

Design Statement

For KPH Construction at Cronin's Wood, Killarney

31/08/2023

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1.0 - Introduction

1.1 - Introduction

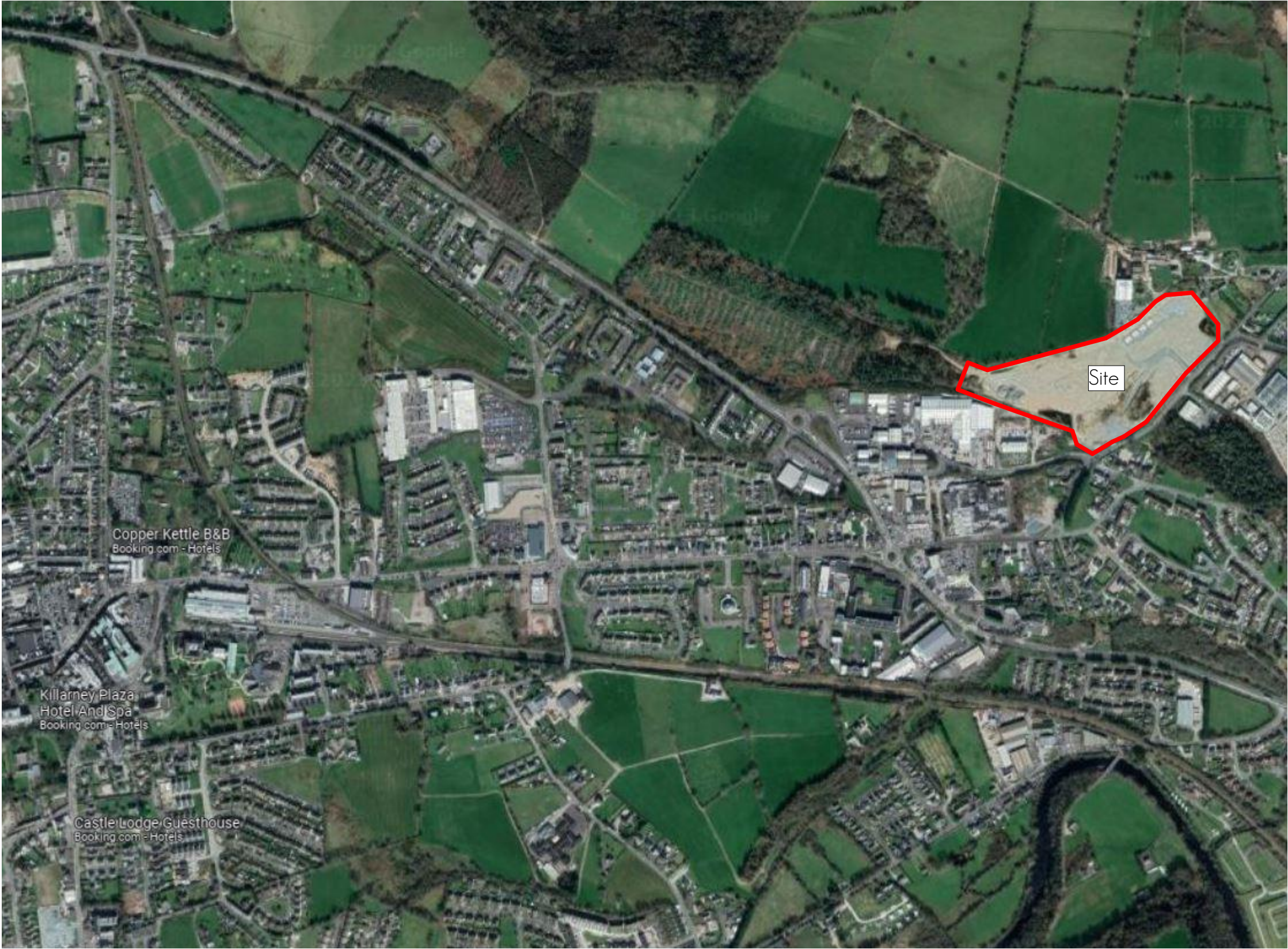
This document has been prepared by Meitheal Architects on behalf of KPH Construction for the development of lands at Cronin's Wood, Killarney, Co. Kerry.

The application site is located on the Upper Park Road approximately 1.8 km from Killarney Town Centre.

The development lands consist of an undeveloped site with some mature hedgerows/ planting. The site is bound to the south by the Upper Park Road, to the west by an existing industrial estate and to the north by extensive farm lands.

The west of the site contains an extensive woodlands which extends beyond the application site boundary and is zoned as an open space/ recreation area.

This report has been prepared to support a Large Scale Residential Development (LRD) application to Kerry County Council for a residential development in accordance with the land zoning outlined in the Killarney Municipal District LAP 2018-2024



2.0 - Site Context

2.1 - Site Context

The application site area measures 7.93ha and is located 1.8 km north east of Killarney Town Centre.

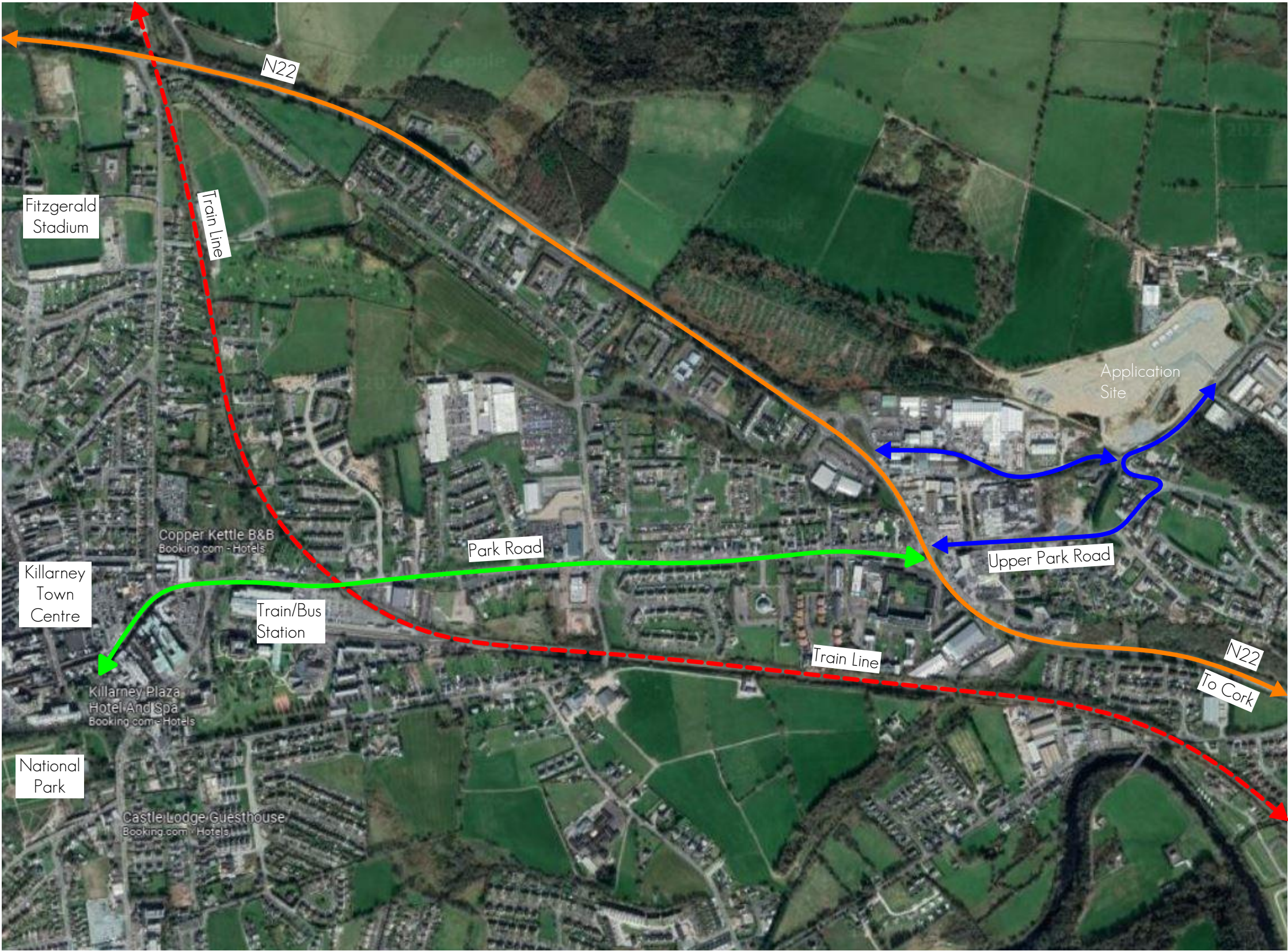
The application site enjoys extensive connections to Killarney town centre and to the rest of Kerry/Cork due to its proximity to the N22 Roadway.

The site is unused at present and the development of the site to a high standard would have a significant benefit to the surrounding area..

The application site is surrounded primarily by mixed-use residential and commercial developments. The site is bordered to the south by an existing industrial estate, to the west and north by existing forestry and farm lands and to the east by the Upper Park Road providing access to Killarney Town Centre.

The Site is sloping in nature and care has been taken to design a layout to work with existing contours where possible and incorporates the provision of open spaces and formal play areas. The development will be accessed via a new entrance from the Upper Park Road

The layout is designed to provide high quality private open space to each unit as well as providing ample public open space, play areas and amenity walkways linking to the wider area.



2.2 - Site Context (Cont.)

The application Site is within the settlement boundary of Killarney Town and provides easy access to the Town Centre which is within a 20 min. walk or a 10 min. cycle

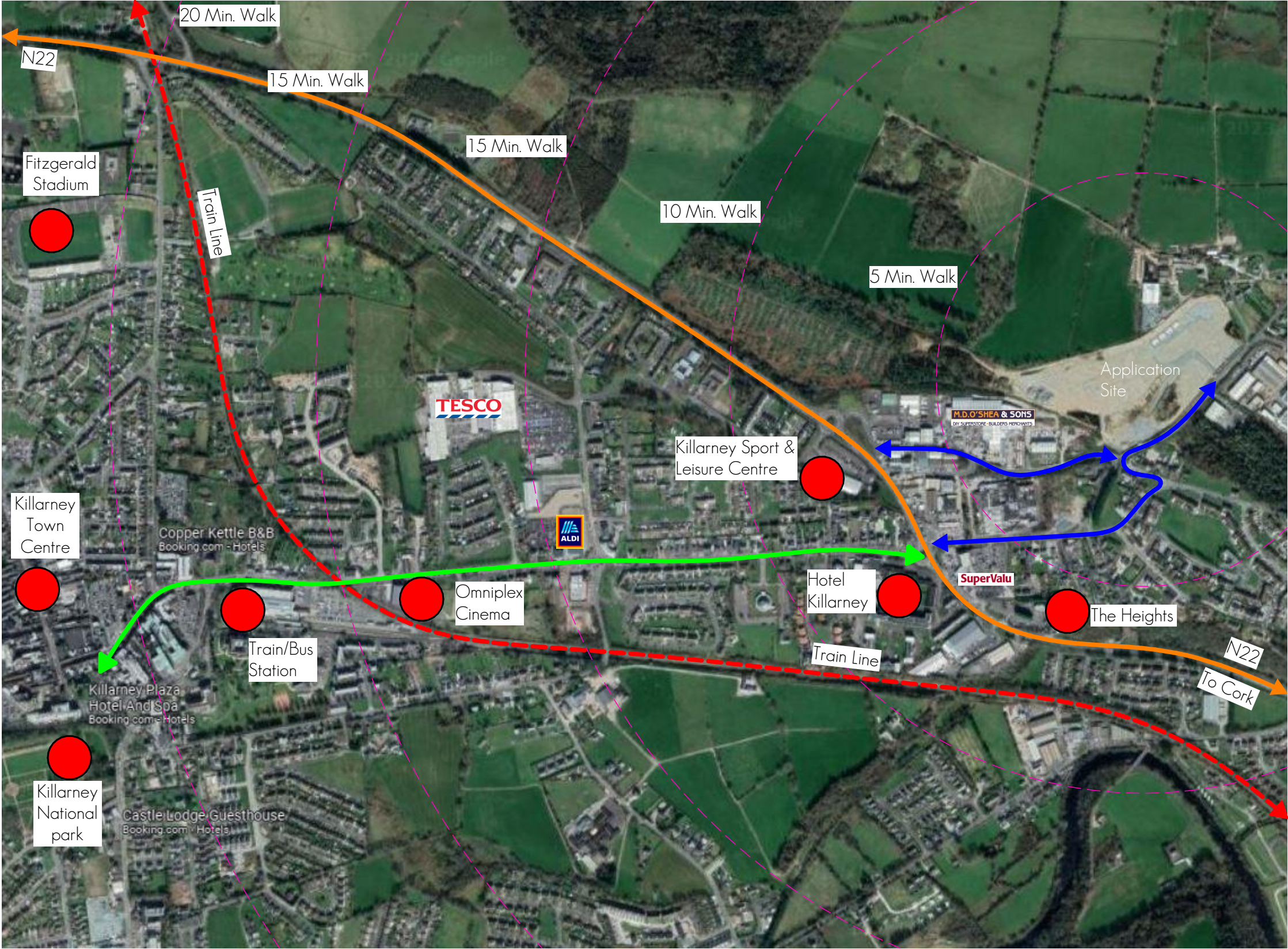
The development also provides easy access to the N22 allowing connections to the wider Kerry region and Cork City.

The main train and bus station is within a 15-20 minute walk of the site and offers regular, quick access to Cork City Centre, Dublin and the wider Cork & Kerry region.

A wide range of services are available in close proximity to the site in addition to those available in Killarney Town Centre. Supervalu, Tesco & Aldi are all located within a 15min. walk of the site as well as recreational amenities such as the Killarney Sport and Leisure Centre and the Omniplex Cinema.

A number of hotels are located near the site as well as significant employers located within the industrial estates that abut the site to the south and east.

The east and west of the site are typified by existing forestry and it is envisaged that the proposed scheme would provide an amenity walk to link these together.



3.0 - Planning Context

3.1 - Planning Context

Killarney is designated as a "Key Town" in the Kerry County Development Plan (KCDP) 2022-2028. This designation identifies "Large population scale urban centre functioning as self-sustaining regional drivers"

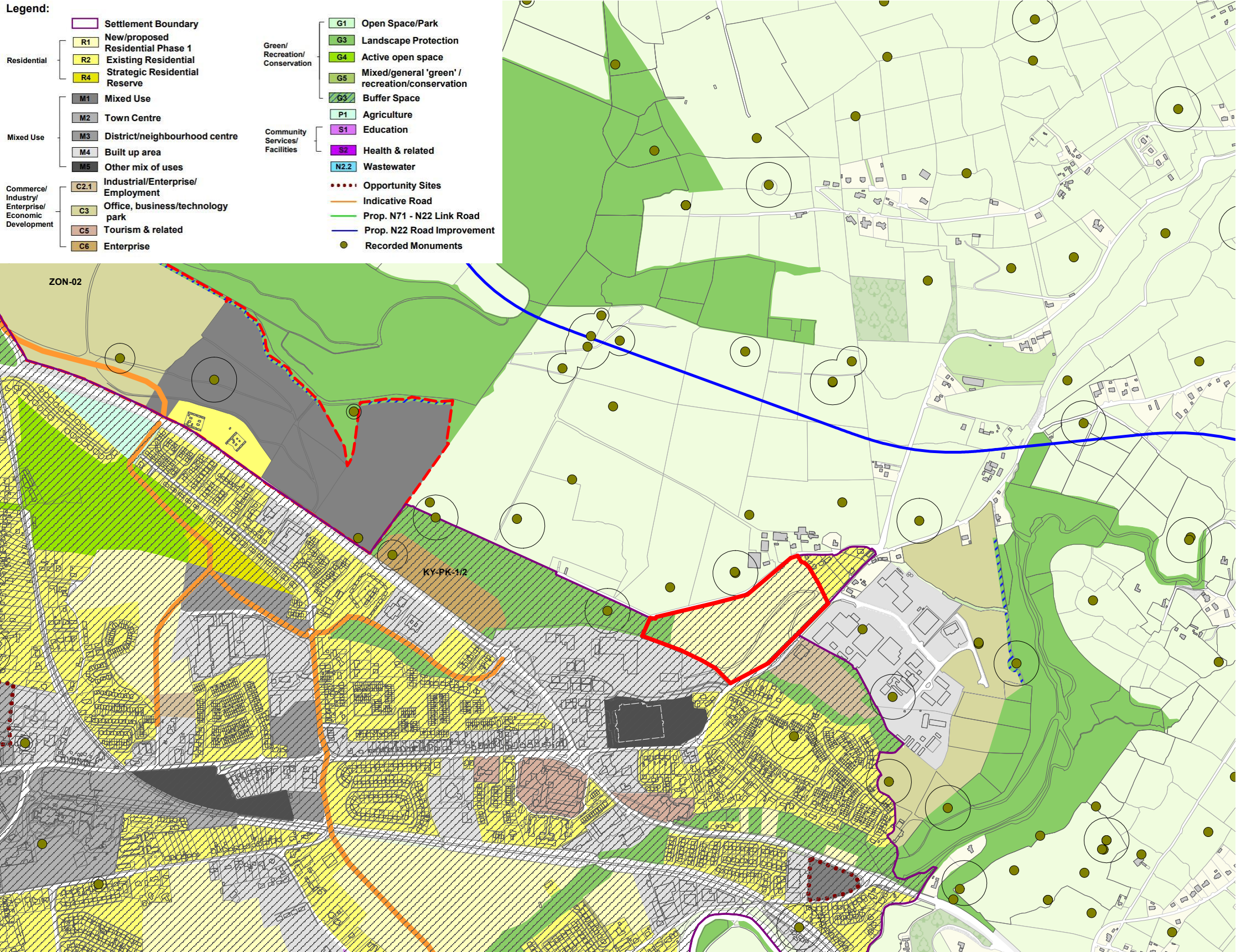
The Plan also notes that Killarney is expected to expand by 1,630 persons during the life of the Plan resulting in a need to provide 1,277 housing units.

The application site consists of 2 distinct land zonings. Firstly, the majority of the site is zoned as "New/proposed Residential Phase 1". The Killarney Municipal District Local Area Plan 2018-2024 states that this zoning is intended primarily for housing developments but may also include a range of other ancillary uses for residential, particularly those that have the potential to foster the development of new residential communities.

The remainder of the site is zoned as "Landscape Protection". This designation is described in the Plan as providing for "the conservation, amenity or buffer space, corridor/ belt. Landscape protection"

The KCDP 2022-2028 states that it is "a target of at least 30% of new housing should be delivered within the existing built-up areas of settlements on infill and/or brownfield sites."

The "Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009" states that a density in the range of 35-50 dwellings per hectare is appropriate in large towns such as Killarney



Extract from Leixlip LAP (Land Use Zoning)

4.0 - Design Development

4.1 - Design Development

The subject site is accessed from the Upper Park Road to the east of the site by way of a new entrance providing vehicular, pedestrian and bicycle access

This entrance is indicated by way of a red arrow on the adjacent drawings.

The site is divided into pockets of residential development through the use of primary and secondary circulation routes. The use of shared surface roads is used to create more intimate 'homezones' and add character to the development.

The site's primary green spaces are dispersed throughout the site to ensure that all dwellings are within close proximity of an amenity. A number of smaller "pocket parks" act as a link between various residential areas.

These open spaces will be a combination of formal spaces, play areas and informal areas. There is a strong emphasis on pedestrian movement through the site with various footpaths provided.

Care has also been taken to ensure that all the green spaces are passively overlooked by the adjacent residential development. This will assist with preventing anti-social behaviour and ensure the spaces remain well maintained.

The urban development has been considered to respect the adjacent developments by providing an extension to the urban form while integrating with the existing contours/levels throughout the site.



4.2 - Design Development - Site Layout

The proposed development includes a total of 249 no. residential units. The unit breakdown consists of 18 no. 2 bed, 117 no. 3 bed, 06 no. 4 bed & 2 no. 5 bed houses arranged as semi-d and terraces. The scheme also includes 106 no. maisonette units consisting of 38 no. 1 bed and 68 no. 2 bed units.

The application site measures 7.93 ha of which 6.98ha is considered to be developable area. This area is reached by excluding the land west of the development which is zoned as open space and therefore cannot be developed.

The resulting density is 35.67 units per hectare which is in keeping with the density set out in the "Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas 2009"

Pedestrian and bicycle connections are provided to the Upper Park Road to the East. An aspirational pedestrian/bicycle connection is also provided to link the existing woodlands to the east and west of the site

The public open spaces have been grouped where possible to avoid the provision of a piecemeal amenity and these green spaces (representing 15% of the residential zoned land) are supplemented by the extensive open space zoning to the west which will be landscaped and permeated with pedestrian pathways as part of this development.



4.2 - Design Development - Site Layout (Cont.)

Schedule of Accommodation		
House Type	No. Beds	Quantity
HT-A	3	46
HT-B	3	24
HT-C	2	10
HT-D	1	19
HT-D1	1	19
HT-E	2	34
HT-E1	2	34
HT-F	4	6
HT-G	5	2
HT-H	3	28
HT-J	3	19
HT-K	2	8
		249

Housing Breakdown		
No. Beds	Quantity	Percentage
1	38	14%
2	86	35%
3	117	47%
4	6	3%
5	2	1%
	249	

Total Housing Units	249
Total Units	249
Site Area	7.93 Ha
Area of Resi. Zoning	7.23 Ha
Developable Area (excludes retaining walls & associated inaccessible slopes)	6.98Ha
Density	3567 units / ha
Open Green Space	15%



5.0 - Urban Design Criteria

5.1 - Urban Design Criteria

01. Context

How does the development respond to its surroundings?

The proposed development of 249no. residential units is a natural extension to the surrounding urban forms and serves to extend the urban form of Killarney Town

The pattern of development proposed on the application site respects the neighbouring dwellings. The units which adjoin the existing boundaries are of 2 storeys in height to reflect the existing typologies.

The development seeks to strengthen the existing site boundaries through the inclusion of extensive planting and protect the existing biodiversity on the site by providing new native planting to reinforce and strengthen same where necessary.

The existing site topography has informed the proposed floor levels to ensure that minimal interventions are necessary in the landscape.



Site Context

02. Connections

How well connected is the new neighbourhood?

The subject development will be accessed from the Upper Park Road via a new site entrance.

Pedestrian permeability was a key aspect of the design and a number of new pedestrian connections are proposed to the existing road to the east as well as proposed connections to the south and west

The application site is located in within the settlement boundary of Killarney and the town centre is within easy walking and cycling distance. The subject development is also within walking distance of bus links and train links serving the wider Kerry region and onwards to Cork and Dublin

A number of employment, educational and recreational amenities are located within a short distance of the subject site



Legend

- | | |
|-----------------------------------|----------------------------------|
| Application Site | 2 storey Maisonette Units |
| Main circulation & Access | Creche Unit |
| Secondary Circulation | Embankment/ Retaining Wall |
| 'Homezone'/ shared surface | Public Open Space Zoning |
| Public open space | Pedestrian/ Bicycle Connectivity |
| 2 storey Demi-D / Terrace Housing | |

03. Inclusivity

How easily can people use and access the development?

The proposed development includes a wide variety of unit typologies ranging from 1& 2 bedroom apartments to 2, 3, 4 & 5 bedroom houses. All houses and maisonette units have their own front door and all have level access except for the first floor maisonette units which are accessed by way of an ambulant staircase.

All units within the development are in accordance with Technical Guidance Document M, which ensures all are accessible to people of a range of abilities.

All amenity areas, parks and walkways within the development are open to the public, overlooked by multiple units and fully accessible where possible.

04. Variety

How does the development promote a good mix of activities?

The proposed development of 249no. residential units, comprising a large range of housing types and tenures will facilitate a range of choice to suit various living arrangements and demographics. A Creche is also provided as part of the development to encourage a range of ages and family types.

A series of character areas have been naturally created by the road network and these areas will create a number of distinct neighbourhoods with a variety of housing types and green spaces throughout.

The development of the public open space along the Upper Park Road, with the inclusion of a new cycle/footpath will provide the residents with a large amount of recreational space for a variety of activities.

05. Efficiency

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

The proposed development provides a density of c.35.67 units/ha which represents a very efficient use of the lands.

Pedestrian linkages within the development have been maximised and further pedestrian and cycle links have been provided.

The public open space along the Upper Park Road makes good use of the available lands while providing an amenity to the scheme and surrounding area.

The majority of the dwelling units have been provided with rear or side access for refuse access while the units without rear access are provided with secure bin stores to the front of the houses.

06. Distinctiveness

How do the proposals create a sense of space?

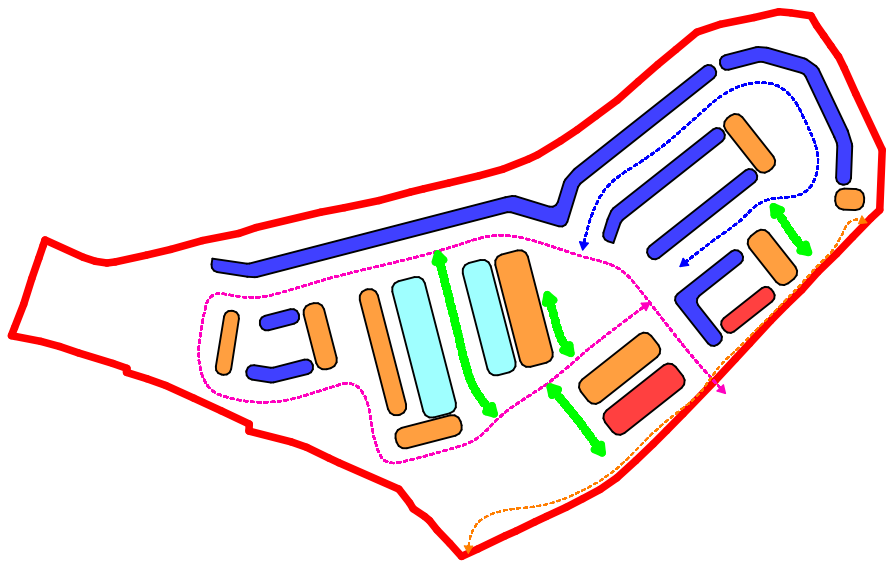
As discussed previously in this report a number of distinct areas are naturally created as a result of the proposed road network and site conditions.

Character Area 'Blue': This area encompasses the main entrance from the Upper Park Road and the main circulation route. This area has been designed to provide a built frontage to all circulation routes and consists of 2 storey houses with a mix of tenures from 2 - 5 no. beds

Character Area 'Cyan': This area contains a mix of 1,2 & 3 bedroom houses and maisonettes, and front onto the shared surface areas within the scheme. The use of materials and architectural language ensure that each of these units sits harmoniously in the location.

Character Area 'Orange': This area contains a mix of 1,2, 3 & 4 bedroom houses and maisonettes overlooking the large amenity spaces and the open space zoning. These units provide passive surveillance to the green areas.

Character Area 'Red': This area contains a mix of 1, 2 & 3 bedroom houses and maisonettes which front onto the existing Upper Park Road and provide a built urban edge to same.



- Legend
- Application Site
 - Character Area 'Blue'
 - Character Area 'Orange'
 - Character Area 'Cyan'
 - Character Area 'Red'

07. Layout

How does the proposal create people friendly streets and spaces?

The proposed layout of the site creates a series of natural routes running across the site from the entrance. These desire lines have been used to divide the estate into a series of character areas which create a formal built edge to these connections.

Pedestrian connectivity throughout the site and the open spaces create a vibrant and active development while ensuring pedestrian safety.

A hierarchy of roads has been created which follow the principles of DMURS which seeks to ensure that traffic speeds are minimised and that pedestrian safety is prioritised.

The estate has been designed to ensure that all public open spaces are bordered by active developments which create vibrant spaces while also ensuring passive surveillance of the various areas.

08. Public Realm

How safe, secure and enjoyable are the public areas?

The proposed development contains a mix of both informal and formal green areas to ensure every resident has easy access to an open space.

Each green area is landscaped in a different way to ensure variety but all are fully accessible and open to all.

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

This new open space to the south and west will contain both pedestrian and cycle routes running the entire length of the open space and connecting back to the wider area

09. Adaptability

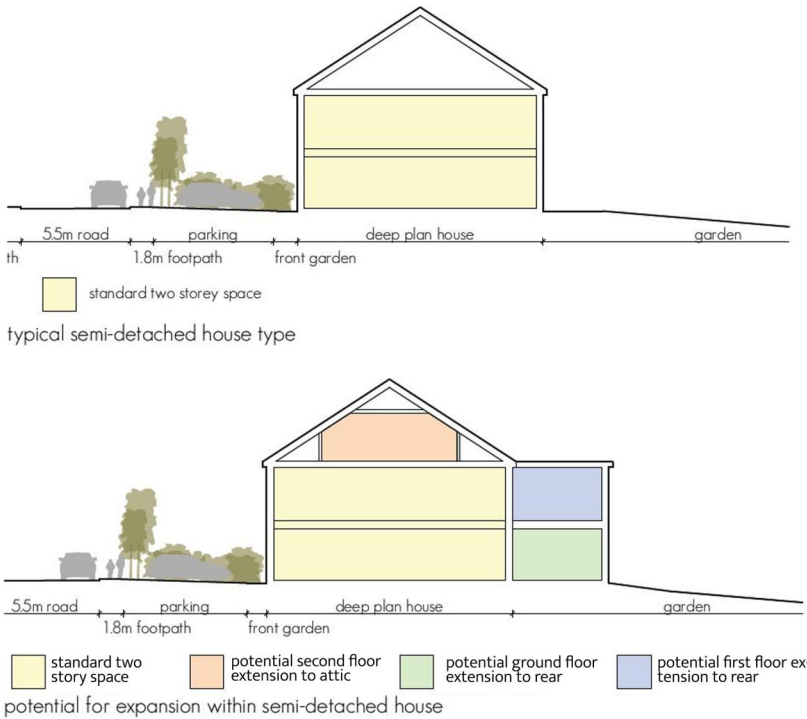
How will the buildings cope with change?

The development includes 4no. distinct House types and 2no. distinct maisonette blocks which range in size from 1 to 5 bedroom units. This allows for a range of tenancies.

This range of house and maisonette types ensures that the development is suitable to people at all stages of their lives.

The semi-detached and terraced houses are provided with generous rear gardens which allows ample room for the construction of extensions without a major impact on the private amenity space.

An example of how a typical house type can be extended at both ground and first floor is included over. A range of the proposed dwelling types also allow for future expansion into the attic space to create additional storage or other uses.



Examples of Adaptability

10. Privacy & Amenity

How does the scheme provide a decent standard of amenity?

Refuse storage within each of the dwelling's gardens.

All houses and the majority of the maisonettes are sited to ensure that the maximum number enjoy a dual aspect.

All dwellings and maisonettes are constructed with a solid party wall to prevent against fire spread and ensure no noise transfer between units.

All dwelling houses are provided with rear gardens of a minimum of 75sqm for 4+ bedroom units, 60sqm for 3-bedroom units, and 50sqm for 2-bedroom units which are by in large in excess of the areas required by the Development Plan.

The houses are a minimum of 22m back to back to ensure the maximum level of privacy for each dwelling. The houses are also provided with a 1.8mm high rear garden boundary to protect the amenity of the gardens between properties.

The semi-detached dwellings, and the terraced units, are provided with a side or rear access to allow for the storage of refuse bins and bicycles etc.

The maisonettes are also provided with centrally located secure refuse bin and bicycle storage.

All dwellings and maisonettes are designed to comply with, and in many cases exceed, the storage requirements set out in the development plan.

5.3 - Urban Design Criteria (Cont.)

11. Parking

How will the parking be secure and attractive?

2 no. spaces are provided for each housing unit.

Communal parking is provided throughout the site to serve the maisonettes and the crèche unit.

All parking spaces will be overlooked by a range of residential typologies.

Parking spaces will be constructed of high quality materials to match the other materials used throughout the scheme.

Bicycle parking is provided at the rear of the dwelling houses (accessed by way of side/ rear laneways for semi-d/ end terrace units or through the dwelling for mid-terrace units). Bicycle parking for the Maisonette Units are provided in secure bike parking racks to the rear of units .

Secure bicycle parking will be provided for the creche units at the rate of 1 bicycle space per 4 no. children

All parking bays will measure 2500x5500 to ensure a range of vehicles can be accommodated.

12. Detailed Design

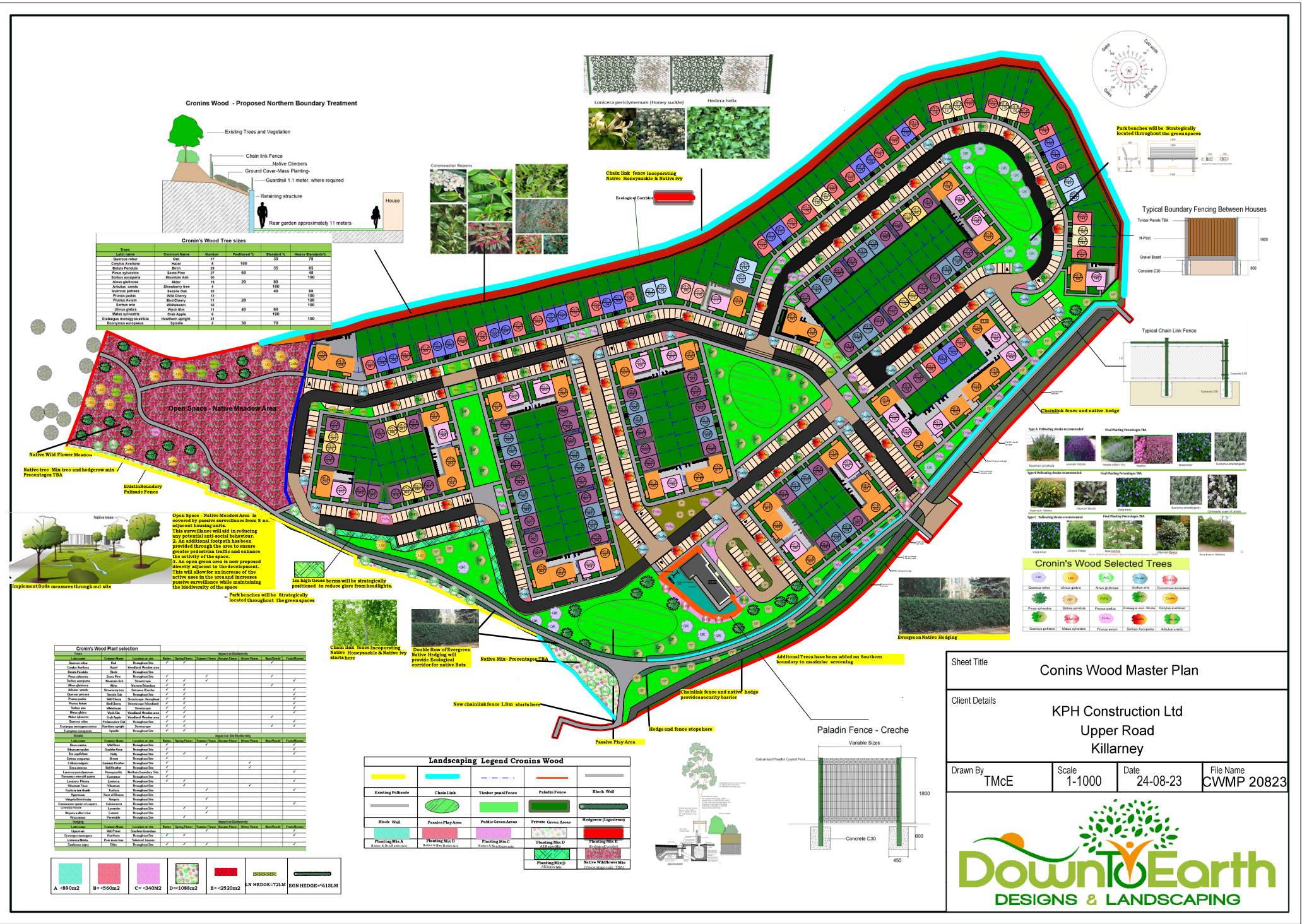
How well thought through is the building and landscape design?

The materials used in the proposed estate are of a refined palette and aim to complement the materials used in the locality of the site and the Killarney Region.

In line with this a palette of painted render finishes and a mix of slate and roof tile finishes are employed throughout the estate.

Great care has been taken with the design of the road, footpath and cycle network to ensure a safe place for people to walk and cycle around and through.

Care has also been taken with the provision of car parking and the bays are broken up with areas of planting to ensure a visually pleasing streetscape.



6.0 - Detailed Design

6.1 - Typical Street



Site Layout - Street
1:250



Typical Street Section - View A

Typical Residential Street

The typical streets within the scheme are 24 metres wide as a minimum.

This dimension allows for the avoidance of overlooking between opposing units while maintaining a tight urban grain and quite residential atmosphere.

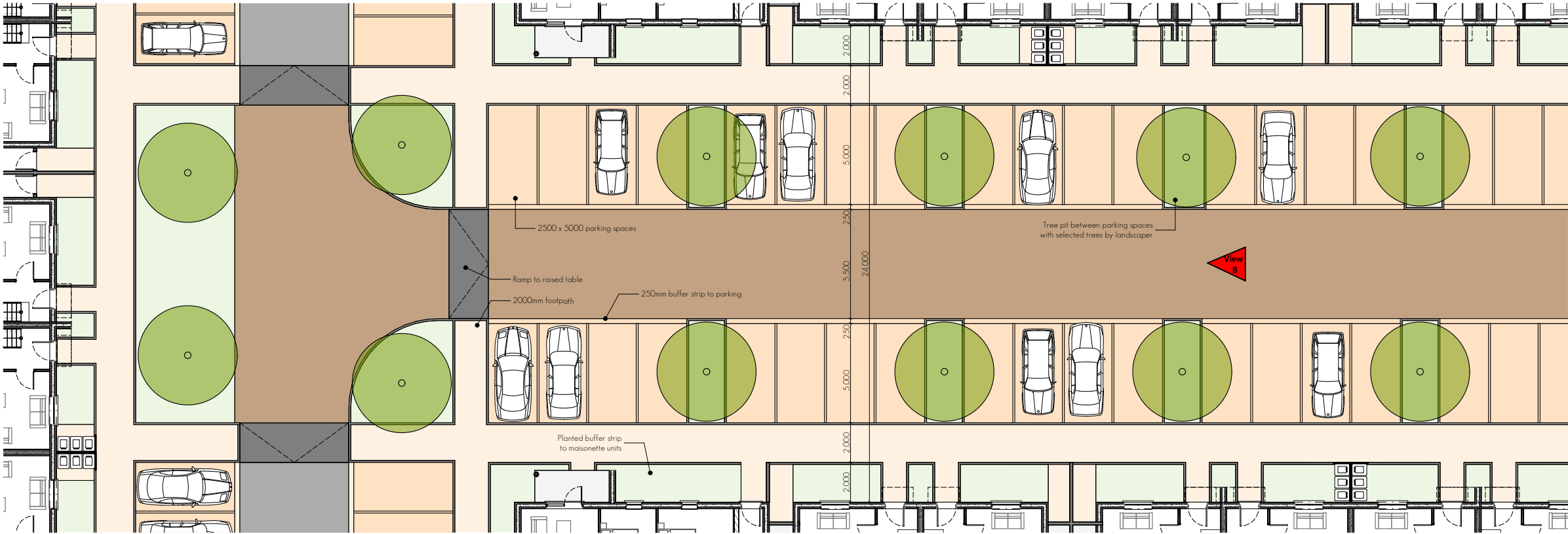
A minimum of 2m planted buffer zones are provided to the front of each dwelling to ensure an element of privacy from the adjacent footpaths. For the ground floor maisonette units this 2 meter buffer is supplemented by hedge planting to screen the private open space.

The 2 metre wide concrete footpath ensures that the estate is accessible and allows for the passing of wheelchairs, buggies and bicycles etc.

The parking bays are arranged in groups of 4-6 and each one is separated from the next by an area of planting/ trees. This breaks down the parking and adds an interesting and vibrant element to the street.

The parking bays are 2.5 x 5m to allow for the parking of a range of vehicle types and a 250mm 'rumble strip' is provided to the end of each space to create a safer pedestrian environment.

6.2 - Typical Homezone



Site Layout - Homezone
1:250



Typical Homezone Section - View B

Typical 'Homezone' Street

The typical streets within the scheme are 24 metres wide as a minimum.

This dimension allows for the avoidance of overlooking between opposing units while maintaining a tight urban grain and quite residential atmosphere.

A minimum of 2m planted buffer zones are provided to the front of each dwelling to ensure an element of privacy from the adjacent footpaths. For the ground floor maisonette units this 2 meter buffer is supplemented by hedge planting to screen the private open space.

The 2 metre wide concrete footpath ensures that the estate is accessible and allows for the passing of wheelchairs, buggies and bicycles etc.

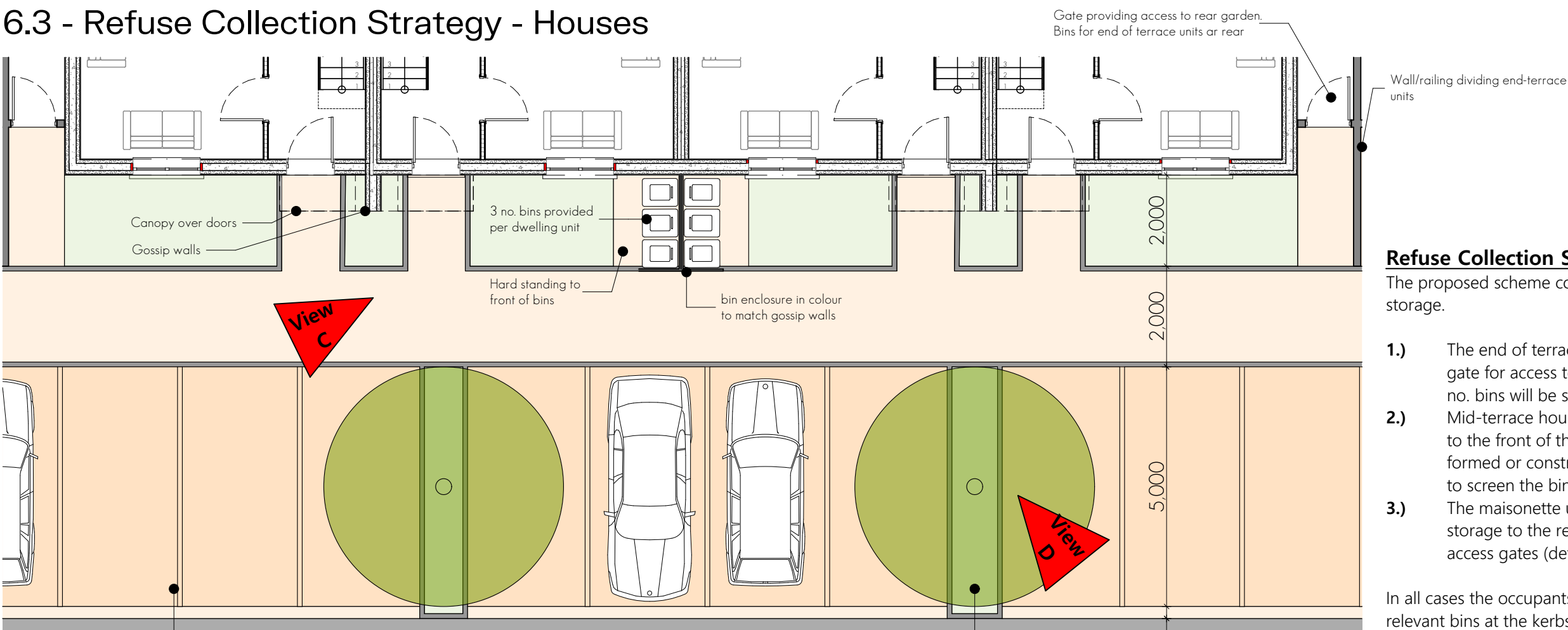
The parking bays are arranged in groups of 4-6 and each one is separated from the next by an area of planting/ trees. This breaks down the parking and adds an interesting and vibrant element to the street.

For the 'Homezone' areas these planted buffers are increased in size to further reinforce the residential amenity of the streets.

The parking bays are 2.5 x 5m to allow for the parking of a range of vehicle types and a 250mm 'rumble strip' is provided to the end of each space to create a safer pedestrian environment.

A distinct chip is used in the asphalt to make it clear and obvious to motorists that the 'Homezones' are low speed, pedestrian priority areas.

6.3 - Refuse Collection Strategy - Houses



Refuse Collection Strategy
The proposed scheme consists of 3 no. separate methods of refuse storage.

- 1.) The end of terrace housing units are all provided with a gate for access to the rear of the dwellings where the 3 no. bins will be stored.
- 2.) Mid-terrace housing units are all provided with a bin store to the front of the units. These enclosures will be pre-formed or constructed from rendered block and will serve to screen the bins from the adjacent footpath.
- 3.) The maisonette units are all provided with secure bin storage to the rear of the blocks and access via side access gates (details at section 6.4)

In all cases the occupants of the various units will deposit the relevant bins at the kerbside for collection by the refuse company.

Bin Storage Strategy - Dwellings
1:100

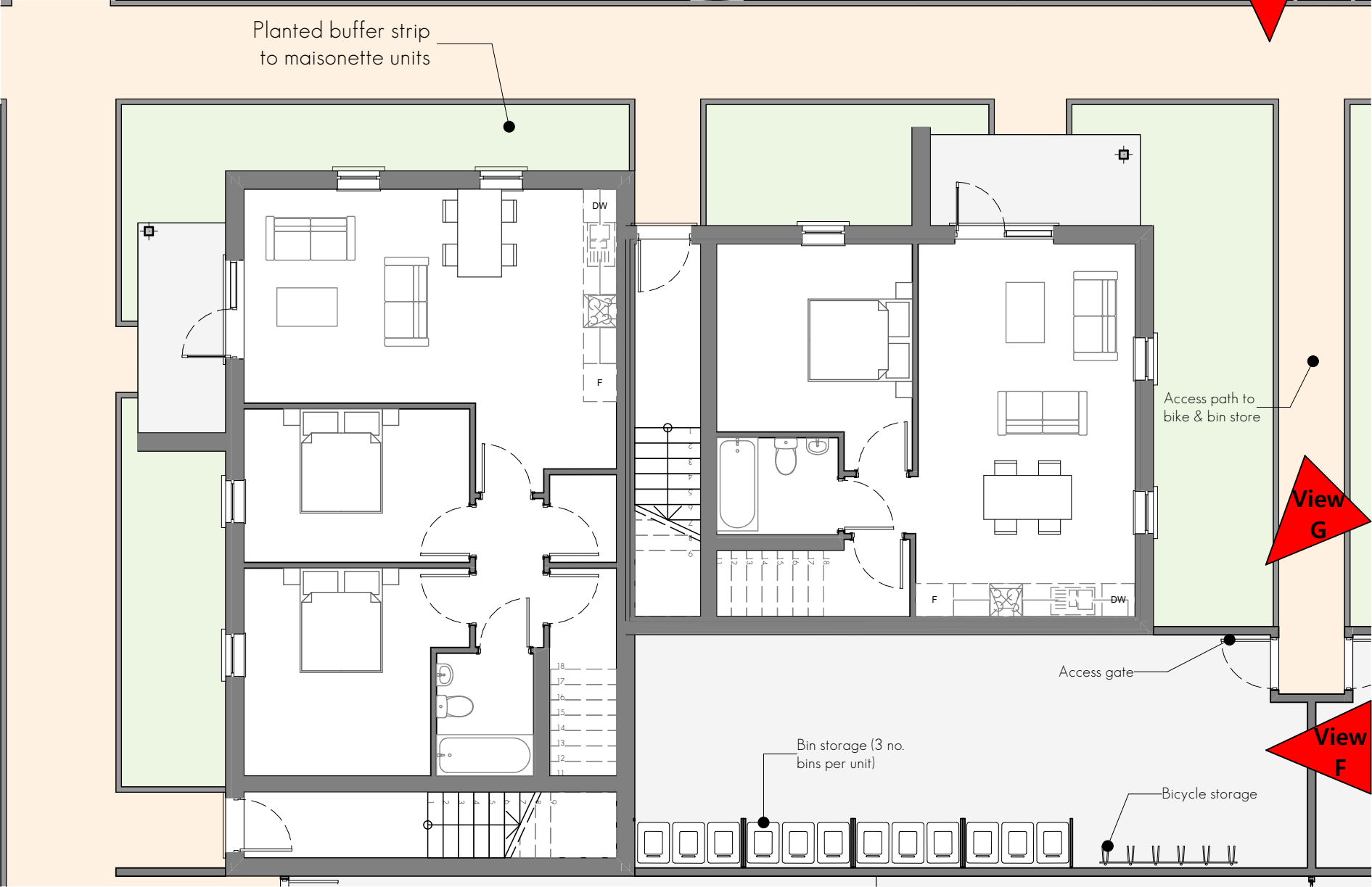


View C - Typical Bin Store



View D - Typical Bin Store (Street Context)

6.4 - Refuse Collection Strategy - Maisonettes



Bin Storage - Maisonette Units
1:100



View E - Maisonette Junction

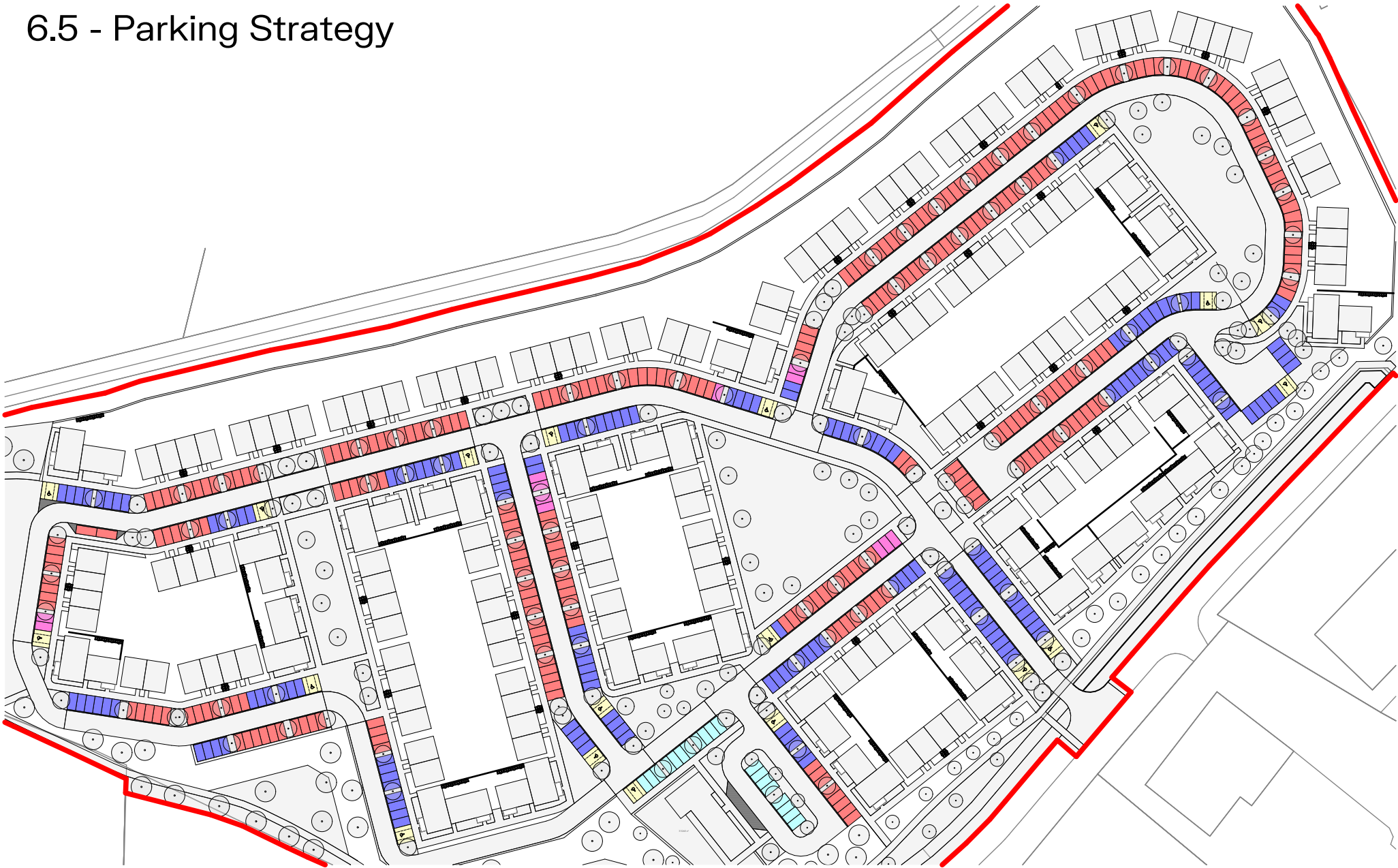


View F - Bicycle & Bin Store



View G - Bicycle & Bin Store

6.5 - Parking Strategy



Schedule of Parking Spaces			
Parking Type	Development Plan	Required	Quantity
Accessible	3 per 100	15	19
Creche	1 Per 4 children 1 Per staff	18	19
Dwellings	2 Per Dwelling	286	286
Maisonette	1 Per Bedroom	174	174
Visitor	0.5 Per Dwelling	72	12 ★
			510

Parking Strategy

Parking spaces for residents are provided at a rate of 2 no. spaces per dwelling and 1 no. space per bedroom of the maisonette units in line with the provisions of Table 4 in the Kerry County Development Plan 2022-2028

A total of 19 no spaces are provided for the Creche. To allow for 1 space per 4 children (50/4) and 6 no. staff spaces.

★ 12 no. designated visitor spaces are provided throughout the estate. However as the parking scheme for the estate is based on off-curtilage parking it is envisaged that a larger quantity of visitor parking will be available at any given time

19 no. accessible spaces are provided throughout to scheme.

Parking Strategy
1:1500

- 2m wide footpath to rear of all parking spaces
- Planted buffer to break down parking bays into groups of not more that 6 spaces
- 2500mm x 5000mm parking bay
- 250mm 'rumble strip' to front of all parking spaces to aid pedestrian safety




6.6 - Public Open Space



Public Open Space	
Area	Area provided
001	1,429.42
002	157.85
003	1,728.75
004	361.65
005	120.29
006	4,253.45
007	1,807.86
008	749.66
	10,608.93 m ²

Total open space	10,608.93
Developable Area	69,800.00

% Open Space	15.20%
--------------	--------

 Landscape Protection Zoning
c.6,850 sq.m (8.7%)

Public Open Space
The public open spaces for the enjoyment of the residents are broken up into 8 no. separate areas to ensure all residents have easy access to amenity spaces.

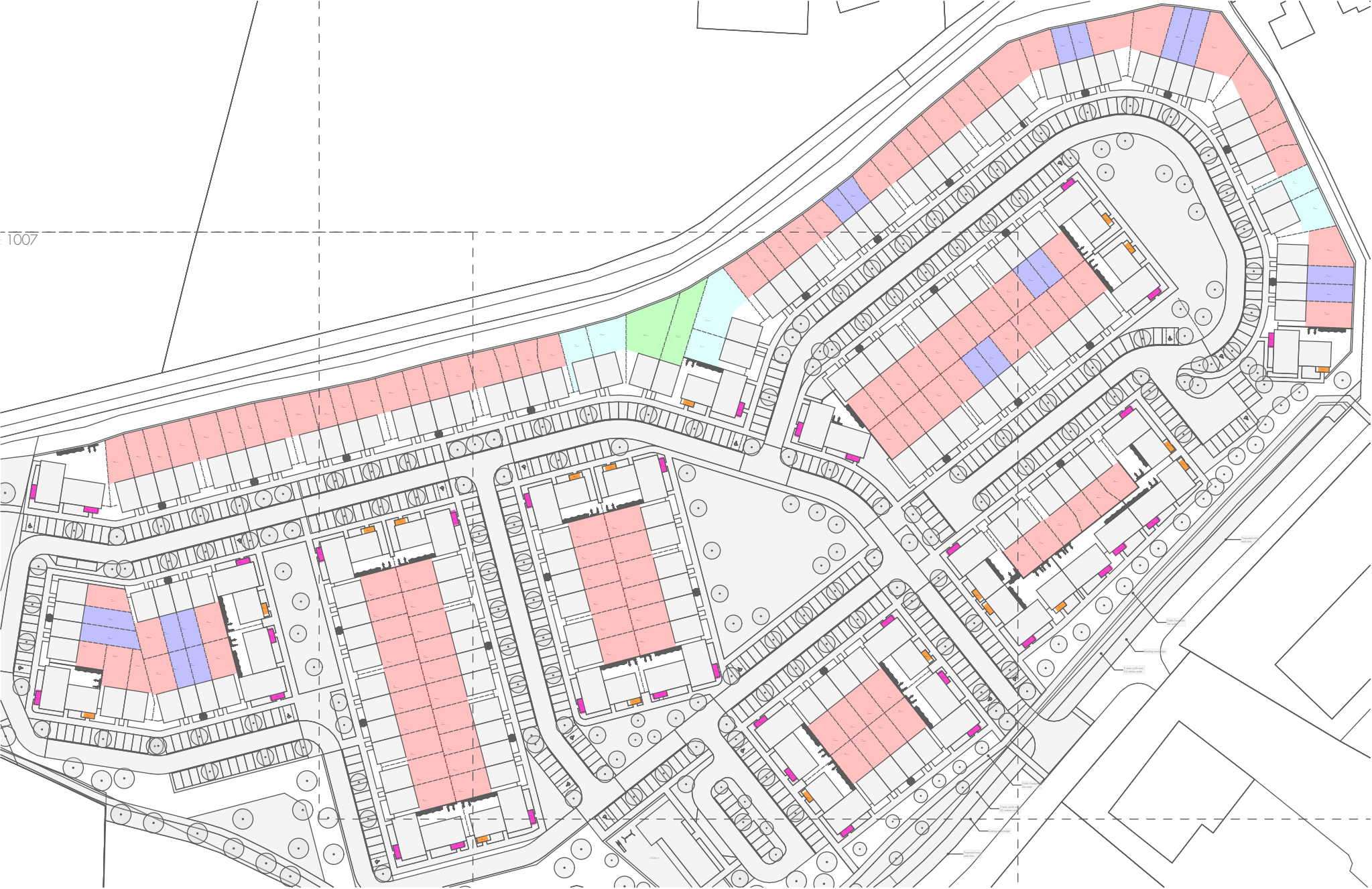
The spaces are a mix of formally arranged areas, larger kick-about spaces, amenity walkways and areas of extensive planting to provide a range of interesting and varied spaces.

The area of land zoned as 'Landscape Protection' located within the site application boundary will be landscaped with native trees, public walkways and seating to add an additional amenity to the area.

These lands amount to c9% of the site application boundary and serve as a supplement to the 15% public open space provided for within the residential zoned area.

Public Open Spaces
1:1500

6.7 - Private Open Space



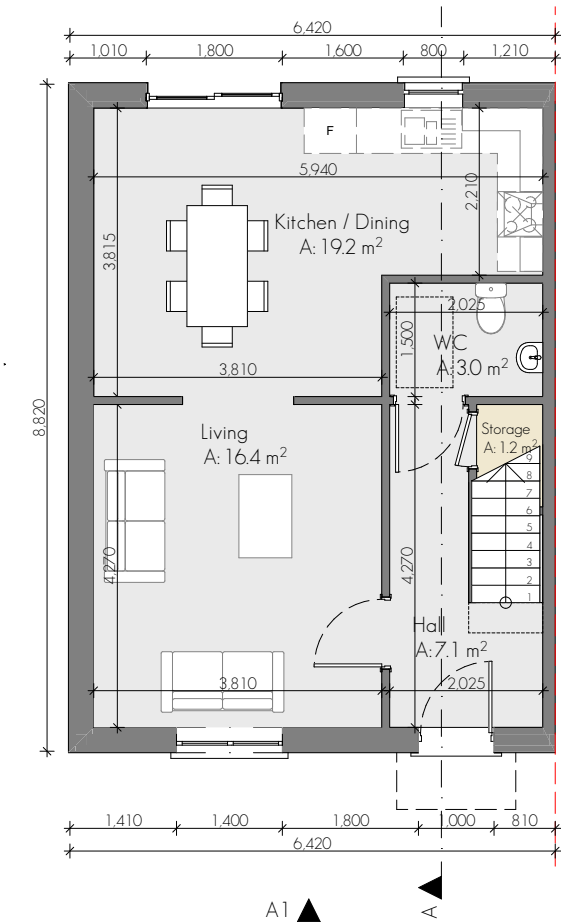
Private Open Spaces
1:1500



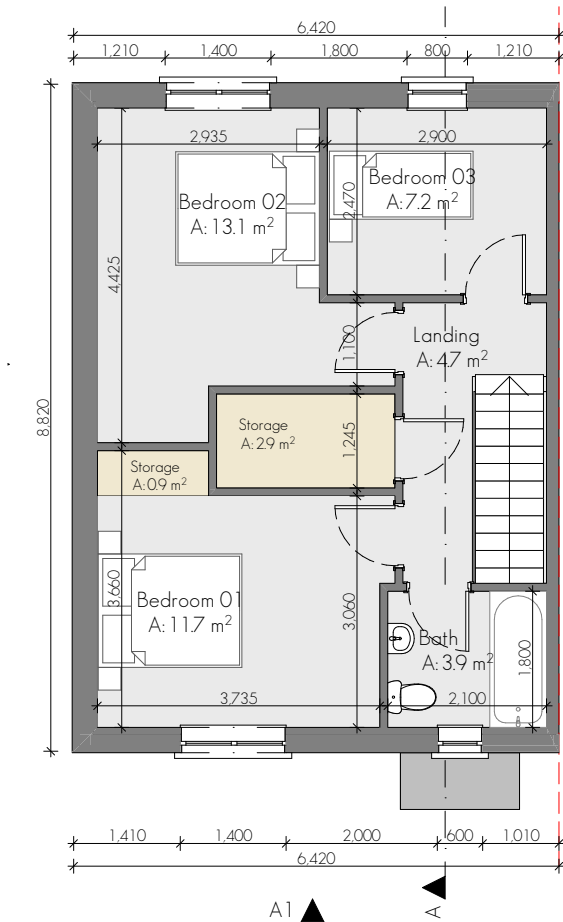
Private Open Space Provision		
Location	Required	Provided
2 Bed Dwelling	50.00 sq.m	50.50 - 90.72 sq.m
3 Bed Dwelling	60.00 sq.m	60.07 - 190.68 sq.m
4 Bed Dwelling	75.00 sq.m	79.57 - 190.35 sq.m
5 Bed Dwelling	75.00 sq.m	157.89 - 188.19 sq.m
1 Bed Maisonette	5.00 sq.m	5.27 sq.m
2 Bed Maisonette	7.00 sq.m	7.11 sq.m

7.0 - House Typologies

7.1 - House Type A



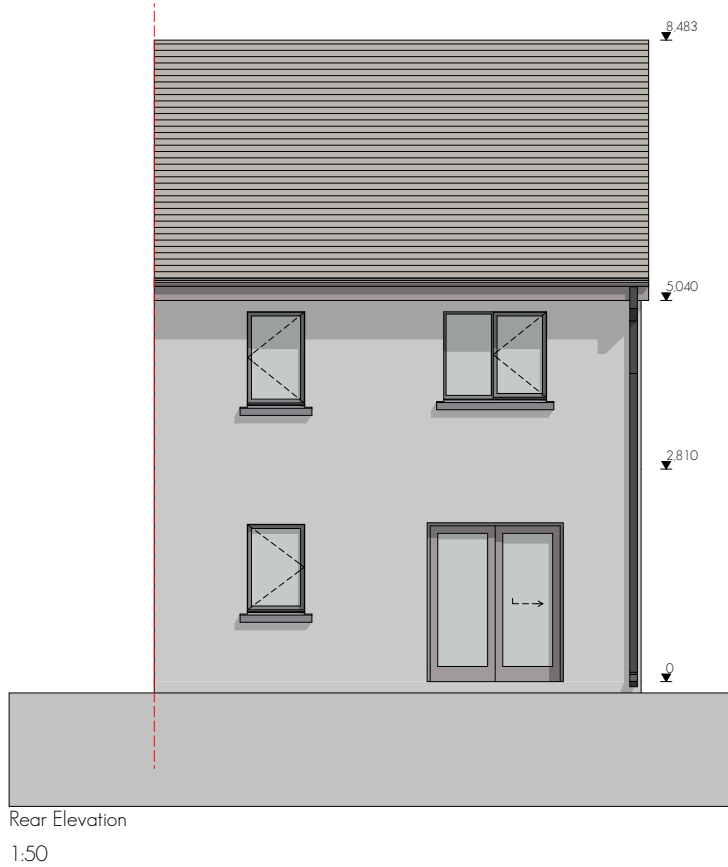
0. Ground Floor Plan
1:50



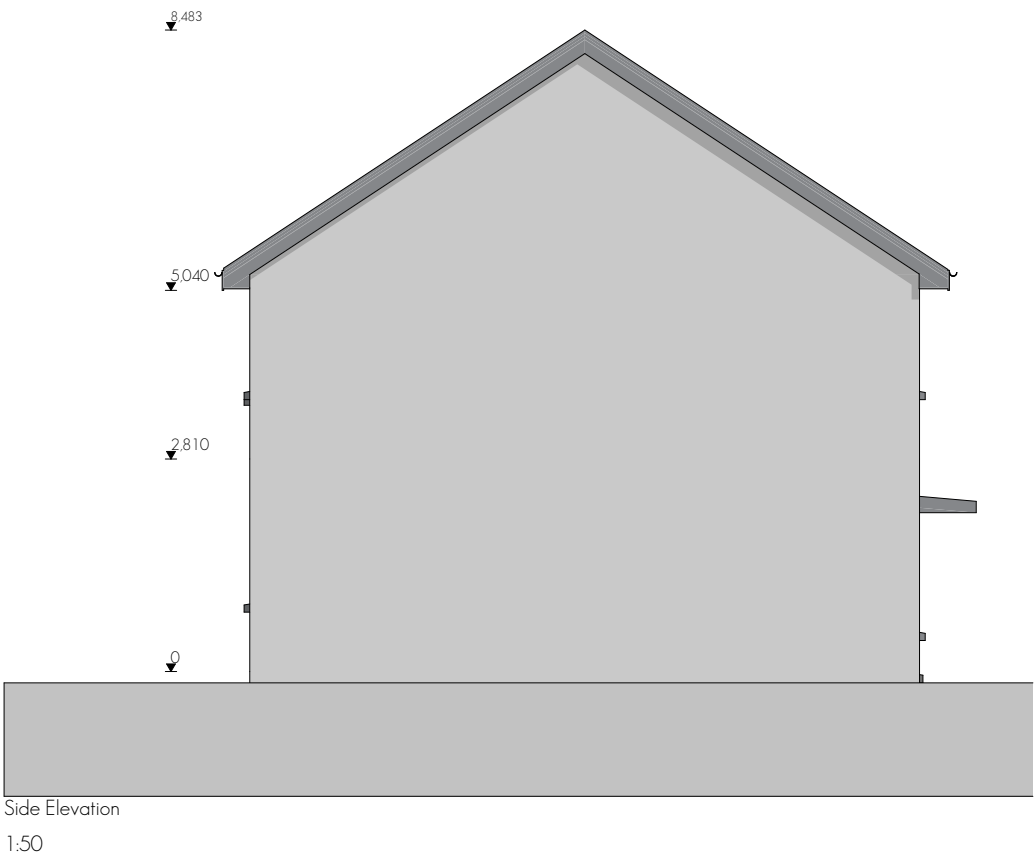
1. First Floor Plan
1:50



Front Elevation
1:50



Rear Elevation
1:50



Title: 7.1 - House Type A

Client: KPH Construction

Project: Residential Development

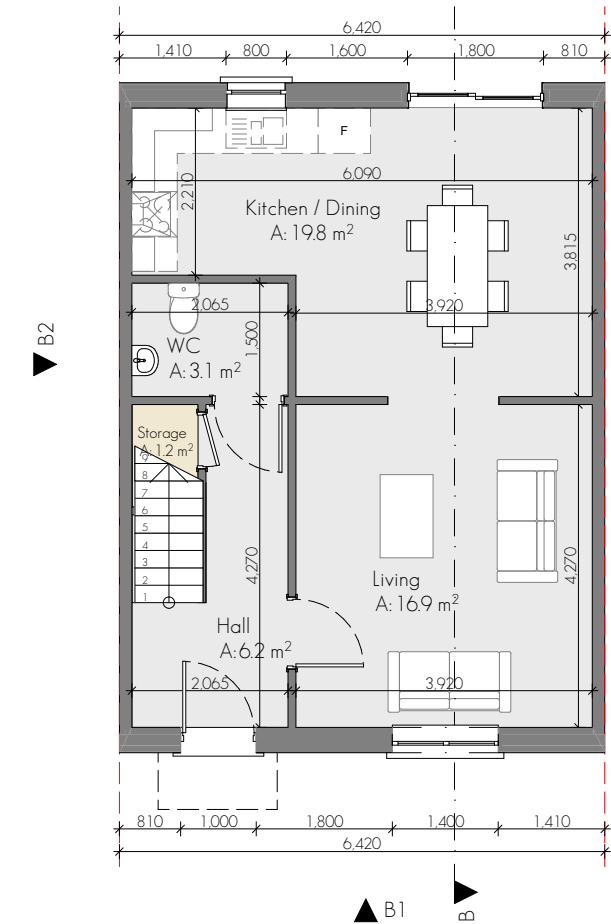
Date:31/08/2023

Issue: A

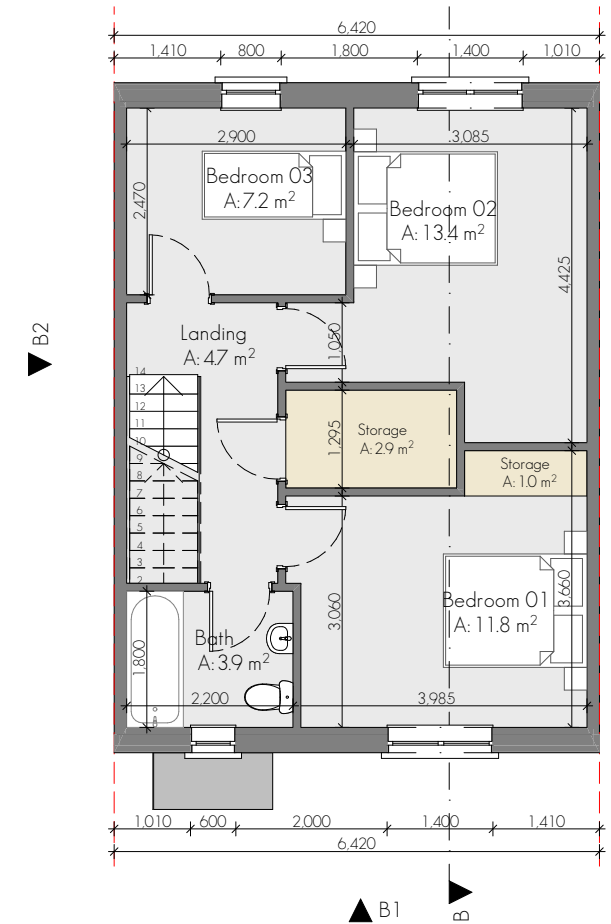
7.1 - House Type A

3 bed Semi-D / End Terrace
c.97 sq.m

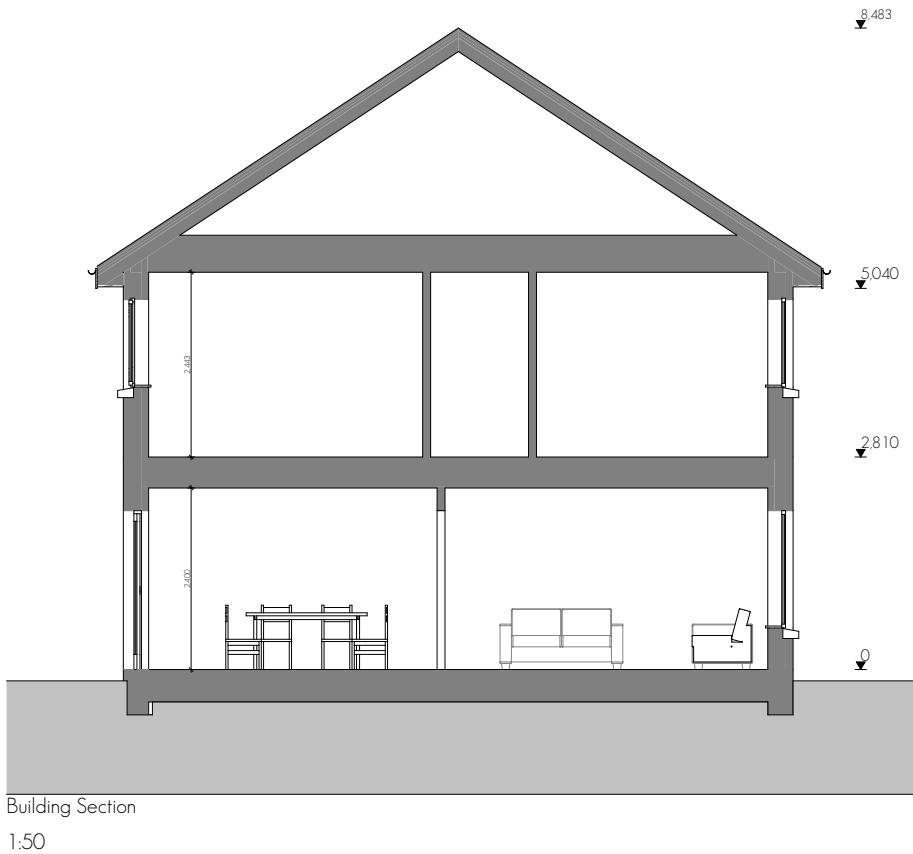
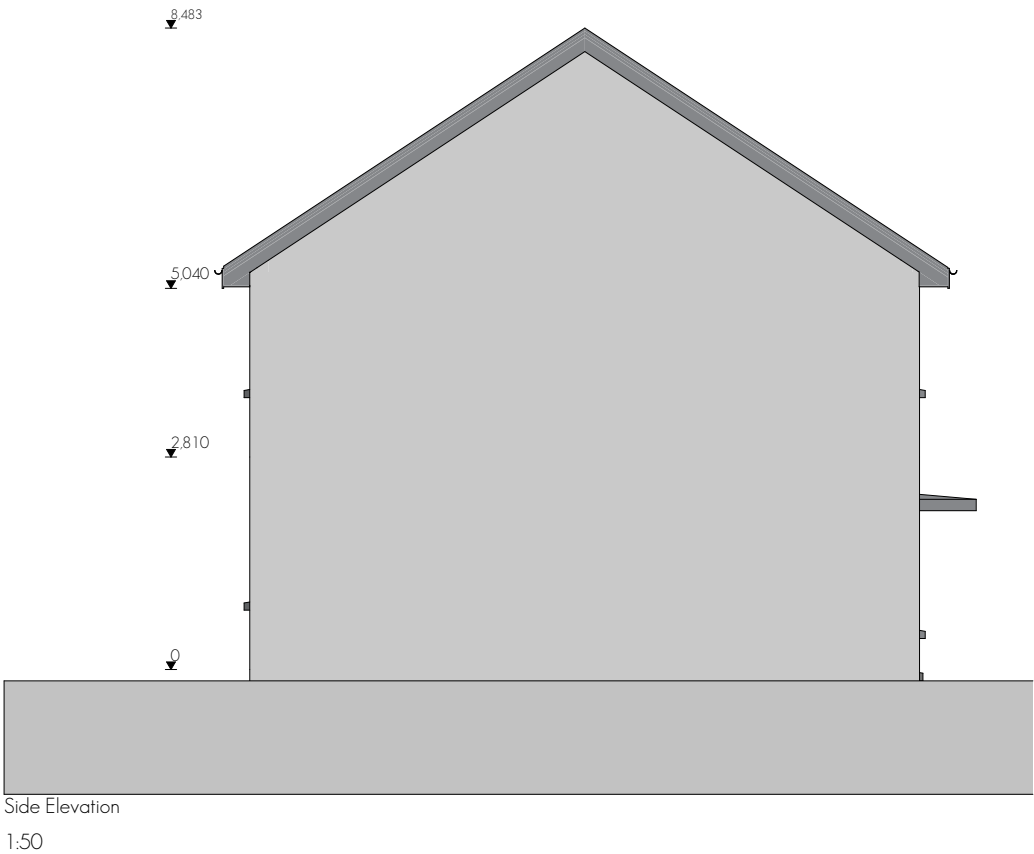
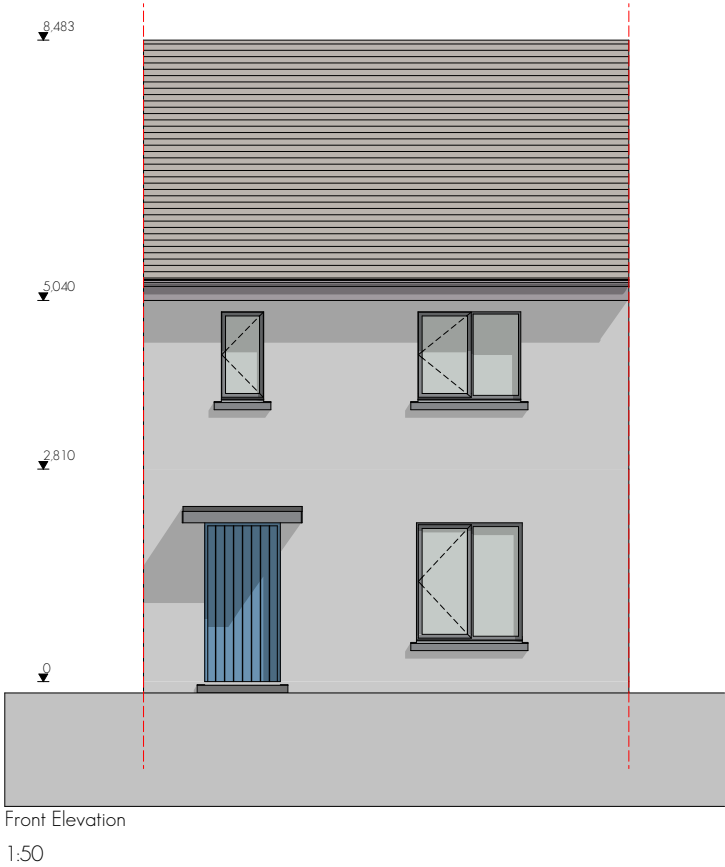
7.2 - House Type B



0. Ground Floor Plan
1:50



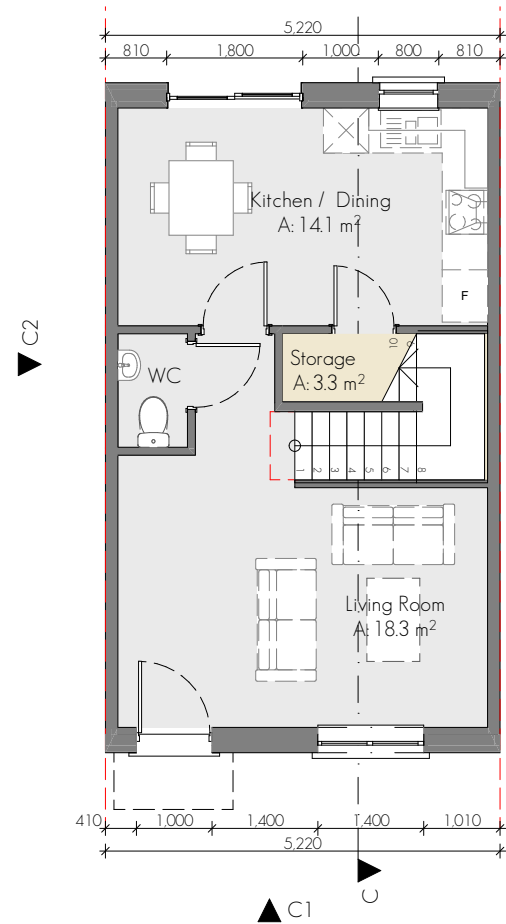
1. First Floor Plan
1:50



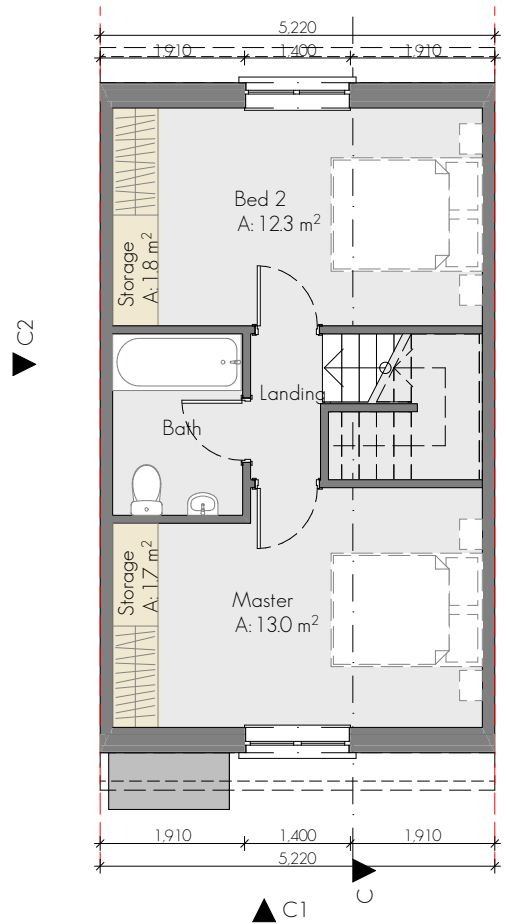
7.2 - House Type B

3 bed Mid-Terrace
c.99 sq.m

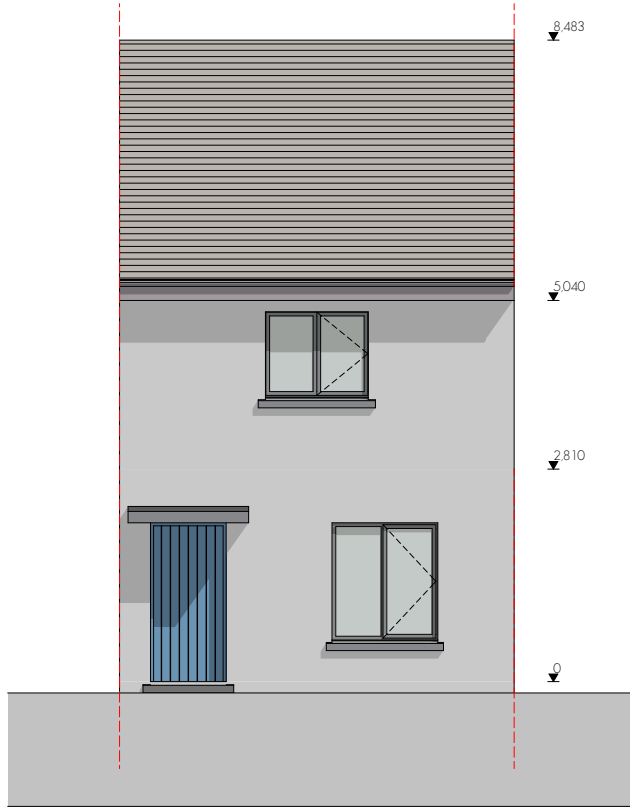
7.3 - House Type C



0. Ground Floor Plan
1:50



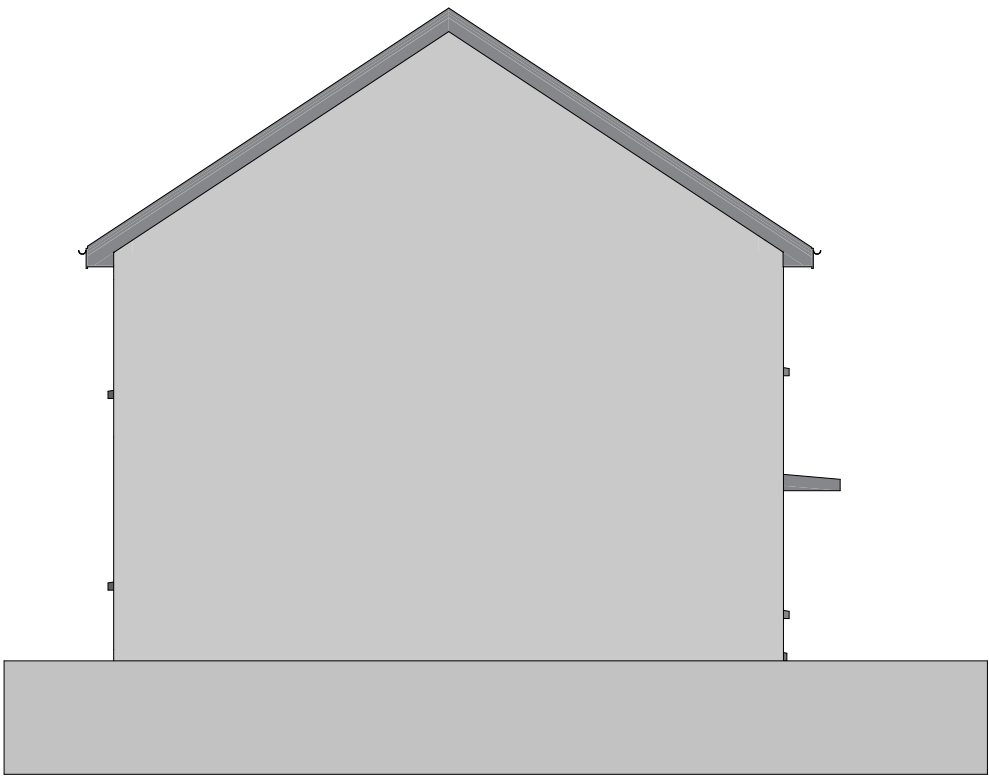
1. First Floor Plan
1:50



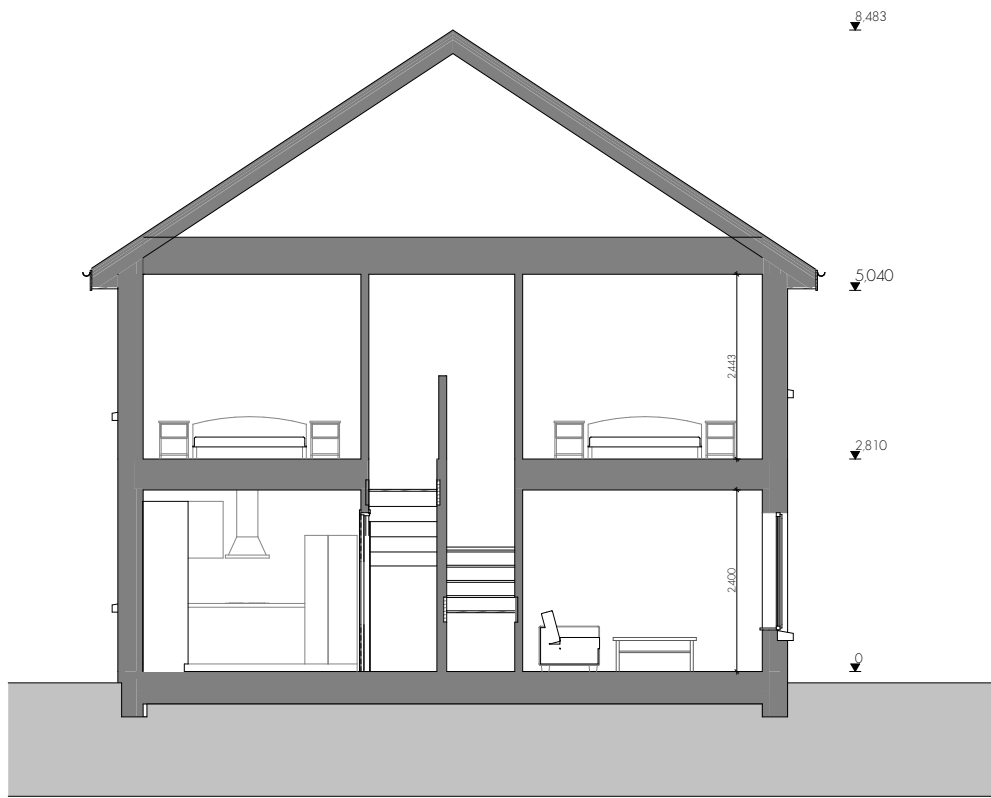
Front Elevation
1:50



Rear Elevation
1:50



Side Elevation
1:50

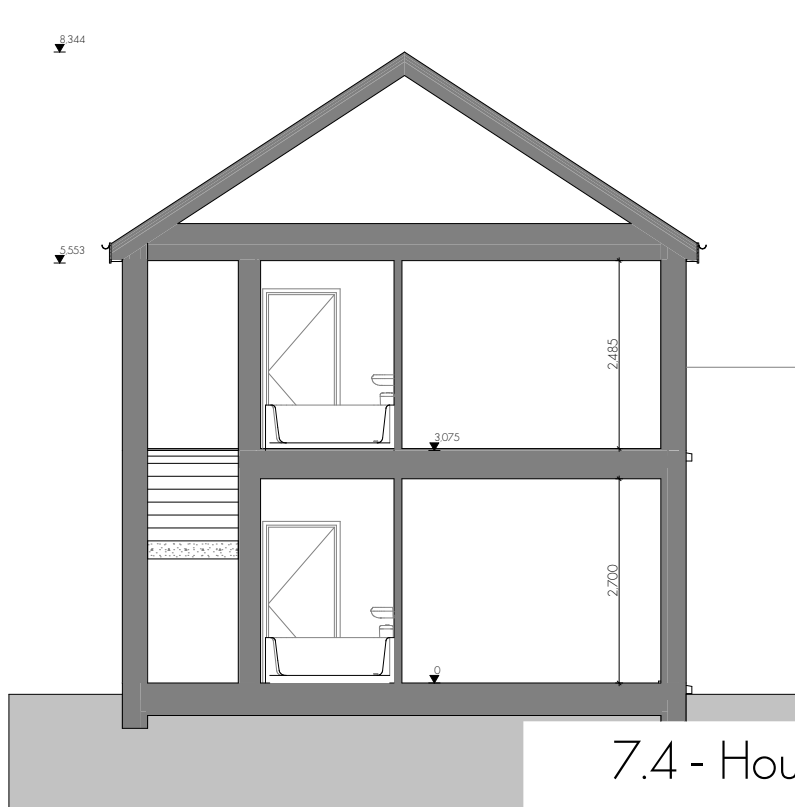
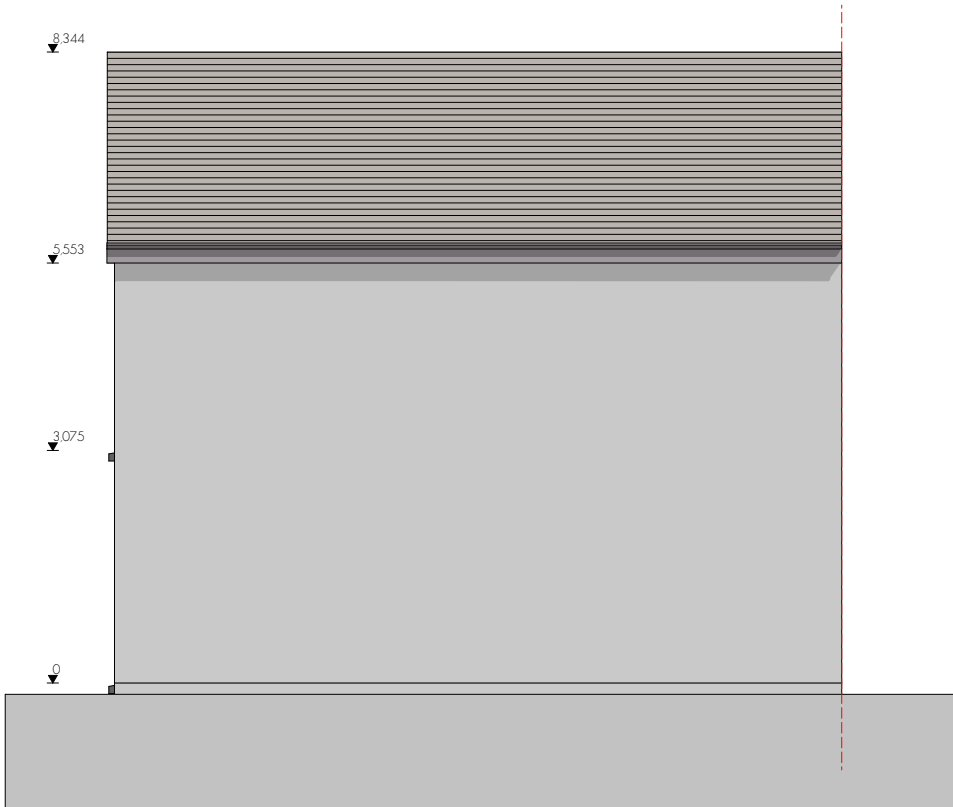
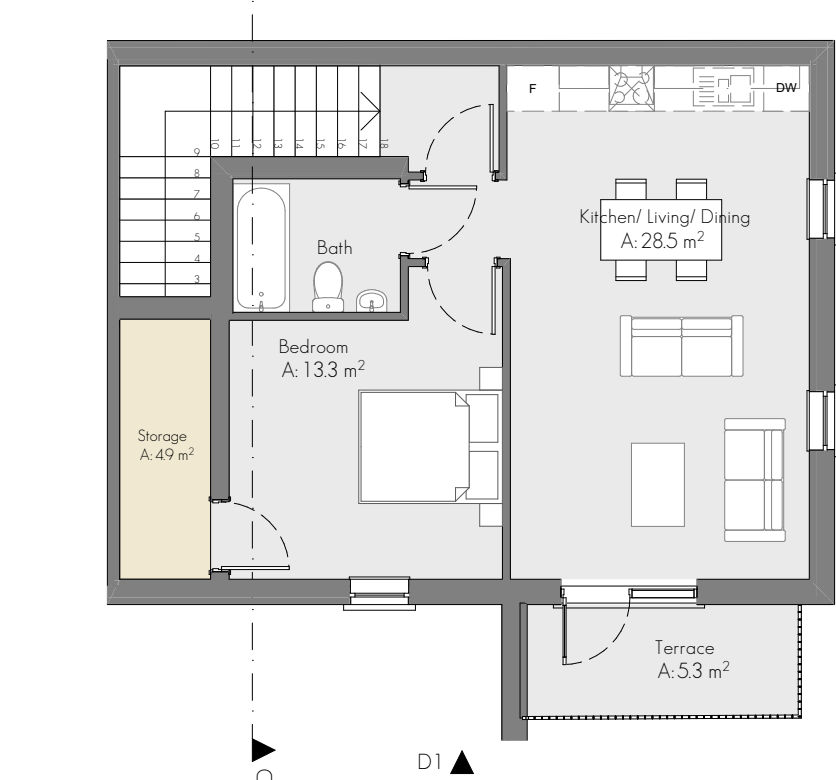
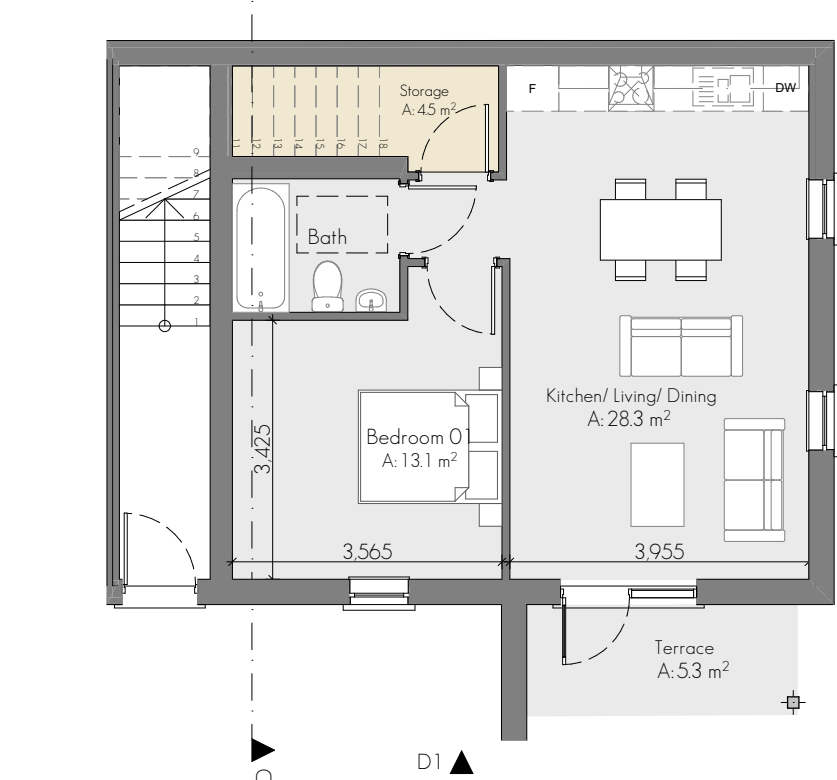


Building Section
1:50

7.3 - House Type C

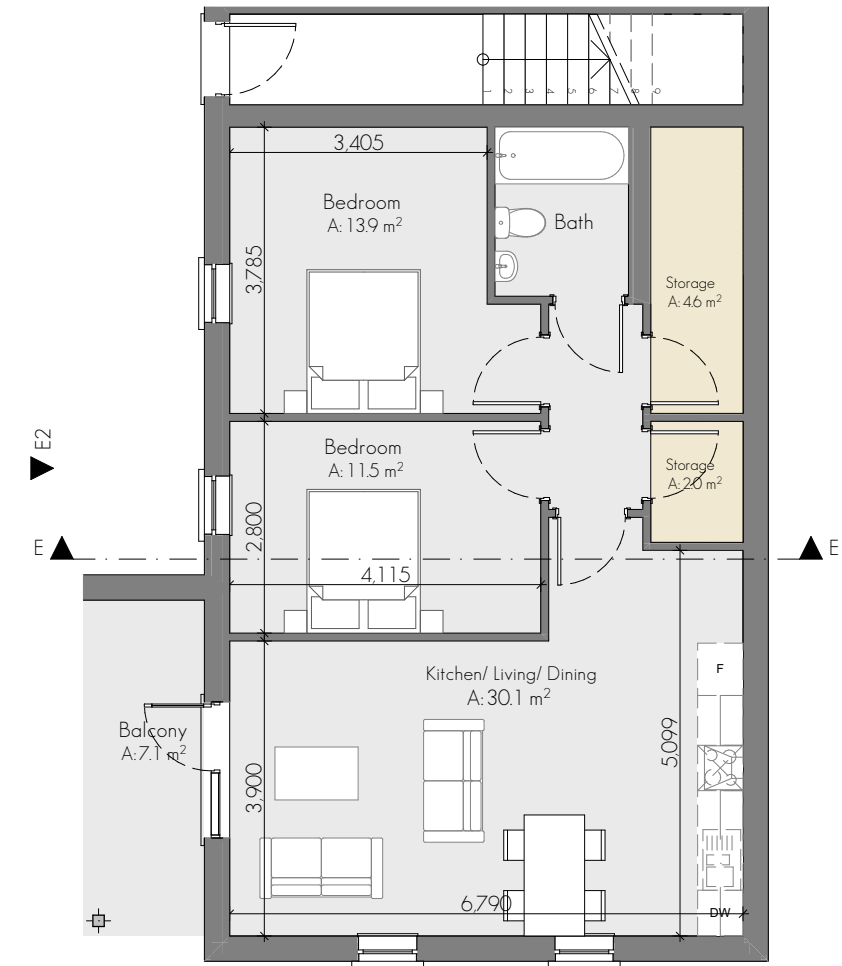
2 bed Mid-Terrace
c.80 sq.m

7.4 - House Type D

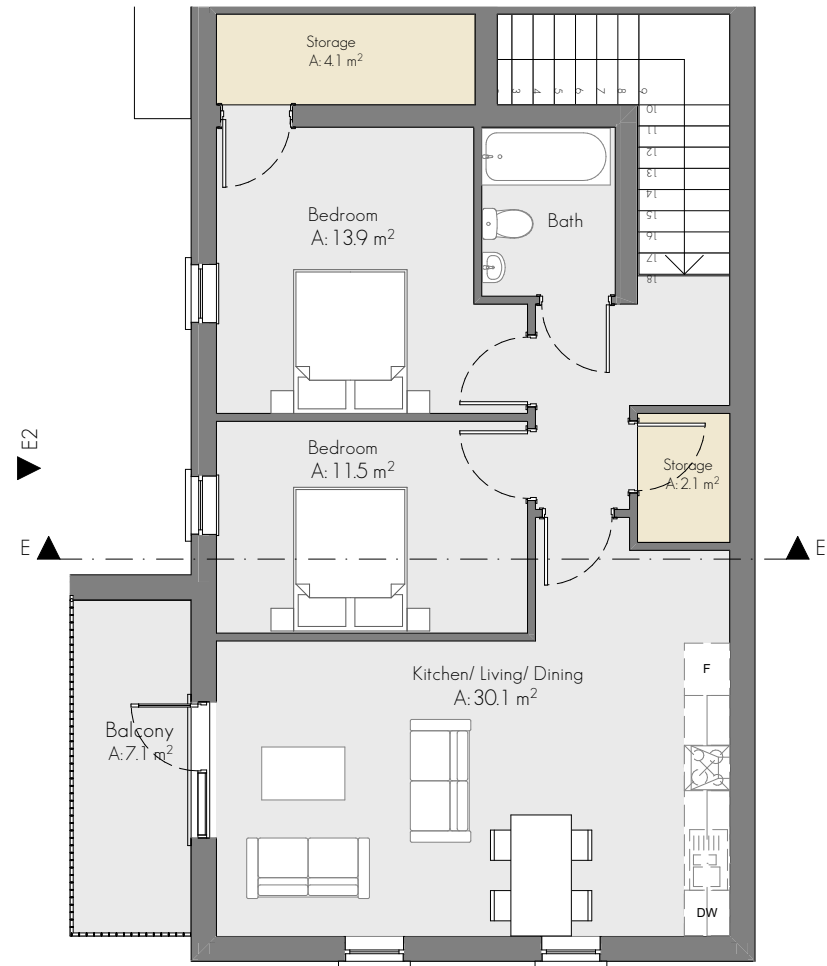


7.4 - House Type D

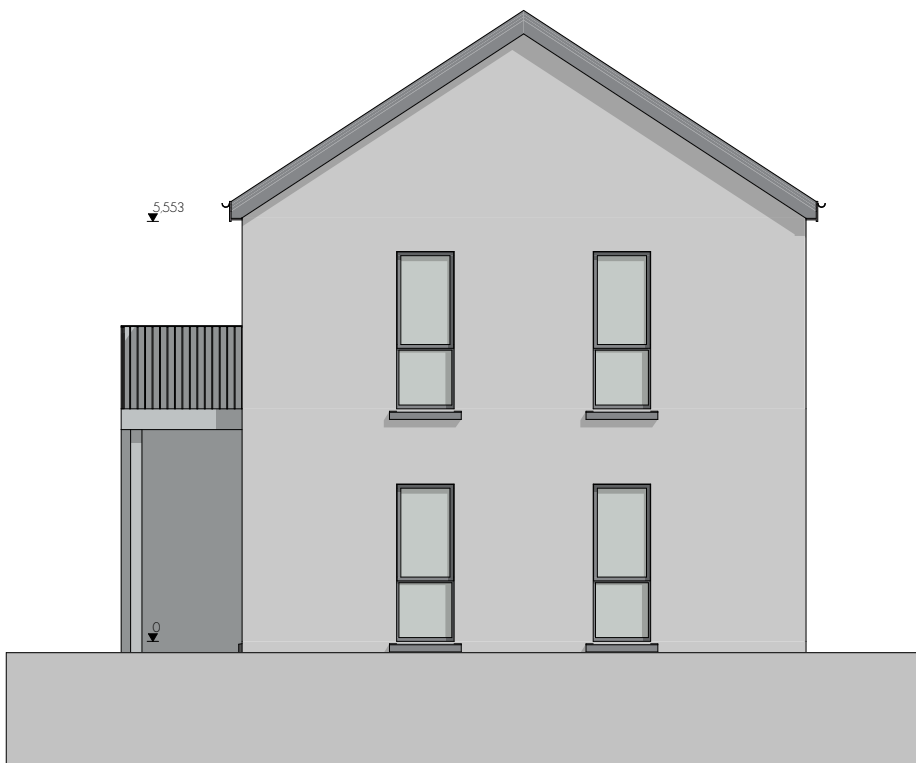
2 bed Maisonette
c.52 sq.m



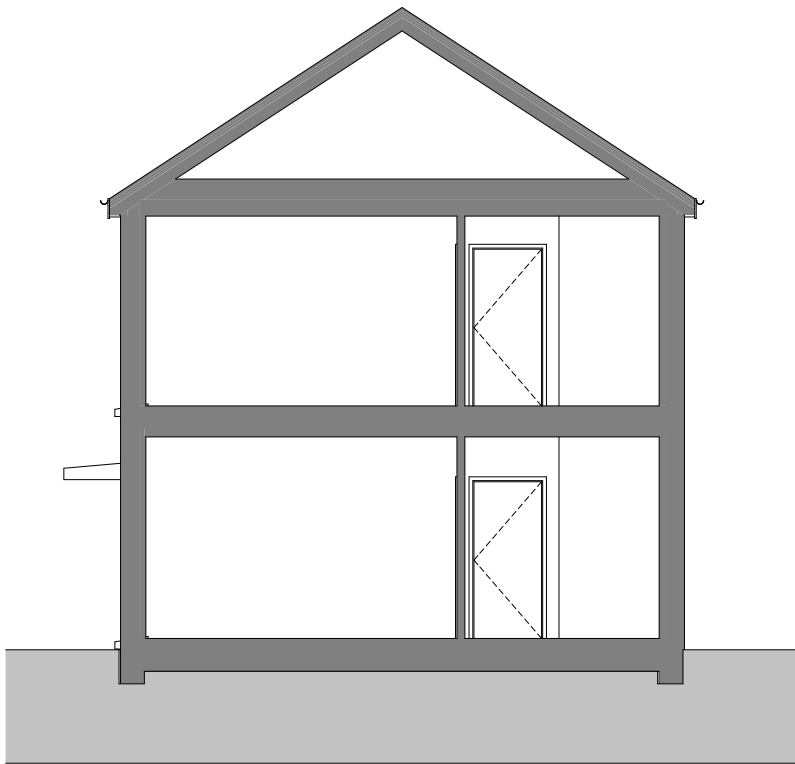
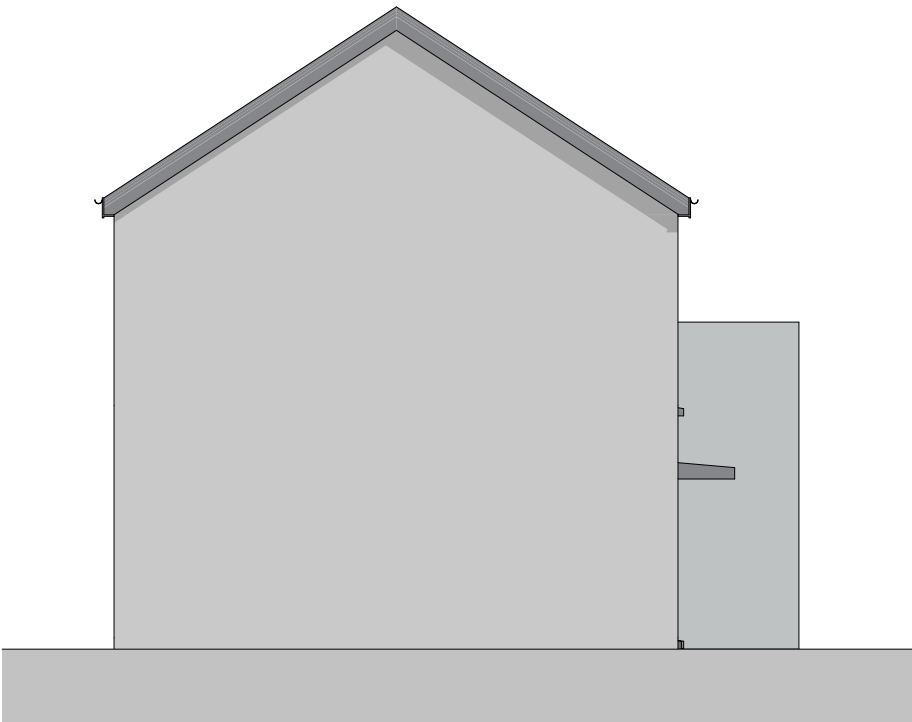
0. Ground Floor Plan - House Type E
1:50



1. First Floor Plan - House Type E1
1:50

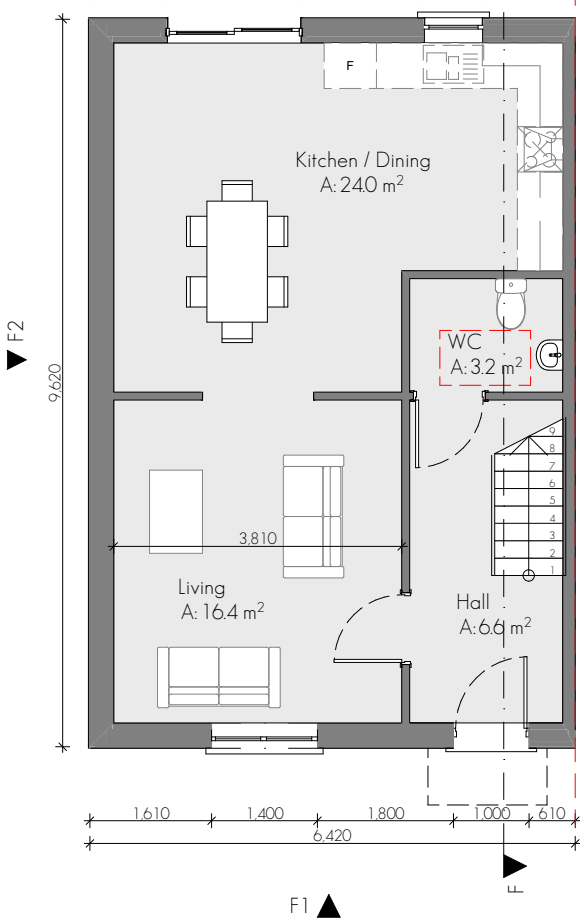


Front Elevation
1:50

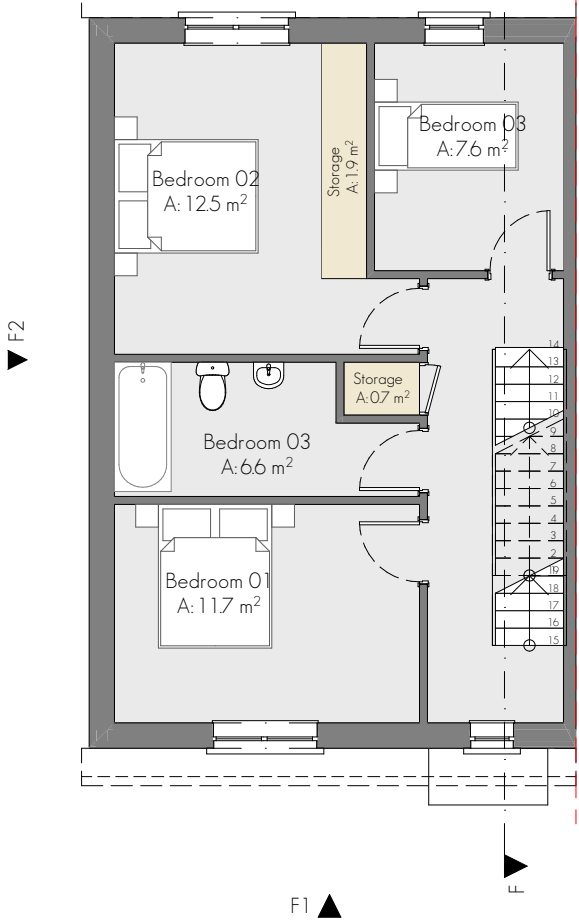


Building Section
1:50

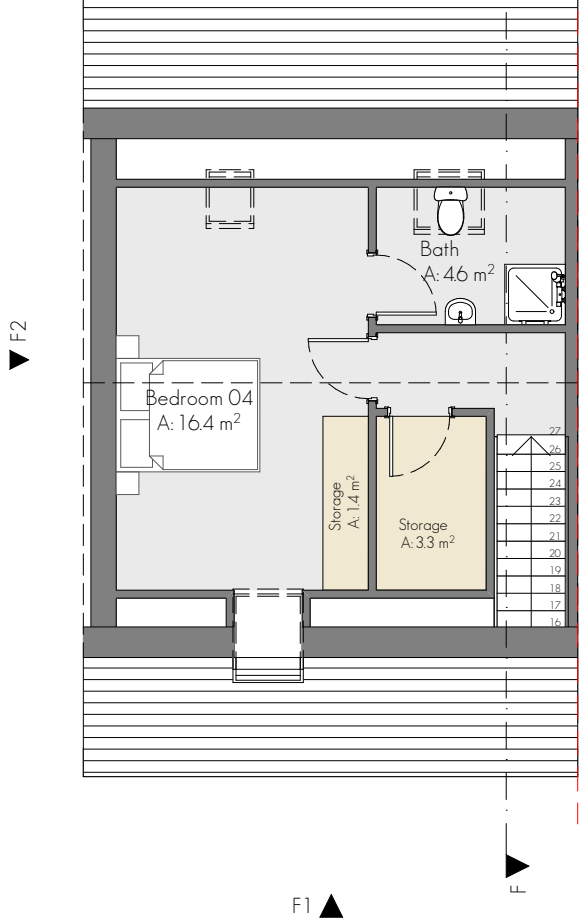
7.6 - House Type F



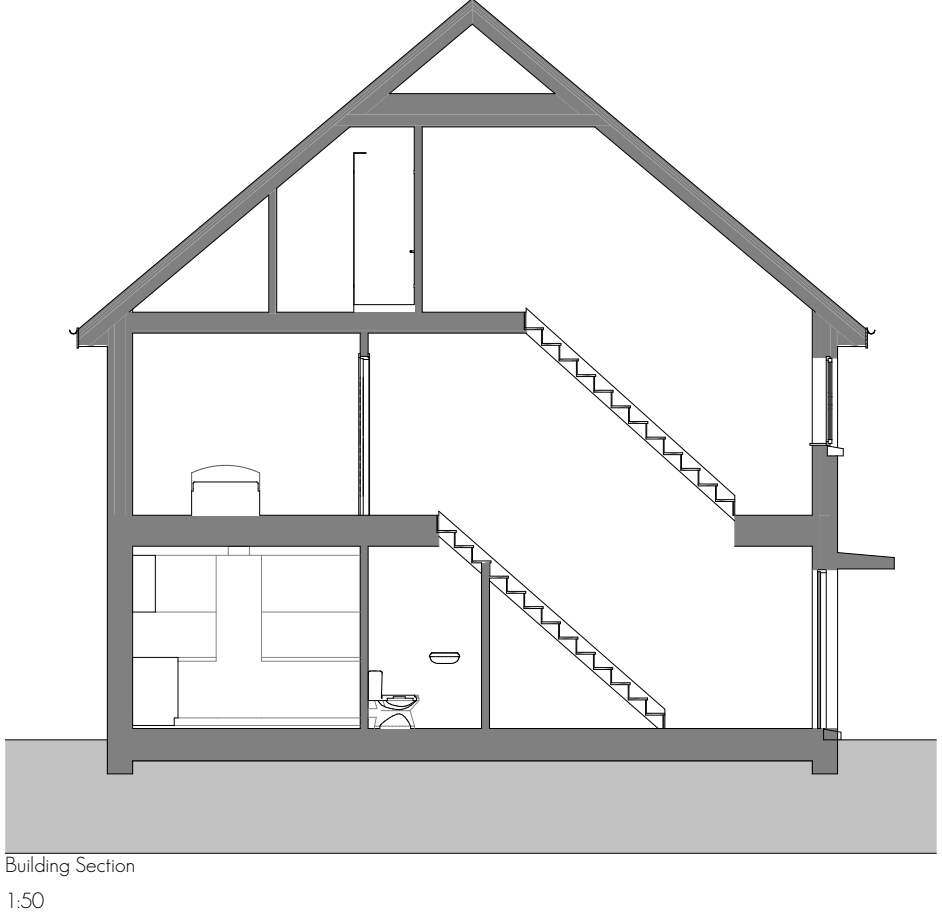
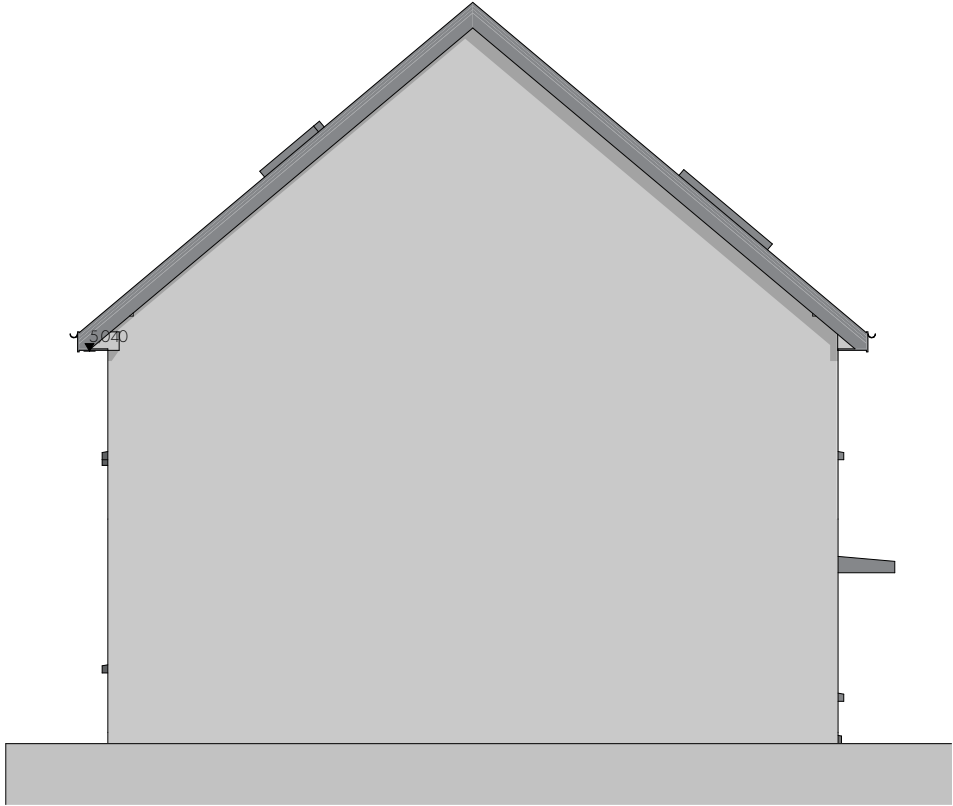
0. Ground Floor Plan
1:50



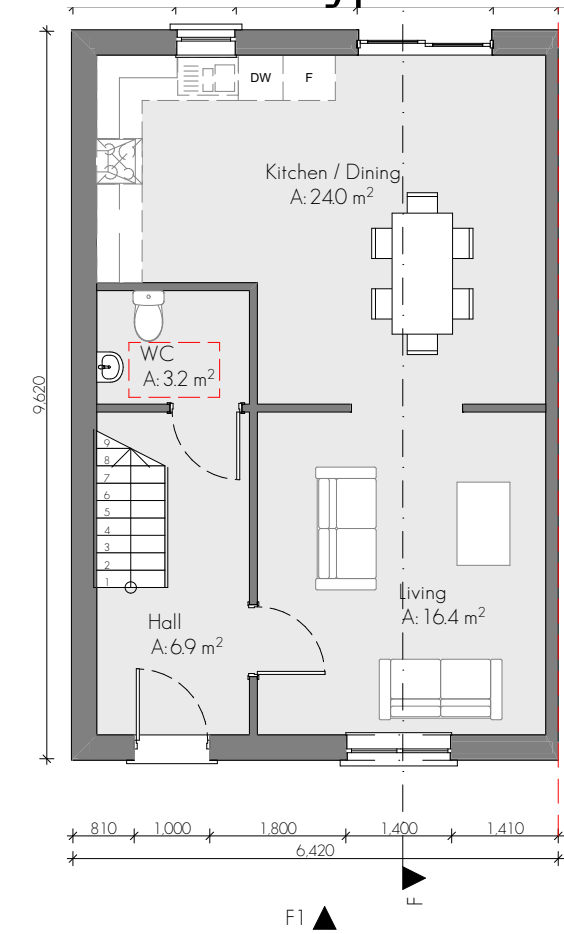
1. First Floor Plan
1:50



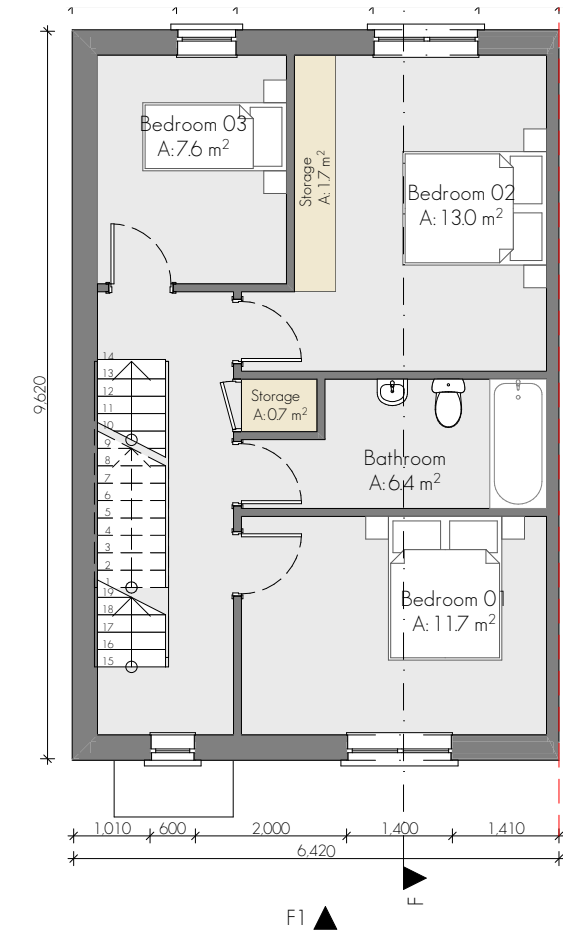
2. Second Floor
1:50



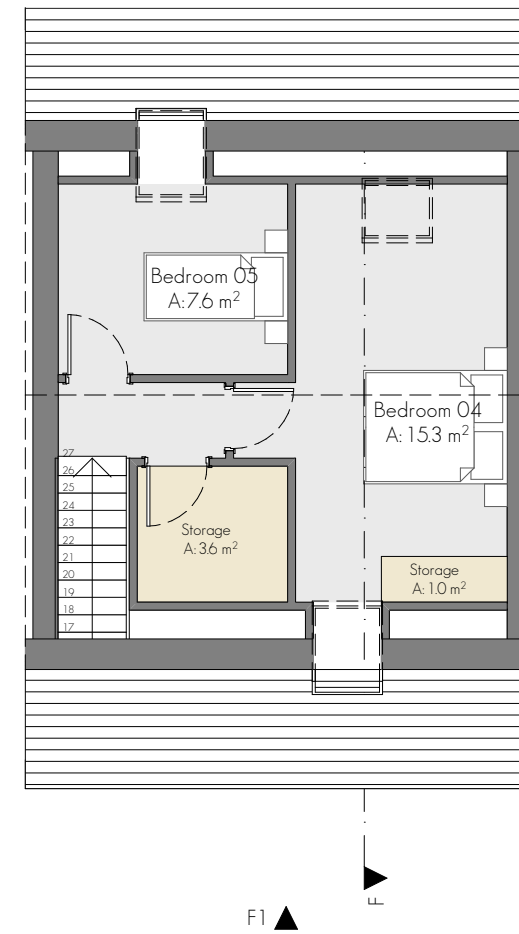
7.7 - House Type G



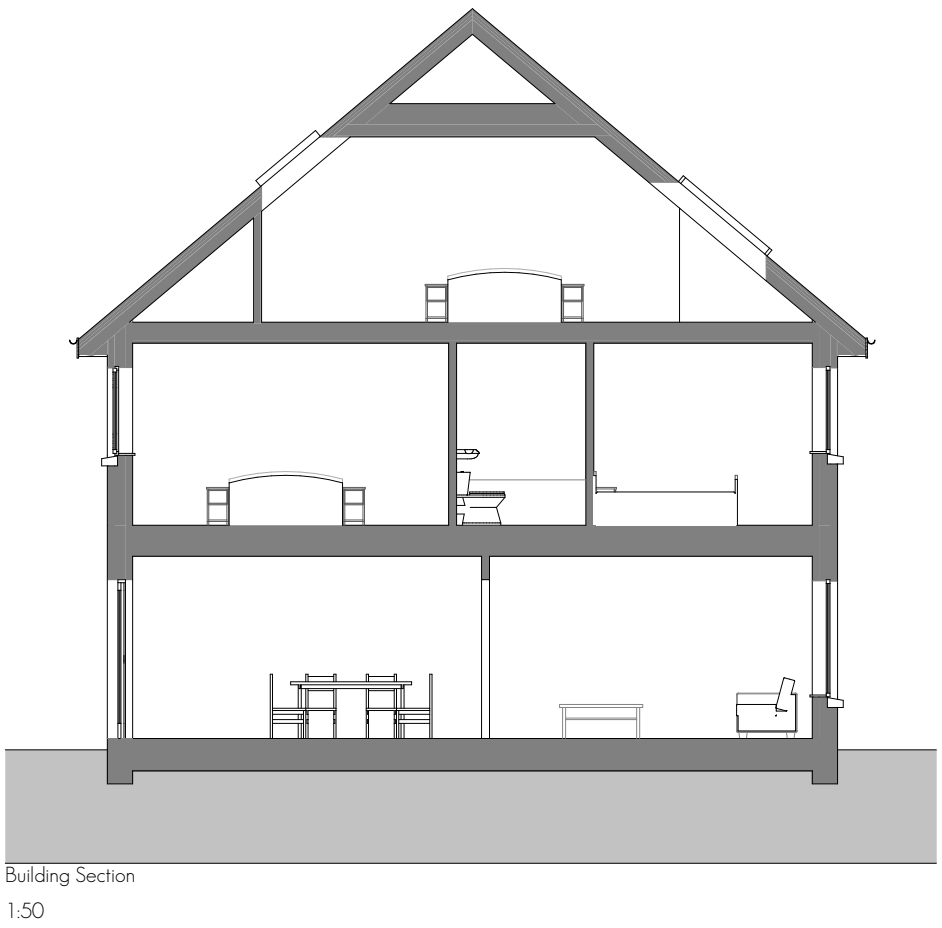
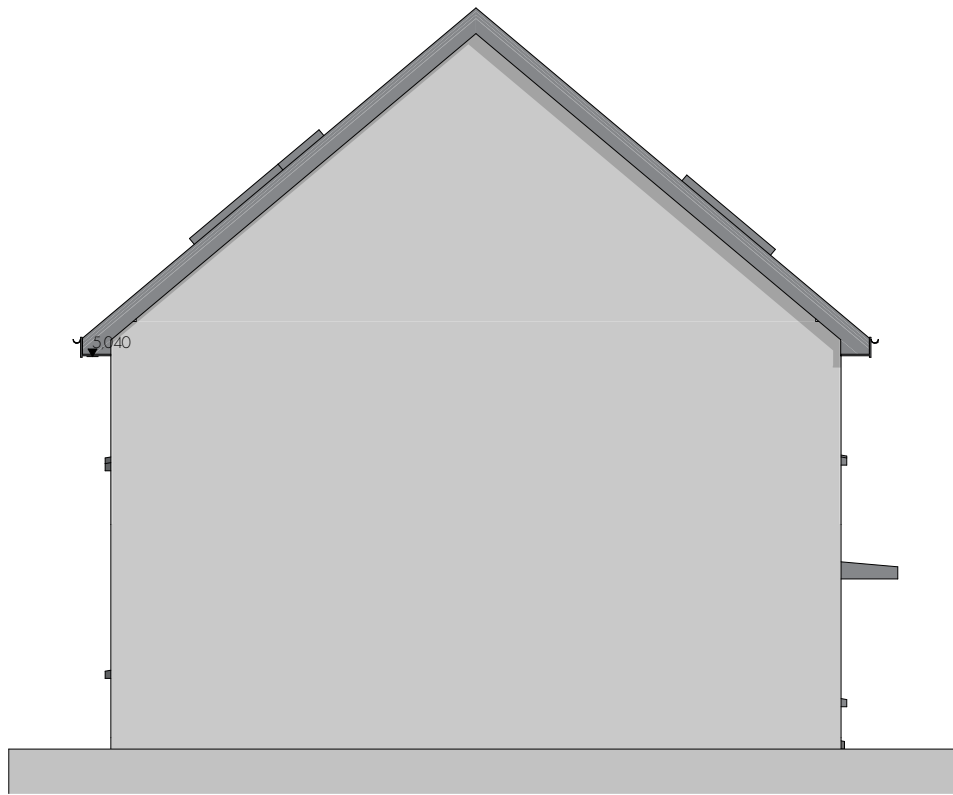
0. Ground Floor Plan
1:50



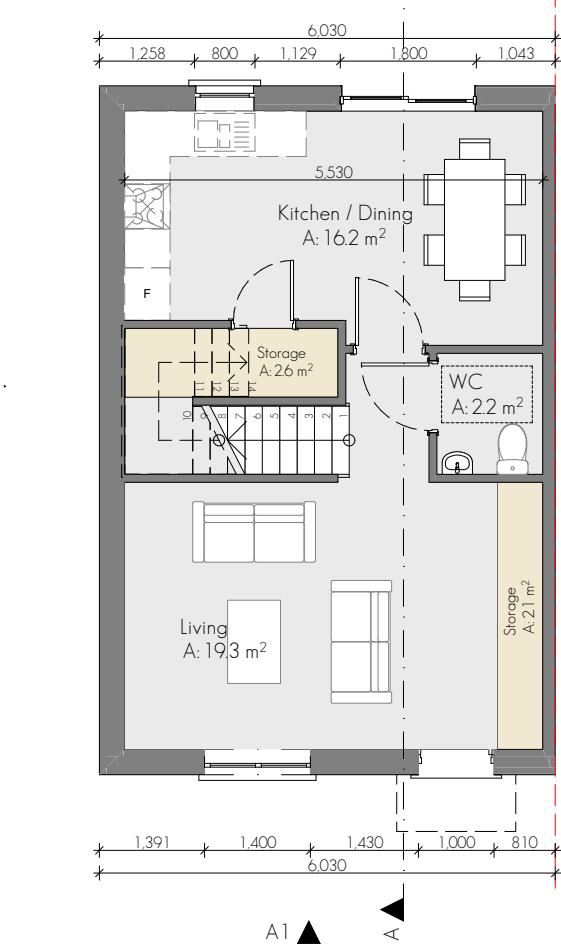
1. First Floor Plan
1:50



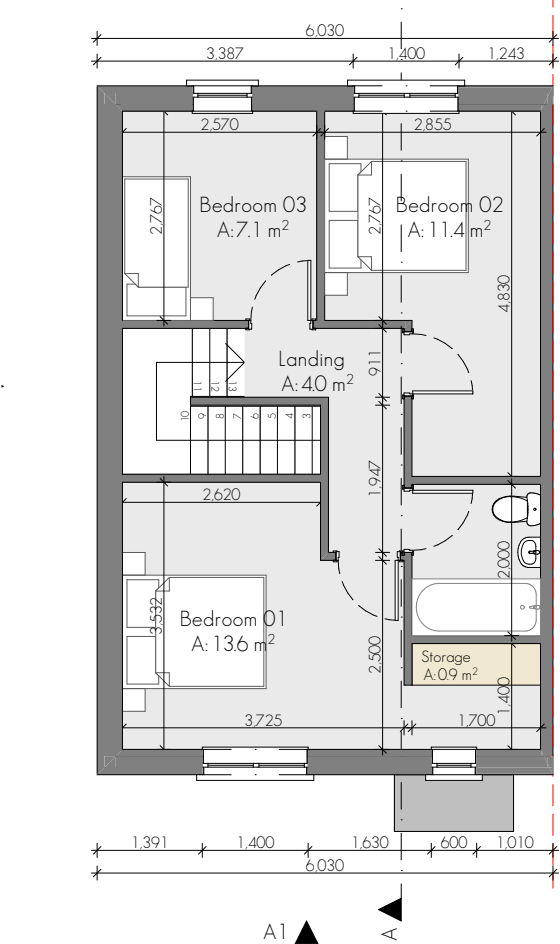
2. Second Floor
1:50



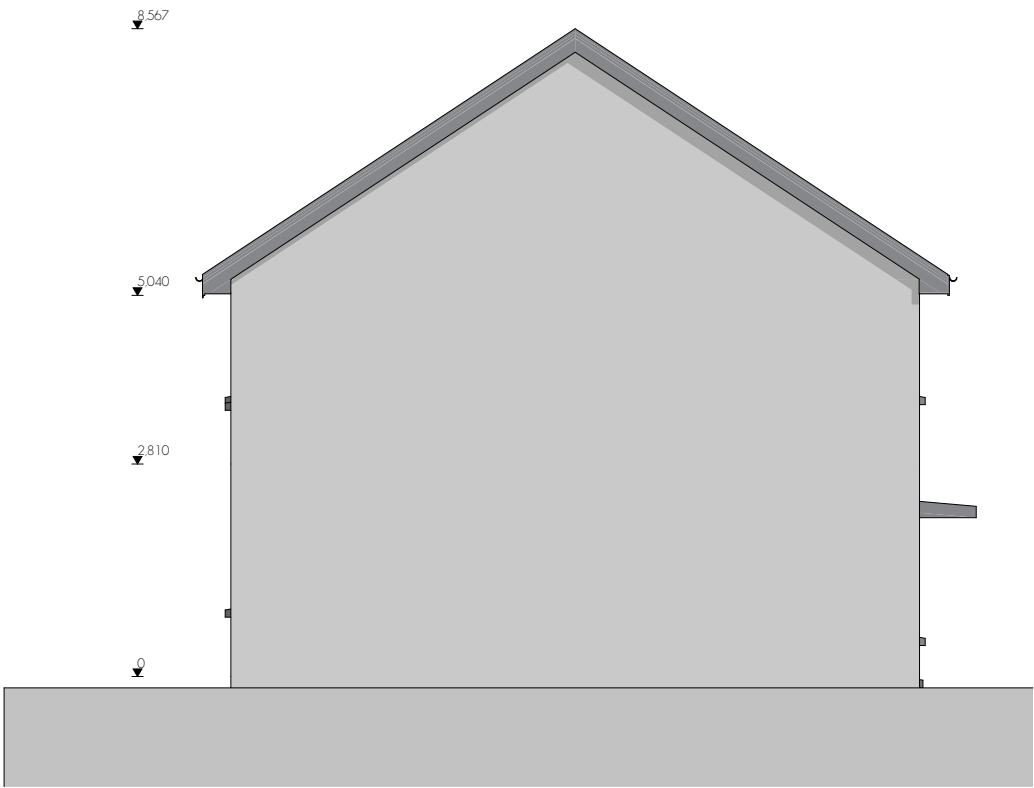
7.8 - House Type H



0. Ground Floor Plan
1:50



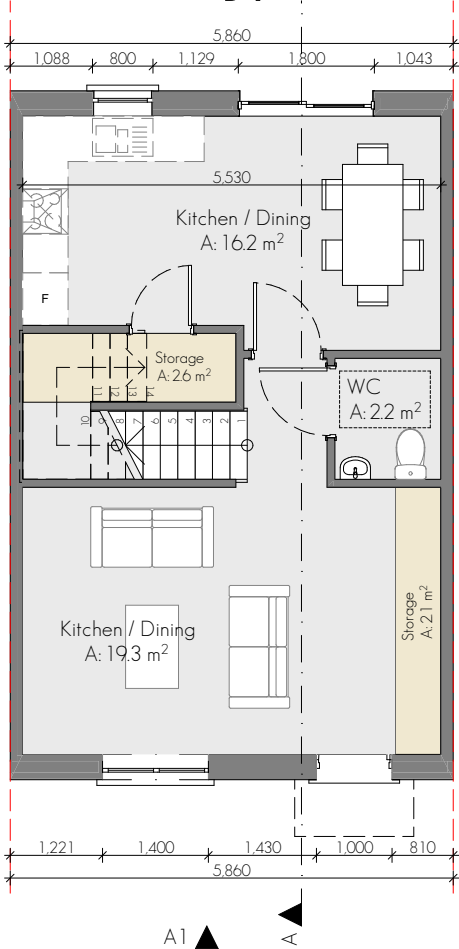
1. First Floor Plan
1:50



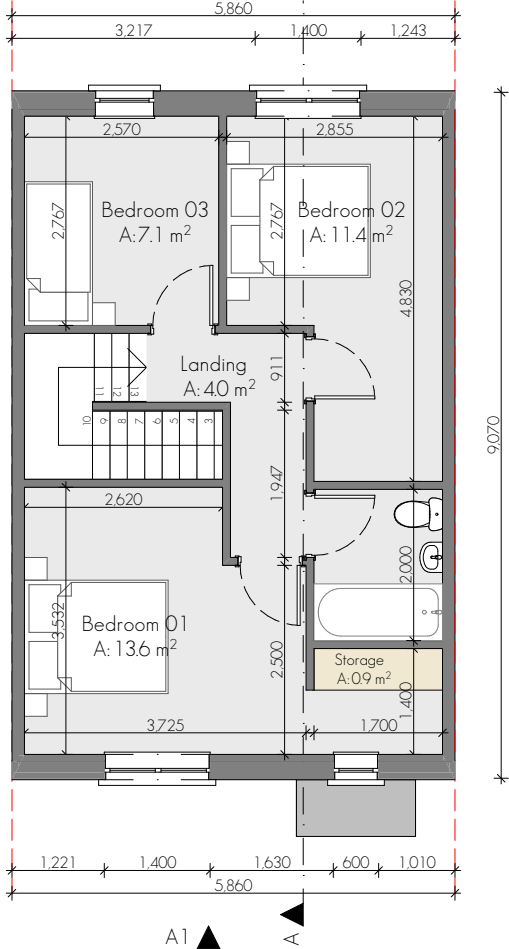
7.8 - House Type H

3 bed Dwelling
c.93 sq.m

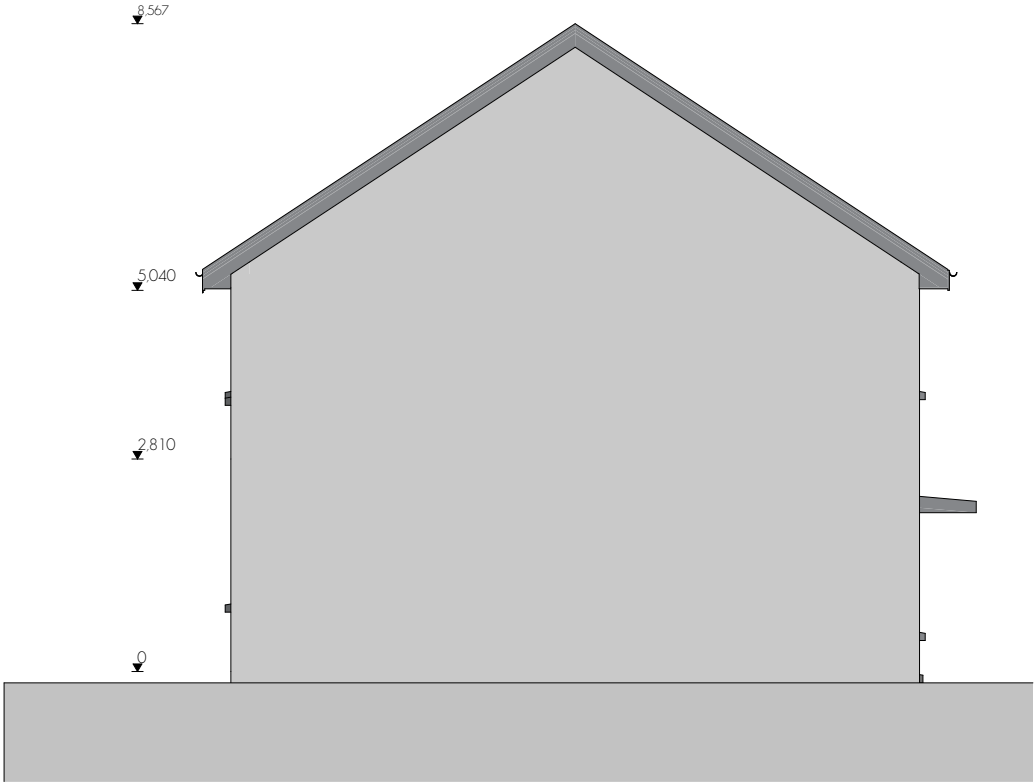
7.9 - House Type J



0. Ground Floor Plan
1:50



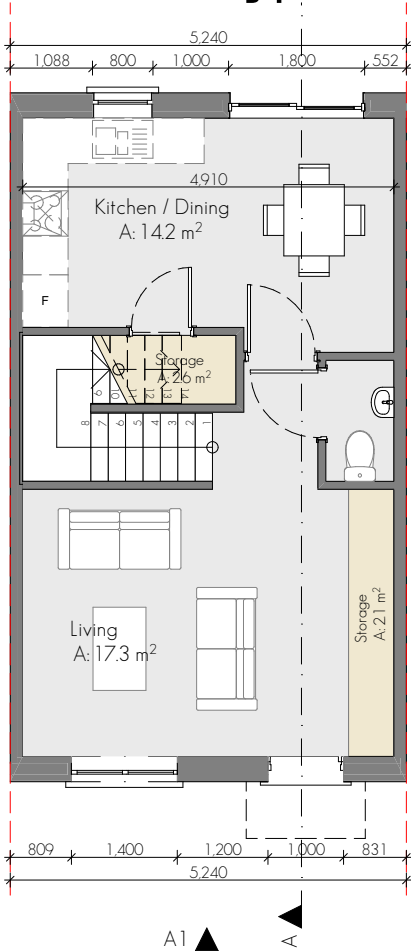
1. First Floor Plan
1:50



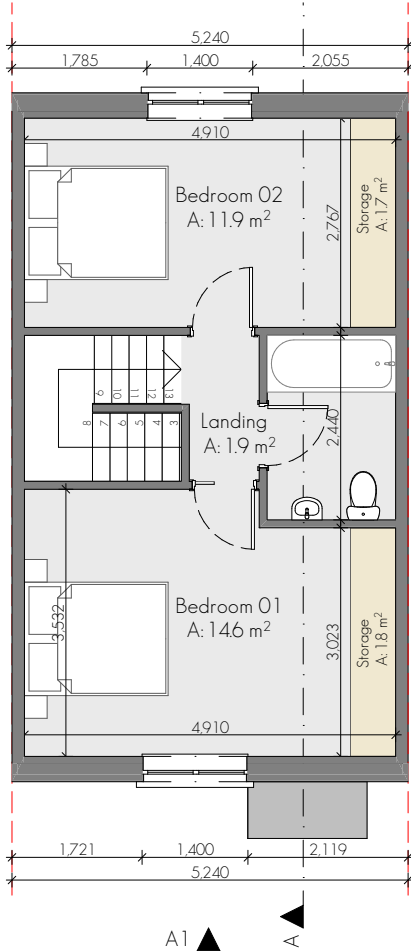
7.9 - House Type J

3 bed Dwelling
c.93 sq.m

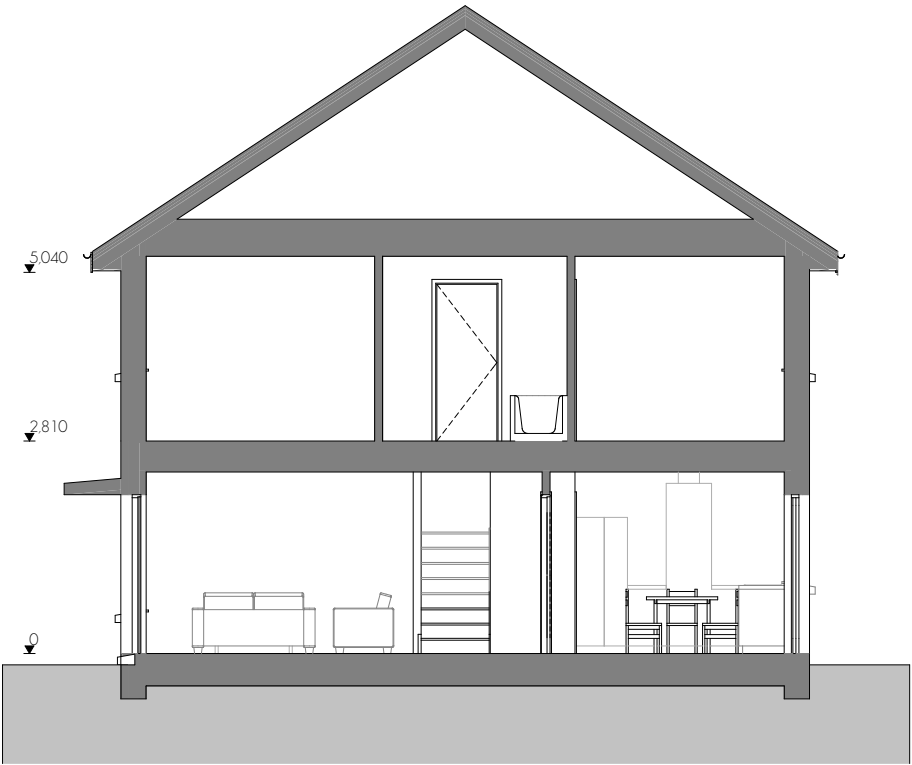
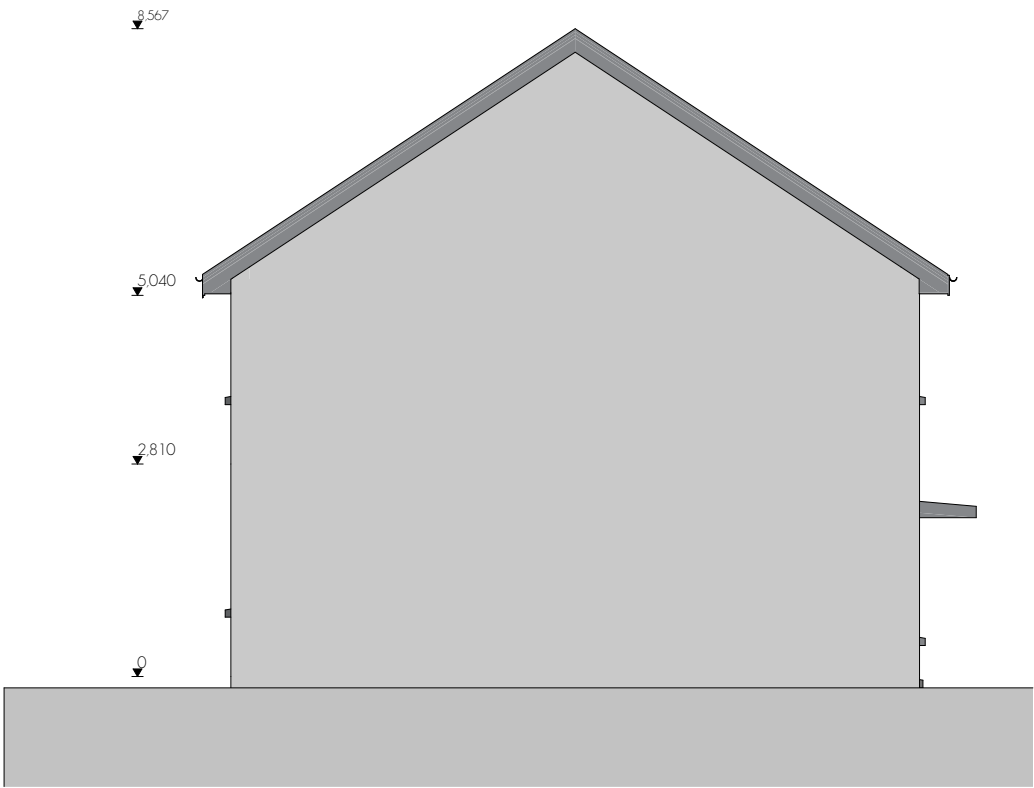
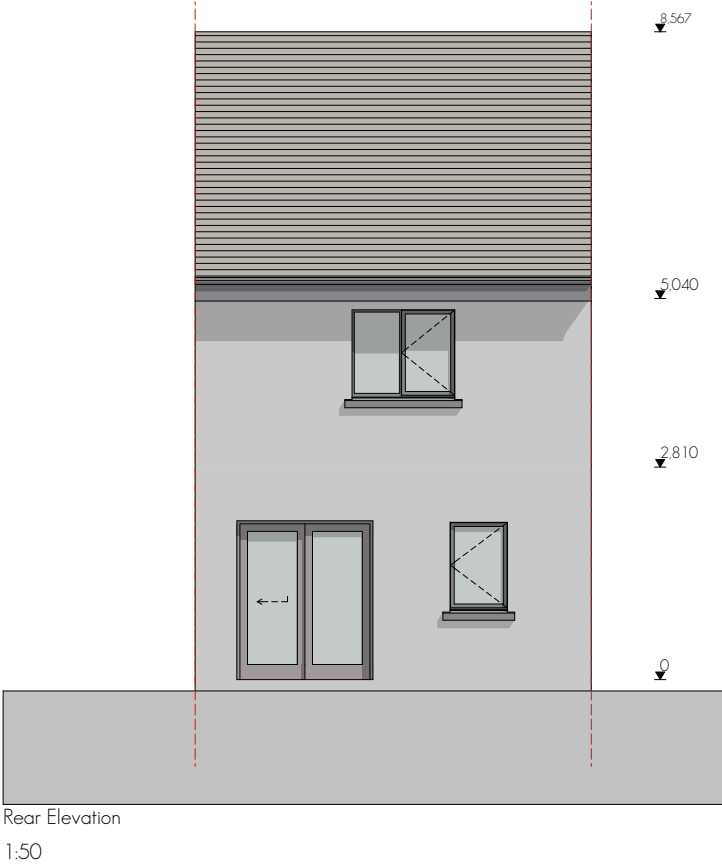
7.10 - House Type K



0. Ground Floor Plan
1:50



1. First Floor Plan
1:50



7.10 - House Type K

2 bed Dwelling
c.83 sq.m

8.0 - Response to LRD Meeting

8.1 - Queries from LRD Meeting

Comments from LRD Meeting

- 01** Concerns expressed in relation to possible anti-social behaviour in large open space area at Western corner of the site
- 02** Design of hammerheads at ends of service roads should be checked to ensure they are adequate for turning of fire tenders.
- 03** Concerns raised regarding distance of some residential units from nearest road. Provision of dry risers may be considered



Comments from LRD Meeting

01 Concerns expressed in relation to possible anti-social behaviour in large open space area at Western corner of the site

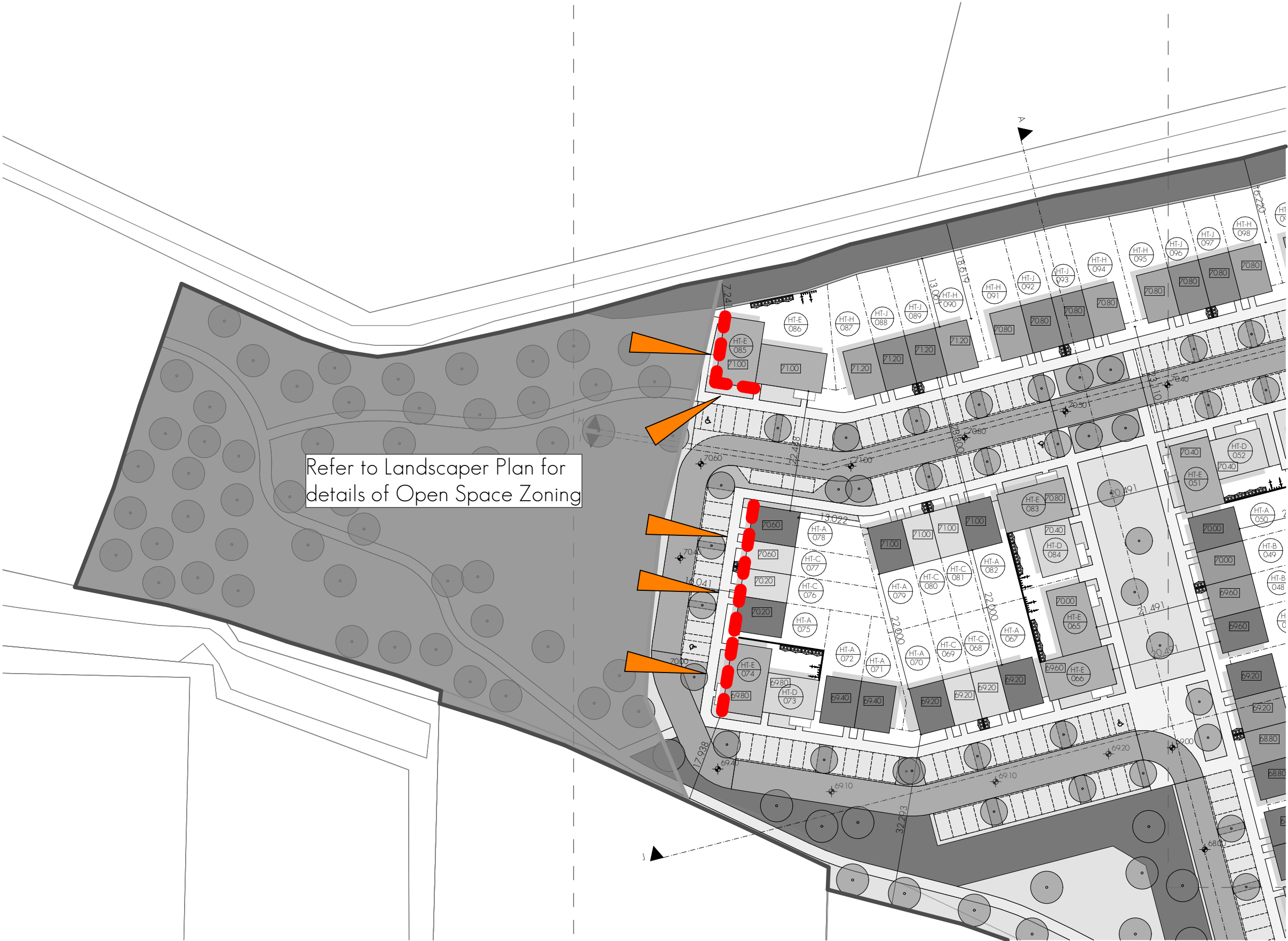
Response:

- 1. Landscaped area is covered by passive surveillance from 8 no. adjacent housing units. This surveillance will aid in reducing any potential anti-social behaviour.
- 2. An additional footpath has been provided through the area to ensure greater pedestrian traffic and enhance the activity of the space.
- 3. An open green area is now proposed directly adjacent to the development. This will allow for an increase of the active uses in the area and increases passive surveillance while maintaining the biodiversity of the space.

Please see the landscape plan accompanying this application for detailed design and planting details.

Active Frontage

Direction of overlooking



Site Layout Plan

8.3 - Response to LRD Meeting - Vehicular Turning

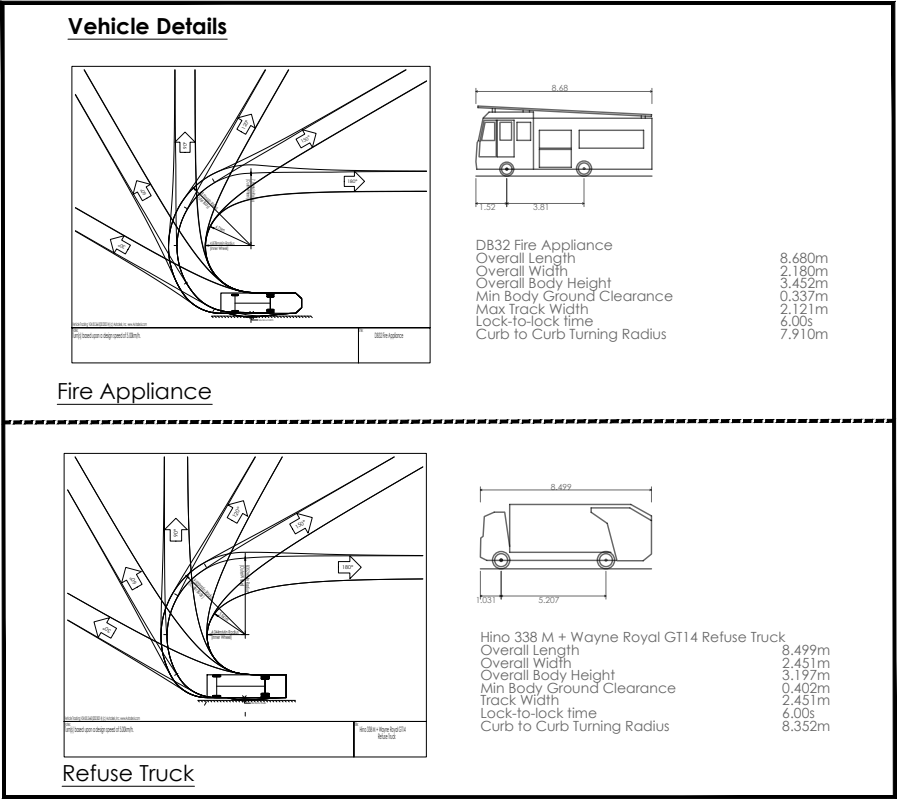
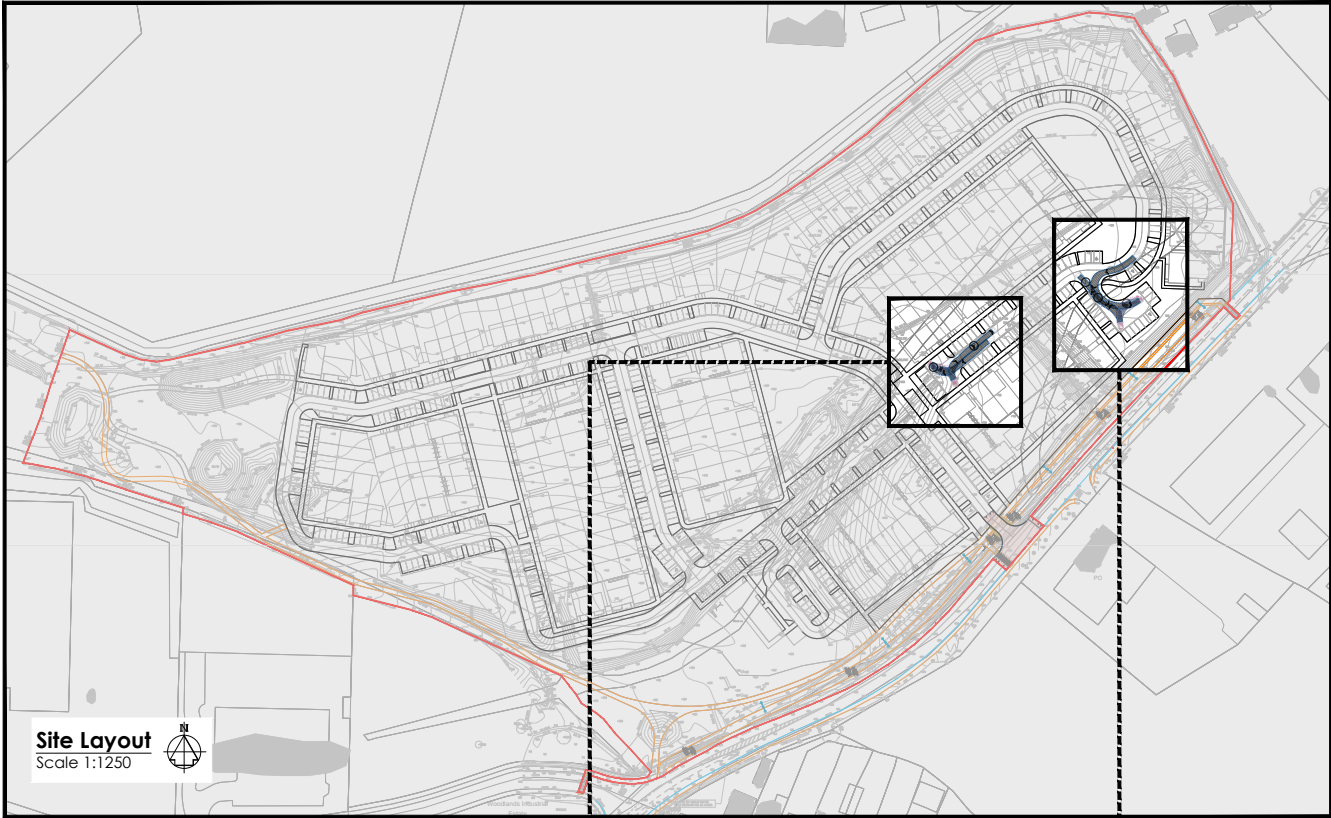
Comments from LRD Meeting

02 Design of hammerheads at ends of service roads should be checked to ensure they are adequate for turning of fire tenders.

Response:

- 1. Hammerheads have been redesigned to ensure compliance for both a refuse truck and a fire tender
- 2. Both the fire tender and the refuse truck have been analysed through the use of 'autotrack' software and both are now acceptable

Please see detailed autotrack analysis carried out by DOSA Engineer's which accompanies this application.



8.4 - Response to LRD Meeting - Fire Tender Access

Comments from LRD Meeting

03 Concerns raised regarding distance of some residential units from nearest road. Provision of dry risers may be considered

Response:

1. The adjacent drawing has been produced to detail the distance from a potential fire tender location to the front door of the units with no direct road access.

In all instances, the distance from the fire tender location to the primary access of the unit is less than or equal to 45 meters.

All units, including all maisonette units, will be own door private access

A separate fire safety certificate application will be prepared for each of the mainonette units which will set-out the fire safety strategy in greater detail.

Legend - Fire Tender Access

- Location of Fire Tender
- Direction of Travel
- Distance from Fire Tender



Fire Tender Access