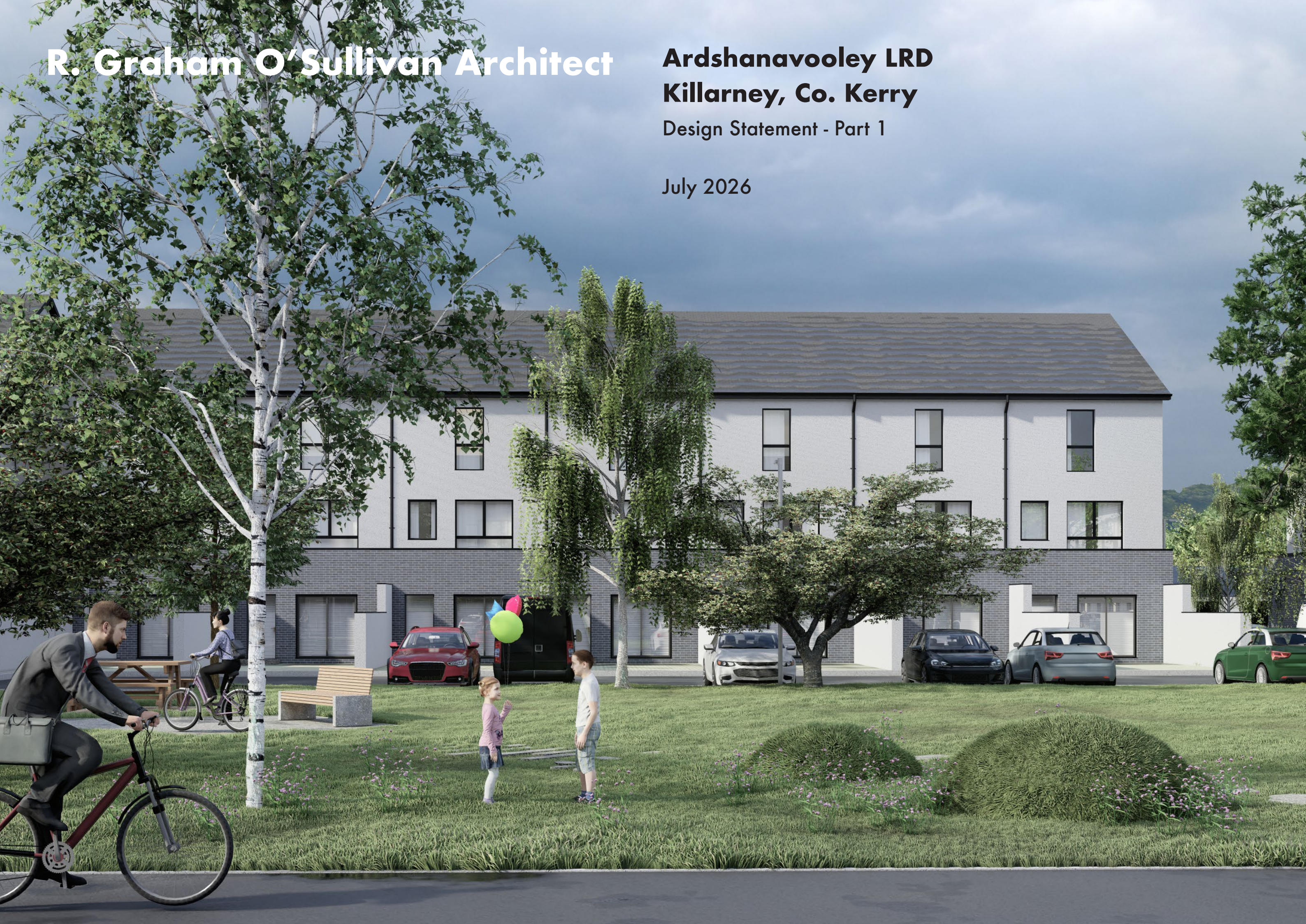


R. Graham O'Sullivan Architect

**Ardshanavooley LRD
Killarney, Co. Kerry**

Design Statement - Part 1

July 2026



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Client and Design Team

Client	Wrightwood Development Ltd.
Planning Consultant	Foundation
Architecture	Davide Mosca Design
Architecture	R. Graham O’Sullivan Architect
Landscape Architecture	Gannon and Associates
Traffic and Transportation	MHL & Associates
Civil Structural Engineering	Teicniuil-Priory Consulting Engineers
Ecology	Teicniuil-Priory Consulting Engineers
Arboricultural Consultant	CMK
Daylight / Sunlight Assessor	DKP International
Sustainability	DKP International
Visual Impact Assessor	Purser
Visualisations	TMG Design
Flood Risk Assessor	Donal Moynihan

1.0 Executive Summary

1.1 Introduction

The proposed development comprises a residential scheme of 124 homes with associated public and communal open spaces and ancillary facilities.

The development achieves a balance in urban design quality, density, efficiency, and massing. It proposes a vibrant residential environment with a generous mix of unit types including 1, 2 and 3 bed apartments and 1, 2 and 3 bedroom duplex maisonette types. Terraces of three bedroom townhouses are also provided.

The design optimises space, provides a variety of open areas, and complies with daylight and sunlight requirements.

This design statement outlines the parameters which influenced the design, describes the methodologies employed to comply with national guidelines and manuals and describes the scheme which arose from the detailed analysis and development of requirements into a complete design.

This document includes the key points raised in the planning documentation prepared by the design team. Where appropriate reference is made to the relevant drawings and documentation which forms part of the application documents.

1.2 Development Description

The proposed development will provide 124 residential units designed to meet the residential standards, built around a series of public and communal open spaces. The development comprises:

- 16 No. 1 Bed Apartments
- 6 No. 2 Bed Apartments
- 11 No. 1 Bed Duplex Apartments
- 11 No. 2 Bed Duplex Maisonette
- 28 No. 2 bed Duplex Apartments
- 28 No. 3 Bed Duplex Maisonette
- 23 No. 3 Bed Terrace Houses

External public open space and communal open space.

Internal communal space associated with the apartment block.

Refuse and Bicycle Stores.

Provision of quality Vehicular and Bicycle Parking for residents and visitors.

Site landscaping, site services and all associated site development works.

The statutory description prepared by Foundation Planning Consultants outlines the proposed development in its entirety.

1.3 Compliance Statement

The development is designed to be compliant with :

- *Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024).*
- *Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025)*
- *Design Manual for Quality Housing (2022)*
- *Urban Design Manual: A best practice guide (2020)*
- *Design Manual for Urban Roads and Streets or ‘DMURS’ (2013)*
- *Urban Development and Building Height Guidelines for Planning Authorities (2020)*
- *Kerry County Council Development Plan 2022-28*
- *Killarney Municipal District Local Area Plan*

2.0 Site Description

2.1 Site Location and Context

The application site area measures 2.23ha and is located 0.75km north east of Killarney Town Centre. The site is 1.35km for bike, foot and vehicular journey form the town centre and 0.65km from the transport hub at Killarney Bus and Rail Stations.

Located on the immediate outskirts of the town centre, the application site enjoys extensive connections to Killarney town centre and to the rest of Kerry/ Cork due to its proximity to Park Road linking to the N22 National Road.

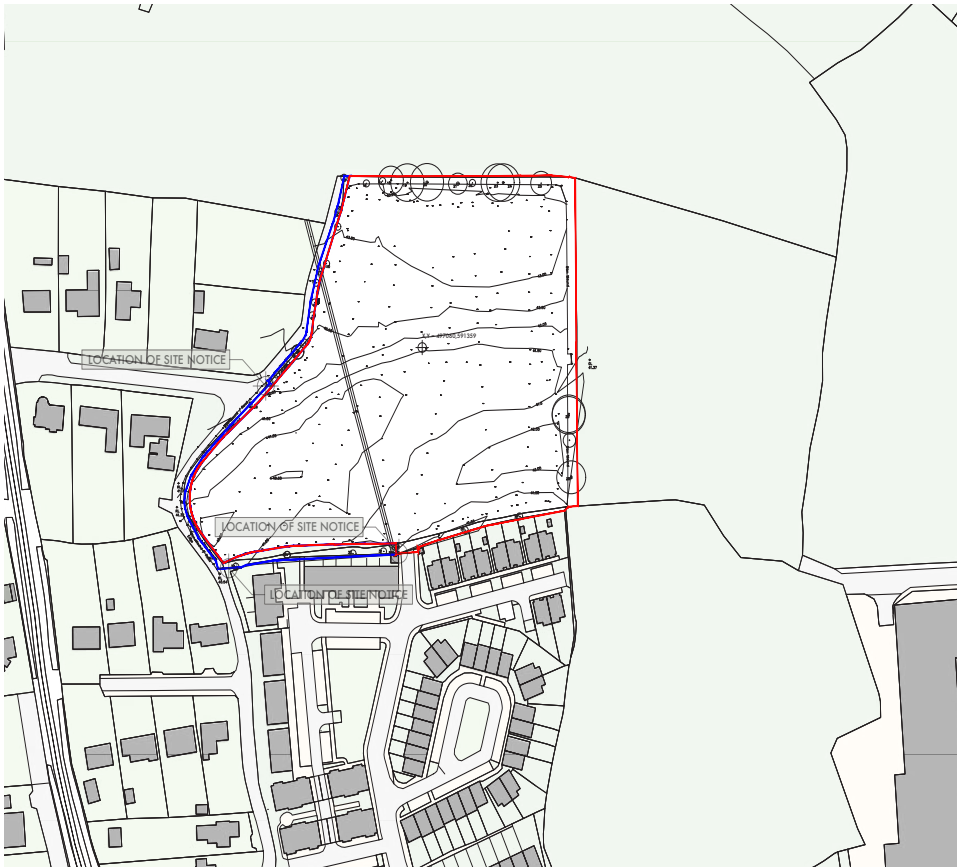
The site is bordered to the south by an existing residential housing estate Burr Ridge, which affords the primary access to the site. Dennehy’s Bohereen forms the western boundary which accommodates low density housing along its western edge. The northern boundary comprises mature hedgerows and trees which adjoin Deerpark pitch and putt course. To the east of the site there is currently agricultural lands separated with hedgerow and trees, zoned for residential use, and is undergoing preparation of a strategy for residential use.

2.2 Existing Site Description

The site is currently used as agricultural grazing land and the development of the site to a high standard would have a significant benefit through intensification of suitably zoned residential lands in close proximity to the town centre and significant transport links. The site is generally flat rising slightly from south to north

2.3 Site History

The site is historically agricultural land and is currently in this use. The **Landscape Design Rationale Report by Gannon and Associates** outlines the historical uses in further detail.



3.0 Planning Context

3.1 Planning Context

The **Planning Statement by Foundation Planning Consultants** outlines the relevant policy documents considered relevant to the proposed development, including:

- National Planning Context / Strategic Policy Document
- Section 28 Ministerial Guidelines
- National Guidance Documents referenced in Section 1.3, and others.
- Regional Planning Context

3.2 Development Plan

The subject site is located within the administrative boundary of Kerry County Council and is therefore covered by the existing Kerry County Council Development Plan, 2022-2028.

Under the existing County Council Development Plan, the subject site is zoned Objective R1 ‘New/proposed Residential Phase 1’ to ‘Provide for new residential development in tandem with the provision of the necessary social and physical infrastructure’.

The proposed development is consistent with the land use zoning.

The development is generally consistent with the Development Management Standards. The **Planning Statement** describes how the development complies with the standards or deviates to meet the requirements of other national guidelines. The Planning Statement includes commentary relating to:

- Density
- Public Open Space
- Private Open Space
- Site Coverage
- Car Parking Standards

The **Planning Statement** describes how the development achieves the requirements of the **Killarney Town Development Plan 2009 – 2015**

which has been incorporated into the County Development Plan 2022-2028 and is contained in Volume 2 of the Development Plan.

3.3 Local Area Plan

The **Planning Statement** describes how the development complies with the policies of *Killarney Municipal District Local Area Plan 2018 – 2024*

- Location of New Development
- Residential Development
- Sustainable Travel
- Biodiversity

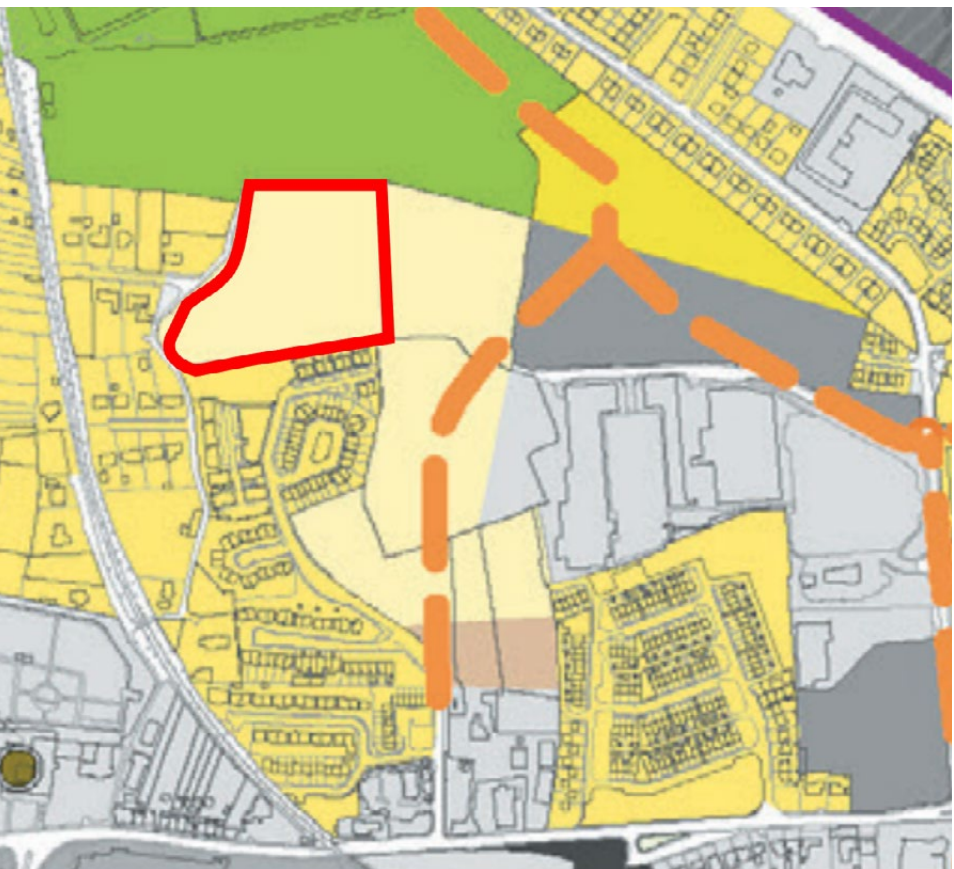
3.4 Planning Objective Compliance

The **Planning Statement** outlines in extensive detail the methodologies employed to ensure adherence to the relevant Development Plan Objectives. The Planning Statement makes particular reference to:

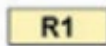
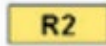
- Settlement Strategy & Core Strategy
- Housing
- Sustainable Travel
- Childcare Facilities
- Public Open Space, Biodiversity & Play Areas
- Sustainability
- Archaeology
- External Lighting
- Drainage
- Development Management Standards

3.5 Planning History

There is no recorded planning history on the subject site. The **Planning Statement** outlines the relevant planning history for adjoining sites.



Legend:

- | | | |
|-------------|---|---|
| |  | Settlement Boundary |
| Residential |  | New/proposed Residential Phase 1 |
| |  | Existing Residential |
| |  | Strategic Residential Reserve |

4.0 Masterplan Proposal

4.1 Vision

The development achieves a balance in urban design quality, density, efficiency, and massing. It proposes a vibrant residential environment with a generous mix of unit types.

The new homes will be energy efficient in terms of construction utilising Modern Methods of Construction and highly efficient materials to ensure both economic and environmentally sustainable homes.

Considerable thought has been given to the unit types, mix, size and layouts, provided within a bio-diverse sustainable landscaping scheme to ensure that the houses built grow into a sustainable, successful community.

4.2 Urban Design Rationale

The subject site very much has characteristics that straddle a suburban location and urban neighbourhood location. The sites location proximate to the train and bus station, and to commercial services such as Tesco, distinguish the site as having characteristics of an urban neighbourhood.

The proposed development provides a medium density of 56 units per hectare. This is considered entirely appropriate and consistent with the *Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024)*.having regard to both the immediate context and character of the site and the wider spatial and locational characteristics of the site.

Compliance with the requirements and recommendations of the *Urban Design Manual: A best practice guide (2020)* outlined in detail in **Section 8.0** of this document

4.3 Summary of Proposed Scheme

The proposed development will provide 124 residential units designed to meet the residential standards. The dwellings are arranged around a series of public and communal open spaces comprising 3642 sqm gross external public open space and 844 sqm gross external communal open space. The development also includes 86 sqm internal communal space associated with the apartment block. The development includes appropriate refuse and bicycle stores

R. Graham O’Sullivan Architect

4.4 Typology Mix

The development comprises:

- 16 No. 1 Bed Apartments
- 6 No. 2 Bed Apartments
- 11 No. 1 Bed Duplex Apartments
- 11 No. 2 Bed Duplex Maisonette
- 28 No. 2 bed Duplex Apartments
- 28 No. 3 Bed Duplex Maisonette
- 23 No. 3 Bed Terrace Houses

4.5 Density & Development Area

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) identify the appropriate density range for ‘centre and urban neighbourhood’ locations in key/large towns as follows:

“Key Town / Large Town - Centre and Urban Neighbourhood. The centre comprises the town centre and the surrounding streets, while urban neighbourhoods consist of the early phases of residential development around the centre that have evolved over time to include a greater range of land uses. For ‘suburban areas’ in Key Towns the Guidelines state that “densities in the range 30 dwellings per hectare to 50 dwellings per hectare (net) shall generally be applied at suburban and urban extension locations of Key Towns and Large Towns”.

The proposed development provides a density of 55 units per hectare, comprising 123 residential units on a development site area of 2.23 Hectares.

Other key development data is outlined below:

Total Development Area	-	12,952 sqm
Plot Ratio	-	0.58
Site Coverage	-	5862 sqm - 26.2%

RESIDENTIAL UNIT MIX				
DUPLEXES				
Two Bedroom Apartment	28	No.	2	Bed
Three Bedroom Maisonette	28	No.	3	Bed
DUPLEXES				
One Bedroom Apartment	11	No.	1	Bed
Two Bedroom Maisonette	11	No.	2	Bed
TOWNHOUSES				
Three Bedroom	23	No.	3	Bed
APARTMENTS				
One Bedroom	16	No.	1	Bed
Two Bedroom	6	No.	2	Bed
TOTAL				
		123		

SITE DATA				
Site Area	2.23		Ha	
Plot Ratio				
Density	55	Unit per	Ha	
Public Open Space				
Required	15%	3351	sqm	
Provided	16%	3600	sqm	
Communal Open Space				
Required		884	sqm	
Provided		956	sqm	
Site Coverage				
Building Footprint		5786	sqm	
Site Coverage		25.9%		

PARKING INFRASTRUCTURE				
Car Parking				
Requried	164		S28	
Residents	129		KCC	
Visitors	51		KCC	
Provided	139			
Residents (in curtilage)				68
Assigned Residents (grouped)				52
Shared Residents (grouped)				4
Car Sharing				4
Visitor Spaces				6
Disabled Spaces				5
Electric Vehicle Charging Ducting Infrastructure to all grouped residents spaces, car share and disabled spaces				
Bike Parking				
Requried	288		S28	
Provided	124	Residents Private		
Provided	96	Residents Shared		
Provided	52	Visitor		
Total Provided	272	Including Visitor		

4.0 Masterplan Proposal

4.6 Height Scale and Massing

The development’s massing and building form are carefully considered to create a balanced and visually appealing scheme. The design incorporates a variety of typologies that respond to the site’s context and maximise visual interest. The key elements include:

- Combination of two and three storey terraces of different design.
- Apartment block of two to four storeys.
- Simple linear volumes enclosing a variety of external public spaces.
- Forms and durable materials consistent with the local vernacular
- Terraces and balconies offering variety and detail to the forms

The site configuration, building heights and separation distances are compliant with the requirements outlined in Urban Development and Building Heights Guidelines, 2018. The minimum separation distances for housing, duplexes and apartments described in the Sustainable Residential Development and Compact Settlements Guidelines, 2024 between blocks and to site boundaries.

4.7 Site Connectivity & Permeability

Killarney is identified in the Regional Spatial and Economic Strategy as a Key Town. The location of the site proximate to high quality public transport at Killarney bus and train station, and the proximity to the town centre, has also been described. The site is 1.35km for bike, foot and vehicular journey from the town centre and 0.65km from the transport hub at Killarney Bus and Rail Stations.

- Killarney Train and Bus Stations
- 12 minute walking distance, 3 minute cycling distance
- Killarney Town Centre (High Street / Market Street Junction)
- 15 minute walking distance, 4 minute cycling distance

The proposed development offers connections to places, facilities and amenities that help to support a good quality of life. The scheme includes high quality open space and landscapes within the site.

Careful consideration is given to the provision of attractive routes for

pedestrians and cyclists. The road infrastructure facilitates primary circulation into and through the site with alternative pedestrian and bicycle routes facilitated across green spaces and via lanes and paths.

The site strategy facilitates vehicular, bicycle and pedestrian connections to existing routes around the site. The masterplan strategy also accommodates future connections to adjoining lands to improve site permeability.

Pedestrian and cyclist movement are prioritised across the site, with the main entrance from the southern edge of the site providing segregated access through for pedestrian and cyclist independent of vehicular routes utilising both dedicated walkways and internal, shared surface areas within the development.

4.8 Public and Communal Open Space

The concept for these residential units focuses on providing a safe and comfortable environment, incorporating principles of modern design and sustainability. The design begins at the building entrances and extends into communal outdoor spaces, fostering a sense of community and enhancing the quality of life in the area. The outdoor areas are designed to create an integrated and cohesive environment, with open spaces that encourage socialisation and interaction among residents.

The public open space is designed to harmonise with the natural landscape, featuring native vegetation, wildflower meadows, and permeable surfaces. Organic pathways meander through the area, linking seating spaces thoughtfully positioned to encourage quiet reflection as well as social interaction.

The design of the communal open spaces embraces a natural approach, integrating native vegetation and landscape elements that foster a harmonious and sustainable environment. The green areas have been planned to encourage biodiversity, featuring wildflower meadows and a mix of native tree species that create a seamless transition between the development and the surrounding landscape.

Peripheral open spaces are maintained as nature zones to maintain biodiversity within the existing grasses, hedging and trees



4.0 Masterplan Proposal

4.9 Identity and Distinctiveness

The design attempts to be distinctive in it layout, building design and landscap- ing strategy.

The prioritisation of public and communal open space, creation of identities for each of the spaces and the interconnection of these spaces is used to create a particular identity for this development

Despite the lack of particular site features the layout makes the most of the opportunities presented by the existing boundary hedgerows and trees by creating a series of communal open spaces against these features directly adjacent to the gardens of the a selection of housing units.

The duplex maisonette house types and apartments are atypical of the immedi- ate housing stock .

4.10 Site Phasing

The proposed phasing sequence is described in drawing 91-24-0-009 Phasing by Teicniuil Priory Consulting Engineers.

The proposed 5 phases will deliver residential units and their ancillary open spaces in a logical sequential method. The phasing ensures the provision of suitable resident and public facilitates.



5.0 Design Quality

5.1 Dual Aspect

The scheme has been designed from the outset to maximise sun and day light penetration into individual residential units.

The layout of the floor plans of in the majority of units (87%) provides for a dual aspect configurations.

A number of apartment units are single aspect.

- 16 no. 1 bed apartments (13% of unit types)

All single aspect apartments are of a southerly aspect.

The development exceeds the requirements of SPPR 3 of the Apartment Guidelines with 87% of the apartment units being dual aspect.

5.2 Oversized dwellings

120 of the 124 housing units provided are oversized by at least 10%. 4 apartment units do not achieve the 10% benchmark but do exceed the minimum area requirement.

The units sizes have been carefully considered to reflect the market conditions of the area and the expectations of potential residents.

5.3 Daylight & Sunlight

DKP have been commissioned to complete a daylight and sunlight assessment report.

All buildings should receive adequate daylight and sunlight. All habitable rooms must be naturally ventilated and lit and living rooms and bedrooms shall not be lit solely by roof lights.

The level of detail provided in respect of sunlight/daylight impact on neighbouring premises and the proposed amenity areas is sufficient and the consultant concludes that the proposed development meets the relevant standards in this regard.

The Apartment Guidelines require compliance with 'Site Layout Planning for Daylight and Sunlight' (2nd edition) and/or BS 8206-2: 2008 – 'Lighting for

Buildings – Part 2: Code of Practice for Daylighting'.

The apartments have been analysed by DKP to demonstrate compliance. Please see accompanying **DKP Sunlight/ Day Lighting Report**

5.5 Internal Design Standards Compliance

The minimum apartment floor areas defined by SPPR2 of the *Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025)*. These standards have been applied to the apartment, duplex and duplex maisonette units.

The requirements of the *Design Manual for Quality Housing (2022)* has been applied to the house units. In addition, the separation distances required by this document have been applied throughout the development.

The development achieves and in many cases exceed the minimum requirements outlined in The Standards.

Please see Appendix 2 for full detailed Housing Quality Assessment schedule demonstrating compliance with the relevant standards. A separate Housing Quality Assessment Report is also demonstrating compliance and including layouts of typical residential units.

5.6 Material & Finishes Strategy

The architecture and landscape design of the scheme works together to make a high quality coherent scheme. Particular attention has been paid to the materials used in the public realm that will be well used by the general public as well as the residents.

The materials, though consistent with other developments in the locality, are specifically selected to afford this development a particular identity. The materials are robust and easily maintained. Where insulated render or applied render is proposed a self coloured finish is proposed. Brickwork is proposed at lower levels where impact damage may be an issue. The selection of the render, brickwork, tile and window systems has been carefully considered to ensure a suitable palette of materials is utilised. Careful selection of materials has been undertaken to ensure their long-term durability



5.0 Design Quality

5.7 Landscaping Strategy

The landscape strategy is built around a clear and connected structure of open spaces, ensuring that every resident has access to nearby amenities.

Key character areas – including the Arrival Open Space, Central Open Space, Pocket Parks, and Buffer Zones – are distributed throughout the development to encourage activity and social connection.

Connected landscape Strategy - Consistent design language unifies all public open spaces, using shared materials, planting palettes, and detailing to create harmony across the site.

Pedestrian routes and shared surfaces enhance connectivity and accessibility throughout the development.

5.8 Public Spaces

Community Focus

Central open space designed as the heart of the development

Overlooked and welcoming – encouraging gathering and activity

Arrival Park

Entry sequence with seating, bike parking, SUDS, and kick-about area

Connects seamlessly to the central open space

Central Open Space

Features nature play, picnic areas, flexible open lawns, and seating

Promotes active and social engagement

Pocket Park (East)

More natural and informal landscape character

Provides refuge, seating, and soft movement through green corridors

LANDSCAPE PLAN

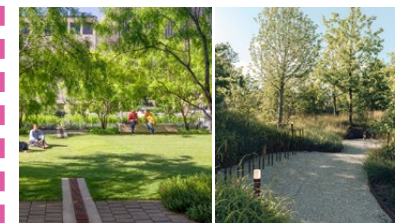
- 01 Grass lawn/Kick about area
- 02 Natural play area
- 03 Picnic area
- 04 Wildflower meadow
- 05 Rain gardens
- 06 Stepping stones
- 07 Seating & Relaxing Area
- 08 Rear garden



CENTRAL OPEN SPACE



ARRIVAL PLAZA



POCKET PARKS



BUFFERS ZONES



5.0 Design Quality

5.9 Open Space and Connectivity

Open Space

Overall provision: 16.3% (≈3,636 sq.m)

Additional 8% (≈1,790 sq.m) for buffers, mitigation, and habitat enhancement

Communal Open Spaces - 956 sq.m. – 4%

Connectivity and Amenities

Strong pedestrian network with shared surfaces prioritizing sustainable transport.

Welcoming public realm promoting interaction and community

Amenities integrated naturally and evenly distributed

Green boundaries framing all dwellings and open spaces

5.10 Public Spaces

Ecological Connectivity

Retention and enhancement of existing habitat corridors

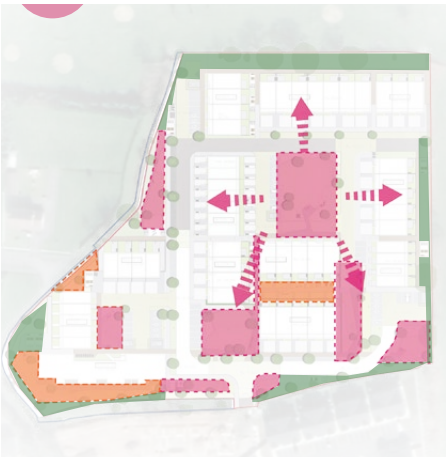
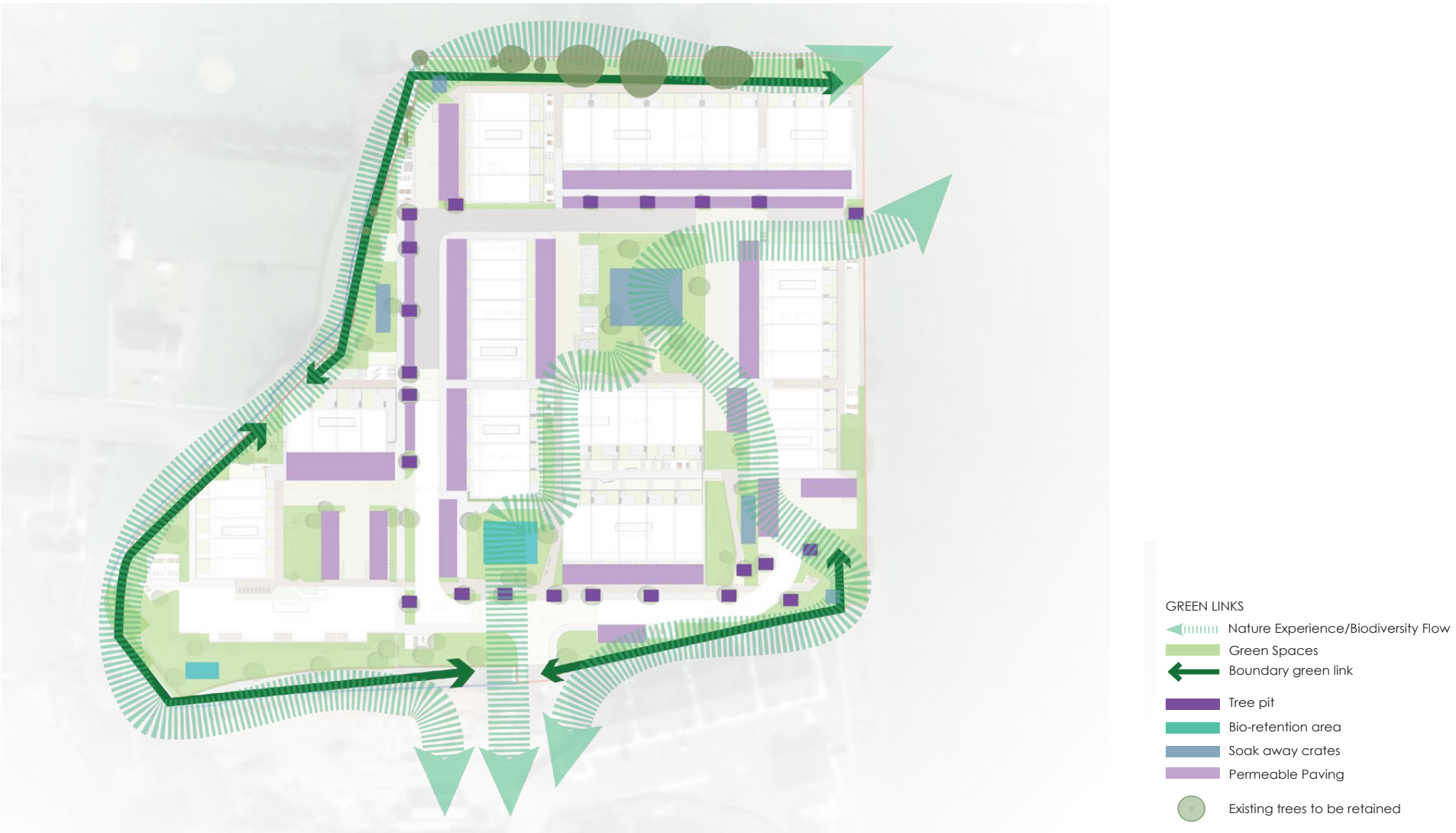
Strengthened green links across the site

Sustainable Drainage (SuDS)

Integrated within landscape design

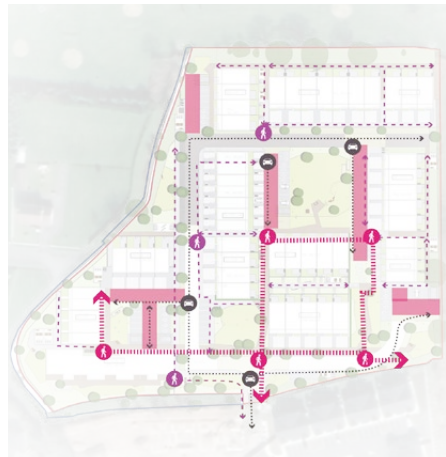
Features include street trees, bioretention basins, rain gardens, and permeable paving

Enhances biodiversity, sustainability, and visual quality



OPEN SPACES

- Public Open Spaces - 3,642 sq.m. 16.3%
- Communal Open Spaces - 1,002 sq.m. 4.5%
- Environmental Open Space - 1,884 sq.m. 8.4%



CONNECTIVITY

- Main Pedestrian Link
- Pedestrian Access
- Vehicle Access
- Shared Surface



AMENITIES

- Pedestrian routes
- Picnic area
- Kick about grass area
- Seating area
- Natural play

5.0 Design Quality

5.11 Drainage and SUDs

The water mains and foul water drainage network shall be constructed to Uisce Eireann Codes of Practice for Water Infrastructure and Code of Practice for Waste Water Infrastructure. A Confirmation of Feasibility of connection was issued by Uisce Eireann on 27th March 2025, under ref CDS24008514. Both Water and Waste-Water connections were deemed “Feasible without Infrastructure Upgrade” by Uisce Eireann.

The Surface Water drainage has been designed as an overall Sustainable Urban Drainage System (SUDs), to the principals contained within the “The SUDS manual (CIRIA 753)”

Soil Infiltration testing (to BRE digest 365 – soakaway design) has been carried out on site, comprising of 5 No test holes, evenly located around the site, in places of proposed SUDs elements. The soil was found to have good infiltration rates

A range of SUDs components has been proposed within the design; bioretention areas, tree pits, soakaways, and permeable paving, have all been utilised. The design and sizing of the various SUDs components included a 1:100 year rainfall event return period and a 20% climate change factor.

Given the known soil infiltration characteristics, complete infiltration methods have been utilised; there is no stormwater discharge from the site - the management and treatment of stormwater are all via infiltration methods. This is in-keeping with infiltration methods being preferred SUDs solutions, as this most reflects the natural water cycle, reduces flood risk, recharges groundwater, improves water quality, and does not impact upon exiting public sewer network.

Cognisance has been taken of amenity and biodiversity aspects, by incorporating SUDs components into the landscaping (Bioretention and tree pits.)

Water quality and treatment has been taken into account, as outlined in the Engineering Assessment Report. A natural based solution be used, in the way of bioretention areas and tree pits in place of an oil separator, to accommodate stormwater run-off from the road. as cited in the ‘SUDS manual’, as the preferred solution.

The scheme has been analysed by Techniul Priory to demonstrate compliance. Please see accompanying **Engineering Assessment and Drainage Design Report**.

5.12 Transport and Traffic

Overview

The overall impact of the development on the adjoining local road is to increase traffic flows entering/existing the development of 96 no. trips in the morning peak and by 81 no. trips in the evening peak in the Opening Year 2026, assuming all traffic generated by the development is new to the network. These trip rates are based on surveyed traffic from Arlington Heights during the peak hours.

At present the hourly figures for traffic exiting and entering Friary Downs/ Park Rd during the peak hour are as follows:

AM Peak – 197 no Trips

PM Peak – 222 No Trips

The Park Road Junction reaches a maximum Ratio of Flow Capacity (RFC) of 41% in the 2043 AM with development scenario and reaches a maximum of 28% in the 2043 PM with development scenario.

In 2043:

The AM increase due to the development traffic is 14%

The PM increase due to the development traffic is 7%

The assessed junction is operating below capacity for all design years up to 2043

for both morning and evening peaks respectively. But based on the observation of vehicles queuing on site, consideration should be given to installing a Yellow Box Junction at this location to facilitate vehicles exiting from Friary Downs.

DMURS and Compliance

The design of the scheme has placed a focus on the pedestrian with ramped crossings on all internal circulation roads. Connectivity throughout the scheme is heavily weighted towards the pedestrian. There are excellent pedestrian links to the public road network, public transport services and amenities. The open spaces have been designed to provide a sense of enclosure and to be active with good passive surveillance in order to enhance pedestrians’ sense of safety and well-being within this area.

The scheme has been analysed by MHL to demonstrate compliance. See accompanying **Traffic and Transportation Assessment**.

5.0 Design Quality

5.13 Ecology

Reports Prepared for the LRD Consultation include:

- Environmental Impact Assessment ('EIA');
- Appropriate Assessment Screening Report ('AA'); and,
- Ecological Impact Statement ('EclA').

Physical impacts

No archaeological features were encountered. Therefore, there will be no physical impacts on archaeology.

Mitigation

No further archaeological mitigation measures are suggested.

Ecological Enhancement Measures on the Site

The EclA included for protection measures for biodiversity to ensure no impacts occur on sensitive/protected receptors;

A comprehensive Landscape Plan has been prepared and incorporated within the EclA and included for:ca. 65 trees;

- ca. 1,693m² of pocket woodland planting;
- ca. 1,570m² of wildflower meadows;
- ca. 140 linear meters of native hedgerows suitable for a number of protected species; and,

Protection and enhancement of habitat linkages and ecological corridors.

The EclA also recommends the inclusion of artificial roosts, bird boxes, lighting restrictions and fauna and wildlife shelters.

Ecological Conclusions

The Appropriate Assessment Screening Report concluded that the Proposed Development would not cause any adverse effects on any European designated sites or any of their designated features of interest in the absence of mitigation and that progression to Stage 2 of the Appropriate Assessment process (i.e., Natura Impact Statement) was not considered necessary.

Please note this is based on design and drainage details received to date.

The Ecological Impact Assessment concluded the following:

The Site was considered to be of low local ecological value.

The Site is not considered to be of high suitability or a site of importance for any Annex I or Annex II species or Red listed birds;

The Proposed Development will not result in any significant impacts on ecological receptors identified both onsite and in the surrounding area following the implementation of appropriate mitigation measures; and,

The proposed Landscape Plan has been designed to compensate for any vegetation removed during Site clearance works.

5.14 Archeology

Physical impacts

No archaeological features were encountered. Therefore, there will be no physical impacts on archaeology.

Mitigation

No further archaeological mitigation measures are suggested.

6.0 Urban Design Criteria

The responds directly to each of the 12 criteria outlined in the *Urban Design Manual: A best practice guide (2020)*

6.1 Context

The development contributes positively to the character and identity of the neighbourhood. The development makes a positive contribution possible to its neighbourhood, increasing permeability through the site and accommodating connections to adjoining development lands. The proposed public realm infrastructure improves and enhances the existing situation by providing high quality public green spaces for use by the developments residents and the local population generally. The scheme also offers protection to significant site features including existing hedgerows and mature trees.

6.2 Connections

The proposed development offers connections to places, facilities and amenities that help to support a good quality of life. The scheme includes high quality open space and landscapes within the site. The site is located close to Killarney Town Centre with pedestrian and cycle connections provided from the site independent of the vehicular infrastructure provided.

Careful consideration is given to the provision of attractive routes for pedestrians and cyclists. The road infrastructure facilitates primary circulation into and through the site with alternative pedestrian and bicycle routes facilitated across green spaces and via lanes and paths.

The design, layout and implementation of the scheme encourage both pedestrian and cycle use through the provision of suitable circulation routes and the provision of high quality cycle storage equipment.

6.3 Inclusivity

The scheme is designed around the fundamentals of Universal Design. Rather than making provision for different groups in different ways the design promotes an approach which allows all people to use space in the same way, on equal terms.

The existing site is relatively level with some undulation in the site contours. The proposed design levels facilitate circulation around the scheme without a requirement for stepped or steeply sloped routes.

The development include provision for housing of different types, sizes and tenures to create a balanced, sustainable community. The overall mix is selected to create a mixed neighbourhood that can support a variety of people through all stages of their lives. The overall mix in the neighbourhood is conducive to maintaining a healthy balanced community.

The development includes a proposal for Social and Affordable units particularly suited for individuals, small families and/or local residents looking to downsize from larger accommodation.

There is a range of public, communal and/ or private amenity spaces and facilities for children of different ages, parents and the elderly. In addition to the provision of play spaces throughout the site, an enclosed courtyard type public space is provided adjacent to the Social and Affordable units to facilitate a quieter gathering space suitable for older residents. In addition, a large communal garden space is provided independently of this public space for use by residents.

Areas defined as public open space shall be taken in charge by the Local Authority and will be accessible and open to all. Communal Open Space shall be managed by the residents as an alternative to the Public Open Spaces provided.

The scheme is designed to be inviting and encourage people into the neighbourhood where they can contribute to the vitality and security of the development. The development incorporates key aspects of passive surveillance with overlooking of Public Spaces by residential units. Communal Open Spaces are generally enclosed by railing and overlooked by adjoining dwellings.

6.0 Urban Design Criteria

6.4 Variety

The development creates a vibrant neighbourhood, The scheme includes a variety of house types which incorporate adaptable building designs which permit people to work from home.

The landscaping design strategy provides a variety of public and semi-public spaces throughout the development creating individually identifiable spaces within the overall context of a development with a specific identity.

The variety of house types which offer alternative tenures add to the choice available in the area.

6.5 Efficiency

The proposed design incorporates Government policy related to the National Spatial Strategy and the Climate Change Strategy, which establishes the importance of reducing the energy requirements and greenhouse gas emissions associated with residential development.

The proposed development seeks to address the issues surrounding mitigation of climate impact, and addresses how places can be designed to reduce the impact of development on climate change.

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) identify the appropriate density range for 'centre and urban neighbourhood' locations in key/large towns as follows:

The proposed development provides a density of 56 units per hectare, comprising 124 residential units within a site area of 2.23 Hectares.

The new homes will be energy efficient in terms of construction, utilising Modern Methods of Construction and highly efficient materials to ensure both economic and environmentally sustainable homes.

Considerable thought has been given to the unit types, mix, size and layouts, provided within a bio-diverse sustainable landscaping scheme, to ensure that the houses built grow into a sustainable successful community.

Landscaped areas are designed to provide amenity and biodiversity, protect

buildings and spaces from the elements and incorporate sustainable urban drainage systems. Existing perimeter boundaries are maintained to preserve mature hedgerows and trees.

Buildings, gardens and public spaces are laid out to exploit the best solar orientation with the majority of units laid out in an east/west orientation. Over 80 % of the housing units are dual aspect and all units include an outlook onto a significant public open space.

All buildings receive adequate daylight and sunlight. All habitable rooms are naturally ventilated and lit and meet or exceed the requirements of 'Site Layout Planning for Daylight and Sunlight' (2nd edition) and/or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.

The level of detail provided in respect of sunlight/daylight impact on neighbouring premises and the proposed amenity areas is sufficient and the proposed development meets the relevant standards in this regard.

Careful consideration has been given to the provision of appropriate recycling facilities either within the curtilage of individual units or grouped together in enclosed waste separation locations spread throughout the site.

6.6 Distinctiveness

The design attempts to be distinctive in its layout, building design and landscaping strategy.

The prioritisation of public and communal open space, creation of identities for each of the spaces and the interconnection of these spaces is used to create a particular identity for this development

Despite the lack of particular site features the layout makes the most of the opportunities presented by the existing boundary hedgerows and trees by creating a series of communal open spaces against these features directly adjacent to the gardens of the a selection of housing units.

The duplex maisonette house types and apartments are atypical of the immediate housing stock .

6.0 Urban Design Criteria

6.7 Layout

The proposed layout achieves the key criteria described in the Urban Design Manual to create people friendly streets and spaces.

The proposed design features a series of public open spaces, the area of which exceeds the minimum proportion of 15% of the site area required by the County Development Plan. In addition, the communal open space provided exceeds the minimum standards required by Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025). In addition to these minimum standards, smaller sub-standard or peripheral green spaces are excluded from these calculations to ensure that the open space provided is of the highest quality.

The masterplan layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.

The layout focuses activity on the streets squares and parks by creating active frontages with front doors directly serving the external spaces

The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers. Alternative routes are provided for pedestrians and cyclists between green spaces independent of vehicular traffic

Traffic speeds are controlled by design and layout rather than by speed humps with short road lengths, tight corners, restricted road widths, absence of rat runs and shared surfaces

Block layouts place public spaces in front of building lines as squares or greens, and some semi private space to the back as communal bio-diverse gardens.

6.8 Public Realm

The public areas are a key determinant of the image that people form of the quality of a development as a whole, thus both the masterplan layout and the

detailed design of the streetscapes and landscaped areas have been carefully considered in this scheme.

All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use

The public realm is considered as a usable integrated element in the design of the development.

Children’s play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighborhood. The main nature play area is located within the central green space, while smaller sitting and congregation areas are distributed around the site within smaller pock-parks overlooked by adjoining houses, gardens and balconies.

There is a clear definition between public, semi-private, and private space. Private garden spaces are defined by perimeter walls. Private balconies are clearly delineated to individual properties. Semi private gardens are delineated by low walls and changes in ground textures. Communal spaces are accessible through gates within fenced barriers which maintain visual links.

Roads and parking areas are considered as an integral landscaped element in the design of the public realm. Alternative routes are provided for pedestrians and cyclists between green spaces independent of vehicular traffic.

All publicly accessible areas are overlooked by other people who would be able to intervene in order to prevent crime and maintain public safety. The feeling of safety generated by high levels of natural surveillance in public areas will encourage further use and participation, which will itself reinforce high levels of natural surveillance.

The landscape designer has ensured that landscaping is self-maintaining as much as possible. This may impact on selection of plant species or surface materials. More ‘natural’ landscaping which requires less maintenance has been located within the communal gardens to the north and east boundaries. A high quality landscape design is proposed to offset maintenance costs. · Adequate safety precautions were taken during design to reduce the risk of accidents.

6.0 Urban Design Criteria

A quantity of Shared Spaces are included as part of the streetscape with the intent of creating pedestrian-friendly, attractive spaces off the main vehicular routes. The public realm is designed to accommodate cars of visitors and guests of the residents with designated on-street parking provided for their use. Traffic speeds are controlled through the layout of buildings and spaces rather than with remedial measures such as speed ramps or chicanes. Parking areas are integrated into the design and layout of the slower movement routes in recognition that areas of parked cars can also serve to slow traffic.

6.9 Adaptability

Each of the house types adhere to the principals of Universal Design. The designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation

Although the majority of house type proposed do not facilitate extensions, each house is designed to accommodate internal adaptability. Modern Methods of Construction are proposed for the main structure, which limits adaptation of the primary structural elements however, the internal secondary structure and fit out elements will be of traditional construction which accommodates reconfiguration, renovation and renewal. Wet cores and services are grouped.

The homes are energy-efficient and equipped for challenges anticipated from a changing climate. The buildings utilise materials of high insulation values, energy efficient fittings and sustainable heating systems.

6.10 Privacy and Amenity

Each home has access to an area of usable private outdoor space, either a private garden or balcony. The areas associated with these spaces meet or exceed the requirements of *Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025)* or the *Design Manual for Quality Housing (2022)*

The design maximises the number of homes enjoying dual aspect with over 80% of the dwellings achieving this criteria. Where this has not been achieved

the units concerned are of a southern orientation.

Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout consistent with the requirements of the Building Regulations.

Windows are sited to avoid views into the home from other houses and separation distances from first floor meet or exceed the requirement of the *Design Manual for Quality Housing (2022)*.

Privacy is affordable to ground floor units from public paths and green spaces through the provision of car-parking to the front of dwellings, front gardens providing private open space and semi private open space.

The homes are designed to provide adequate storage to the requirements of Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025), with sufficient space within the home and within dedicated bin store areas for the sorting and storage of recyclables. The principles of the Department of the Environment guidance on storage for apartments has also been applied to the houses.

The design team has attempted to create a higher density development in the interest of sustainable design without neglecting the requirements of privacy and overlooking. A higher densities has been achieved without compromising good quality, private residential amenity. The design ensures distances are sufficient to achieve privacy between dwellings.

6.0 Urban Design Criteria

6.11 Parking

The majority of car parking spaces are provided to the front of dwellings adjoining front doors. A quantity of car parking is provided on-street and within easy reach of the relevant home's front door. These types of spaces are generally provided communally to maximise efficiency

Specific spaces are provided to accommodate visitors.

Materials used for parking areas within dwelling curtilage are of similar quality to the rest of the development. Materials for on-street car parking spaces or spaces within shared surface type areas are consistent with the adjoining road materials.

Where bicycle storage is not provided within the curtilage of a dwelling secure facilities are provided for bicycle storage within bike store enclosures. These facilities include storage by way of single traditional hoops and stacked storage units. Larger storage areas are also provided for cargo bikes and larger non standard bikes (disabled bikes).

Parked cars and external bike stands utilise passive natural surveillance, overlooked by houses, pedestrians and traffic, with a choice of parking appropriate to the situation.

6.12 Detailed Design

The design team understand that strategic considerations such as location, connections, and sustainability determine much of the success of a scheme, the finished quality can have a significant effect on a development's character, sense of place and legibility.

The architecture and landscape design of the scheme works together to make a high quality coherent scheme. Particular attention has been paid to the materials used in the public realm that will be well used by the general public as well as the residents.

The materials, though consistent with other developments in the locality, are

specifically selected to afford this development a particular identity. The materials are robust and easily maintained. Where insulated render or applied render is proposed a self coloured finish is proposed. Brickwork is proposed at lower levels where impact damage may be an issue. The selection of the render, brickwork, tile and window systems has been carefully considered to ensure a suitable palette of materials is utilised. Careful selection of materials has been undertaken to ensure their long-term durability

The landscape design facilitates the use of the public spaces from the outset. This has been described in thorough detail in earlier chapters of this section.

Design of the buildings and public space will facilitate easy and regular maintenance through the use of robust construction materials, road and pavement finishes and low maintenance planting.

Open car parking areas are considered as an integral element within the public realm design and are treated accordingly. Materials used for parking areas within dwelling curtilage are of similar quality to the rest of the development. Materials for on-street car parking spaces or spaces within shared surface type areas are consistent with the adjoining road materials.

Car parking areas whether on street or grouped are landscaped with street tree planting to help mitigate against the hard appearance of parked cars and to provide visual interest. Soft landscaping is incorporated into front gardens alongside car parking areas where possible.

Care has been taken over the siting of communal bin stores. The stores are generally remote from houses, although positioned to be readily accessible. The stores are cross ventilated to avoid buildup of odours. They are fully enclosed with robust construction materials to avoid vermin issues. Bin stores are distributed throughout the development to ensure even distribution of waste thereby avoiding an over-concentration of waste in one particular location.

7.0 Sustainability

The proposed design incorporates Government policy related to the National Spatial Strategy and the Climate Change Strategy, which establishes the importance of reducing the energy requirements and greenhouse gas emissions associated with residential development.

The proposed development seeks to address the issues surrounding mitigation of climate impact, and addresses how places can be designed to reduce the impact of development on climate change.

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) identify the appropriate density range for ‘centre and urban neighbourhood’ locations in key/large towns as follows:

The new homes will be energy efficient in terms of construction, utilising Modern Methods of Construction and highly efficient materials to ensure both economic and environmentally sustainable homes.

Considerable thought has been given to the unit types, mix, size and layouts, provided within a bio-diverse sustainable landscaping scheme, to ensure that the houses built grows into a sustainable successful community.

Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems. Existing perimeter boundaries are maintained to preserve mature hedgerows and trees.

Buildings, gardens and public spaces are laid out to exploit the best solar orientation with the majority of units laid out in an east/west orientation. Over 80 % of the housing units are dual aspect and all units include an outlook onto a significant public open space.

All buildings receive adequate daylight and sunlight. All habitable rooms are naturally ventilated and lit and meet or exceed the requirements of ‘Site Layout Planning for Daylight and Sunlight’ (2nd edition) and/or BS 8206-2: 2008 – ‘Lighting for Buildings – Part 2: Code of Practice for Daylighting’.

Careful consideration has been given to the provision of appropriate recycling facilities either within the curtilage of individual units or grouped together in enclosed waste separation locations spread throughout the site.

8.0 Universal Access

This Access Statement describes the design rational to meet the requirements of Appendix 6 of Buildings for Everyone: A Universal Design Approach (National Disability Authority, 2012). This design demonstrates a commitment to creating an accessible and usable environment that goes above and beyond legal requirements, reflecting best practice in Universal Design.

8.1 Introduction and Universal Design Commitment

This Universal Access Statement confirms the commitment of the design team to the principles and guidance set out in the National Disability Authority's "Buildings for Everyone: A Universal Design Approach (2012)" and the seven principles of Universal Design. The project design moves beyond minimum regulatory compliance (e.g., Part M of the Building Regulations) to achieve inclusive, equitable, and dignified use for the widest range of potential users.

8.2 Design Rationale and Principles of Universal Design

The design philosophy is centred on ensuring that the facility is usable by people of all ages, sizes, and abilities, including those with temporary, situational, or permanent disabilities. This is achieved by integrating the seven core principles of Universal Design from the outset of the project.

The 7 Principles of Universal Design were developed by a working group of architects, product designers, engineers, and environmental design researchers at North Carolina State University, and they are widely adopted globally, including by the National Disability Authority (NDA).

These principles are intended to guide the design of any product, service, or environment to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design.

Universal Design Principle and Design Rationale and Features

1. Equitable Use

The design provides the same means of use for all users, or separate but equivalent and indistinguishable means where necessary, avoiding segregation. Feature Example: A single, central entrance is provided, which is fully level-access, well-lit, and clearly identifiable for everyone.

2. Flexibility in Use

The design accommodates a wide range of individual preferences and abilities. Feature Example: Controls (e.g., light switches, intercoms, vending machines) are operable with either hand, require low gripping force, and are positioned within the reach ranges of both standing and seated users.

3. Simple and Intuitive Use

The design is easy to understand, regardless of the user's experience, knowledge, language skills, or current concentration level. Feature Example: Clear, logical circulation routes are provided with minimal changes in direction, and all wayfinding signage uses universally recognized pictograms and a consistent design language.

4. Perceptible Information

The design effectively communicates necessary information to the user, regardless of ambient conditions or the user's sensory abilities. Feature Example: High visual contrast is used between all key elements (e.g., walls/floors, stair nosings, door frames/doors). All permanent room identification signage includes tactile text, braille, and is positioned adjacent to the door latch side.

5. Tolerance for Error

The design minimizes hazards and the adverse consequences of accidental or unintended actions. Feature Example: Doors to high-risk areas are clearly signed. Automatic closing devices are set to low force to prevent injuries. Safe refuges or rest areas are integrated into long circulation routes.

6. Low Physical Effort

The design can be used efficiently and comfortably with a minimum of fatigue. Feature Example: Main entrance and internal doors are power-assisted or have low-resistance door closers. Ramps are designed to have the shallowest gradient possible and include comfortable handrails.

7. Size and Space for Approach and Use

Appropriate size and space is provided for approach, reach, manipulation, and use regardless of user's body size, posture, or mobility. Feature Example: Corridors are sized to allow two wheelchair users to pass comfortably. Accessible, enlarged, and standard sanitary facilities are provided on all public-access levels, ensuring ample maneuvering space.

8.0 Universal Access

8.3 Key Universal Access Provisions

The following outlines the design approach for the Ardshonavooley Development, demonstrating how the project meets and exceeds best practice guidance.

8.4 External Environment and Approach

- Accessible Parking: 5 designated car parking spaces are reserved for people with disabilities, located on the shortest and most direct accessible route to the principal entrance and distributed through out the site.
- Access Routes: All pedestrian routes within the public domain and parking areas to the entrance are level or ramped at a gradient not exceeding 1:20, with clear minimum widths of 1800mm to allow for passing.
- Tactile Paving: Applied at all relevant drop-kerbs, controlled crossings, and top/bottom of stairs/ramps to provide warning and directional cues for users with visual impairments.

8.5 Entrances and Receptions

- Main Entrances: Provides a level threshold (step-free). The entrance door offers a minimum clear opening width of 1000mm.

8.6.1 Horizontal and Vertical Circulation – Houses, Duplex Apartments and Duplex Maisonettes

- Corridors: Corridors maintain a minimum clear width of 1100mm for comfortable circulation.
- Stairs: Stairs for ambulant disabled people are provided for access to maisonette units.

8.6.2 Horizontal and Vertical Circulation - Apartments

- Corridors: All main circulation corridors maintain a minimum clear width of 1800mm for comfortable two-way traffic. Turning heads (1800mm x 1800mm) are provided at the end of corridors. Corridors within units maintain a minimum clear width of 1200mm for comfortable circulation.
- Stairs: Stairs for ambulant disabled people are provided alongside the

lift, featuring visual contrast on all treads and nosings, and continuous handrails at two heights.

- Lifts: A minimum of one Universal Design-compliant passenger lift is provided to all floors, featuring audible announcements, visual indicators, tactile controls, and an emergency communication system.

8.7 Sanitary Facilities – Houses, Duplex Apartments and Duplex Maisonettes

- Accessible WCs: Accessible sanitary facilities are provided to all dwellings accessible to the public, with adequate space for either lateral and forward transfer.

8.8 Communications, Signage, and Controls

- Wayfinding: The site and building layouts are simple and easily understood. All permanent signage uses a clear, simple font, high contrast, and incorporates universally recognized symbols (pictograms).
- Lighting: Lighting levels are consistently maintained throughout the site and buildings to minimize glare and maximize visual clarity, particularly on stairs and in circulation areas.

8.9 Conclusion and Future Management

The design of the Ardshanavooley Project has integrated the principles of Universal Design, ensuring an environment that is inclusive and welcoming for every user.

In accordance with the best practice guidance of the NDA, a comprehensive Access Management Plan will be developed. This plan will address:

1. Maintenance: Procedures to ensure all accessible features (lifts, door closers, signage, tactile paving) are maintained and kept free from obstruction.
2. Emergency Evacuation: Clear, accessible emergency procedures for all users, including the provision of accessible escape routes and assistance points.
3. Future Adaptability: A commitment to consider Universal Design principles in any future alterations or additions to the building.

9.0 Summary and Conclusions

The development achieves a balance in urban design quality, density, efficiency, and massing. It proposes a vibrant residential environment with a generous mix of unit types.

The new homes will be energy efficient in terms of construction utilising Modern Methods of Construction and highly efficient materials to ensure both economic and environmentally sustainable homes.

Considerable thought has been given to the unit types, mix, size and layouts, provided within a bio-diverse sustainable landscaping scheme to ensure that the houses built grow into a sustainable, successful community.

The design report, supporting document and drawings illustrates a thorough understanding of the existing site conditions and a coherent strategy for this site. This application outlines the evolution of the scheme, establishing a quality individual architectural identity for the development site.

The project is designed to create a community where cars are secondary and where the buildings are situated within carefully considered public and communal open spaces.

The Ardshanavooley development is a scheme which enhances and improves upon its neighbouring context, provides a new addition of architectural quality, visual interest and good placemaking within Killarney Town.



R. Graham O’Sullivan Architect