

# Planning Report

For Development at Barberstown, Barnhill and Passifyoucan, Clonsilla,  
Dublin 15

on behalf of Alanna Homes & Alcove Ireland Four Ltd

July 2022



McCutcheon Halley  
CHARTERED PLANNING CONSULTANTS



**BARNHILL**  
GARDEN VILLAGE

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# 1. Introduction

This Planning Report has been prepared by McCutcheon Halley Chartered Planning Consultants, in collaboration with Delphi Design + Architecture, C+W Architects, CDP Architecture, Gannon & Associates Landscape Architects and CSEA Consulting Engineers, on behalf of Alanna Homes and Alcove Ireland Four Ltd., (herein referred to as 'the applicant'). The PR&SOC accompanies a development proposal for residential development for 1,243 units and associated site development works at Barberstown, Barnhill and Passifyoucan, Clonsilla, Dublin 15.

The Planning Report provides the planning context and the key planning considerations for the proposed development.

A Statement of Consistency has been prepared in support of this Strategic Housing Development application, which sets out the principal planning policy documents at national and local level and assesses consistency with the principle and relevant objectives of each policy document in a matrix and is provided as a separate report.

This document is structured under the following headings:

- Introduction,
- Site Context and Planning History,
- Proposed Development,
- Planning Policy Context,
- Planning Assessment,
- Conclusion.



## 2. Site Context and Planning History

### 2.1. Existing Site Context

The application site is located within the townlands of Barberstown, Barnhill and Passifyoucan, Clonsilla, Dublin 15 and is situated approximately 3 km west of Blanchardstown and approximately 18 km by road to O'Connell Street, Dublin. The site is bounded to the north by the Dunboyne to Clonsilla Rail Line and Hansfield train station and to the east by the Royal Canal and Dublin-Maynooth Railway Line.

To the west of the application site is the R149 Clonee-Lucan Road and to the south is Barberstown Lane South. Barberstown Lane North runs through the northern section of the site, providing local access, and linking with the R149 to the west and the Barberstown Lane South to the east. Within the southern portion of the lands, a stream runs in a west to east direction.

The existing site comprises of a number of parcels of land that are demarcated by hedgerow and trees. The overall lands are characterised by relatively flat terrain and the majority of the application site is predominantly used for agricultural purposes. An industrial /farmyard building complex is situated to the south of Barberstown Lane North, Within the Barnhill LAP lands but falling outside the proposed application site, are 8 residential houses to the north of Barberstown Lane North and 1 residential house accessed from the R149.

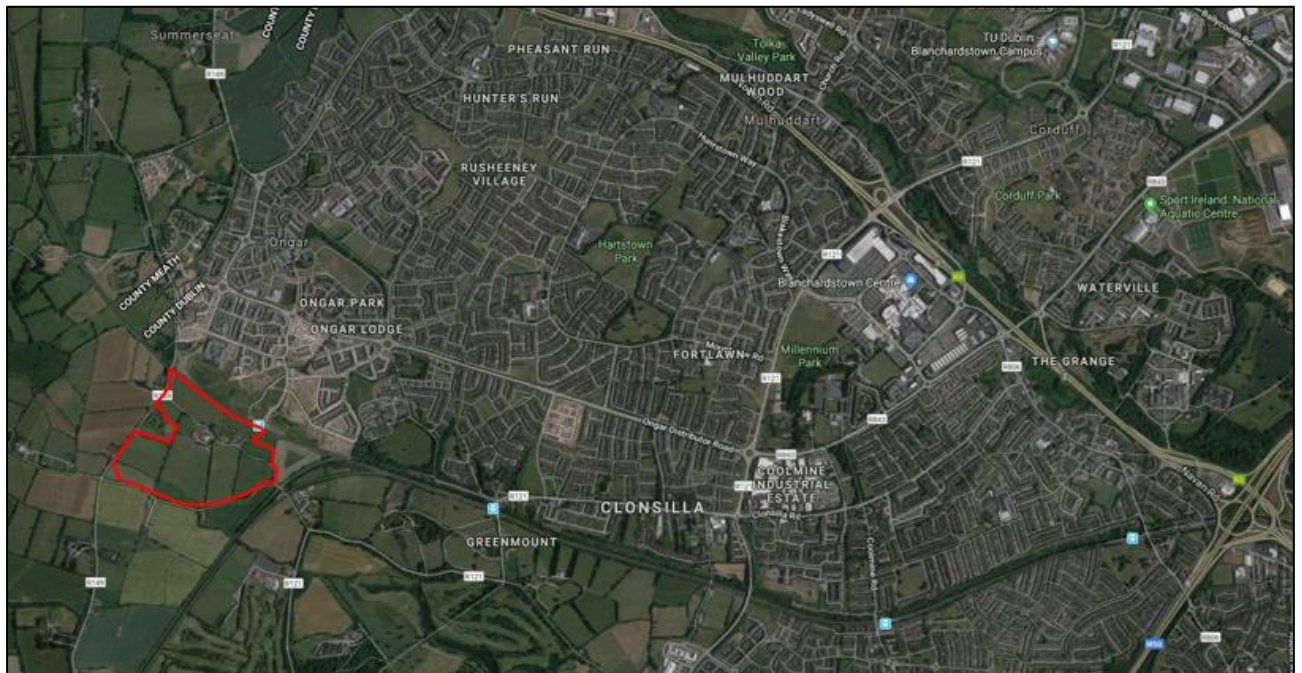


Figure 2.1: Site Location Map (Site indicatively marked in red)

## 2.2. Future Site Context

The proposed development lies to the south of Hansfield Strategic Development Zone (SDZ). Much of the lands within the SDZ have already been developed and further construction is underway. The Hansfield SDZ in combination with the Barnhill lands will create a new community focused around Hansfield train station. The developments at Hansfield SDZ and Barnhill will be complementary and share services. The new railway plaza and link to the existing railway platform at Hansfield will provide a direct connection between the Barnhill Garden Village development and the SDZ. The upgrade of the Ongar – Barnhill Road will also provide a new bridge access to the west, with integrated pedestrian and cycling facilities.

Hansfield train station already provides an extensive rail service to Dublin, which is to be further augmented by the DART+ West programme, which will improve capacity on Maynooth and M3 Parkway to the city centre. The development site is already well placed for the sustainable transport by rail, but the DART+ project will:

- Increase train capacity from the current 6 trains per hour per direction up to 12 trains per hour per direction. Passenger capacity will increase from 5,000 in 2019 to 13,200 passengers in 2025.
- Electrification and re-signalling of the Maynooth and M3 Parkway lines will reduce carbon emissions and also reduce noise associated with the rail service at Hansfield.

In addition to the railway improvements, the road network serving the Barnhill site is to be improved prior to the commencement of development. The upgrade of the Ongar-Barnhill Road has already been approved under Part 8 provisions and is projected to be in place for the 3<sup>rd</sup> quarter of 2024. The permitted upgrade works provide for:

- The upgrade of the Ongar -Barnhill North South Link Road
- Upgrade of existing Barberstown Lane South
- Creation of a cul-de-sac of the existing Barberstown Lane North and provision of pedestrian and cycle crossing points between the east and west of the new Ongar-Barnhill North South Link Road.

Later phases of the upgrade works will deliver a new bridge adjacent to the existing Barberstown rail level crossing, and closure of the current level crossing.





Figure 2.2: Site Context



Figure 2.3: Proposed Site Layout Plan, Source; Architectural Design Statement



### 2.3. The Applicant & Land Ownership

The application is made on behalf of Alanna Homes (registered business name of Garlandbrook Limited) and Alcove Ireland Four Ltd.

The application site consists of lands in the ownership of:

- Dragonglen Ltd.
- Lands owned jointly by Dragonglen Ltd and Alcove Ireland Four Ltd.
- Lands under the control of Fingal County Council.

A letter of consent to include the lands under the control of Fingal County Council accompanies the planning application.

A letter of consent from Dragonglen Ltd also accompanies the planning application and gives consent to Alanna Homes and Alcove Ireland Four Ltd.

A letter from Alcove Ireland Four Ltd noting that their joint Applicant Alanna Homes has consent from Dragonglen to apply on the joint lands and that Dragonglen have granted permission for them to be party to the application on the lands in the sole ownership of Dragonglen.

### 2.4. Planning History

A desktop search of Fingal County Council's planning register indicates that the following historic applications have been submitted for the application site.

- F07A/0842      The Planning Authority consented to the diversion of the Corduff-Ryebrook 110kV double circuit transmission line which will comprise of the erection of two new 110kV double circuit lattice steel angle towers, supporting the line, which consists of six overhead steel reinforced aluminum conductors of maximum height 30m. This line diversion was required to facilitate the proposed Ongar to Barnhill distributor road and bridge over the adjacent railway line.
- F07A/0118      Permission was granted on 9<sup>th</sup> August 2019 for a foul sewage pumping station and adjoining underground storage tanks which included the pumping station to consist of an above ground maintenance building & attached ESB substation including associated landscaping and vehicular access to Barberstown Lane South.
- F07A/1623      Temporary station access road, linking Barnhill Road to the Old Navan Railway at the proposed location of the Hansfield Train Station.
- F08A/0487      Temporary pedestrian steps, wheelchair accessible ramps, cycle stands, public lighting, embankments and all associated development and infrastructural works to link the proposed temporary station access road (currently under separate application reg. ref. F07A/1623) to the proposed train station and integrated pedestrian overbridge.

It is important to take into regard applications of note in the surrounding area including applications in relation to the Hansfield Strategic Development Zone (SDZ), located to the north of

the site. A planning scheme has been adopted for this SDZ and designated for the provision of a number of uses including residential, schools, rail halt, community and neighbourhood centres and health and childcare services.

**Table 2.1 Planning History Summary**

<b>Applicant</b>	<b>Reference</b>	<b>Summary of Development</b>
<b>Mulberryglen Ltd.</b>	FW15A/0161	206 units in zone 2
<b>Mulberryglen Ltd.</b>	FW16A/0117	47 units in zone 2
<b>Garlandbrook Ltd</b>	FW16A/0123	219 units in zone 2 and zone 6
<b>Hansfield Investment Ltd</b>	FW15A/0032	128 units in Zone 4
<b>Firth Development Unlimited Company</b>	FW17A/0234	155 units in Zone 6
<b>Garlandbrook Ltd</b>	FW18A/0021	95 units in zone 6
<b>Hansfield Investment Ltd</b>	FW18A/0161	247 units in Zone 7
<b>Hansfield Investment Ltd</b>	FW18A/0162	62 units in Zone 1
<b>Hansfield Investment Ltd</b>	FW18A/0197	200 units in Zone 7
<b>Garlandbrook Ltd</b>	FW18A/0110	618 units in zone 7
<b>Hansfield Investment Ltd</b>	FW20A/0084	15 units, Creche (493m2) Place of Worship and a medical suite in Zones 1 and 7
<b>Garlandbrook Ltd</b>	FW20A/0059	83 units in Zone 7
<b>Firth Development UC</b>	DAC/048/20	10 units in Zone 6
<b>Firth Development UC</b>	DAC/047/20	22 units in Zone 6
<b>Firth Development UC</b>	DAC/046/20	12 units in Zone 6

The planning scheme indicates that the key issues arising in the Hansfield SDZ relate to archaeology; natural heritage; electricity pylons; roads; and drainage and water supply.

The design and layout of the proposed development has been designed with careful consideration given to these disciplines within the application site. An Environmental Impact Assessment Report (EIAR) has also been prepared to address the potential environmental impacts on the site (including cumulative impacts) and surroundings and accompanies this application.

### 3. Proposed Development

A 10-year planning permission is sought for the development of a Strategic Housing Development (SHD) application, covering Development Areas 1, 2 and 3 of the Barnhill Local Area Plan (LAP), a site area of 29. hectares. The proposed development is for the construction of 1,243 residential units, 3,174 m<sup>2</sup> of commercial and community facilities, railway plaza providing access to Hansfield railway station; a public park of approximately 5.6 hectares and a series of pocket parks throughout the development.

The development will consist of:

- (a) the demolition of the existing vacant industrial / agricultural buildings;
- (b) the construction of 1,243 residential units comprising:
  - 322 dwelling houses comprising a mix of 3- and 4- bedroom detached, semi-detached and terraced units ranging in height from two to three storeys.
  - 117 duplex units comprising a mix of 1-, 2- and 3- bedroom units arranged in two to three storey terraced and detached buildings;
  - 804 apartments comprising a mix of 1-, 2-, 3- and 4- bedroom units arranged in twenty-four apartment blocks and three terraced buildings ranging in height from two to twelve storeys;
- (c) The construction of commercial and community facilities including one creche; one medical centre; one café; one convenience retail unit; five retail / retail service units; a community centre; and an Office Hub and all ancillary signage.
- (d) Land set aside for a primary school to accommodate a minimum of 16 classrooms;
- (e) Provision of four new vehicular accesses with two from the Part 8 approved Barberstown Lane South Upgrade and two from the R149; the provision for creation of a pedestrian and cycling priority route along Barberstown Lane North, the provision of a pedestrian access plaza from the site to the Hansfield train station to the north; and provision for a pedestrian connection to the future Royal Canal Greenway;
- (f) The provision of landscaping and amenity areas to include neighbourhood playgrounds; pocket parks with play areas; and park comprising a multi-use games area (MUGA), large field, playing pitch; skateboard park; play areas; and amenity trails;
- (g) Proposed underground diversion of a section of 10/20kV ESB overhead power line traversing through the northern part of the site and the retirement of its ancillary poles;
- (h) All associated infrastructure and ancillary site development works to include the construction of five double electrical substations and six unit electrical substations; construction of foul pumping station and ancillary kiosks; drainage and services connections; internal roads; pedestrian footpaths, pedestrian bridges and cycle lanes, public lighting, utilities, landscaping and boundary treatments, bicycle and car parking including basement and under-croft parking, and bin storage.

An Environmental Impact Assessment Report and a Natura Impact Statement have been prepared in respect of the proposed development.

Primary access to the site will be via two roundabouts from the proposed future Ongar-Barnhill Distributor Road. The proposed development is to commence following the completion of works to develop the new Ongar / Barnhill Road. The proposed total residential floor area is 111,759 m<sup>2</sup> and the commercial / community floor area is 3,174 m<sup>2</sup>. Ten-character areas are proposed within the development: Link Road West; Parkside, Link Road East; Railway Quarter; Station Plaza; Station Quarter South; Barnhill Village Centre; Barnhill Cross; Barnhill Crescent; and Barnhill Stream.

From a landscape and public realm perspective, the proposed development offers an exciting opportunity to develop a new quality neighbourhood realm that balance people and nature in a way that is sustainable and aesthetic. The primary focus on sustainable transportation from cycling, walking, buses and trains combined with a fitness friendly public open space design makes this proposed development the avant-garde in a healthy living future. This, coupled with a biodiverse and sustainable landscape treatment and planting scheme aims to contribute to an overall improvement in quality of life for people and the wider ecological community. The landscape design has a combination of objectives:

- To create a combination of exciting public open spaces that engage the senses and encourage interaction with nature and the outside.
- To provide a liveable community for all ages inviting play from toddlers to teens, fitness opportunities for parents and elderly friendly public spaces which outdoor amenities.
- To be a leader in developing a scheme that promotes a sustainable lifestyle and encourages community togetherness through fitness, play and connectivity.
- To integrate the proposed development into the existing landscape character and architectural heritage.
- To enhance biodiversity and provide education opportunities for native flora and fauna learning.
- To design a beating heart to the development with a multifunctional plaza space catering for markets and public performances alike. mixed use

A firm connection with the architectural and cultural heritage of the proposed development have been central to the landscape design proposals and have been cultivated to create and promote a sense of identity and a sense of place expressed through landscape. A number of bespoke design elements are located throughout the development which assist in that connection including the distinct moongate that can be found throughout the site.

The pedestrian and cycle movement of people through and around the site has been given close attention in the design process. Footpaths and cycleways have been designed to mirror expected desire lines and have been given the width required to make for comfortable movement with most landscape paths to be 4.0m wide. The provision of street furniture and bicycle parking has been provided so as not to obstruct this movement. This promotes natural and fluid movement throughout the scheme to all public and communal open space



Figure 3.1: Aerial View of Proposed Scheme - Massing Model, Source; Architectural Design Statement



## 4. Planning Policy Context

A statement of consistency is provided as a separate report and should be read in conjunction with this Planning Report.

The statement of consistency assesses consistency with the principle and relevant objectives of each policy document in a matrix format.

A summary of the key policies that apply to the site are provided below.

### 4.1. National and Regional Policy Context

#### 4.1.1. Project Ireland 2040 National Planning Framework (NPF)

The National Planning Framework (NPF) makes provision for population growth of an additional 490,000 to 540,000 additional people in the Eastern and Midland Region. This equates to a population of approximately 2.85 million persons for the region.

By 2040 there will be roughly an extra one million people living in our country. This population growth will require hundreds of thousands of new jobs and new homes. The NPF sets out a projected total requirement to accommodate 550,000 additional households to 2040.

In terms of housing demand, the NPF states that between 2018 and 2020, an average output of at least 25,000 new homes will need to be provided in Ireland every year to meet people's needs for well-located and affordable housing, with increasing demand to cater for one- and two-person households.

The long-term vision for Ireland's housing future aims to balance the provision of good quality housing that meets the needs of a diverse population, in a way that makes our cities, towns, villages and rural areas good places to live now and in the future.

It is a policy objective (NPO 33) to prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location. This includes places which support growth, innovation, and the efficient provision of infrastructure, are accessible to a range of local services, can encourage the use of public transport, walking and cycling, and help tackle climate change.

Compact growth is one of the national strategic outcomes of the NPF and targets a greater proportion (40%) of future housing development to be within and close to the existing 'footprint' of built-up areas.

It is an objective (NPO 3b) to deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway, and Waterford, within their existing built-up footprints.

National Policy Objective 4 states that it is an objective to:

*"Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being".*

National Planning Objective 13 sets out that:

*"In urban areas, planning and related standards, including, in particular, height and car parking will be based on performance criteria that seek to achieve well-designed high quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected".*

It is an objective of NPO 27 to:

*"Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages".*

#### 4.1.2. Regional Spatial and Economic Strategy for the Eastern & Midland Regional Assembly 2019-2031 (RSES)

The RSES sets out a settlement and economic growth strategy that seeks to ensure that the needs of the Region's citizens, such as access to employment opportunities and services, ease of travel and overall well-being, are met. The vision statement for the RSES is *"to create a sustainable and competitive Region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all".*

The key principles of the RSES are:

- **Healthy Placemaking:** To promote people's quality of life through the creation of healthy and attractive places to live, work, visit, invest and study in.
- **Climate Action:** The need to enhance climate resilience and to accelerate a transition to a low carbon society recognising the role of natural capital and ecosystem services in achieving this.
- **Economic Opportunity:** To create the right conditions and opportunities for the Region to realise sustainable economic growth and quality jobs that ensure a good living standard for all.

The RSES identifies the application site as being located within the Dublin Metropolitan Area (DMA)

Over the years to 2031 and with a 2040 horizon, the vision for Dublin metropolitan area will be to *"build on our strengths to become a smart, climate resilient and global city region, expanding access to social and economic opportunities and improved housing choice, travel options and quality of life for people who live, work, study in or visit the metropolitan area".*

The NPF and Rebuilding Ireland identifies a target of at least 25,000 annual new homes required nationally to satisfy housing needs to 2040 and an increased national output of 30,000 to 35,000 to 2027. This translates to an approximate housing target of at least 7,500 units per annum to be provided in the metropolitan area to 2040. The MASP identifies opportunities for some 113,000 residential units when fully built out to 2040, which meets the projected populations in the MASP to 2026 and 2031.

RPO 5.5 sets out the following objective:

*“Future residential development supporting the right housing and tenure mix within the Dublin Metropolitan Area shall follow a clear sequential approach, with a primary focus on the consolidation of Dublin and suburbs, and the development of Key Metropolitan Towns, as set out in the Metropolitan Area Strategic Plan (MASP) and in line with the overall Settlement Strategy for the RSES. Identification of suitable residential development sites shall be supported by a quality site selection process that addresses environmental concerns”.*

## 4.2. Planning Guidelines

### 4.2.1. Sustainable Residential Development in Urban Areas 2009 (SRDUA)

These guidelines make reference to 12 best practice criteria from the companion Urban Design Manual (May 2009) which should be used in the assessment of residential planning applications and include the following:

- 1. Context:** How does the development respond to its surroundings?
- 2. Connections:** How well is the new neighbourhood / site connected?
- 3. Inclusivity:** How easily can people use and access the development?
- 4. Variety:** How does the development promote a good mix of activities?
- 5. Efficiency:** How does the development make appropriate use of resources, including land?
- 6. Distinctiveness:** How do the proposals create a sense of place?
- 7. Layout:** How does the proposal create people-friendly streets and spaces?
- 8. Public realm:** How safe, secure and enjoyable are the public areas?
- 9. Adaptability:** How will the buildings cope with change?
- 10. Privacy / amenity:** How do the buildings provide a high-quality amenity?
- 11. Parking:** How will the parking be secure and attractive?
- 12. Detailed design:** How well thought through is the building and landscape design?

The SRDUA guidelines provide guidance on appropriate density standards and note that in terms of achieving successful and sustainable residential development in urban areas, residential developments should create high quality places which:

- Prioritise walking, cycling and public transport, and minimise the need to use cars;
- Deliver a quality-of-life which residents and visitors are entitled to expect, in terms of amenity, safety and convenience;
- Provide a good range of community and support facilities, where and when they are needed and that are easily accessible;

- Present an attractive, well-maintained appearance, with a distinct sense of place and a quality public realm that is easily maintained;
- Are easy to access for all and to find one's way around;
- Promote the efficient use of land and of energy, and minimise greenhouse gas emissions;
- Provide a mix of land uses to minimise transport demand;
- Promote social integration and provide accommodation for a diverse range of household types and age groups;
- Enhance and protect the green infrastructure and biodiversity; and
- Enhance and protect the built and natural heritage



Figure 4.1: CGI of Station Plaza from local Park and looking toward Barnhill Village Centre,  
Source; Architectural Design Statement

#### 4.2.2. Sustainable Urban Housing: Design Standards for New Apartments 2020

The Sustainable Urban Housing: Design Standards for New Apartments 2020 (2020 Apartment Guidelines) reflect the objective of the NPF to secure more compact and sustainable urban development, to enable people to live nearer to where jobs and services are located and to require at least half of new homes within Ireland's cities to be provided within the current built-up area. These guidelines acknowledged that *"in broad terms, this means a need for around 300,000 new homes in Ireland's cities to 2040, with half of these located in already built-up areas. This will necessitate a significant and sustained increase in housing output and apartment type development in particular"*.

The focus of these guidelines is on the locational and planning specific aspects to apartment developments generally. They set out design parameters in respect of the following:

- General locational consideration;



- Apartment mix within apartment schemes;
- Internal space standards for different types of apartments;
- Dual aspect ratios;
- Floor to ceiling height;
- Apartments to stair/lift core ratios;
- Storage spaces;
- Amenity spaces including balconies/patios;
- Car parking; and
- Room dimensions for certain rooms.

#### 4.2.3. Urban Development and Building Heights, Guidelines for Planning Authorities (2018)

The UDBHG guidelines set out national planning policy guidelines on building heights in relation to urban areas and reflects the National Planning Framework strategic outcomes in relation to compact urban growth, whereby the Government considers that there is significant scope to accommodate anticipated population growth and development needs, by building up and consolidating the development of our existing urban areas.

The UDBHG set out 4 Specific Planning Policy Requirements (SPPR) that planning authorities must consider when assessing development proposals.

SPPR 1 states that:

*"In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly town/ city cores, planning authorities shall explicitly identify, through their statutory plans, areas where increased building height will be actively pursued for both redevelopment, regeneration and infill development to secure the objectives of the National Planning Framework and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitations on building height".*

SPPR 2 notes that in driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy.

Section 3 of the guidelines states that there is a presumption in favour of buildings of increased height in our town/city cores and in other urban locations with good public transport accessibility.

SPPR 3 requires that applications set out how a proposal complies with the following criteria:

At the scale of the relevant city/town

- The site is well served by public transport with high capacity.
- Development proposals should successfully integrate into/enhance the character and public realm of the area.
- Proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.

At the scale of the district / neighbourhood / street:

- Makes a positive contribution to the urban neighbourhood and streetscape.

- The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.
- The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage and complies with the requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” (2009).
- The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area.
- The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood.

At the scale of the site / building:

- The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.
- Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision.
- Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out.

The UDBHG guidelines note that specific assessments may be required to support proposals and may include an assessment of micro-climate effects; urban design statement; and relevant environmental assessment requirements.

SPPR 4 states that:

*“It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for housing purposes, planning authorities must secure:*

1. *the minimum densities for such locations set out in the Guidelines issued by the Minister under Section 28 of the Planning and Development Act 2000 (as amended), titled “Sustainable Residential Development in Urban Areas (2007)” or any amending or replacement Guidelines;*
2. *a greater mix of building heights and typologies in planning for the future development of suburban locations; and*
3. *avoid mono-type building typologies (e.g. two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more”.*

#### **4.2.4. Design Manual for Urban Roads and Streets (2013) (DMURS)**

The stated objective of DMURS is to achieve better street design in urban areas. The Introduction states that better street design in urban areas will achieve a better balance between all modes of transport and road uses. It will also encourage more people to choose to walk, cycle or use public transport by making the experience safer and more pleasant. It will lower traffic speeds, reduce unnecessary car use and create a built environment that promotes healthy lifestyles and responds more sympathetically to the distinctive nature of individual communities and places.

Improved street design, as envisaged in this document, will enhance how we go about our business, how we interact with each other and have a positive impact on our enjoyment of the places to and through which we travel.

Four characteristics represent the basic measures that should be established in order to create people friendly streets that facilitate more sustainable neighbourhoods. These characteristics are as follows:

- **Connectivity:** *The creation of vibrant and active places requires pedestrian activity. This in turn requires walkable street networks that can be easily navigated and are well connected.*
- **Enclosure:** *A sense of enclosure spatially defines streets and creates a more intimate and supervised environment. A sense of enclosure is achieved by orientating buildings toward the street and placing them along its edge. The use of street trees can also enhance the feeling of enclosure.*
- **Active Edge:** *An active frontage enlivens the edge of the street creating a more interesting and engaging environment. An active frontage is achieved with frequent entrances and openings that ensure the street is overlooked and generate pedestrian activity as people come and go from buildings.*
- **Pedestrian Activities / Facilities:** *The sense of intimacy, interest and overlooking that is created by a street that is enclosed and lined with active frontages enhances a pedestrian's feeling of security and well-being. Good pedestrian facilities (such as wide footpaths and well-designed crossings) also make walking a more convenient and pleasurable experience that will further encourage pedestrian activity.*

To guide a more place-based/integrated approach to road and street design, DMURS sets out that designers must have regard to the following four core principles:

- **Design Principle 1:** *To support the creation of integrated street networks which promote higher levels of permeability and legibility for all users, and in particular more sustainable forms of transport.*
- **Design Principle 2:** *The promotion of multi-functional, place-based streets that balance the needs of all users within a self-regulating environment.*
- **Design Principle 3:** *The quality of the street is measured by the quality of the pedestrian environment.*
- **Design Principle 4:** *Greater communication and co-operation between design professionals through the promotion of a plan-led, multidisciplinary approach to design.*

Chapter 3 of DMURS states that “street networks should be designed to maximise connectivity between destinations to promote higher levels of permeability and legibility for all users, in particular more sustainable forms of transport. This will allow people to move from place to place in a direct manner with greater route choice”.



Figure 4.2: Access and Circulation routes, Source; Landscape Design Statement

#### 4.2.5. The Planning System and Flood Risk Management (2009)

These guidelines require the planning system at national, regional and local levels to:

- *“Avoid development in areas at risk of flooding, particularly floodplains, unless there are proven wider sustainability grounds that justify appropriate development and where the flood risk can be reduced or managed to an acceptable level without increasing flood risk elsewhere;*
- *Adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction, and mitigation of flood risk; and*
- *Incorporate flood risk assessment into the process of making decisions on planning applications and planning appeals”.*

Section 5 of these guidelines addresses flooding and development management and re-iterates the above objective. It states that the key principles are as follows:

- *“Planning authorities should apply the sequential approach in aiming to avoid development in areas at risk of flooding, through the development management process.*
- *Planning applications will, where appropriate, need to be accompanied by a detailed flood risk assessment to be considered by planning authorities in determining applications.*



- *Development within flood risk areas, that would be defined as inappropriate as set out in chapter 3, but which are considered to be necessary to meet the objectives of proper planning and sustainable development, will be subject to the Justification Test”.*



Figure 4.3: Surveyed Flood Mapping, Source; Architectural Design Statement

#### 4.2.6. Childcare Facilities – Guidelines for Planning Authorities 2001 and Circular PL3/2016 – Childcare facilities operating under the Early Childhood Care and Education (ECCE) Scheme.

Appendix 2 of the 'Childcare Guidelines for Planning Authorities' establishes an indicative standard of one childcare facility per 75 dwellings in new housing areas (Paragraphs 2.4 and 3.3.1 also refer to this standard). One facility providing a minimum of 20 childcare places is considered to be a reasonable starting point in this regard. The Guidance acknowledges that other case-specific assumptions may lead to an increase or decrease in this requirement.

The results of any childcare needs analysis carried out as part of a county childcare strategy should also be considered.

Appendix 2 also states that the threshold for provision should be established having regard to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas.

#### 4.2.7. Regulations of Commercial Institutional Investment in Housing, May 2021

The purpose of these guidelines is to set out planning conditions to which planning authorities and An Bord Pleanála must have regard, in granting planning permission for new residential development including houses and / or duplex units. This is intended to ensure that own-door housing units and duplex units in lower density housing developments are not bulk-purchased for market rental purposes by commercial institutional investors in a manner that causes the

displacement of individual purchasers and/ or social and affordable housing including cost rental housing.

The Barnhill Garden Village development is for medium to high density housing and therefore the guidelines do not directly apply. However, for completeness, the accompany Statement of Consistency has regard to the guidelines.

### 4.3. Local Policy Context - Zoning & Key Objectives

The relevant local policy zoning and objectives are informed by the following policy documents:

- Fingal Development Plan 2017-2023
- Barnhill Local Area Plan (LAP) February 2019

#### 4.3.1. Fingal Development Plan 2017-2023

Objective BLANCHARDSTOWN 18 sets out that it is an objective to prepare the Barnhill Local Area Plan as per Map Sheet 13, LAP 13.A. In terms of the Barnhill LAP, the following are the main elements to be included in the LAP, although this list is not intended to be exhaustive:

- Construction of houses on these lands will be dependent on the delivery of the proposed new road and bridge over the railway.
- Ensure the provision of pedestrian access between Barberstown/Barnhill and the Hansfield SDZ by means of a new pedestrian overbridge integrated with adjoining development including the proposed Hansfield rail station.
- Adoption of the Local Area Plan shall be dependent on the rail station at Hansfield being open, accessible, and serviced by train.

In Map Sheet 13, the site is zoned 'RA Residential Areas'. Chapter 11 of the Development Plan states that the objective of this zoning is to *"provide for new residential communities subject to the provision of the necessary social and physical infrastructure"*.

The vision for 'RA Residential Areas' is to *"ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities"*.

There is an indicative road proposal traversing the land in a north-south direction linking the Ongar Road with the Lucan-Clonee Road (R149).

Local Objective 125 sets out that it is an objective to *"ensure the provision of pedestrian access between Barberstown/Barnhill and the Hansfield SDZ by means of a new pedestrian bridge integrated with adjoining development including the Hansfield rail station"*.

In terms of landscape character, the site is located adjacent to the Royal Canal and close to the River Liffey, within Landscape Character Type 'River Valleys/Canal'. This character type is categorised as having a high value due to the visual and recreation qualities contained therein.

There are no structures of architectural note located within the area. The lands do not contain any protected structures listed within the Fingal Development Plan 2017-2023. The nearest protected structures include:

- 711: Pakenham Bridge, Late 18th Century single-arched stone road bridge over the Royal Canal.
- 712: Barnhill Bridge, Mid-19th Century stone road bridge with single arch over former Dublin –Little Pace Railway Line.
- 944a: Royal Canal, Ashtown to St. Catherine’s Park (Leixlip), Co. Dublin – Late 18th century man-made canal, including the tow paths, the canal channel with its stone and earth banks, and the canal locks (10th, 11th and 12th Lock).

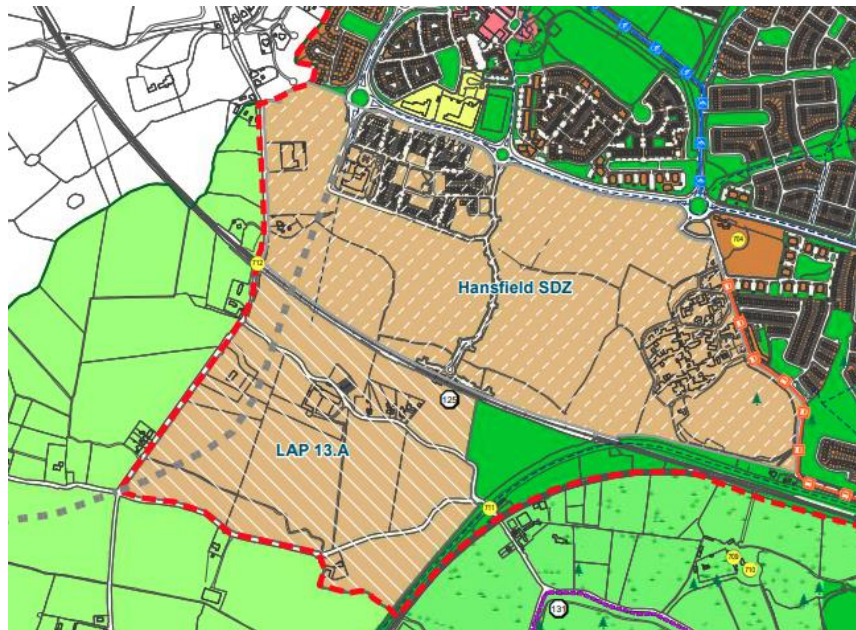


Figure 4.4: Zoning Map

#### USE CLASSES RELATED TO ZONING OBJECTIVE

Permitted in Principle		
Amusement Arcade <sup>9</sup>	Bed and Breakfast	Betting Office <sup>9</sup>
Childcare Facilities	Community Facility	Education
Funeral Home/Mortuary <sup>9</sup>	Guest House	Health Centre
Health Practitioner	Hospital	Office Ancillary to Permitted Use
Office ≤ 100sqm <sup>9</sup>	Office > 100sqm and < 1,000sqm <sup>11</sup>	Open Space
Place of Worship	Public House <sup>9</sup>	Public Transport Station
Recreational Facility/Sports Club	Residential	Residential Care Home/ Retirement Home
Restaurant/Café <sup>9</sup>	Retail - Local < 150 sqm nfa	Retail - Convenience ≤ 500 sqm nfa <sup>9</sup>
Retail - Comparison ≤ 500 sqm nfa <sup>9</sup>	Retail - Supermarket ≤ 2,500 sqm nfa <sup>9</sup>	Retirement Village
Sheltered Accommodation	Sustainable Energy Installation	Taxi Office
Traveller Community Accommodation	Utility Installations	Veterinary Clinic

Figure 4.5: Uses Permitted in Principle

Use Classes which are permitted in principle in the RA Residential Areas zoning are set out at Figure X

Core and Settlement Strategy Objectives include the following:

- Objective SS01: Consolidate the vast majority of the County's future growth into the strong and dynamic urban centres of the Metropolitan Area while directing development in the hinterland to towns and villages, as advocated by national and regional planning guidance.
- Objective SS02: Ensure that all proposals for residential development accord with the County's Settlement Strategy and are consistent with Fingal's identified hierarchy of settlement centres.
- Objective SS12: Promote the Metropolitan Consolidation Towns of Swords and Blanchardstown as Fingal's primary growth centres for residential development in line with the County's Settlement Hierarchy.
- Objective SS15: Strengthen and consolidate existing urban areas adjoining Dublin City through infill and appropriate brownfield redevelopment in order to maximise the efficient use of existing infrastructure and services.
- Objective SS16: Examine the possibility of achieving higher densities in urban areas adjoining Dublin City where such an approach would be in keeping with the character and form of existing residential communities or would otherwise be appropriate in the context of the site.

Place Making and Sustainable Communities Objectives include the following:

- Objective PM12: Ensure high standards of energy efficiency in existing and new residential developments in line with good architectural conservation practice and promote energy efficiency and conservation in the design and development of new residential units, encouraging improved environmental performance of building stock.
- Objective PM31: Promote excellent urban design responses to achieve high quality, sustainable urban and natural environments, which are attractive to residents, workers and visitors and are in accordance with the 12 urban design principles set out in the Urban Design Manual – A Best Practice Guide (2009).
- Objective PM32: Have regard to the joint Department of Transport, Tourism and Sport and the Department of Environment, Community and Local Government's Design Manual for Urban Streets and Roads (DMURS), (2013) and the National Transport Authority's Permeability Best Practice Guide (2015), in the provision of good urban design.
- Objective PM37: Ensure an holistic approach, which incorporates the provision of essential and appropriate facilities, amenities and services, is taken in the design and planning of new residential areas, so as to ensure that viable sustainable communities emerge and grow.



Objective PM38:	Achieve an appropriate dwelling mix, size, type, tenure in all new residential developments.
Objective PM39:	Ensure consolidated development in Fingal by facilitating residential development in existing urban and village locations.
Objective PM40:	Ensure a mix and range of housing types are provided in all residential areas to meet the diverse needs of residents
Objective PM41:	Encourage increased densities at appropriate locations whilst ensuring that the quality of place, residential accommodation, and amenities for either existing or future residents are not compromised.

#### 4.3.2. Barnhill Local Area Plan, February 2019

The Barnhill Local Area Plan was adopted in February 2019 (the LAP) and sets the detailed planning context for the proposed development. The validity of the LAP is currently being challenged by Judicial Review. A legal opinion of counsel has been prepared and is attached to the cover letter of this application. The opinion of counsel notes that the Judicial Review process does not prevent An Bord Pleanála from determining the application.

The LAP lands are zoned Objective 'RA' - Residential Areas, within the FDP zoning maps (Refer to Figure 2.4). This seeks to '*Provide for new residential communities subject to the provision of the necessary social and physical infrastructure*' in the Fingal Development Plan 2017-2023.

The LAP states that the vision for this zoning objective is to '*Ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types, and tenures in order to meet household needs and to promote balanced communities.*'

It is envisaged within the LAP that Barnhill will create a place to live that is appealing, distinctive and sustainable, maximising the opportunities provided by the surrounding natural environment for improved amenities and the enhancement of biodiversity. It is envisaged that Barnhill will develop as a sustainable community comprised of new homes, community, leisure, and educational facilities based around an identifiable and accessible new local centre which will form the heart of the area.

The LAP and overall Vision for Barnhill is underpinned by five interlinked thematic objectives which are the overarching cross cutting themes contained within the Fingal Development Plan 2017-2023:

- Sustainable Development
- Climate Change Adaptation and Mitigation
- Social inclusion
- High quality design
- Resilience

In support of the Vision for the area, the LAP is underpinned by a series of strategic aims which support the sustainable principles set out as follows:

- Optimise the sustainable use of land through ensuring that development is at an appropriate density particularly adjoining Hansfield train station.

- Maximise opportunities for open space, green connected networks and protection of the natural environment.
- Develop a movement and transport strategy which minimises trip generation and promotes cycling, walking, public transport, and sustainable modes of transport.
- Support sustainable approaches to housing developments through design, layout, specifications and a mix of house type.
- Promote a high standard of energy efficiency in housing and commercial developments and use of alternative energy techniques.
- Create sustainable communities through the integration of the new community with the community being established in Hansfield and; the integration of social and community facilities in both the developing and established areas to provide people with the services/facilities they need close to their homes encouraging lifetime residency and vibrant communities and places.
- Promote the area's recreational resources in a sustainable and environmentally sensitive manner.
- Ensure the timely delivery of social, community and physical infrastructure and amenities in tandem with the phased development and residential growth of the area.

The development strategy for Barnhill sets out key elements which should be provided for including the following:

➤ **Number of residential units**

- *The number of residential units supported on the LAP lands will be in the range of approximately 900 to 1,150 units. This range is dictated by the varying density throughout the lands with an indicative higher density of approximately 84 units/ha at the rail station, a range of medium density c.35-50 units/ha on the central part of the lands and a generally lower density arrangement of c.24 units/ha on the western part of the lands.*

➤ **Movement and Transport Strategy**

- *The LAP has provided for the proposed Ongar-Barnhill Road, already approved by the Council as a Part 8, which will traverse the western part of the lands in a north-south direction and link the Ongar road to the R149 thereby opening up the Barnhill lands for development.*
- *Key aims of the LAP are to improve accessibility and maximise public transport use, taking account of the land's location adjoining Hansfield train station and encouraging use of sustainable transport options such as walking and cycling.*

➤ **Green Infrastructure Strategy**

- *The LAP provides for a network of cycleways and pedestrian linkages throughout the lands, which will link the LAP to a new Local Centre, the Rail Station, a proposed new primary school and residential areas.*

- *In addition, the cycle and pedestrian network will facilitate access to schools and facilities north of the rail line in Hansfield and Ongar. These routes are an integral component in the overall movement network, providing a sustainable way of travelling around Barnhill and more importantly integrating the LAP lands with the emerging new neighbourhood in Hansfield.*
- Minimum of 3.5ha of Class 1 open space provision and all Class 2 open space provision will be delivered within the confines of the LAP boundaries. A centralised public park with concentrated activities including a Multi-Use Games Area (MUGA) and playground will provide a dual purpose of serving both the public and the adjoining school, with more passive activities located in the areas partially designated within the flood plain of the Barnhill Stream.

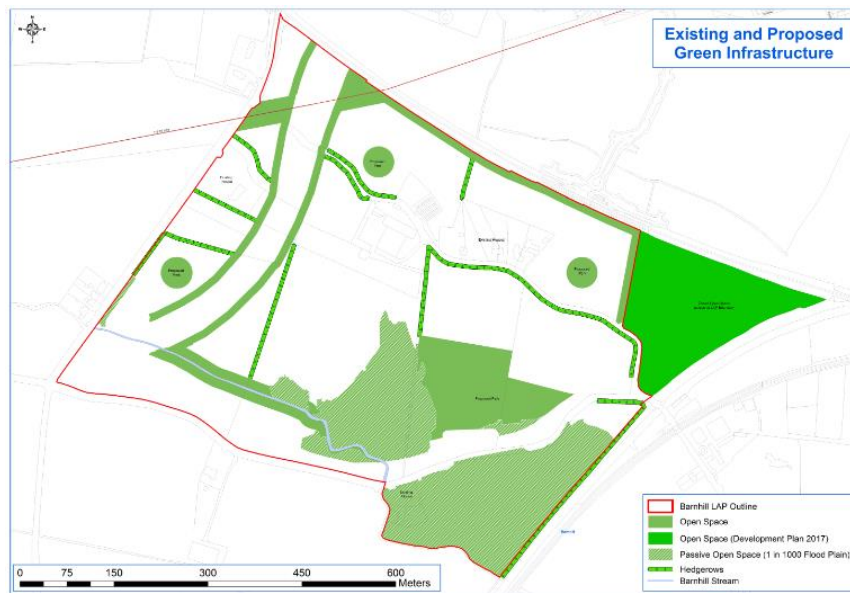


Figure 4.6.: Existing And Proposed Green Infrastructure Map, Source; Barnhill Local Area Plan, February 2019

#### ➤ **Community Infrastructure Strategy**

- *A School site is designated in the LAP adjacent to and forming part of the proposed Local Centre in Development Area 2. Other facilities will be provided for as part of the local centre. Childcare facilities will be delivered as part of the normal requirements of planning applications.*

#### ➤ **Economic Infrastructure Strategy**

- *A local centre is proposed in Barnhill adjoining the new primary school and this is intended to serve the local every day needs of the resident population.*
- *Retail floorspace here will be limited to neighbourhood centre level. Some small local service provision may also be provided at the train station.*

➤ **Urban Design Strategy**

- *The overall strategy of this LAP is to ensure a high standard of urban design to create a quality environment with a distinct sense of place, physically linked with adjoining developments.*

➤ **Housing Mix & Design**

- *The LAP seeks to promote the development of new housing which delivers integrated, balanced communities and provides a sustainable social mix with a mix of unit types, sizes and tenure*
- *It is envisaged that within this LAP both the traditional and more innovative models of accommodation be provided in a contemporary style. The new LAP areas will cater for all members of society and deliver a range of house types and sizes, which will provide more opportunities for people to stay and live locally at every stage of their lives.*
- *Architectural design will be required to carefully consider the landscape setting and topography of the LAP lands ensuring a sustainable layout to reduce energy needs.*

➤ **Building Heights**

Building heights will vary throughout the LAP as set out in the LAP:

- *Lands located adjoining the train station and rail line in Development Area 1 will contain buildings which will have a range of building heights, generally 4-6 storeys, ensuring appropriate densities and heights are achieved which accord with relevant guidelines.*
- *Lands in Development Area 2, further south from the rail line, will contain buildings predominantly 2/3 storeys with opportunities for increased heights and densities at specific locations. There may also be opportunities for accommodation at attic level in new residential dwellings, subject to design.*
- *Increased heights may be appropriate at locations where higher buildings (Landmark Buildings) would make a contribution to the streetscape or would provide overlooking of open space/recreation areas.*
- *Lands to the west of the new Ongar-Barnhill road will generally be in the range 2-2.5 storey however single storey units may be appropriate at certain locations.*

➤ **Phasing & Implementation Strategy**

- *It is an objective of the Planning Authority to ensure the timely and orderly development of the Barnhill lands in a sustainable manner. The development is likely to occur over a period longer than the 6 years of the LAP, dependent on the level of market demand and the timely supply of infrastructural services.*
- *The approach in the LAP is to phase in accordance with a sequential approach southward from the railway line so that undeveloped land next to the station and public transport routes are given preference.*

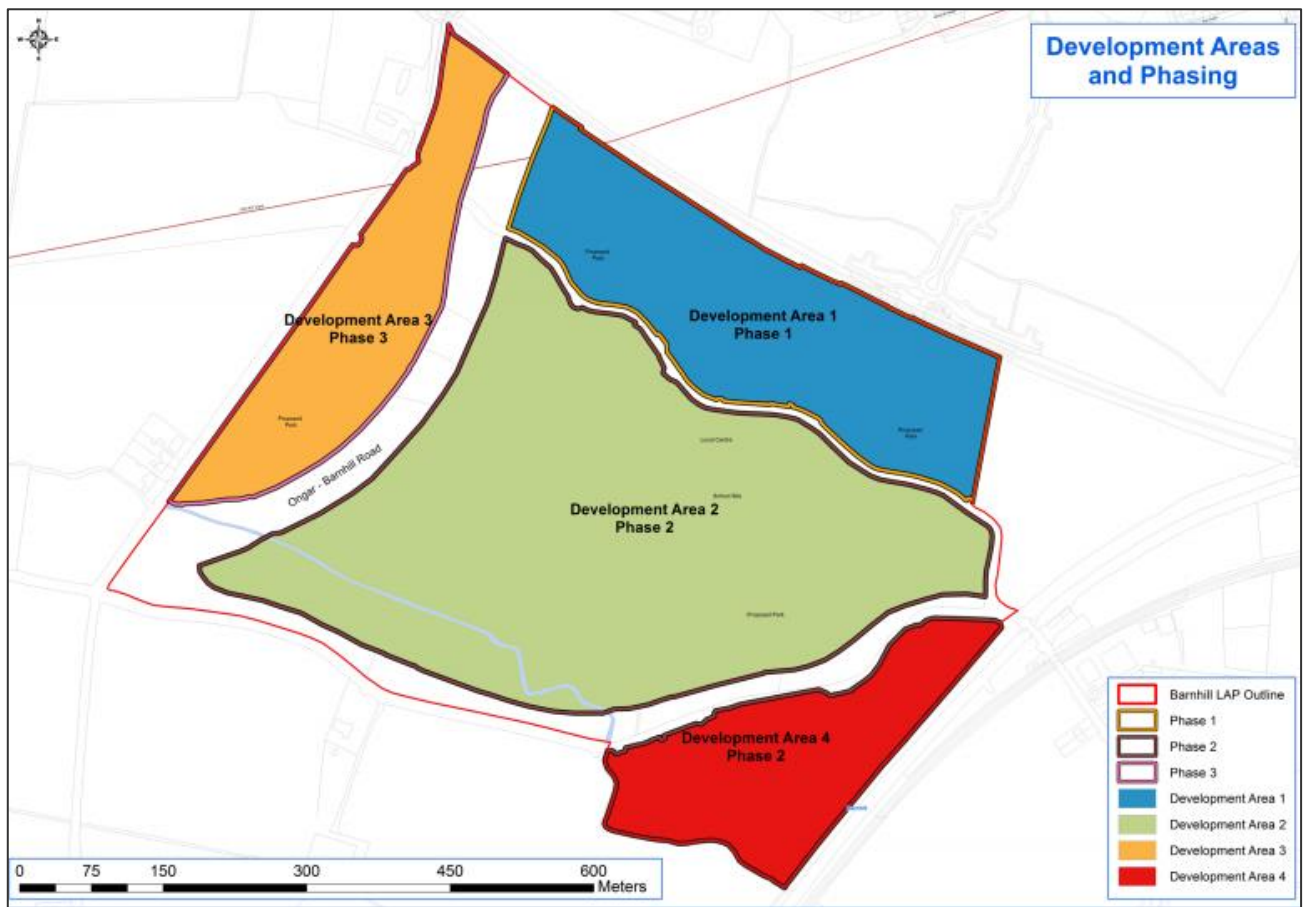


Figure 4.7: Development Area and Phasing

The LAP has three indicative phases as follows (Refer to Figure 4.7):

- **Phase 1:**  
corresponds with Development Area 1 and includes all the 'RA' zoned land to the north of Barberstown Lane North, south of the rail line and east of the new Ongar – Barnhill Road. Phase 1 includes the development of this new road and any ancillary road infrastructure to meet the quantum of development proposed. It also includes for access to the train station at Hansfield with an associated public space/plaza area at the entrance. Open space will be required to be delivered in tandem with development. In this regard, should justification be provided for development to be delivered out of the preferred sequence, the phasing for phase 1 will be applied to the first and any subsequent relevant applications.
- **Phase 2:**  
includes medium density development and the local centre, primary school and café/interpretative centre alongside the canal in Development Area 2. The local centre will be phased for delivery on completion of sufficient units to ensure viability of the centre. Delivery of the school will be dependent on the Department of Education and Skills schools program and the Planning Authority will continue to work with the Department on school delivery. While Development Area 2 includes most of the open space associated with the wider development, the



*phasing requirements of Phase 1 will require delivery of a percentage of the lands in Development Area 2 as part of the Phase 1 development.*

- **Phase 3:**

*contains the lands situated between the new Ongar-Barnhill Road and the existing R149. Open space will need to be provided within this area to serve the development in this phase. Linkages will be provided to the remainder of the development through the proposed underpass on the Ongar-Barnhill Road to the north and by the road to the south. All phases include elements of linear corridors serving pedestrian and cycle routes throughout the lands in addition to smaller pocket parks.*

#### **4.3.3. Draft Fingal Development Plan 2023 - 2029**

The Draft Fingal County Development Plan 2023-2029 does not come into effect until early 2023. Although a new development plan is currently being progressed, it should be noted that the Barnhill LAP 2019 will still remain extant and will not be superseded. The draft Development Plan states that *“the Council will continue to implement the LAPs currently in place at the time of adoption of the Development Plan”* and lists the operational LAPs for Fingal County Council which include Barnhill LAP 2019. The Barnhill LAP will therefore remain the operative document in terms of development objectives and providing a framework for guiding the development of the site.

## 5. Planning Assessment

This section summarises compliance with planning policy on the following themes:

- Principle of Development;
- Density and Mix,
- Design, Layout and Residential Amenity,
- Height,
- Landscape, Recreation, Amenity and Open Space,
- Environmental Impact Assessment,
- Natura Impact Statement,
- Archaeology and Heritage,
- Visual Impact,
- Infrastructure and Services,
- Access, Traffic and Transport,
- Part V Proposal,
- Childcare Provision & Education, and
- Justification for 10-year permission.

### 5.1.1. Principle of Development

Fingal Development Plan 2017-2023 (FDP) notes that Blanchardstown is designated as a Metropolitan Consolidation Town. It is the largest commercial and residential centre within the Metropolitan Area of Fingal and will continue to be promoted as a key urban settlement within the County providing retail, social, cultural, leisure and administrative services, catering for a population of circa 100,000 inhabitants.

The LAP emphasises that the population of Fingal grew in excess of twice the growth rate of the State in the intercensal period 2011 to 2016. It notes that Fingal continues to have the youngest population, that the average number of persons per private household is higher than the national average, and that Fingal has a vacancy less than half that of the State. These figures would indicate there is a demand for residential housing in Fingal. The LAP envisages a total residential population of approximately 3,500 for the LAP lands based on delivery of 900-1150 new dwelling units and associated amenity and educational facilities, as per LAP Policy SI1.

The FDP 2017 further identifies that the residential capacity for Blanchardstown including Barnhill up to the period 2023 is 11,757 residential units, 39,909 for the total metropolitan area of Fingal and 9,632 for the total hinterland of Fingal, equating to a total potential residential capacity of 49,541 for all of Fingal. The mix of units within the proposed development contains a high proportion of 1 and 2 bed units. Given this housing mix and national and regional projections of a fall in household size, an average household size of 2.8 has been assumed for the completed development. This would give a population of approximately 3,480.

The application site is zoned Objective RA which seeks to provide for new residential communities subject to the provision of the necessary social and physical infrastructure and the number of residential units to be provided on the land range from 900 to 1,150. Lap Policy DMH2 states the development of between 900-1,150 residential units or greater will be supported on the lands. The range will be dictated by the varying density though out the lands with an indicative higher density of approximately 84 units/ha at the rail station, a range of medium density 35-50 units /ha on the

central part of the lands and a generally lower density arrangement of 24 units/ha on the western part of the lands.

The proposed development is in accordance with these zoning objectives given that:

- The proposed number of units at 1,243 is marginally above the upper target for residential yield from the lands.
- Development areas, including provision for access streets are outside the 1:1000 flood plan zones.
- The Barnhill stream is retained as part of the main public park open space provision.
- A Railway Plaza is proposed, with direct access from the western roundabout entrance, in line with the LAP. General vehicle and bus access to the railway plaza will be via the primary distribution street which loops through the proposed village centre. Two bus stops are proposed on the primary distribution street. Access for disability vehicles and limited mobility car parking will be provided via a new 'link street', which will run to the northern boundary of the existing residential units within Barnhill.
- Provision is made for a local centre in the location as identified on the LAP Map.
- Land is set aside for a primary school in the location as identified on the LAP Map. Provision is made for shared car parking to serve the school and the public park to the east. Development to the west of the new Hansfield Ongar Road will be connected by pedestrian / cycle routes to the rest of the lands.
- The primary townland boundaries are retained within the layout design.

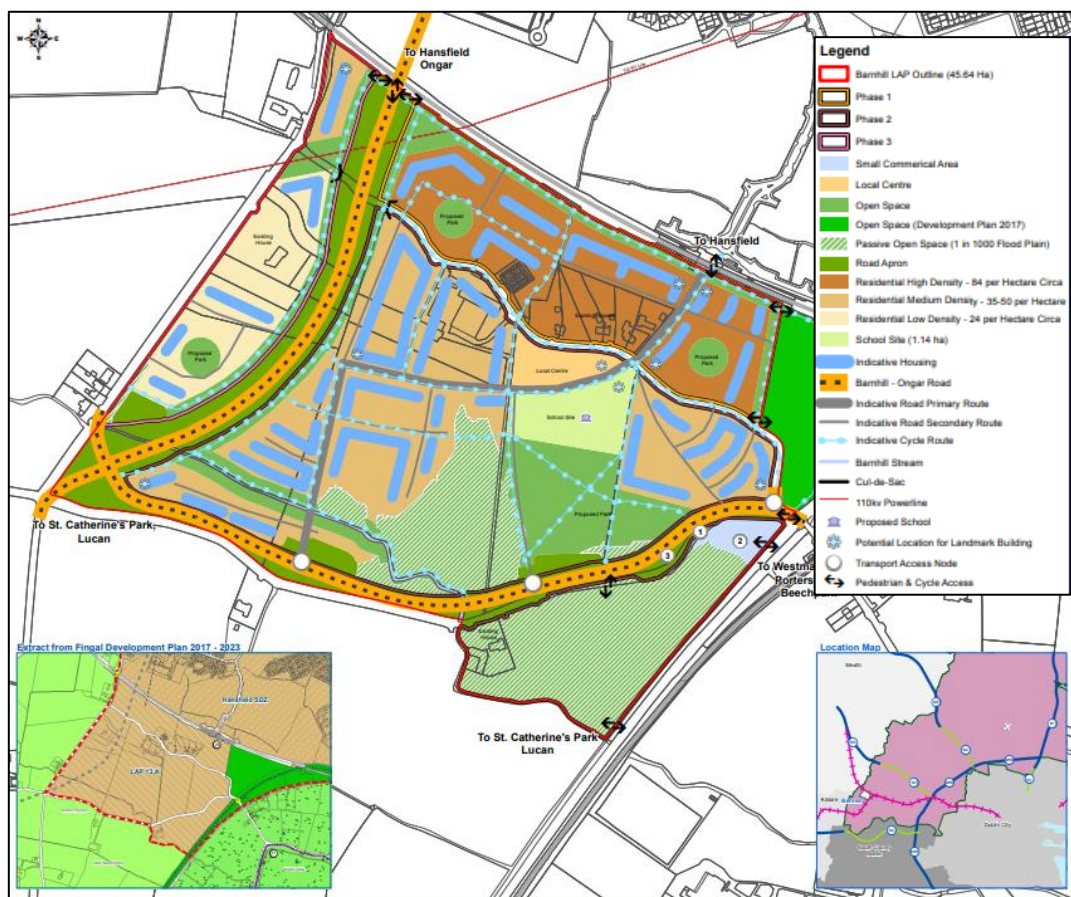


Figure 5.1: LAP Zoning Map

### 5.1.2. Density & Mix

#### Density

Section 8 of the Barnhill LAP sets out unit numbers and density to be achieved in each of the development areas, as follows.

- **Development Area 1 (Railway Edge):** 467 +/- units at a density of 84 +/- units per ha.
- **Development area 2 (Centre):** min 398 / max 569 units at a density of 35 min / 50 max units per ha.
- **Development Area 3 (West – Southern):** 45 units at a density of approximately 24 units per ha.
- **Development Area 3 (West – Northern):** 25 units at an approximate density of 50 units per ha.

Varied residential density and a mix of dwelling types exist over the lands in order to accommodate the needs of changing household size patterns, the variety of lifestyle changes and market demands.

The proposed development provides for the following unit numbers and density in each of the development areas:

- **Development Area 1 (Railway Edge):** 468 units at a density of 85 units per ha.
- **Development area 2 (Centre):** 571 units at a density of 50 units per ha.
- **Development Area 3 (West – Southern):** 65 units at a density of 27 units per ha.
- **Development Area 3 (West – Northern):** 21 units at a density of 42 units per ha.

Higher densities are proposed on the lands particularly along the rail corridor and appropriate adjacent locations. This is in line with the LAP objectives and national policy which promotes higher densities and more compact development and Section 5.5 of the SRDUA Guidelines which recommends that increased densities should be promoted within 500 metres walking distance of a bus stop or within 1 km of a light rail stop or a rail station. Section 5.5 further notes that in general, minimum net densities of 50 dwellings per hectare, subject to appropriate design and amenity standards, should be applied within public transport corridors, with the highest densities being located at rail stations / bus stops, and decreasing with distance away from such nodes.

Lower density is proposed for land located on the west (southern) part of the lands and medium densities are identified on the remainder of the lands. Drawing reference PLA – 08 provides details of the density proposed in the development as per the boundaries defined by the density map in section 7.4 of the Barnhill LAP. This indicates that the densities proposed by the development are as follows:

- **High Density Area:** Total units 468 @ a density of 85/ ha.
- **Medium Density Area:** Total units 710 @ a density of 51/ha
- **Low Density Area:** Total units 65 @ a density of 27/ha

The proposed number of units in the development is slightly above the target of the Barnhill LAP for development areas 2 and 3 and the divergence is considered marginal, however, should the Board consider this is a material contravention, a justification has been provided in the Material Contravention Statement which accompanies this application.



The proposed development provides for a mix of dwelling and apartment / duplex types and sizes, providing opportunities for people at all stages of their life cycle, and delivers a density consistent with the requirements of the LAP for each character area.

The density of the scheme has been guided by the 2009 *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)* [SRDUA] and the Barnhill Local Area Plan, February 2019 (Barnhill LAP).

The proposed density is broadly consistent with the Barnhill Local Area Plan, with a higher density of units near the rail station, a range of medium density units on the central part of the lands and a generally lower density arrangement on the western part of the LAP lands. The LAP recognises that there may be potential for a greater number of units on the lands. The total number, distribution of and density of development proposed is therefore appropriate given the national planning policy context for increasing density levels.



Figure 5.2: Aerial View of Proposed Scheme - Massing Model, Source; Architectural Design Statement

### Unit Mix

Policy DHM1 of the LAP sets out that it is an objective to “*promote a sustainable mix of housing types, sizes and tenures to reflect the diversity of needs in an expanding community set in a high-quality well-designed environment*”. The LAP sets out that the overall house-type mix for the development of the LAP lands will be broadly within the following parameters:

- 1-bedroom units 3-10%
- 2-bedroom units 25-45%
- 3-bedroom units 30-52%
- 4 plus bedroom units 5-12%



Table 5-2 demonstrates that the house-type mix for the proposed development is largely consistent with the LAP. A mix of unit types and sizes will be provided throughout the site catering for 1 to 4-bedroom terraced, detached, semi-detached and duplex and apartment units and will be broadly consistent with the LAP objectives. The unit types and sizes are detailed in the Housing Quality Assessment, appended to the Architectural Design Statement.

**Table 5-2: Proposed Residential Unit Mix**

Unit Type	No. of Units	% of total Development	Total SQM	Average SQM per unit type
<b>1-bed Apartment</b>	148	11.9%	7,610	51
<b>2-bed Apartment</b>	589	47.4%	46,396	79
<b>3-bed Apartment</b>	63	5.1%	6,521	104
<b>4-bed Apartment</b>	4	0.3%	594	148
<b>1-bed Duplex</b>	5	0.4%	296	59
<b>2-bed Duplex</b>	19	1.6%	1,736	87
<b>3-bed Duplex</b>	92	7.4%	11,010	120
<b>3-bed House</b>	286	23.0%	32,607	114
<b>4-bed House</b>	36	2.9%	4,989	139
<b>TOTALs</b>	1,243	100%	111,759	90

The layout provides a mix of residential units and will support a variety of different household needs. It is broadly consistent with the LAP policy provisions and the Sustainable Residential Development in Urban Areas, 2009 guidelines.

There is a higher proportion of 1 and 2-bed units proposed than recommended by the LAP. The number of 3 bed units is within the range recommended by the LAP and a smaller amount of 4 bed units are proposed. However, The LAP provides broad parameters, rather than hard targets for the proposed housing mix. It is considered that the deviation from the unit mix set out in the Barnhill LAP are non-material, as the LAP provides broad parameters, rather than hard targets.

The Eastern & Midlands Regional Assembly - Regional Spatial and Economic Strategy (EMRA RSES) notes that the age profile of the Region is young and that by 2031 there will be a significant increase in the number of people in the 15-24 age cohort, resulting in a strengthening of the demand for smaller housing units in the short to medium term. It is considered that the proposed housing mix in Barnhill is appropriate, given emerging age profile in the Region and the need to provide opportunities for downsizing. Market analysis for the area and trends towards smaller

household size also indicate that the balance of units proposed is consistent with housing demand in the area.

It is considered that the density of development is the optimum achievable for the site and that the density and layout responds to the need to integrate the development with its surroundings while also considering the sites potential, constraints, topography, and environmental context.

### 5.1.3. Design, Layout & Residential Amenity

Policy Objective HQD2 of the LAP requires *“that development is designed to a high qualitative standard and promotes the creation of good places...”* in accordance with the guidance set out in the Urban Design Manual and that it *“...will seek to ensure that developments are cognisant of the need for proper consideration...”* of the 12 design principles, specifically:

▪ <b>Context</b>	▪ <b>Efficiency</b>	▪ <b>Adaptability</b>
▪ <b>Connectivity</b>	▪ <b>Distinctiveness</b>	▪ <b>Privacy and Amenity</b>
▪ <b>Inclusivity</b>	▪ <b>Layout</b>	▪ <b>Parking</b>
▪ <b>Variety</b>	▪ <b>Public Realm</b>	▪ <b>Detailed Design</b>

In line with these requirements a response has been prepared in regard to the 12 design principles in the Statement of Consistency.

### 5.1.4. Height

The Urban Development and Building Height Guidelines (UDBHG) set a new framework for acceptable building heights, focused on the positive contribution that taller buildings can make to our cities and towns.

SPPRs 1 to 4 provide a revised context for planning policy in respect of increased building height with SPPR 4 calling for a greater mix of building heights and typologies in planning for the future development of suburban locations.

SPPR 3 states that

*“It is a specific planning policy requirement that where,*

- (A) *1. an applicant for planning permission sets out how a development proposal complies with the criteria above, and*
- 2. the assessment of the planning authority concurs, taking account of the wider strategic and national policy parameters set out in the National Planning Framework and these guidelines,*

*then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.*

- (B) *In the case of an adopted planning scheme the Development Agency in conjunction with the relevant planning authority (where different) shall, upon the coming into force of these guidelines, undertake a review of the planning scheme, utilising the relevant mechanisms as set out in the Planning and Development Act 2000 (as amended) to ensure that the criteria above are fully reflected in the*

*planning scheme. In particular the Government policy that building heights be generally increased in appropriate urban locations shall be articulated in any amendment(s) to the planning scheme*

- (C) *In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed."*

Building heights range throughout the development from 2-storeys to 12-storeys. Please refer to drawing reference PLA-10 by which accompanies the planning application for further detail. Table 5.3 provides details of the range of building heights by character area and table 5.4 provides an assessment of the proposed development and its character areas against the criteria set out in Section 3.2 of the Urban Development and Building Height Guidelines for Planning Authorities 2018.

**Table 5.3: Proposed Building Heights**

Character Area	Range of Building Height	Landmark Buildings
<b>Barnhill Stream</b>	2 - 4 Storey	Four storey apartment blocks placed to the west, east and north of the character area, with the remaining units ranging from 2-3 stories.
<b>Barnhill Cross</b>	2 - 9 storey	Predominantly 2-3 storey houses, with apartment block to the south-east of the character area, providing gateway to village centre.
<b>Barnhill Crescent</b>	2 - 3 storey	-
<b>Station Quarter South</b>	2 - 9 storey	Apartment block to the east of the character area, with 8 and 9 storey height forming urban edge to eastern part of SHD development.
<b>Parkside</b>	2 to 3 storeys	-
<b>Railway Quarter</b>	2 - 8 storey	Apartment block to east of character area, with 8-storey height forming urban edge to the Railway Plaza & train station.
<b>Station Plaza</b>	2 - 11 storey	Apartment block to the west of the character area presenting frontage to Railway Plaza

<b>Village Centre</b>	3 - 12 storey	Twelve storey apartment block to east of village centre, acting as the main landmark building of the development, and the connection point from the village centre to the railway station.
<b>Link Road East</b>	2 - 3 storey	-
<b>Link Road West</b>	2 - 3 Storeys	Three storey building to the north of the character area.

Table 5.4: Assessment of Criteria - UDBHG

Criteria	Development Compliance
<b>At the scale of the relevant city / town</b>	
The site is well serviced by public transport with high capacity	The site is adjacent to Hansfield Rail Station which has a high capacity. The development has also been designed to facilitate excellent public bus access.
Development proposals should successfully integrate into / enhance the character and public realm of the area.	Hansfield SDZ is located to the north of the site and establishes the area as a new urban centre. The development includes a 5.6 ha public park, which will enhance the public realm available to the wider area.
Proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with the sufficient variety in scale and form to respond to the scale of the adjoining developments and create visual interest in the streetscape.	The proposed development provides for nine-character areas, with connectivity focused on prioritising pedestrian, cycling and public transport movements. The massing and heights proposed complement the development within Hansfield SDZ. Varied height is provided throughout the development, with taller buildings located closer to the railway station and at key landmark areas. Tall buildings have been designed to reduce impact on the existing residential units in the area, by the provision of reduced or graduated heights at direct interfaces with the existing units.
<b>At the Scale of the District / Neighbourhood / Street</b>	
Makes a positive contribution to the urban neighbourhood and streetscape.	Barnhill Garden Village will create a new urban district, complementing Hansfield SDZ to the north. The development has been designed so that each of the nine-character areas have their own sense of place but have been designed to provide strong connections between each area. A comprehensive landscape masterplan provides unity to the new urban area, while maintaining diversity between areas.

Criteria	Development Compliance
The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.	The creation of nine-character areas, with different building typologies within and between each area ensures that the proposal is not monolithic. Long uninterrupted walls of building are avoided and each of the materials and building fabric of each of the unit types has been well considered.
The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway / marine frontage and complies with the requirements of 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities 2009'	<p>The development proposal has prioritised ensuring that there is effective connectivity to the Hansfield Train Station and the new Village Centre as the key destination points within the new urban area. Pedestrian and cycling priority routes are provided from all parts of the development to the future Royal Canal Greenway, which will enhance its use.</p> <p>Tall buildings within the site have been located to respond to key destination points and thoroughfares.</p> <p>In compliance with the Planning System and Flood Risk Management Guidelines, all development, including access roads is located outside any lands identified as of current or future risk flooding.</p>
The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area.	As a new urban area, the proposed development will define the legibility of the area. The tall buildings within the development act as key landmarks within the development and will provide strong legibility throughout the site.
The proposal positively contributes to the mix of uses and / or building / dwelling typologies available in the neighbourhood.	<p>The proposed development provides a mix of uses, with the village centre providing the focus for commercial and community uses. A range of dwelling types is proposed within the development, including 1 to 4 bed apartments, 1 to 3 bed duplex units and 3 to 4 bed houses.</p> <p>The provision of taller buildings provides the opportunity to positively contribute to the range of mix of uses and dwelling types proposed in Barnhill Garden Village.</p>
<b>At the scale of the site / building</b>	
The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.	<p>The form, massing and height of each of the tall buildings has been carefully modulated to maximise the access to natural daylight, ventilation and views of individual units.</p> <p>A Daylight and Sunlight Assessment Report has been prepared by 3D Design Bureau and accompanies the application. This report concludes that the design of the proposed buildings levels to access to good levels of daylight and sunlight in most cases.</p>
Appropriate and reasonable regard should be taken of quantitative	As noted above, Daylight and Sunlight Assessment Report has been prepared by 3D Design Bureau and accompanies the application. This report concludes that the design of the



Criteria	Development Compliance
performance approaches to daylight provision	proposed buildings levels to access to good levels of daylight and sunlight in most cases.
Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out.	Approximately 2% of the apartment units do not meet the guideline standard for daylight and sunlight set out in the BRE 209 Guidelines (3 <sup>rd</sup> Edition) <sup>1</sup> .  The Architectural Design Statement which accompanies this application provides a rationale and details compensatory solutions for each of these units.

The proposed building heights in Barnhill SHD have been developed to take account of the design detailed in the UDBH Guidelines: at the scale of the relevant city / town, district / neighbourhood / street, and the site / building.

In summary, the height strategy of the proposed development is appropriate because:

- It is located on a public transport corridor, where increased heights and densities are sought to promote sustainable travel patterns.
- The design considers the site constraints, potential and topographical context, with taller buildings located at key nodes within the layout.
- The scale, massing and materials have been carefully designed to respond to the site and to maximise the natural daylight, ventilation, and views. Care has been taken to minimise overshadowing and loss of light on adjacent buildings (existing and proposed).

#### 5.1.5. Daylight and Sunlight Assessment Report

As previously noted, SPPR 3 of the UDBHG requires that a development proposal complies with the criteria at the scale of the relevant city / town, district / neighbourhood / street, and the site / building. In terms of the criteria at the scale of the site, the UDBHG states:

*“At the scale of the site/building*

- *The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.*
- *Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment’s ‘Site Layout Planning for Daylight and Sunlight’ (2nd edition) or BS 8206-2: 2008 – ‘Lighting for Buildings – Part 2: Code of Practice for Daylighting’.*
- *Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the planning authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing*

<sup>1</sup> Building Research Establishment’s Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (BRE 209)

*comprehensive urban regeneration and or an effective urban design and streetscape solution.”*

Paragraph 6.6 of the Sustainable Urban Housing: Design Standards for New Apartments, 2020 document makes reference to the British Standard, BS 8206-2:2008: Lighting for Buildings - Part 2: Code of Practice for Daylighting (the British Standard) and to the Building Research Establishment's Site Layout Planning for Daylight and Sunlight: a Guide to Good Practice (BRE 209).

*“Planning authorities should have regard to quantitative performance approaches to daylight provision outlined in guides like the BRE guide ‘Site Layout Planning for Daylight and Sunlight’ (2nd edition) or BS 8206-2: 2008 – ‘Lighting for Buildings – Part 2: Code of Practice for Daylighting’ when undertaken by development proposers which offer the capability to satisfy minimum standards of daylight provision”.*

Paragraph 6.7 of the 2020 apartment guidelines states:

*“Where an applicant cannot fully meet all of the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, which planning authorities should apply their discretion in accepting taking account of its assessment of specific. This may arise due to a design constraints associated with the site or location and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.”*

It should also be noted that at the time of publication of the Design Standards for New Apartments and the Urban Development and Building Height Guides, BRE 209 was in the 2nd edition, first published in 2011. Since then, a 3rd edition of BRE 209 has been published (June 2022) and the 2nd edition has been withdrawn. BRE 209 no longer references BS 8206-2:2008, which has also been withdrawn. The primary standard used as reference in BRE 209 edition 3 is BS EN 17037.

A Daylight and Sunlight Assessment Report has been prepared by 3D Design Bureau and accompanies this application. This report therefore identifies where daylight and sunlight recommendations have and have not been achieved. Under the criteria as set out in the BRE 209 (3<sup>rd</sup> Edition), the spatial daylight autonomy (SDA) value in the assessed habitable rooms meet or exceed their target values. This gives a circa compliance rate of ~98%. For a scheme of this size, this could be considered an acceptable level of compliance. Table 11.1 of the Architectural Design Statement includes a table of compensatory designs measures for units which have not met the daylight and sunlight recommendations.

It is considered that this is very good given the scale and density of the development and its proximity to the railway line, as national policy places a focus on promoting higher densities and more compact development within 500 metres walking distance of a bus stop or within 1 km of a light rail stop or a rail station. The proposed development also benefits from access to high quality public open space and amenities and excellent landscaping treatments.

The Daylight and Sunlight Assessment Report prepared by 3D Design Bureau has studied the effect the proposed development would have on the level of daylight and sunlight received by the neighbouring residential properties that are in close proximity to the proposed development, whilst the scheme performance has assessed daylight & sunlight within the proposed development itself.

The 3DDB Report demonstrated that the proposed scheme design is sympathetic on the existing neighbouring properties. The proposed buildings are stepped at the higher floors or limited in height where their location is close to the existing dwellings inside the proposed site. These factors ensured that all the existing windows assessed will experience a negligible level of effect, except for the two windows already located in an unfavourable and obstructed position. Furthermore, none of the surrounding gardens will experience a perceptible reduction in their sun-lighting on March 21st, as per BRE Guidelines. Therefore, the level of effect on daylight and sunlight to the surrounding existing properties can be considered very favourable.

With regard to the scheme itself. The layout, arrangement, and design of the proposed buildings lead to access to good levels of daylight & sunlight in most cases. Considered the size of the scheme and associated complexities, the compliance rate achieved could be considered favourable and acceptable. The vast majority of the proposed private and shared residential amenity spaces are also displaying good levels of sunlight for future occupants of the scheme. The 3DDB Report concluded that, for a scheme of this size and level of density being targeted, the levels of daylight and sunlight achieved should be considered favourable.

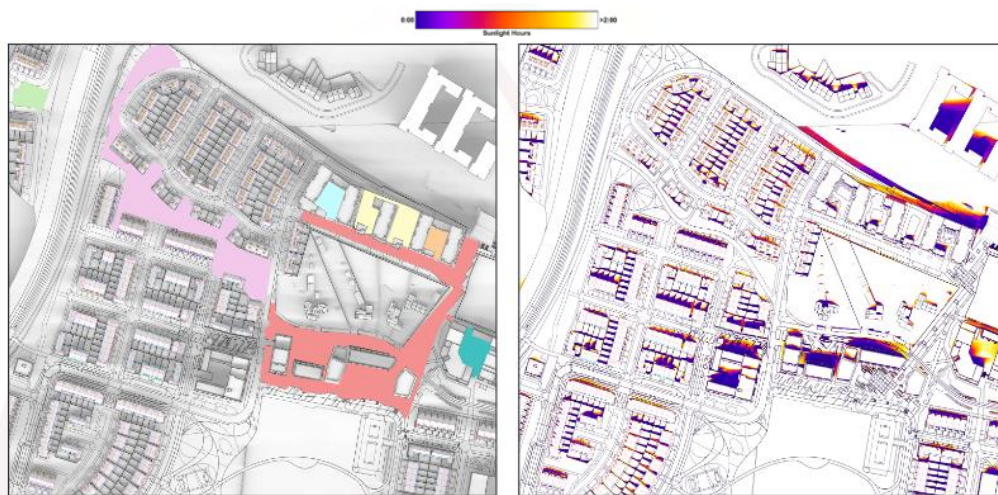


Figure 5.3: Left - Indication of the amenity areas that have been analysed, Right - Area capable of receiving 2 hours of sunlight on March 21st shown in white (R)., Source; Daylight and Sunlight Assessment Report

#### 5.1.6. Landscape, Recreation, Amenity & Open Space

High quality public open is provided in accordance with the Fingal Development Plan to satisfy the amenity requirements for future residents and is detailed in the Landscape Design Statement prepared by Gannon & Associates Landscape Architecture. The below table details the different types of open space and is also illustrated at Figure 5.4. The open space and play space provided by the proposed development meets all the objectives of the Fingal Development Plan and Barnhill Local Area Plan, with a combined total of 7.043 m<sup>2</sup> of play opportunities throughout the site, divided into both natural and formal play spaces.

The landscape design has been development within the framework of a Green Infrastructure Masterplan, which is detailed within the Landscape Design Statement, in section 5.

This masterplan notes that the green infrastructure will be the setting of the development and looks to create connectivity through the site, expressed as a series of permeable and legible links, nodes and spaces.

These spaces are further defined according to the hierarchy of primary, secondary and tertiary notes and primary and secondary links through and around the site.

Figure 5.4 illustrates the concept of the green masterplan and highlights the primary amenity and open spaces within the development.



Figure 5.4: Green Infrastructure Masterplan, Source; Landscape Design Statement







### 5.1.7. Environmental Impact Assessment Report

In accordance with the Planning and Development Regulations, 2001 and current government and EU guidance the Planning Authority must screen the proposed development for Environmental Impact Assessment (EIA) and decide if the planning application for the proposed development does or does not require an Environmental Impact Assessment Report (EIAR).

Part 1 and Part 2 Schedule 5 of the Planning and Development Regulations, 2001 defines the categories and thresholds of developments requiring an EIAR. Section 10 (b)(i), Infrastructure Projects, requires that an Environmental Impact Assessment is carried out in respect of the construction of more than 500 dwelling units.

The subject application seeks permission for 1,243 units, on a site of 29.6 hectares, which is in excess of the specified threshold and therefore an EIAR has been prepared as part of the application and assesses the environmental impacts of the proposed development on the site and the surrounding area. This EIAR has been prepared having regard to the Environmental Protection Agency's *Guidelines on The information to be Contained in Environmental Impact Assessment Reports*, May 2022 and other guidelines relevant to specific disciplines.

Refer to accompanying EIAR for further details.

### Summary of Public Consultation

The Applicant has engaged with a number of representatives in respect of connectivity to the Iarnród Éireann lands to the north, the land set aside within the development for a future primary school, the operation of the creche, and the occupancy of commercial units within the village centre. The Applicant has also engaged with Fingal County Council.

The applicant met with Iarnród Éireann in April 2019 to discuss design options for accessing Hansfield Train Station. Iarnród Éireann indicated that it would be their preference to avoid the provision of lift access, as this can prove difficult to manage and attract anti-social behaviour. Ramped access, bus drop off area and provision for cycle parking were identified as requirements. No requirement for car parking relating to the station was identified. The design preferences of Iarnród Éireann have been taken into consideration in the design of the Railway Plaza. The design proposals for the Railway Plaza and access to the Railway Station have forwarded to Irish Rail for review and comment throughout the development process. The final plans were forwarded to Irish Rail in early June, and while a formal response is still pending, we note that Irish Rail are a prescribed consultee of the planning application and will have the opportunity to respond formally to the Board on their view of the proposals.

Irish Water were engaged in respect of a water connection to the Barnhill site. Irish Water provided a letter, dated 19<sup>th</sup> February 2020, confirming a proposed connection to the Irish Water network(s) can be facilitated, subject to a valid connection agreement being put in place. This Irish Water Pre-Connection Enquiry Letter accompanies this request. A letter of design acceptance also accompanies the application.

The Applicant has also been in contact with the Department of Education and has received a letter from them noting that the applicant has contacted them with details regarding the site and have confirmed that they will engage in the application process. This letter is appended to the School Demand Report.

The EIAR was scoped following appraisal of the EPA guidelines of information to be contained within the EIAR, through design team meetings with the specialist consultants. The EIAR was also informed by the formal s.247 meeting held with Fingal County Council on 5 October 2021, the Fingal County Council opinion on the pre-application documentation submitted to An Bord Pleanála on 22<sup>nd</sup> November 2021, and the Inspector's Report and Board Opinion received from An Bord Pleanála following the pre-application consultation process (ref: ABP-312005-21).

A number of prescribed bodies were consulted in relation to the general scope of the EIAR and are detailed in Chapter 1 of the EIAR. Prior to lodging this application, notification has been issued to the Department of Housing, Planning and Local Government's EIA Portal. The purpose of this tool is to inform the public in a timely manner, of applications that are accompanied by an EIAR. Confirmation of the EIAR Portal notification accompanies the application.

Pursuant to article 285(5)(a) of the Planning and Development (Strategic Housing Development) Regulations 2017 and the Board's Notice of Pre-Application Consultation Opinion, the prospective applicant has also notified a number of Prescribed Bodies of the making of the SHD application in accordance with section 8(1)(b) of the Planning and Development (Housing) and Residential Tenancies Act 2016. These Prescribed Bodies are listed in the cover letter prepared by McCutcheon Halley Planning Consultants.

#### **5.1.8. Natura Impact Statement**

Article 6(3) of the Habitats Directive 92/43/EEC requires that an Appropriate Assessment (AA) should be carried out where any plan or project which is not directly connected with or necessary to the management of a European site but would have a Likely Significant Effect on such a site, either individually or in combination with other plans or projects, on the conservation objectives that would ultimately affect the integrity of Natura 2000 sites.

The screening exercise set out in Section 4 of this NIS concludes that there is clearly no Likely Significant Effect on European Sites.

The screening exercise concluded that Likely Significant Effects were possible, pending further investigation, for the following impacts:

- waterborne pollution affecting qualifying or supporting habitats at downstream European Sites during the operational phase of the Proposed Development, and,
- disturbance or other adverse effects on SCI / QI species or habitats, or supporting habitats, as a result of the increased number of people and corresponding increase in recreational pressure on the three European Sites within 15 km during the operational phase of the Proposed Development.

The Appropriate Assessment set out in Section 6 of the NIS addresses in further detail the above two impacts.

Regarding waterborne pollution of downstream European Sites, the Proposed Development meets the requirements stipulated in the Barnhill LAP Appropriate Assessment Screening to avoid such pollution, namely a) avoidance of inappropriate development in flood risk areas, b) treatment of surface waters in accordance with the Barnhill SuDS strategy, and monitoring of the SuDS effectiveness, c) the capacity for the Proposed Development to be supplied with clean water from Leixlip Water Treatment Plant, and d) the discharge of foul water to an upgraded water treatment plant and sewer system prior to the Proposed Development proceeding, which are expected to be

completed to cater for the additional capacity by 2023. For these reasons, there will be no adverse effect on the integrity of any European Site as a result of pollution from the Proposed Development.

Regarding recreational pressure on European Sites, possible adverse effects on European Site are ruled out for a combination reasons, comprising a) with respect to Rye Water Valley / Carton SAC, a lack of formal parking, inconvenient access and presence of alternative recreational areas in the surrounding area, b) location of Glenasmole Valley SAC at the very limit of possible recreational pressure effects, and concerning a non-coastal site and QI habitats that are not easily accessible, and c) location of South Dublin Bay and River Tolka Estuary SPA towards the limit of possible recreational pressure effects, with existing visitor management measures implemented through bye-laws such as control of watersports and prevention of off-leash dog walking. For these reasons, there is expected to be no adverse effect on the integrity of any European Site as a result of recreational pressure from the Proposed Development.

The lack of adverse (and beneficial) effects from the Proposed Development on European Sites also means that cumulative effects with other plans or projects are not possible. Consequently, the NIS concluded that there will be no adverse effect on any European Site, either alone or in combination with other plans or projects, as a result of the proposed development.

#### **5.1.9. Archaeology and Heritage**

Policy Objective DMS153 of the Fingal Development Plan 2017 requires that all development proposals that may (due to their location, size, or nature) have implications for archaeological heritage to be accompanied by an Archaeological Impact Assessment and Method Statement.

An assessment of the baseline Archaeological, Architectural and Cultural Heritage conditions of the surrounding environment for the Proposed Development was completed, in order to determine any significant impacts that may arise as a result of the development and highlight any potential effects this may have on these resources.

The proposed development consists of 11 fields in use for agricultural purposes. These are in use for a mixture of pasture and tillage. These are delineated by mature hedgerows containing earthen ditch and banks. The centre of the site contains a large farmyard with a mixture of 19th and 20th century structures and a large open yard covered in concrete. The proposed development site does not include any protected structures included on the Record of Protected Structures of Fingal County Council.

There are no records of any designated/protected monuments or designated architectural heritage structures (including protected structures) within the site boundary of the Proposed Development. Chapter 13 of the EIAR on Cultural Heritage has assessed the proposed development in terms of its impact on the archaeological and built heritage pertaining to the site.

#### **5.1.10. Visual Impact**

The application site comprises several flat agricultural fields under pasture, bound by dense hedgerows, which are typically lined with mature trees. Eight existing residential properties and one industrial use building complex are located within the Barnhill LAP lands but will not form part of the planning application site. The lands to the east, south and west beyond the site have similar landscape characteristics. To the north, the site is bordered by the Dunboyne-Clonsilla

railway line with the emerging urban centre associated with the Hansfield Strategic Development Zone (SDZ) located beyond. The site is located on the settlement edge, and at the interface with rural agricultural land, resulting in a transitional local character. No prominent natural features exist in the local landscape.

Levels within the Development Site are around 60m above Ordnance Datum (AOD), falling very slightly from north to south. Barnhill stream crosses the southern portion of the lands in an east-west direction, without causing discernible level changes. The topography surrounding the site is similarly flat for many kilometres except for 2km to the south-east where levels drop steeply by up to 30m towards the River Liffey.

The Royal Canal is located east of the site. The Hansfield SDZ is located immediately to the north of the SITE, with the neighbourhood of Ongar located to the north of Hansfield and the Dublin suburbs of Clonsilla and Blanchardstown to its east. The Kildare town of Leixlip is located 2km to the southwest and THE Meath town of Dunboyne 3km to the northwest. Ribbon development and one-off housing is found frequently along the roads through the agricultural landscape between these urban centres.

The R149 Clonee to Leixlip Regional Road is the main transport route through the study area, passing the western boundary of the site. The R121 Clonsilla to Lucan road is located 300m to the south-east of the land, east of the Royal Canal and the Dublin-Maynooth railway line. The N3/M3 National Road can be accessed via the R149, just outside Clonee, within 3km north of the site. These higher-class roads are supported by a dense network of local roads.

The layout of the Proposed Development was designed, so that large sections of the existing hedgerows and associated trees would be retained within green corridors and public open spaces. The loss of hedgerows and trees would be compensated by extensive tree planting along residential streets along the boundaries of the Site and within the proposed public open space. The visual impact of the proposed development has been assessed as part of the Landscape and Visual Impact Assessment which forms part of Chapter 4 of the EIAR, which accompanies this application.

This approach will comply with Policy Objective GI5 of the LAP in protecting, "...insofar as is possible, existing trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character...".



Figure 5.6: Existing and proposed layout of hedgerows and trees, Source; Landscape Design Statement

#### 5.1.11. Infrastructure & Services

An Engineering Report has been prepared by Clifton Scannell Emerson Associates in order to carry out the planning stage design of the civil engineering elements for the development. The report addresses the following:

- Strategic Flood Risk Assessment.
- Surface Water Network and Sustainable Urban Drainage Systems (SuDS).
- Foul Sewer Network,
- Water Supply Network,
- ESB Power Supply Network,
- Telecoms Supply Network (Virgin Media and Eir).
- Proposed Internal Road / Street Network

Please note the proposed internal road/street network is addressed at Section 5.1.12 of this report.

The Barnhill lands were assessed for risk of flooding in accordance with the Planning System and Flood Risk management Guidelines for Planning Authorities 2009 issued by the Department of the Environment, Heritage, and Local Government (DoEHLG) and as updated by the Department



Circular PL 02/2014. A Flood Risk Assessment was carried out for the Barnhill SHD site by Garland Consultancy on behalf of Fingal County Council.

Flooding within the area is associated with both Pluvial and Fluvial occurrences. The flood modelling showed that there are large areas of low-lying lands located to the north and south of the existing stream that are liable to flooding. It was determined that this flooding is largely caused by the existing capacity of the culvert that conveys the stream under the Royal Canal and the Dublin to Maynooth Railway line, located to the south of the lands. It was discovered that this culvert caused the stream to back up during both the 1% and 0.1 % rainfall events. This, in turn, inundated the low-lying areas on both banks of the stream with flood waters

In terms of surface water drainage, there are currently no public surface water drainage networks located within, or immediately adjacent to, the site area designated for the Barnhill SHD. The existing lands are currently used for agricultural purposes and are drained by a series of existing ditches. These existing ditches discharge to the existing Barnhill Stream watercourse that traverses through the southern part of the site. The existing Barberstown Lane North and Barberstown Lane South Roads are drained by means of ditch channels located at either side of the roads which also discharge to the Barnhill Stream. The existing section of the R149 Regional Road between the Barberstown Lane North and Barberstown Lane South junctions are also drained by ditches which also discharge to the Barnhill Stream.

A storm water drainage network shall be constructed as part of the future Ongar – Barnhill Distributor Road and realigned Barberstown Lane South Road, to be constructed as part of the Ongar to Barnhill Distributor Road Scheme by Fingal County Council. This drainage network will be constructed to cater for the surface water runoff generated by the Distributor Road.

It is proposed to design and construct a surface water drainage system for the site. An internal surface water pipe network shall be constructed as part of the proposed development to convey surface water runoff generated by the development to the Barnhill Stream that runs through the south of the site. Refer to Engineering Report and SUDS Strategy Report, by CSEA for further details.

There are currently no public foul / wastewater sewer drainage networks located within, or immediately adjacent to, the site area designated for the Barnhill SHD. The existing residential and farm properties situated within the centre of the development site have independent foul sewerage tanks and treatment systems.

It is proposed to collect foul sewerage / wastewater will be collected by means of manholes and underground pipework networks which are to be laid primarily along the internal road networks traversing the development site. This is further detailed in the Engineering Report.

In respect of the water supply network, at present, the site is serviced by a 4" Ø uPVC watermain, installed in 1965, that travels through the site along the Barberstown Lane North Road. This watermain continues across the Royal Canal, via Pakenham Bridge, and traverses the existing Dublin to Maynooth Railway Line at the existing Barberstown Lane Level Crossing. This watermain services the existing dwellings and farm buildings located along the Barberstown Lane North Road. There are 2 no. hydrants and 2 no. air valves located on this section of watermain. The site is also serviced by a 4" Ø uPVC watermain, installed in 1965, and a 200mm Ø uPVC watermain, installed in 2004. Also, there is a 4" Ø uPVC watermain, installed in 1965, and a 200mm Ø uPVC watermain, installed in 2004, located within the existing R149 regional road that runs adjacent to the western boundary of the site.

A proposed internal watermain network is to be constructed to supply the units within the development. This will be connected from the watermain infrastructure installed during the construction of the future Ongar to Barnhill Distributor Road that is to be in place prior to the construction of the Barnhill SHD. Watermain pipes are proposed to range in size from 110 - 225mm Ø.

#### 5.1.12. Access, Traffic & Transport

The key objectives of the LAP strategy for the site in terms of movement and transport are to:

- *“Improve accessibility and maximise public transport use, taking account of the land’s location adjoining Hansfield train station,*
- *Encourage use of sustainable transport options. Walking and cycling shall be encouraged, particularly for shorter trips.*
- *Prioritise planned infrastructure that supports public transport, and ensures the land use strategy is informed by, and integrated with transportation objectives.*
- *Seek the interconnection of walking and cycling routes with key public transport and amenity destinations (both existing and planned).*
- *Encourage sustainable densities of population, such that public transport is supported and sustained, and walking and cycle routes are kept active.*
- *Facilitate the provision of electricity charging infrastructure for electric vehicles both on street and in new developments in accordance with car parking standards.”*

The proposed site layout has been designed with regard to the Design Manual for Urban Roads and Streets (DMURS) and sensitively responds to the topography of the site. The layout has been designed to provide for a network of streets that maximise permeability for pedestrians, enhance accessibility to public amenities and cyclists and ensure the development of sustainable communities. The layout will provide high quality direct links to the village centre, future school site and creche, the Hansfield Train Station, public transport routes and the wider Blanchardstown area. This will create a high degree of accessibility throughout the site and integrate with the surrounding area. An integrated hierarchical street network of primary and secondary routes is provided across the site to provide a permeable street network, allowing for balanced dispersal of traffic and pedestrian and cycle movement. Refer to Figures 5.7 and 5.8 and accompanying drawing references 16\_053\_004 to 16\_053\_007 prepared by CSEA.

Streets and roadways have been sufficiently sized so as to create a legible street hierarchy, each with its own identifiable character and function. The street hierarchy is as follows:

- The Primary Access Road which shall be accessed via two proposed roundabout junctions to be constructed as part of the future realigned Barberstown Lane South Road. This access road shall provide the main access link to the proposed village centre, the future school and crèche as well as providing access links to the other roads within the development. The Primary Access Road shall have a carriageway width of 6 metres wide and will have dedicated cyclist and pedestrian facilities on both side of the route.
- The western lands will be accessed from the existing regional road (R149 Leixlip to Clonee Road) that will link up with the proposed future Ongar-Barnhill Distributor Road.
- The local secondary streets that form the main street links to the primary access road and shall have a carriageway width of 5.5m which shall be shared with cyclists and dedicated pedestrian footpath facilities. The residential cul de sac local secondary streets have

carriageway widths ranging from 5.0m to 5.5m which shall be shared with cyclists and dedicated pedestrian footpath facilities.

- In the Village Centre it is proposed that there is a bus, taxi, disabled parking, and Loading Vehicle only one-way carriageway, running from West to East, with a minimum width of 3.5m. The paths on either side of this one-way road will be shared paths allowing for greater ease of movement of pedestrians and cyclists within the Village Centre area.
- Links will be provided throughout the site to facilitate pedestrians and cyclists. Vehicle movements along Barberstown Lane North will be limited as this will be predominately a pedestrian/cyclist's link, with the exception of local access to existing houses. The proposal also includes provision for a pedestrian connection to the future Royal Canal Greenway.
- The lands to the east and west of the Ongar-Barnhill Distributor Road will be connected via a shared path beneath the proposed Ongar to Barnhill Distributor Road Railway Overbridge and a toucan crossing, both of which shall be constructed as part of the Ongar to Barnhill Distributor Road Scheme to be delivered prior to the Barnhill LAP development. These crossings will be for pedestrians and cyclists only. Pedestrian and cycle access is also provided on the new Ongar-Barnhill Road at the main intersection junction to the south-west of the site.

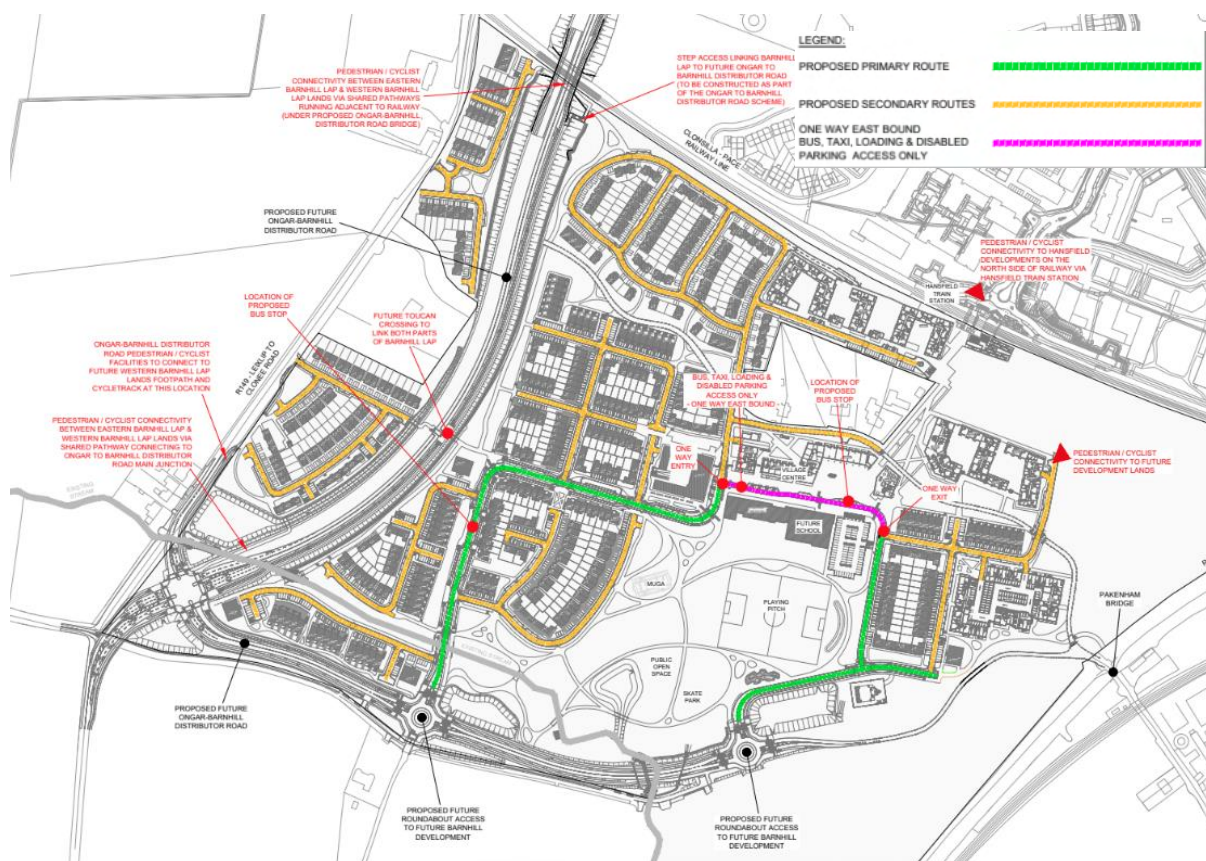


Figure 5.7: Proposed Street Hierarchy



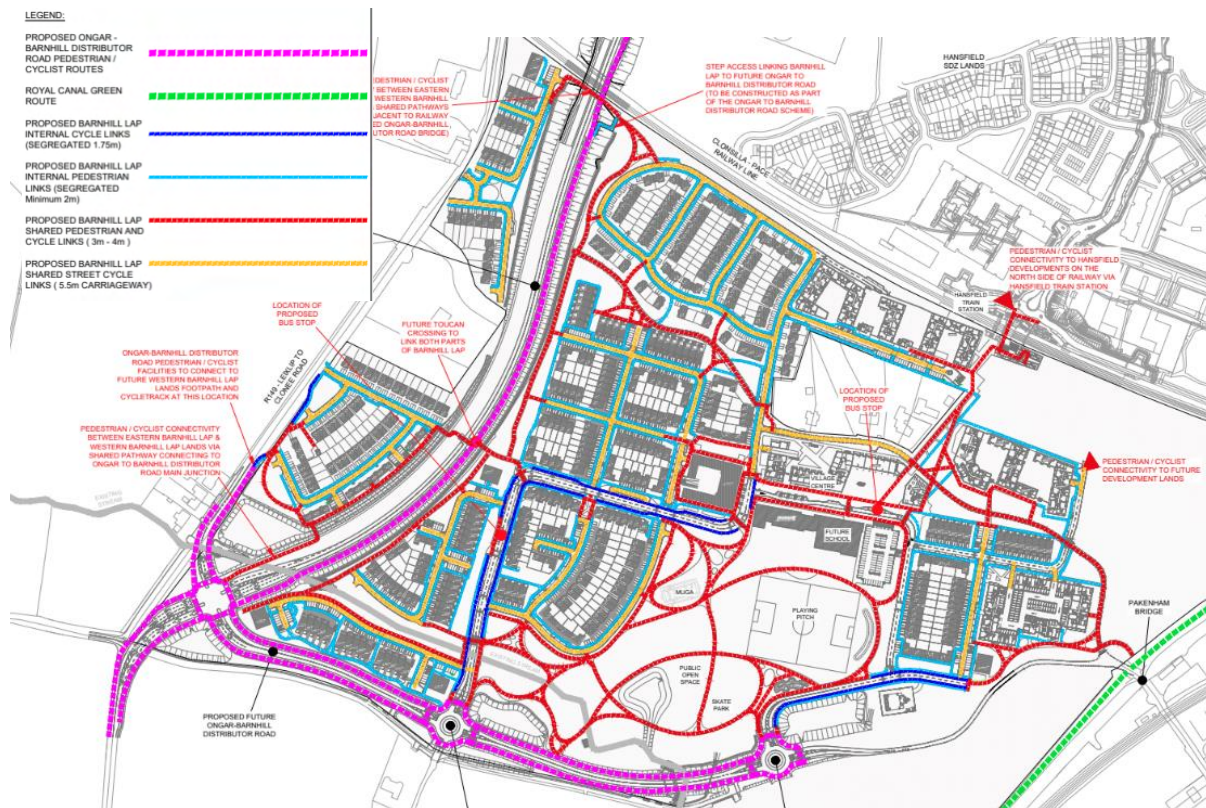


Figure 5.8: Proposed Pedestrian and Cycle Network

The site layout has also been informed by the Design Manual for Urban Roads and Streets (DMURS), and accordingly provides a network of streets, pedestrian priority areas including home zone areas, and traffic calming where necessary. The Statement of Consistency provides an overview of how the proposed development has been considered and incorporated the key design principles of DMURS where relevant.

### 5.1.13. Part V Proposal

The requirements of the amended Planning and Development Regulations (2015), pursuant to Part V, s.96 of the Planning and Development Act 2000 (as amended) requires a provision of 10% social housing, where the land to which the application for permission relates was purchased by the applicant during the period beginning on 1<sup>st</sup> September 2015 and ending on 31<sup>st</sup> July 2021. If the land was purchased before the 1<sup>st</sup> September 2015, the provision of 20% social housing is required.

It is also an objective of Fingal County Council to ensure that the provision of social and affordable housing is dispersed within the LAP lands and not concentrated in one particular area. LAP SA1 states that it is an objective to *"promote the integration of social/affordable housing with private housing and ensure that Part V development is located within each development area"*.

Section 8 of the LAP sets out the minimum requirement of social and affordable housing for each development area designated within the LAP, as follows:

Development Areas	Min Social & Affordable 10% of total
1 Railway Edge	47+/- units
2. Centre	40/57
3. West (Southern)	4
3. West (Northern)	3

The lands, the subject of this application are within the joint ownership of McGarrell Reilly, who purchased their land holding in March 2015, and Dragonglen Ltd., who purchased their land holding in December 2015.

The applicant proposes to meet the site-specific Part V obligation through the transfer 150 units, as detailed in the accompanying Part V proposal. Fingal County Council have indicated their acceptance in principle for the Part V proposal, subject to final agreement on the number of units to be transferred prior to commencement of development. A copy of the letter from Fingal County Council is attached to the Part V proposal.

The character areas, density and mix of housing have been designed to be consistent with the LAP zoning requirements, where possible. The provision of Part V housing within this development has been guided by the LAP requirements.

#### 5.1.14. Childcare Provision & Education

Policy Objective CF01 of the LAP notes that *“childcare facilities shall be provided in accordance with relevant national policy and shall include outdoor play space or have safe and easy access to a safe outdoor play area.”*

Appendix 2 of the ‘2001 Childcare Guidelines for Planning Authorities’ establishes an indicative standard of one childcare facility per 75 dwellings in new housing areas (Paragraphs 2.4 and 3.3.1 also refer to this standard). One facility providing a minimum of 20 childcare places is considered to be a reasonable starting point in this regard. The Childcare Guidance acknowledges that other case-specific assumptions may lead to an increase or decrease in this requirement.

A Childcare Provision Assessment has been prepared by McCutcheon Halley Planning Consultants and accompanies this application. The Assessment examines the existing childcare facilities located in the vicinity of the development site, their capacity and resulting need to incorporate on-site creche facilities as part of the development proposal.

Taking a conservative approach in calculating the likely demand for childcare services, we have assumed that upon completion of the proposed development circa. 2032, the average household size in the Barnhill LAP area will be 2.8. We have also calculated the likely demand for childcare services based on an average household size of 3.0, reflecting the current County average and to allow for a precautionary approach. The total number of units proposed within the development is 1,243 units. Assuming an average household size in the range of 2.8 – 3.0, it is projected that the proposed development will accommodate a population of between approximately 3,480 – 3,729



people when built out. The number of units excluding 1-bed units is 1,090. Using the same average household sizes as above, the projected population of the proposed development excluding these units would be between 3,052 – 3,270.

It is unlikely that all pre-school children will require childcare within the subject site (i.e. some will be cared for at home, some by other family members/friends, or will attend another childcare facility in the area or further afield). Data compiled by the Quarterly National Household Survey (QNHS) Childcare Quarter 3 2016, identifies that in the Dublin region, 25% of pre-school children (Age 0-4) are catered for in Crèche/Montessori/Playgroup/After-school facilities compared with 17% for the 0-12 age group. The national survey indicates that 13% of all children aged 0-12 years avail of pre-school / after-school care.

Applying the Fingal County percentage of 8.4% in the 0-4 years age cohort, the number of pre-school children that will live in the completed development is projected to be between approximately 256-313.

Applying the Fingal County percentage of 21.7% in the 0-12-year age cohort, the number of pre-school and primary school children that will live in the completed development is projected to be approximately 662-809.

Based on the data provided by the National Household Survey, a crèche to cater for all projected pre-school and primary school children is unlikely to be required. Dublin has the highest rate of use of Crèche/Montessori/Playgroup/After-school facilities at 17% for the 0-12 age group compared to a national average of 13%. This rate is higher for 0-4 age group with Dublin at 25% compared to a state average of 19%. A rate of 17% has been applied to the total population projections within the 0-12 age group and is considered a precautionary approach reflecting the highest rate in any region. This results in an estimate of between 113-137 children requiring childcare provision. When broken down between age cohorts this figure indicates that between 44-53 children in the 0-4 age group within the proposed development will potentially require access to a crèche/childcare facility with 69-84 children aged 5-12 within the proposed development requiring access to an afterschool/childcare facility.

CSO figures were analysed to ascertain the expected number of children for the development in line with existing population trends for Fingal. It is also cognisant of pent-up housing demand as identified in RSES and the projected trend in the NPF of decreasing household sizes. The percentage of children being cared for in crèches/ Montessori/Playgroup/After-school facilities and by Child-minders/Au Pairs/Nannies in the Dublin region further informs the expected size for a childcare facility.

On this basis the proposed development makes provision for a creche with a minimum capacity of 140 to 160 childcare places. This provision is deemed appropriate given:

- the number of childcare facilities identified in the area,
- Census data and household size projections, and
- statistical data for the uptake of childcare.

The crèche is proposed to be provided within Phase 1 of the development which will ensure that the childcare places will be established as development proceeds and the population grows. There may be a slight deficit in childcare spaces in the first two years of the development. It is considered that this deficit can be met by existing and proposed childcare facilities in the vicinity of the proposed development

A School Demand Report has also been prepared by McCutcheon Halley Planning Consultants to provide an examination of the existing educational facilities located in the vicinity of the development site, along with the demand likely to be generated by the proposed development.

Policy E1 of the LAP states that it is an objective to *“reserve a site c.1.14ha to provide for a primary school adjacent to the local centre”*. In accordance with the LAP, land has been set aside within the village centre to accommodate a primary school.

In order to estimate the projected increase in population from the proposed development, the formula used by the Department of Education has been applied. Furthermore, additional calculations have been made to reflect the population distribution in Fingal County. The resulting figures identify a likely projected population of 410 – 496 children of primary school age (5-12 years). Between 268 – 291 students (13-18 years cohort) are expected to require post primary school places.

In recognition of policy in the Barnhill LAP and in response to the projected capacity of surrounding primary schools, the proposed development reserves land for a primary school to provide for a primary school to accommodate a minimum of 16 classrooms. Assuming an average size of 24 children per classroom, this school could accommodate approximately 384 children.

It would, therefore, accommodate 78% of the highest projected demand for primary school spaces generated by the proposed Barnhill Development. It is considered more likely that the demand for primary school spaces in Barnhill will be in the region of 367 units (disregarding one-bedroom units and assuming an average household size of 2.8). A 16- classroom school would accommodate all of this demand. Should the Department of Education consider that a higher demand for primary school spaces is likely, the land set-aside could accommodate a 24-classroom school, which would have capacity for 576 children. This is well above the highest project primary school demand for the development.

Barnhill LAP did not identify the need for a post-primary school within the lands, noting that existing second level schools in the locality could accommodate the anticipated increase in second level pupils. The Environmental Impact Assessment Report has identified that, in combination with other permitted developments in the area, there is a potential under capacity in post-primary school places of around 201 to 252 places. This number of places would not be sufficient to support a stand-alone post-primary school. It is considered most likely that this demand will be met through extending the capacity of existing schools in the area.

The applicant will provide annual reports to the Department of Education on the progress of the development and associated school place demands, to inform the Department's future investment decisions at both primary and secondary level.

#### **5.1.15. Justification for 10-Year Planning Permission**

Planning permission is sought for a period of 10 years. It is anticipated that the construction period of the development will take just under 8 years. Development cannot commence until the Ongar Barnhill Road is completed, which is programmed for October 2024. A full 10-year period is therefore required to ensure that the development can be completed within the lifetime of the permission.

While the Ongar Barnhill Road is being developed, the preliminary consent period will be actively and constructively used by the applicants to agree any prior to commencement conditions that may be applied to any planning permission, to prepare detailed construction drawings and to finalise any tendering or procurement associated with the permission. The construction of the Ongar Barnhill Road will not, therefore, unduly delay the commencement of the development as, given the scale of development, it will take several months to mobilise works on site.

The Barnhill Garden Village development incorporates 1,243 residential units and important infrastructure works associated with the access to the railway station. The phasing programme has been detailed to ensure that the works can be carried out in a viable and sustainable manner. The construction phasing timeline of just under 8 years is proposed because:

- It provides control of the construction management plan to minimise impacts on the surrounding area on works associated with construction activities.
- It provides development output in line with the projected availability of finance and construction resources.

#### **5.1.16. Existing Residential Amenities**

The Barnhill LAP area includes a group of seven existing residential units, to the north of Barberstown Lane North and one unit adjacent to the R149. While these lands are zoned for future medium to high residential development, the proposed development has sought to retain existing residential amenities as far as is practicable, while also achieving the density levels required by the LAP and national planning policy.

The residential amenity of the existing residential properties has been respected by:

- The design of Railway Quarter apartments providing for a significant set-back between the apartments and the existing houses. There is a minimum set back from the existing houses to the apartment blocks of 35m.
- The apartments and balconies at these locations are dual aspect that can face south towards the residences or east/west to the private courtyards of the scheme. It is considered that there is an appropriate set back distance from these properties to allow balconies and windows on the south façade without impacting on the amenity of the existing residences. However, provisions could be incorporated with these units to face exclusively east or west and thereby eliminating any potential for overlooking if so conditioned.
- The Village Centre has been designed to minimise impact on the existing residential properties. A substantial landscaped area is provided to the north-west side of the village centre to present to the existing cottages. The blocks have also been designed to graduate in height, with the lower heights presenting to Barberstown Lane North.
- The railway plaza has been designed to retain existing ground levels as the plaza interfaces with the existing residential units. A strong landscaped boundary is proposed between the boundary of the existing cottage and the railway plaza to maintain privacy of the garden adjacent to the new access to Hansfield train station.
- The new development and noise abatement boundary fence along the railway line will act to reduce any noise impact from the railway on the existing residential units.

- Barberstown Lane North is being retained as a pedestrian and cycle priority route, with access limited to local access only. The development of the Ongar-Barnhill Road under FCC's part 8 scheme will result in Barberstown Lane North becoming a cul-de-sac. The development of Barnhill Garden Village will provide a new link to the new road network for the existing residents. The development will also provide access to sustainable travel modes for the existing residents, with:
  - A new access to Hansfield train station approximately 200m from the houses,
  - A proposed new bus route running along the Village Centre, approximately 100m from the houses,
  - A direct connection along Barberstown Lane North pedestrian / cycling priority link to the Royal Canal Greenway.
- The amenities proposed in the Village Centre, including retail, café and community centre will be within 100m of the existing houses. The land set aside for the proposed primary school is within 200m of the existing houses.

The context of the existing houses will change from an agricultural rural environment to a new urban area. This will have an effect on the existing residents who will be living within a newly developing community. The proposed development has been designed with an aim to mitigate the extent of effects on the existing houses, while also achieving planning policy objectives for high density compact growth. While the residents will experience negative impacts associated with the change in environment, they will also experience positive impacts associated with the improvements in access to sustainable travel modes, proximity to services, amenities, and recreational facilities.



Figure 5.9: CGI View of Village Centre, Source; Architectural Design Statement

## 6. Conclusion

Alanna Homes and Alcove Ireland Four Ltd. are applying for a 10-year permission to develop a Strategic Housing Development of 1,243 residential units and associated commercial and community facilities at Barnhill, in the town lands of Barberstown, Barnhill and Passifyoucan, Clonsilla Dublin 15.

The development has evolved in the context of national, regional, and local planning policy and following pre-planning consultation with Fingal County Council and An Bord Pleanála.

The proposed development will create a sustainable and attractive new residential neighbourhood, which will complement existing and future development at Hansfield SDZ and achieve further leverage from the significant public investment the DART + West upgrades. The development has been designed to maximise the ease of active travel modes, with a high emphasis on walking and cycling routes. The development exceeds the Fingal Development Plan standards in terms of bicycle parking and includes a new commuter bike parking station at Hansfield train station.

There is a strong emphasis on the importance of landscape and green infrastructure within the development. The development has maintained existing hedgerows and trees where possible and proposed significant biodiversity enhancement through the landscape design (including development of a new wetland and a wide range of native planting incorporated into the scheme).

The Barnhill Garden Village development is a strategic and important residential area in delivering regional and local targets for compact, sustainable growth. The applicants are both active housebuilders who have a proven track record in bringing permitted developments forward for construction and delivering attractive homes to meet housing needs.

The proposed development is consistent with national and regional planning policy and guidelines. The accompanying Architectural Design Statement, Statement of Consistency and Material Contravention Statement detail consistency with the Fingal County Development Plan and Barnhill Local Area Plan and provide a justification for any deviation or contravention of specific development.

The development of 1,243 residential units at Barnhill, combined with a range of commercial and community facilities will contribute to the sustainable growth of the Dublin Metropolitan area, and delivery much needed housing to meet the current shortage in housing supply.