

# Proposed Residential Development on Ross Road, Killarney, Co. Kerry

Architectural Design Statement

Prepared by:

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DGA Ref.: 24096

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DEADY GAHAN



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# 00 INTRODUCTION PROPOSED DEVELOPMENT

This document has been prepared by Deady Gahan Architects in support of a proposed residential development on Ross Road, Killarney, Co. Kerry.

The design of the proposed scheme has been directly informed by the relevant planning policy documents at national and local levels as well as the recently published guidelines for planning authorities, sustainable residential development and compact settlements.

The proposed development has been designed to provide high quality housing units that will contribute positively to Killarney and deliver much needed housing to the town.

The proposed site layout focuses on the creation of distinctive streetscapes with different widths and parking formations that helps generate a highly efficient scheme and assists our vision of placemaking.

To ensure the visual integration of the proposed development into the existing context, the scheme promotes the protection and enhancement of areas of high biodiversity value, including existing trees within and along the sites boundaries. The proposed scheme has been carefully considered and the layout has been organised into specific areas that are defined by building form and material changes. Double fronted, feature corner units will be used

throughout the site and are strategically placed to create node points within the scheme and provide orientation cues for logical wayfinding. We consider the proposed scheme will contribute positively to the sustainable growth of Killarney into the near future.

A Design Team with extensive experience in housing schemes has been appointed by the applicant to prepare the planning application including Deady Gahan Architects, Coakley O'Neill Town Planners, Simon Ronan Landscape Architects, GNet, and OSL Butler Consulting Engineers to ensure a high quality design and a robust and comprehensive planning application submission is made.



Panoramic view of the Ross Castle and Lough Leane in Killarney.

# 00 INTRODUCTION

## DEVELOPMENT DESCRIPTION

The proposed development will consist of a largescale residential development (LRD), comprising of 134no. residential dwellings as follows: 65no. houses consisting of 10no. 4-bed dwellings and 55no 3-bed dwellings; 51no. townhouses consisting of 32no. 3-bed units and 19no. 2-bed units; and 18no. apartments consisting of 12no. 2-bed units and 6no. 1-bed units.

The proposed development also includes crèche (585sqm) with capacity to accommodate 102no. children, and all ancillary site development works including 2no. vehicular and pedestrian accesses onto the Ross Road.



# 01 SITE CONTEXT

## SITE PHOTOS



VIEW 1



VIEW 2



VIEW 3



VIEW 4



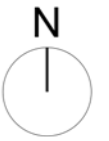
VIEW 5



VIEW 6

# 01 SITE CONTEXT

## CONTEXT INFO

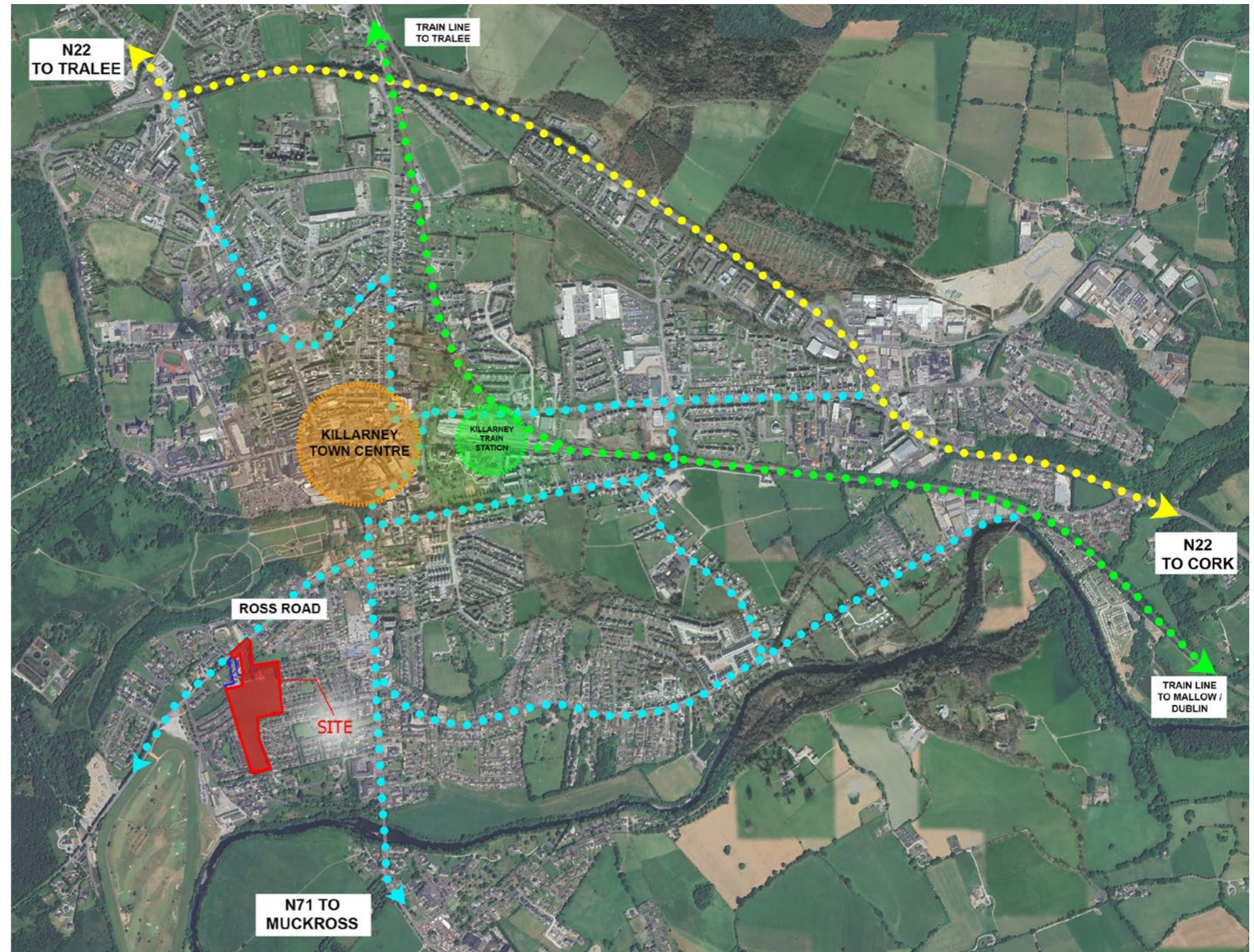


The site is situated in a prominent location less than 1 km south-west of Killarney town centre. The immediate context of the site consists of Ross Road to the north which the site is accessed along with some one off dwellings, and the residential developments of Castle Falls to the west, Priory Paddocks to the south, and Cahernane Meadows and Kingspark to the east.

Within a 17 minute walk of the site is Killarney Train Station and a number of high frequency bus stops which connect the site to the extent of Killarney town and further afield to other parts of Kerry, Cork, and wider Ireland. When considering a site for development, connectivity such as this is an integral attribute which is vital in ensuring its successful integration into the immediate and wider context which this site successfully has.

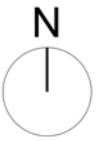
The site is also within walking distance of a number of amenities located in Killarney town centre including Killarney National Park, schools, shops and restaurants along with a range of other amenities.

Our design approach is inspired by the distinctive character of the landscape and the existing features of the site and its vicinity. A strategic response to unique boundary conditions and the site characteristics, ensures the distinctiveness and connectivity of the proposed housing scheme. Features such as the existing trees have the potential to give this new development an unmistakable quality.



# 01 SITE CONTEXT

## CONNECTIVITY + EXISTING INFRASTRUCTURE



The subject lands located in Killarney offer a unique opportunity to provide a high quality residential development within the locality. Attractive existing and proposed connectivity around the scheme provides desirable connections to the amenities in the town centre.

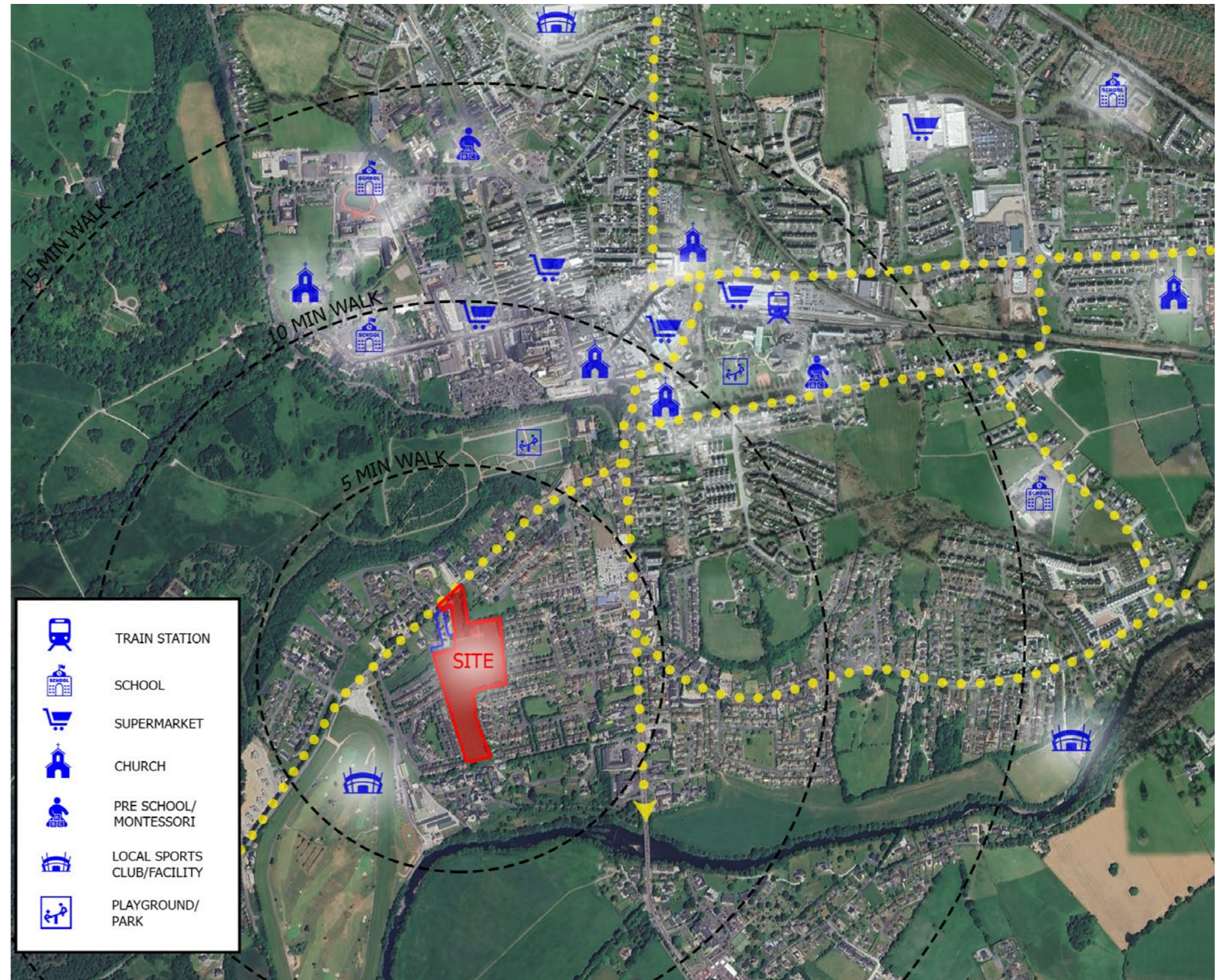
The site is located to the south-west of Killarney town centre which contains an abundance of local amenities for future residents. These can be accessed via public transport with a number of bus stops located within walking distance of the proposed site entrance.

The site can be accessed on foot or by car from Ross Road to Killarney town centre to the north. The proximity of the site to the N71 also provides connections to wider County Kerry and Cork. Within a 10-minute walk, residents have access to key amenities to meet their daily needs, such as shops, churches, schools, and parks.

Units without direct access to their rear gardens will be provided with secure bike storage, either located adjacent to their front entrance for the houses or in communal areas for the apartments on site. This focus on alternative modes of transport as a substitute to the car ensures that a sustainable development is created.



Saint Mary's Cathedral



# 01 SITE CONTEXT

## ACCESS & ACCESSIBILITY

The subject site will be accessed via a single vehicular entrance to the north, off the Ross Road.

A cycle and pedestrian link will run from the main entrance in the north, off the Ross Road, through the site. Additional pedestrian links run through the site, linking open spaces in the north and south of the scheme. These links contribute to a permeable layout with a range of access points and routes through the site. Additional pedestrian links to the adjacent housing estates surrounding the site.

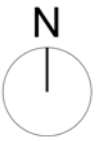
Provision for a future active travel corridor along Ross Road has also been provided for which runs along Ross Road connecting into Muckcross Road. The addition of this will provide strong pedestrian and cycle connections from the Site into Killarney town centre.

In addition, the site's close proximity to Killarney town centre helps to ensure that alternative, more environmentally friendly modes of transport are provided as a substitute for car use.



# 01 SITE CONTEXT

## SURROUNDING ANALYSIS



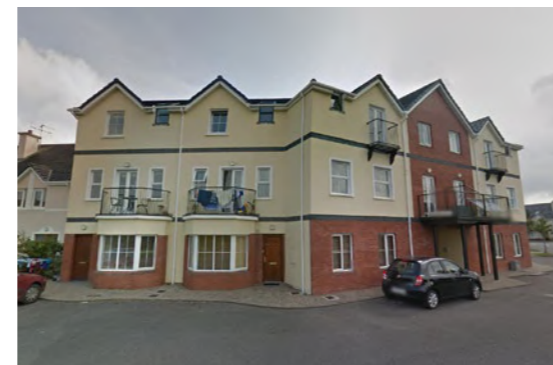
A review of the surrounding local architectural context and of the landscape of the area has been carried out. This has influenced the final proposal which blends into its context while bringing a new identity and a recognisable character.

The surrounding context is characterised mainly by medium density developments. The buildings in the immediate surroundings are defined by a traditional character and the use of pastel coloured render and red brick in Castle Falls and Cahernane Meadows, while Demesne to the north introduces a variety of materials, including stone, timber cladding, and beige and white render.

The site is located in close proximity to Killarney National Park and Ross Castle. These natural settings enhance the appeal of the proposed development, offering residents easy access to outdoor recreational opportunities while integrating with the area's cultural and environmental context.



Ross Castle



Apartments in Castle Falls



Townhouses in Cahernane Meadows



Detached unit in Demesne



# 01 SITE CONTEXT

## SITE ANALYSIS



The development site, with an area of 3.94 Ha, contains existing natural features in the form of trees and hedgerows along the northern, eastern, and southern boundaries. By retaining these existing features and incorporating them into the scheme, they serve to create natural ecological features within the development to benefit both the end user and the wider community.

Located to the north of the development site is a vacant shed and outbuildings that will be demolished as part of the proposed project. The removal of these structures will facilitate the integration of new development while allowing for improved site design. This change aims to enhance the overall character and functionality of the area.

View towards St. Mary's Cathedral from existing site



# 01 SITE CONTEXT

## SITE ANALYSIS

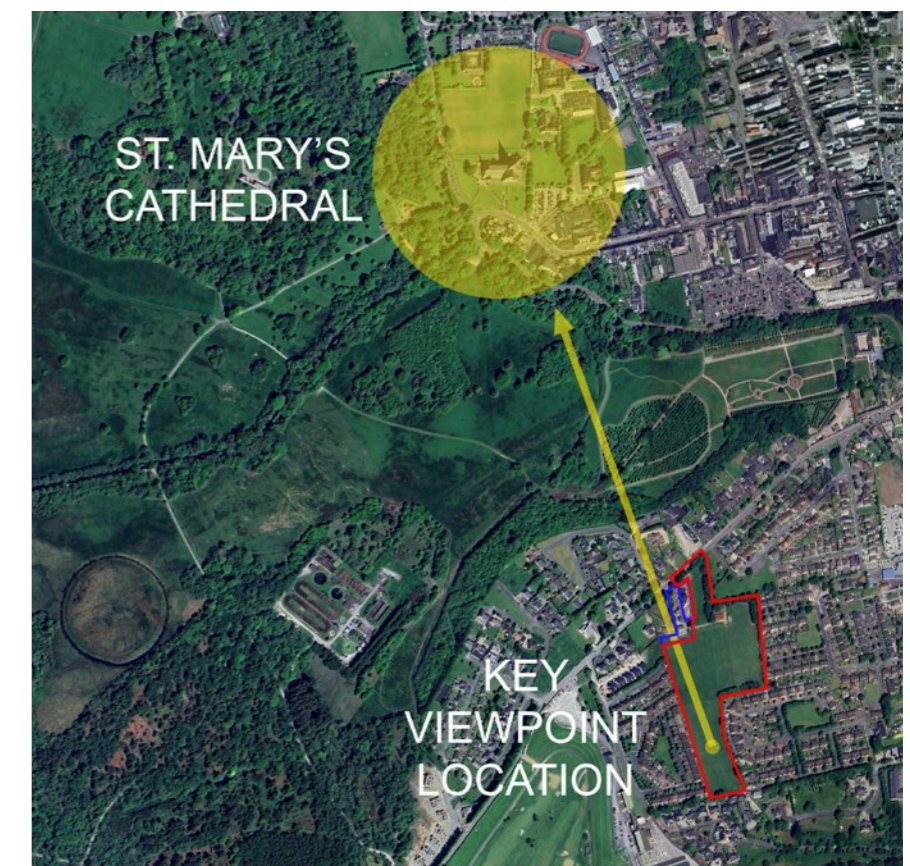


Concept of Framing the View of St. Mary's Cathedral from Site

The location and scale of the site allows a range of unique viewpoints to be taken advantage of with the layout of the scheme. An analysis of the surrounding context was done in order to find potential important viewpoints to ground the site to its environment with specific landscape views.

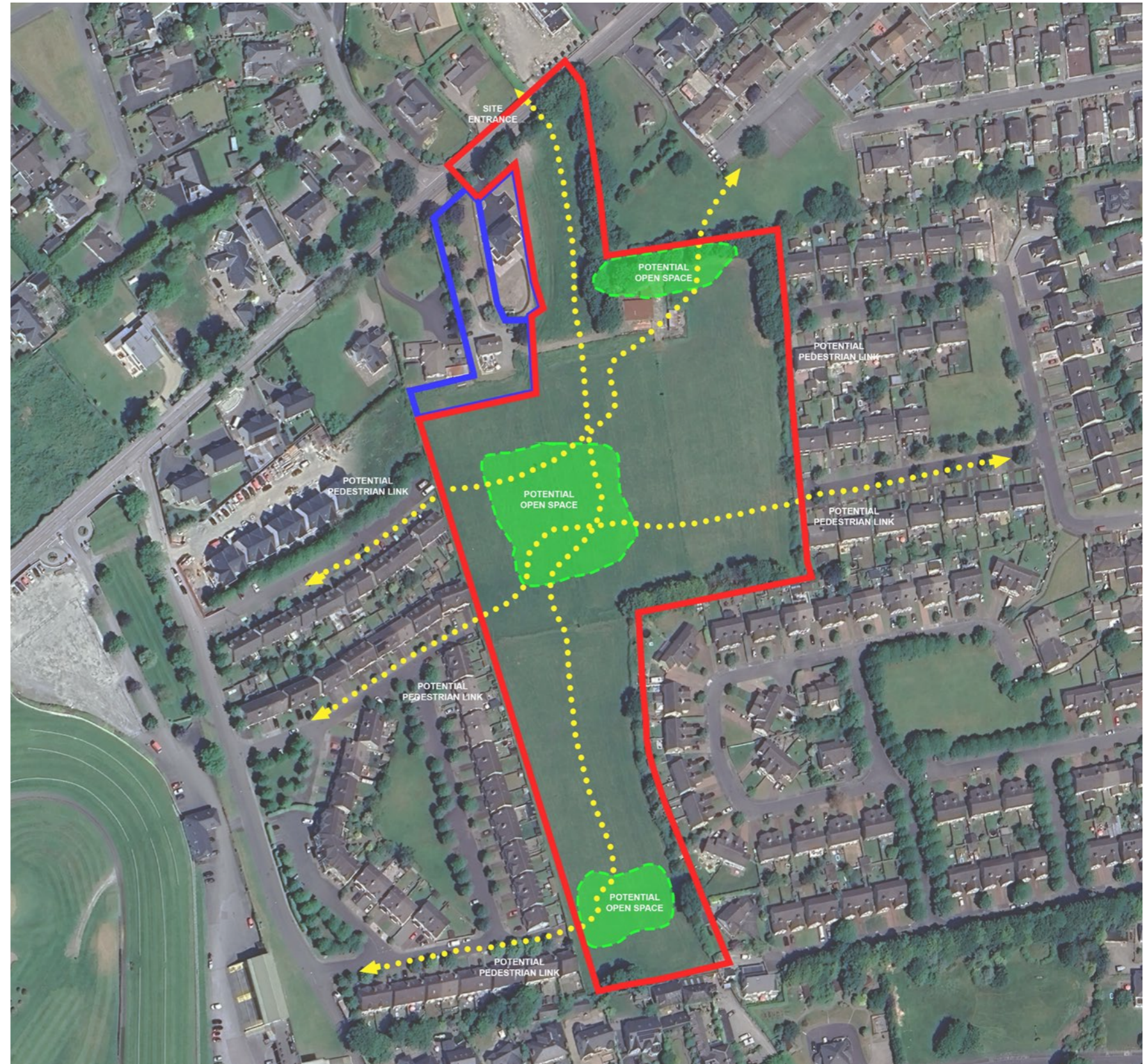
Within the context of Killarney, St. Mary's Cathedral was identified as an important viewpoint from the site that should be preserved. Great care will be taken to incorporate views of the Spire from certain aspects of the site and to provide a framed view of this Spire from open spaces, allowing St. Mary's Cathedral to act as a reference point and to help locate the site within the context of Killarney.

Preserving contextual aspects such as this around the site aids in situating the site within the context of Killarney and the wider Kerry County, allowing the development to retain connections of the surrounding areas while providing the necessary local amenities within.



# 01 SITE CONTEXT

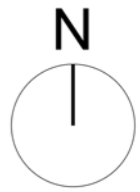
## SITE PERMEABILITY



Due to the unique nature of the scheme being surrounded by existing housing developments, care must be taken to provide a permeable and accessible layout to benefit both the users of the development and the wider locality. There are various locations where the scheme can be designed to provide pedestrian connections to the neighbouring communities to help integrate the development with the wider community.

# 01 SITE CONTEXT

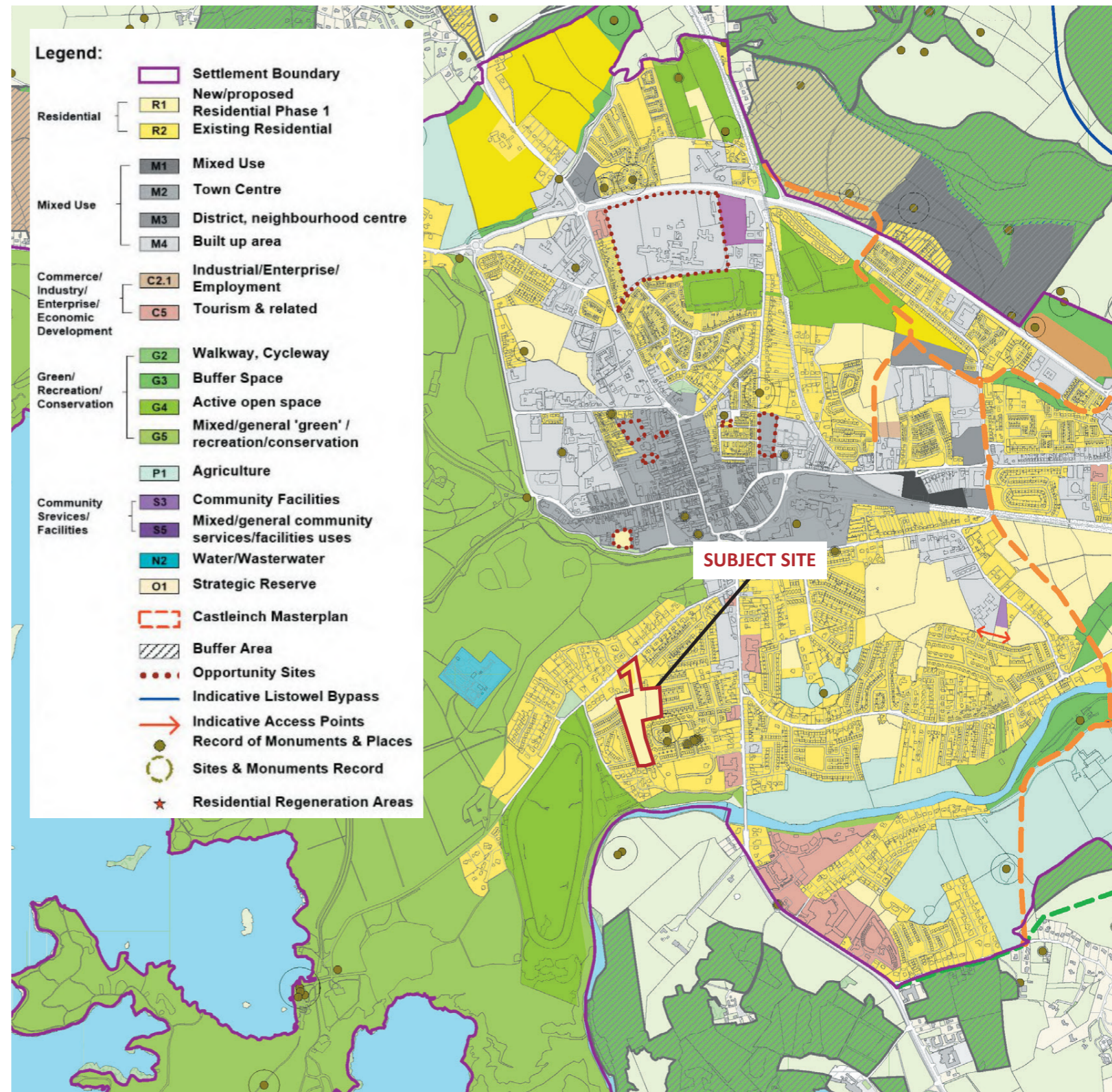
## SITE ZONING



The site is primarily zoned as 'New/Proposed Residential Phase 1', with a small section to the north zoned as 'Existing Residential'.

Section 3.3.3 (Table 3.5) of the 'Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities' (2024) refers to Suburban / Urban Extensions to require a density range of 30 to 50 units per hectare. As the subject site is located on the periphery of Killarney town centre, it is classified as a Suburban / Urban Extension (see table 3.5 from the Compact Growth Guidelines below).

This application takes the successful elements from this permitted application, including the preservation of existing landscape features and the shared pedestrian / cycle path traversing the scheme, while implementing the new Compact Growth Guidelines along with a new unit typology and mix in order to provide a more successful and usable development.



**Table 3.5 - Areas and Density Ranges Key Towns and Large Towns (5,000+ population)<sup>10</sup>**

### 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. It is a policy and objective of these Guidelines that residential densities in the range 40 dph-100 dph (net) shall generally be applied in the centres and urban neighbourhoods.

### Key Town / Large Town - Suburban/Urban Extension

Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint area that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 30 dph to 50 dph (net) shall generally be applied at suburban and urban extension locations of Key Towns and Large Towns, and that densities of up to 80 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8).

EXTRACT FROM THE COMPACT GROWTH GUIDELINES (2024)

Extract from Kerry County Development Plan 2022-2028

# 01 SITE CONTEXT

## SUSTAINABLE RESIDENTIAL DEVELOPMENT AND COMPACT SETTLEMENTS GUIDELINES

The 'Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities' was introduced in 2024 which included a number of additional items to consider when developing a scheme, including some key indicators of quality design and placemaking.

These new guidelines focus mainly on sustainable residential developments and the creating of compact settlements through innovative designs and higher quality public and private amenity spaces. These guidelines consider the renewal of existing settlements and the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth. The key indicators below, along with the updated density and private amenity policies ensure that a new scheme will be developed to a high standard and in line with existing and future Government policies.

### SUSTAINABLE AND EFFICIENT MOVEMENT

Key principles such as;

- A **permeable and legible urban environment** focusing on sustainable modes of transport,
- Connections to wider urban street and transport networks for **improved connections between communities**,
- The prioritising of **active travel and traffic calming** measures, and,
- The **minimising of car parking** throughout a development,

Will ensure that settlements are vibrant, and will allow vulnerable users to freely travel, and access services both within and around the scheme with ease.

### MIX AND DISTRIBUTION OF USES

Key principles such as;

- Planning for the **activation of outdoor spaces and the public realm** to promote more liveable cities and town centres,
- The uses should **cater for public transport, services, and amenities** around a hierarchy of local centres that support residential communities, and,
- The implementation of a **diverse mix of housing and a variety of housing densities** across settlements, with the introduction of innovative housing types that can facilitate compact growth and to cater for a range of users,

Need to be implemented to reduce the need for travel and to create more vibrant and active spaces.

### GREEN AND BLUE INFRASTRUCTURE

Key principles such as;

- A plan for the **protection, restoration, and enhancement of natural features**, biodiversity and landscape,
- An integrated network of **multifunctional and interlinked urban green spaces**, and,
- The promotion of Urban Greening and **Nature based Solutions (SuDS)**,

Will deliver ecosystem services and contribute to healthy, low carbon, resilient and connected settlements and places.

### RESPONSIVE BUILT FORM

Key principles such as;

- The formation of a legible and coherent urban structure with **landmark buildings and focal points**,
- The establishment of a pattern of development regarding **height, scale, and massing** to positively enhance the area with well **defined built edges and well-overlooked open spaces**,
- The strengthening of the overall urban structure with the **opportunities for new linkages**, and
- The embracing of **modern architecture and urban design** that is innovative and varied, and made of **high quality and durable materials**.

Will need to be addressed to ensure the creation of attractive and well-design settlements.



# 01 SITE CONTEXT

## CONSULTATION WITH KERRY COUNTY COUNCIL AND AMENDMENTS MADE FOLLOWING SECTION 247 MEETING

An S247 meeting was held on the 18th of December 2024, with members of Kerry County Council's Planning and Engineering Departments and the Design Team present. This site plan, along with supporting information, was presented at the meeting for comment. The design progress and input received from Kerry County Council following this meeting resulted in the following changes prior to the 32B Meeting, some of which are highlighted below.

### 1. REVISION OF THE LAYOUT TO ADDRESS POTENTIAL FLOOD RISK

An assessment of potential flooding was carried out and it was noted that a small area in the north eastern portion of the development falls within a predictive 1 in 1000 year fluvial flood zone. In order to address this and prevent any risk of flooding, the site layout was revised and the F.F.L.s of the dwellings and crèche in this location have been raised.

Please refer to the Site Specific Flood Risk Assessment prepared by OSL Butler and IE Consulting for further details on this.

### 2. ENHANCEMENT OF OPEN SPACES AND SHARED PEDESTRIAN / CYCLE PATH

Great care has been taken to further enhance the quality and design of the shared pedestrian / cycle path and the various open spaces throughout the development in order to cater for all users and to create a sense of community within the scheme.

The open spaces and shared pedestrian / cycle path design has been further enhanced and detailed by the work of Simon Ronan Landscape Architecture.

### 3. INCORPORATING ADDITIONAL CROSSINGS AND TRAFFIC CALMING MEASURES

In order to provide additional pedestrian safety measures, a series of pedestrian crossings and traffic calming measures have been integrated into the site plan. A raised table and pedestrian crossing has been located at the entrance to the site along with a range of additional safety measures.

### 4. INTEGRATING UNIVERSAL DESIGN UNITS IN KEY AREAS AROUND THE SCHEME

6 no. units around the development have been created with Universal Design in mind in order to cater for a wider array of users and to provide suitable housing for all.



# 01 SITE CONTEXT

## CONSULTATION WITH KERRY COUNTY COUNCIL AND AMENDMENTS MADE FOLLOWING SECTION 32B MEETING

An S32B meeting was held on the 7th of May 2025, with members of Kerry County Council’s Planning and Engineering Departments and the Design Team present. This site plan, along with supporting information, was presented at the meeting for comment. The design progress and input received from Kerry County Council following this meeting resulted in the following changes prior to the LRD application, some of which are highlighted below.

### 1. IMPROVED ACCESS TO UNIT NO. 1 AND ACTIVE TRAVEL ROUTE ALONG SITE ENTRANCE

The access to unit no. 1 has been further considered and improved in order to provide safe ingress to the dwelling with additional area included within the Red Line Boundary to ensure safe ingress and egress is achieved.

Provision for a future active travel corridor has also been provided that runs along the length of Ross Road towards Muckcross Road. The area of the proposed active travel facility along Ross Road which is inside of the red line boundary is to be provided by the applicant as agreed with KCC while the section of active travel facility outside of the site boundary will be provided by KCC.

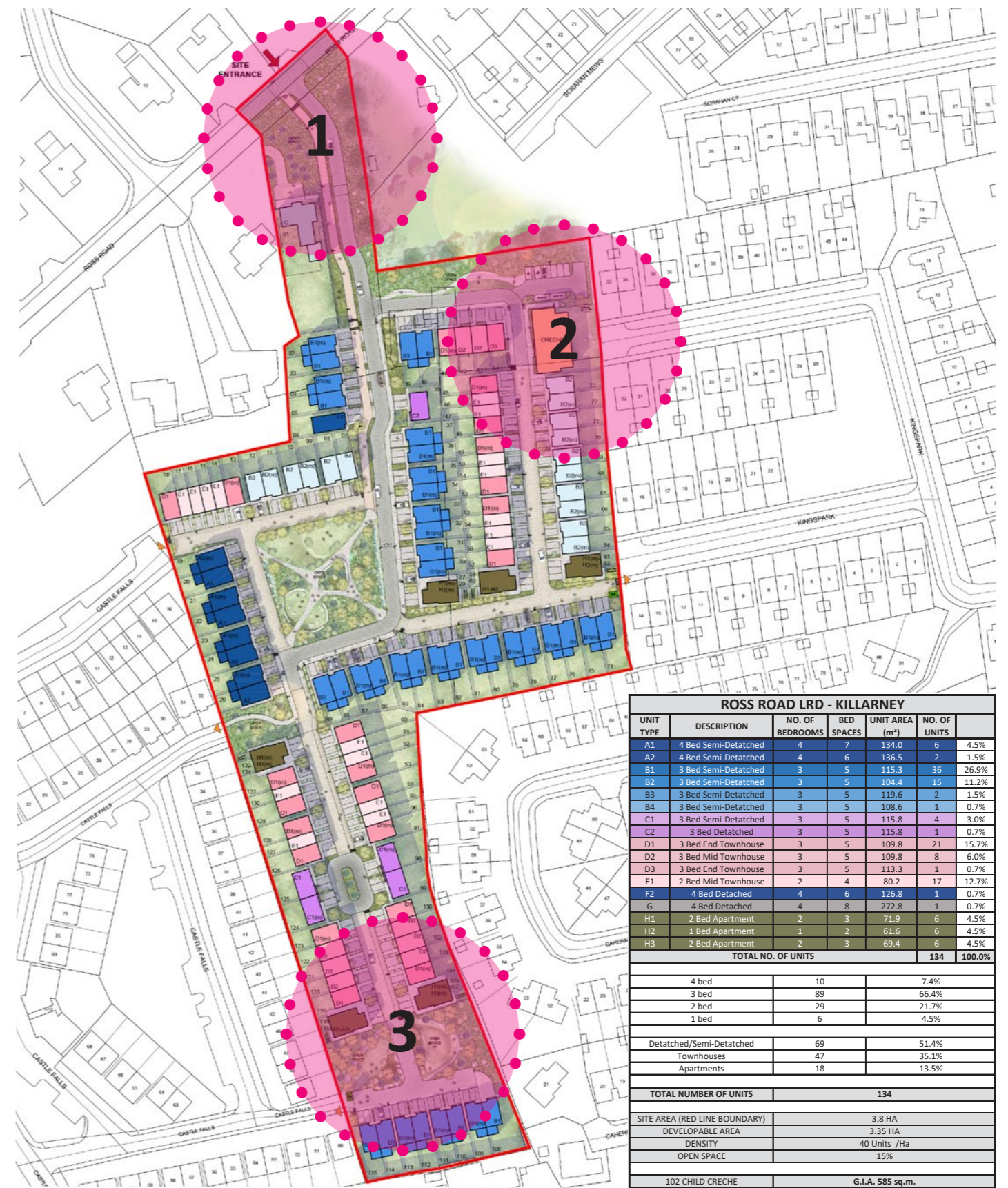
Please refer to the engineering drawings and documentation prepared by OSL Butler for further details on these items.

### 2. REVISION OF CRÈCHE CAR PARK

The car park for the crèche has been revised in order to provide a looping system which will improve the crèche traffic and reduce the congestion in the area. In order to provide these changes for the crèche car park, 4 no. semi-detached units to the south of the crèche were replaced with 4 no. townhouses allowing additional space to create a more efficient looping system along with providing 1 no. additional car parking space for the crèche. 1 no. E.V. space and 1 no. Accessible space has also been provided within the crèche car park.






### 3. INCORPORATING ADDITIONAL VISITOR PARKING AND E.V. SPACES

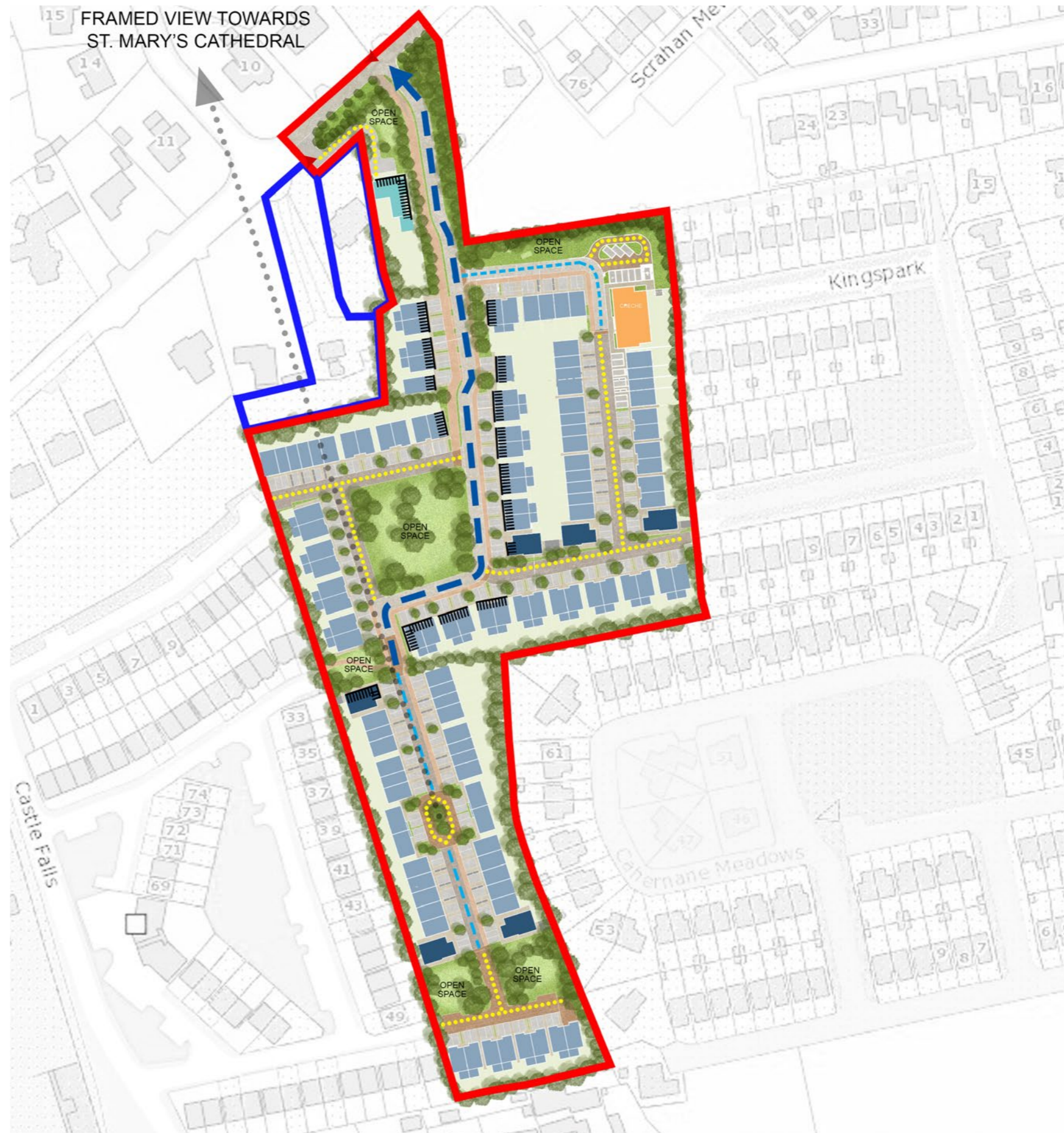
5no. visitor car parking spaces have been provided throughout the site in order to cater for visitors of the residents of the scheme. Of these 5 visitors spaces, 4 of these have also been designated as E.V. charging spaces in order to satisfy the requirements in the Kerry County Development Plan (2022). The development plan states that a minimum of 1 EV charge point should be provided per five car parking spaces. The allocation of these charging spaces equates to approx. 20% of the communal spaces, in line with the guidelines. All car parking spaces within the curtilage of a dwelling will be ducted for E.V. charging.



# 02 DESIGN STRATEGY PROPOSED CONCEPT

**Legend**






-  Site Boundary
-  Creche
-  2 Storey Housing Units
-  3 Storey Units
-  Site Entrance
-  Primary Local Street
-  Secondary Street
-  Shared Surfaces
-  Urban Edge
-  Existing/proposed Trees



# 02 DESIGN STRATEGY

## OPEN SPACES & PEDESTRIAN / CYCLE LINKS

**Legend**

-  Site Boundary
-  Primary pedestrian links
-  Secondary pedestrian links
-  Site Entrance
-  Proposed Amenity Space



# 02 DESIGN STRATEGY

## SITE CONSTRAINTS & POTENTIAL

### Site Constraints/Potential:

1. Panoramic views to the south and west
2. Existing natural features on site (hedgerows and trees) that can be incorporated into the public realm design
3. Proximity to Killarney Town Centre

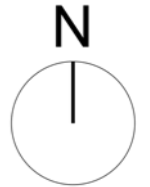
### Site Context:

- The site is less than 1 km southwest of Killarney town centre, accessed via Ross Road. It is surrounded by residential areas such as Castle Falls, Priory Paddocks, Cahernane Meadows, and Kingspark, placing it within a well-established neighbourhood.
- Just a 17-minute walk from Killarney Train Station, with nearby high-frequency bus stops connecting to Killarney and beyond. The site's strong transport links ensure easy integration into the town and wider regions.
- Within walking distance of Killarney town centre, residents can access Killarney National Park, schools, shops, restaurants, and other essential services, offering convenience and lifestyle benefits.
- The design is inspired by the landscape and the site's existing features, ensuring a thoughtful response to boundary conditions. Existing trees and natural elements will be incorporated to give the development a distinct character and sense of place.



# 02 DESIGN STRATEGY

## STREET HIERARCHY



### 1. PRIMARY LOCAL STREET



#### PRIMARY LOCAL STREET FEATURES:

- 5-5.5m ROAD WIDTH
- ROAD-SIDE PEDESTRIAN PATH
- PARALLEL PARKING OR ON-CURTILAGE PARKING
- DIRECT ACCESS TO UNITS
- INCORPORATING LIGHTING, BINS, PARKING & LANDSCAPING



### 2. SECONDARY LOCAL STREET / SHARED SURFACE

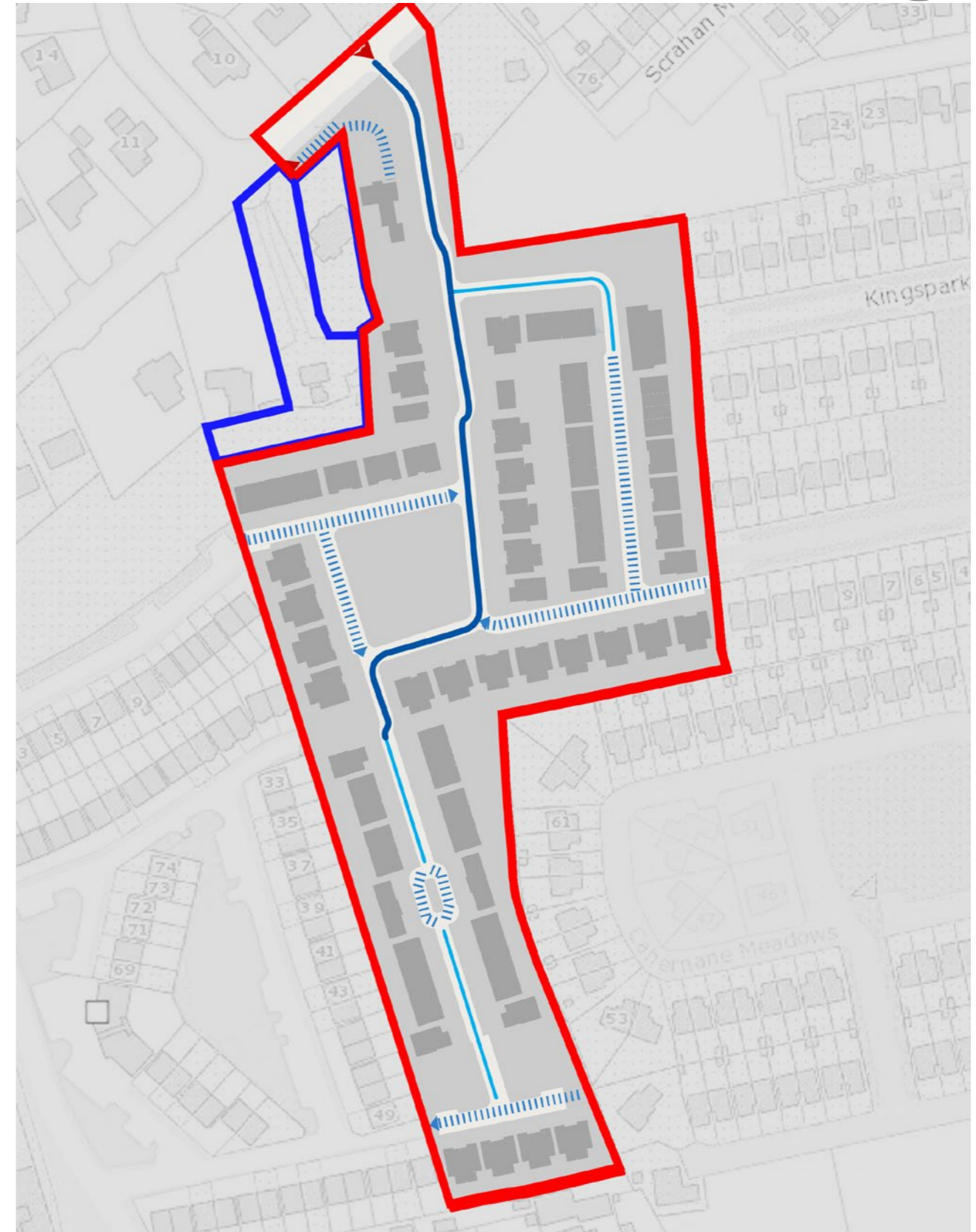


#### SECONDARY LOCAL STREET/SHARED SURFACE FEATURES:

- 4.8-5m ROAD WIDTH
- ROAD-SIDE PEDESTRIAN PATH OR SHARED SURFACE
- PARALLEL PARKING OR ON-CURTILAGE PARKING
- DIRECT ACCESS TO UNITS
- INCORPORATING LIGHTING, BINS, PARKING & LANDSCAPING

**Legend**

-  Site Boundary
-  Primary local street
-  Secondary local street
-  Shared surface
-  Site Entrance



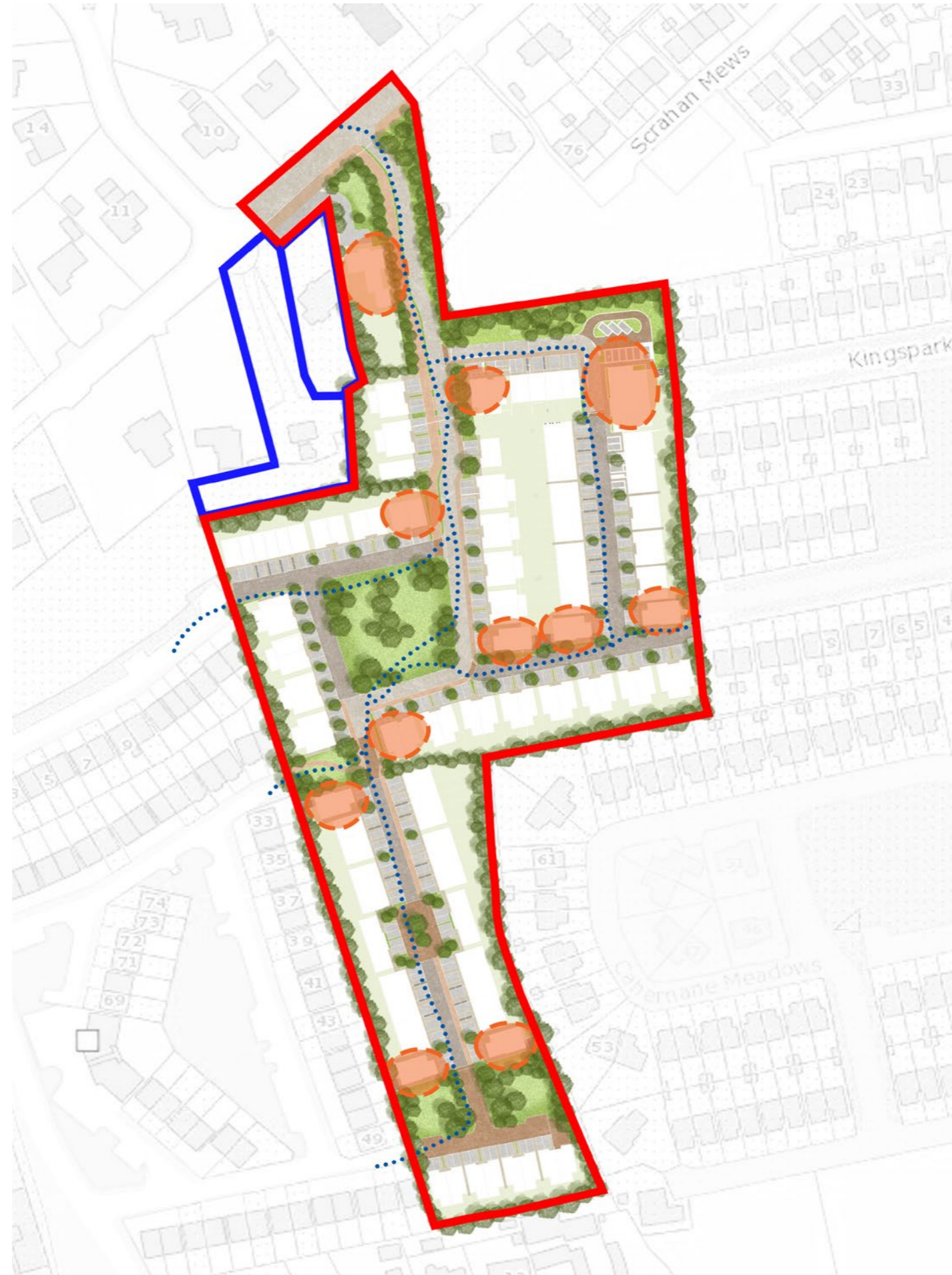
# 02 DESIGN STRATEGY

## ECOLOGICAL CONNECTIONS



# 02 DESIGN STRATEGY

## NODAL POINTS



# 02 DESIGN STRATEGY

## RECREATION, AMENITY & OPEN SPACE

The proposed development features pedestrian and cycle path that runs through the site, connecting the various open spaces. Several pedestrian connections branch from this path, providing access to the open spaces and amenities. The design incorporates a green network of open spaces, and the existing trees along the site boundaries will be retained where possible. Shared surface areas are spread across the site, blending seamlessly into the landscaped environments. These spaces help create a cohesive and accessible network for pedestrians and cyclists.

To ensure a sustainable and high-quality residential environment, the development emphasizes the creation of well-designed open spaces. These spaces will be linked by pedestrian and cycle-friendly routes, promoting connectivity throughout. Key features of the open space plan include:

- Formalized pedestrian/cycle routes connecting play areas, enhanced with pocket green areas, planting, trees, and seating.
- Shared surfaces integrated into the landscape to encourage informal interactions.
- A total of 15% of the developable area is dedicated to the open space, including both formal recreational facilities and informal active and passive spaces. The design prioritizes preserving the site's natural features where possible. These open spaces will function as key node points within the development, enhancing the quality of life for future residents.



# 02 DESIGN STRATEGY

## PUBLIC & PRIVATE OPEN SPACE

### **PUBLIC OPEN SPACES WITH EXISTING NATURAL FEATURES**

The large trees and existing hedgerows running through the site have been incorporated where possible in the green spaces. These landscaped open spaces are well overlooked by the dwellings.

### **WALK/CYCLE PATH**

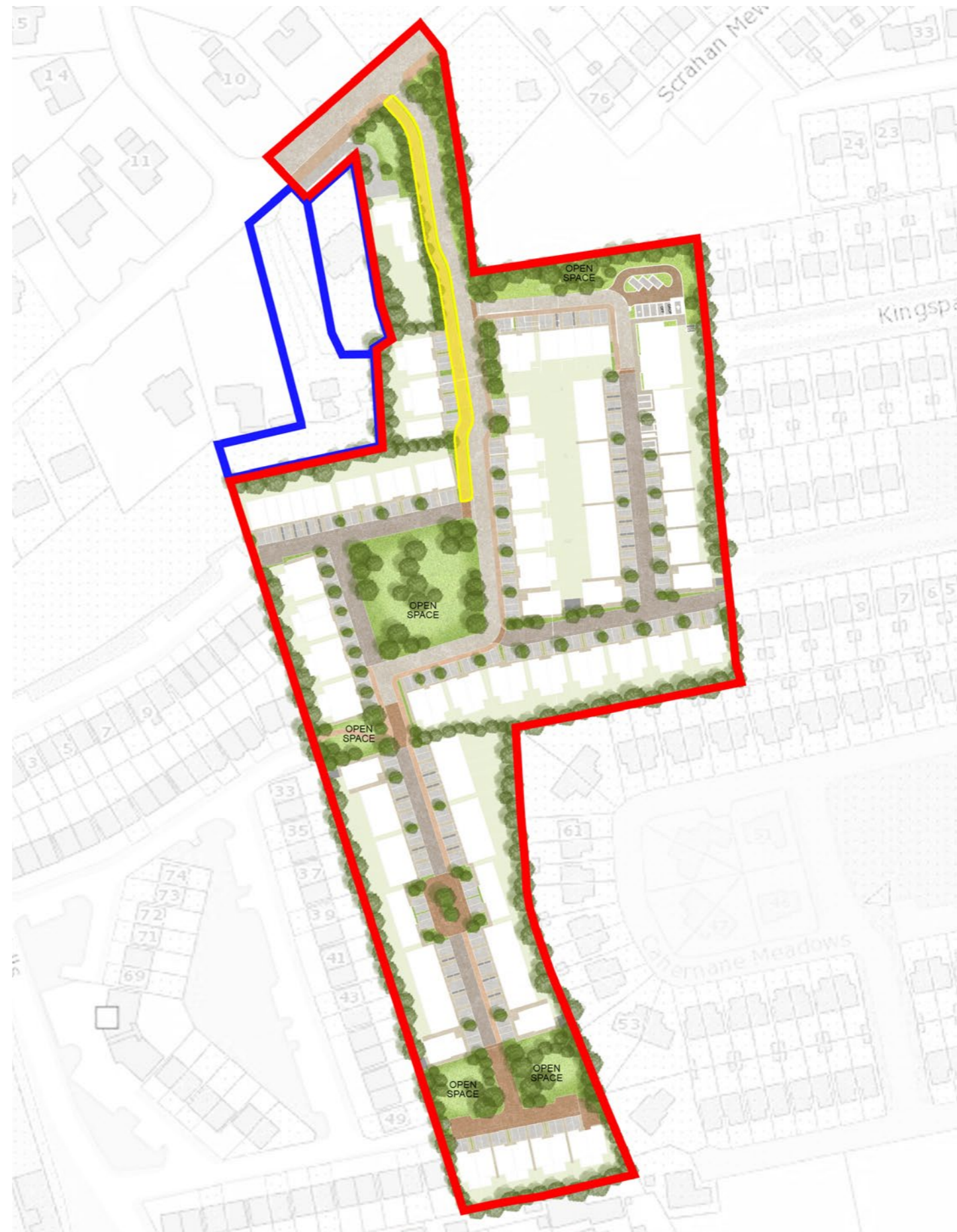
The subject site contains a 3.5m wide shared pedestrian and cycle link that travels through the site from the entrance to the middle of the site linking to the open space.

### **POCKET OPEN SPACES**

Several open spaces are spread around the site. They create courtyard arrangements and are surrounded and well overlooked by dwellings.

### **SHARED SURFACE**

Several shared surfaces are located around the site and blended into landscaped settings.



# 02 DESIGN STRATEGY

## INCLUSIVITY- VARIETY- EFFICIENCY

### Inclusivity

The proposed layout prioritises access for all, with a public realm based on pedestrian and cycle connectivity throughout the entire scheme. This principle is facilitated and supported also by the proposed streetscapes and shared surface areas.

### Variety

The materiality of the buildings is also a vital opportunity to create an unmistakable identity for distinctive characters in different areas within the new neighbourhood, and to realise the project in flexible stages over a phased time period. The location of materials on the respective units is also subject to their durability and visual aesthetic qualities.

The development is structured to enable the creation of neighbourhoods featuring distinct languages. Each of these areas are grouped around open spaces, creating a recognisable sense of place by using a mix of landmark housing typologies to that location.

### Efficiency

An imaginative and efficient layout design has enabled us to unlock and maximise the potential of new neighbourhoods, and to achieve the right densities for the area. Economic in design, a sequence of distinct streetscapes with different widths and parking formations generate a highly efficient residential scheme and assists our vision of placemaking. The efficient use of high-quality materials and design features achieve superb quality homes that are both beautifully crafted and financially viable.

