawings DKP 6901 and 6902 and compares these with the required EV infrastructure, EV charger point locations and operational EV charger point locations under Part L 2022 and the KCC 22-28 Development Plan.

Part L and Part M EV infrastructure etc. : Required -v- Achieved comparison table.

PARKING SPACES	On-site parking	Provide EV infrastructure		Provide EV future charger point location		Provide EV operational charger point location	
Part L and Part M	indicated	Required	Provided	Required	Provided	Required	Provided
On curtilage (residential)	47	47	47	47	47	0	0
On curtilage (multiple residential) W	0	0	0	0	0	0	0
On curtilage DAC (multiple residential) % of W 5%	0	0	0	0	0	0	0
Off curtilage (residential public) X	207	0	189	0	189	0	6
Off curtilage DAC (residential public) % of X 5%	11	0	9	0	9	0	4
On curtilage (non residential) Y	0	0	0	0	0	0	0
On curtilage DAC (non residential) % of Y 5%	0	0	0	0	0	0	0
Off curtilage (non residential public) Z	10	0	2	0	2	0	2
Off curtilage DAC (non residential public) % of Z 5%	0	0	0	0	0	0	0
Totals	275	47	247	47	247	0	12

Copy of table 5.1 The Building Regulations Part L and Part M EV charging requirements and provided services.

From the Part L and Part M achieved -v- required comparison table we note that all 47 no. (100%) residential private parking spaces within the curtilage of the relevant dwelling house are provided with the infrastructure to cater for an electric vehicle charging point at each dwelling house as required under Part L 2022 and Part M 2022. Although Part L 2022 does not cover any residential off-curtilage / public / on-street car parking space EV charging requirements infrastructure in the form of ductwork has been provided to cater for a possible 189 no. future no. charger point locations including 12 no. operational EV chargers and finally infrastructure in the form of ductwork has been provided to cater for a possible 10 no. future no. charger point locations including 2 no. operational EV chargers.

KCC EV charging infrastructure etc.: Required -v- Achieved comparison table.

PARKING SPACES	On-site parking	Provide EV infrastructure		Provide EV future charger point location		Provide EV operational charger point location	
KCC DP 2022-2028	indicated	Required	Provided	Required	Provided	Required	Provided
On curtilage (residential)	47	47	47	47	47	0	0
On curtilage (multiple residential) W	0	0	0	0	0	0	0
On curtilage DAC (multiple residential) % of W 5%	0	0	0	0	0	0	0
Off curtilage (residential public) X	207	0	189	0	189	0	6
Off curtilage DAC (residential public) % of X 5%	11	0	9	0	9	0	4
On curtilage (non residential) Y	0	0	0	0	0	0	0
On curtilage DAC (non residential) % of Y 5%	0	0	0	0	0	0	0
Off curtilage (non residential public) Z	10	2	2	2	2	2	2
Off curtilage DAC (non residential public) % of Z 5%	0	0	0	0	0	0	0
Totals	275	49	247	49	247	2	12

Copy of table 5.2 The KCC DP 22-28 EV charging requirements and provided services.

From the KCC development plan 2022-2028 achieved -v- required comparison table we note that all 47 no. (100%) residential private parking spaces within the curtilage of the relevant dwelling house are provided with the infrastructure to cater for an electric vehicle charging point at each dwelling house as required under the KCC development plan 2022-2028. Although the KCC development plan 2022-2028 does not cover any residential off-curtilage / public / on-street car parking space EV charging requirements infrastructure in the form of ductwork has been provided to cater for a possible 189 no. future no. charger point locations including 12 no. operational EV chargers and finally infrastructure in the form of ductwork has been provided to cater for a possible 10 no. future no. charger point locations including 2 no. operational EV chargers.

2.4 Conclusion

We note that all or 100% of all on-curtilage private parking spaces at each dwelling house have been provided with the infrastructure to cater for an electric vehicle charging point in compliance with the Part L 2022 and KCC Development Plan 22-28 and that that 189 no. or ca 90% of all residential off-curtilage (public/on-street) car parking spaces have been provided with the infrastructure for EV charging points including 12 no. operational charging points although there is no requirement to provide for these under both the Part L 2022 and KCC Development Plan 22-28. For the non-residential (crèche) element a total of 10 no. or 100% car parking spaces have been provided with the infrastructure for EV charging points including 2 no. operational charging points and therefore we, DKP deem the electrical vehicle charging infrastructure design to be in compliance with the applied standards and recommendations.

2.5 Mitigation measures / actions

No mitigation measures required for compliance to the relevant EV charging requirements.

3 Geographical overview

3.1 Project overview

Image 3.1, the (google maps) site map below shows the approximate location of the site with proposed development approximately outlined in red.



Image 3.1: Proposed development site boundary. Imagery © Google 2025.

4 Approach and methodology

4.1 Analysis approach

For the design of the Electric Vehicle charging infrastructure installation we applied the direction given in Part L 2022 (current) identified in section 4.3. Kerry County Council Development Plan references the building regulations.

4.2 The extend of the parking spaces

The following parking spaces have been including in the EV charging infrastructure design.



Image 4.1 Architects layout with car parking spaces highlighted.

Parking space :	On curtilage Parking :	Off Curtilage Parking	Creche Parking	DAC parking

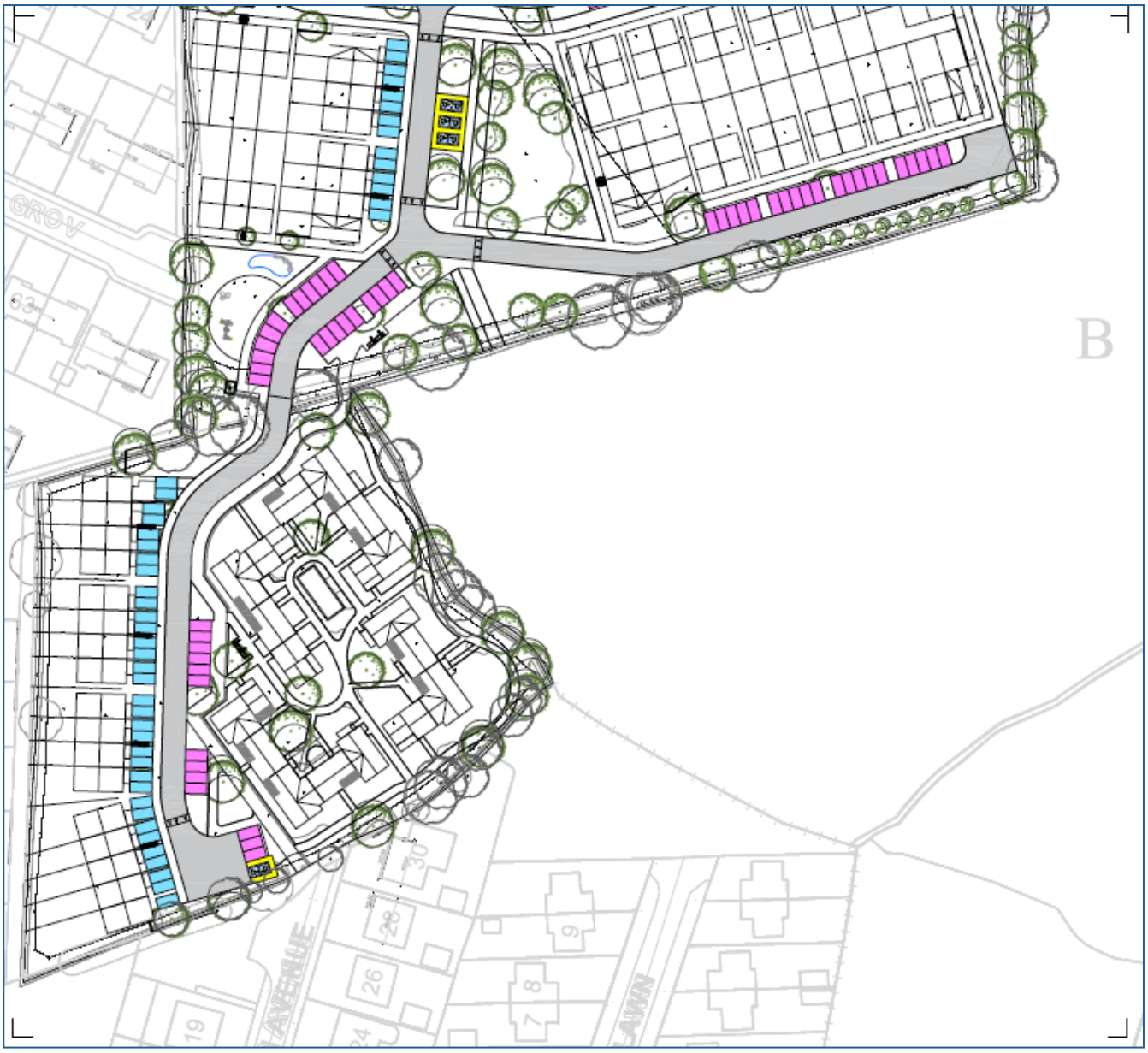


Image 4.1 Architects layout with car parking spaces highlighted.

Parking space :	On curtilage Parking :	Off Curtilage Parking	Creche Parking	DAC parking

4.3 Part L 2022 compliance EV requirements

The current Part L (2022) for “Dwellings” and “Buildings other then dwellings” do not cover the requirements of the “public / off-curtilage / on-street” electric vehicle charging typically found in an housing estate or multiple housing development but notes the requirements of a single residential dwelling or a single building containing one or more residential dwellings as per clauses tabled below.

Part L EV charging requirements for dwellings.

Part L for "Dwellings"	EV Charging Requirements
Dwellings; 1.4.6.1 For a new building (containing one, or more than one, dwelling) where A) the car park is located inside the building, e.g. a basement car park; or B) the car park is physically adjacent to the building, i.e. the car park is within the curtilage of the site.	Ducting infrastructure, consisting of conduits for electric cables, should be provided for every parking space, to enable the subsequent installation of recharging points for electric vehicles. Also refer to the guidance for accessible on-site car parking as outlined in Paragraph 1.1.5 of TGD M 2010.
Dwellings; 1.4.6.3 Dwelling House Electric Vehicle Recharging Infrastructure.	Adequate provision to be provided to enable the installation of an electric vehicle recharging point should include appropriate electric vehicle recharging infrastructure to the car parking space.

Table 4.1. The Part L 2022 EV requirements for "dwellings".

Part L EV charging requirements for buildings other then dwellings.

Part L for "Buildings other then dwellings"	EV Charging Requirements
Buildings other then dwellings; 1.4.7.1 For new buildings, where there are more than 10 car parking spaces and where the car park is located inside the building, e.g. a basement car park; or the car park is physically adjacent to the building, i.e. the car park is within the curtilage of the site, the following minimum electric vehicle recharging installation should be provided:	At least 1 recharging point within the meaning of Directive 2014/94/EU of the European Parliament and of the Council of the European Union; Ducting infrastructure, consisting of conduits for electric cables, for at least 1 in every 5 car parking spaces, or part thereof, to enable the subsequent installation of recharging points for electric vehicles; at least 1 accessible recharging point; or 5% of the total recharging point provision, whichever is the greater, in accordance with similar provision for accessible car parking spaces as outlined in TGD M 2010 Sub-section 1.1.5. Where only 1 recharging point is provided this should be located so that it can be used either from a standard car parking bay or from an accessible car parking bay, and where this is not possible then 2 recharging points should be provided.

Table 4.2 The Part L 2022 EV requirements for "buildings other then dwellings".

Following on from the Part-L and Part-M EV requirements to following table represents the categorised requirements for the dwellings & multi dwelling buildings.

PARKING SPACES	On-site parking provided	Provide EV infrastructure Required		Provide EV future charger point location Required		Provide EV operational charger point location Required	
On curtilage (residential)	47	1/1	47	1/1	47	0	0
On curtilage (multiple residential) W	0	1/1	0	1/1	0	0	0
On curtilage DAC (multiple residential) % of W 5%	0	1/5	0	1/5	0	0	0
Off curtilage (residential public) X	207	-	0	-	0	-	0
Off curtilage DAC (residential public) % of X 5%	11	-	0	-	0	-	0
On curtilage (non residential) Y	0	1/5	0	1/5	0	1/5	0
On curtilage DAC (non residential) % of Y 5%	0	1/5	0	1/5	0	1/5	0
Off curtilage (non residential public) Z	10	-	0	-	0	-	0
Off curtilage DAC (non residential public) % of Z 5%	0	-	0	-	0	-	0
Totals	275		47		47		0

Table 4.3 The Building Regulations Part L and Part M EV charging requirements and project impacts. * If more then 10 parking spaces only.

4.4 Kerry County Development Plan 2022-2028 EV requirements

The following table represent the KCC DP 2022-2028 EV strategy requirements;

Development Category	EV Charging Requirements
Residential multi-unit developments both new buildings and buildings undergoing major renovations (with private car spaces including visitor car parking spaces).	A minimum of 1 EV charge point space per five car parking spaces (ducting for every parking space shall also be provided).
New dwellings with in-curtilage car parking.	Installation of appropriate infrastructure to enable installation of recharging point for EV's.
Non-residential developments (with private car parking spaces including visitor car parking spaces with more than 10 spaces, e.g. office developments	Provide at least 1 recharging point, and a minimum of 1 space per five car parking spaces should be equipped with one fully functional EV Charging Point.
Developments with publicly accessible spaces (e.g. supermarket car park, cinema etc.)	Provide at least 1 recharging point, and a minimum of 1 space per five car parking spaces should be equipped with one fully functional EV Charging Point.

Table 4.4 The KCC DP 2022-2028 EV requirements for "dwellings" and "buildings other then dwellings".

Following on from the KCC EV requirements to following table represents the actual developments EV requirements;

PARKING SPACES	On-site parking provided	Provide EV infrastructure Required		Provide EV future charger point location Required		Provide EV operational charger point location Required	
On curtilage (residential)	47	1/1	47	1/1	47	0	0
On curtilage (multiple residential) W	0	1/1	0	1/5	0	0	0
On curtilage DAC (multiple residential) % of W 5%	0	-	0	-	0	-	0
Off curtilage (residential public) X	207	-	0	-	0	-	0
Off curtilage DAC (residential public) % of X 5%	11	-	0	-	0	-	0
On curtilage (non residential) Y	0	1/5	0	1/5	0	1/5	0
On curtilage DAC (non residential) % of Y 5%	0	-	0	-	0	-	0
Off curtilage (non residential public) Z	10	1/5	2	1/5	2	1/5	2
Off curtilage DAC (non residential public) % of Z 5%	0	-	0	-	0	-	0
Totals	275		49		49		2

Table 4.5 The KCC EV charging requirements.

4.5 Regional & local EV charging network plan 2024-2030 requirements

The governments Regional & local EV charging network plan 2024-2030 gives information on general EV charging implementation and typical strategies but does not give any specific requirements with regards to minimum EV charging quantities for parking spaces to be applied.

5 Proposed EV charging infrastructure and conclusion

5.1 Achieved EV infrastructure and charger point location cover

The tables below represent the achieved EV infrastructure provision, EV charger point locations provision and operational EV charger point locations provision as per EV charger infrastructure site drawings DKP 6901 and 6902 and compares these with the required Part L, Part M and KCC required EV infrastructure, EV charger point locations and operational EV charger point locations.

Part L and Part M EV infrastructure etc. : Required -v- Achieved comparison table.

PARKING SPACES		On-site	Provide EV		Provide EV future		Provide EV operational	
		parking	infrastructure		charger point location		charger point location	
Part L and Part M		indicated	Required	Provided	Required	Provided	Required	Provided
On curtilage (residential)		47	47	47	47	47	0	0
On curtilage (multiple residential) W		0	0	0	0	0	0	0
On curtilage DAC (multiple residential) % of W	5%	0	0	0	0	0	0	0
Off curtilage (residential public) X		207	0	189	0	189	0	6
Off curtilage DAC (residential public) % of X	5%	11	0	9	0	9	0	4
On curtilage (non residential) Y		0	0	0	0	0	0	0
On curtilage DAC (non residential) % of Y	5%	0	0	0	0	0	0	0
Off curtilage (non residential public) Z		10	0	2	0	2	0	2
Off curtilage DAC (non residential public) % of Z	5%	0	0	0	0	0	0	0
Totals		275	47	247	47	247	0	12

Table 5.1 The Building Regulations Part L and Part M EV charging requirements and provided services.

KCC EV charging infrastructure etc.: Required -v- Achieved comparison table.

PARKING SPACES		On-site	Provide EV		Provide EV future		Provide EV operational	
		parking	infrastructure		charger point location		charger point location	
KCC DP 2022-2028		indicated	Required	Provided	Required	Provided	Required	Provided
On curtilage (residential)		47	47	47	47	47	0	0
On curtilage (multiple residential) W		0	0	0	0	0	0	0
On curtilage DAC (multiple residential) % of W	5%	0	0	0	0	0	0	0
Off curtilage (residential public) X		207	0	189	0	189	0	6
Off curtilage DAC (residential public) % of X	5%	11	0	9	0	9	0	4
On curtilage (non residential) Y		0	0	0	0	0	0	0
On curtilage DAC (non residential) % of Y	5%	0	0	0	0	0	0	0
Off curtilage (non residential public) Z		10	2	2	2	2	2	2
Off curtilage DAC (non residential public) % of Z	5%	0	0	0	0	0	0	0
Totals		275	49	247	49	247	2	12

Table 5.2 The KCC DP 22-28 EV charging requirements and provided services.

From the Part L, Part M and KCC achieved -v- Required comparison tables we note that all 47 no. (100%) residential private parking spaces within the curtilage of the relevant dwelling house are provided with the infrastructure to cater for an electric vehicle charging point at each dwelling house as required under Part L 2022 and the KCC 22-28 Development plan. Although there is no off-curtilage / public / on-street car parking space EV charging requirement under both Part L 2022 and the KCC 22-28 Development plan infrastructure in the form of ductwork has been provided to cater for a total of 189 no. charger point locations and related infrastructure has been provided for the off curtilage parking spaces including 12 no. operational EV chargers and finally a total of 9 no. out of 13 no. non-residential (crèche) car parking spaces have been provided with EV charger locations and the relevant infrastructure including 2 no. operational EV charging points.

5.2 EV highlighted EV charger point locations

The illustrations below are a clip from DKP **2004** 1:500 EV infrastructure drawing detailing the highlighted EV charger locations. See DKP drawing P3500-DKP-2004-DW-XX-XX for more accurate details.

The Northern half



Illustration 5.1: Clip from DKP drawing 2004 with highlighted potential future charger locations and operational charger locations.

The Southern half



Illustration 5.2: Clip from DKP drawing 2004 with highlighted potential future charger locations and operational charger locations.

5.3 EV charger point infrastructure

DKP drawing **2005** 1:500 EV infrastructure drawing will detail the EV charging infrastructure, ductwork, access chambers, manholes, mini pillars etc and will be issued prior to construction for approval. DKP drawing P3500-DKP-2005-DW-XX-XX.

5.4 Conclusion

We note that all or 100% of all on-curtilage private parking spaces at each dwelling house have been provided with the infrastructure to cater for an electric vehicle charging point in compliance with the Part L 2022 and KCC Development Plan 22-28 and that that 189 no. or ca 90% of all residential off-curtilage (public/on-street) car parking spaces have been provided with the infrastructure for EV charging points including 12 no. operational charging points although there is no requirement to provide for these under both the Part L 2022 and KCC Development Plan 22-28. For the non-residential (crèche) element a total of 10 no. or 100% car parking spaces have been provided with the infrastructure for EV charging points including 2 no. operational charging points and therefore we, DKP deem the electrical vehicle charging infrastructure design to be in compliance with the applied standards and recommendations.

5.5 Mitigation measures / actions

No mitigation measures required for compliance to the relevant EV charging requirements.