

DEER PARK LRD

OFF PARK ROAD, ARDSHANAVOOLY(TOWNLAND), KILLARNEY, CO. KERRY

Architectural Design Statement

September 2026

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DEER PARK LRD SCHEDULE
Gross Site Area (Red Line Boundary): 3.8 Ha Net Site Area (Developable Area): 3.5 Ha (Excluding Strategic Links Project - Links Road A-C layout)
Total Number of Proposed Units: 188
4 Bed Units: 34 (18.1%) 3 Bed Units: 67 (35.6%) 2 Bed Units: 51 (27.1%) 1 Bed Units: 36 (19.2%)
Unit Mix
Semi-Detached: 48 (25.5%) Townhouses: 53 (28.2%) Mews: 19 (10.1%) Apartments (Block): 68 (36.2%)
Proposed Density (Based on Net Site Area) : 53.7 U/Ha Proposed Usable Open Space: Approx. 10.6%

reddy architecture+urbanism

DEER PARK LRD, KILLARNEY, CO. KERRY

1.1 Introduction and Development Description

This Design Statement has been prepared by Reddy Architecture and Urbanism on behalf of Ross-Park Residential HS Limited. (the applicant) as part of a planning application to Kerry County Council for a Residential Development at Deer Park, off Park Road, Ardshanavooly (townland), Killarney, Co. Kerry. The applicant is applying for planning permission to construct a total of 188 no. residential units with ancillary creche, landscaping and all associated site development works.

The proposed development is located at Deer Park, immediately adjacent to existing and proposed residential, Deer Park Shopping Centre and Killarney Town Centre, and has been designed to follow the principles set out in the '*Sustainable and Compact Settlements Guidelines for Planning Authorities (Department of Housing Local Government and Heritage August 2024)*' guidelines. The scheme achieves a density of 53.7 dwellings per hectare, with a mix of semi-detached, townhouse, mews, and apartment units. A strong emphasis on high-quality streets and public open spaces will create a strong sense of place and community within the scheme in line with the *Design Manual for Urban Roads and Streets*.

The proposed development includes the construction of 120 no. two and three storey houses comprising of 53 no. townhouse units (37 no. 3-bed units, 16 no. 4-bed units), 48 no. semi-detached units (30 no. 3-bed units, 18 no. 4-bed units), 19 no. mews houses (19 no. 2-bed units), and 68 no. apartments in 2 no. four storey blocks (36 no. 1-bed units, 32 no. 2-bed units).

Vehicular access to the proposed development will be via the proposed Killarney Strategic Links Project - Links Road A-C, part of which will be delivered by the proposed development. The design includes short and longer term future accesses reflecting the phased delivery of Links Road A-C, as well as pedestrian/cycle infrastructure to/from Friary Downs / the R876 to the south 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, 1 no. ESB substation, landscaping, water services and drainage infrastructure and all associated site development works.

SITE OVERALL						
	Semi-Detached	Townhouses	Apartments		Total	%
1-Bed			36		36	19.2%
2-Bed		19	32		51	27.1%
3-Bed	32	35			67	35.6%
4-Bed	18	16			34	18.1%
Total	50	70	68		188	

Total Application Site Area	3.8	Ha
Net Site Area (Excluding Distributor Road)	3.5	Ha
Total Number of Residential Dwellings	188	Units
Gross Density Total Area	49.5	Dwellings/Ha
Net Density Total Area (Excluding Distributor Road)	53.7	Dwellings/Ha
Percentage of Public Open Space	10.6%	



Site location in Killarney

1.2 Design Considerations and Site Context

The overall landholding extends to approximately 3.8ha. The site occupies a highly accessible and strategically positioned parcel of serviced urban land within the established built-up footprint of Killarney. The proposed site layout has been designed to follow the principles of the *Sustainable and Compact Settlements Guidelines for Planning Authorities* (Department of Housing Local Government and Heritage August 2024).

The proposal comprises a 188-unit residential scheme, including:
2 no. apartment blocks, Townhouse blocks, Mews houses, Semi-detached dwelling units and a childcare facility in a medium to high density scheme with place-making at its heart.

The scheme is designed to:

- Deliver a balanced mix of unit typologies and densities, a multi-generational scheme
- Support sustainable and compact urban growth
- Maximise its location within walking distance of town centre services and public transport
- Integrate with the proposed future relief road infrastructure including bus stops and cycle lanes
- Provide neighbourhood-level childcare provision to support family housing
- Create a compact, walkable residential neighbourhood within the urban footprint of Killarney.
- Reinforce sustainable settlement patterns by locating housing close to town centre services and public transport.
- Establish a strong sense of place through defined streets, character areas and landscape features.
- Integrate open spaces and green corridors to support biodiversity, recreation and visual amenity.
- Provide a balanced housing mix to support a diverse and inclusive community.

1.3 Strategic Rationale

The site represents a logical and sustainable extension of the built-up area of Killarney due to:

- Immediate proximity to retail and town centre amenities
- Excellent accessibility to public transport (bus and rail)
- Existing adjoining commercial development
- Alignment with the Council's proposed 'Strategic Links Project – Links Road A-C', and wider infrastructure strategy
- The development aligns with national and local planning policy objectives promoting compact growth, sustainable settlement patterns, and the efficient use of serviced urban lands.



Site outlined in red with Strategic Links Project road identified in orange

1.4 Sustainable Residential Development and Compact Settlements Guidelines

In 2024, The 'Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities', was introduced. This document included a number of additional items which should be considered when developing a scheme, including a series of key indicators of quality design and placemaking.

These 'Compact Growth' Guidelines primarily focus on the provision for sustainable residential development focusing on the creation of compact settlements through the design of innovative unit typologies and the provision of high quality public and private amenity spaces. In these guidelines, consideration is given to the interaction between new and existing settlements, residential density, housing standards and quality urban design and placemaking in order to support sustainable and compact growth for new residential developments. A series of key principles, which are indicated below, along with revised density and private amenity policies ensure that any new development will be designed to a high standards and meet existing and future governing policies.

SUSTAINABLE AND EFFICIENT MOVEMENT

Key principles include;

- Providing a Permeable and Legible Urban Environment.
- Improving Connections between Communities.
- Creating Active Travel and Traffic Calming Measures.
- Minimising Car Parking where possible.

MIX AND DISTRUBUTION OF USES

Key principles include;

- Activating Outdoor Spaces and the Public Realm.
- Catering for Public Transport, Services, and Amenities.
- Providing a Diverse Mix of Housing and a Variety of Housing Alternatives.

GREEN AND BLUE INFRASTRUCTURE

Key principles include;

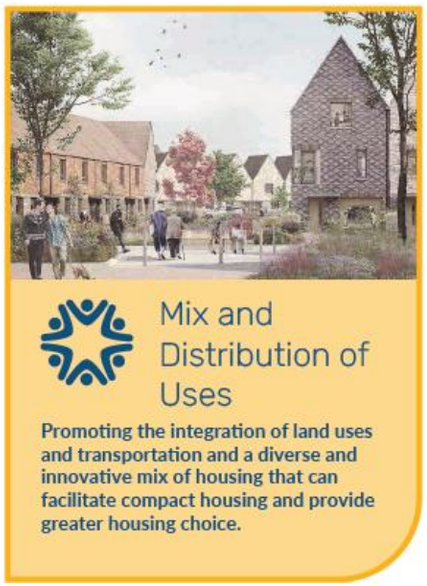
- The Protection, and Enhancement of Natural Features.
- The provision of Multifunctional and Interlinked Urban Green Spaces.
- The promotion of Nature based Solutions (SuDS).

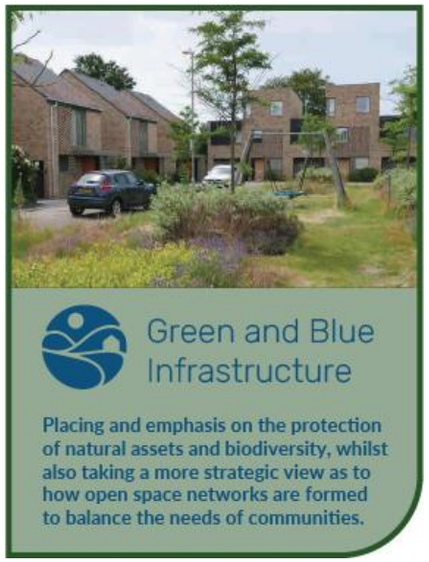
RESPONSIVE BUILT FORM

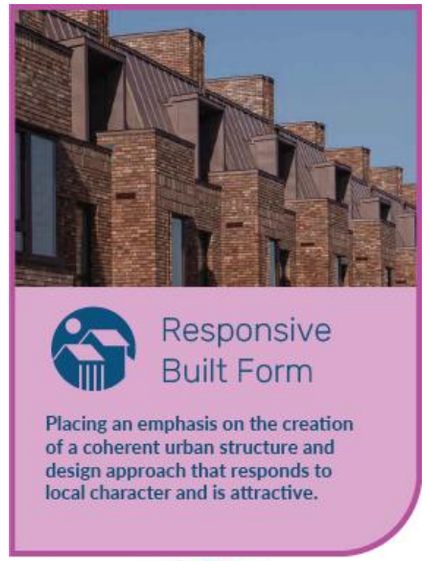
Key principles include;

- The Formation of Legible and Coherent Focal Points.
- Establishing a Pattern of Height, Scale, and Massing providing defined Built Edges and Overlooked Amenity Spaces.
- Creating Modern Architectural and Urban Design with High Quality and Durable Materials.









1.6 Section 32B Pre-Planning meeting with Kerry County Council

A Section 32B meeting was held on April 13th 2026, between the Design Team and members of Kerry County Council's Planning, Architectural and Engineering Departments. In this meeting, the design and layout of the scheme was discussed with some suggestions made to improve the scheme.

The key elements of this discussion are as follows;

1. PROVISION OF ADDITIONAL MEWS HOUSES TO FOR ENTRANCE FEATURE

In order to provide a more urban gateway to the scheme, additional Mews units have been provided to the north of the junction which better interacts with the public realm while creating some additional small plazas to the rear for additional public amenity.

2. REVISION TO APARTMENT BUILDINGS TO IMPROVE ELEVATIONAL TREATMENT, SEPERATION DISTANCES TO BOUNDARY, AND PARKING ARRANGEMENT

The elevational treatment of the apartment buildings have been redesigned in order to provide a more visually appealing frontage onto the Strategic Links Project road. Along with this, the buildings have been redesigned to provide a greater separation distance to the eastern boundary, with the provision for higher soundproofing to the eastern elevation to ensure there is no impact on the residents from the business park. The parking arrangement has also been modified to provide additional parking and communal open spaces for the apartment buildings.

3. PROVISION OF A POTENTIAL PEDESTRIAN LINK TO THE ADJOINING LRD CURRENTLY IN THE PLANNING PROCESS (KCC REF: 26/60718)

A potential pedestrian link to the adjoining Ardshanavooly LRD to the west has been incorporated into the public open space which ensures a safe, well-overlooked pedestrian route while enhancing the connectivity between both developments.



Section 32B Site Layout Plan

1.6 Section 32B Pre-Planning meeting with Kerry County Council

Section 32B Meeting Site Plan



2m high Block Wall to Rear of Semi-Detached Units along Boudnary

Parking Squares with Plazas Created to rear of Mews Units to allow for Strong Urban Edge at Site Entrance

Mews Units Located on both Sides of Site Entrance to form Strong Urban Edge and Interact with Public Realm

Low Level Railing and Hedge to Boudnary in Front of Mews Units

E.V. and Accessible Parking Spaces Allocated for Communal Parking as per Development Plan

Revised Site Plan



1.6 Section 32B Pre-Planning meeting with Kerry County Council



Axonometric Sketch Render of Mews Houses on either side of Access Street addressing Strategic Links Project Road.



Example of Mews Houses along an Access Street.

Sketch Render of Mews Houses on either side of Access Street addressing Strategic Links Project Road.



1.6 Section 32B Pre-Planning meeting with Kerry County Council

Section 32B Meeting Site Plan



Additional Space given to boundary by stepping back Apartment Building at pinch point

Accessible Parking Spaces Allocated for Communal and Creche Parking at 5% as per Development Plan

Parallel Drop-off Spaces provided for Creche

E.V. Parking Spaces Allocated for Communal and Creche Parking at 20% as per Development Plan

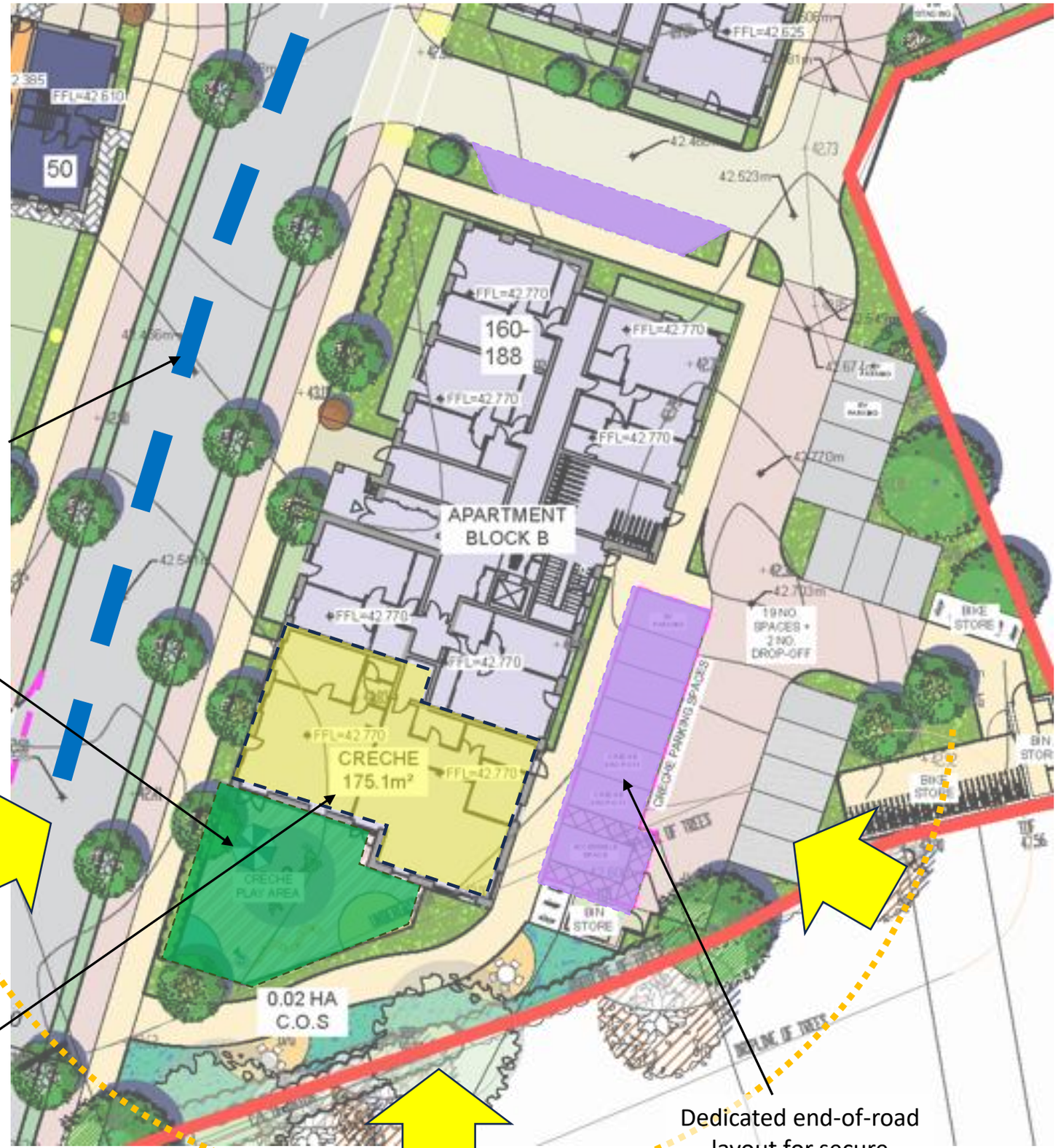
Larger Quantity of Creche Parking Provided and Designated for the Creche

Areas of Communal Open Space provided for Apartments

Revised Site Plan



1.6 Section 32B Pre-Planning meeting with Kerry County Council



Prominent entry position ensures easy navigation.

Offers a large play area.

South-facing rooms maximize brightness.

Dedicated end-of-road layout for secure parking and drop-offs.

We recommend keeping the crèche in its current location for four key reasons:

High Visibility: Prominent entry position ensures easy navigation.

Natural Light: South-facing rooms maximize brightness.

Outdoor Space: Offers a large play area.

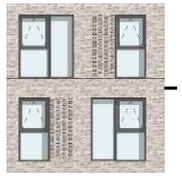
Safe Parking: Dedicated end-of-road layout for secure parking and drop-offs. Drop-off spaces also provided.

1.6 Section 32B Pre-Planning meeting with Kerry County Council



S32B Apartment Block A Western Elevation

Extruded Brick Detail Added for a higher quality elevational treatment



Stair Core moved to Rear for more active Elevation

Stronger Contrasting Brick used to break down façade treatment

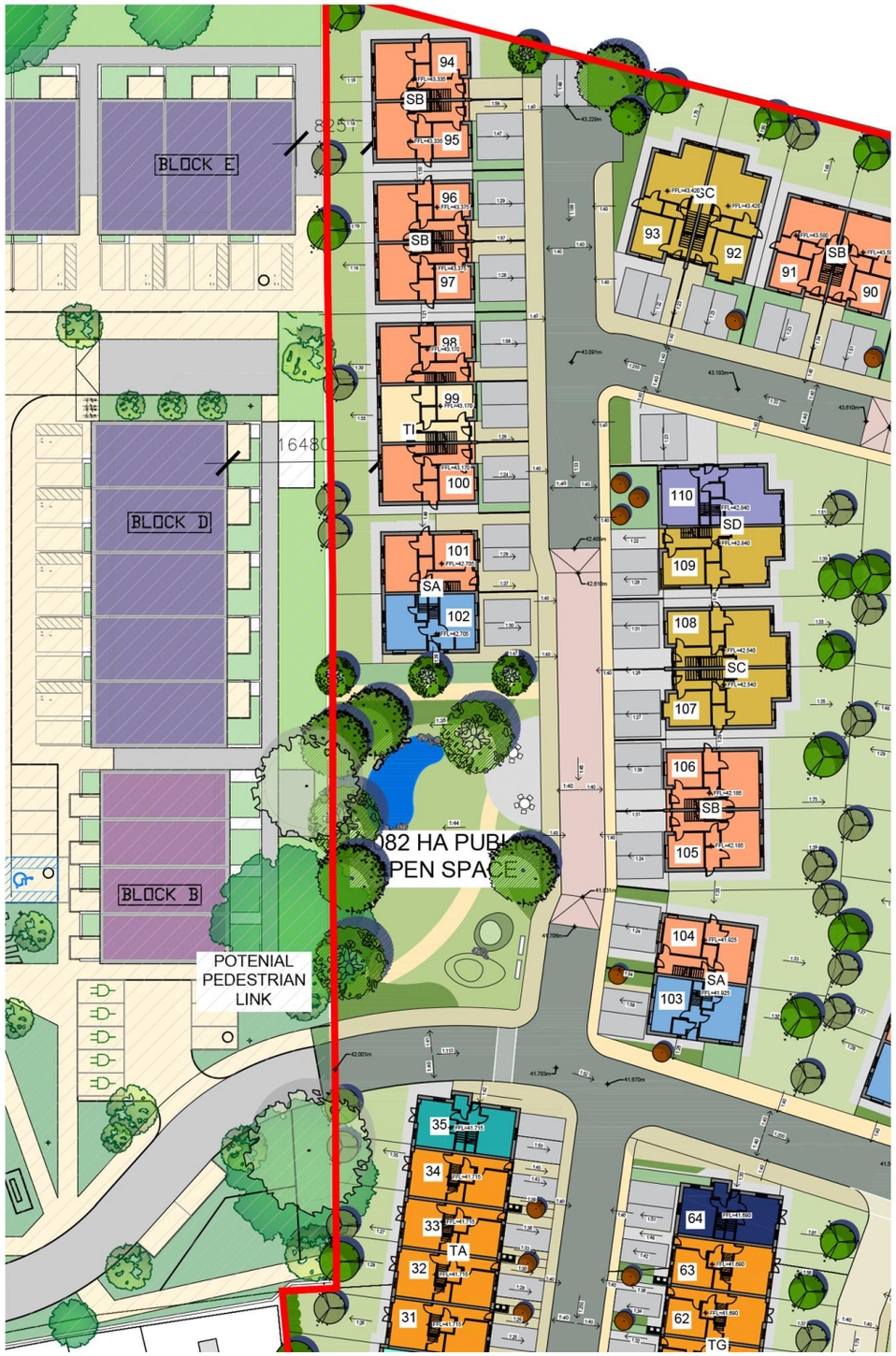
Some Balconies moved to southern elevation to increase passive surveillance and get southern light



Revised Apartment Block A Western Elevation

1.6 Section 32B Pre-Planning meeting with Kerry County Council

Section 32B Meeting Site Plan



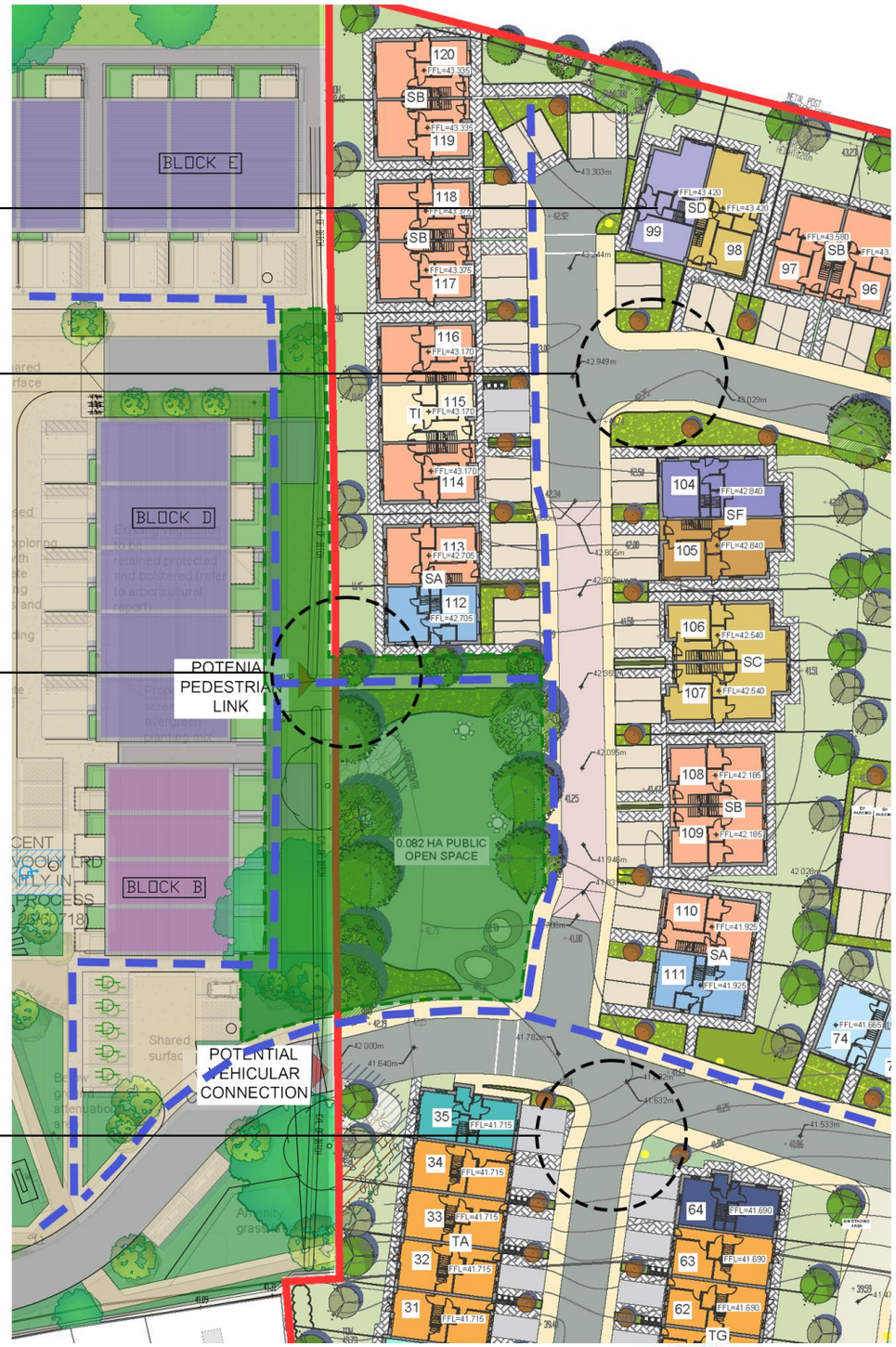
Additional Corner Units introduced to provide Additional Passive Surveillence

Junctions redesigned as T-junctions in Key Areas

Potential Pedestrian Link positioned to provide the most effective connection to the adjoining open space, ensuring a safe, well-overlooked pedestrian route while enhancing connectivity between both developments.

Junctions redesigned as T-junctions in Key Areas

Revised Site Plan



2.0 SITE CONTEXT & ANALYSIS

2.1 Existing Context & Zoning

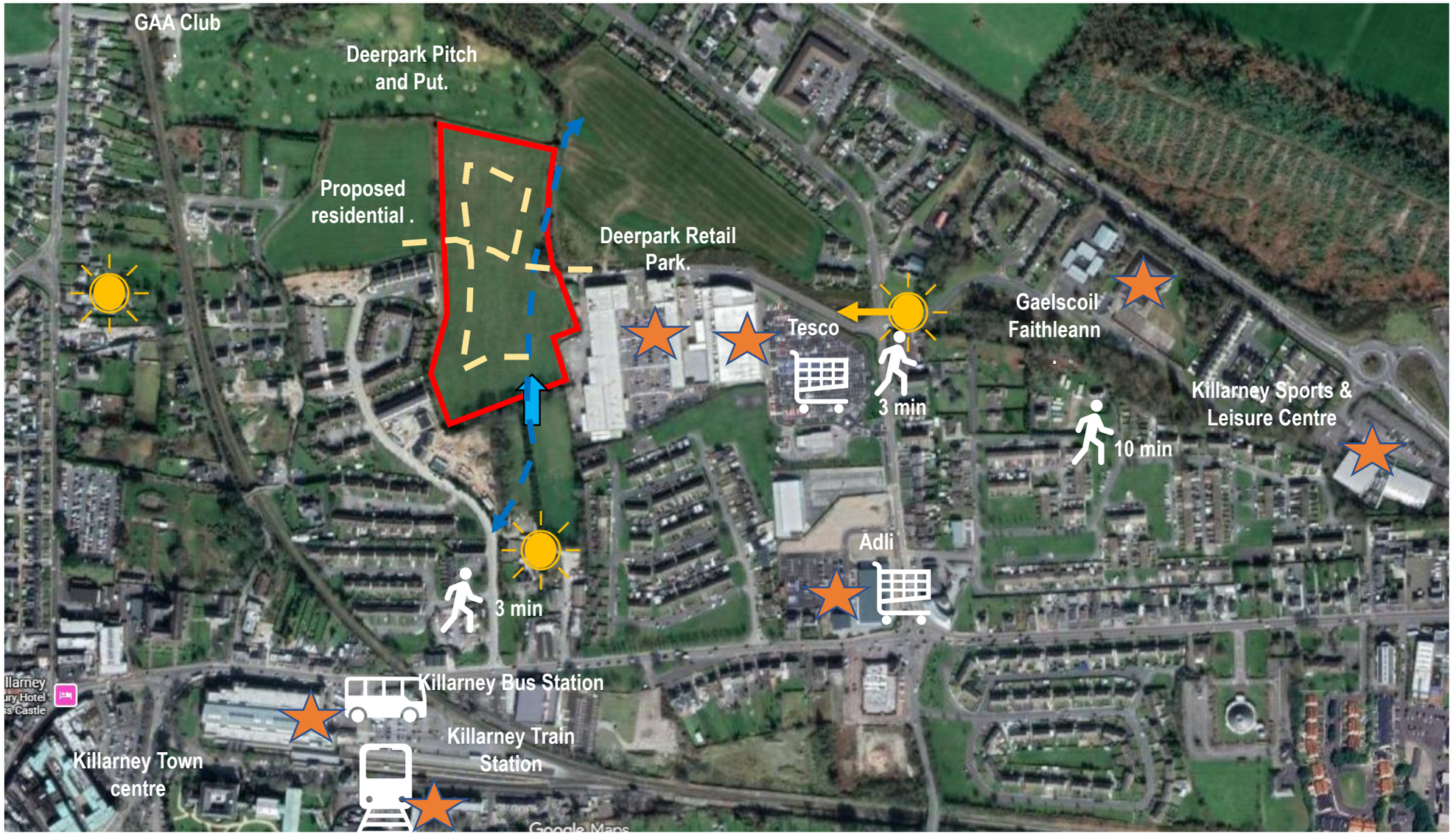
The application site is located in a pivotal location adjacent to Killarney town within a short walking distance of multiple facilities.

Bounded by the Deer Park Pitch and Putt Course to the north and existing and proposed residential development to its south and west with linkages provided to these within the layout. To the immediate east is the Deer Park Retail Park, providing pharmacy, coffee shop, supermarkets, convenience stores, warehouse and discount stores. As an infill residential scheme within this setting, the scheme will function as a natural extension to the town of Killarney by consolidating development in the area.

Under the latest Killarney Municipal District Local Area Plan, the land is zoned; *"R1 New/Proposed Residential."* The Development plan seeks a new future distributor/link road which is included, running through the site in the northerly direction.

The site adjoins an existing transportation network with a 3 min walk to both Train and Bus stations giving multiple travel options including onward links to Dublin and Tralee.

There are numerous Schools and sports clubs in the area including GAA, rugby, soccer and the Killarney Sports and Leisure center is a 10 min walk. Then of course the vibrant town of Killarney is on the doorstep, with its food, arts and culture and the 26,000 acre natural park with well known attractions including Mucross House and Gardens, Torc Waterfall, the Lakes, Gap of Dunloe and the scenic Ring of Kerry.



2.0 SITE CONTEXT & ANALYSIS

2.2 Connection Opportunities & Main Strategic Links

The scheme has been designed following a process of site and local context analysis, from which a multilayered approach has created a structured and permeable network. Key connection opportunities were identified to include the new link road access points north and south, connections to local services to the east and future residential to the northwest. These formed the basis for the main strategic link roads through the site and the principal corridors for movement of pedestrians, cyclists, public transport and vehicles.

Further traffic calmed linkages and connections were then formed within the site to ensure all parts are accessible from a number of different directions with a highly permeable network.
Following the establishment of this structure, plots were then laid out appropriate to location to include:

- Density reduction from north to south to respect adjoining context with higher density adjoining the retail park and a gradual reduction as the site moves towards the Pitch and Putt course to the north.
- Buildings of scale located adjacent to Retail warehousing and to provide an active edge to the Link Road with parking hidden in mews courts behind.
- Crèche located in a highly visible location on arrival from the south within the apartment building with a south facing garden.
- A meandering secondary link street following the site boundary to ensure generous back-to-back distances to adjoining houses to the west.
- Three public open space forming local public play and recreation areas.

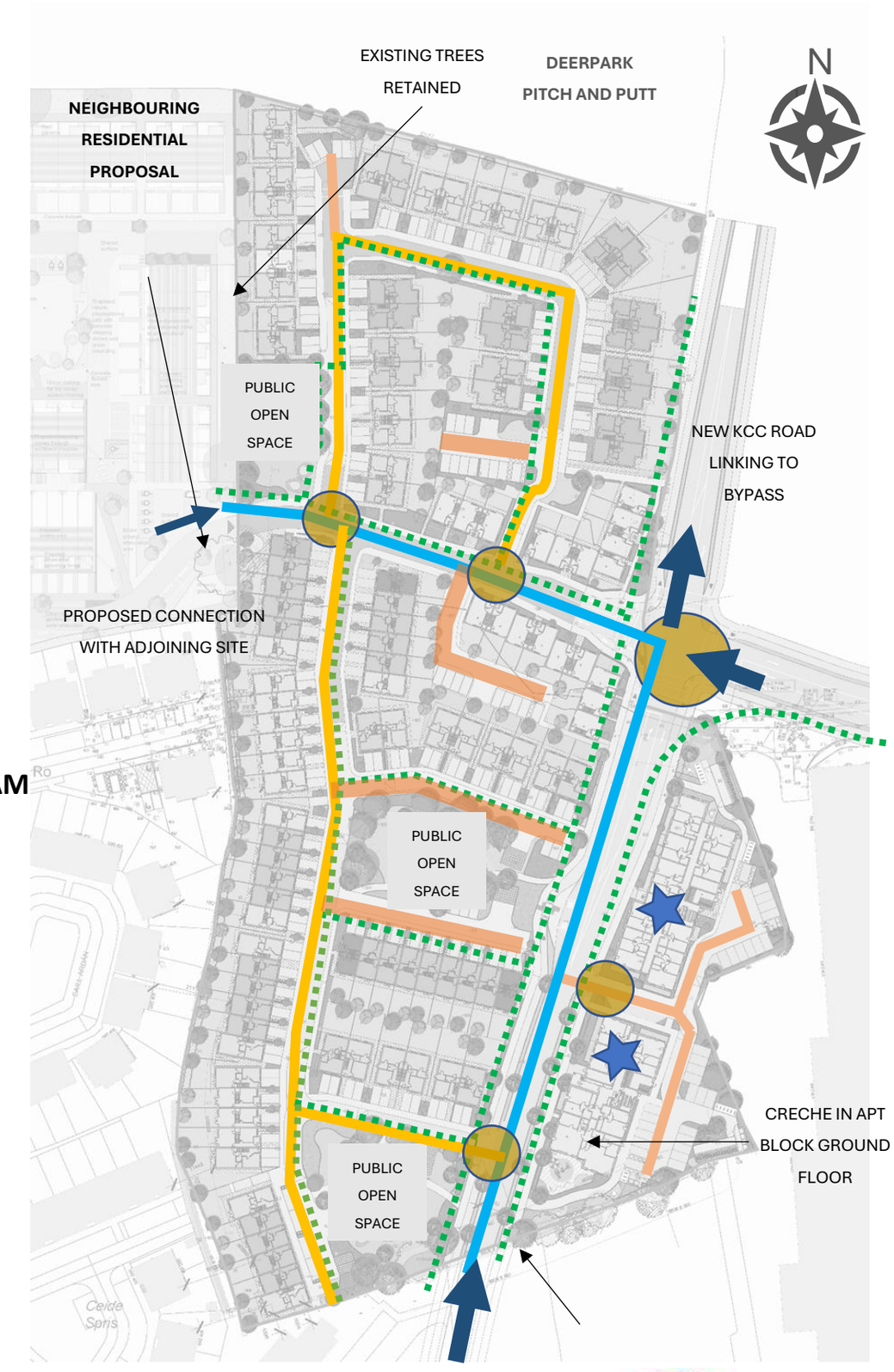
Road Hierarchy

The Design Manual for Urban Roads and Streets (DMURS) has influenced not only the Road Hierarchy but also the positions and nature of these pedestrian links. The scheme is designed to improve pedestrian movement and comfort by reducing the dominance of the car.

The required 7m wide link road and cycle/footpaths forms the primary route, off which secondary 5.5m carriageway “Link Street” connections are provided. This leads to shared surface “local street” homezones with reduced carriageway widths of 4.8m and shared surface 1.2m footpaths. A shared surface court for the two-bedroom Mews houses is provided, concealing cars from streetscapes in the traditional manner.

All in accordance with DMURS, this combined approach reduces the dominance of the carriageway and slows vehicles, giving greater pedestrian priority and the potential for all weather play or community gatherings. At the same time, these more attractive streets also provide fully compliant access for Refuse and Fire trucks as well as the required 6m distance for rear reversing vehicles from driveways.

URBAN FRAMEWORK DIAGRAM



3.0 URBAN DESIGN

3.1 Proposed Site Layout Plan



Unit Breakdown:

4-Bed Front-Entry Semi-Detached	13
4-Bed Side-Entry Semi-Detached	05
4-Bed Front-Entry Townhouse Type 1	06
4-Bed Front-Entry Townhouse Type 2	06
4-Bed Side-Entry Townhouse Type 1	01
4-Bed Side-Entry Townhouse Type 2	03
3-Bed Front-Entry Semi-Detached	24
3-Bed Side-Entry Semi-Detached	06
3-Bed Townhouse Type 1	27
3-Bed Townhouse Type 2	07
3-Bed Townhouse Type 3	03
2- Bed Mews Houses	19
Total houses	**120**
Apartment Block A (4 storeys)	
1-Bed Apartment	20
2-Bed Apartment	19
Apartment Block B (4 storeys)	
1-Bed Apartment	16
2-Bed Apartment	13
Combined **Total**	**188**

Overall Site Area = 3.8 Ha
Net Site Area = 3.5 Ha
Net Density = 53.7 Ha
Public Open Space = 0.372 Ha (10.6%)

N



3.2 Sustainable and Efficient Movement

- The plan has been designed to provide a highly permeable and legible network of streets and spaces following a process of site and local context analysis. From this, a multilayered approach has created a structured and permeable network.

- Key connection opportunities were identified to include the new link road access points north and south, connections to local services to the east, and future residential to the northwest.

- Connections are improved for established communities adjoining the site with quicker connections to shops, public transport, local services and amenities by moving through the proposed site

- Streets are designed in accordance with DMURS to calm traffic and enable the safe and comfortable movement of vulnerable users.

- In line with the Compact Growth Guidelines, parking has been minimised where possible to ensure the promotion of active travel and create a pedestrian friendly development. A total number of 223 car parking spaces have been provided throughout the scheme. There is provision for one space per 2 and 3 bedroom terrace dwelling, 2 spaces for larger family 3 and 4 bedroom dwellings and a reduced quantum for apartment residents in light of short walking distances to the adjacent town centre, shops, local services and employment, reducing the demand for private car use and promoting sustainable modes of transport. 6 no. visitor spaces have been provided as additional parking throughout the scheme. There is also provision of a bus stop on the Relief Road accross from the apartment buildings which will offer further connectivity to Killarney Town Centre.

- Adequate cycle parking has been provided to ensure each unit has access to safe and secure bicycle parking. A total number of 141 bike parking spaces have been provided in the form of a secure store and Sheffield stands scattered around the scheme to serve the development, in line with the Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities (2024).

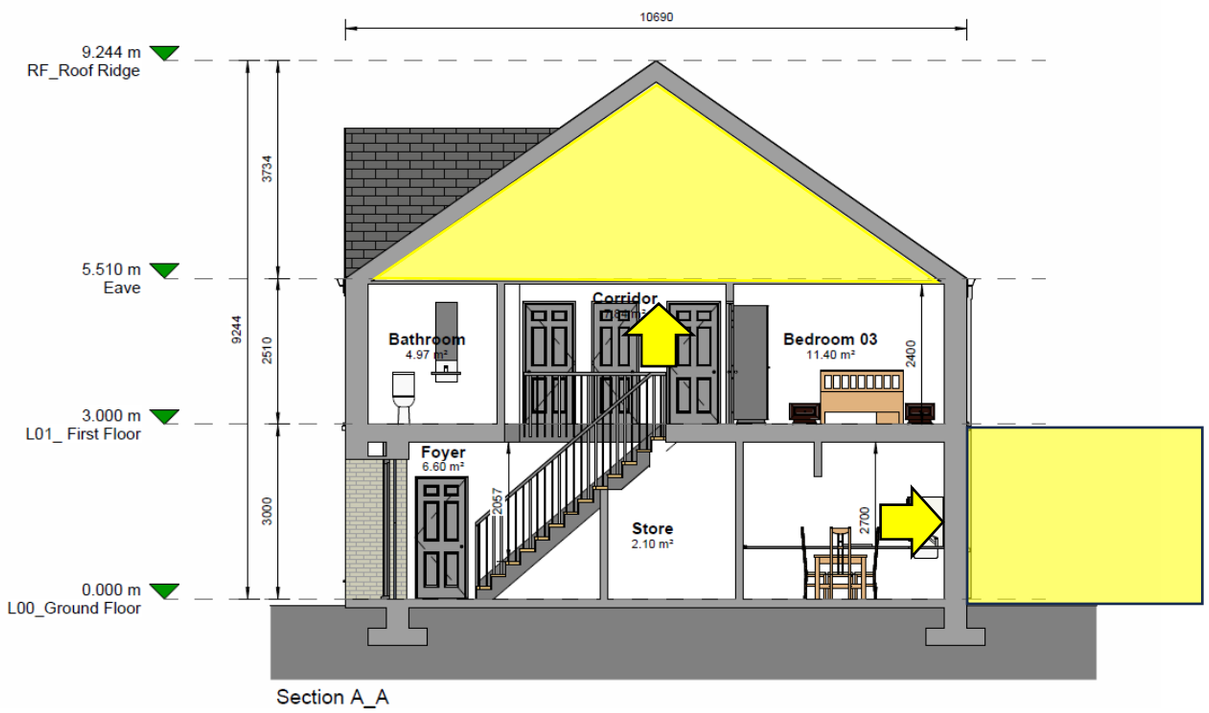
3.3 Mix and Distribution of Uses

- Land use been distributed in a complementary manner that optimizes access to public transport, amenities and local services via walking or cycling

- Various housing typologies have been proposed in the scheme to cater for a wide range of end users and ensure the development provides housing for all ages. Great care has been taken to provide suitable housing for every stage of life from 1 bed apartment units to 4 bed townhouse and semi-detached houses.

- The proposal will support the regeneration and revitalization of an existing neighbourhood and enhancement of the public realm for the area, creating a more livable environment.

- The units within the scheme have been designed to be adaptable in order to respond to the ever changing needs of the home owner over the lifetime of the dwelling. Each of the units have been designed to allow for either an extension into the attic or into the rear garden if required.



Section A_A

Semi-Detached Type B Section with possible extension into Attic and/or Rear Garden



Apartment Block A



Semi-Detached Type A

3.4 Green and Blue Infrastructure

The scheme have been designed to take advantage of the existing landscape features and to incorporate them into the public open space strategy where possible. The existing trees and hedgerows have been retained in places to provide a visually appealing amenity. Secondary open spaces are also spread throughout the development to provide additional amenity focused more on providing natural vegetation and passive recreation spaces. The inclusion of these spaces also contribute to incidental play areas promoting further use of the landscaped features within the development.

Along with the public open space provision provided, there is also a requirement in the 'Planning Design Standards for Apartments; Guidelines for Planning Authorities, 2025' to provide additional residential amenity (on top of the public open space provision) for apartment units in the form of Communal Open Space. To satisfy this, approx. 500 sq.m. of communal open space has been allocated adjacent the apartment blocks in line with the guideline requirements.

The Public Open Space Design and Details are provided in the Landscape Design Strategy Report prepared by Cunnane Stratton Reynolds Landscape Architects, please refer to this for further information.

The private amenity space for the units in the scheme has been provided in the form of rear gardens for the semi-detached units, townhouse units, with patios and balconies provided for the apartments in the blocks. Each private amenity space has been designed to exceed the minimum guidelines and provide high quality amenity for the future residents.



Public Open Space within the centre of the development



Communal Open Space Provision for Apartment Units



3.5 Responsive Built Form

The scheme consists of 188 no. units with a density of 53.7 units per Hectare based on a net site area of 3.5 Ha. With the prominent location of the site, along with its proximity to Killarney town centre, a higher density scheme such as this is considered appropriate. In order to achieve this density, a number of different unit typologies have been utilised such as standard housing in the for of semi-detached and townhouse units, and apartments within 2 blocks. These higher density apartment units are proposed in a key location, provide scale and an urban edge over the relief road while providing a nodal point within the scheme.

The proposed application consist of 120 no. housing units (63.8%), and 68 no. Apartment Units within 2 Apartment Blocks (36.2%).

The scheme has been designed to provide the higher scale elements to address the public open spaces. 3 storey bookend townhouse units are proposed on the key corners. Along with this, 2 no. 4 storey apartment buildings are proposed to provide a higher scale element addressing the relief road.

The proposed layout has been developed to create a strong urban edge addressing the newly proposed street network along with the proposed open spaces. Units have been orientated to face out onto the public realm with dual fronted units provided to address important corners and create feature node points within the scheme. A coherent architectural and urban design strategy been presented that will ensure the development is sustainable, distinctive, complements the urban structure and promotes a strong sense of identity.



View of Apartment buildings looking over relief road

3.6 Sustainability and Environmental Design
Sustainability principles have informed the design approach for the development.

Buildings are designed to comply with NZEB (Nearly Zero Energy Building) standards.

The orientation of dwellings maximises natural daylight and passive solar gain, improving energy efficiency.

Bicycle parking is provided throughout the development to encourage sustainable travel.

Sustainable Drainage Systems (SuDS) and permeable surfaces are incorporated to effectively manage surface water.

Mechanical and Electrical Strategy for the Apartments
BER (Building Energy Rating) A2 target.

Heating: Site-wide communal system, generated by centralised air-sourced heat pumps and water-to-water heat pumps.

Ventilation Strategy: Mechanical Ventilation Heat Recovery system shall be installed . Each apartment shall be fitted with a separate cooker hood extract.

Domestic Cold Water Storage and Distribution: A dedicated water services plantroom per block shall ensures that each block can operate autonomously to minimise issues related to phased handovers and future management.

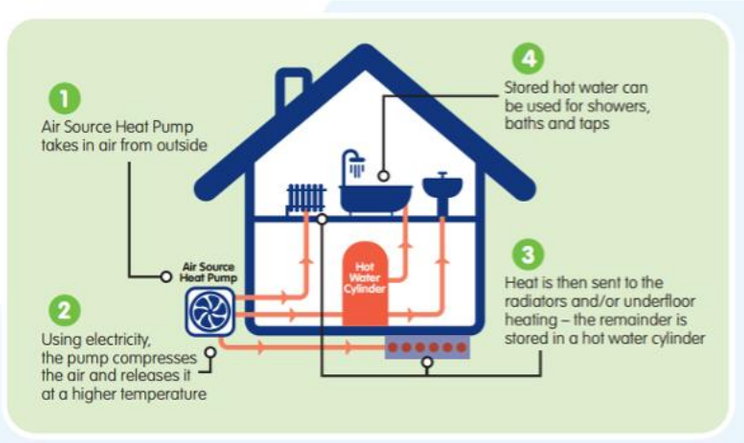
Sprinklers: A commercial sprinkler system with dedicated tank/pump plantroom is likely to be required to serve the carparking area.



Sustainable Urban Drainage Systems (SuDS) aim to manage stormwater effectively by reducing strain on traditional drainage networks, contribute to the minimising of flood risks, and promote sustainable water management practices. By implementing a comprehensive SUDS strategy, the development site can enhance its resilience to extreme weather events, protect water resources, and create a more sustainable and environmentally friendly living environments. SuDS proposals must be developed appropriate to local site ground conditions.

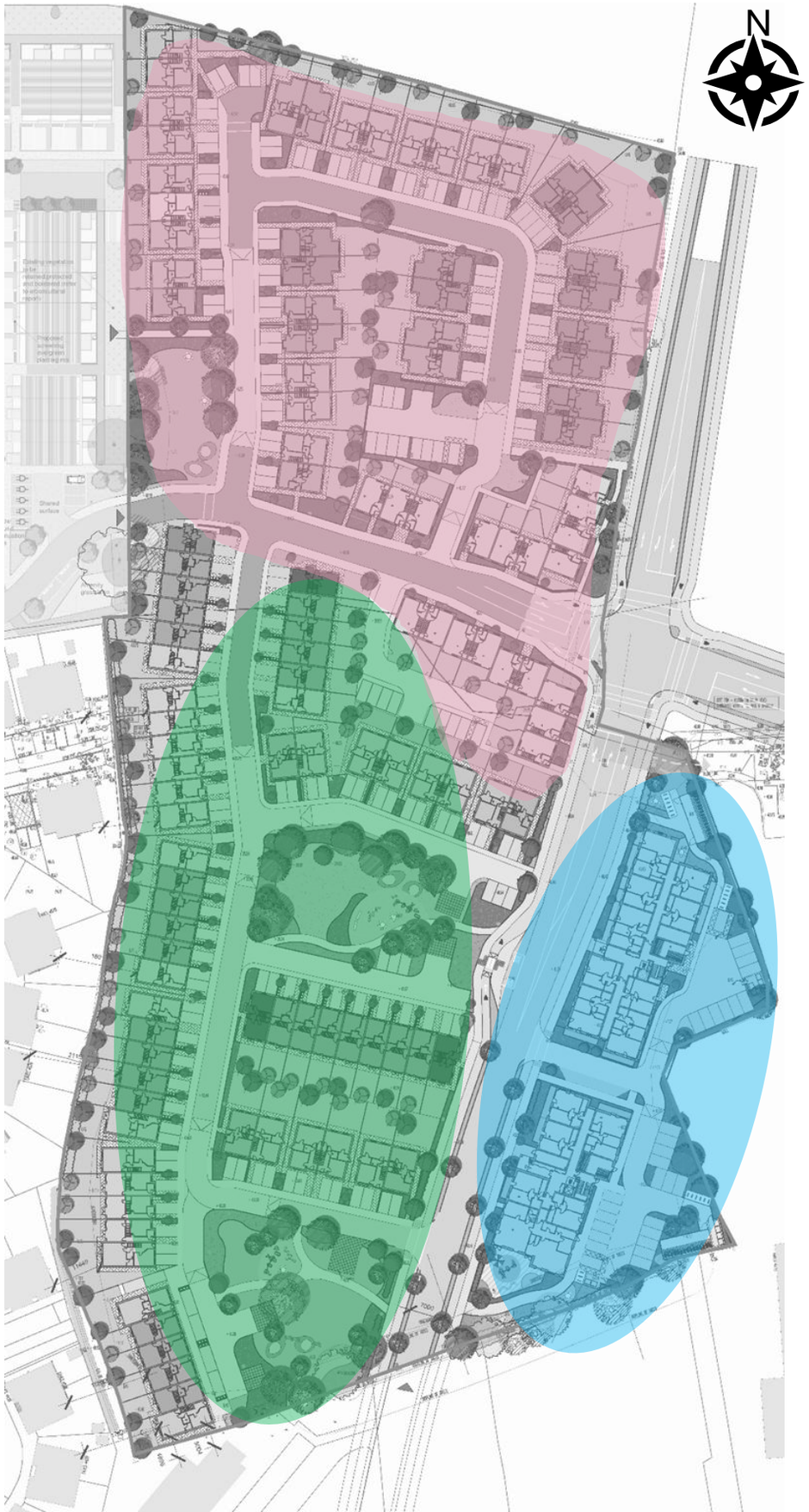
SuDS components can make a significant contribution to the biodiversity (ecological) value of an area (eg. rain gardens, swales, detention basins, trees).

SUDS EXAMPLES:
- Permeable Paving
- Rain Gardens
- Swales
- Infiltration Basins
- Wetlands





SuDs example



Character Zone 1 – Urban Heart

Character Zone 2 – Village Greens & High Street

Character Zone 3 – Mews Lanes and Parking Courts

3.7 Neighbourhood Character Areas

For a residential scheme to be successful it is essential that the sense of place be created.

Sense of place refers not only to buildings and landscape, but how people perceive, react and interact with the area. This residential scheme, through its strong contemporary architectural character, has been designed to stimulate activity and create a positive experience. This will provide a strong sense of place and a sensitive and memorable layout.

The scheme promotes the principles of DMURS (Design Manual for Urban Roads and Streets). This balance of road planning, public space and site layout will provide an inviting and enticing setting for a new community.
Several distinctive character areas have been created within the site namely;

Character Zone 1. Urban Heart. With its Primary Link Street in a Boulevard/Avenue style this higher density area provides two, 4 storey apartment buildings and creche, all actively fronting the new strategic links project road, whilst screening the Retail warehousing from the lower density housing. Parking is concealed behind in two private courtyards to reduce the dominance of cars on the street.

Character Zone 2. Village Greens & High Street. Fronted by majority two storey buildings with 3 storey bookends to announce nodal points, these provide a high sense of enclosure and passive surveillance to both greens. A meandering high street forms the western boundary providing a strong urban character and an animated and lively frontage.

Character Zone 3 Mews Lanes & Parking Courts. Designed to prioritise pedestrians with dropped kerbs and shared surface traffic calming with high pedestrian permeability. Density is reduced as the site rises and we approach the pitch and putt course. Link connection is provided to the proposed residential to the west and the Deer Park retail road to the east. Mews houses are brought to the street edge provide active frontage to the link road with an intimate parking court behind to remove cars from streets.

Character Zone 1. Urban Heart







Character Zone 1. Urban Heart. With its Primary Link Street in a Boulevard/Avenue style this higher density area provides two, 4 storey apartment buildings and creche, all actively fronting the new strategic links project road and the two Village greens. This establishes strong green edges and recreational amenities for the neighbourhood, whilst providing attractive open aspect for apartment dwellers.

The apartment buildings are laid out to ensure they not only front the link street, but also to face either east or west for maximum daylight and to remove any north facing units. Their scale handles the transition from the Retail warehousing to the east, to the newly created 2 and 3 storey housing proposed to the village green.

Character Zone 1. Urban Heart - ***Link Road View demonstrating urban edge and passive surveillance***



Character Zone 2. Village Greens & High Street





Character Zone 2. Village Greens & High Street. Defined by two key landscape features, the village greens, which establish strong green edges and recreational amenities for the neighbourhood. Dwellings front the greens, oriented to create active frontages and natural surveillance. A “cranked” high street takes the form of a traditional Killarney terrace, each unit repeating and angled to follow the street with a “meandering form”. Strong contemporary forms of repeating gables alternate between buff and dark grey brick with end terrace housing raising to 3 storey, to define these nodal points.

The residential streets between these greens feature traffic-calming at key crossings and a pedestrian-friendly layout, while bookend units (turned to face side streets) mark the end of blocks to strengthen visual interest and neighbourhood legibility.



Character Zone 2
– Village Greens & High Street

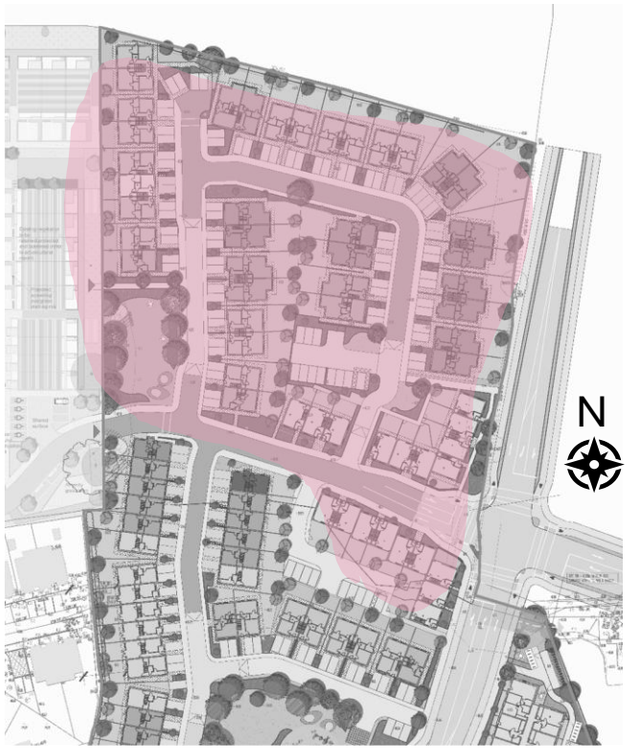
Character Zone 2. Village Greens & High Street – *Central Open Space forming a Communal Green Space*



Character Zone 3. Mews Lanes & Parking Courts







Character Zone 3 – Mews Lanes and Parking Courts

Character Zone 3. Mews Lanes & Parking Courts. A lower density zone featuring family homes, it is designed to prioritise pedestrians with dropped kerbs and shared surface traffic calming with high pedestrian permeability without cul de sacs. Again bookend units (turned to face side streets) mark the end of blocks to strengthen visual interest and neighbourhood legibility. Many of these are three storey to provide interest in the streetscape and define turning and nodal points. A combination of brick, smooth plaster and zinc finishes provide interest. Mews houses are brought to the street edge provide active frontage to the link road with an intimate parking court behind to remove cars from streets.

Character Zone 3. Mews Lanes & Parking Courts – *View of Plaza behind Mews Block B*



3.8 Universal Design Strategy

Care has been taken during the design of the proposed development to ensure the scheme addressed the Principles of Universal Design, set out in both the Technical Guidance Documents Part M, and the Centre for Excellence in Universal Design.

Equitable Use

The scheme has been designed to cater for people with diverse abilities by ensuring;

- That level access is provided throughout the site,
- Clear, own door access is provided throughout the development where possible,
- All units are accessed via either the ground floor via part M compliant footpaths or via lifts in the apartment blocks,
- All units have open spaces nearby which are passively surveilled.

Flexibility in Use

The scheme has been designed to cater for a wide age range of resident by ensuring;

- There is a varied mix of unit types within the scheme,
- Each unit is compliant with Part M of the TGDs,
- Smaller, step down, units are provided alongside larger family homes to create a life-cycle of living in the same development.

Simple and Intuitive Use

The scheme has been designed to ensure ease of use for all users, regardless of the user's experience, knowledge, or coordination by providing;

- A series of pedestrian and cycle routes connecting the development;
- Part M compliant footpaths both around the development and accessing the dwellings,
- A clear street hierarchy with nodal units as key junctions to help with wayfinding,
- A well-designed unit with any unnecessary complexity removed to ensure the layouts are easy to manoeuvre and understand.

Perceptible Information

The scheme has been designed to ensure the necessary information for the development is communicated successfully to the end users by ensuring;

- A range of different colour shared surfaces and raised tables are used to clearly identify hazards such as street crossings,
- Clear signage is provided throughout the development to assist in wayfinding.

Tolerance for Error

The scheme has been designed to minimise any potential for hazards or accidents by providing;

- A range of different colour shared surfaces and raised tables are used to clearly identify hazards such as street crossings,
- Pedestrian priority shared surfaces which aid in passive traffic calming and give pedestrians priority over vehicles,
- Landscaping to minimise risk of level changes.

Low Physical Effort

The scheme has been designed to ensure it can be accessed and used with minimum effort by providing;

- Part M compliant pedestrian and cycle routes throughout the scheme,
- The majority of units with car parking and bicycle storage within closed proximity of each dwelling.
- Ambulant compliant stairs and lifts within the apartment blocks.

Size and Space Approach and Use

The scheme has been designed to ensure that appropriate space is provided for access and use regardless of the user's size or mobility by ensuring;

- Each unit has been designed in accordance with TGD Part M,
- All open spaces have been designed with public seating in order to appease all users.

Through the implementation of these key principles during the early design stages of the scheme, this ensures that the development can be accessed, understood, and used by a wide range of people, regardless of their size, age, or disability.



View of Apartments with Part M compliant Pedestrian and Bicycle Paths

3.9 Building Life Cycle – Apartment Buildings

Due to the presence of Apartment buildings within the scheme, part of the 'Planning Design Standards – Guidelines for Planning Authorities, 2025' stipulate that the long term running and maintenance cost of the development be assessed with provisions put in place in order to reduce this cost over the life-cycle of the proposed buildings. These requirements include details on the management and maintenance of apartment schemes set out in section 6.0 –"Apartments and the Development Management Process', specifically section 6.2.

Section 6.2 of the apartment guidelines requires that every development containing apartments shall;

- "include a building life-cycle report which in turn includes as assessment of long term running and maintenance costs as they would apply on a per residential unit basis at the time of application", and,
- "demonstrating what measures have been specifically considered by the proposer to effectively manage and reduce costs for the benefit of residents."

Establishment of an Owners Managemewnt Company (OMC)

The Multi-Unit Developments Act, 2011 (The MUD Act) sets out the legal requirement for the establishment of an OMC, of which all common areas, such as external walls, landscaped areas, and footpaths, are to be transferred over to the OMC upon completion. This OMC will then take responsibility for the overall long term running and maintenance costs of these areas.

A Property Management Company (PMC) will be engaged by the OMC to carry out the ongoing management and maintenance of the common areas of the development, along with the preparation of an annual service charge budget relating to the common areas of the development and keeping in accordance with other aspects of the Multi-Unit Development Act.

Residents Service Chage Budget

The long term running and maintenance cost on a per residential unit basis will be prepared by the PMC and reflected in an annual service charge payable by the future residents. This charge must be agreed with the OMC. Aspects of this budget are broken down in the MUD Act as below;

- Insurance
- General Maintenance
- Repairs
- Waste management
- Cleaning
- Gardening and landscaping
- Concierge and security services
- Legal services and accounts preparation
- Other expenditure arising in connection with the maintenance, repair, and management of the common areas anticipated to arise.



View of Apartments across central open space

3.0 URBAN DESIGN

Design Efficiency Considerations

The life-cycle cost of the development is mainly determined by the overall efficiency of the development, in aspects such as the design and the materials and technologies used. Ongoing maintenance costs can only be evaluated after the detailed design and construction stage and will be assessed after these stages are complete.

Building Form

The apartment buildings have been designed to provide an efficient and high-quality building form with an emphasis on;

- Minimising internal circulation areas to avoid unnecessary cleaning and maintenance expenses,
- Providing all circulation spaces with natural light to avoid the need for continuous artificial lighting,
- Ensuring all units have dual or triple glazed windows and doors where appropriate to increase solar gain while reducing heating costs.

Material Specification

BS 7543:2015, 'Guide to Durability of Buildings and Building Elements, Products and Components', has been referenced alongside the current building regulations to provide guidance on the durability, design life, and predicted service life of the buildings in question in order to predict and reduce the service costs for the scheme. Aspects accounted for by this include;

- The use of brickwork to remove the need for ongoing maintenance in places,
- Specifying high-quality painted render which requires minimal ongoing maintenance,
- The use of high-quality double or triple glazed windows which require no maintenance to upkeep the visual appearance.

View of Apartments from south



Energy and Carbon Emissions

By considering the energy and carbon emissions at an early stage, the overall impact of the development on the environment and the running costs can be reduced. Measures can be taken at an early stage such as;

- Ensuring each apartment meets the required building energy rating,
- Ensuring lower U-Values and improved air-tightness is being considered to miminise heat loss through the building fabric,
- The provision of high rated appliances and white goods to reduce the overall electricity costs.

Low Energy Technologies

Certain low energy technologies can be considered to achieve the required NZEB (Near Zero Enegry Building) standards, such as;

- Air to Water heat Pumps which will reduce fossil fuel consumption and lower carbon emissions,
- Natural and passive ventilation to reduce the noise and maintenance costs of ventilating the units,
- Mechanical Ventilation can also be used to provide a lower operational cost,
- Electric Vehicle charging points will be provided within the development to reduce the use of standard petrol and diesel cars.

Human Health and Wellbeing

The quality of life of the residents will also be taken into account by ensuring,

- The scheme maximises the amount of natural light into the units to minimise the need for continuous artificial light,
- Accessible and safe public open spaces are provided to enhance the wellbeing of the users through exercise and social interaction,
- Passive surveillance is provided overlooking the open spaces to reduce the need for security and management costs.

Management

A focus has been made on ensuring the homeowners have a clear understanding of their property by providing a homeowner pack, prepared by the OMC, that details items such as the MPRN and GPRN along with utility connections and communication providers. Information on contact details for the managing agent along with emergency contact details information and transport links will also be provided.

Entrance to Apartment Block A





3.10 Temporary Strategic Links Project Road Treatment

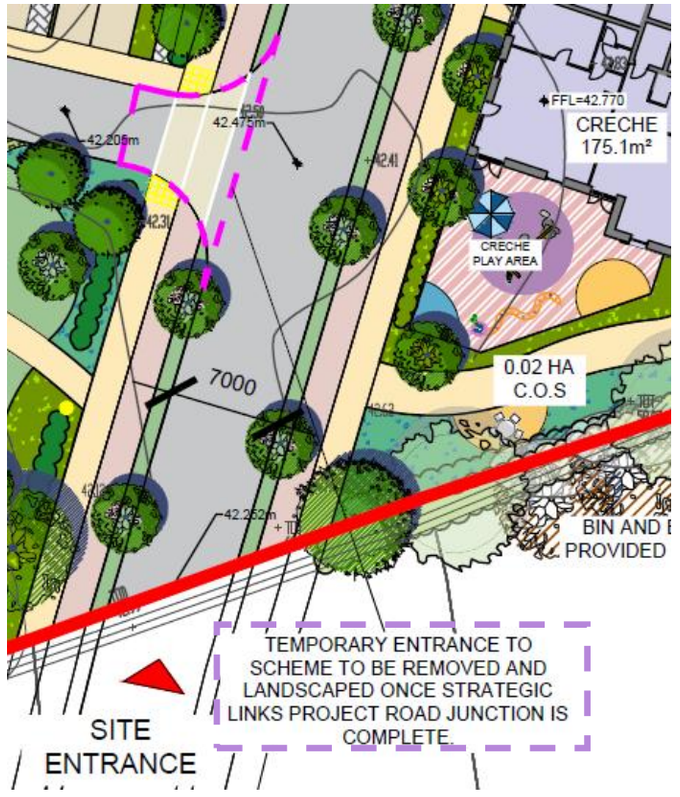
There is provision for the 'Strategic Links Project – Links Road A-C' stated in the Kerry County Council Development Plan 2022 – 2028, which aims to provide an inner relief road for Killarney Town Centre to alleviate traffic in the area. The proposed route of this runs through the centre of the proposed development.

Discussions have been had with the local authorities to ensure the proposed route of this Strategic Link Relief Road is accommodated by the proposed development and works in tandem with the overall scheme. The section of this road within the red line boundary will be delivered as part of the proposed development.

The scheme has been designed to utilise this relief road as a main access point to the development, with the larger apartment blocks to the east forming an urban edge along this road and the 2 no. Mews blocks forming a gateway into the development to the west.

Until this road is finished, temporary measures have been put in place to allow the scheme to be accessible and liveable up until this road is fully complete and operational. This includes a temporary entrance to the south for which the scheme can be accessed, that will be closed on the road is active, along with landscaped areas to ensure the scheme isn't impacted by the works to the road.

For further details, please refer to the drawings and reports from MWP Engineering Consultants.



3.0 URBAN DESIGN

3.11 Compliance with *Urban Design Manual – Key Criteria*

The proposed layout has also been informed by the principles set out in the *Urban Design Manual – A Best Practice Guide*, responding to the 12 Urban Design Criteria as follows:

Context – The design is informed by the character of surrounding residential areas and the wider landscape setting, ensuring the development integrates sensitively with its environment.

Connections – The layout provides clear and legible pedestrian and vehicular connections linking the development to the surrounding road network and facilitating permeability through the site.

Inclusivity – A range of housing typologies is provided to accommodate different household types and life stages, promoting a socially inclusive residential environment.

Efficiency – The layout adopts a compact and sustainable form, making efficient use of serviced lands while ensuring appropriate levels of residential amenity and open space.

Variety – The scheme includes a mix of apartments, townhouses and semi-detached homes, creating visual interest and supporting a balanced community.

Unit Breakdown:

4-Bed Front-Entry Semi-Detached	13	3-Bed Townhouse Type 3	03
4-Bed Side-Entry Semi-Detached	05	2- Bed Mews Houses	19
4-Bed Front-Entry Townhouse Type 1	06	**Total houses**	**120**
4-Bed Front-Entry Townhouse Type 2	06	Apartment Block A (4 storeys)	
4-Bed Side-Entry Townhouse Type 1	01	1-Bed Apartment	20
4-Bed Side-Entry Townhouse Type 2	03	2-Bed Apartment	19
3-Bed Front-Entry Semi-Detached	24	Apartment Block B (4 storeys)	
3-Bed Side-Entry Semi-Detached	06	1-Bed Apartment	16
3-Bed Townhouse Type 1	27	2-Bed Apartment	13
3-Bed Townhouse Type 2	07	Combined **Total**	**188**
		Overall Site Area = 3.8 Ha	
		Net Site Area = 3.5 Ha	
		Net Density = 53.7 Ha	
		Public Open Space = 0.372 Ha (10.6%)	



4.0 DESIGN & TYPOLOGIES

4.1 Detailed Design

The building forms are simple and reflect a contemporary interpretation of the Irish vernacular, carefully tailored to the site's context. Narrow gables are incorporated into a number of housing units, with plaster and robust brick and metal cladding providing durable, high-quality finishes. Contemporary dormer windows are included in the 3 storey Dwellings, while the verticality of the windows and choice of modern materials contemporize the traditional forms.

Ceiling heights are kept generous to create accurate proportions within the elevations, and the material palette is intentionally high quality yet restrained, comprising traditional buff and dark grey stock bricks, selected plaster finishes, and areas of zinc/metal cladding refencing vernacular barns in the locality. This approach maintains the proportional language and character of the local vernacular while allowing for a modern interpretation in the new housing designs.

Internally, living spaces are largely open plan to support contemporary lifestyles, featuring generous kitchens, ample storage, and large glazed sections that maximize natural sunlight. The majority of houses are oriented toward the centre of the site and adjoining public open spaces, ensuring visual connection, passive surveillance, and integration with the landscape. Collectively, these architectural and urban design responses demonstrate a sensitive and considered approach to local character and context.

4.2 Elevations and Materials

The material palette is of high quality, comprising a combination of buff and dark grey stock bricks, plaster finishes, and premium zinc/metal cladding to provide variety within the streetscapes. This variation in materials is used strategically to create nodal points within the scheme, define rows of townhouses, establish distinct character areas, and differentiate individual homes. As a high-quality development, brickwork is returned to all gables, rather than applied solely to front elevations, avoiding a superficial façade treatment.

The Apartments /creche building adopts a similar architectural expression to the surrounding dwellings, with its mass broken up through the use of differencing durable brick finishes. Windows are proposed with simple framing sections in low-maintenance aluminium or PVC, delivering a contemporary yet understated expression within vertically proportioned, vernacular-inspired openings.

Overall, the proposed materials have been carefully selected for their vernacular aesthetic, contextual appropriateness, durability, and long-term quality, ensuring a cohesive and high-quality neighbourhood character.



dark slate effect conc. tile to roofs



Flush pointed buff brickwork



Bivio



Brama

Clay&Co
Brick samples



Flush pointed buff brickwork with Light mortar and muted plaster finish



Flush pointed brickwork with Light mortar and muted plaster finish with metallic details including box windows



Reference images; alternating brick colour and cladding to define homes





Dark grey zinc /
metal cladding

4.0 DESIGN & TYPOLOGIES

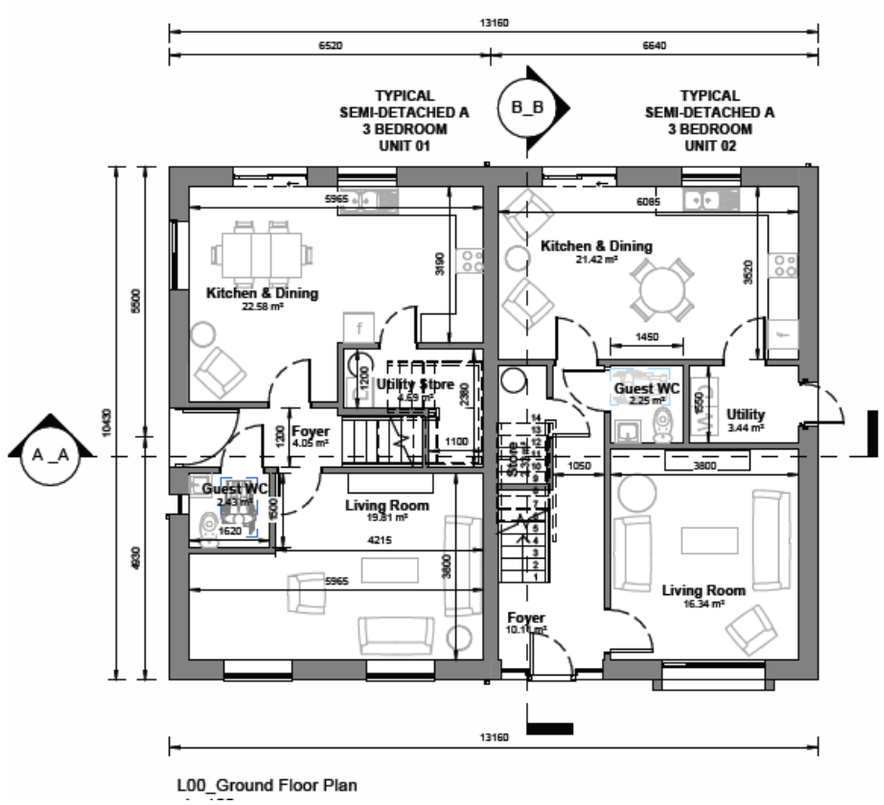
4.3 Typology Mix – Typical Semi-Detached Units



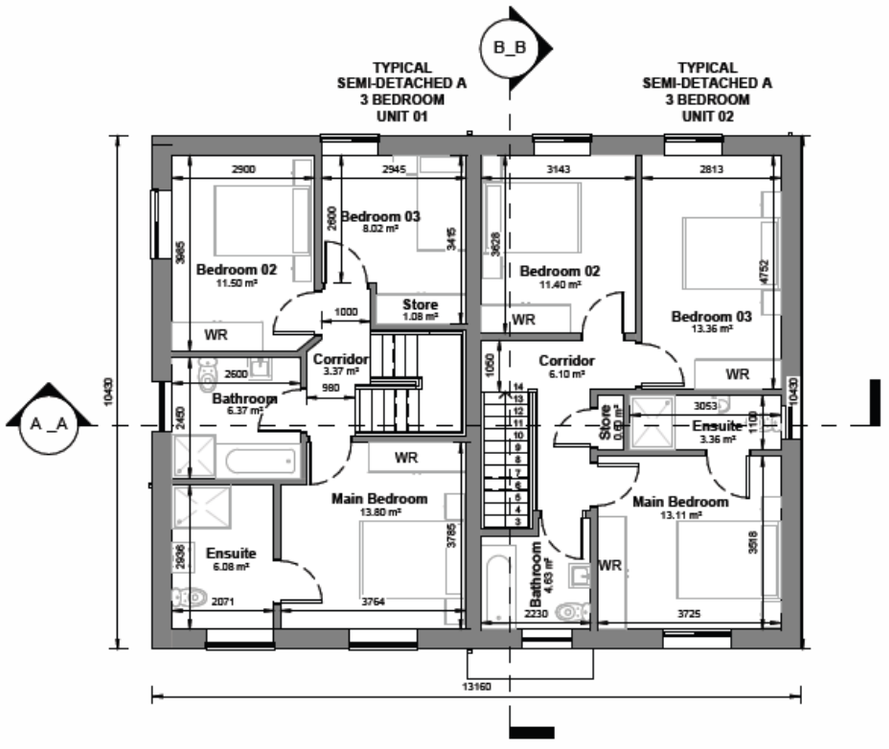
Render in Context

Axonometric View





L00_Ground Floor Plan



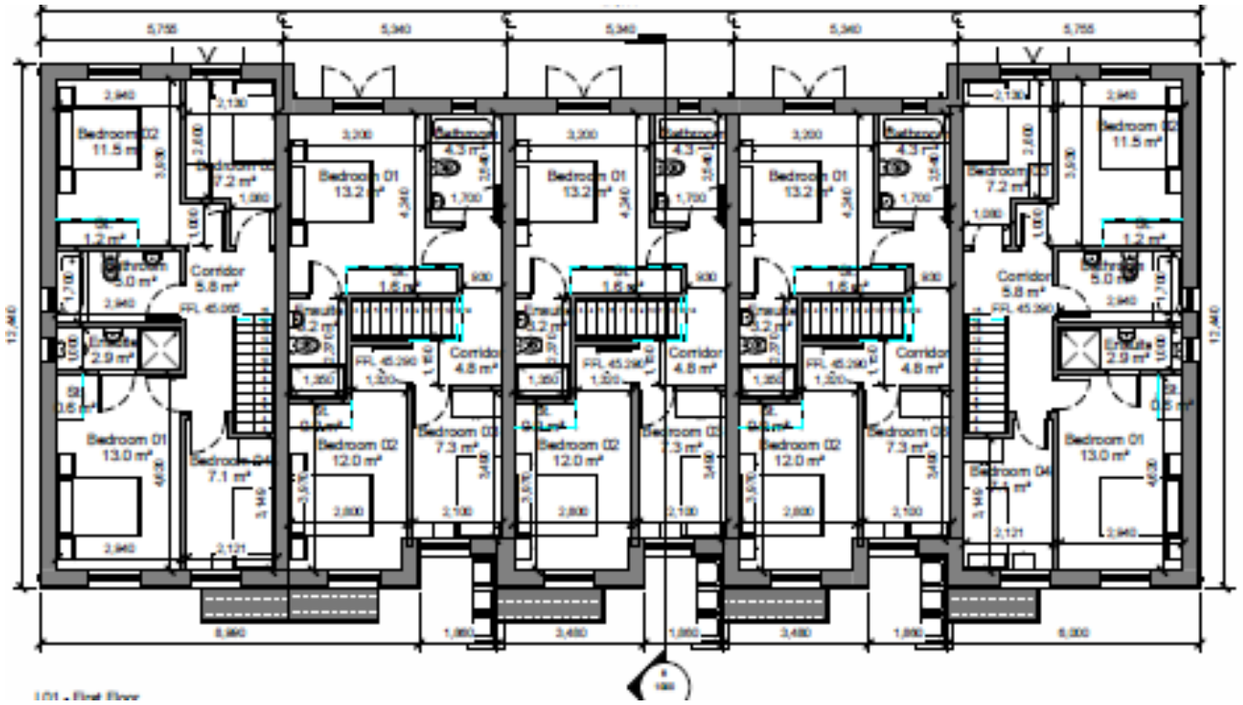
L01_ First Floor Plan

Typical Floor Plans

4.3 Typology Mix – Typical Townhouse Units

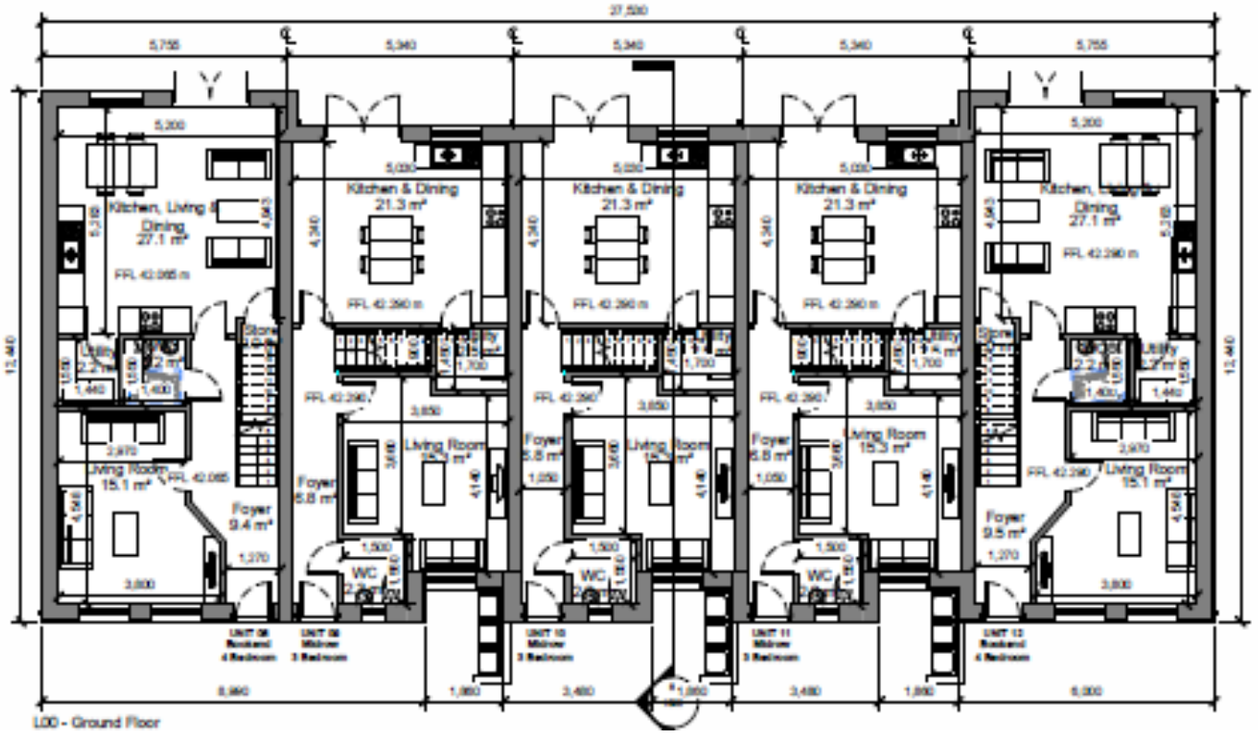


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Axonometric View



Typical Floor Plans

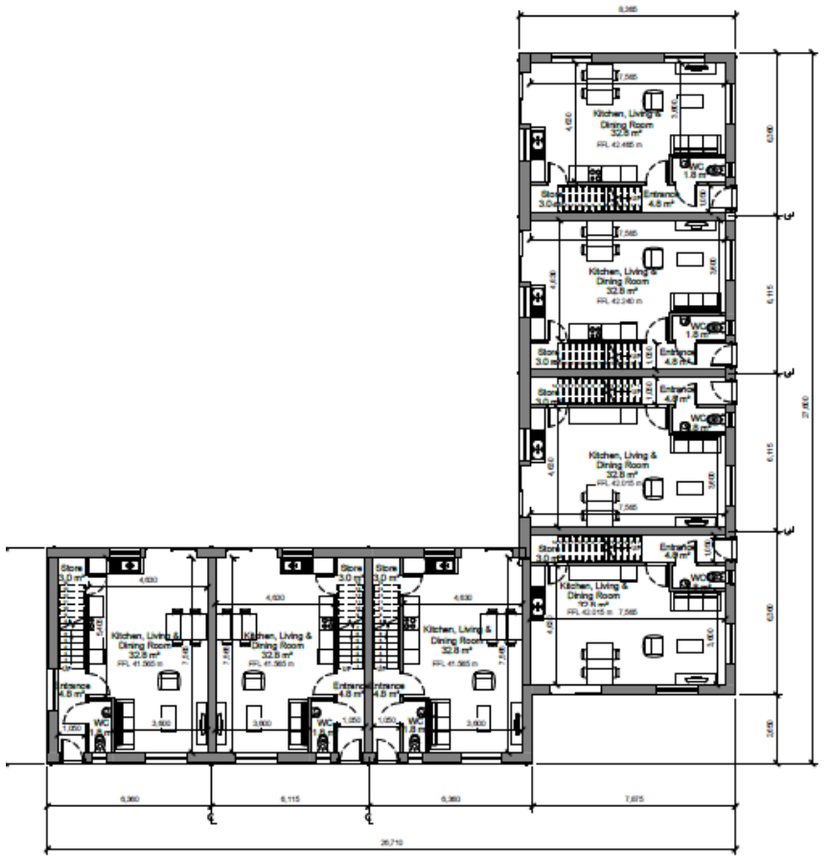
4.3 Typology Mix – Typical Mews Units



Axonometric View

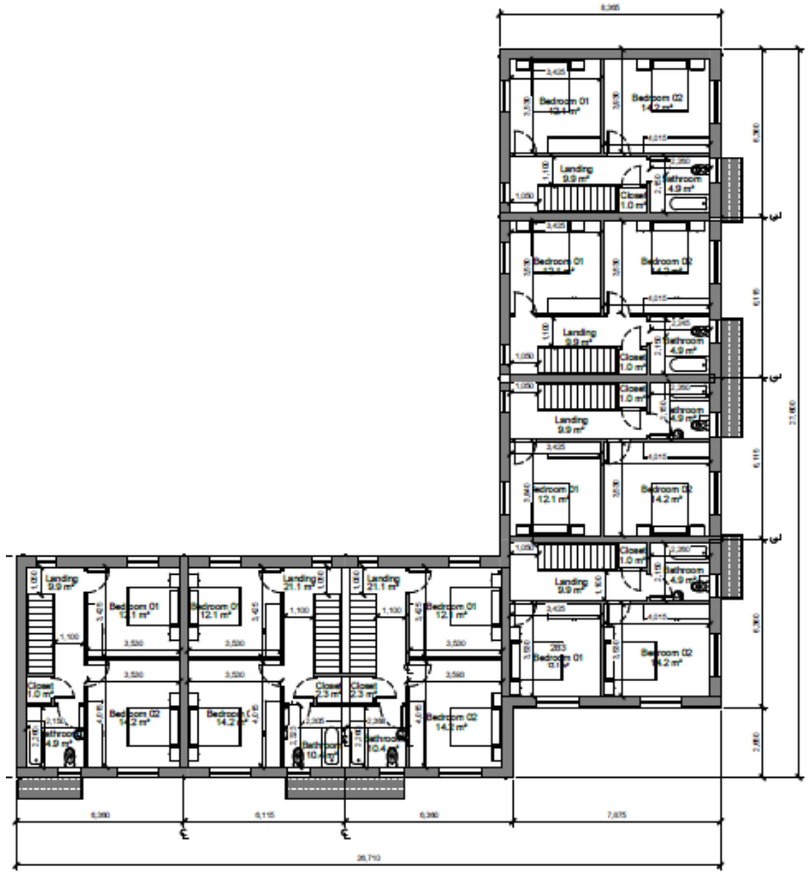
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GROUND FLOOR

Typical Floor Plans



FIRST FLOOR

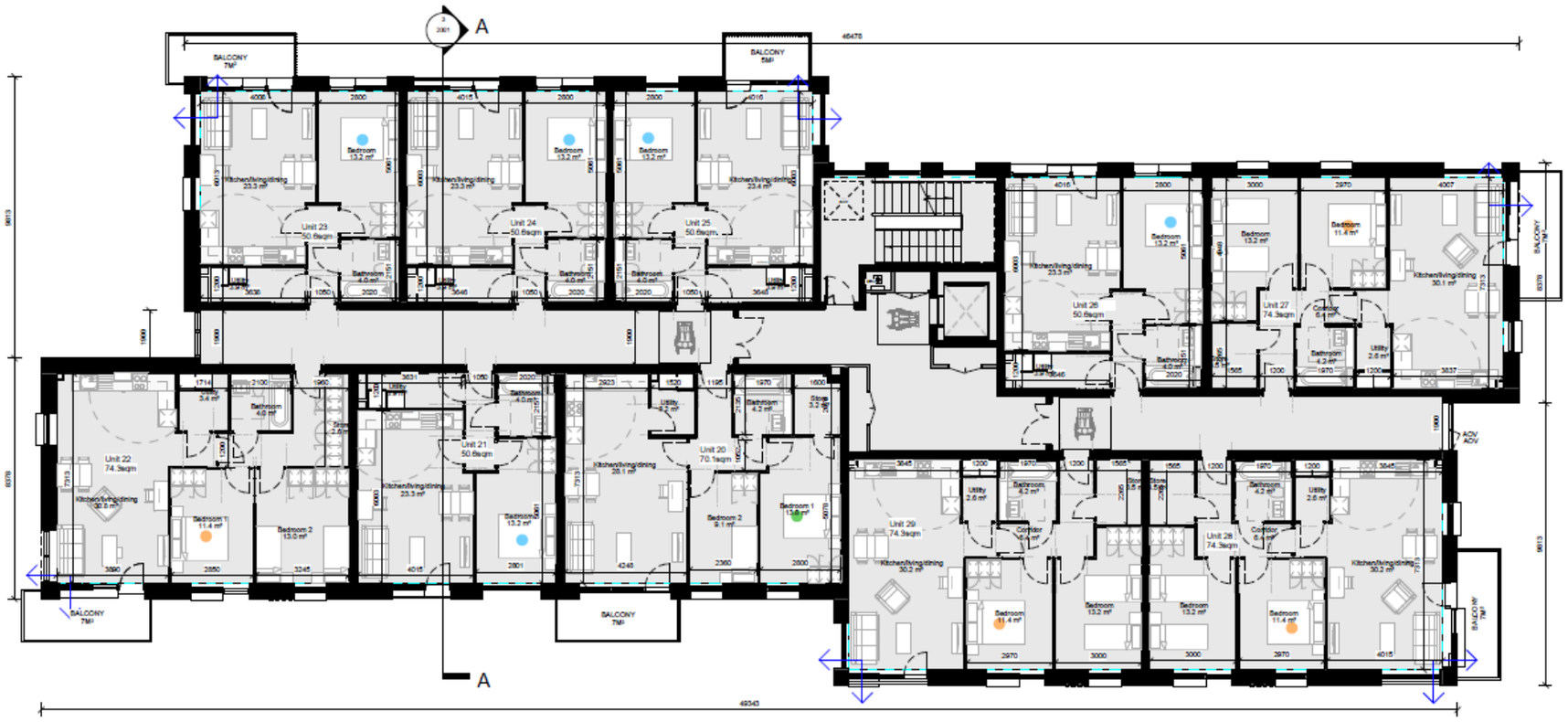
4.3 Typology Mix – Apartment Blocks



Render in Context

Axonometric View





Typical Floor Plan

4.0 DESIGN & TYPOLOGIES

Apartment Blocks

Urban Edge

The two four storey apartment buildings are deliberately positioned to reinforce key urban design objectives within the scheme. Firstly, their placement creates an active edge along the new strategic links project road, ensuring strong passive surveillance and contributing to a lively, well-overlooked street environment that supports active travel. This helps establish the link road as a safe and animated movement corridor framed by residential activity.

Massing & Form

Secondly, the buildings introduce appropriate massing and scale adjacent to the adjoining retail park, allowing the taller elements of the development to sit comfortably in a more robust commercial context. This arrangement also facilitates greater setbacks from the neighbouring lower-rise residential areas, ensuring a sensitive transition in height and reducing potential impacts on existing homes.

Materials & Finishes

The proposed scheme adopts a predominantly brick façade treatment, chosen for its durability, versatility, and high-quality appearance. Brick allows for subtle visual variation through the use of colour gradation and refined detailing such as projecting brickwork, raked joints, and varied bond patterns. These techniques help break down the scale of the buildings and introduce richness and texture to the elevations.

A lighter brick tone is proposed as the primary finish, complemented by selective use of a darker brick to provide contrast and visual interest. This palette has been chosen to integrate well with the surrounding public realm and landscape design, creating a cohesive and visually balanced environment. A high quality mix of light and contrast render finish is proposed to the rear of the apartment buildings to create a brighter environment on the eastern facades and cerate more variation within the scheme.

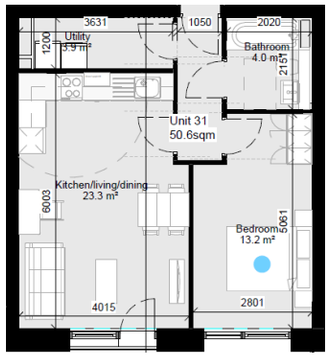
Balconies are provided to 66% of the apartments. The Design Standards for Apartments, Guidelines for Planning Authorities 2025 suggests a reduction in the provision of balconies can be considered in schemes such as this, with high quality useable open space adjacent. In addition, where their amenity value is reduced such as units fronting onto busy roads such the Relief road proposed here. Therefore a reduction is proposed with balconies designed as lightweight, bolt-on metal structures that stand clear of the façade, enhancing articulation and depth. Their offset arrangement creates dynamic compositions, particularly at the gable ends where the balconies will project beyond the primary building line, contributing to an animated and contemporary architectural expression.



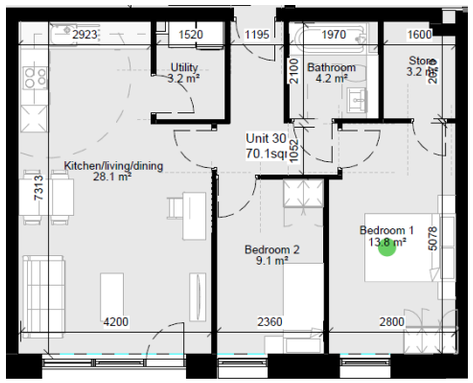


4.0 DESIGN & TYPOLOGIES

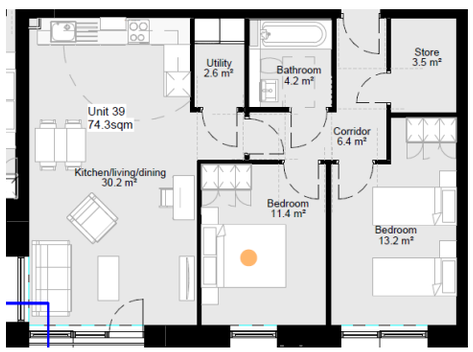
APARTMENT UNITS



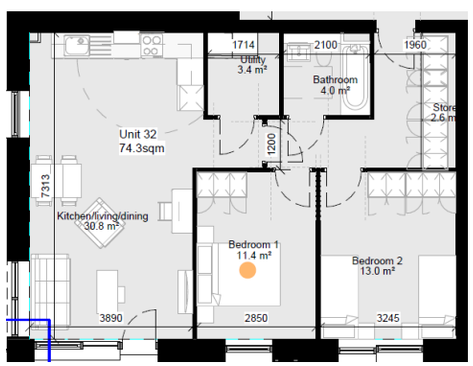
1-Bedroom Apartment
= 50.6 sqm



2-Bedroom 3-Person Apartment
= 70.1 sqm



2-Bedroom 4-Person Apartment (Type 1)
=74.3 sqm



2-Bedroom 4-Person Apartment (Type 2)
=74.3 sqm

Unit Typologies

The scheme complies with the Design Standards for Apartments, Guidelines for Planning Authorities, which require that the majority of units exceed the minimum floor area by 10%. This has been achieved through the inclusion of 1B2P, 2B3P and 2B4P units, all designed at +10% over the minimum standards, ensuring the overall development meets the requirement for a majority of 10%-over units.

1B2P (+10%)
One-bed units account for 53% of the total and all are provided at +10% over the required minimum. Depending on their location within the blocks, units are single or dual aspect, with a number of special layouts introduced to suit specific positions. All units feature generous living spaces with direct access to balconies or private outdoor areas at ground and podium levels.

2B3P (+10%) and 2B4P
Two-bed units make up 47% of the scheme. All 2B3P units are designed at +10% above the minimum standard, provided in both standard and special configurations. These units offer spacious living areas with ample glazing and direct access to balconies.

Reference Images







4.0 DESIGN & TYPOLOGIES

Dual Aspect in the Scheme

62% of the apartments within the sheme are dual-aspect units, achieved through a considered arrangement of corner apartments and the offsetting of typical floor plates. This ensures that dual-aspect units benefit from unobstructed views in two directions from their main living spaces, allowing for two separate windows on different elevations. This enhances natural light, solar gain, ventilation and overall residential amenity.

Importantly, no apartments are north-facing single-aspect units, which further strengthens the environmental quality of the scheme and contributes positively to daylight, orientation and overall living comfort.

Compensatory measures include:

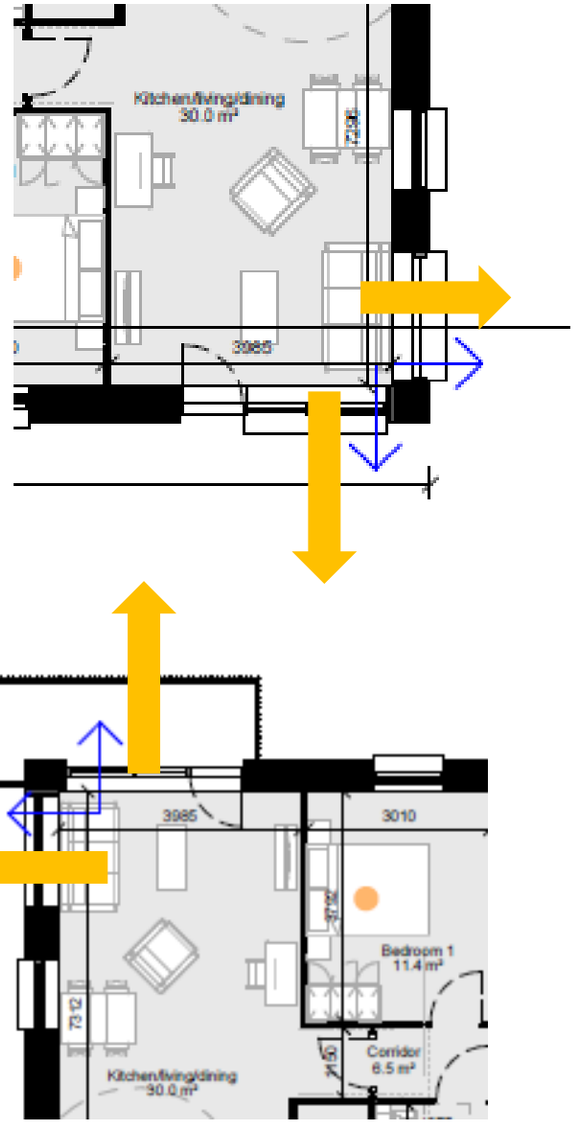
• 44 units are designed to exceed the minimum floor area standards by 10%, providing increased internal space and a higher overall level of residential amenity.

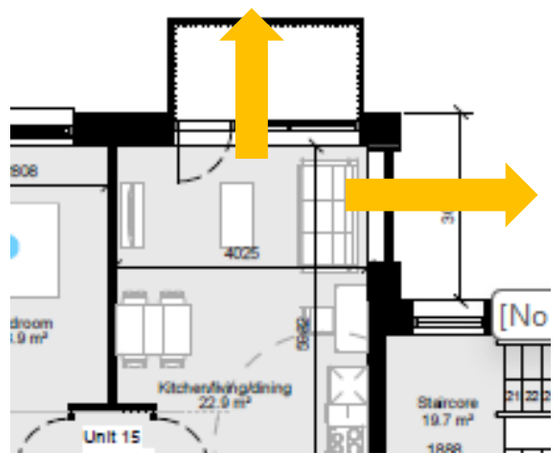
• The blocks enjoys open aspects with no immediate opposing buildings, allowing upper-level units to benefit from long, unobstructed views in multiple directions along with improved daylight access.

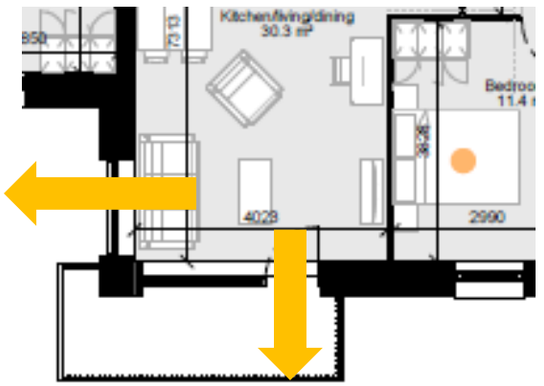
• Immediate access to several sunny public open-space amenity areas, including the large village green with mature trees, providing attractive and high-quality outdoor recreation opportunities.

• High-quality residential amenity for each unit, including generous storage provision, strong thermal and overheating performance, and energy-efficient fixtures and fittings.

Typical Block Corner







4.0 DESIGN & TYPOLOGIES

4.4 Childcare Facility

A large 175.1sqm creche facility is located in a convenient location at the entrance to the development. Located on the ground floor of a Apartment block B it has a generous 120 sqm dedicated rear play garden . The building is four storey, at upper level are 1 and 2 bed apartments (independently accessed). 5 parking spaces are provided for staff and visitors with 2 no. drop-off spaces near the main entrance.

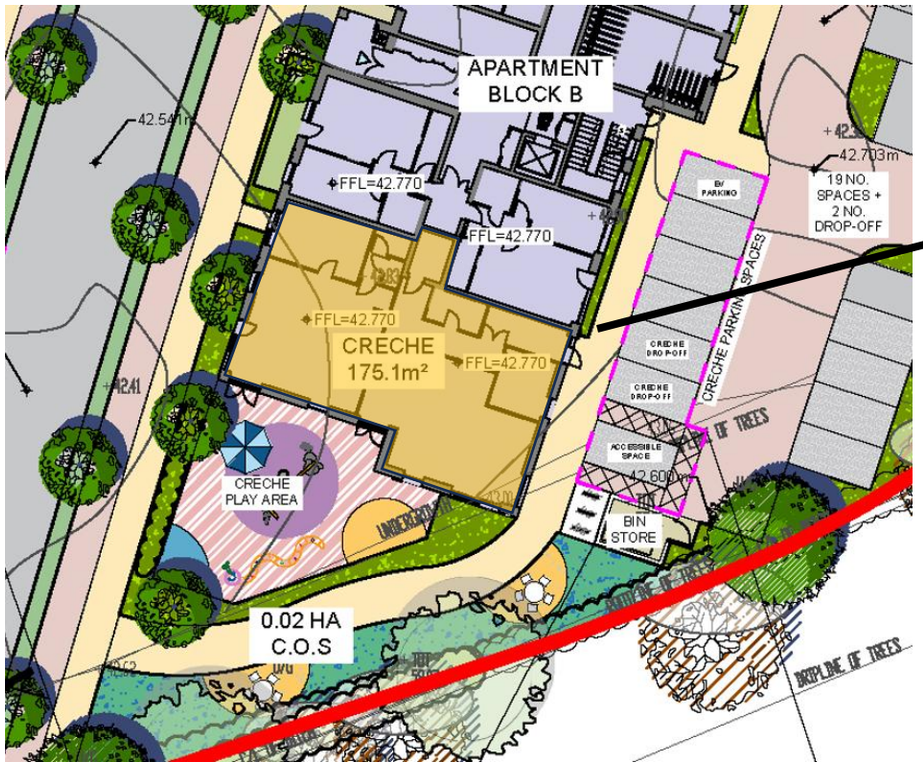
It is intended that this will be a full day care facility for Wobblers (1-2 year) and pre-school children (3+ years). The documents “Best Practice guidelines for the Design of Childcare facilities” as well as “Childcare Facilities', A guideline for Planning Authorities 2001” informed the design of the proposed-on site creche facility.

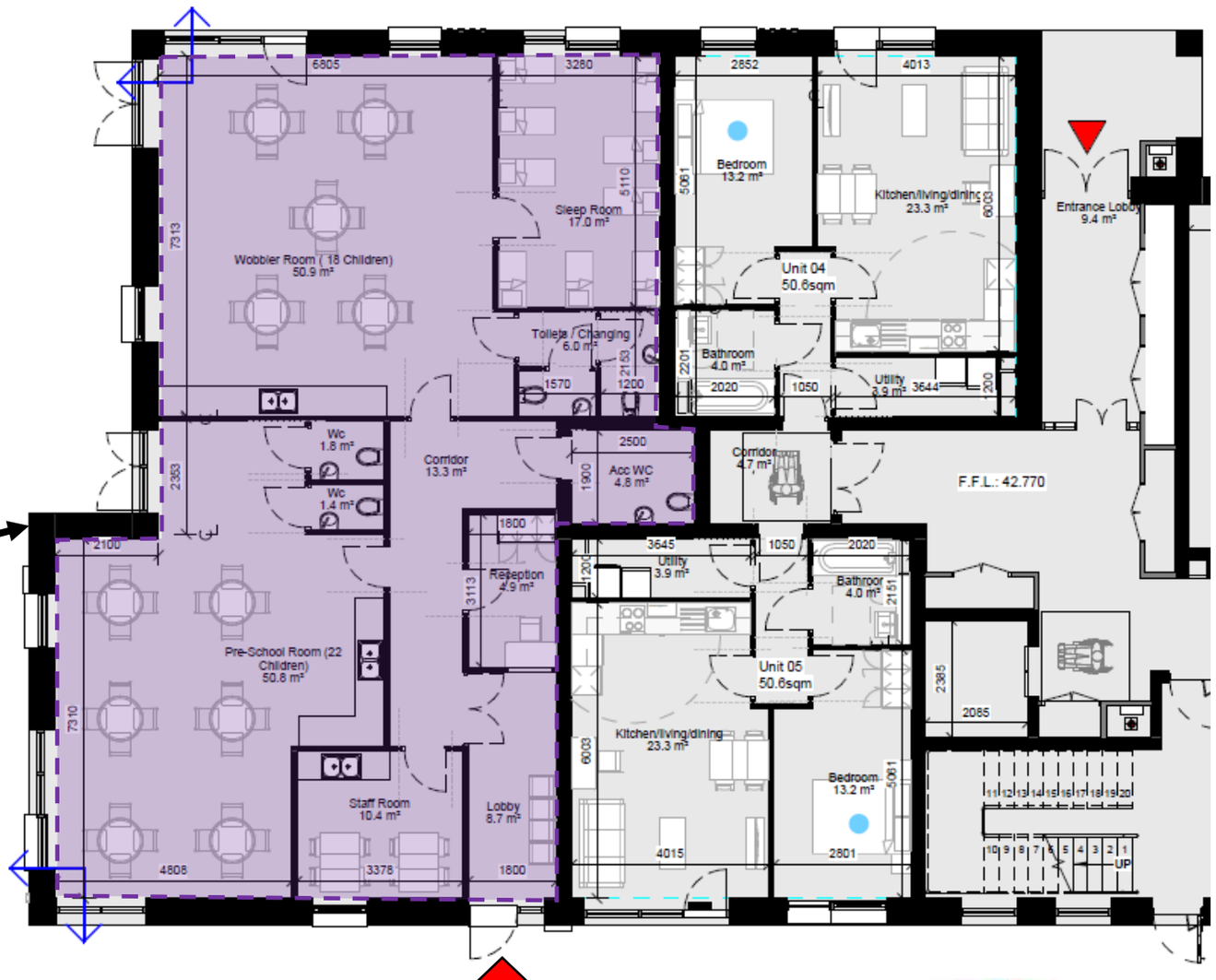
The facility can accommodate 40 children, based on a floor space per child set out in the Tusla ‘Quality and Regulatory Framework’ Guidelines.

The facility will provide two large dedicated classrooms, a sleep room, along with a large children’s creche garden. These spaces will be supported by kitchen/staff room, offices and wc/changing rooms. Both classrooms open directly via French doors into a safe rear crèche garden









CRECHE ENTRANCE FROM PARKING COURT TO REAR

4.0 DESIGN & TYPOLOGIES

4.5 Privacy and Amenity

All houses within the development are provided with private gardens that comply with the Sustainable Compact Settlements Guidelines — a minimum of 30 sq.m. for two-bedroom units, 40 sq.m for three-bedroom units and 50 sq.m for four-bedroom units. All apartment units have been designed in accordance with the Design Standards for New Apartments and fully comply with the Sustainable Urban Housing: Design Standards for New Apartments. (2025)

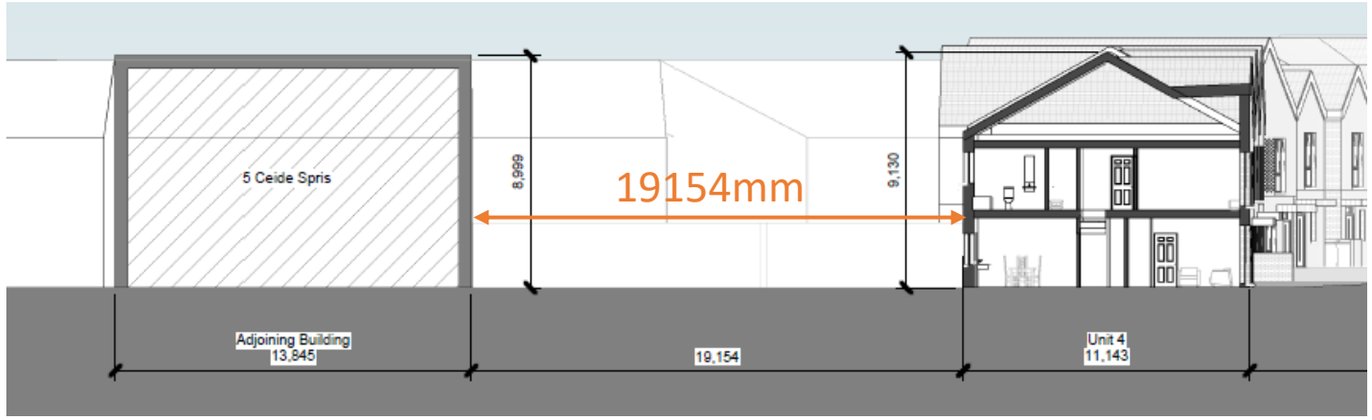
A detailed Housing Quality Assessment and unit breakdown accompany this application, demonstrating full compliance with national residential design standards.

All dwellings within the site achieve a minimum separation distance of 16m between opposing rear windows, with many instances exceeding this standard to maintain privacy and high residential amenity.

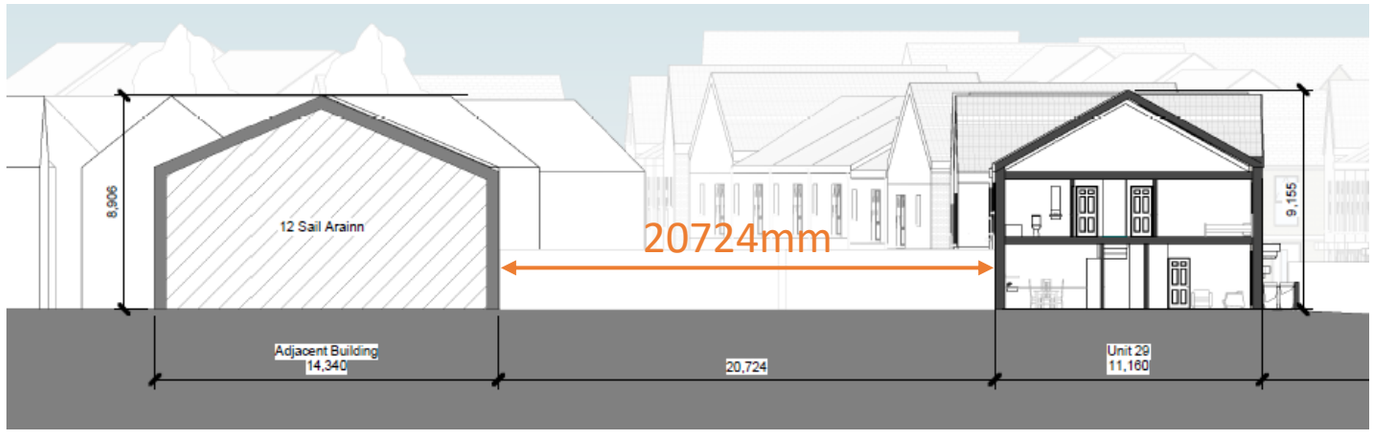
The scheme is over 19m from the nearest dwelling in Ceide Spris, no.5. Within Sáil Árdán.

With respect to adjoining residential properties to the west and south, these have been carefully considered in the layout design. There is an average of 19 to the rear of dwellings in Sáil Árdán, (section D-D) 13m to the blank side gable of no. 9 Burr Ridge (section C-C) and 20m to opposing first floor windows in 12 Sáil Árdán. The site boundary is planted providing privacy. Please refer to the site plan for further detail on separation distances.

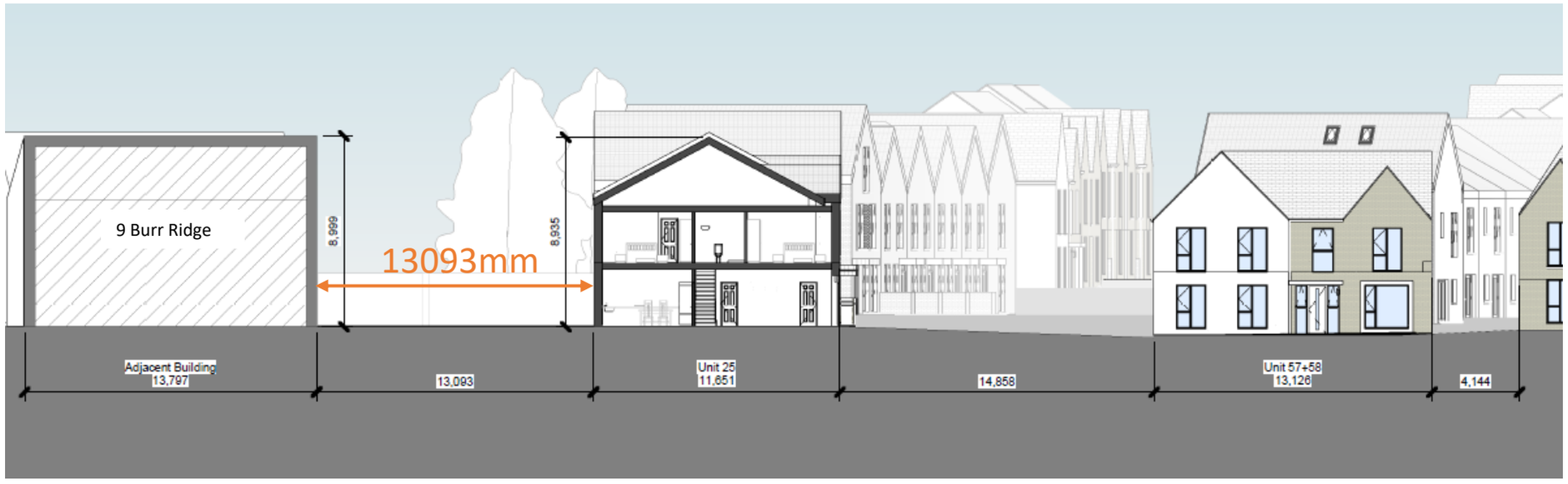
Sections to Adjoining Properties



Section E-E



Section D-D



Section C-C Sie Blank Gable of 9 Burr Ridge

4.6 Refuse and Waste Storage Strategy

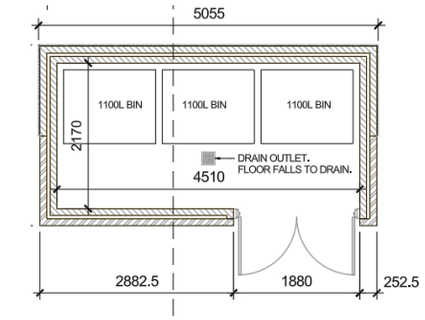
In order for a compact settlement to be successful, practical everyday items such as bin storage have to be designed in early and carefully considered. Therefore, in this scheme three different strategies are taken to minimize the impact of bins on streetscapes and to provide ease of access for residents. Primarily the aim has been to hide bins from public areas. The following outlines the approach

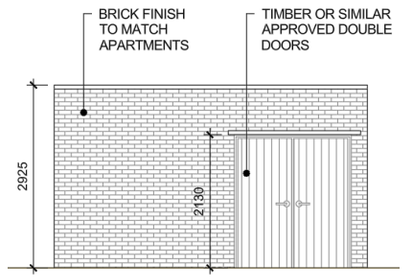
Dedicated bin storage facilities are provided to serve all residential units. The semi-detached houses have side-access to their rear gardens for individual bin storage. For the apartment buildings, have centralised external bin stores within the parking courts to the rear. All facilities are designed for safe, hygienic storage and convenient collection, ensuring minimal impact on the streetscape and maintaining a tidy communal environment. 2 no. bin staging areas are located beside the entrance to the Apartment block A parking court and the Mews A parking court to ensure the area is accessible for refuse lorry's to access.

4.7 Bicycle Parking Provision

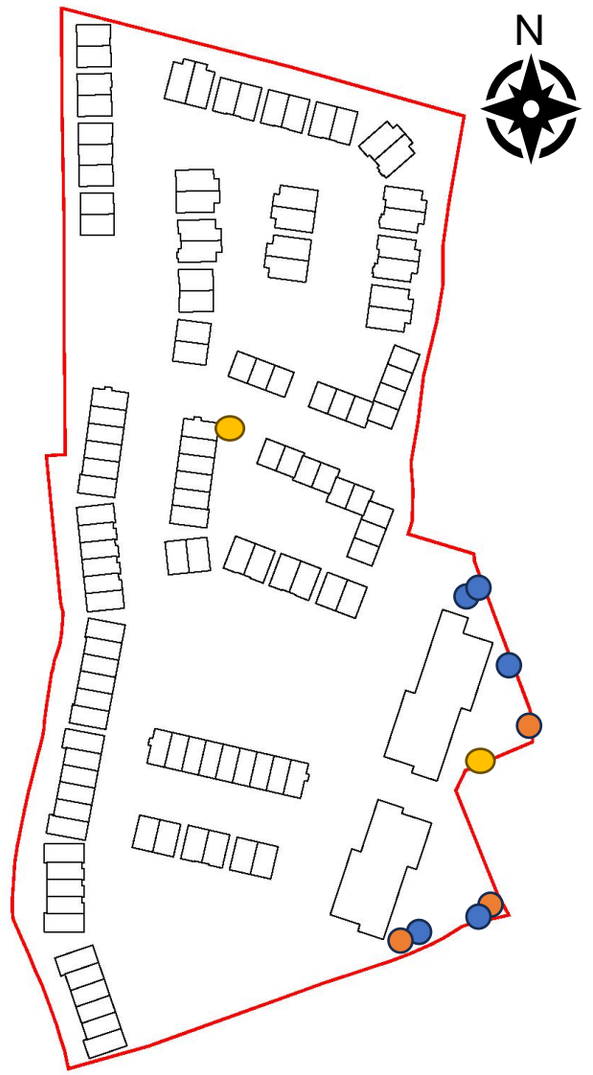
Bicycle parking and storage facilities are provided in full compliance with Kerry County Development Plan 2022–2028 with a provision of 1 no. covered and secure bicycle parking space per bedroom.

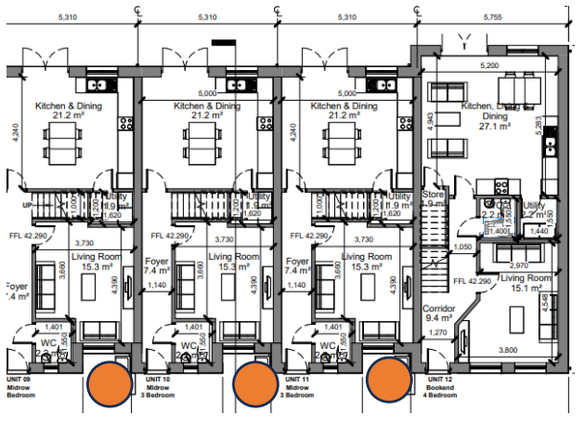
A total of 141 bicycle parking spaces are proposed to serve the 68 residential units in Apartment Blocks A&B.) Townhouses without the side gate access to garden will have designated space in front gardens by their bins to store their bikes The semi-detached houses also have independent side access to their rear gardens for secure bicycle storage.



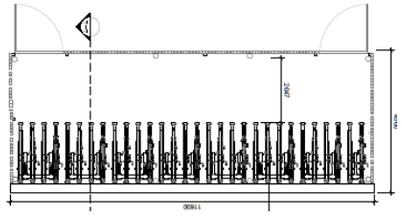


Proposed typical Bin Store to serve apartments

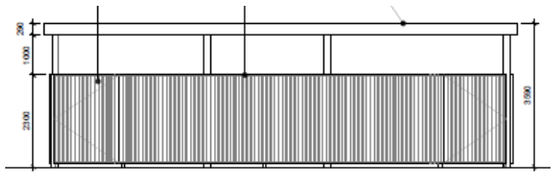








Proposed Bike Store enclosure to serve apartments



4.8 Compact Growth – Principles of Quality Urban Design and Placemaking Checklist

In the Appendices of the 'Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities', a Design Checklist is provided to assist with the development of a residential scheme and presents a series of questions under the key Compact Growth Headings to act as prompts to ensure Quality Urban Design and Placemaking is provided.

The Principles were considered from an early stage of this project and have been integrated into the scheme as follows;

SUSTAINABLE AND EFFICIENT MOVEMENT

The proposed scheme has been designed to provide a clear and well defined street network which creates a permeable and legible urban streetscape. A street hierarchy including Primary Local Streets, Secondary Local Streets, and Shared Surface Streets have been provided to promote a safe and pedestrian friendly environment. These streets have been designed following the principles defined by the Design Manual for Urban Roads and Streets (DMURS).

The scheme has been developed to provide high quality sustainable modes of travel. These include Strategic Links Project Road which will run north-south through the scheme when complete, and the connecting street which runs east-wets from the adjacent LRD to the west, connecting into the relief road. Both of these routes, along with a range of secondary paths and amenity walks, act as a vital amenity for both the future residents and surrounding communities.

Car parking around the scheme has been reduced in order to ensure that the active travel routes are not impeded by a car dependant scheme. The proximity of the site in relation to Killarney town centre helps reduce the quantum of car parking required, creating a pedestrian first scheme.

MIX AND DISTRUBUTION OF USES

The scheme consists of a varied housing mix of 1, 2, 3, and 4 bed mews, townhouses, semi-detached units, and apartment units. A varied mix such as this helps to create a sustainable residential development which provides a wider housing choice which responds to the needs of single people, elderly people, and larger families.



View of Apartment Block B

GREEN AND BLUE INFRASTRUCTURE

A range of Public Amenity Spaces have been provided within this development ranging in size and type. These have been designed to respond to the varied needs of the residential, providing a range of active and passive recreational spaces which aim to both conserve and restore the nature and biodiversity of the area. Some of the key spaces are described below;

THE CENTRAL OPEN SPACES

These large central open spaces provide the main quantum of public open spaces for the development and aim to provide well landscaped, passively surveilled areas benefiting both the residents of the scheme and wider community.

PASSIVE AMENITY SPACES

Passive amenity spaces have also been integrated into the layout to provide additional amenity focused more on providing natural vegetation and passive recreation spaces. The inclusion of these spaces also contribute to incidental play areas promoting further use of the landscaped features within the development.

EXISTING LANDSCAPE FEATURES

The scheme has been designed to make use of the natural landscape along the boundaries of the scheme. The incorporation of these distinct and unique aspects of the site helps to integrate the scheme within its context achieving a sense of place in its location.

The scheme has been developed to retain as much vegetation as possible while integrating a range of nature based water management solutions (SuDS) where possible.

RESPONSIVE BUILT FORM

The key criteria set out at the inception of the scheme was the creation of an attractive and well designed settlement which both responds to the surrounding context and creates opportunities for permeable connections. The proposed units in the scheme have been designed to overlook the open spaces and connections to provide passive surveillance. Where possible, the existing landscape has been retained in order to preserve the identity of the scheme.

The layout of the scheme ensures there are well defined edges on the existing and proposed streets and active frontages overlooking the open spaces and public realm. Dual fronted corner units and 3/4 storey landmark units have been incorporated on key corners to establish a legible and coherent urban structure throughout the scheme. The proposed units will have a contemporary style which relates to the existing typology in the area while providing a distinctive character with high quality and durable materials.



3 Storey Semi-detached nodal unit within the scheme

5.0 PROPOSED SITE IMAGES

5.1 View of Central Open Space



5.0 PROPOSED SITE IMAGES

5.2 View of Apartment Blocks



5.0 PROPOSED SITE IMAGES

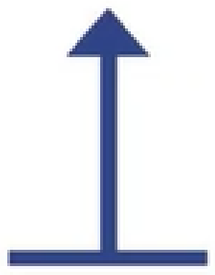
5.3 View of Communal Open Space Beside Apartment Block A



6.0 SUMMARY AND KEY METRICS



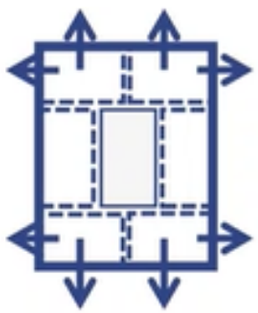
Net Residential Density
53.7 U/Ha



Building Heights
2 to 4 Storeys



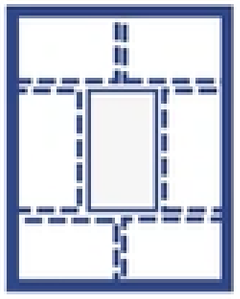
Number of Units = 195
4 Bed – 34 (18.1%)
3 Bed – 67 (35.6%)
2 Bed – 51 (27.1%)
1 Bed – 36 (19.2%)



Dual Aspect Units
86.2%



Cycle Spaces Provided
Secure Store - 99
Sheffield Stands - 42



Units Per Core
(Apartment Block)
8-10



Public Open Space
0.371 Ha (10.6%) Provided



Childcare Facility
40 No. Childcare Spaces

6.0 SUMMARY AND KEY METRICS



Unit Breakdown:

4-Bed Front-Entry Semi-Detached	13
4-Bed Side-Entry Semi-Detached	05
4-Bed Front-Entry Townhouse Type 1	06
4-Bed Front-Entry Townhouse Type 2	06
4-Bed Side-Entry Townhouse Type 1	01
4-Bed Side-Entry Townhouse Type 2	03
3-Bed Front-Entry Semi-Detached	24
3-Bed Side-Entry Semi-Detached	06
3-Bed Townhouse Type 1	27
3-Bed Townhouse Type 2	07
3-Bed Townhouse Type 3	03
2- Bed Mews Houses	19
Total houses	**120**
Apartment Block A (4 storeys)	
1-Bed Apartment	20
2-Bed Apartment	19
Apartment Block B (4 storeys)	
1-Bed Apartment	16
2-Bed Apartment	13
Combined **Total**	**188**

Overall Site Area = 3.8 Ha
Net Site Area = 3.5 Ha
Net Density = 53.7 Ha
Public Open Space = 0.372 Ha (10.6%)

This proposed Large-scale Residential Development has been designed to address the vital need for housing in Killarney. This scheme, consisting of 188 houses and apartment unts, aims to provide a high quality, well designed layout that responds to the existing landscape features within the scheme and the surrounding context.

This scheme has been designed to work seamlessly with the proposed strategic links project road, utilising the pedestrian and cycle connections as well as the proposed bus stop. Features such as this, along with the contemporary architectural treatment and varied unit mix, help to provide a well connected and permeable residential development that caters for all new residents.