

Architectural Design Statement

For KPH Construction at Killowen, Kenmare, Co.Kerry

07/08/2026

01 Architectural Design Statement

Contents Page

Pg. No.	Description
01 Architectural Design Statement	
	Contents Page
01 Introduction	
01	1.1 - Project Introduction
02	1.2 - Design Guidance
02 Site Context	
03	2.1 - Site Location
04	2.2 - Local Infrastructure & Amenity
03 Planning Context	
05	3.1 - Land Use Zoning
04 Design Development	
06	4.1 - Initial Concept
07	4.2 - Initial Concept
08	4.3 - Site Strategy
09	4.4 - Development Breakdown
05 Response to 32B Consultation Meeting	
10	5.1 - Response to Meeting Observations
11	5.2 - Response to Meeting Observations
12	5.3 - Response to Meeting Observations
13	5.4 - Response to Meeting Observations
14	5.5 - Response to Meeting Observations
15	5.6 - Response to Meeting Observations
16	5.7 - Response to Meeting Observations
06 Urban Design Criteria	
17	6.1 - Urban Design Criteria
18	6.2 - Urban Design Criteria (Cont.)

Pg. No.	Description
17	6.1 - Urban Design Criteria
18	6.2 - Urban Design Criteria (Cont.)
19	6.3 - Urban Design Criteria (Cont.)
07 Urban Design and Placemaking	
20	7.1 - Sustainable and Efficient Movement
21	7.2 - Mix and Distribution of Uses
22	7.3 - Green and Blue Infrastructure
23	7.4 - Responsive Built Form
08 Detailed Design	
24	8.1 - Public and Communal Open Space
25	8.2 - Public Open Space
26	8.3 - Communal Open Space
27	8.4 - Private Open Space
28	8.5 - Private Open Space
29	8.6 - Developable Area
30	8.7 - Parking Provision
31	8.8 - Bin and Bike Storage
32	8.9 - Site Sections
33	8.10 - Site Sections
34	8.11 - Site Sections
35	8.12 - Site Sections
36	8.13 - Site Sections
37	8.14 - Site Sections
38	8.15 - Site Sections
09 Adaptability & Accessibility	
39	9.1 - One Bed Apartment
40	9.2 - Two Bed Apartment

APPENDIX

APPENDIX 01 - SCHEDULE OF
ACCOMMODATIONS

01 Introduction

1.1 - Project Introduction

This document has been prepared by Meitheal Architects on behalf of KPH Construction in support of a proposed Large-Scale Residential Development (LRD) at Killowen, Kenmare, Co.Kerry. The proposed scheme has been developed with direct reference to national, regional, and local planning guidance and aims to deliver a high-quality, well-designed residential community that contributes meaningfully to the housing needs of Kenmare and its environs.

The development lands consist primarily of an undeveloped greenfield site, with some mature hedgerows and planting. The site is bounded to the north by an existing Aldi retail store, to the north-west by the existing residential development of Scarteen Park, to the south-west by a large area of forestry, and to the south by undeveloped lands adjoining existing one-off residential units. The site fronts onto Pat Scarteen Road along its entire Eastern boundary.

The proposal includes a mix of houses and apartments, totalling 100 residential units, arranged in a layout that achieves an efficient use of the site while providing high levels of residential amenity and strong connections to the surrounding context.

The application site is located on Pat Scarteen Road, less than 1 km from Kenmare town centre.

The proposal offers a diverse housing mix and a sustainable urban form that will support the continued growth of Kenmare. A skilled and experienced design team has been appointed, including Meitheal Architects, Malachy Walsh & Partners Engineers, HW Planning, and Simon Ronan Landscape Architects, to ensure a robust and high-quality planning application submission.



Kenmare Town

01 Introduction

1.2 - Design Guidance

The proposed scheme has been developed in full accordance with the relevant planning policies, guidelines, and best practice documents outlined above. These frameworks have directly informed and guided the design approach, ensuring that the scheme responds appropriately to its context while meeting all applicable standards. The resulting proposal reflects a considered and policy-led design process, balancing site-specific opportunities with the overarching objectives set out within the relevant guidance.

The following documents have been key in shaping the proposed scheme:

Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities, 2025.

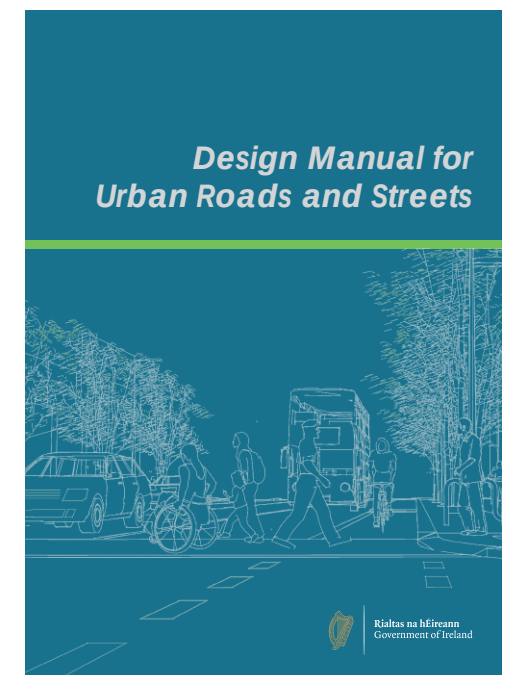
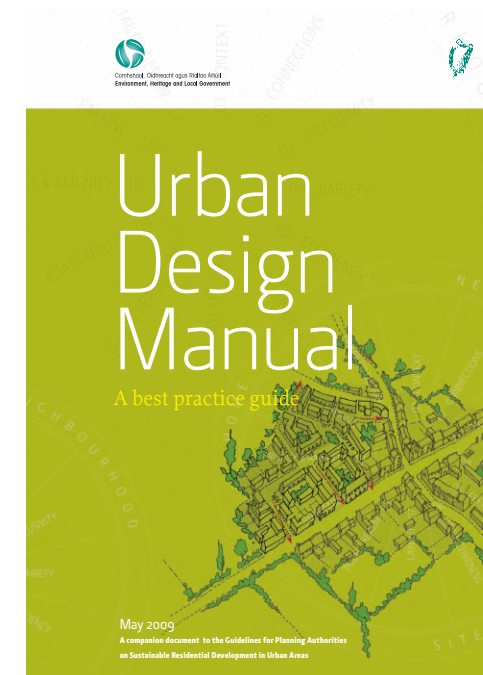
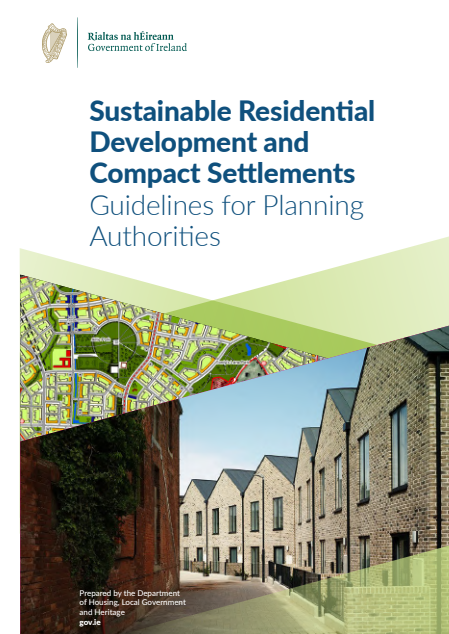
Quality Housing for Sustainable Communities, Department of the Environment, Heritage and Local Government, 2007.

Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025.

Kerry County Council Development Plan 2022-2028.

Urban Design Manual, 2009.

Design Manual for Urban Roads and Streets (DMURS), 2013.



2.0 - Site Context

02 Site Context

2.1 - Site Location

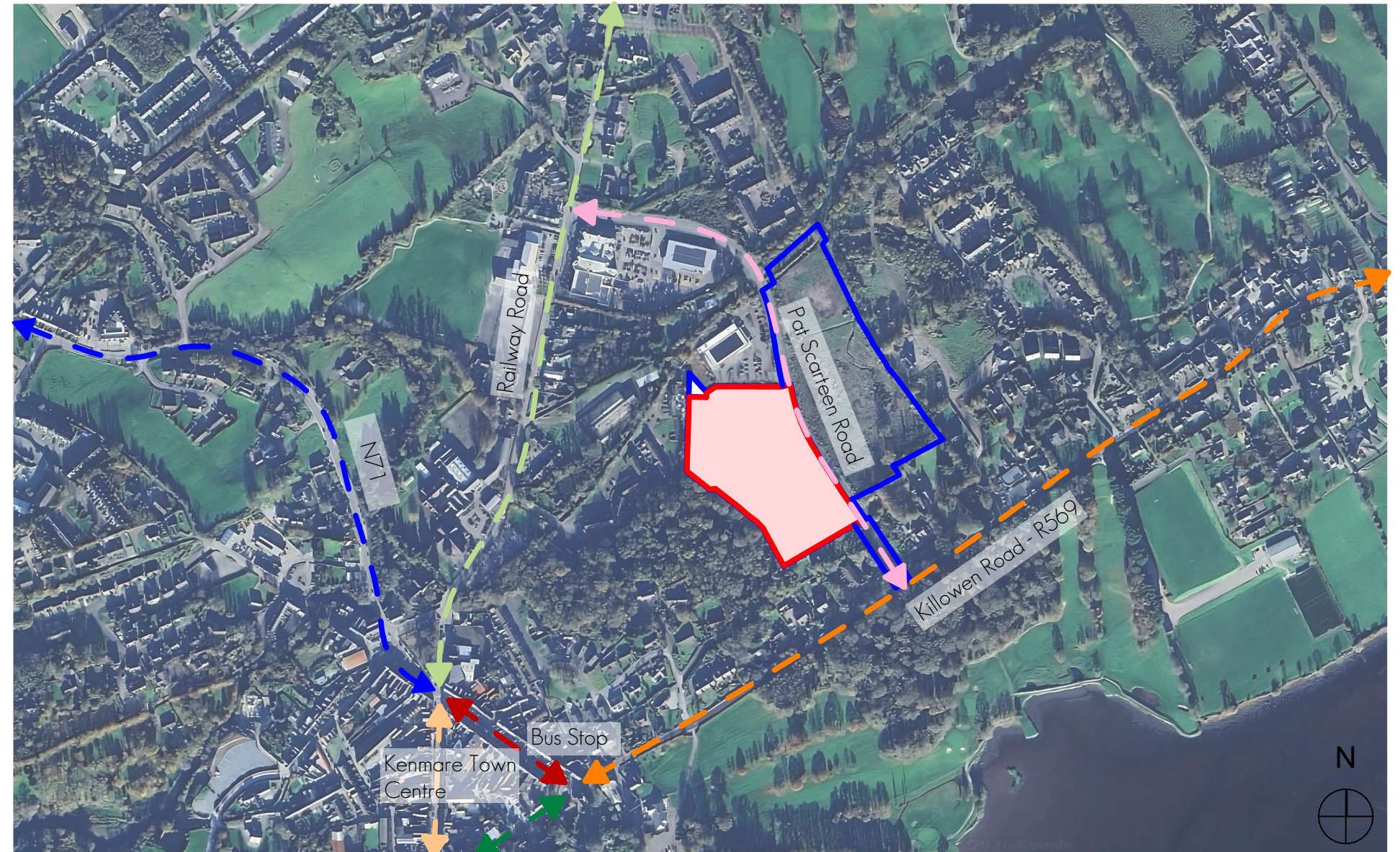
The application site extends to approximately 2.63 hectares and is located on the eastern side of Kenmare town, within easy walking distance of the town centre and a wide range of local services, schools, shops and community facilities. The site benefits from strong connectivity to the wider road network, with direct access from Pat Scarteen Road and convenient links to the N71 and regional routes serving Killarney, Cork and the wider South Kerry area.

Situated within an established and amenity-rich area, the site is adjacent to existing residential development together with nearby retail and commercial uses, including the adjoining Aldi store to the north. The proposed scheme builds on this sustainable location by promoting compact growth and providing convenient access to everyday amenities, employment opportunities and recreational facilities, supporting a vibrant and walkable neighbourhood environment.

The site is currently undeveloped and presents an opportunity to deliver a high-quality residential neighbourhood in a serviced urban location. The design places a strong emphasis on integration with the surrounding area, including new pedestrian connections, internal permeability and strong links to adjoining lands.

The lands are characterised by a natural slope, and the layout has been developed to respond to the existing topography, working with existing contours to minimise site intervention. A network of public open spaces, landscaped areas and play spaces is incorporated throughout the scheme, providing valuable amenity for future residents. Mature trees and boundary planting are retained where possible, recognising their contribution to the character and visual quality of the site.

Overall, the proposed development supports the principles of compact growth and sustainable placemaking, delivering a high-quality residential scheme that responds appropriately to its Kenmare setting. Vehicular access is proposed via a new entrance from Pat Scarteen Road.



Key

- | | | | |
|--|------------------------|--|-------------------------------|
| | - Killowen Road - R569 | | - Henry Street onwards to N71 |
| | - Pat Scarteen Road | | - N71 |
| | - Railway Road | | - Main Street |
| | - Shelbourne Street | | - Site Application Boundary |

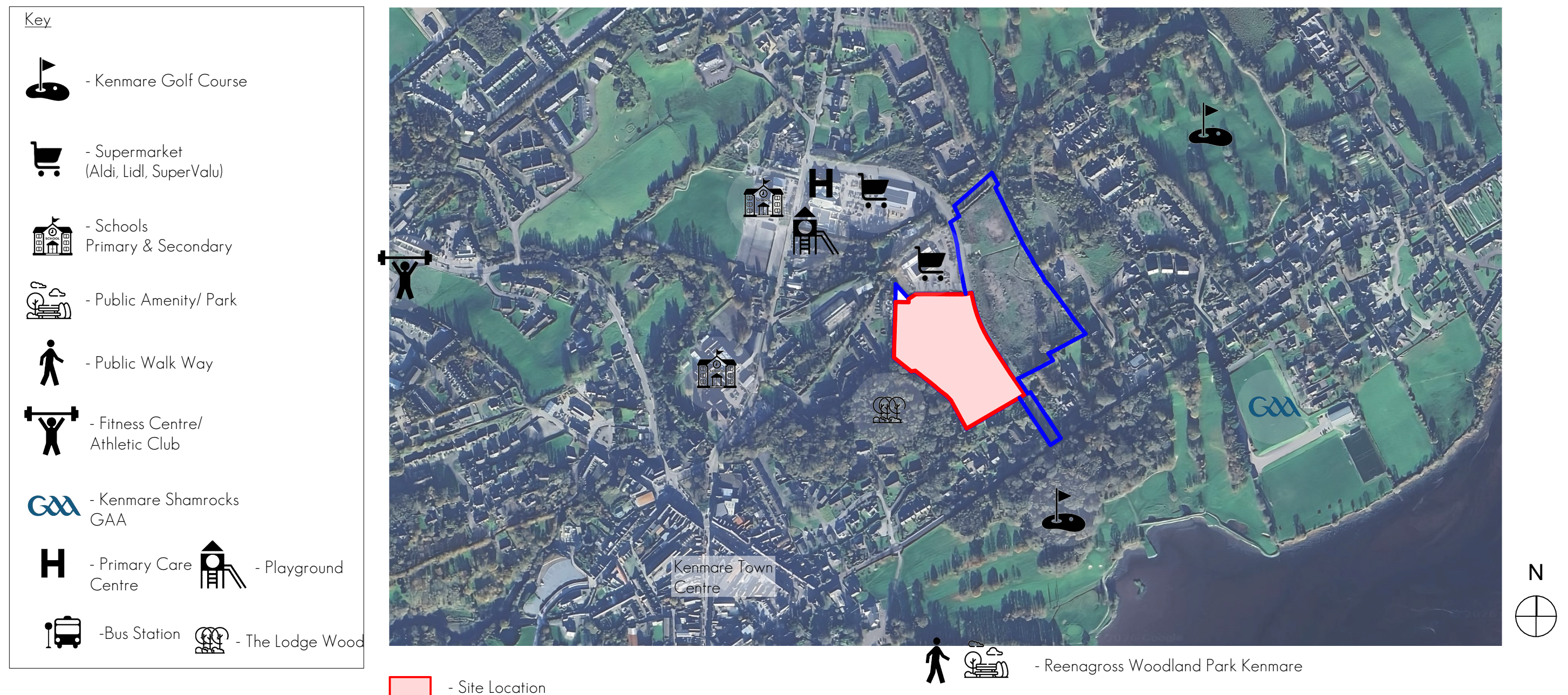
02 Site Context

2.2 - Local Infrastructure & Amenity

Set within the established urban settlement boundary of Kenmare, the site occupies a highly accessible location approximately 900m from the town centre, equating to a 10-12 minute walk or short cycle. This allows convenient access to a wide range of everyday services, amenities and employment opportunities. The site is also located close to established educational facilities, including St John's National School and Pobalscoil Inbhear Scéine.

The site is exceptionally well positioned in close proximity to the wide range of amenities available within Kenmare town centre. These include supermarkets such as Lidl, Aldi and SuperValu, together with pharmacies, cafés, restaurants, boutique shops and other local services. In addition, the site is within easy reach of sports clubs, leisure amenities, playgrounds and public walking routes.

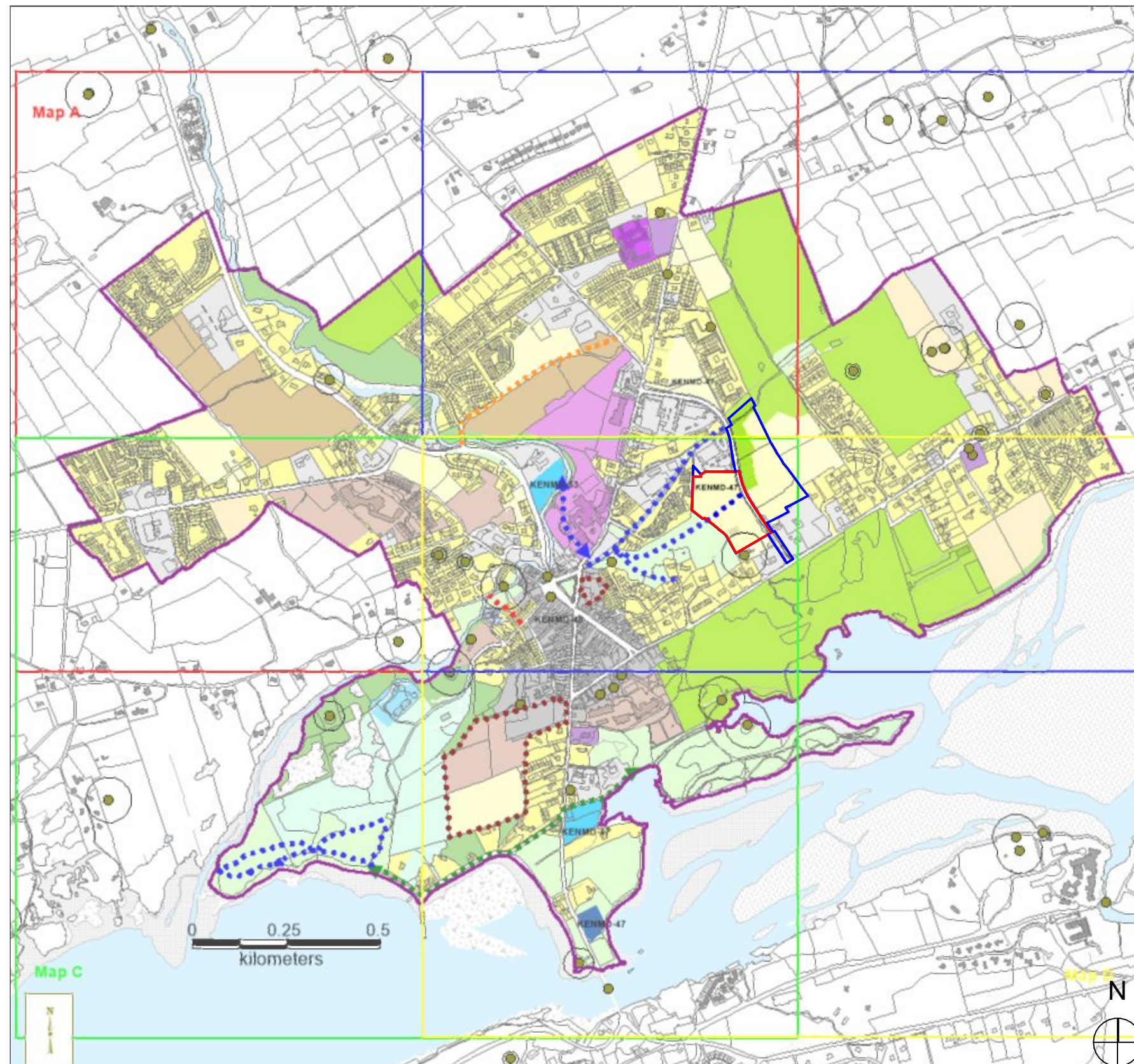
The surrounding area offers a strong range of natural and recreational amenities, enhancing quality of life for future residents. Kenmare benefits from scenic views of Kenmare Bay, nearby golf courses and access to outdoor pursuits including walking, cycling and water-based activities. The wider locality also provides access to destinations such as Killarney National Park, the Ring of Kerry and the Beara Peninsula.



3.0 - Planning Context

03 Planning Context

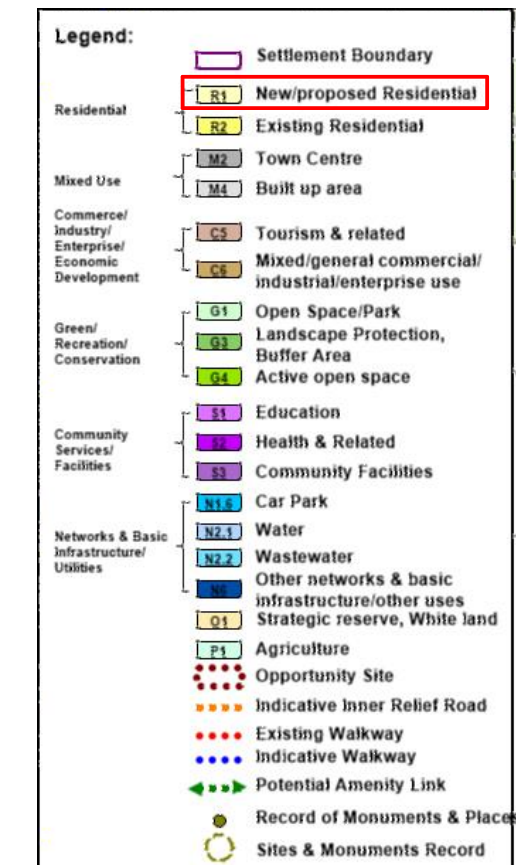
3.1 - Land Use Zoning



Kenmare MD LAP 2024-2030

The subject site is encompassed by one land-use zoning as outlined in the Kerry County Council Development Plan 2022-2028. The entirety of the site is zoned R1 - New/Proposed Residential Phase 1, supporting the principle of residential development at this location.

Lands to the east of the site are zoned for Active Open Space, which will provide a valuable recreational amenity and complement the proposed residential development. An indicative walkway is also shown from the town centre through Lodge Woods and the site, connecting into the active amenity zoning, which will also benefit the residents of the development.



4.0 - Design Development

04 Design Development

4.1 - Initial Concept

Site Constraints

The subject site contains a number of physical and planning constraints which have informed the proposed design approach. To the east, the site is bounded by Pat Scarteen Road, forming a strong public frontage that will require careful consideration in terms of access, streetscape treatment, and pedestrian connectivity.

The site also adjoins existing residential development at Scarteen Park to the north-west, with established properties located to the north. These boundaries require a sensitive layout response to protect existing residential amenity, privacy, and overlooking distances.

An archaeological exclusion zone is located to the south-west of the site and will need to be protected as part of any future development proposals. Existing mature trees and vegetation across the site will also influence layout, access arrangements, and overall development capacity.

Site Opportunities

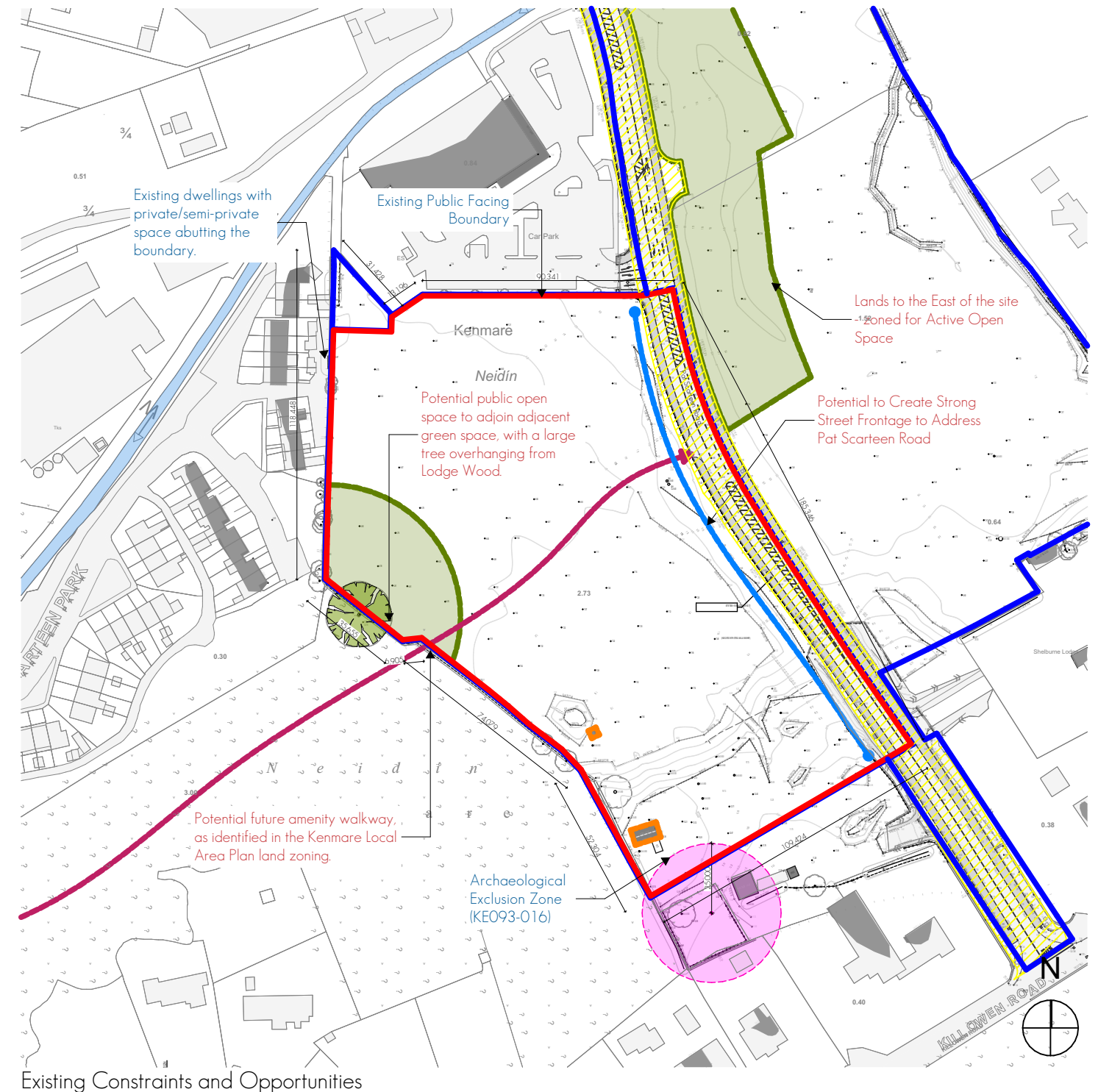
The site presents a strong opportunity to create a high-quality frontage onto Pat Scarteen Road, helping to define this approach into Kenmare and establish a clear identity for the development.

The western portion of the site offers excellent potential for a significant public open space area, incorporating existing mature trees and benefiting from views towards Lodge Wood. An existing mature tree overhangs part of the site, and it would be preferable for this feature to be retained within public open space rather than private ownership.

There is also an opportunity to retain existing landscape features, enhance biodiversity, and provide future pedestrian connections, including a potential amenity walkway identified within the Local Area Plan. Lands to the east, zoned for active open space, may also support wider recreational links.

Conclusion

Overall, the site offers strong potential for a high-quality residential development that is well connected, landscape-led, and responsive to its surroundings. By carefully addressing existing constraints while maximising open space and connectivity opportunities, the development can form an attractive extension to the urban fabric of Kenmare.

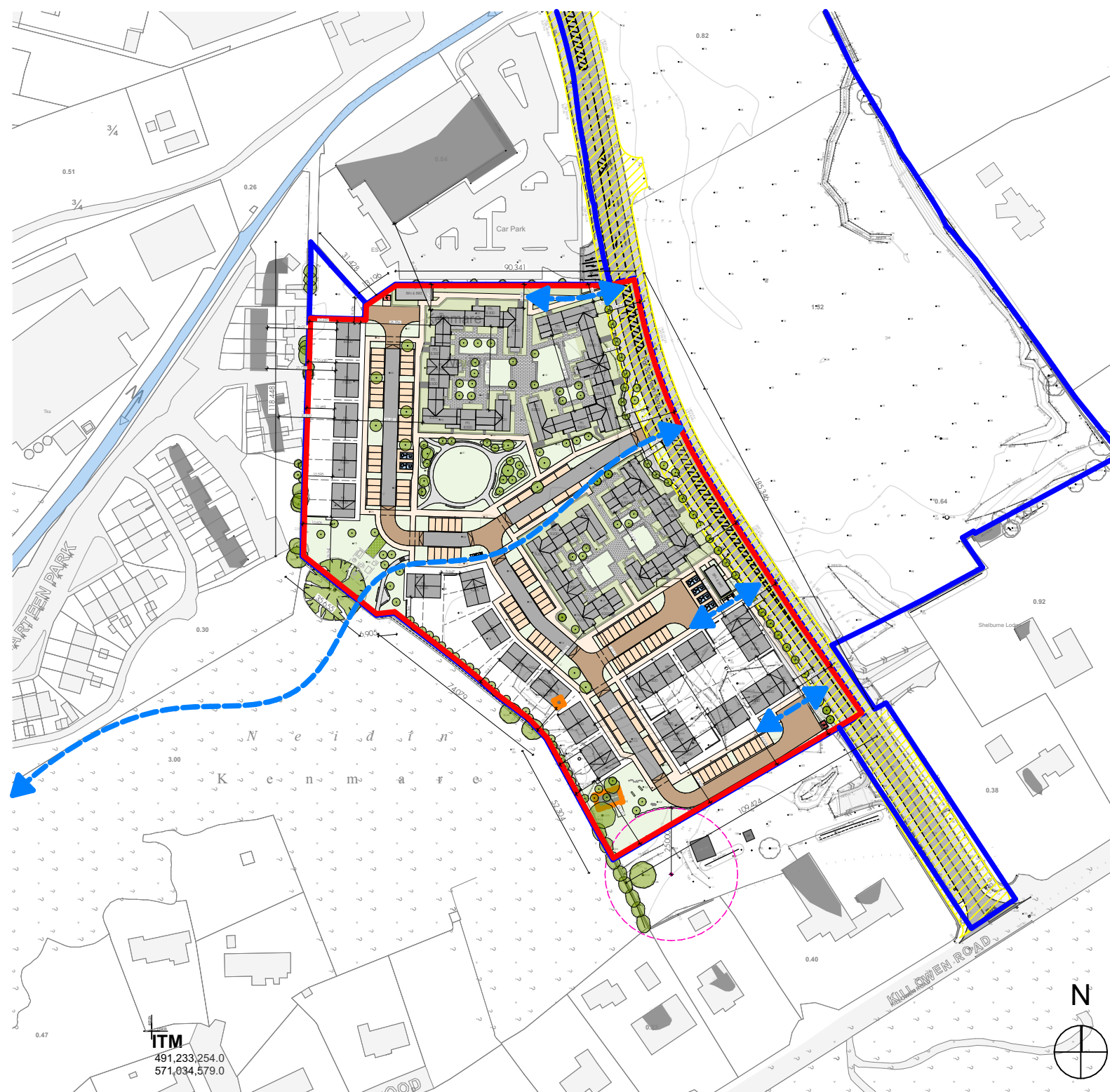


Label Key

- Existing Condition or Constraint
- Potential Opportunity

04 Design Development

4.2 - Initial Concept



Proposed Site Layout Plan (Grey Roofs)

1:2000

Connections Key



Design Development

A fundamental driver in the development of the design concept was the creation of a highly permeable layout, recognising the site's role as a strategic connector Lodge woods, Amenity Zoned lands, and the town centre. The scheme incorporates a pedestrian route through the site to facilitate this future connection. This connection will promote active travel, encouraging walking and cycling between the surrounding context, the site, and Kenmare town centre.



Initial Sketch Plan

The allocation of green space within the scheme has been a key driver in shaping the housing layout and road placement. Three substantial green spaces are proposed.

The first is located around the existing tree that overhangs the site and beside the indicative connection to Lodge Wood identified in the Kenmare LAP. A second green space is positioned to the south of the site, providing a buffer to the archaeological feature and accommodating level changes without requiring works within this sensitive area.

A larger central green space is proposed at the heart of the site for the enjoyment of residents and as a focal amenity area within the development.

The housing is arranged in closed-cell structures, with dwellings also backing onto the western boundary, particularly to the north-west, to protect the amenity of the existing units at Scardeen Park. The apartment units are located around a shared courtyard, providing semi-private communal open space. The arrangement of houses backing onto the Lodge woods forms part of the overall site strategy, ensuring this area remains private in nature. This will help to reduce light spill and disturbance when compared with a publicly accessible space, thereby minimising impacts on the existing bat habitat.

04 Design Development

4.3 - Site Strategy



The 3D model of the proposed site layout illustrates how the initial design concepts, along with the site's identified opportunities and constraints, have been carefully integrated into the emerging layout. This process has strengthened the overall scheme by creating a cohesive, contextually responsive, and landscape-led design.

Connections Key



04 Design Development

4.4 - Development Breakdown

Design Development

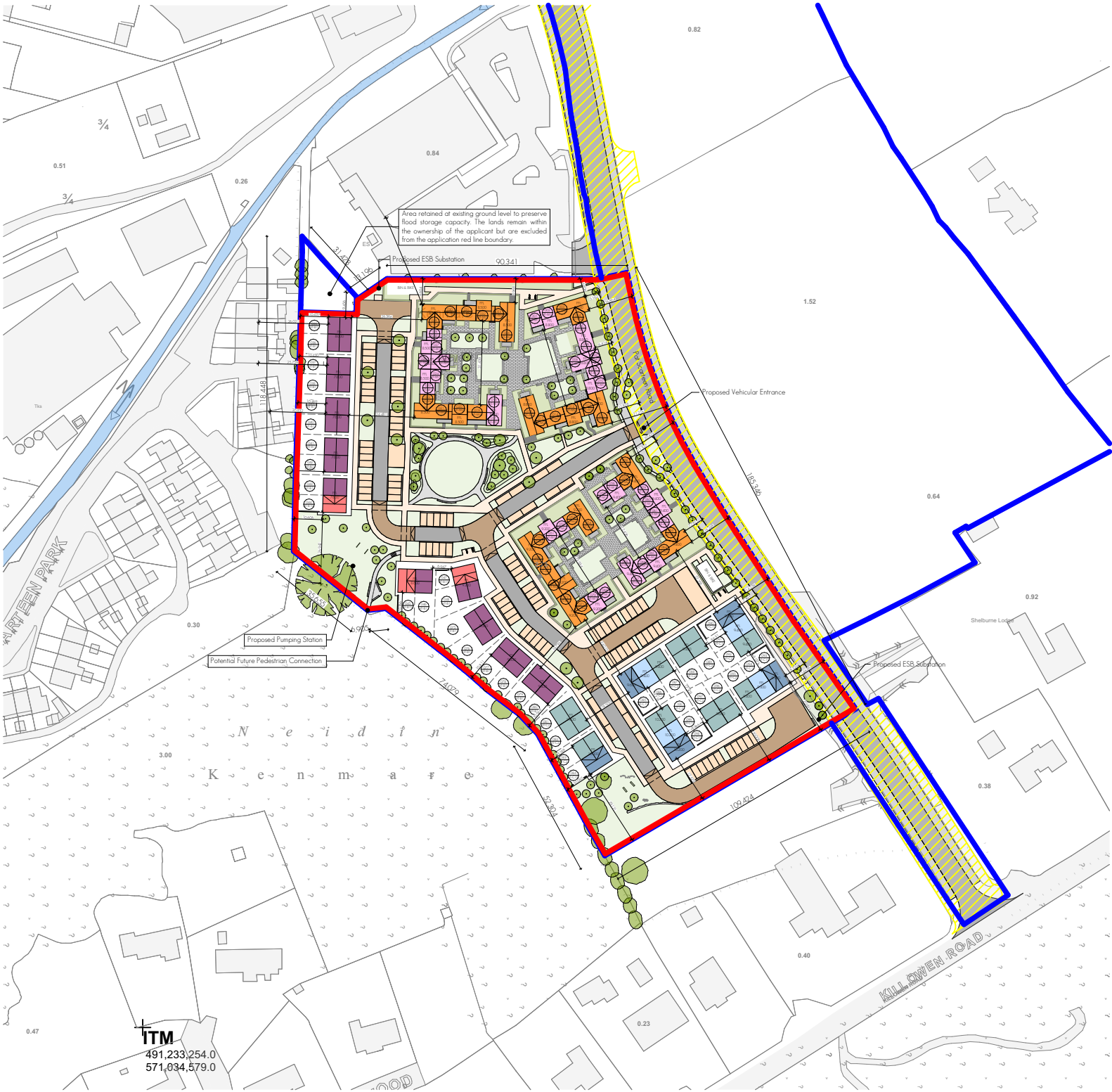
The higher-density elements of the scheme are concentrated to the north of the site, where apartment buildings establish a strong urban frontage and frame a defined gateway into the development. Behind these, groupings of own door apartment units are arranged around shared communal courtyard spaces, fostering a sense of community and providing high-quality amenity for residents. The overall cell structure has been carefully planned to respond to the existing urban context, resulting in a coherent and integrated extension of the established urban grain.

The scheme achieves a density of 39.5 units per hectare, providing a total of 100 units. This density is considered appropriate given the site's location, its existing context, and the guidance set out in the Kerry County Council Development Plan 2022-2028 and the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities.

Summary of Accommodation	
No. Beds	Quantity
1	30
2	30
3	40
	100

Overall Development Breakdown			
Total Number of Units	100		
Total Site Area	2.63 Ha		
Developable Area	2.53 Ha		
Density	39.50 Units / ha		
Public Open Space	c. 11.55%		
OVERALL ACCOMMODATION SCHEDULE			
	House Type	No. Beds	Quantity
	HT-B1	3	17
	HT-B1S	3	3
	HT-C1	3	4
	HT-C1S	3	5
	HT-C2	3	11
	HT-M1	1	30
	HT-M2	2	30
			100

Please refer to the Schedule of Accommodation Booklet and General Arrangement Drawings for a further detailed breakdown of unit types.



Proposed Site Layout Plan (Unit Typologies)

1:2000

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 the 3rd June 2026.

05 Response to 32B Consultation Meeting

5.1 - Response to Meeting Observations

1 Comment from 32B Meeting

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

Response to Comment from 32B Meeting

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.

2 Comment from 32B Meeting

Certain Buildings /Blocks will require a Fire Safety Certificates (FSC) and Disability Access Certificates (DAC) applications for Blocks containing Flats / Creche etc [Reference to Articles 11, 20D, etc. of the Building Control Regulations 1997, as amended.]

Response to Comment from 32B Meeting

Where applicable, applications for Fire Safety Certificates and Disability Access Certificates will be prepared and submitted for relevant buildings/blocks, including those containing flats / creche, in compliance with the Building Control Regulations 1997 (as amended).

3 Comment from 32B Meeting

Multi-Unit - Blocks - Apartments / Maisonettes (Where FSC applicable) Designer to check/review as part of FSC process/layout dry riser requirements, dead end corridors requirement, service risers Mech & Elec, ESB Meter Locations and smoke control systems to corridor - servicing apartments.

Response to Comment from 32B Meeting

A review of the maisonette apartment units has been undertaken to ensure that the matters raised are addressed within the proposed design. These elements will be further developed and coordinated in detail prior to the lodgement of the Fire Safety Certificate (FSC) application, where full compliance with the Building Regulations will be demonstrated.

4 Comment from 32B Meeting

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

Response to Comment from 32B Meeting

Please refer to drawing 241088-MA-SW-XX-DR-A-10016-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.

5 Comment from 32B Meeting

Breaking Out Limestone , Sloped and stepped areas, Taking in Charge unit will not have steep gradients.

Response to Comment from 32B Meeting

Please refer to drawing landscape architect's drawings and reports on the treatment of this area.

05 Response to 32B Consultation Meeting

5.2 - Response to Meeting Observations

6 Comment from 32B Meeting

The roadway width should be 6m except for cul-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. cul-de-sac.

Response to Comment from 32B Meeting

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.

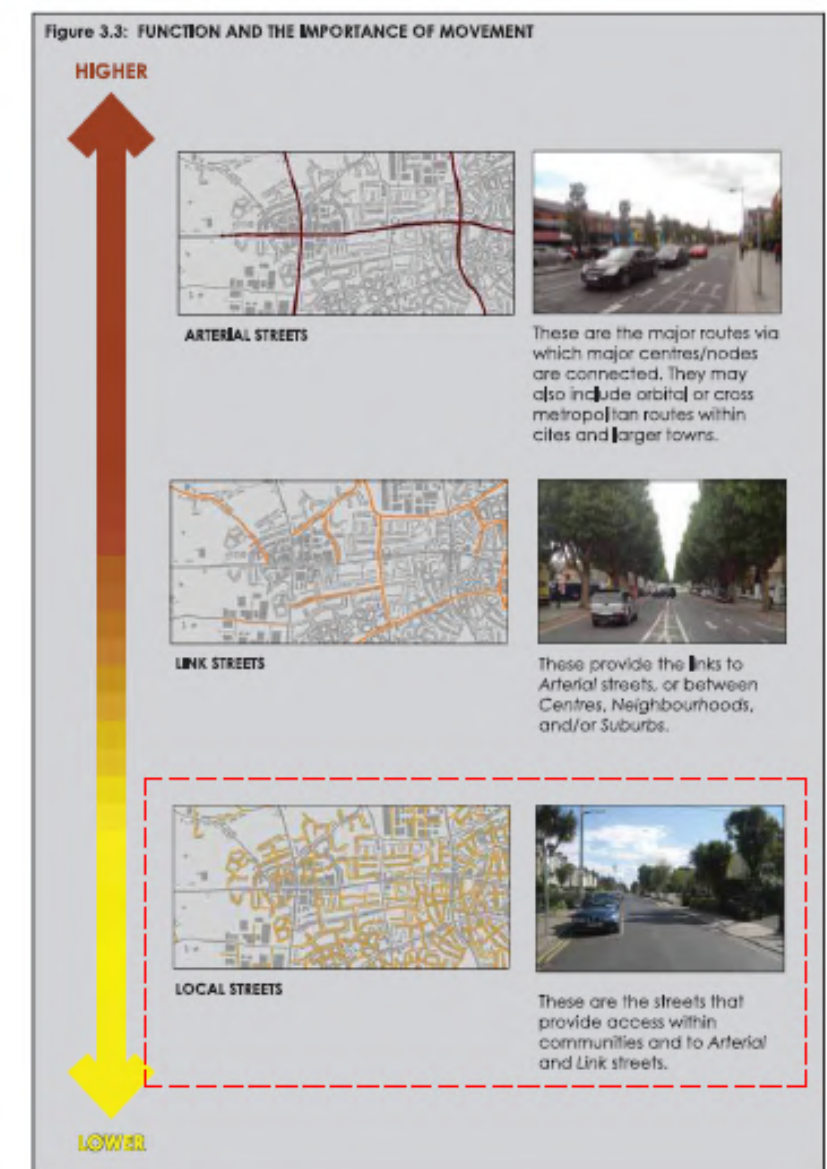
The planning authority's reference to Recommendations for Site Development Works for Housing Areas (Department of the Environment, Heritage and Local Government, 1998) is noted; however, this document reflects a more traditional, vehicle-led design approach and must be considered in the context of the 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)

05 Response to 32B Consultation Meeting

5.3 - Response to Meeting Observations

7 Comment from 32B Meeting

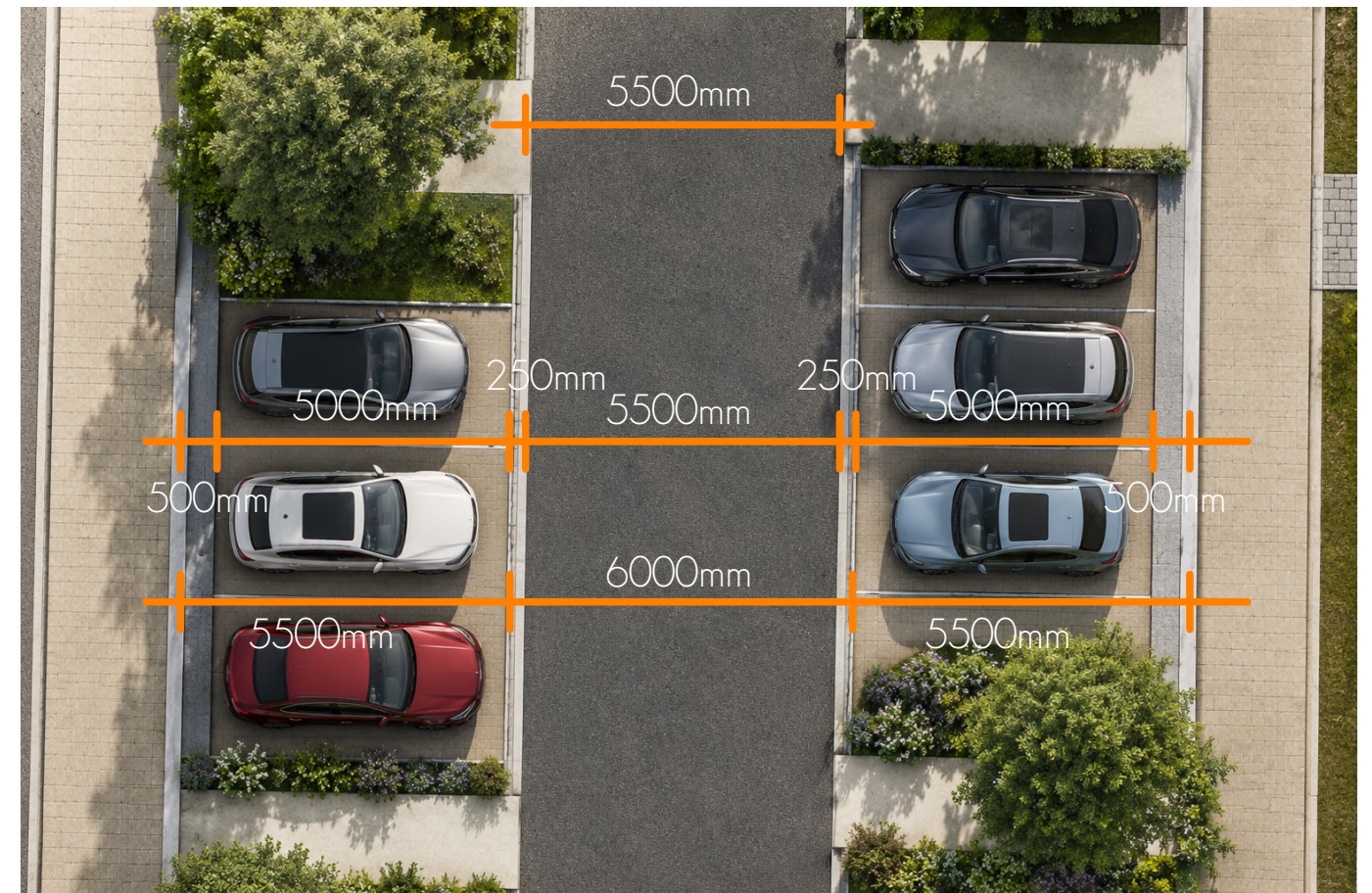
The roadway width should be 6m except for cul-de-sac less than 60m long, where a width of 5.5m should be acceptable. A reduced roadway width may be approved for short spur cul-de-sac.

Response to Comment from 32B Meeting

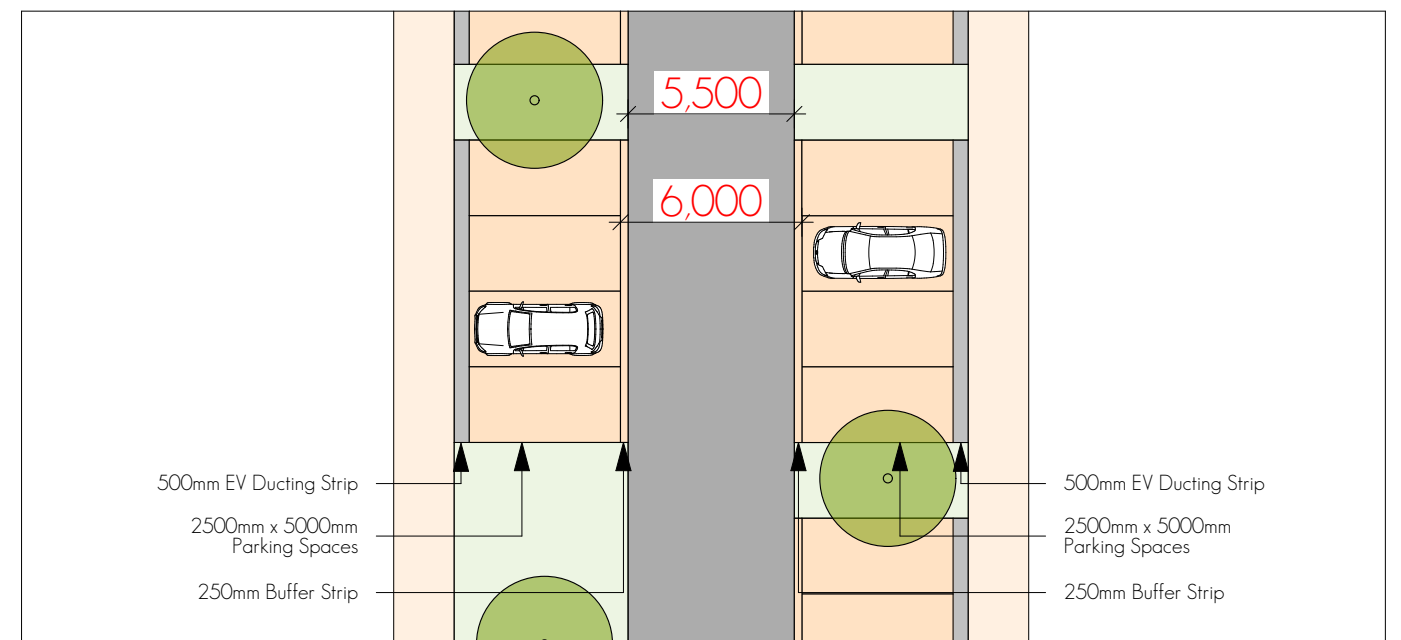
The proposed internal road layout has been designed in accordance with the principles of Design Manual for Urban Roads and Streets (DMURS), with particular regard to creating a low-speed, pedestrian-friendly environment while maintaining safe vehicular manoeuvrability.

In locations where perpendicular parking is provided, the carriageway comprises a 5.5m wide vehicular running lane together with a 250mm buffer strip between the carriageway and the parking bays on either side. Collectively, this provides an effective manoeuvring width of 6.0m, facilitating the safe and efficient movement of vehicles entering and exiting the parking spaces without encroaching on opposing traffic.

The inclusion of the buffer strips provides the necessary clearance adjacent to the parking bays, ensuring that the effective operational width satisfies the manoeuvring requirements associated with perpendicular parking while also reflecting the DMURS objective of avoiding unnecessarily wide carriageways that could encourage excessive vehicle speeds. The proposed road layout therefore provides an appropriate balance between vehicular functionality, parking accessibility, and a high-quality urban streetscape.



Typical parking layout



Standard Road Widths Diagram

1:250

05 Response to 32B Consultation Meeting

5.4 - Response to Meeting Observations

8 Comment from 32B Meeting

Proposed Entrance radii = 4.3m - according to DMURS large vehicles will cross the centre line of the road when entering the new Development.

Proposed 12-metre-wide hammer head - Bin Lorry, Fire Vehicle or Larger commercial vehicle will struggle to turn safely.

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

Response to Comment from 32B Meeting

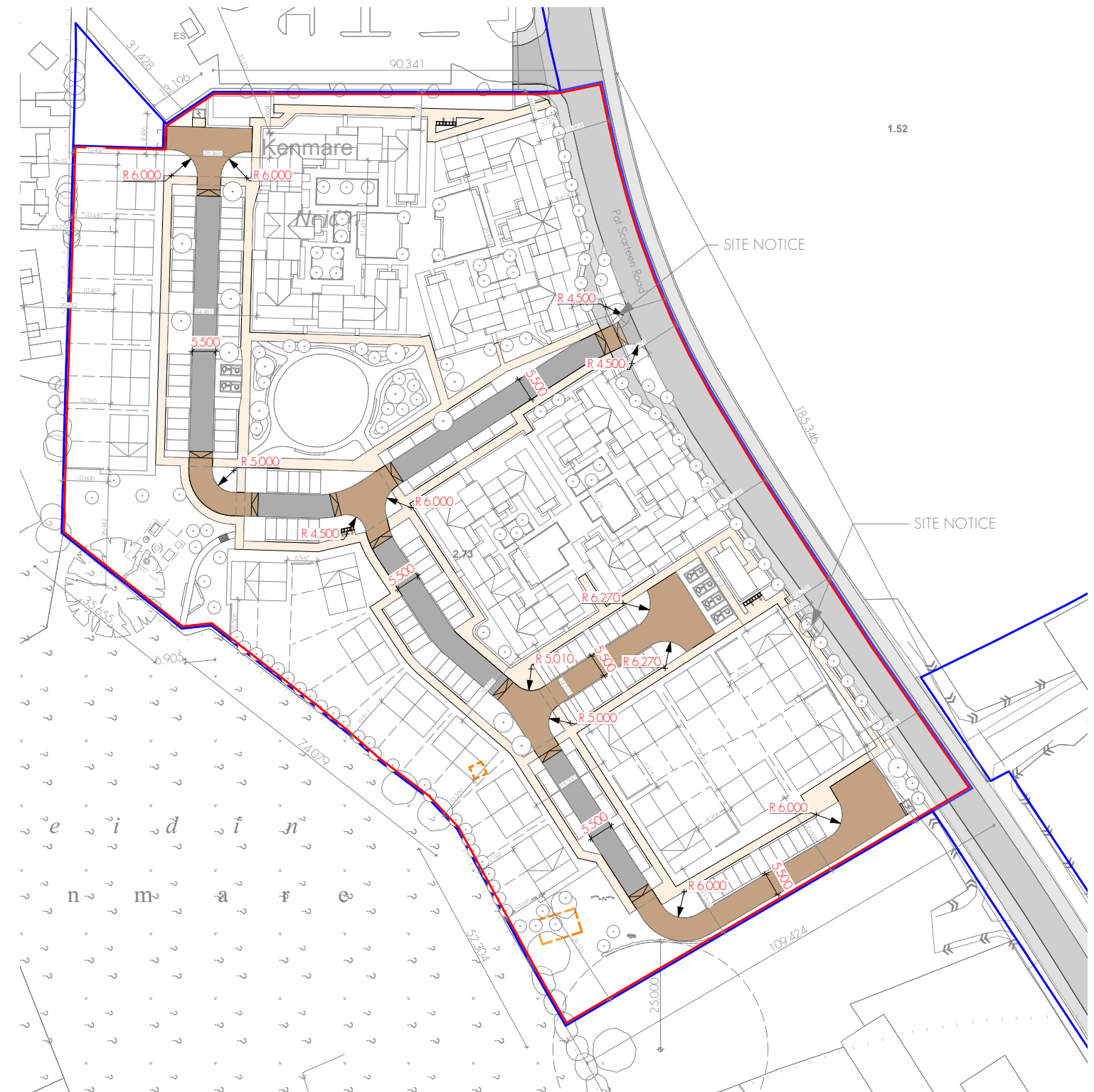
The proposed turning heads and turning radii have been revised to address this issue. The accompanying drawings illustrate the proposed internal road layout, including the geometry of the carriageways, junctions and turning radii.

The road network has been designed in accordance with the principles and standards set out in the Design Manual for Urban Roads and Streets (DMURS) and has been developed to accommodate the operational requirements of emergency and service vehicles.

The proposed junction radii, carriageway widths and turning arrangements have been designed to facilitate the safe manoeuvring of fire appliances, refuse collection vehicles and other service vehicles throughout the development. The accompanying drawings demonstrate that the proposed road layout can accommodate these vehicles and satisfactorily addresses the queries raised in relation to turning radii, entrance geometry and vehicle access.

Accordingly, it is considered that the proposed development provides a safe and functional road network that complies with the relevant guidance contained within DMURS and is suitable for the intended operational requirements of the development.

Please refer to the Autotrack drawings included within the engineering drawing pack for further information.



241088-MA-SW-XX-DR-A-10016-P01-Proposed Site Layout Plan (Roads and Paths)

*For further information on this drawing please refer to scaled A1 drawing as titled above.

05 Response to 32B Consultation Meeting

5.5 - Response to Meeting Observations

9 Comment from 32B Meeting

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.

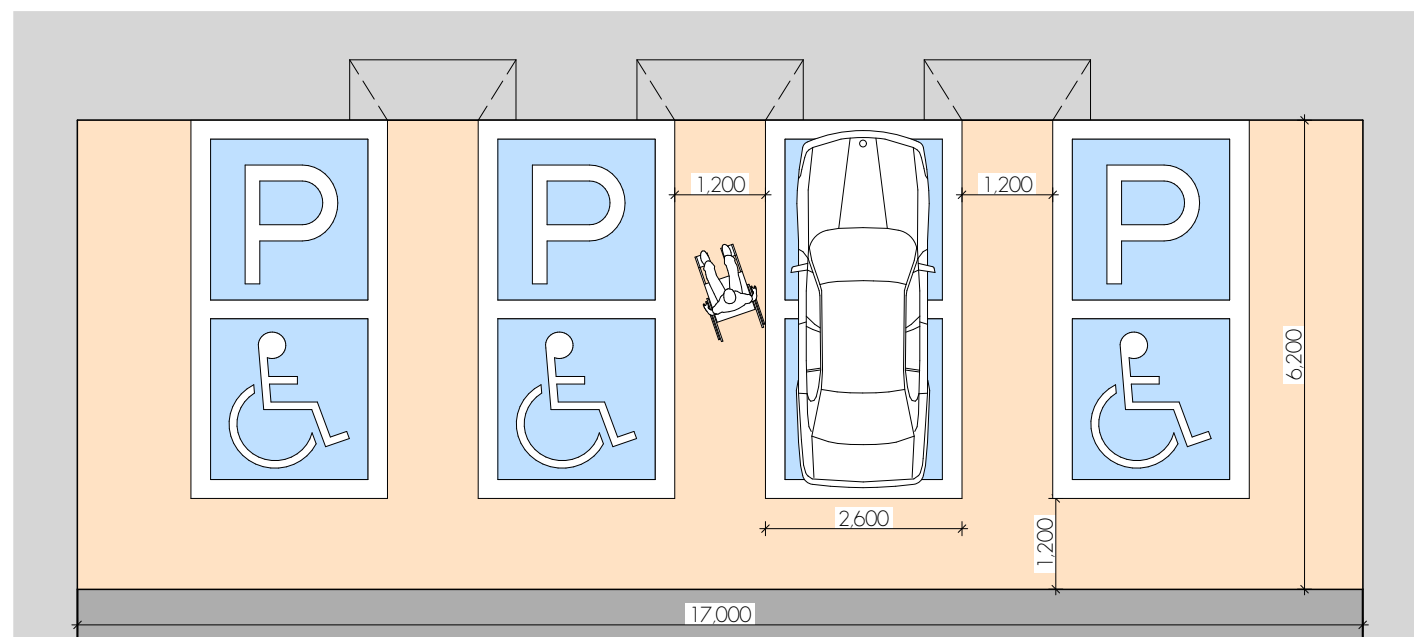
· LRD Currently - > 5% allocated.

Action - designer ensure designated space dimensions in line with TGD
- M and kerbs are dished correctly.

Response to Comment from 32B Meeting

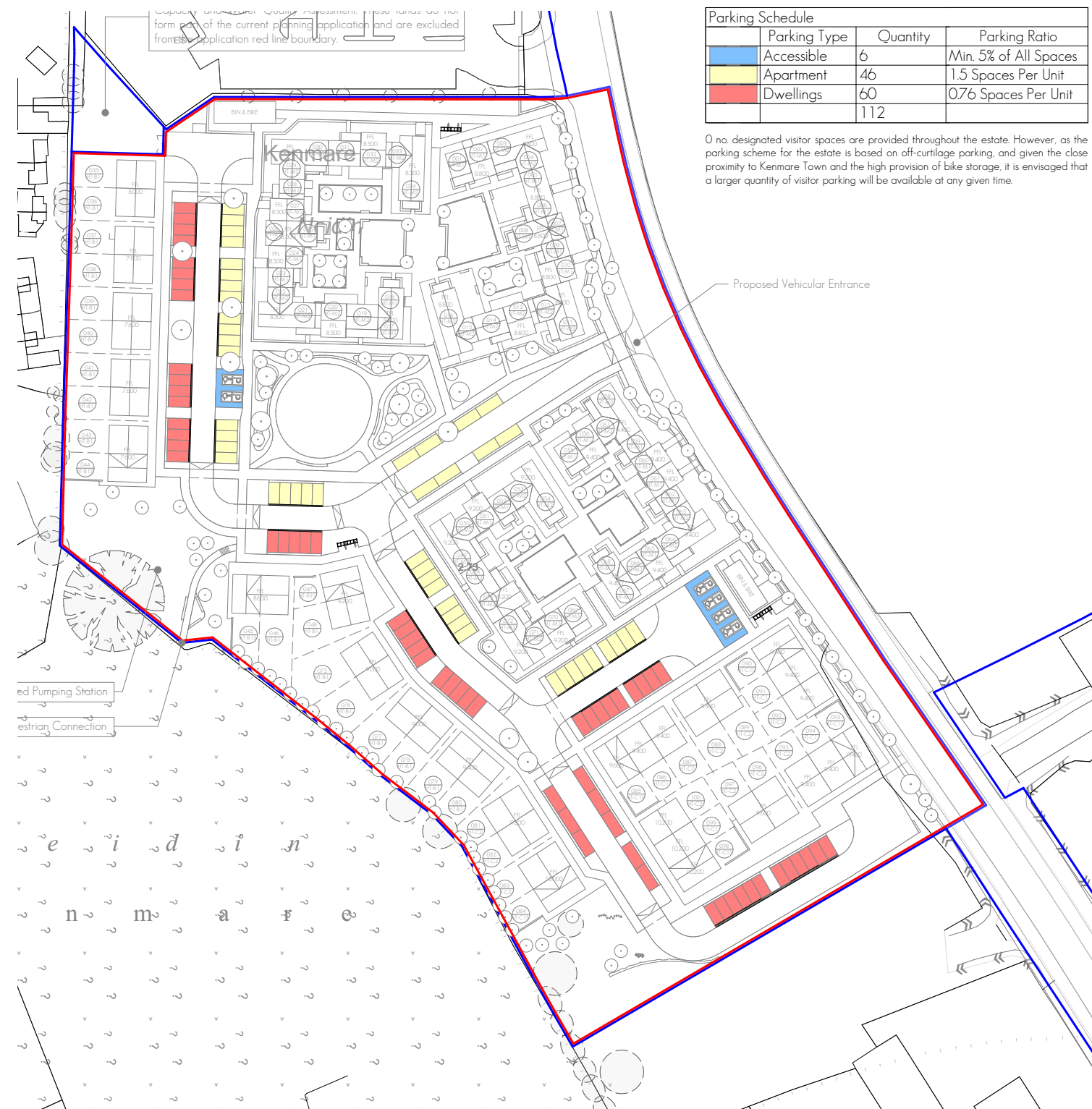
All accessible parking spaces within the proposed development will be provided in full accordance with the requirements of Part M of the Building Regulations and all associated guidance relating to accessible parking design. This will include the provision of the required parking bay dimensions, access zones, dropped (dished) kerbs, level pedestrian connections, and all other associated design elements necessary to ensure safe and convenient access for persons with disabilities and reduced mobility.

The detailed design of each accessible parking space will fully comply with the prescribed Part M standards, ensuring that the development provides an inclusive and accessible environment for all users.



Accessible Parking Layout

1:100



241088-MA-SW-XX-DR-A-10008-P03-Proposed Site Layout Plan (Parking Strategy)

*For further information on this drawing please refer to scaled A1 drawing as titled above.

Parking Schedule			
Parking Type	Quantity	Parking Ratio	
Accessible	6	Min. 5% of All Spaces	
Apartment	46	1.5 Spaces Per Unit	
Dwellings	60	0.76 Spaces Per Unit	
	112		

0 no. designated visitor spaces are provided throughout the estate. However, as the parking scheme for the estate is based on off-curtage parking, and given the close proximity to Kenmare Town and the high provision of bike storage, it is envisaged that a larger quantity of visitor parking will be available at any given time.

05 Response to 32B Consultation Meeting

5.6 - Response to Meeting Observations

10 Comment from 32B Meeting

Dwellings: Electric Vehicle Recharging Infrastructure - to be complied with.

- Multi-unit building containing one, or more than one dwelling - recharging point requirement to be complied with.
- Ducting infrastructure, consisting of conduits for electric cables, etc to be complied with.
- Caution when selecting a Building Product or system i.e. check Table 1 - regards U-Value and achieving compliance.

Response to Comment from 32B Meeting

Electric Vehicle (EV) charging infrastructure has been incorporated throughout the proposed development in accordance with the relevant guidance. A total of 20% (one in every five) parking spaces have been provided with EV charging facilities, ensuring that the development meets the applicable standards and supports the transition to sustainable, low-emission transport. The proposed EV charging provision is distributed across the site to ensure convenient and equitable access for future residents and visitors and is considered fully compliant with the relevant policy and design guidance.

In addition to the proposed EV charging spaces, ducting infrastructure has been provided to the front of all perpendicular parking spaces throughout the development. This passive provision has been incorporated to facilitate the straightforward installation of additional EV charging points in the future, should demand increase. Accordingly, the proposed design provides a future-proofed parking layout that supports the phased expansion of EV charging infrastructure without the need for significant disruption or alterations to the completed development.



← 500mm zone for EV charging ducting at the front of spaces

EV Parking Schedule
Total Parking = 112
Minimum EV Parking Required = 23 Spaces
EV Parking Provided = 24 Spaces
*Please Note all other spaces are ducted to facilitate future installation.

In accordance with the Kerry County Development Plan 2022-2028 (Volume 6 - Development Management Standards, Section 1.207 - Car Parking Standards), residential multi-unit developments are required to provide a minimum of one EV charging point per five car parking spaces, with ducting provided to all remaining parking spaces to facilitate future installation.



241088-MA-SW-XX-DR-A-10017-P01-Proposed Site Layout Plan (EV Parking Strategy)

*For further information on this drawing please refer to scaled A1 drawing as titled above.

05 Response to 32B Consultation Meeting

5.7 - Response to Meeting Observations

11 Comment from 32B Meeting

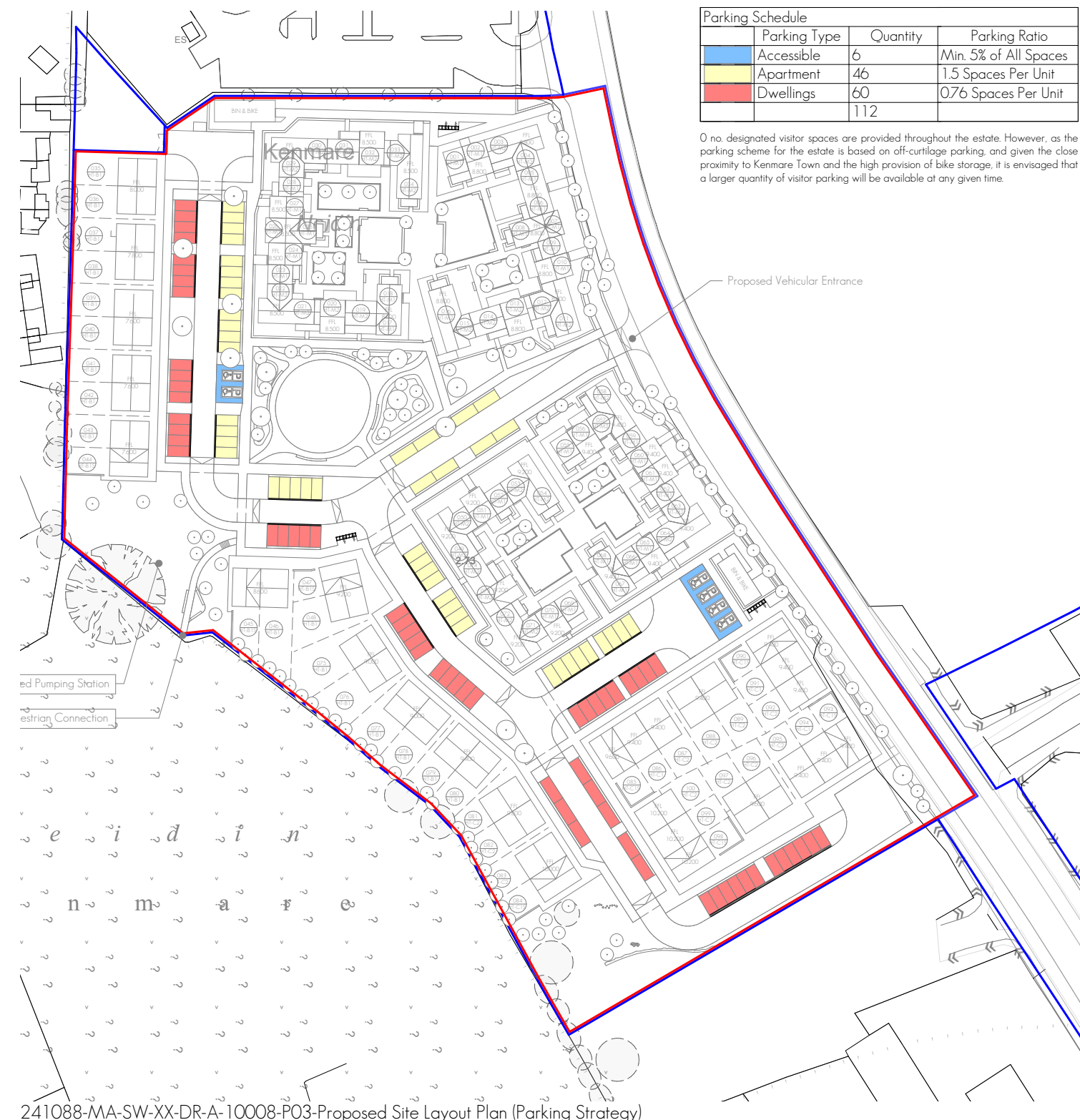
Car parking spaces for disabled should be distributed throughout the estate, not assigned to one area and relocated closer to apartments rather than the houses.

Response to Comment from 32B Meeting

The proposed accessible parking spaces have been carefully positioned to maximise accessibility while responding appropriately to the site layout and the operational requirements of the internal road network. The accessible parking bays are grouped in close proximity to the proposed apartment buildings, providing convenient and direct access for residents and visitors with reduced mobility.

To the northern part of the site, the accessible parking spaces are strategically located to serve both the apartment units and the proposed public open space, ensuring convenient access to the principal amenities within the development. Safe and accessible pedestrian routes are provided from these spaces via Part M-compliant footpaths, incorporating dropped (dished) kerbs, level crossing points, and appropriate gradients to facilitate ease of movement throughout the site.

The proposed arrangement is considered to represent the most efficient and practical use of the available space, while delivering a high standard of accessibility and ensuring that the accessible parking provision effectively serves the key destinations within the development.



*For further information on this drawing please refer to scaled A1 drawing as titled above.

6.0 - Urban Design Criteria

06 Urban Design Criteria

6.1 - Urban Design Criteria

01. Context

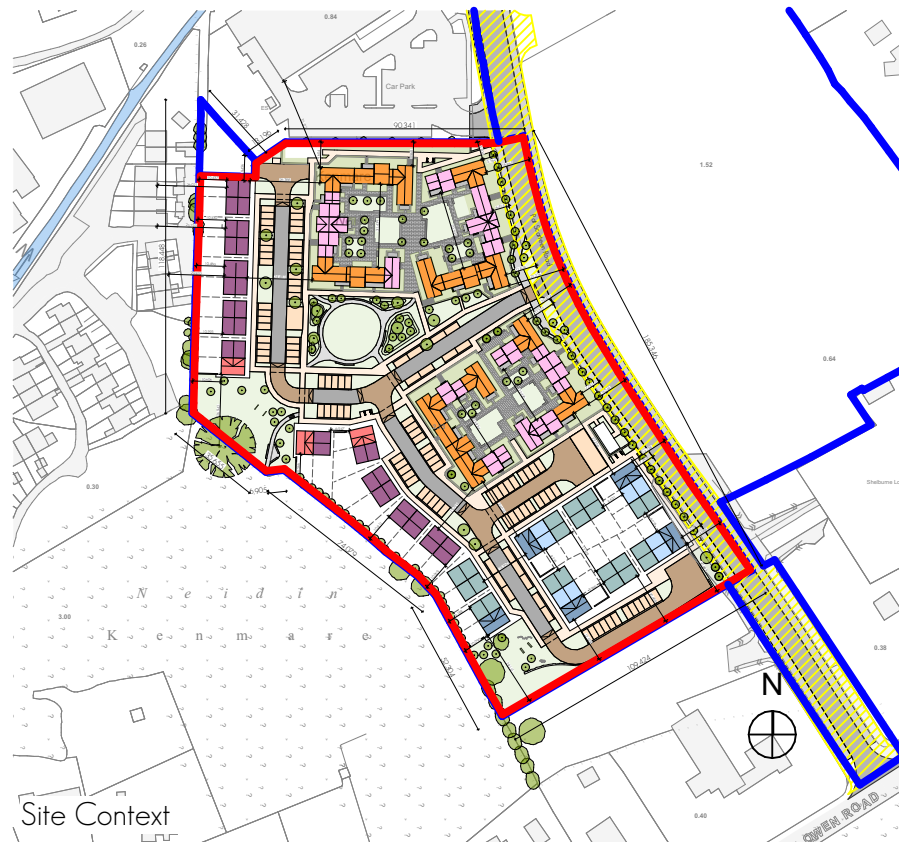
How does the development respond to its surroundings?

The proposed development of 100 no. residential units is a natural extension to the surrounding urban forms and serves to extend the urban form of Kenmare 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 minimal interventions are necessary in the landscape.



Site Context

02. Connections

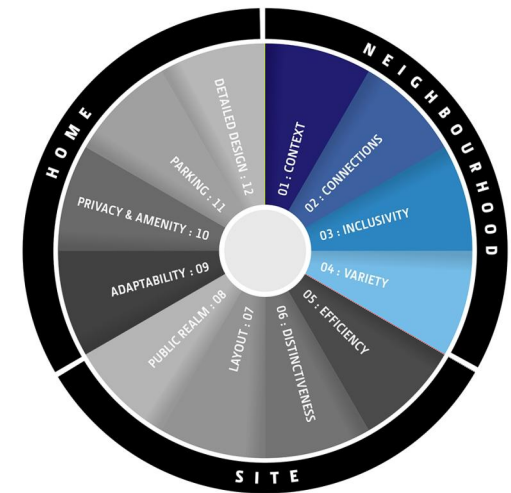
How well connected is the new neighbourhood?

The subject development will be accessed from the Pat Scarteen Road via 1 no new vehicular site entrance.

Pedestrian permeability was a key aspect of the design and 4 no. new pedestrian connections are proposed on the Pat Scarteen Road to the east. An existing combined cycle and pedestrian path is located along the road and will be amended at the site entrance to ensure its safe and continued use.

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

A number of employment, educational and recreational amenities 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 own door apartments to three bedroom houses. All houses and apartments units have their own front door, with level access provided to all units except for the first-floor maisonettes, which are accessed via an ambulant accessible staircase.

All own door 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.

A series of public open spaces are proposed within the site, enhanced by the inclusion of new pedestrian 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.



Site Sketch Plan



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.

06 Urban Design Criteria

6.2 - Urban Design Criteria (Cont.)

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 eastern entrance from Pat Scarteen Road and the main circulation route within the southern part of the development. Two two-storey courtyard apartment blocks are proposed here to create a strong urban frontage and a distinctive gateway into the scheme. The buildings feature high-quality stone façades up to window head level, providing a refined and durable public face to the development.

Character Area 'B': This area forms an external edge to the development and comprises three-bedroom semi-detached dwellings. These homes prominently front onto Pat Scarteen Road, creating an active and well-defined streetscape edge along this important approach into Kenmare, while additional units address the southern boundary of the site. The dwellings incorporate stone finishes up to window head level, reflecting the apartment buildings and providing added durability to these elevations.

Character Area 'C': This area occupies a more sheltered part of the site and contains three-bedroom houses. A number of these dwellings back onto the western boundary, particularly adjoining existing residential properties, helping to provide an appropriate transition in scale and protect neighbouring amenity through rear-to-rear relationships. The houses feature stone accents around entrance doors, adding architectural detail while maintaining a cohesive visual character throughout the development.

Parking in all areas are off-curtilage, with a number of parallel parking spaces provided to reduce the visual impact of cars and support sustainable travel modes.

05. Efficiency

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

The proposed development provides a density of 39.5 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 in the central landscaped area 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 facilities such as bin stores, bike stores and open space.

All 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.



3D Character Area Plan

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 ensure variety but all are fully accessible and open to all.

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

The open space 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 apartment 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 (Cont.)

09. Adaptability

How will the buildings cope with change?

The development includes 4no. distinct house types and 2no. distinct courtyard blocks, which range in size from 1 and 2 bedroom units. This allows for a range of tenancies.

This range of house and courtyard apartments types ensures that the development is suitable to people at all stages of their lives. The apartment units are also easily convertible 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 for all the 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.

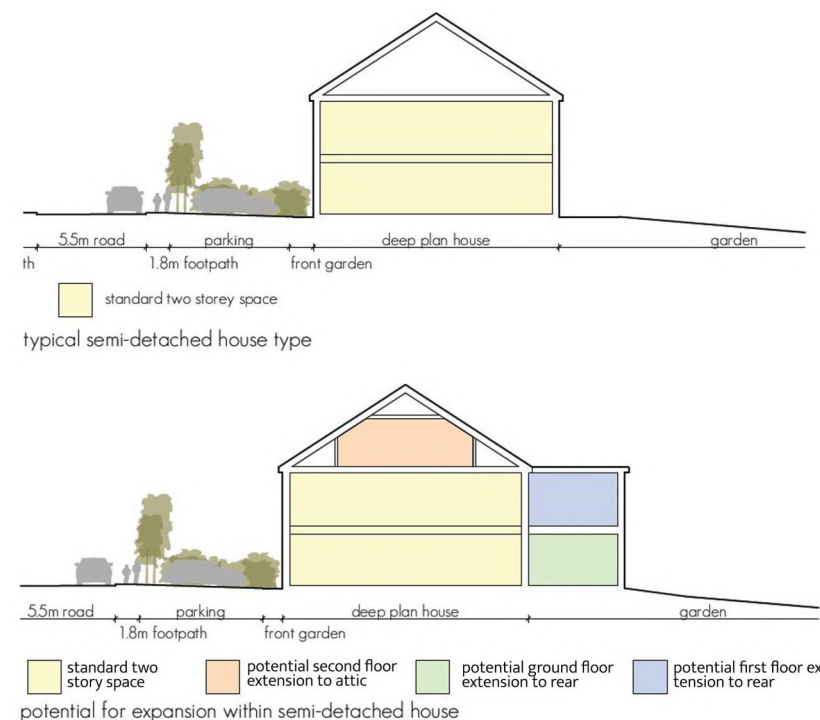
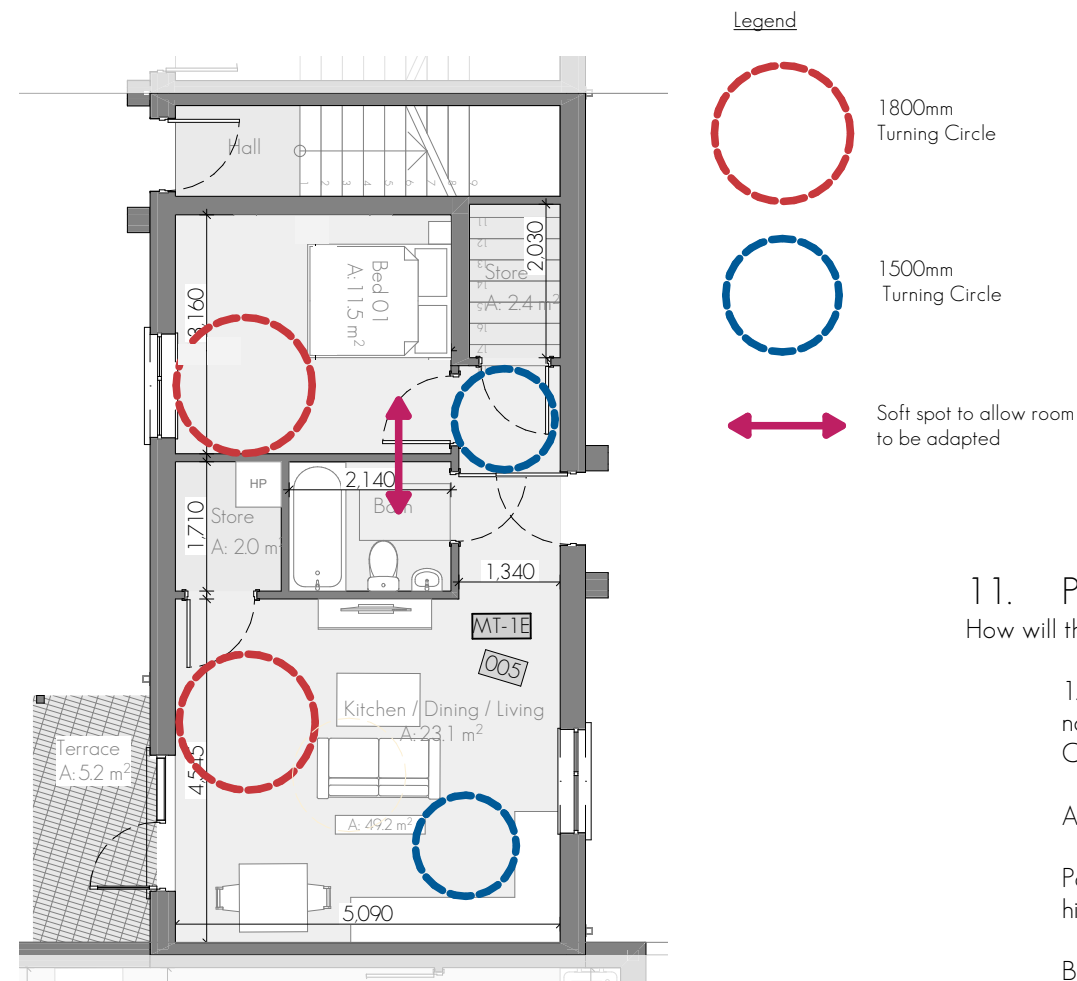
The houses are a minimum of 8m to the site boundary to ensure the maximum level of privacy for each dwelling. The houses are also provided with a 2m high rear garden boundary to protect the amenity of the gardens between properties.

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 access to rear gardens in all 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.



Examples of Adaptability



11. Parking

How will the parking be secure and attractive?

1.5 no. off curtilage spaces (60 total) are provided for 40no dwellings, and 0.76 no off curtilage or communal parking spaces (46 total) are provided for the Courtyard apartment units.

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 Kenmare Region.

In line with this a palette of painted render finishes and stone 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.