

DESIGN STATEMENT

JFA

ARCHITECTS

2449

SUMMERHILL RD, DUNBOYNE

Client: Solkerry Ventures Ltd.
August 2026

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1.1 Proposed Development and Project Team

Introduction

This Architectural Design Statement has been prepared by JFA on behalf of Solkerry Ventures Ltd. to document the design process and rationale underpinning the proposed Large-Scale Residential Development (LRD) at Summerhill Road, Dunboyne, Co. Meath.

The statement accompanies an application for a Large-Scale Residential Development to Meath County Council and has been informed by engagement with the Planning Authority through the statutory pre-planning process, including an LRD meeting under Section 32B of the Planning and Development Act, held on 23 April 2026, and a Section 247 pre-planning consultation meeting held on 14 October 2025.

The proposed development has been designed having regard to the objectives of the Meath County Development Plan 2021–2027 and relevant national planning policy and guidance, including:

- Quality Housing for Sustainable Communities (2007);
- Design Manual for Urban Roads and Streets (DMURS) (2019);
- Urban Design Manual – A Best Practice Guide (2009);
- Childcare Facilities – Guidelines for Planning Authorities (2001);
- Planning Design Standards for Apartments (2025); and
- Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024).

The design process has sought to create a sustainable, connected and high-quality residential neighbourhood that responds positively to its setting while delivering a diverse range of homes and amenities for future residents.

The Site

The application site comprises a greenfield landholding located to the north-west of Dunboyne Town Centre.

The site is bounded to the north-west by the Dunboyne Bypass (R157) and an established planted verge approximately 18m wide, to the south-west by Summerhill Road and a mature hedgerow, to the south-east by the existing Plunkett Hall residential development, and to the north by lands associated with the permitted Part 8 road scheme connecting Dunboyne Business Park to the Dunboyne Bypass (R157).

Access to the site is proposed via the existing agricultural field entrance on Summerhill Road. The lands are zoned A2 – New Residential under the Meath County Development Plan 2021–2027. The site extends to approximately 6.87 hectares and has a net developable area of approximately 6.49 hectares.

The site is generally flat in topography and is traversed by existing high-voltage overhead power lines running east-west across the lands. The layout has been designed having regard to the required ESB exclusion zones and operational constraints associated with this infrastructure.

The site's location, zoning designation, proximity to existing and planned infrastructure, and relationship to the wider town support its suitability for residential development and the creation of a connected and sustainable neighbourhood.

These design proposals have been compiled in collaboration with the following design team:

Planning & Development Consultant
Brock McClure

Architect
JFA

Civil Engineer
CS Consulting

Landscape Consultants
ait urbanism + landscape

Traffic Consultants
NRB

M&E Engineer
Fallon Design

Acoustic Consultants
Wave Dynamics

Visualisations
Model Works

Sunlight & Daylight Consultants
GIA

Arborist
Charles McCorkell

Ecology Consultants
Altemar Environmental and Marine Consultants

Waste Management Consultants
AWN Consulting

Archaeology Consultants
IAC Archaeology

Fire & DAC Consultants
Eamon O'Boyle Associates

Flood Risk Consultants
Tetra Tech

2.1 Strategic Location

Dunboyne is strategically located within the Greater Dublin Area in south County Meath, approximately 18km west of Dublin City Centre. The town benefits from strong transport links and is situated in proximity to the established growth centres of Maynooth, Leixlip and Dunshaughlin, as well as the outer Dublin suburbs of Clonsilla, Mulhuddart and Blanchardstown.

Under the Meath County Development Plan 2021–2027, Dunboyne is identified as both a Metropolitan Settlement and a Self-Sustaining Growth Town. The Core Strategy recognises the town as having significant capacity to accommodate residential and employment growth, supported by existing and planned infrastructure, public transport connections and community facilities.

Its strategic location within the Dublin Metropolitan Area, together with its established services, employment opportunities and accessibility to regional transport networks, supports the continued growth of Dunboyne as a sustainable and compact settlement in accordance with national, regional and local planning policy.



Fig 2.1 - Aerial Photo showing site (Google Maps)



Fig 2.2 - Aerial Photo showing site in relation to the wider region (Google Maps)

2.2 OS Map

CYAL50523168

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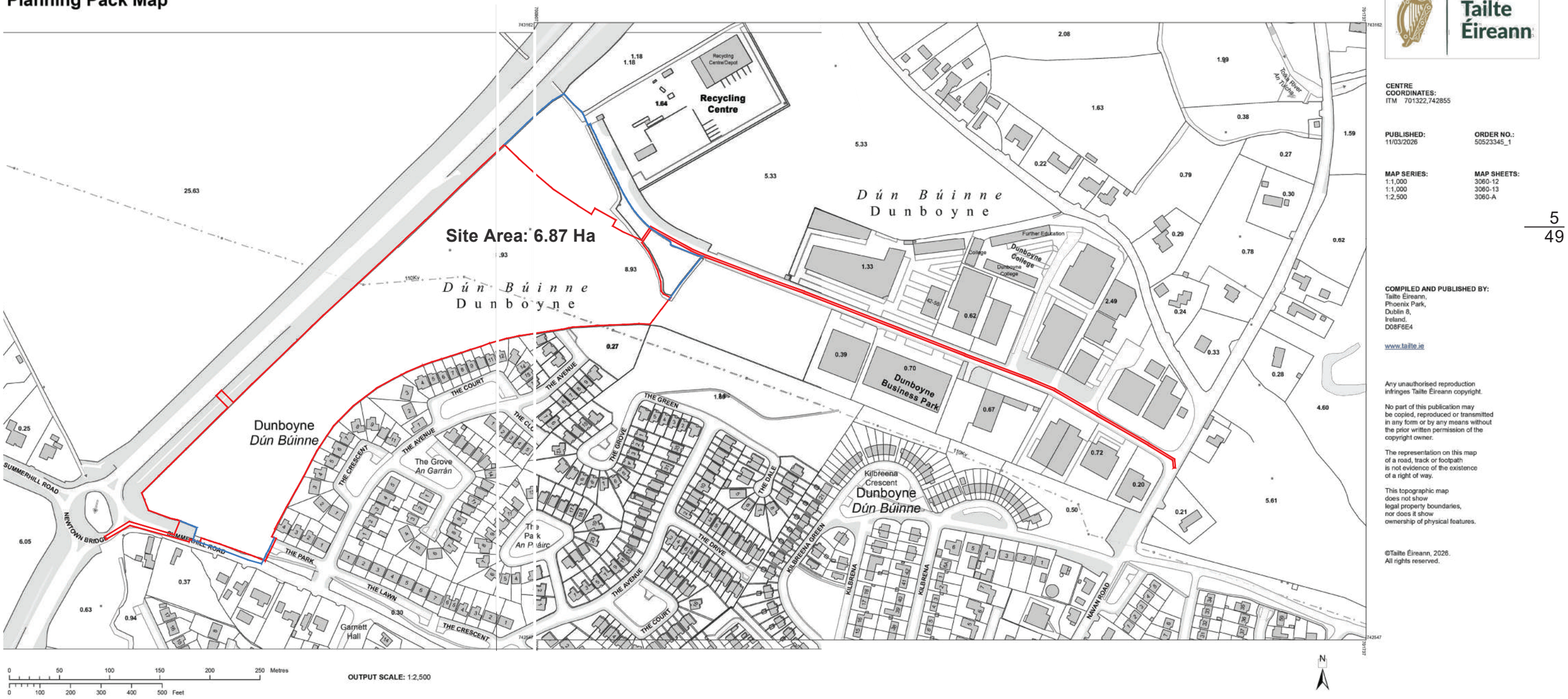
LEGEND

Application Boundary

Adjacent Lands within Ownership of Applicant

OS License No.:
50488048_1
Map Sheets: 3060-12, 3060-A
50523345_1
Map Sheets: 3060-12, 3060-13, 3060-A

Planning Pack Map



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Fig 2.3 | OS Map

2.3 Land Use Zoning

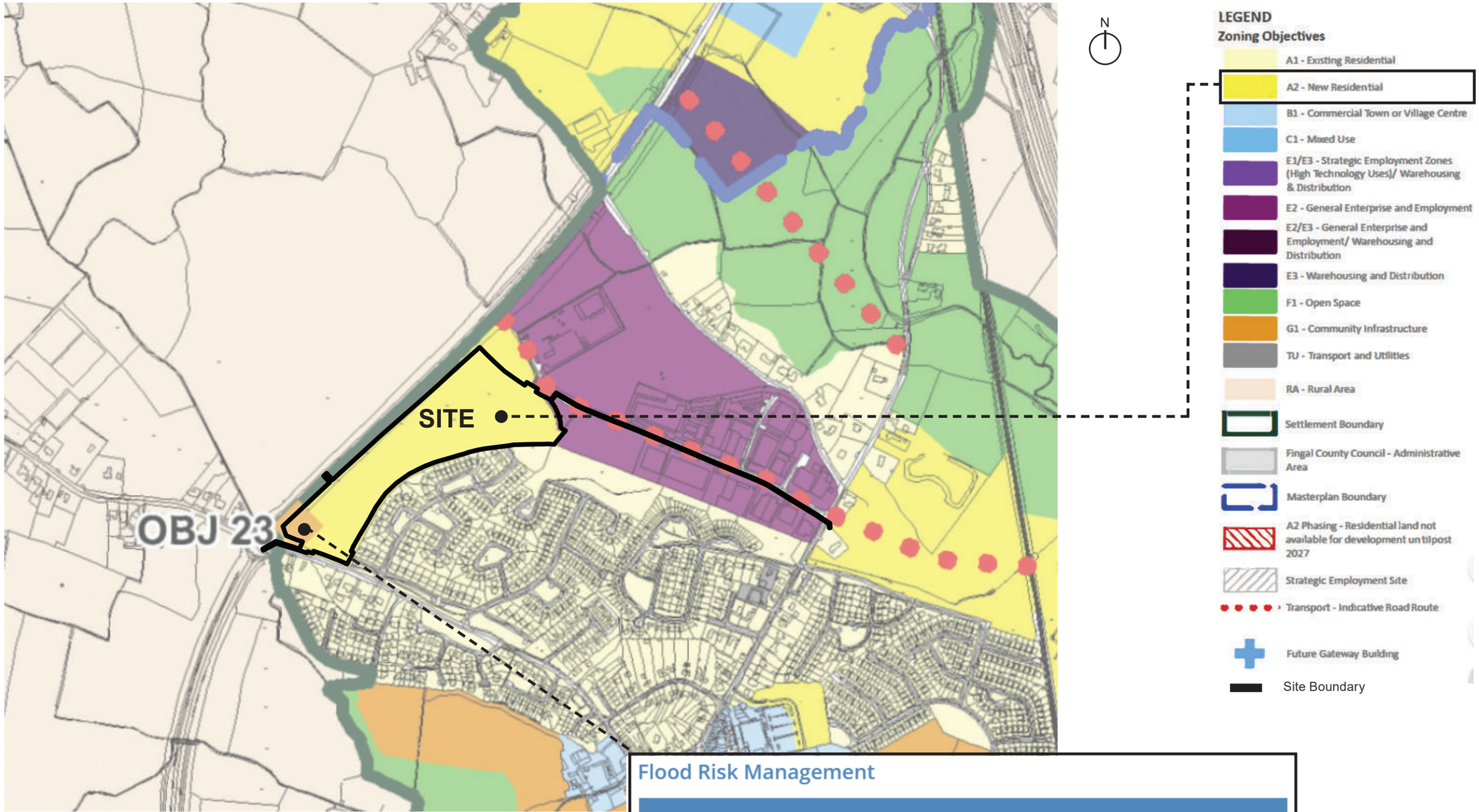


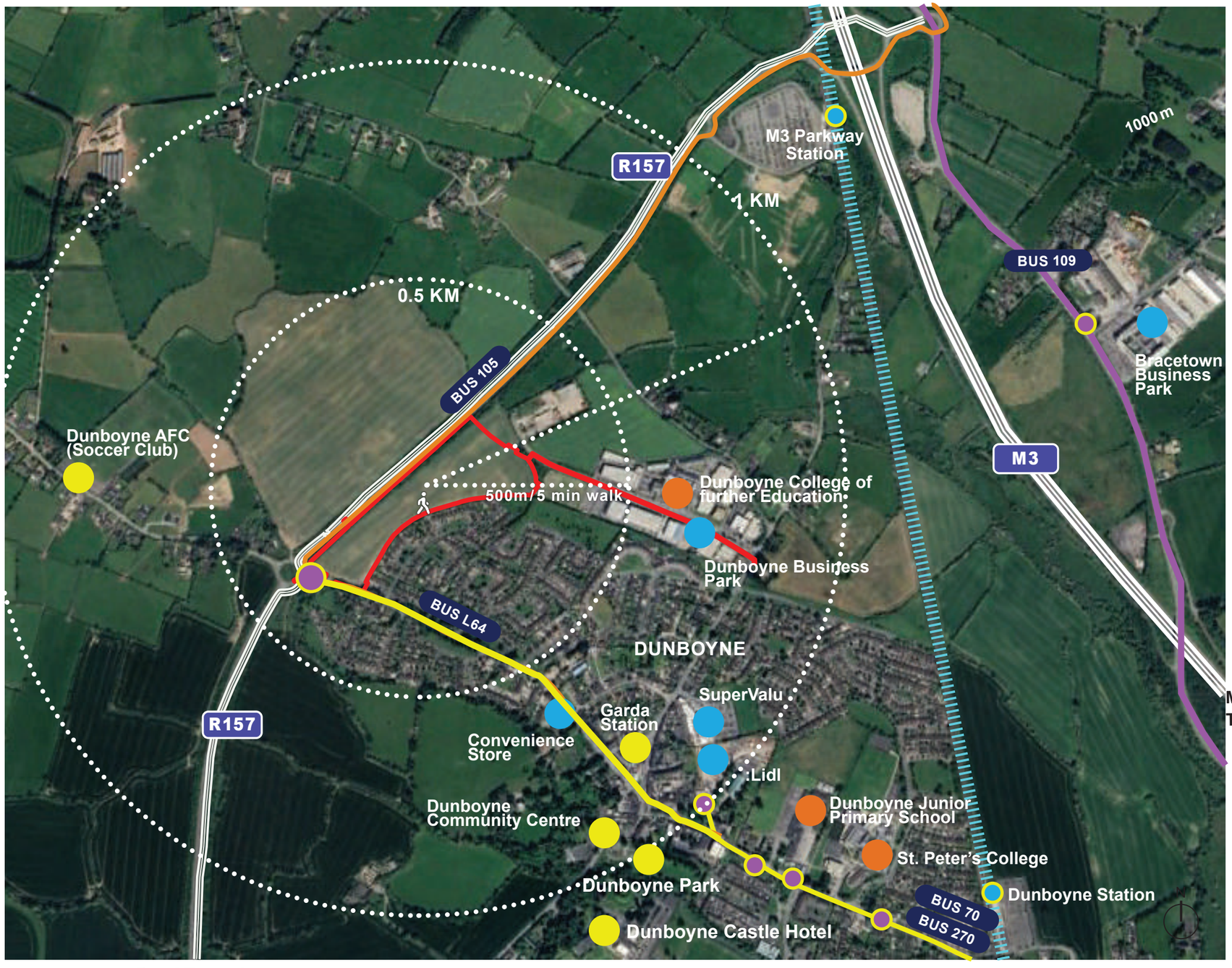
Fig 2.4 | Zoning Map (County Meath Development Plan 2021 - 2027) Variation 5

Flood Risk Management

DCE OBJ 23

Planning applications for development proposals on the lands that are subject to Spot Objective DCE OBJ 23 shall be accompanied by a Site Specific Flood Risk Assessment carried out in accordance with the requirements of the "Planning System and Flood Risk Management – Guidelines for Planning Authorities."

2.4 Site Analysis



- Local Shops / Businesses
- Schools / Education
- Amenities / Services
- Proposed Bus Stop
- Planned Bus Route L64 (10min frequency at peak times)
- Bus Route 109 (Kells to Dublin)
- Bus Route 105 (Ashbourne to Castleknock)
- Railway Lines
- Railway Stop
- Site Boundary

N

Fig 2.5- Aerial Photo showing site Context (Google Maps)

2.5 Wider Context & Site Photos

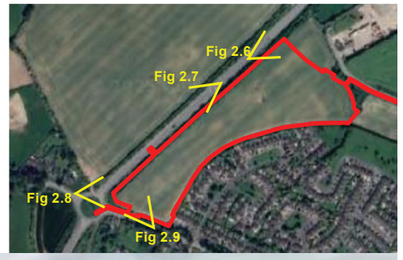




Fig 2.6 | Street-view R157 North



Fig 2.7 | Street-view R157 South View 2



Fig 2.8 | Street-view Roundabout East 8



Fig 2.9 | Street-view Summerhill Rd North

2.6 Arborist Tree Survey

N

LEGEND

BS5837:2012 Tree Categorisation

Category A
Trees of high quality with an estimated remaining life expectancy of at least 40 years

Category B
Trees of moderate quality with an estimated life expectancy of at least 20 years

Category C
Trees of low quality with an estimated life expectancy of at least 10 years, or young trees with a stem diameter below 150mm

Category U
Those in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years

Key

Root Protection Areas
The minimum area around a tree deemed to contain sufficient roots and rooting volume to maintain the trees viability

Tree, Shrub or Hedgerow Group

T23 Reference Number for Tree, Group or Hedgerow

Site Boundary



Source: Charles McCorkell Arboricultural Consultancy 'Tree Survey'

Fig 2.10 - Tree Survey (Charles McCorkell Arborist)



Fig 2.11 Mature hedgerows along the R157



Fig. 2.12 Mature hedgerows in exclusion zone on site



Fig. 2.13 Hedgerows along Summerhill Rd (L2214-3)

The approach to the hedgerows on the site is to create the minimum interventions reusing the existing field entrance and setting buildings back from boundaries to ensure root protection areas (RPAs) are respected.

In addition to retaining the existing hedgerows the design aspires to enhance the existing green infrastructure augmenting hedgerows, planting street trees and other trees in public open spaces (where possible).

2.7 Site Analysis

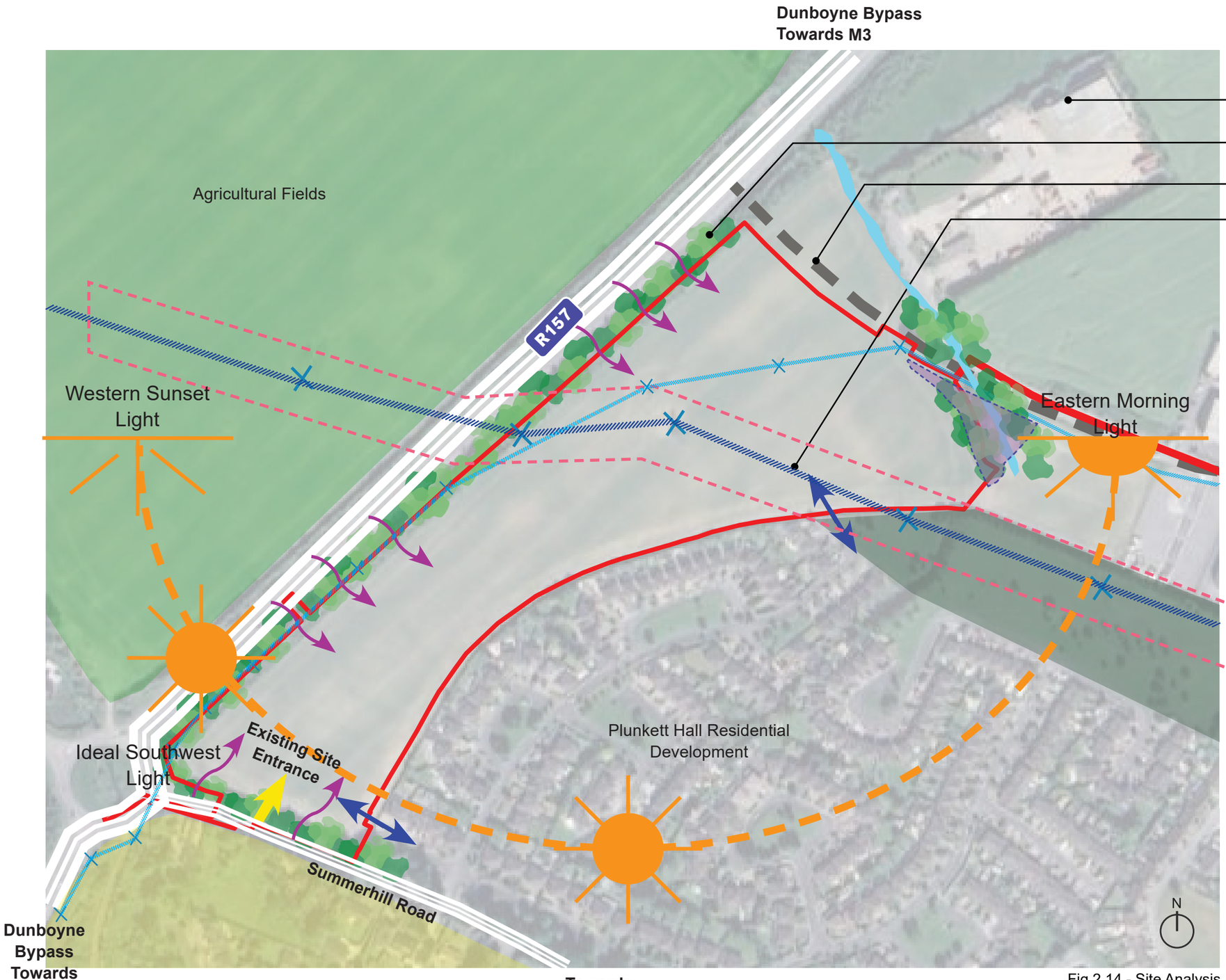


Fig 2.14 - Site Analysis

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3.1 Conceptual Strategy

- Landmark buildings
- Houses facing promient spaces
- Passive surveillance from dual frontage units
- Primary access route
- Proposed arterial street
- Proposed local streets
- Proposed shared surface/ homezones
- Public open space
- Site boundary
- Exclusion Zone
- Existing Electrical Pylons
- Existing high voltage electrical Line
- Future Link Road Part 8 Application no P822022
- Proposed Creche
- Proposed Pump station
- Potential connection to Future Link Road Part 8 Application no P822022
- Pedestrian Link into Plunkett Hall Estate



Fig 3.1- Conceptual Diagram

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3.2 Site Layout - Section 247 Pre-Planning Meeting

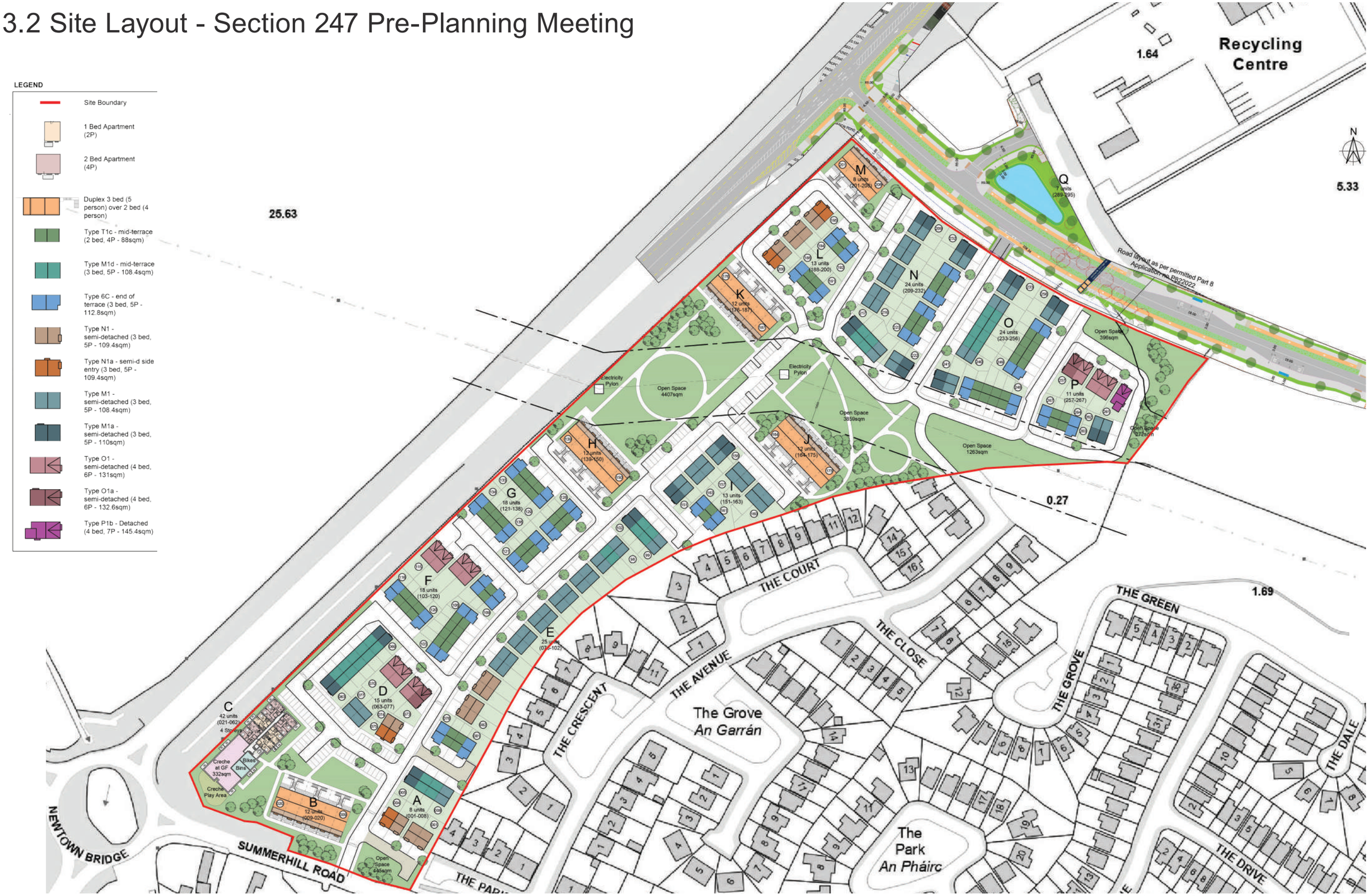


Fig 3.2 - Site Layout (Section 247)

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3.3 Response to Section 247 Pre-Planning Meeting

The layout illustrated on the previous page was presented to Meath County Council as part of the Section 247 pre-planning consultation process. Following engagement with the various Council departments, the proposed development underwent a series of refinements and enhancements to respond to the feedback received. The principal matters raised relating to architectural items and the responses are outlined below. These responses are set out in the context of the wider application documentation which should be consulted in tandem.

Comments by Meath County Council are shown in green.

MCC: The site is well placed to accommodate residential development. Currently the site would need to be delivered post-2027 in line with the Development Plan. The site could be brought forward if it is included within a variation.
Response:
The design team engaged with the Meath County Council Forward Planning Team regarding the delivery timeframe for the site. Subsequently, Variation No. 5 to the Meath County Development Plan 2021–2027 was enacted, removing the restriction that the lands could only be delivered post-2027. The site is therefore available for residential development within the current Development Plan period.

MCC: Welcome location of the crèche and additional height creating a sense of arrival. Separation distances need to be in line with the Compact Settlements Guidelines. Would like to see duplexes with internalised stairs. Are balconies looking out from the duplexes to the north of the site?
Response:
The crèche and landmark apartment building have been retained at the south-west corner of the site, reinforcing the entrance to the development and creating a strong sense of arrival. Separation distances throughout the scheme have been designed in accordance with the Sustainable Residential Development and Compact Settlements Guidelines, including minimum 16m separation distances between opposing first-floor windows. Duplex layouts have been revised to incorporate internalised stair arrangements. The northern area of the site has also been redesigned to respond to the future road connection and surrounding context.

MCC: Boundary treatments along Crescent side need to be considered. Timber fencing should not be rear boundary of the gardens. Will the hedgerow along Summerhill Road be maintained or removed?
Response:
An existing masonry wall is retained along the boundary adjoining the Plunkett Hall development. Boundary treatments throughout the scheme have been carefully considered and are detailed within Ait Urbanism + Landscape's landscape drawings. The existing hedgerow along Summerhill Road lies outside the application boundary and is retained. Furthermore, the layout has been amended to utilise the existing field entrance as the principal vehicular access, facilitating the retention of the established roadside hedgerow. Root Protection Areas have been incorporated into the design process along all relevant boundaries.

MCC: How will the open space underneath the power lines work from a residential amenity perspective? Photomontages of how the scheme will look from Dunboyne Road (R157). Crèche to be delivered in Phase 1.
Response:
The open spaces beneath the powerline corridor have been carefully designed to provide functional and attractive amenity spaces while reducing the visual linearity associated with the overhead infrastructure. The landscape proposals incorporate a range of recreational opportunities suitable for all age groups. CGI visualisations illustrating the character of these spaces accompany the application. Photomontages have also been prepared to demonstrate the appearance of the development from the R157, including the landmark buildings that define the site's frontage and principal entrance. The crèche is included within Phase 1 of the development.

MCC: Design to be of high-quality durable materials.
Response:
A robust and durable palette of materials has been selected for the development. Brick forms the primary elevational material for the apartment and duplex buildings, complemented by high-quality render and contemporary architectural detailing.

MCC: Entrance into the site needs to be considered and included in the red line. Vertical deflection to be included near the entrance; can horizontal deflection be included in line with DMURS? Access onto Part 8 road to be included in the red line. Bicycle parking of the duplexes to be within the footprint of the duplexes. Accessible parking spaces should be provided according to Part M. Houses without direct access to rear gardens require bicycle and bin storage. EV charging to be provided. Footpath widths to be 2m minimum. Turning heads have shared roads – clarify if shared space and footpath provided. Clarify if road or footpath going into Plunkett Hall development. Houses fronting onto the Part 8 road need to be dual fronted.
Response:
The site entrance and associated pedestrian connections are included within the application boundary and incorporate a raised table arrangement to prioritise pedestrian movement. The road layout has been revised to incorporate horizontal deflection measures in accordance with DMURS principles, reducing vehicle speeds and avoiding extended straight road sections.
The development has been designed independently of the permitted Part 8 scheme; however, future connection points have been coordinated with Meath County Council and are clearly identified on the drawings. Duplex bicycle storage is provided in secure private stores adjacent to individual unit entrances. Accessible parking spaces and EV charging infrastructure are provided throughout the scheme.
Dwellings without direct rear garden access are provided with dedicated in-curtilage bicycle and bin storage. Footpaths of generally 2m minimum width are provided throughout the development. Shared surface areas are designed as low-speed environments where pedestrians and vehicles share a 4.8m carriageway, supplemented by refuge areas to enhance pedestrian comfort.
Pedestrian connections are provided to the adjoining Plunkett Hall development, while the interface with the future link road has been redesigned to create an appropriate urban edge with active frontage and passive surveillance.

MCC: Consider the existing surface water services in the south of the site. More survey information required. Infiltration rates need to be investigated. Preference for above-ground water storage, maximum 300mm per 100-year event. Open spaces still need to be functional.
Response:
CS Consulting have developed a comprehensive drainage and surface water management strategy for the site, including the diversion of the existing surface water infrastructure located in the southern portion of the lands. The strategy incorporates Sustainable Urban Drainage Systems (SuDS) and has been designed to maintain the functionality and usability of the proposed open spaces. Further details are provided within the accompanying Engineering Reports and Drawings.

MCC: Variation 3 brings the requirement of Universal Design.
Response:
Universal Design principles have informed the design process from the outset. Apartment Type 1A and the ground-floor duplex units have been designed as accessible and adaptable homes with regard to Universal Design guidance, supporting inclusive living and lifetime adaptability.

MCC: Advised following up with ESB to establish the exclusion area that will be required for the high-voltage power lines.
Response:
The design team engaged directly with ESB Networks during the design process. The proposed layout has been prepared in accordance with the required exclusion distances and operational constraints identified by ESB.

3.4 Site Layout - Section 32B Pre-Planning Meeting

LEGEND

- Site Boundary
- Lands within applicant's ownership
- Exclusion zone for riparian corridor
- Exclusion zone for 110KV powerlines
- Indicative attenuation areas
- Apartment Block A
  1 Bed (2P) Apartment
  2 Bed (4P) Apartment
- **Corner Duplex**
  - two 3 bed (5 person) over four 1 bed (2 person)
- **Duplex** - 3 bed (6 person) over 2 bed (4 person)
- **Type T1c** - Mid-Terrace (2 bed, 4P - 88 sqm)
- **Type M1c** - Mid-Terrace (3 bed, 5P - 111.2 sqm)
- **Type 6Ca** - End of Terrace (3 bed, 5P - 111.6 sqm)
- **Type N1** - Semi-Detached (3 bed, 5P - 112.8 sqm)
- **Type N1a** - Semi-Detached (3 bed, 5P - 114.4 sqm)
- **Type N2a** - Semi-Detached (side entry) (3 bed, 5P - 113.2 sqm)
- **Type M1** - Semi-Detached / End of Terrace (3 bed, 5P - 111.2 sqm)
- **Type M1a** - Semi-Detached / End of Terrace (3 bed, 5P - 113 sqm)
- **Type O1** - Semi-Ddetached (4 bed, 6P - 133.8 sqm)
- **Type O1a** - Semi-Detached (4 bed, 6P - 135.4 sqm)
- **Type P1b** - Detached (4 bed, 7P - 149.1 sqm)

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Fig 3.3 - Site Layout (Section 32B)

3.5 Response to Section 32B Opinion

The Notice of LRD Opinion was issued based on the S32B design submittal. These responses are set out in the context of the wider application documentation which should be consulted in tandem.
The relevant architectural items within the LRD (32D) Opinion were:

N.B: Items raised in the Opinion are in green.

1.Planning
1.1 Zoning/ Density/ Phasing - (d)
Density - Density must be clarified in the LRD application along with gross site area and net developable site area.
The gross site area, net developable site area and density are provided within the Schedule of Accommodation. The density calculation has been undertaken in accordance with the methodology prescribed in Appendix B of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities.

(e)
Phasing - The applicant must present a phasing programme which takes account of the site and proposed development. The applicant must demonstrate that all necessary infrastructure can be delivered as part of this application. This includes roads, water and wastewater, etc. The proposed childcare facility shall be delivered in phase 1 of development and shall be operational prior to the occupation of any dwelling unit on site.
A Phasing Plan has been prepared and is included within the architectural pack. The plan sets out the proposed delivery of the development, including the associated infrastructure and the provision of the childcare facility as part of Phase 1.

1.2 Design, Layout including Residential Unit Mix
(a)
Connectivity/ Permeability - The applicant shall demonstrate that the proposal integrates with its surroundings and there is a high level of connectivity and permeability through and around the site to facilitate sustainable travel and movement.
A clear interface must be presented between proposed and adjoining lands, including existing/ permitted developments and proposed infrastructure (live application). The applicant is advised to provide several contiguous elevations and CGIs to illustrate this aspect and viewpoints from the surrounding area, and within the site.
The proposed development has been designed to provide a high level of connectivity and permeability through the site and to surrounding lands. Two connections are proposed to the adjoining Plunkett Hall Estate, comprising a connection at The Park adjacent to Summerhill Road and a connection between the proposed central open space and The Avenue as indicated on “Proposed Site Layout Plan SMR-00-XX-DR-JFA-AR-P1003”. The application also demonstrates how the development can integrate with the adjoining Part 8 proposal. A series of contiguous elevations prepared by JFA are included within the architectural drawing pack to illustrate the interface with adjoining lands. In addition, a suite of verified views and CGI imagery prepared by Modelworks has been submitted to demonstrate how the proposed development will appear from the surrounding area and from within the site.

(b)
Design Statement - The applicant is advised to submit a Design Statement which addresses the criteria in the Urban Design Manual, as per DM OBJ 40 of the MCDP 2021-2027.
The Architectural Design Statement has been prepared to address the criteria contained within the Urban Design Manual, in accordance with DM OBJ 40 of the Meath County Development Plan 2021–2027.

(c)
Design Issues - There must be visual interest within the site, key focal points, character areas for placemaking/ providing a sense of place, etc. A variety of building types and heights, hard/ soft landscaping finishes are required, and the massing, scale and form of the proposed development must be appropriate to the site. There must be a flexible mix of housing sizes, types and designs. High-quality designs with a mix of high-quality finishes are required within the proposal. Open space must be usable and not limited to pocket parks and located where the maximum number of residents can benefit from it. The residential units should be designed to ensure there is a good mix of tenure, that there are dual aspect structures, dual frontage design is presented at junctions, an avoidance of blank walls at key locations and there is a strong roadside presence (road/ street frontage).
The proposed development has been designed to create a distinctive sense of place through a clear hierarchy of spaces, varied building forms and a high-quality landscape framework. The scheme responds to its context by establishing a strong urban edge along Summerhill Road, with Duplex Block A and a landmark four-storey apartment building addressing the roundabout at the entrance to Dunboyne. Block A is set back from the road, creating a welcoming entrance into the development. The scale and massing of the development have been carefully considered. Two-storey houses are positioned adjacent to the existing Plunkett Hall Estate to protect residential amenity, including privacy and access to natural daylight and sunlight. Towards the centre of the site, the development opens around a substantial area of public open space which forms a focal point for the scheme. Additional height is provided by Duplex Blocks B and C, which frame the central open spaces and reinforce their importance within the layout. Duplex Block D is positioned in the northern part of the site and addresses the future junction between the Dunboyne Bypass (R157) and the proposed Part 8 road connection to Dunboyne Business Park. The layout is structured around two distinct character areas located to the north and south of the central open space. A diverse range of dwelling types is proposed, including one-, two- and three-bedroom apartments and duplexes, together with two-, three- and four-bedroom houses. This mix provides housing choice for a broad range of households and supports residents at different stages of life. Dual-frontage dwellings are provided at key corner locations to ensure active frontages and to avoid blank gables within the streetscape.

(d)
All corner units (within blocks) must be dual-fronted, and the design must ensure that adjoining rear gardens are not directly overlooked to the detriment of the privacy of the occupants of adjoining residences.
Care has been been taken throughout the design process to ensure that corner and end-of-block units provide active frontages to adjoining streets and public spaces. Additional windows are incorporated at ground and first-floor level where appropriate to avoid blank elevations, enhance the streetscape and provide passive surveillance of the public realm. The layout has also been carefully designed to protect residential amenity, with dwelling orientation, separation distances and boundary treatments arranged to avoid undue overlooking of adjoining rear gardens and to safeguard the privacy of existing and future residents.

(e)
Entrances to the site/boulevard routes should not feature a range of blank walls associated with private rear gardens.
Blank walls associated with private rear gardens have been minimised where possible along the central road through the site and at key entrances into the development. The layout has been designed to maximise active frontage and create an attractive streetscape along these important routes.

(f)
Throughout the scheme, active frontage must be enhanced, i.e. not windows/ additional bricks, there should be visible protrusion and G.F./ F.F. level and the ability for passive supervision of pathways at F.F. level, etc. Dual frontage design must be addressed.
Active frontage has been enhanced through the use of front doors, projecting bay windows and habitable room windows at ground and first-floor level. Bay windows are incorporated within a number of dual-frontage house types and duplex blocks, providing visual interest, strengthening the streetscape and facilitating passive surveillance of adjacent streets and pedestrian routes.

25(g)
Bin/ Cycle Storage – Dedicated, safe and secure bin and bicycle storage to be provided for all units. Storage units to be provided to the front of dwellings where rear access is not available.
Elevations and plans of bicycle and bin structures are to be provided and must be secured, comprise good design, incorporate durable/ solid construction materials (e.g. brick, etc.), be covered and screened (waste stores).
All houses without direct access to their rear gardens are provided with a secure in-curtilage bin and bicycle store. Details of these stores, including plans and elevations, are provided in Section 8.3 of this document. Duplex units are provided with secure bicycle storage adjacent to the entrance of each unit, together with a separate communal refuse store located nearby. These storage structures are constructed using durable brick and masonry materials. The apartment building is served by communal bicycle and refuse stores located at ground floor level. The design of all storage facilities ensures they are secure, robust and appropriately integrated into the overall development.

(h)
Separation Distances - The applicant is advised to consider the separation distances within the development and seek to minimise the impact on privacy, etc. The applicant is advised to ensure that required separation distances are adhered to in the final iteration of the site layout submitted with any future planning application as per the Compact Settlement Guidelines 2024. Privacy of adjoining residential units (and associated private amenity spaces) must be considered throughout the scheme and addressed, particularly at the corner of each cell. The applicant is advised to avoid providing an ensuite at FFL in the front elevation, with frosted glass detracting from the overall design. Separation distances shall be illustrated on a site layout drawing.
The final site layout has been revised and is annotated with separation distances. A minimum separation distance of 16 metres is maintained between facing first-floor habitable room windows across the development, in accordance with SPPR 1 of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024). The arrangement of dwellings has been carefully considered to minimise overlooking and protect residential privacy.

(i)
Boundary treatment - Boundary treatment must be in accordance with MCDP Chapter 11 Boundary Treatments. Open plan layouts at the front of dwelling houses are not acceptable. The crèche must also have secure play areas.
Front boundaries shall be defined by walls or fences at least 0.5 metres high in keeping with the house design and to a uniform scheme design. Boundaries between the rear of proposed dwellings and boundaries within the development shall be a minimum of 1.8 metres high and shall be constructed as capped, rendered concrete block or brick walls, to ensure privacy, security and permanency. To encourage the use of measures specifically designed to enhance wildlife in residential schemes such as gaps/holes, should be considered and incorporated into boundary treatments to allow for passage of all wildlife including hedgehogs, bat boxes and swift bricks/boxes.
Details of the proposed boundary treatments are provided within Aít's Landscape drawing pack and have been designed in accordance with the requirements of Chapter 11 of the Meath County Development Plan. The development incorporates defined front boundary treatments and robust rear and side boundary treatments to provide privacy, security and a consistent streetscape. Biodiversity enhancement measures have also been incorporated within the scheme, including the provision of swift boxes on Apartment Block A. Further details of boundary treatments, landscaping and ecological enhancement measures are contained within the Landscape Report prepared by Aít.

(j)
Building Height - Please address all SPPR requirements of the Building Heights Guidelines. It is advised that the height of the structures at the end of some of the housing blocks could be raised to frame the cell and create greater visual interest in the scheme.
Additional building height has been incorporated at key entrances, junctions and around principal open spaces throughout the development. These elements assist in defining important locations within the scheme, framing views and creating visual interest. The varied building heights contribute to a clear hierarchy of spaces and help establish a distinctive sense of place across the development.

(k)
Daylight/ Sunlight Analysis - A Daylight/ Sunlight Analysis (as per BRE Guidelines Ed. 3 (BRE 209) June 2022) should be submitted which considers the impact assessment and scheme performance. The applicant is requested to clarify the details presented in the final assessment (e.g. Table 9 and Section 6.3 of the preliminary assessment – as per Appendix B). Non-compliance should be avoided where possible by a redesign of structures. If not possible a detailed justification accompanied by suitable compensatory measures must be provided.
Care has been taken in the design of the proposed development to avoid adverse impacts on neighbouring properties and to provide a high standard of amenity for future residents. A Daylight and Sunlight Assessment prepared by GIA, in accordance with BRE 209 (2022), accompanies the application. The assessment considers both the impact on neighbouring properties and the daylight and sunlight performance of the proposed development and concludes that the scheme achieves a high level of compliance with the relevant BRE criteria, thereby demonstrating an acceptable level of residential amenity.

(l)
Visual Impact - The applicant is advised to address the visual impact of the proposed development on the area, providing contiguous elevations and CGIs with viewpoints from the surrounding area. A robust assessment of visual impact is required as urbanisation of this area will have a significant visual impact.
A series of contiguous elevations prepared by JFA forms part of the architectural drawing pack submitted with the application. In addition, a suite of verified views and CGI imagery prepared by Modelworks has been provided to illustrate the proposed development from surrounding viewpoints and to assess its visual relationship with the existing context. Together, these materials provide a comprehensive assessment of the visual impact of the proposed development.

(m)
The applicant is required to provide a detailed breakdown of each unit in a Housing Quality Assessment as part of the LRD Application, which demonstrates that all standards as per 2007 Quality Housing and Compact Settlement Guidelines, MCDP, etc. have been achieved.

A Housing Quality Assessment accompanies the application and provides a detailed assessment of all residential units, demonstrating compliance with the relevant residential design standards and planning policy requirements.

(p)
Site Coverage/ Plot Ratio - Site Coverage and Site Ratio details to be provided.
Details of the site coverage and plot ratio for the proposed development are set out in the Schedule of Accommodation accompanying the application.

(q)
Drawings - Please provide a clear and full schedule of drawings for each type of residential component and element of the development on the site as part of the application (including right-entry, left-entry, end-of-terrace, mid-terrace, all elevations, etc.). A colour-coded Key Plan and numbering of units is requested to assist with the identification of house elevation drawings. Contiguous elevations should be provided.
The applicant is advised that it is insufficient to place 'hatch lines' on single elevation drawings to represent other types of similar units.
A full set of plans and elevations for all residential unit types, including handed variants, forms part of the architectural drawing pack. A colour-coded Key Plan and unit numbering system have been provided to assist with unit identification. Contiguous elevations are also included within the architectural drawing pack..

2.Landscaping
(j)
The Compact Settlement Guidelines (January 2024) have introduced minimum private open space and maximum semi-private (in lieu) space requirements. The final iteration of the application which is submitted should ensure that such standards have been met, noting that housing developments which provide private open space at the minimum standard throughout the scheme will be discouraged (as per Section 11.5.12 of the MCDP).
The proposed development significantly exceeds the minimum private open space standards set out in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024). While a minimum of 7,292 sq.m of private open space is required, the scheme provides 10,552 sq.m, representing approximately 45% more private open space than the minimum standard and supporting the objectives of Section 11.5.12 of the Meath County Development Plan.

8. Housing – Part V, Universal Design, Design
(b)
Universal Design - SH OBJ 22 The Planning Authority will require the provision of between 15-30% of dwellings and apartments in new residential developments of ten units or more to be Age Friendly Lifetime Adaptable Homes, suitable to accommodate or adaptable to provide accommodation for people with disabilities and older people in accordance with the requirements of the 'Housing Options for Our Ageing Population Policy Statement' (2019), published by the Department of Housing, Planning and Local Government and the Department of Health and 'Building for Everyone: A Universal Design', 'Universal Design Guidelines for Homes in Ireland' developed by the Centre for Excellence in Universal Design (National Disability Authority) and section 11.5.29 of this Plan. Planning applications will be required to demonstrate compliance with this objective, and to show an accessible route to the residential units from the boundary of the property. Proximity and access to local services must also be considered relative to the units which are accessible. A universal design statement shall be provided as part of all new planning applications to demonstrate this requirement.
The ground floor duplex units; type D2.1, D2.2 & D2.3, and apartment type 1A are designed as Age Friendly Adaptable homes taking into consideration the principles set out in the universal design guidelines. These amount to 39no units which is 15.7% of the overall number units. These are detailed in Section 7.3 of this document.

(c)
The applicant is also invited to consider the principles for improving security in estate design (see Secured By Design1 - Homes - particularly Part 1 which provides advice on roads and footpaths, communal areas and play spaces, dwelling boundaries and defensible spaces, layout and orientation of dwellings, parking, planting, street lighting, etc. Ideally homes design for vulnerable persons should not be easily identifiable. Resources for Age-Friendly Planning and Design2 for older persons are also available.
Section 6.11 of this document sets out how the proposed development has incorporated the principles of Secured by Design to promote a safe and secure residential environment. Consideration has been given to matters including site layout, passive surveillance, the design of streets and public spaces, boundary treatments, landscaping and the relationship between buildings and the public realm. The design seeks to create a safe, legible and inclusive neighbourhood for all residents.

9.Transportation (a)
Road layout to be reduced from 6m to 5.5m.
All roads within the proposed development have been designed with 5.5 metre carriageway widths, in accordance with the recommendation set out in the Opinion. The exception is the proposed shared surface/home zone areas, which comprise a 4.8 metre carriageway together with an adjacent 1.2 metre refuge zone, reflecting their low-speed and pedestrian-priority function within the development.

(b)
In curtilage parking to be provided at North of site in accordance with CDP.
All proposed semi-detached and detached dwellings within the northern portion of the site are provided with in-curtilage parking in accordance with the parking requirements of the Meath County Development Plan.

(f)
How is creche serviced re drop off and delivery, refuse collection, deliveries etc.
The proposed childcare facility is served by a dedicated drop-off and service area located adjacent to the site entrance, allowing safe and convenient access for parents, staff and service vehicles. Refer to Section 6.3 of this document for details of the proposed Parking Strategy. Provision has been made for deliveries and refuse collection as part of the overall site layout. Bin staging areas serving the childcare facility, apartment building and duplex units are clearly identified on the site layout drawings.

(g)
Footpaths to be 2m in width and allowance for an additional 300mm verge where there is perpendicular parking.
All footpaths within the development are provided at a minimum width of 2.0 metres. Perpendicular parking spaces are designed with an overall depth of 6.0 metres. Of this, 5.5 metres accommodates vehicle manoeuvring from the adjacent 5.5 metre carriageway, while a 0.5 metre buffer zone is provided to the rear of each parking space. This area accommodates EV charging infrastructure and associated ducting and also serves as a verge, preventing vehicle overhang onto adjacent footpaths and maintaining pedestrian accessibility.

(i)
Permeability links to be shown between pedestrian and cycle paths for new link road and Plunkett Hall.
The proposed development incorporates permeability links to the adjoining Plunkett Hall Estate at The Park in the southern part of the site and at The Avenue, which connects directly to the central public open space. The layout also facilitates future pedestrian and cycle connections to the proposed Part 8 road scheme. These connections are illustrated on drawing

Proposed Site Layout Plan SMR-00-XX-DR-JFA-AR-P1003 and are further detailed within the NRB ‘s Transportation Report.

(k)
Bicycle storage to be of block/brick construction within the footprint of the building and capable of accommodating larger bikes i.e. cargo bikes.
A communal bicycle store serving Apartment Block A is located within the building at ground floor level. A dedicated bicycle store is also provided for the childcare facility. Duplex units and mid-terrace houses are served by private bicycle stores of durable construction, located adjacent to the entrance of each unit. The bicycle storage provision has been integrated into the overall design to ensure secure, convenient and weather-protected storage for residents and users of the development.

(l)
19 x EV spaces to be provided with ducting for same.
In response to the Opinion, the number of EV charging spaces has been increased to 24, representing 20.7% of the total on-street parking provision. Ducting infrastructure is provided in accordance with the proposed EV parking strategy to support current and future electric vehicle charging requirements.

19.
Electrical Infrastructure/ Telcom Services
The proposed development should not interfere with electricity infrastructure including overhead cables across/ through the site, and it is advised that the applicant consults directly with ESB Networks, Telecom providers, etc. and incorporates any proposals into the layout submitted for the planning application.
The design team engaged directly with ESB Networks during the design development process. The proposed layout has been prepared having regard to the existing electrical infrastructure within and adjacent to the site, and all required separation distances agreed with ESB Networks have been incorporated into the design.

20. General (a)
All documents must be updated to reflect final design proposals.
The final site layout and design proposals have been fully coordinated between the various members of the design team. All application documents, drawings and supporting reports have been updated to reflect the final proposed development.

(b)
Any mitigation associated with environmental impacts or best practice must be incorporated into the design of the development.
The proposed development has been designed to avoid and minimise environmental impacts wherever possible. Existing green infrastructure has been retained where feasible, with development areas carefully arranged to avoid root protection areas and riparian corridors. In addition, the scheme incorporates a range of biodiversity enhancement measures, including swift boxes on Apartment Block A and extensive new tree planting. Further details are provided in the accompanying Aít Landscape Report.

(d)
A clear drawing schedule is to be provided. Floor plans, elevations and sections must be specific to each unit/ block with clear numbering provided.
The architectural drawing pack has been revised to include a comprehensive set of drawings for all proposed building types and unit typologies. Floor plans, elevations and sections are provided for each unit and block type, with clear references and numbering to facilitate identification and review.

(e)
The applicant is also advised to consider the minutes of Section 247 and LRD meetings to ensure all points have been considered in the application, where not already completed.
The application has been prepared having regard to the matters raised during the Section 247 and LRD consultation process. Please refer to the preceding section of this document, which considers the Section 247 meeting minutes and demonstrates how the relevant issues have been addressed in the design of the proposed development.

(h)
The applicant will need to provide a clear and full schedule of drawings for each type of residential component and element of the development on the site as part of the application (including right-entry, left-entry, end-of-terrace, mid-terrace, all elevations, etc.).
The architectural drawing pack has been revised to include a comprehensive set of drawings for all proposed residential building and dwelling types, including handed variants where applicable. Floor plans, elevations and sections are provided for each unit and block type, together with clear references and numbering to assist in the identification and review of the various residential components of the development.

(i)
A Key Plan is requested to assist with the identification of house elevation drawings.
A colour-coded Key Plans have been included within the architectural drawing pack to identify the location of each proposed unit type throughout the development and to assist in the interpretation of the associated house type drawings and elevations.

3.6 Proposed Site Layout

LEGEND

- Site Boundary
- Lands within applicant's ownership
- Exclusion zone for riparian corridor
- Exclusion zone for 110KV powerlines
- Indicative attenuation areas
- Substation Kiosks
- Apartment Block A
  1 Bed (2P) Apartment
  2 Bed (4P) Apartment
- **Duplex** - 3 bed (6 person) over 2 bed (4 person)
- **Type T1c** - Mid-Terrace (2 bed, 4P - 88 sqm)
- **Type 6Ca** - End of Terrace (3 bed, 5P - 111.6 sqm)
- **Type 6Cb** - End of Terrace (3 bed, 5P - 111.6 sqm)
- **Type N1** - Semi-Detached (3 bed, 5P - 112.8 sqm)
- **Type N1a** - Semi-Detached (3 bed, 5P - 114.4 sqm)
- **Type N2a** - Semi-Detached (side entry) (3 bed, 5P - 113.2 sqm)
- **Type M1** - Semi-Detached / End of Terrace (3 bed, 5P - 111.2 sqm)
- **Type M1a** - Semi-Detached / End of Terrace (3 bed, 5P - 113 sqm)
- **Type M1c** - Mid-Terrace (3 bed, 5P - 111.2 sqm)
- **Type O1** - Semi-Ddetached (4 bed, 6P - 133.8 sqm)
- **Type O1a** - Semi-Detached (4 bed, 6P - 135.4 sqm)
- **Type P1b** - Detached (4 bed, 7P - 149.1 sqm)

CYAL50523168
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Fig 3.4 - Site Layout (As submitted)

JFA ARCHITECTS

4.1 Schedule of Accommodation

Apartments and Duplexes							
Type	Type Abbrev.	Beds (Persons)	Description	Storeys	Internal Gross Floor Area (sqm)	Overall Net Floor Area (sqm)	Number of Units
Duplex Type D2.1 - 2 Bed Duplex	D2.1	2 (4)	Duplex	1	81.8	490.8	**6**
Duplex Type D2.2 - 2 Bed Duplex	D2.2	2 (4)	Duplex	1	82.2	1479.6	**18**
Duplex Type D2.3 - 2 Bed Duplex	D2.3	2 (4)	Duplex	1	83	166	**2**
Duplex Type D3.1 - 3 Bed Duplex	D3.1	3 (6)	Duplex	2	136.5	682.5	**5**
Duplex Type D3.2 - 3 Bed Duplex	D3.2	3 (6)	Duplex	2	137.2	2469.6	**18**
Duplex Type D3.3 - 3 Bed Duplex	D3.3	3 (6)	Duplex	2	136.5	136.5	**1**
Duplex Type D3.4 - 3 Bed Duplex	D3.4	3 (6)	Duplex	2	137.6	275.2	**2**
Apartment Type 1A - 1 Bed Apartment	1A	1 (2)	Apartment	1	50.9	661.7	**13**
Apartment Type 2A - 2 Bed Apartment	2A	2 (4)	Apartment	1	76.6	995.8	**13**

TOTAL Apartments and Duplexes	**7357.7**	**78**

Gross Floor Area	
Apartment Block A	**2517**
Duplex A	**1978.3**
Duplex B	**1478**
Duplex C	**979.6**
Duplex D	**1978.3**
Total	**8931.2**

Houses							
Type	Type Abbrev.	Beds (Persons)	Description	Storeys	Internal Gross Floor Area (sqm)	Overall Gross/Net Floor Area (sqm)	Number of Units
House Type T1c - 2 Bed Mid-Terrace	T1c	2 (4)	Mid Terrace	2	88	2376	**27**
House Type 6Ca - 3 Bed End of Terrace	6Ca	3 (5)	End of Terrace	2	111.6	1674	**15**
House Type 6Cb - 3 Bed End of Terrace	6Cb	3 (5)	End of Terrace	2	111.6	558	**5**
House Type N1 - 3 Bed Semi-Detached	N1	3 (5)	Semi-Detached	2	112.8	2030.4	**18**
House Type N1a - 3 Bed Semi-Detached	N1a	3 (5)	Semi-Detached	2	114.4	228.8	**2**
House Type M1 - 3 Bed Semi-D / End of Terrace	M1	3 (5)	Semi-Drtached / End of Terrace	2	111.2	3780.8	**34**
House Type M1a- 3 Bed Semi-D / End of Terrace	M1a	3 (5)	Semi-Drtached / End of Terrace	2	113	2034	**18**
House Type M1c - 3 Bed Mid-Terrace	M1d	3 (5)	Mid Terrace	2	111.2	3558.4	**32**
House Type O1 - 4 Bed Semi-Detached	O1	4 (6)	Semi-Detached	2	133.8	2140.8	**16**
House Type O1a - 4 Bed Semi-Detached	O1a	4 (6)	Semi-Detached	2	135.4	270.8	**2**
House Type P1b - 4 Bed Detached	P1b	4 (7)	Detached	2	149.1	149.1	**1**

Summary Schedule	
Total Units	**248**
Site Area	6.87 ha
Net Developable Site Area	6.49 ha
Plot Ratio	0.43
Site coverage	22.4%
Public Open Space	1.08 ha
Ratio of Public Open Space	16.6% ha

Car Parking Schedule		
Parking Spaces in Curtilage	272	1 per mid terraced unit, 2 per other unit types
On-street parking for houses	10	for 6no houses
Duplex Parking	52	1 per duplex
Apartment Parking	23	0.88 per apartment
Visitor Spaces	18	Spread throughout the site
Residential Total	375	Overall residential parking ratio 1.5/unit
Creche	13	Can be doubled up as visitor parking after hours
Overall Total	388	

TOTAL Houses	**18801.1**	**170**

TOTAL Units (Net)	**26158.8**	**248**
TOTAL Units (Gross)	**27732.3**	

Creche GFA (sqm)	**285.7**	**61no Child Spaces**

Breakdown		
House Types	**Number**	**Percentage**
1 Bed Apartment	13	5.2%
Total 1 beds	**13**	**5.2%**
2 Bed Apartment	13	5.2%
2 Bed Duplex	26	10.5%
2 Bed Mid Terrace	27	10.9%
Total 2 beds	**66**	**26.6%**
3 Bed Duplex	26	10.5%
3 Bed Mid Terrace	32	12.9%
3 Bed End Terrace/Semi	92	37.1%
Total 3 beds	**150**	**60.5%**
4 Bed Semi Detached	18	7.3%
4 Bed Detached	1	0.4%
Total 4 beds	**19**	**7.7%**
Total	248	100.0%

Secure Bicycle Parking Schedule	Required	Provided	
Houses with direct access to rear gardens	n/a	n/a	111no houses with direct access to gardens
Secure spaces for mid-terraced houses	150	150	Secure bicycle stores at the front within curtilage
Duplex bicycle parking	130	130	Secure communal bicycle stores
Apartment bicycle parking	39	39	Secure bicycle stores located on Ground Floor
Creche bicycle parking	13	14	Located in dedicated creche bike store
Total	332	333	

Visitor Bicycle Parking Schedule	Required	Provided
Visitor Spaces for Houses	not specified	32
Visitor Spaces for Duplexes	26	40
Visitor Spaces for Apartments	13	16
Visitor Spaces for Creche	not specified	8
Total	39	96

SRSCG Appendix B Density Calculations	Proposed	Units
Calculate net site area	6.49	hectares
Calculate overall GFA	27,732.30	sqm
Non-residential GFA	285.7	sqm
Residential GFA	27,446.60	sqm
Residential as a portion of Development	27,446.6 / 27,732.3 = 99%	
Site Area for Density Purposes	6.49 ha * 99% = 6.425 ha	
No. Units	248	
Net Density	39	units/Ha

Communal Open Space	Required	Provided
Apartment Block A	156	198
Duplex A	128	309
Duplex B	96	314
Duplex C	64	172
Duplex D	128	347
Total	572	1340

248
No. Units

16.6 %
Public Open Space

c.39
Units/Ha.

JFA ARCHITECTS

5.1 Green Infrastructure & Bio-climatic and Sustainable Design

Surface Water Management
The site is characterised by relatively flat topography and the surface water strategy has been carefully designed to ensure appropriate drainage falls are achieved across the development. The site has been divided into two drainage catchments to facilitate efficient stormwater management and attenuation. The surface water strategy incorporates Sustainable Urban Drainage Systems (SuDS) and nature-based drainage solutions where feasible, reducing runoff rates, improving water quality and contributing to the green infrastructure network within the development. Existing natural features are integrated into the drainage design, assisting in the delivery of a sustainable and resilient water management strategy. Further detail is provided within the accompanying Engineering and Drainage Reports.

Solar Orientation
The proposed street layout has been designed to maximise east-west street alignments where possible, supporting favourable solar access to dwellings, private rear gardens and public open spaces. This approach assists in improving daylight availability, passive solar gain and overall residential amenity.
Due to the scale and configuration of the site, a limited number of dwellings have north-facing rear gardens. Where this occurs, these units have generally been positioned adjoining public open space or amenity areas, ensuring a high quality residential environment and open outlook.

Biodiversity and Green Infrastructure
The design seeks to retain and enhance the site's existing ecological assets. Existing hedgerows are retained where possible and the riparian corridor along the north-eastern boundary is protected and sensitively integrated into the development. These features contribute to the site's green infrastructure network, support biodiversity and complement the SuDS strategy.
Additional native tree planting, landscape enhancements and the incorporation of swift nesting boxes within apartment buildings further strengthen biodiversity opportunities and contribute to the long-term ecological value of the development.

Energy Efficiency
The proposed houses, duplexes and apartment buildings have been designed in accordance with passive design principles to reduce energy demand and enhance occupant comfort. Building orientation, natural daylighting and efficient building fabric performance have informed the design approach. Low-carbon heat pump technology is proposed as the principal heating source, while photovoltaic panels are incorporated where required to support renewable energy generation and assist in meeting energy performance targets. Together, these measures contribute to the delivery of a sustainable and energy-efficient residential development.

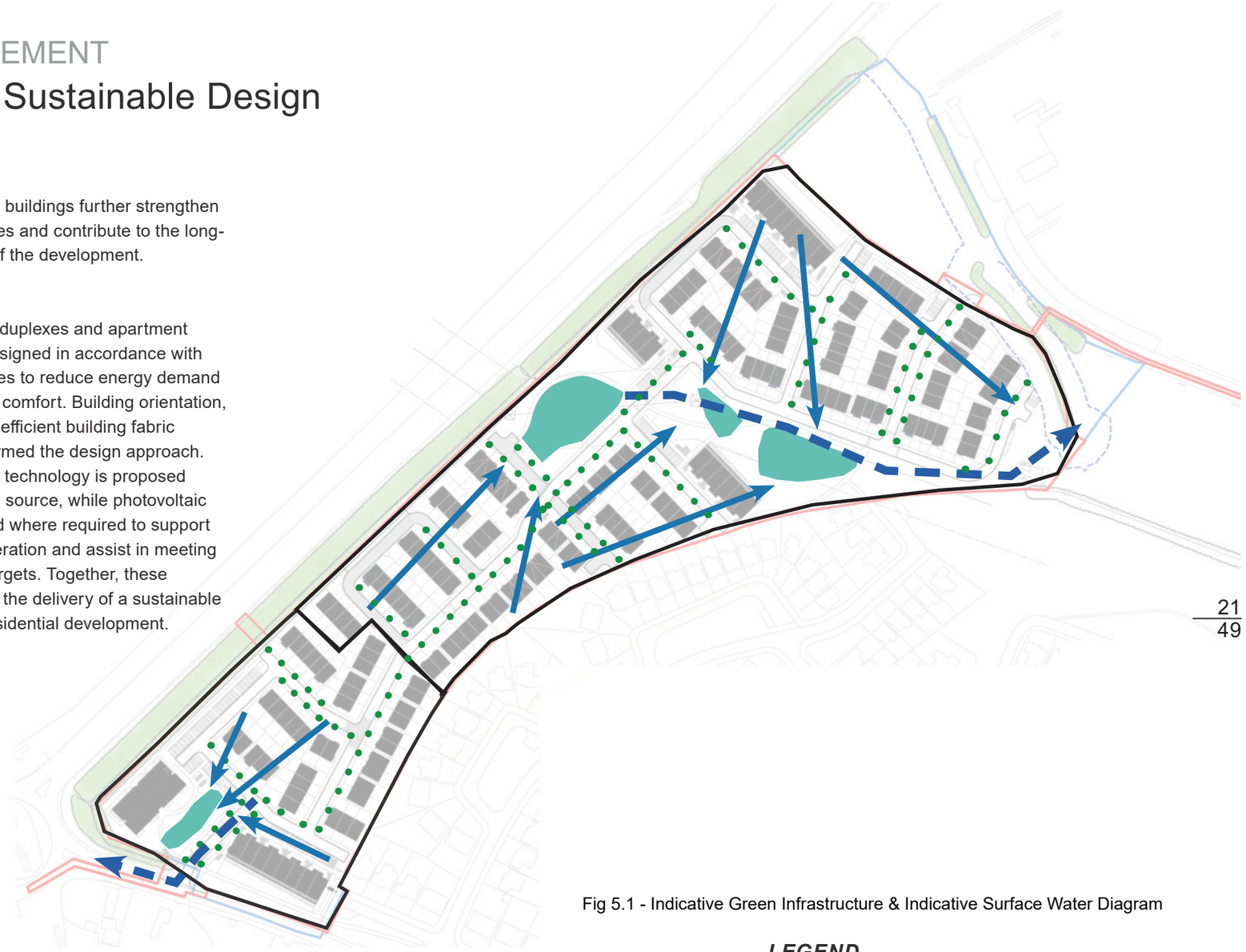


Fig 5.1 - Indicative Green Infrastructure & Indicative Surface Water Diagram



Fig 5.2 - Example Photo of Swift Box



Fig 5.3 - Example Photo of PV Panels

5.2 Movement Infrastructure

Movement Infrastructure
The development is accessed from Summerhill Road, where the principal site entrance is located. This provides direct access to the proposed L64 bus route, which is intended to replace the existing Route 70 service and provide a frequent public transport connection to Blanchardstown Town Centre and the wider metropolitan area.

A primary street forms the main movement spine through the development, extending from the southern entrance to the northern site boundary. The layout safeguards for future connectivity to the permitted Part 8 road scheme (Planning Ref. P8/22022), further to ongoing consultation with MCC the collective preference is that the junction will be accessed via the eastern of the two northern internal roads as identified subject to the delivery of that infrastructure.
A clear street hierarchy has been established throughout the scheme, comprising primary streets, local streets and shared surface/homezone environments. The quieter residential streets are designed as low-speed, pedestrian-priority spaces that promote social interaction, provide a safe environment for all users and contribute to a strong sense of place.

The internal road network has been designed to naturally calm traffic through street geometry and horizontal deflection measures, reducing vehicle speeds while maintaining a comfortable and attractive environment for pedestrians and cyclists. A high degree of permeability is achieved throughout the development, with direct pedestrian and cycle connections linking homes to open spaces, amenities and surrounding neighbourhoods. The layout provides connectivity to the adjoining Plunkett Hall development and safeguards future links to the permitted Part 8 road scheme, supporting the creation of an integrated and connected residential neighbourhood.

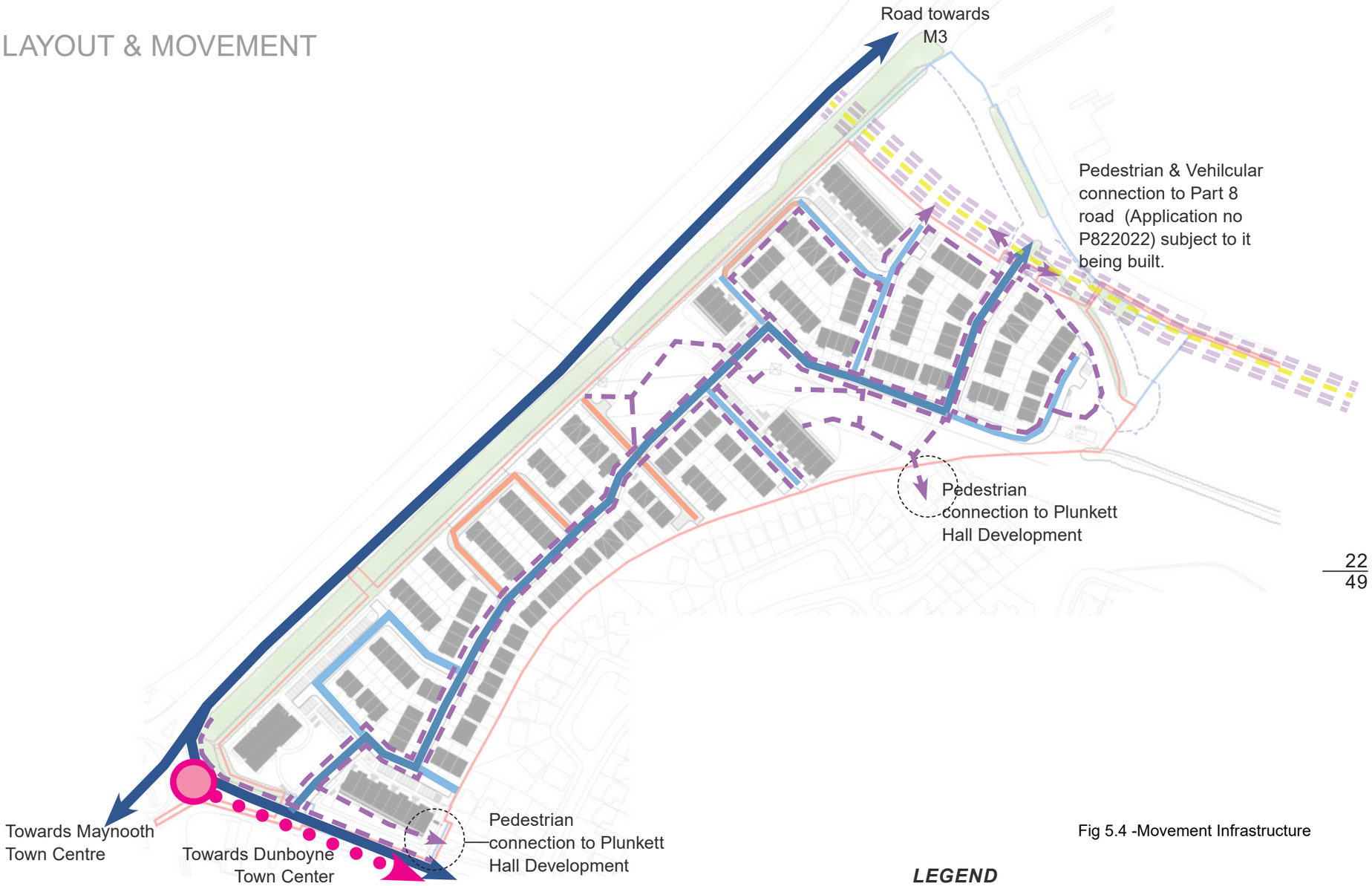


Fig 5.4 -Movement Infrastructure



Fig 5.5 - Photomontage Proposed Apartment Block from Dunboyne bypass (R157- south)



Fig 5.6 - TFI Bus

LEGEND

- Main road
- Future Link Road Part 8 (Application no P822022)
- Proposed arterial street
- Proposed local streets
- Proposed shared surface/ homezones
- Future bus stops
- Future bus route L64
- Single direction cycle tracks
- Pedestrian pathways

JFA ARCHITECTS

6.1 Building Heights

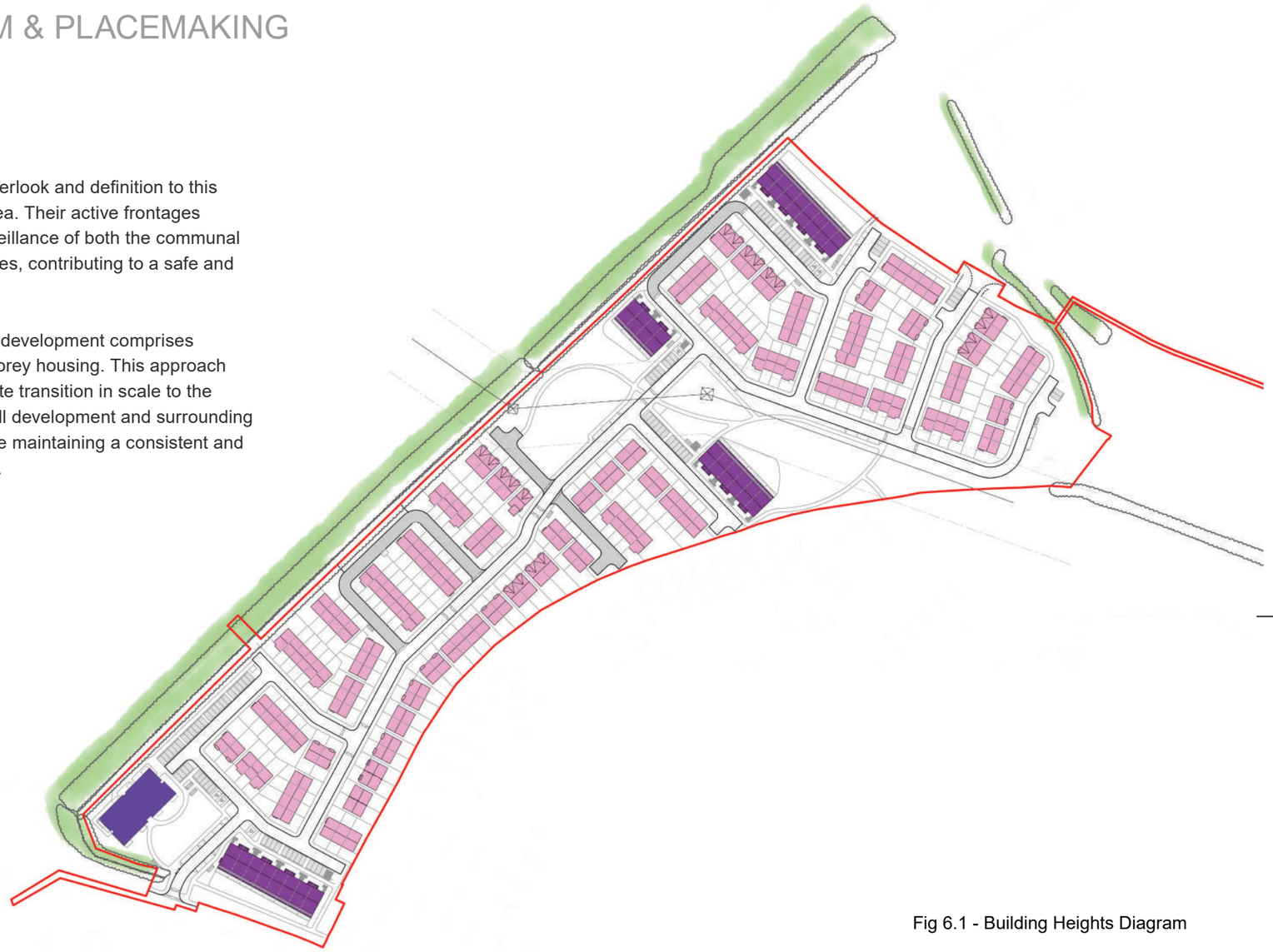
The proposed building heights have been carefully arranged to create a legible townscape, reinforce key locations and respond appropriately to the surrounding context.

A landmark apartment building (Block A) is strategically positioned in the south-western corner of the site, addressing the junction of Summerhill Road and the Dunboyne Bypass (R157). As the tallest element within the development, it provides a strong visual marker, assists wayfinding and establishes a distinctive identity at this prominent gateway location. The building is set back from the principal site entrance, creating an attractive public space that enhances the arrival experience and provides a welcoming transition into the development. The ground-floor crèche further animates this key location and contributes to activity throughout the day.

Three-storey duplex buildings are positioned along Summerhill Road and at the junction with the proposed future link road from Dunboyne Business Park. These buildings strengthen the urban edge, provide an appropriate scale along key routes and ensure the development positively addresses existing and future streets.

Further three-storey duplex blocks are located around the central public open space where they provide enclosure, overlook and definition to this important amenity area. Their active frontages enhance natural surveillance of both the communal and public open spaces, contributing to a safe and vibrant public realm.

The remainder of the development comprises predominantly two-storey housing. This approach ensures an appropriate transition in scale to the adjoining Plunkett Hall development and surrounding residential areas while maintaining a consistent and coherent streetscape.



Four storey building

Three storey Duplex buildings

Two storey buildings

Fig 6.1 - Building Heights Diagram



Fig 6.2 - CGI of Apartment Block at entrance open space



Fig 6.3 - CGI of Duplex Block C and houses looking over central open space.



Fig 6.4 - Photomontage Proposed Apartment Block from Summerhill Rd (R156- west)

6.2 Vistas and Focal Points

The development has been designed around a series of key vistas, focal points and landmark features that assist orientation and create a legible neighbourhood structure. Building height, landscape features and the arrangement of streets and open spaces have been carefully considered to establish memorable views, reinforce important locations and create a strong sense of place throughout the development.

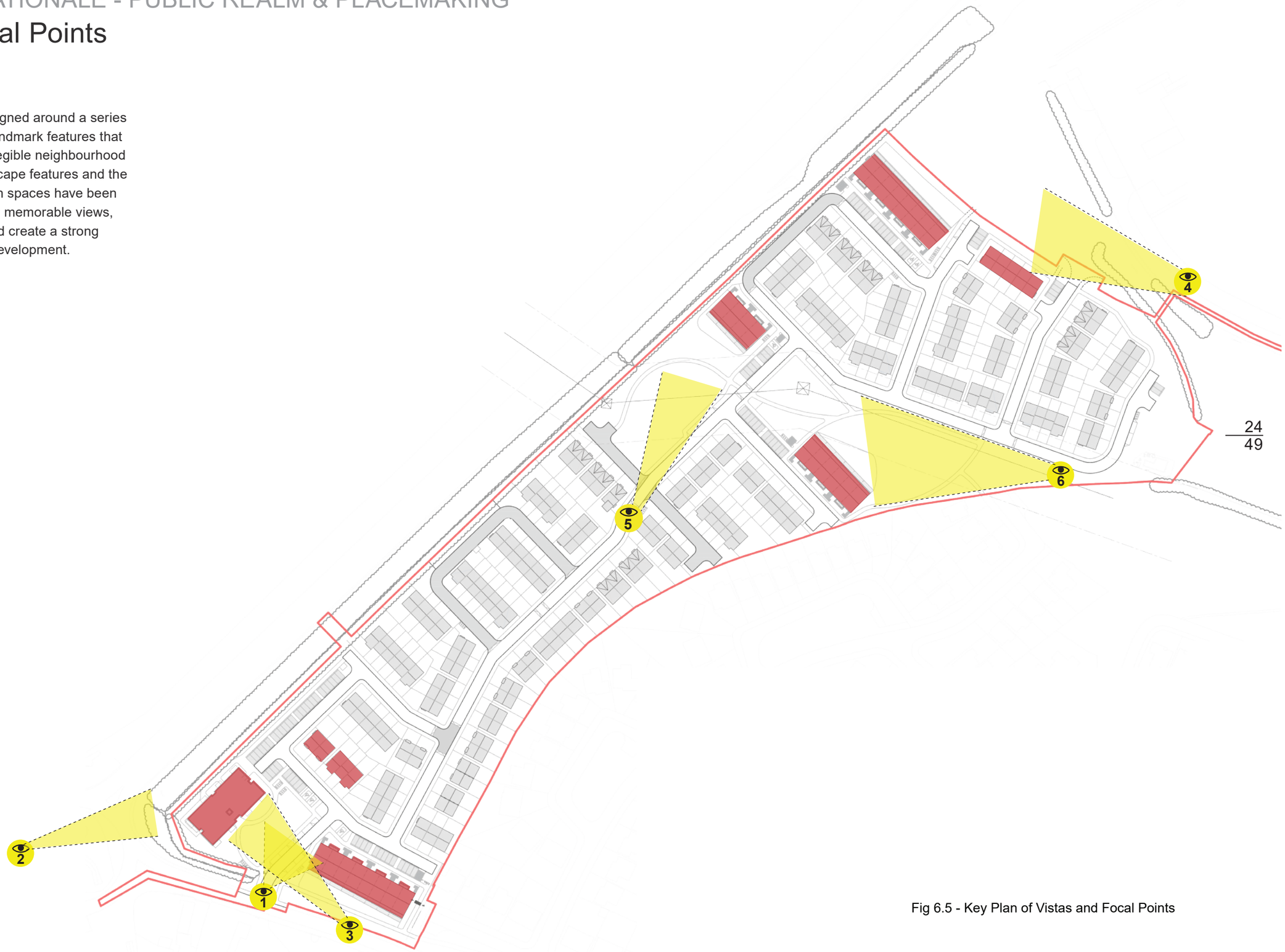


Fig 6.5 - Key Plan of Vistas and Focal Points

JFA ARCHITECTS

6.3 Vistas and Focal Points - Landmark Building Approach & Inviting Entrance

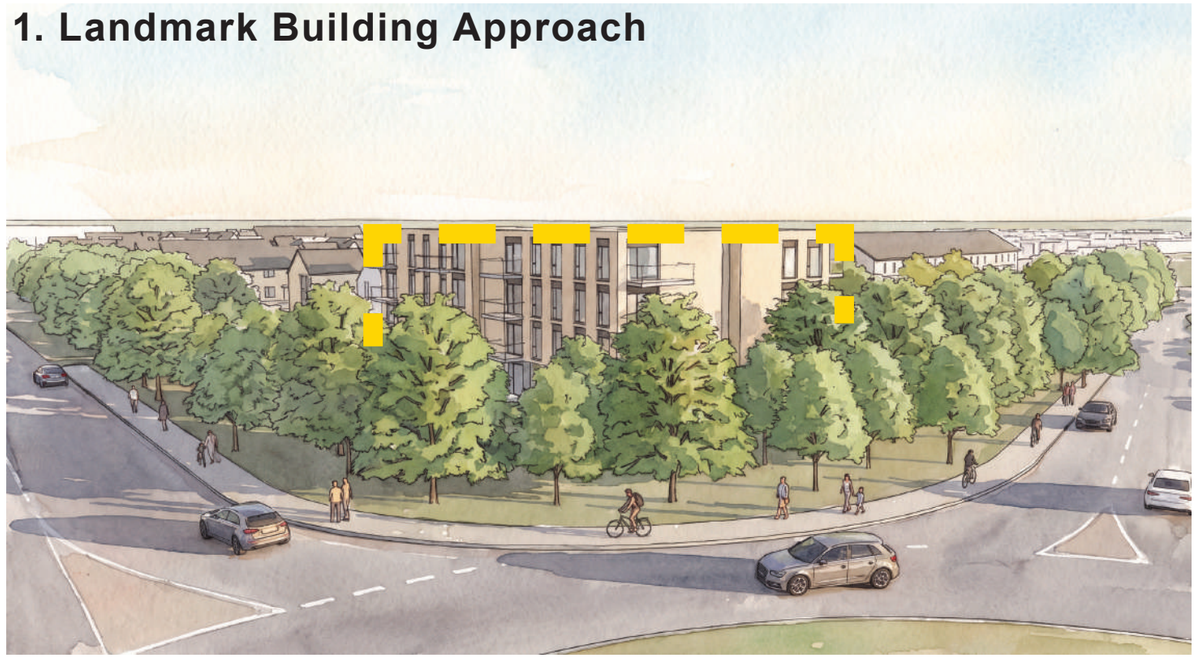


Fig 6.7 - Artist Impression - Landmark Building Approach



Fig 6.8 - Artist Impression - Inviting Entrance

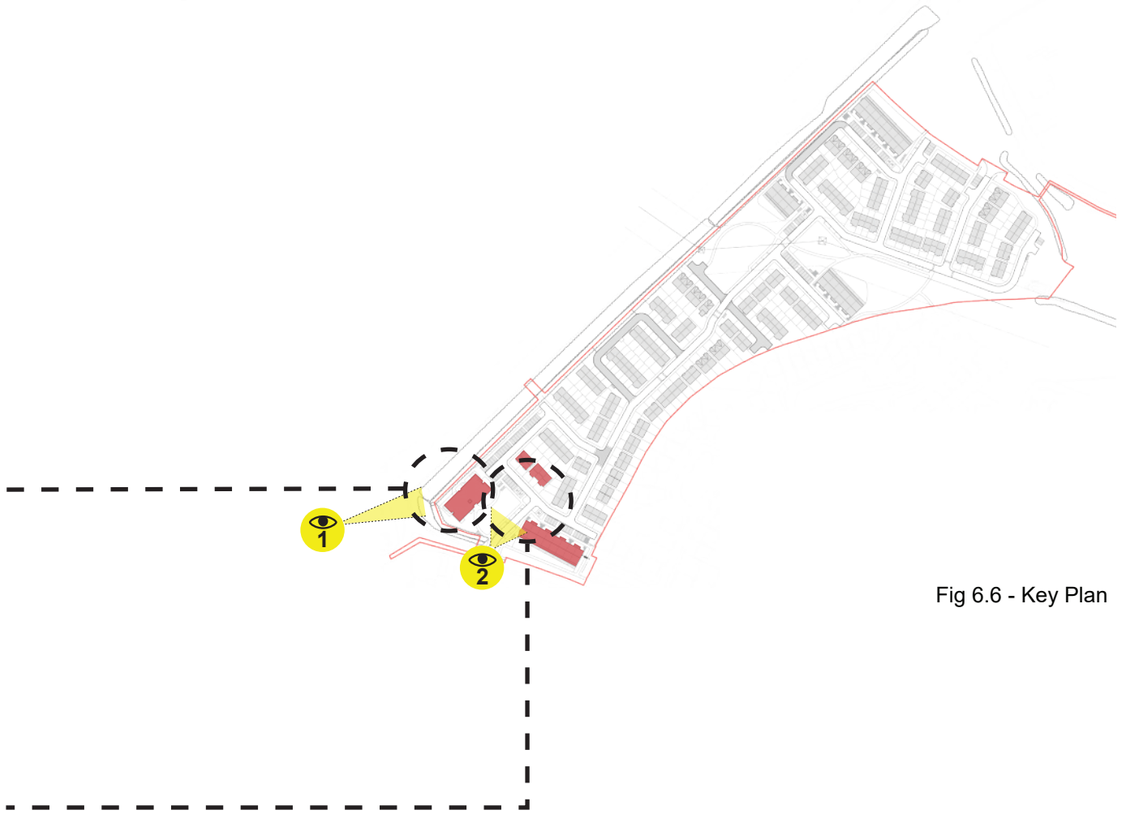


Fig 6.6 - Key Plan

1. Landmark Building Approach

A landmark apartment building is positioned at the prominent junction of Summerhill Road and the Dunboyne Bypass (R157), creating a strong visual marker at the entrance to Dunboyne. The building's increased height and prominent location contribute to legibility, assist wayfinding and establish a distinctive identity for the development within the wider townscape.

2. Inviting Entrance

The landmark building is set back from the main site entrance, creating a generous public space that enhances the arrival experience and provides a welcoming transition into the development. This space, together with active ground-floor uses and landscaping, creates an attractive and inviting environment for residents and visitors.