

**Re: response to PA Opinion/Tri-partite Meeting**

4.3.4.

*There is insufficient distinction between the finishes proposed in the different character areas. There is a clear need to improve the visual external presentation of many of the external elevation types to avoid monotony.*

- The scheme is split into 2 distinct architectural finishes. To the south there is a strong brick elevational treatment. To the north there is an emphasis on painted render finish. Within each area there are several house types ensuring there is no monotony of elevations. There are 32 different house types proposed.
- The scale and location of the creche, is it sufficient to meet the needs of the scheme
- The scale of the creche is sufficient for the size of the development. As per Childcare Facilities – Guidelines for Planning Authorities 2001, it is recommended that a minimum of 20 childcare spaces per 75 dwellings would be catered for.
- There are 89 children catered for

*It might be noted that the Explanatory Guide to the Child Care (Pre-School Services) Regulations, 1996, recommends as follows:*

<i>AGE OF CHILD</i>	<i>FLOOR AREA PER CHILD</i>
<i>0 – 1</i>	<i>3.70 m<sup>2</sup></i>
<i>1 – 2</i>	<i>2.80 m<sup>2</sup></i>
<i>2 – 6</i>	<i>2.32 m<sup>2</sup></i>

*These recommendations relate to clear floor space per child. Extraneous areas such as kitchens, toilets, sleeping and other ancillary areas are deemed to be separate.*

*To both the apartment and duplex blocks a variation on external brick colours should be considered as well as main elevation window shapes and door surround which would benefit from a more simplified design approach.*

- All apartments are omitted from the new layout and replaced with housing and simplexes/duplexes. The duplex designs vary depending on location within the site layout. All elevations/windows have been looked at and amended to a more simplified design approach where applicable.

*In terms of apartment plan types, long internal – unlit corridors leading to a number of units should be avoided where the removal of some small sections of solid walls and replaced with balustrades to bring in natural day light and ventilation.*

- All apartment blocks are omitted from the new layout and replaced with housing and duplexes.

*The relationship between units 353-374 and the pedestrian path in the north east corner of the site. This has the potential to be an important pedestrian connection to the wider area, in particular schools, there is a need to ensure it is adequately supervised.*

- The pedestrian path to the north east corner is a very important part of our concept and site strategy. Those apartments have been replaced with duplex units no. 325 to 336 inclusive. These units are directly overlooking this path. Additionally, the entrances to these units are from this side.

*The visual impact of the northern elevation of units 353-373 will need to be considered particularly when viewed from the area of open space immediately north of the site.*

- Units 353-374 were a 3-4 storey apartment block, these have now been replaced with 3 storey duplexes. The Site Section A-A shows the relationship of these units to the northern boundary.

*The back to back relationship between units 337-342 and units 324-331 will need to be considered, Is 16 meters sufficient, particularly as units 324-331 comprise of duplex units with living space at first floor level.*

- Block D – the duplex units have been redesigned, all windows to the rear (north) of these units have been amended. The living spaces has been redesigned so the primary windows are to the south, high level veluxes have been provided to the rear north side. An opaque glazed window is proposed to the bathroom on the north side.

*Any roof mounted plant to the apartment blocks, should be indicated and should be successfully integrated into the external design treatments*

- All apartment blocks are omitted from the new layout and replaced with housing and duplexes

*The quantum of visitor parking appears excessive*

- There is 1 visitor car parking space provided per 4 duplexes. We believe this is a reasonable number considering that Fermoy is a satellite town.

*The massing of Block G is significant. Consideration may need to be given to the overall form of this block, in particular the relationship between units 298-299 and the western elevation of Block G*

- All apartment blocks are omitted from the new layout and replaced with housing and simplexes/duplexes.

*The solid to void ratio on the southern elevation of Block F is imposing.*

- All apartment blocks are omitted from the new layout and replaced with housing and simplexes/duplexes.

The relationship between units 176-185 (in particular the first floor apartments) on the residential *amenity of units 186 and 205 will need to be considered given the potential for overlooking from no 179 and 181*

- These units have been replaced with housing

*The relationship between units 141-146 and adjoining ESB substation immediately north will need to be considered. A more substantial buffer should be provided along this boundary.*

- These units have been specifically designed with the adjoining ESB substation in mind. These units have no 1<sup>st</sup> floor windows to the north other than bathrooms. These units are designed to take advantage of the south. A substantial landscape buffer is proposed, refer to Landscape plan.

*The southern elevation of Block E1 will be prominent, its visual impact will need to be considered.*

- This has been replaced with Duplex Type E2, southern elevation has been redesigned. It will provide a “turn the corner” façade on the approach.

*There are a number of shared vehicular and pedestrian spaces provided around the scheme. Consideration should be given to providing a shared space in the area between units 194-198 and Block F so as to improve pedestrian movement within the site.*

- The pedestrian link north of units 194-198 (now 190-193) has been strengthened to improve pedestrian permeability.

*Improved landscaping is required on the southern boundary*

- Additional landscaping has been proposed to the southern boundary, refer to Landscape plan.

*The location of parking for dwelling 27 – 30 needs to be identified*

- Car parking for these units is located the south of the open space adjacent to the public open space.

*Parking for apartments 353 – 374 needs to be clarified*

- These units have been replaced. Every house has 2 car parking spaces. Almost all car parking spaces for the housing are located within the site curtilage. Any car parking for housing not located within the site curtilage is numbered on the Site Plan. Car parking for the duplex units is also numbered and clearly identified on the Site Plan.

*Relocation of apartment block 353-373 to be closer to the entrance of the development*

- Apartment block 353 – 374 has been replaced with Duplexes. Careful consideration has been given to the placement and location of the denser units. The central green area is ideal for the larger scale and form of duplex units and offers substantial open space provision for the residents. A smaller amount of duplexes have been allocated to the southern side of the site to provide a range and variety of units in an earlier phasing. The duplexes to the north of the scheme respond to the more urban side of the site layout within the context of Fermoy town.

*Improved green zone buffer with more intense soft landscaping where side boundary walls face main thoroughfares, adjacent to units 121-140 & 149 – 175 to better disguise exposed boundary walls.*

- Additional landscaping has been provided adjacent to side boundary walls to soften and disguise exposed walls. Refer to Landscape Plan

*The rear boundary treatment at duplex's 274 – 279 needs to be improved. There is a need for a positive design boundary treatment at this point. Consider passive boundary treatments.*

- These duplex units have been replaced with housing.

*Location of bicycle racks opposite 314 – 336 needs to be considered*

- Bicycle racks have been dispersed throughout the scheme, proximity to the residential units and overlooking/passive supervision of the racks has been considered. Specifically, racks have been added in front of 218, 220, 237, 238, 222,224,332,334 & 336

*Further justification/investigation at application stage for a pedestrian and cycle connectivity strategy, to the north and north west, from the site to the R639 and back to the town of Fermoy*

- A possible pedestrian and cycle connection has been allowed for to the north west, connecting the development to the north west through the site and back onto the R639 at the main entrance. A possible pedestrian connection to the north has also been allowed for.

*Further consideration and/or justification of the documents as they relate to future residential amenity, having particular regard to the proportion of single aspect and north facing units and daylight and sunlight access.*

- All apartment blocks are omitted from the new layout and replaced with housing and simplexes/duplexes, all of which are dual aspect