6.4 Vistas and Focal Points - Urban Edge & Addressing Part 8 Road



Fig 6.10 - Artist Impression - Urban Edge

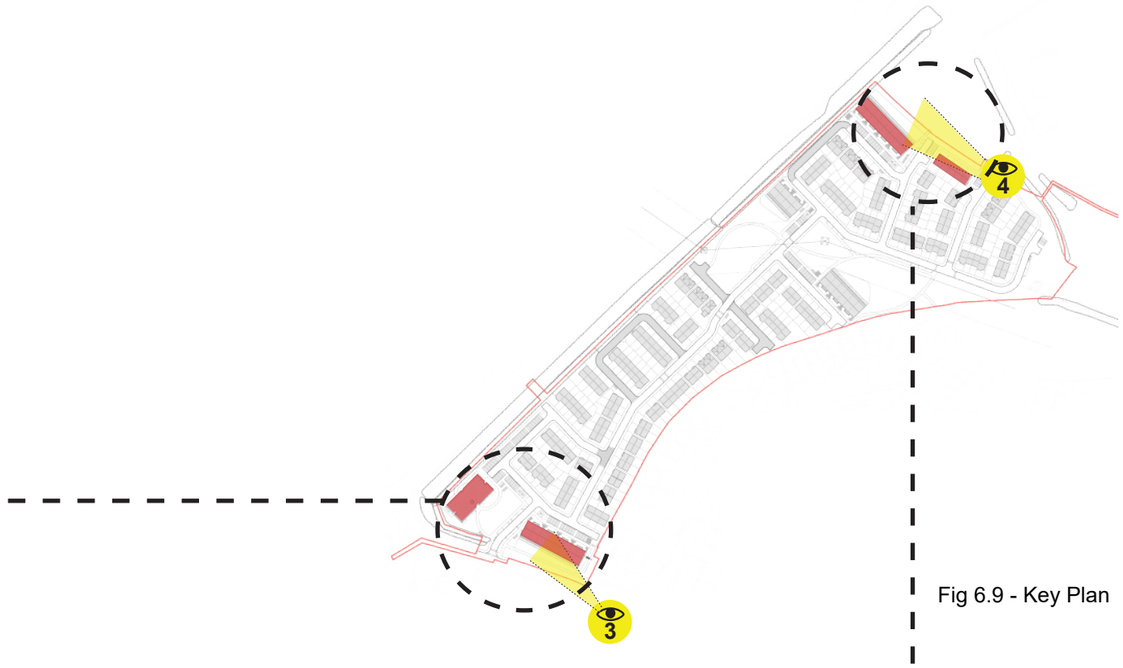


Fig 6.9 - Key Plan

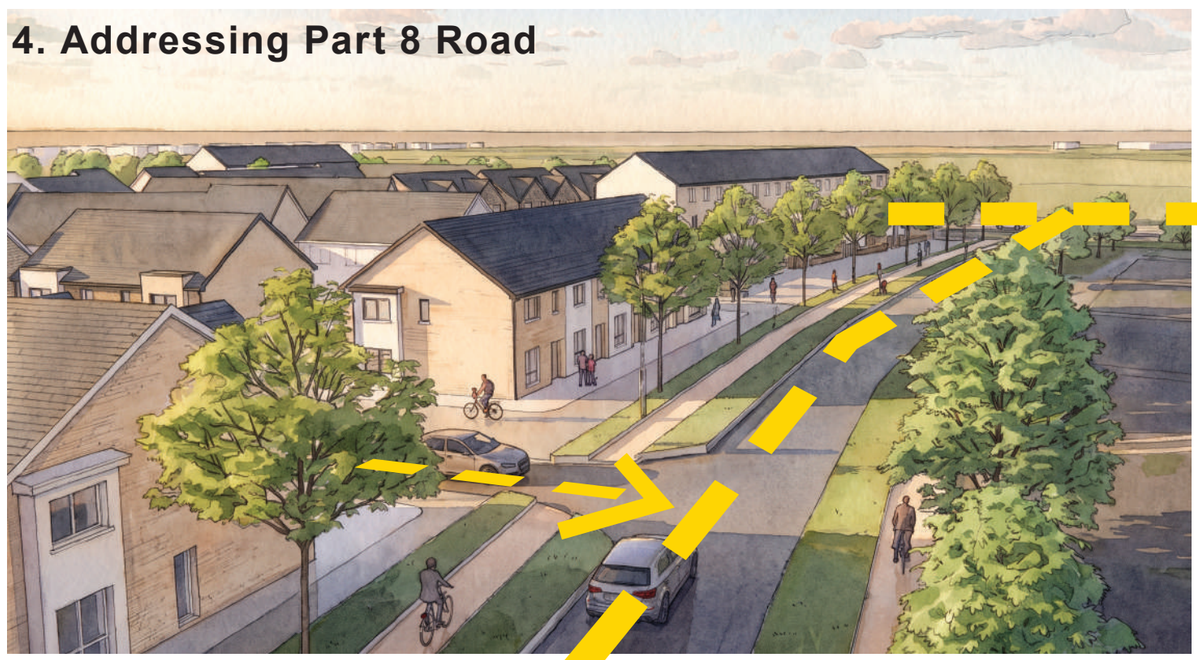


Fig 6.11 - Artist Impression - Addressing Part 8 Road

3. Urban Edge

Three-storey duplex buildings are positioned along Summerhill Road to create a strong and coherent urban edge. The scale and orientation of these buildings reinforce the street frontage while maintaining the established landscape character through the retention of existing boundary vegetation.

4. Addressing Part 8 Road

The development has been designed to positively address the permitted future road connection (Part 8 Ref. P8/22022). Dwellings and duplex buildings front onto this future route, providing active frontage, natural surveillance and a well-defined streetscape that supports future integration and connectivity.

6.5 Vistas and Focal Points - Defining Open Space

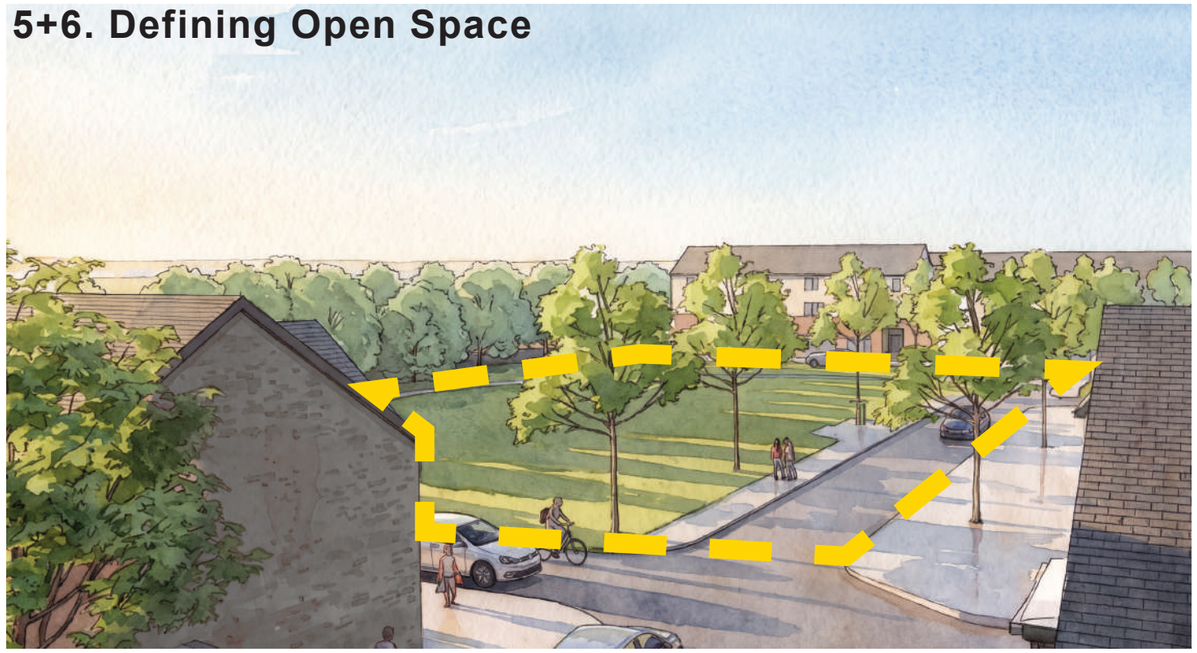


Fig 6.13 - Artist Impression - Landmark Building Approach



Fig 6.14 - Artist Impression - Inviting Entrance

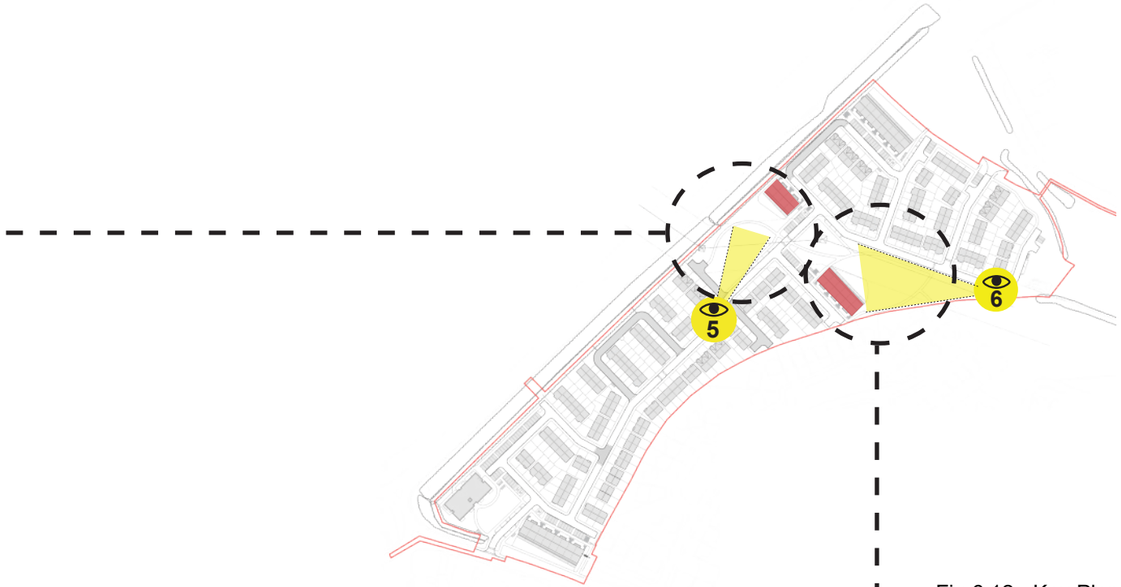


Fig 6.12 - Key Plan

5+6. Defining Open Space

Public open spaces are framed and overlooked by surrounding development, creating attractive, well-defined amenity areas that form focal points within the neighbourhood. The positioning of duplex buildings and houses around these spaces provides enclosure, passive surveillance and a strong relationship between homes and the public realm.

The arrangement of buildings and landscape elements creates a series of legible and distinctive public spaces that support recreation, social interaction and community life. Overlooking from adjacent dwellings ensures these spaces are active, safe and integrated into the daily life of the development.

6.6 Character Areas Layout

Character Areas

The development is structured around two distinct character areas separated by a central public open space. This approach helps create a legible and varied residential environment while maintaining a coherent overall identity.

Each character area is defined through subtle variations in architectural expression and materiality, creating a sense of place and supporting wayfinding throughout the development. The central open space acts as both a focal point and a transition between the two areas, providing a unifying landscape feature at the heart of the neighbourhood.



Fig 6.15 - Key Plan of Character Areas

6.7 Character Area 1 Materiality



Fig 6.17 - CGI of Front Elevation of House in Character Area 1

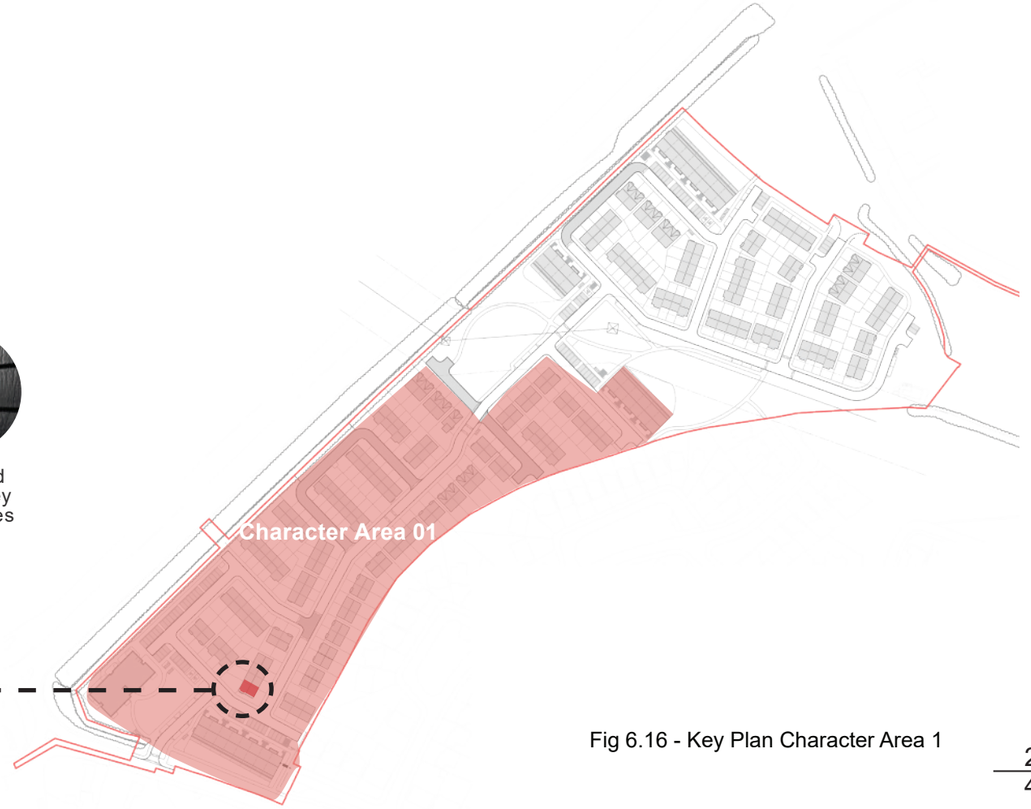


Fig 6.16 - Key Plan Character Area 1

Character Area 1 - Summerhill Road

Character Area 1 is defined by the use of grey/ brown brick combined with off-white render, dark grey window frames and dark grey roof tiles. The restrained palette of materials creates a robust and attractive streetscape while establishing a distinctive identity for this part of the development. The material selection forms part of a consistent architectural language across the wider scheme, ensuring visual harmony while contributing to local character and a strong sense of place.

6.8 Character Area 2 Materiality



Selected Dark Grey Roof Tiles

Selected Light Grey Brick

Selected Off-White Render

Selected Dark Grey Double-Glazed Window

Fig 6.19 - CGI of Front Elevation of House in Character Area 2



Fig 6.18 - Key Plan Character Area 2

Character Area 2 - Dunboyne Buisness Park

Character Area 2 adopts a complementary material palette centred on light grey brick, combined with off-white render, dark grey window frames and dark grey roof tiles. The use of lighter brickwork creates a subtle distinction from Character Area 1 while maintaining continuity across the development.

Together, the two character areas utilise a carefully coordinated palette of materials that provides visual variety, reinforces neighbourhood identity and contributes to a cohesive and high-quality residential environment.

6.9 Apartment Materiality



Fig. 6.20 - Apartment South East Elevation

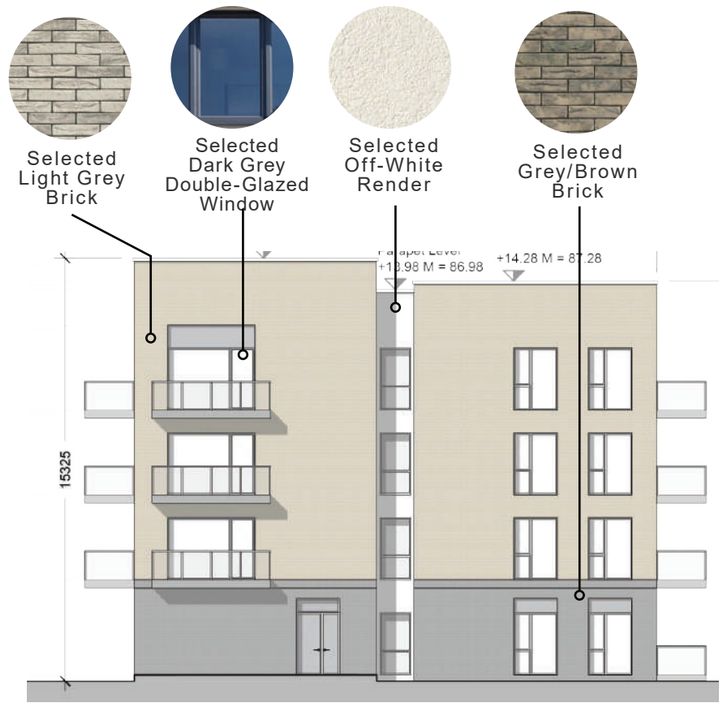


Fig. 6.21 - Apartment South West Elevation

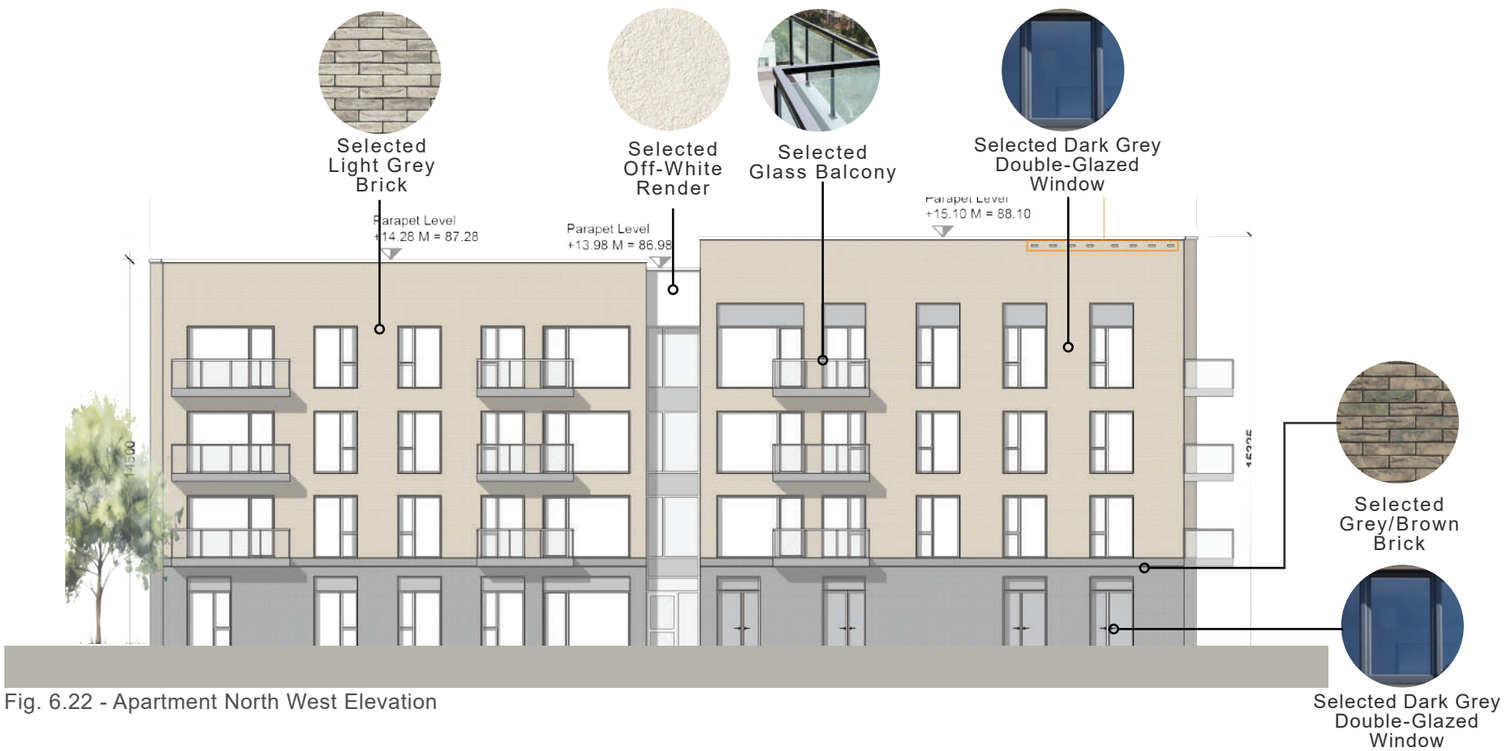


Fig. 6.22 - Apartment North West Elevation

Apartment Materiality

The apartment building employs a high-quality palette of brick, render and contemporary detailing to establish its role as a landmark building within the development. Variations in material, colour and articulation break down the overall massing of the building, creating visual interest and a human-scaled streetscape while maintaining a cohesive architectural language.

6.10 Duplex Materiality

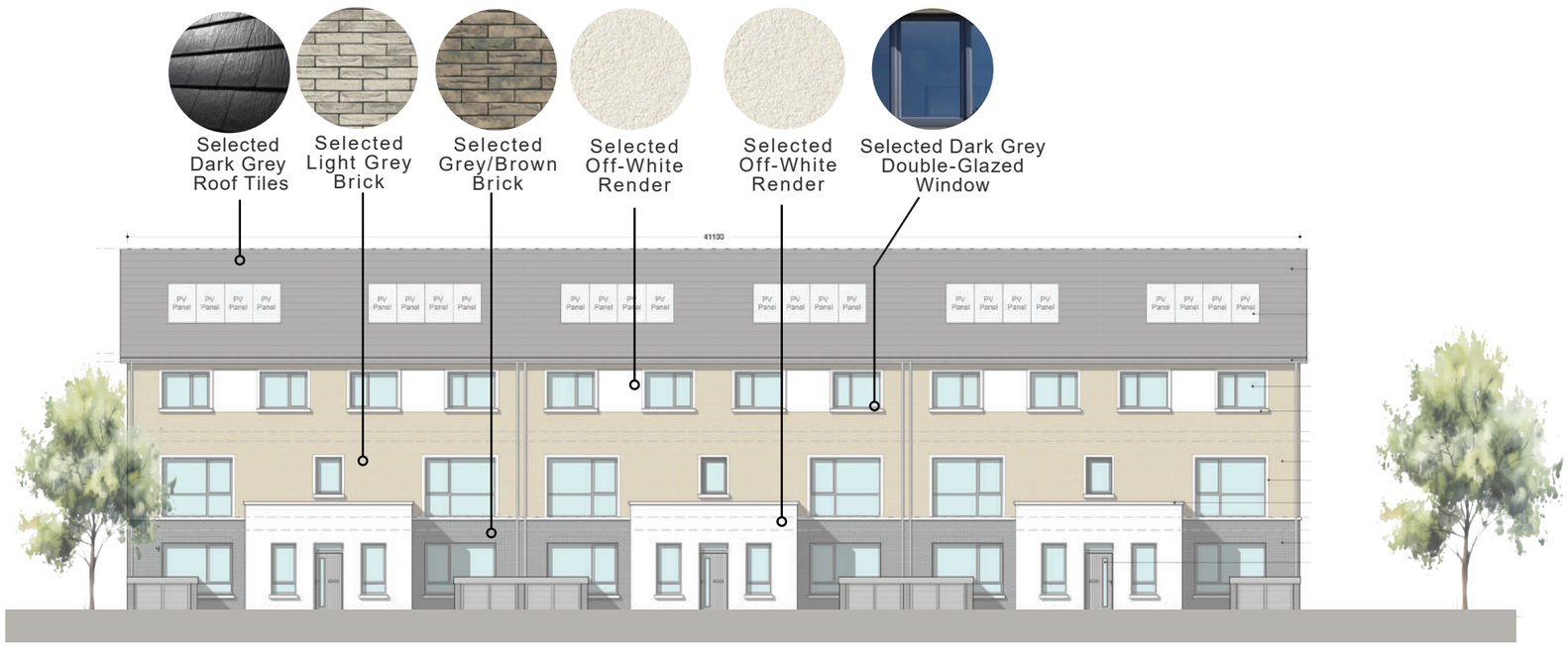


Fig. 6.23 - Duplex Block B - South West Elevation

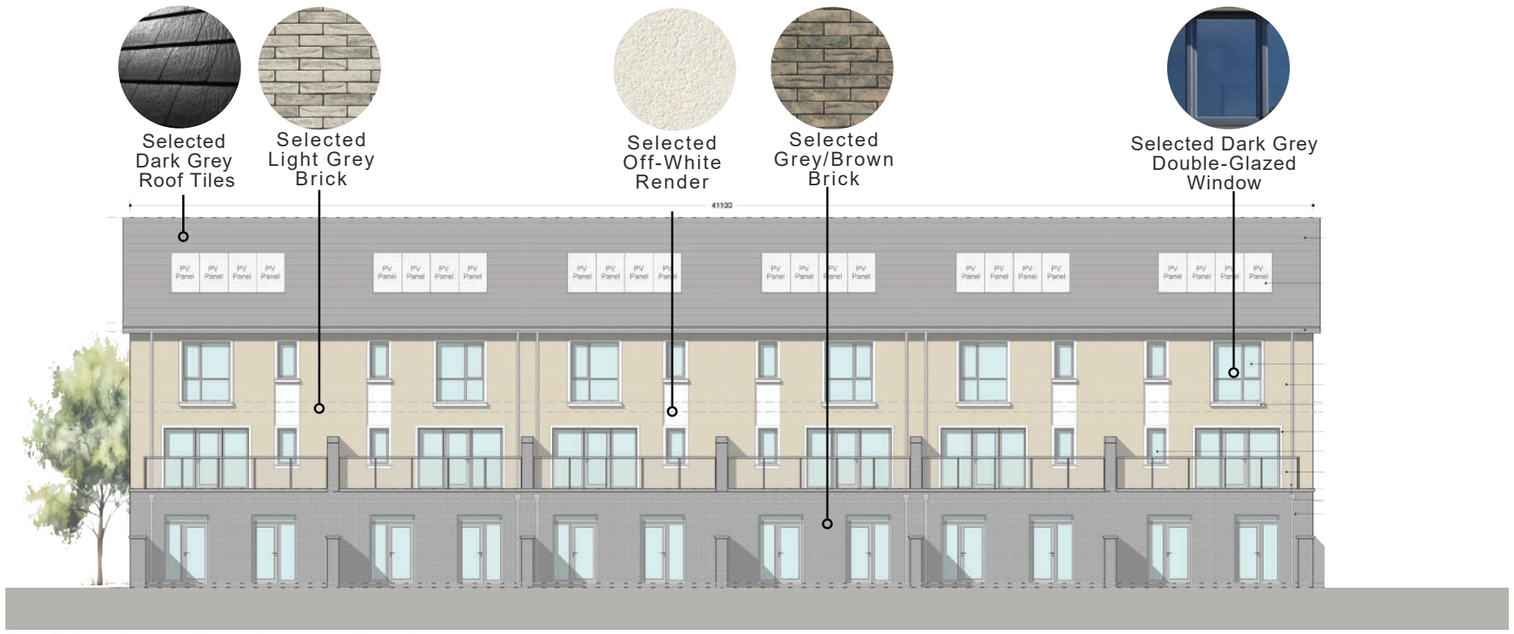


Fig. 6.24 - Duplex Block B - North East Elevation

Duplex Materiality

The duplex buildings utilise the same coordinated palette of brick, render and dark grey detailing adopted throughout the development. Careful composition of materials and elevations provides a clear residential character, reinforces active frontages and contributes to a varied yet cohesive streetscape.

6.11 Secure by Design

The development has been designed in accordance with Secure by Design principles, creating a safe, attractive and well-overlooked residential environment.

The street network has been arranged to provide open views and clear sightlines throughout the development, improving legibility and personal safety. The primary spine street benefits from overlooking along its length and from views into lower-trafficked residential streets, further enhancing passive surveillance of the public realm. The layout avoids the creation of rear lanes, alleyways or isolated spaces that could give rise to anti-social behaviour.

All public open spaces are enclosed and overlooked by surrounding development, ensuring a high level of natural surveillance. Buildings are designed to present active frontages to streets and open spaces, while blank gables have been avoided in prominent locations. This approach contributes to a vibrant public realm and promotes a strong sense of safety.

Secure cycle stores associated with houses and duplexes are positioned within the curtilage of individual dwellings and benefit from direct visibility from principal habitable rooms, providing additional security through passive observation.

A comprehensive lighting strategy has been incorporated to ensure that streets, pedestrian routes and key open spaces are well lit and feel safe to use throughout the year. Pedestrian and cycle connections are generally aligned with streets and overlooked routes, avoiding isolated or concealed movement corridors.

A clear distinction is established between public, semi-private and private spaces. Rear gardens are enclosed by robust boundary treatments, creating defensible private space for residents. Semi-private communal spaces are defined through landscape features and planting, including hedging and railings which provides a clear transition between communal and public areas while maintaining visual connectivity and passive surveillance.

Communal open spaces are overlooked by habitable room windows from adjacent dwellings, ensuring regular passive observation and contributing to a safe and welcoming environment for residents and visitors alike.



Fig 6.25 - Secure by Design Diagram



Fig 6.26 - Benches and Street Light



Fig 6.27 - Example of Garden Wall Treatment



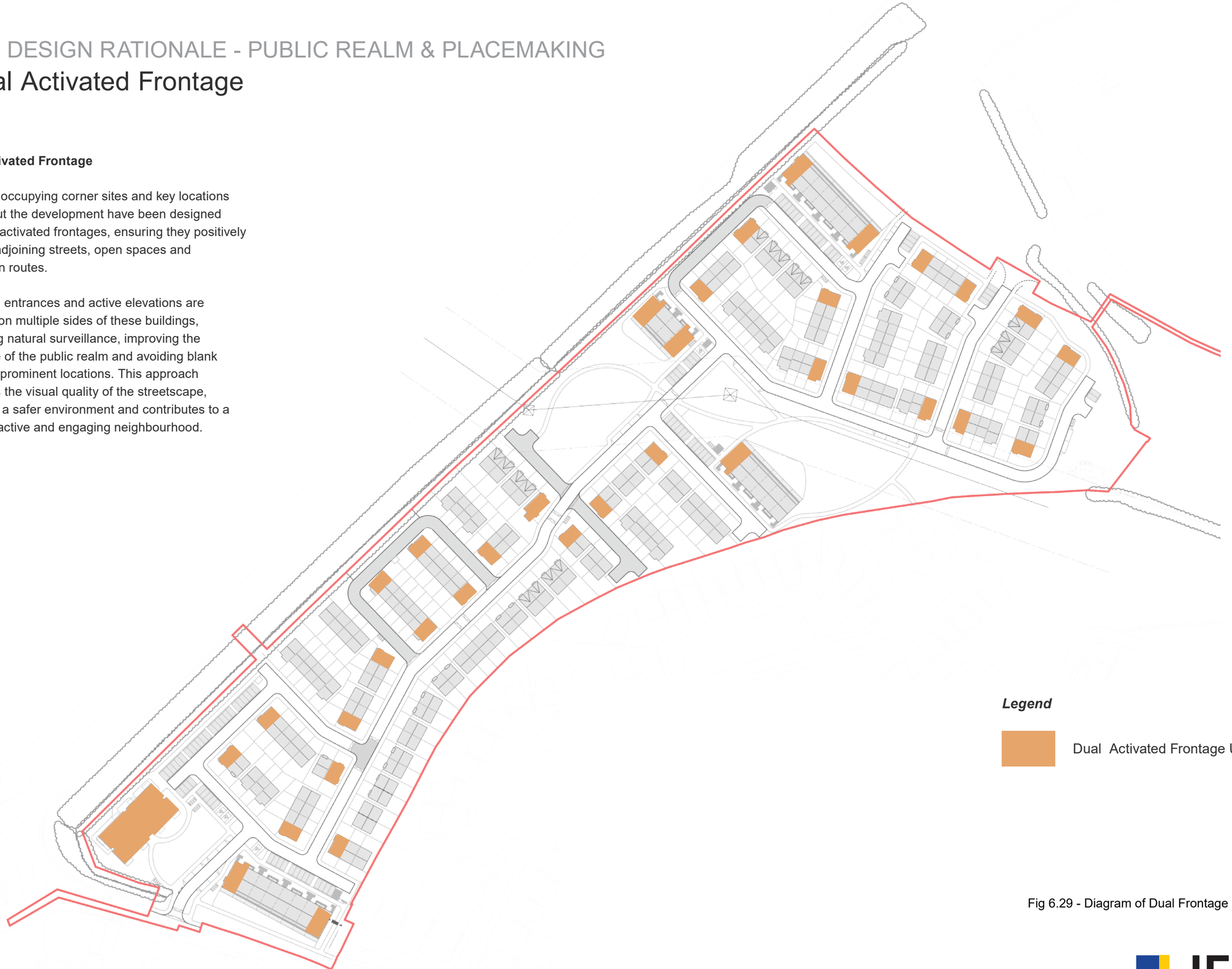
Fig 6.28 - Visitor Bike Parking Sheffield Stands

6.12 Dual Activated Frontage

Dual Activated Frontage

Buildings occupying corner sites and key locations throughout the development have been designed with dual activated frontages, ensuring they positively address adjoining streets, open spaces and pedestrian routes.

Windows, entrances and active elevations are provided on multiple sides of these buildings, increasing natural surveillance, improving the enclosure of the public realm and avoiding blank gables in prominent locations. This approach enhances the visual quality of the streetscape, promotes a safer environment and contributes to a more attractive and engaging neighbourhood.



Legend

Dual Activated Frontage Units

Fig 6.29 - Diagram of Dual Frontage Units

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7.1 Dwelling Mix

Diverse Housing Choice

The proposed development provides a diverse range of dwelling types, sizes and tenures, supporting the creation of an inclusive and balanced residential community. The mix is centred around family housing, with three-bedroom homes comprising approximately 60.5% of the development, complemented by two-bedroom units (26.6%), four-bedroom homes (7.7%) and one-bedroom units (5.2%).

A broad range of building typologies is proposed, including apartments, duplexes, detached, semi-detached and terraced houses ranging from one to four bedrooms. This variety supports a wide spectrum of household types, including first-time buyers, young families, growing families, downsizers, older persons and multi-generational households.

Higher-density development is located close to public transport and key movement corridors near the site entrance, while lower-density family housing is distributed throughout the development. This approach creates varied streetscapes, promotes social integration and supports a diverse and sustainable community.

Age-Friendly and Lifetime Homes

The development incorporates age-friendly and adaptable homes that support independent living and changing household needs over time. Apartment Type 1A and the ground-floor duplex units (Types D2.1, D2.2 and D2.3) have been designed as age-friendly lifetime homes, providing a total of 39 units (15.7% of all dwellings).

These homes are located in accessible locations adjacent to public transport, communal amenity spaces and public open spaces, ensuring convenient access to services and supporting inclusive living for residents of all ages and abilities.



Duplex Block A, B, C, D
(2 bed 4 person and 3 bed 5 person)
- First-time buyers
- Individuals
- Couples
- People with reduced mobility
-Growing Families
-Mid-sized families (2-3 Child)





All Apartment Units (1 bed 2 person) (2 bed 4 person)
- First-time buyers
- Individuals
- Couples
- People with reduced mobility



House Type T1c (2 bed 4 person)
- First-time buyers
- Couples
- New families
- Young professionals
- Single Parent Families



House Type 6Ca, N1, N1a (3 bed 5 person)
- Small/Mid-sized families (2-3 Child)
- New families
-Growing Families





House Type M1, M1a, M1c (3 bed 5 person)
- Small/Mid-sized families (2-3 Child)
- New families
-Growing Families



House Type O1, O1a, P1b (4 bed 6/7 person)
- Large-sized families (3-5 Child)
- Established families
- Multi-generational families

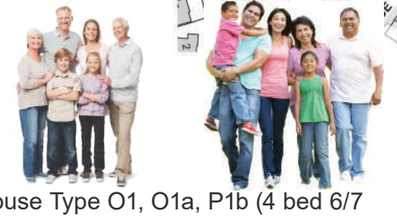


Fig 7.1 - Dwelling Mix Diagram

JFA ARCHITECTS

7.2 Inclusivity - Universal Approach

Universal Design

The development has been designed in accordance with Universal Design principles, creating an environment that is accessible, understandable and usable by people of all ages, abilities and mobility levels.

The layout responds positively to the site's topography, enabling convenient and intuitive movement throughout the development. Streets, pedestrian routes and public spaces have been designed to provide inclusive access and ensure all residents and visitors can comfortably navigate the neighbourhood.

Key Universal Design measures include:

- Accessible pedestrian routes with gentle gradients throughout the site.
- Level access to homes, open spaces and community facilities.
- Conveniently located car parking providing direct access to dwellings.
- Footpaths generally 2.0m wide to facilitate comfortable pedestrian movement.
- Tactile paving at crossing points and corduroy paving at potential hazard locations.
- High-quality public lighting to enhance safety, legibility and ease of movement.
- Durable surface materials selected to provide firm, slip-resistant and easily maintained walking surfaces.

Together, these measures create an inclusive environment that promotes independence, accessibility and ease of use for all members of the community.



Fig 7.2 - Curtilage Parking with Level Access and Dipped Kerbs at Crossings



Fig 7.3- Tactile and Visually Varied Surfaces



Fig 7.4 - Variety of public open spaces

7.3 Adaptable Universal Units

Adaptable and Accessible Homes

A range of dwellings within the development have been specifically designed to accommodate changing household needs over time. Apartment Type 1A and the ground-floor duplex units incorporate Universal Design measures that support accessibility, adaptability and independent living.

The layouts have been carefully designed to provide accessible circulation, convenient access arrangements and flexibility to accommodate a range of occupants, including older persons and people with reduced mobility. These homes are capable of adapting to changing needs over their lifespan, supporting long-term occupation and contributing to the creation of a sustainable and inclusive community.

The design demonstrates how Universal Design principles have been integrated into the residential accommodation from the outset, ensuring that homes remain functional, comfortable and adaptable for a wide range of users.

Legend

- Hall / Landing
- Living / Kitchen / Dining room
- Bathroom / Ensuite
- Storage
- Bedroom
- 1500x1500mm adjacent to entrance door
- 1500mm turning circle
- Space for a wheelchair within WC
- Space for a possible level access shower
- 1800x1500 space for desk, chair & filing
- 1200mm space on at least two sides of dining table
- 800mm clear space around double bed
- 'Soft spot' between bedroom and bathroom for future doorway
- 300mm leading edge on all doors minimum clear width noted
- External Light

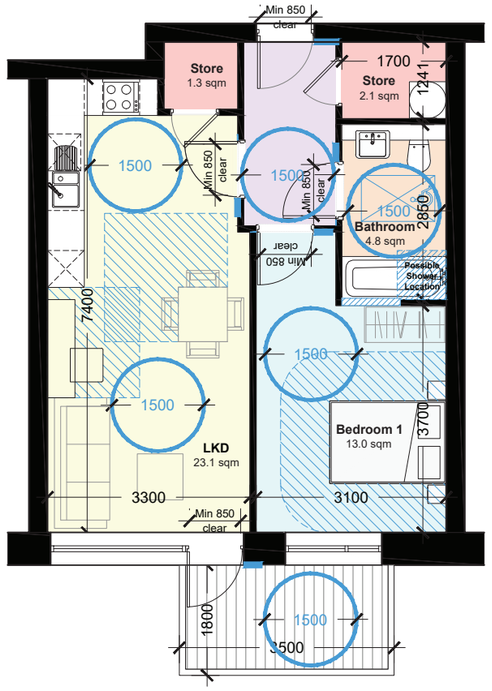


Fig 7.5 - Apartment 1A Floor Plan

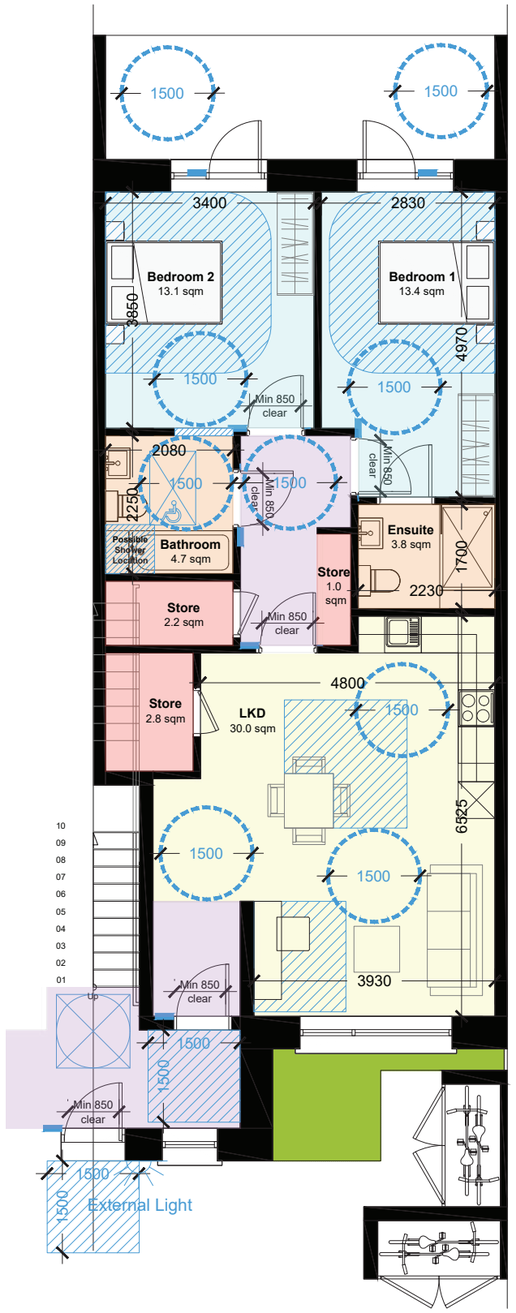


Fig 7.6 - Typical Ground Floor Duplex Floor Plan

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8.1 Apartment Orientation and Dual Aspect

Apartment Orientation & Daylight

The apartment building has been designed to maximise residential amenity through careful consideration of orientation, daylight access and dual-aspect provision. The elevation facing the Dunboyne Bypass (R157) sits +45 degrees from North.

No apartments are single-aspect north-facing units. Where apartments have a north-facing elevation, they are provided with an additional aspect, ensuring a dual-aspect arrangement and enhancing daylight penetration, outlook and natural ventilation.

GIA prepared a Daylight and Sunlight Assessment for the proposed development in accordance with the BRE Guidelines (2022) and BS EN 17037:2018. The assessment concludes that the scheme will provide a high standard of daylight and sunlight amenity for future residents. The vast majority of assessed habitable rooms (96%) achieve the recommended daylight levels, while all tested dwellings meet the relevant sunlight criteria. The assessment also confirms that proposed communal and public open spaces will receive excellent levels of sunlight, significantly exceeding BRE recommendations. Overall, taking account of the design measures incorporated within the scheme, the proposed development is considered to provide excellent daylight and sunlight conditions and a high-quality living environment for future occupants.

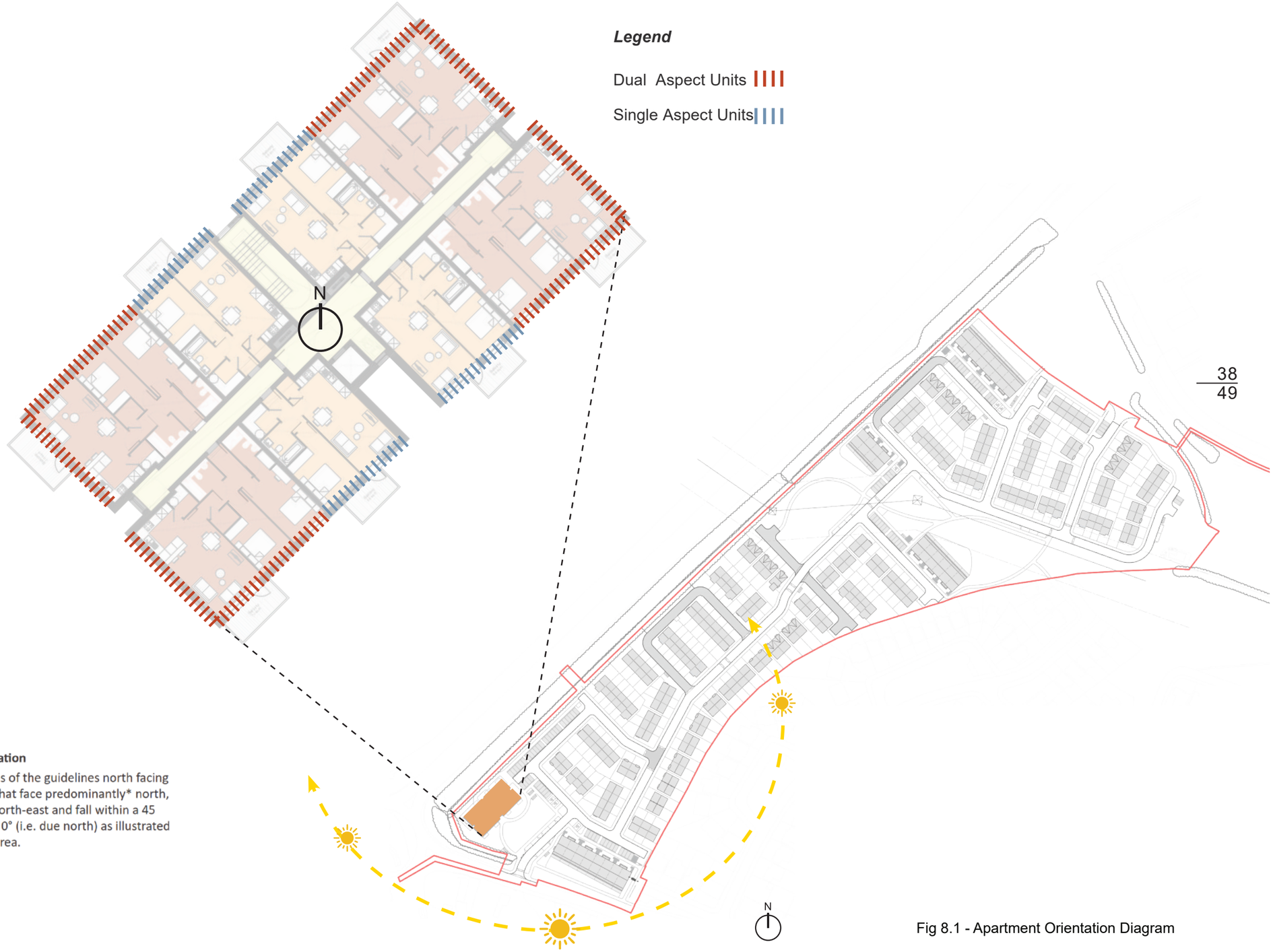
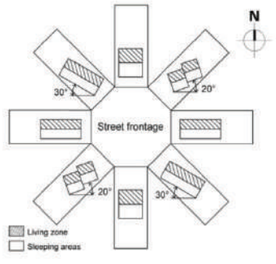


Fig 8.1 - Apartment Orientation Diagram



Building Orientation

For the purposes of the guidelines north facing units are units that face predominantly* north, north-west or north-east and fall within a 45 degree angle of 0° (i.e. due north) as illustrated by the shaded area.

* Over 50 per cent of the facade.

Fig 8.2 - Excerpt Apartment Guidelines (2018)

8.2 Public & Communal Open Spaces

Public and Communal Open Space

The development provides a comprehensive network of public and communal open spaces that support recreation, biodiversity, social interaction and resident wellbeing.

A total of 10,775 sq.m of public open space is provided, equating to approximately 16.6% of the net developable site area and exceeding the minimum requirements of both the Meath County Development Plan and the Sustainable Residential Development and Compact Settlements Guidelines.

Four public open spaces are distributed throughout the development, creating a variety of amenity areas that are integrated with the surrounding residential streets and overlooked by adjoining dwellings to ensure a high level of passive surveillance.

- Open Space A creates an attractive arrival space adjacent to Apartment Block A and helps define the principal entrance to the development.

- Open Spaces B and C provide substantial recreational areas at the centre of the site. Their design responds to the existing high-voltage powerline corridor, transforming it into a dynamic and usable landscape feature.

- Open Space D benefits from the existing riparian corridor and mature hedgerow, creating a distinctive natural amenity area while supporting biodiversity enhancement.

  Communal open spaces are also provided adjacent to apartment and duplex buildings. These spaces are directly overlooked by surrounding homes and are designed to support day-to-day residential amenity in a safe and attractive setting.

Communal Open Space

1 - Apartment Block A - 198.4 m^2
2 - Duplex A - 309.4 m^2
3 - Duplex B - 314 m^2
4 - Duplex C - 172 m^2
5 - Duplex D - 346.6 m^2

Net Total **1,340** m^2

COS Total - 1340.4 m^2

Public Open Space

A - 1560 m^2
B - 2993 m^2
C - 4756 m^2
D - 1465 m^2

Net Total **10,775** m^2

POS Total - 10,775 m^2 (16.6%)*

*Within net developable area



Fig 8.3 - Open Space Diagram

JFA ARCHITECTS

8.3 Parking Strategy

Parking Strategy

The parking strategy has been designed to provide convenient access for residents and visitors while maintaining a high-quality public realm.

The overall residential parking ratio is 1.5 spaces per unit. Houses are predominantly served by in-curtilage parking, providing direct and convenient access to dwellings. End-of-terrace, semi-detached and detached homes are provided with two parking spaces, while mid-terrace houses are generally served by one in-curtilage space.

Duplex and apartment parking is integrated within the overall layout in a manner that balances accessibility, residential amenity and efficient land use. Visitor parking is distributed throughout the development and benefits from passive surveillance from surrounding homes.

Electric vehicle charging infrastructure and accessible parking spaces are incorporated throughout the scheme to support sustainable and inclusive travel. Crèche parking is conveniently located adjacent to the facility and can also accommodate visitor parking outside of operating hours.

Overall, the parking layout is carefully integrated into the street network, ensuring that parking provision supports rather than dominates the public realm.

Please refer to NRB's Traffic and Transport Assessment Report for more details.

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	

Fig 8.5 - Car Parking Provision Excerpt from Schedule of Accommodation

Total
388
Parking



Fig 8.4 - Parking Strategy Diagram

8.4 Refuse & Bicycle Storage Strategy

Refuse & Bicycle Storage

Secure and convenient refuse and bicycle storage facilities are provided throughout the development in accordance with the needs of each dwelling type.

Houses without direct access to their rear gardens are provided with dedicated bicycle and bin stores within their curtilage, ensuring secure and easily accessible storage. Duplex units benefit from individual bicycle storage and shared refuse facilities located close to building entrances, while apartment residents are served by dedicated communal bicycle and refuse storage areas located at ground floor level.

The crèche is also provided with independent refuse and bicycle storage facilities.

Visitor bicycle parking is distributed throughout the site at key locations, encouraging active travel and supporting sustainable transport choices for residents and visitors.

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

Fig 8.7 - Bicycle Parking - Except from Schedule of Accommodation



Fig 8.6 - Bin & Bike Provision Diagram

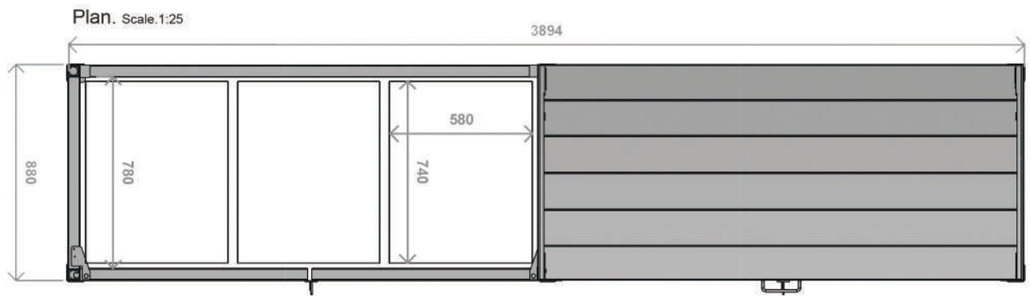
8.3 Refuse & Bicycle Storage Details

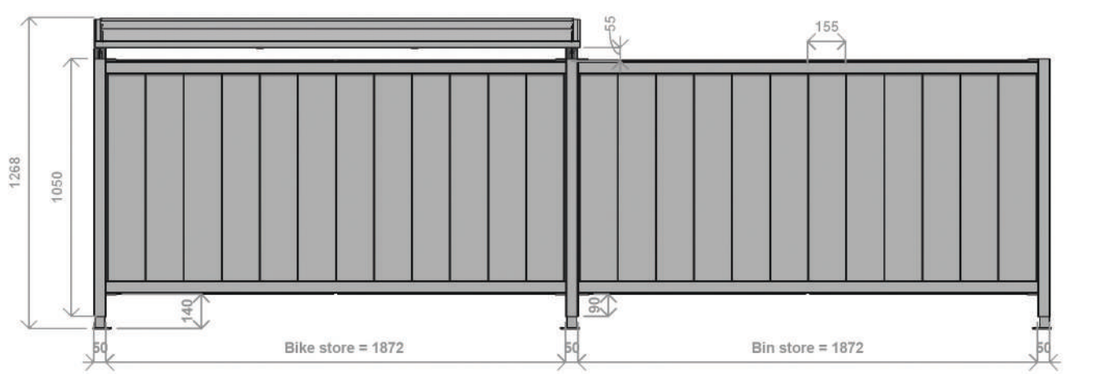
Convenient and Secure Residential Storage

The design of the mid-terrace homes ensures that practical day-to-day requirements are fully integrated into the residential environment.

Resident parking is located close to individual dwellings and benefits from natural surveillance from adjoining homes. Where direct side access to rear gardens is not available, secure bicycle and refuse storage is provided within the front curtilage, ensuring convenient access while maintaining an attractive streetscape.

This approach supports sustainable travel, promotes ease of use for residents and ensures that servicing requirements are accommodated without adversely affecting the quality of the public realm.





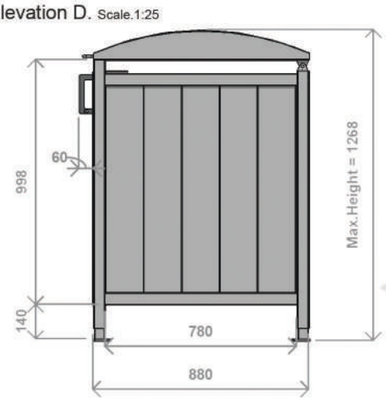


Elevation C. Scale.1:25

Fig 8.9 - Mid-terraced Bin & Bike Storage CGI



Elevation D. Scale.1:25



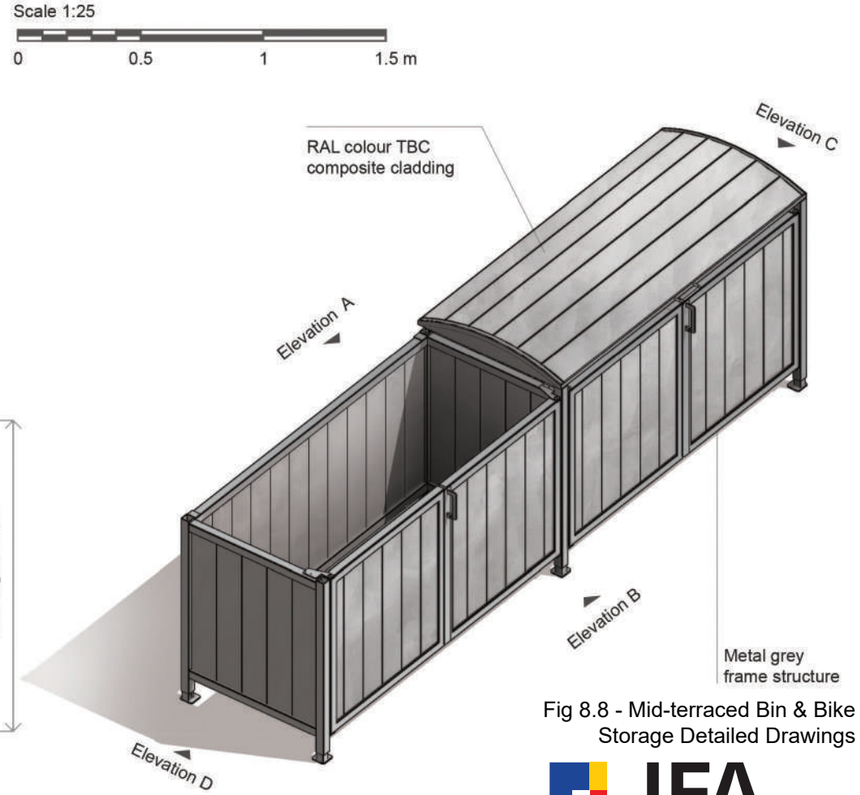


Fig 8.8 - Mid-terraced Bin & Bike Storage Detailed Drawings

JFA ARCHITECTS

9.1 Sustainable and Efficient Movement & Mix of Land Uses

This section of the Design Statement demonstrates how the proposed development corresponds to the Key Indicators of Quality Urban Design and Placemaking as set out in Section 4.3 of the Sustainable Residential Development and Compact Settlements Guidelines, 2024





1. SUSTAINABLE AND EFFICIENT MOVEMENT

- **Accessible location** within walking and cycling distance of Dunboyne Town Centre (c. 850m), providing access to shops, schools, employment, community facilities and services.
- **Strong public transport connectivity,** with both Dunboyne Railway Station and M3 Parkway Station located approximately 1.5km from the site, providing direct rail access to Dublin Docklands.
- **Future bus service** proposed to connect the development with Dunboyne Town Centre, Blanchardstown Town Centre and the wider area.
- **Highly permeable layout** designed around a clear street hierarchy, prioritising pedestrian and cyclist movement throughout the development.
- **Pedestrian-priority streets and home zones** incorporated through raised shared-surface treatments to create a safe and attractive residential environment.
- **Quality pedestrian infrastructure** provided, including segregated 2m footpaths along local streets.
- **Traffic-calming measures,** including vertical and horizontal deflection, ensure low vehicle speeds and support road safety.
- **Street trees integrated throughout the development** to enhance the public realm, improve streetscape quality and reinforce a sense of place.
- **Future-proofed connectivity,** facilitating pedestrian and vehicular links to the proposed future link road and pedestrian connections to adjoining residential areas, including Plunkett Hall.
- **Car parking provided in accordance with SPPR 3**, at a rate of 1.5 spaces per dwelling, appropriate to the site's accessibility level.
- **Electric vehicle infrastructure incorporated,** with 24 on-street EV charging spaces and all in-curtilage parking spaces ducted for future charger installation.
- **Secure bicycle parking provided for all residents** in accordance with SPPR 4, with visitor bicycle parking distributed throughout the development.
- **Visitor car parking spaces strategically located** throughout the site to support accessibility while promoting sustainable travel choices.

Summary: The proposal delivers a connected, walkable and highly permeable neighbourhood that promotes active travel, supports modal shift, and integrates with existing and future transport networks.





2. MIX OF LAND USES - Vibrant Centres and Communities

- **Residential-led development** that accords with the A2 – New Residential zoning objective of the Meath County Development Plan 2021–2027.
- Creates a **new and integrated residential neighbourhood** that strengthens Dunboyne's role as a Self-Sustaining Growth Town within the Regional Spatial and Economic Strategy (RSES).
- **Well-connected to employment, services and amenities** through existing and proposed walking, cycling and public transport infrastructure.
- Located within easy cycling distance of major local employers, including **MSD, Alltech Ireland, Kilsaran, EMR Integrated Solutions, Dunboyne College of Further Education, Avoca and Dunboyne Castle Hotel & Spa.**
- Provides convenient access to a wide range of community, recreational and leisure amenities including **Dunboyne Library, Dunboyne Greenway, St. Peter's GAA Club, Dunboyne AFC, Dunboyne Athletic Club and local retail and hospitality uses.**
- Delivers a **diverse housing mix** comprising 1- and 2-bedroom apartments, 2- and 3-bedroom duplexes, and 2-, 3- and 4-bedroom houses.
- Supports a **broad demographic profile,** including first-time buyers, families, downsizers and older persons, providing housing choice and tenure diversity.
- Incorporates a **range of building typologies and densities,** from four-storey apartment buildings to traditional family housing, creating a varied and balanced neighbourhood character.
- **Higher density development is focused towards the Summerhill Road frontage,** establishing a strong urban edge and making efficient use of accessible locations.
- Includes a **crèche facility positioned near the site entrance,** providing a valuable community service and encouraging walking and cycling trips.
- Designed with a high degree of **permeability and connectivity**, allowing both existing and future neighbouring communities to access local facilities and amenities.
- **Universal Design principles** are incorporated within apartment Type 1A units and ground-floor duplexes, ensuring adaptability, accessibility and age-friendly housing provision.

Summary: The proposal delivers a diverse and inclusive residential community that supports Dunboyne's planned growth, provides a broad range of housing and community facilities, and promotes easy access to employment, services and amenities through sustainable movement networks.

9.2 Green and Blue Infrastructure & Responsive Built Form

This section of the Design Statement demonstrates how the proposed development corresponds to the Key Indicators of Quality Urban Design and Placemaking as set out in Section 4.3 of the Sustainable Residential Development and Compact Settlements Guidelines, 2024





3. GREEN AND BLUE INFRASTRUCTURE - Open Space, Landscape and Heritage

- **Site layout informed by existing landscape features,** with development set back from established hedgerows along the northeast, south and northwest boundaries to ensure their retention and long-term protection.
- **Existing hedgerows retained and enhanced** through additional native planting, strengthening biodiversity corridors and ecological connectivity across the site.
- **Riparian corridor protected and enhanced,** with buildings and roads set back from the stream along the northeastern boundary, allowing for habitat conservation and biodiversity enhancement.
- **Native planting proposed along the stream corridor,** reinforcing the blue-green infrastructure network and improving ecological value.
- **Nature-based SuDS measures incorporated** throughout the development, including swales and attenuation areas, to manage surface water sustainably and reduce pressure on the drainage network.
- **High-quality public open spaces** designed in accordance with Universal Design principles, ensuring accessibility and inclusivity for all users.
- **Range of active and passive recreational opportunities provided,** including equipped play areas, informal open spaces and strategically located seating areas.
- **Landscape design promotes health and wellbeing,** encouraging outdoor activity, social interaction and connection with nature.
- **Electric vehicle charging infrastructure integrated** throughout the development, supporting the transition to lower-carbon transport.
- **Photovoltaic panels incorporated within dwellings,** contributing to renewable energy generation and supporting sustainable living.
- **Biodiversity enhancement measures included,** such as the provision of swift boxes on Apartment Block A to support urban bird populations and ecological diversity.

Summary: The proposal adopts a landscape-led approach that protects and enhances existing natural assets, integrates blue-green infrastructure throughout the site, promotes biodiversity and sustainable drainage, and provides accessible, high-quality open spaces that support health, wellbeing and climate resilience.





4. RESPONSIVE BUILT FORM

- **Building heights strategically varied** to reinforce key gateways and important junctions, including the interface with the Dunboyne Bypass (R157), Summerhill Road and the proposed future link road.
- **Development responds sensitively to adjoining residential areas,** with predominantly two-storey dwellings positioned along the shared boundary with Plunkett Hall to respect existing scale, character and residential amenity.
- **Higher-density development accommodated in appropriate locations,** supporting the objectives of compact growth and efficient land use in accordance with the Sustainable and Compact Settlements Guidelines.
- **Built form and open space structure informed by site constraints**, with development located outside the exclusion zones associated with the existing high-voltage power lines.
- **Central open space corridor transforms a site constraint into a community asset,** providing a series of interconnected recreational spaces, biodiversity features and nature-based SuDS measures.
- **Open spaces designed to provide a variety of amenity experiences,** catering for children, families and older residents through both active and passive recreation opportunities.
- **Duplex and higher-density elements overlook key open spaces,** creating strong spatial enclosure and enhancing passive surveillance, safety and usability.
- **Clear definition of streets and public spaces,** with buildings positioned to frame and overlook routes and amenity areas, contributing to legibility and placemaking.
- **Contemporary architectural approach** employing a durable palette of brick and render that reflects the established material character of Dunboyne while creating a distinctive identity for the development.
- **Well-defined private open spaces** provided through enclosed rear gardens and private amenity areas, ensuring a clear distinction between public and private realms.
- **Appropriate separation distances incorporated throughout the scheme,** safeguarding privacy and residential amenity in accordance with SPPR 1 and relevant design standards.

Summary: The proposed built form responds appropriately to its context, balances compact growth with residential amenity, creates strong spatial definition around streets and open spaces, and delivers a coherent architectural character that supports placemaking and long-term sustainability.

10.1 View at Entrance into the Development



10.2 View of Central Open Space



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