

# Statement of Consistency

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

on behalf of Alanna Homes & Alcove Ireland Four Ltd

July 2022



**BARNHILL**

GARDEN VILLAGE



**McCUTCHEON HALLEY**

CHARTERED PLANNING CONSULTANTS

# Document Control Sheet

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# 1. Introduction

This Statement of Consistency (SOC) has been prepared by McCutcheon Halley Chartered Planning Consultants, in collaboration with C+W Architects, Delphi Design + Architecture, 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 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.

A Statement of Consistency 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 format.

This document is structured under the following headings:

- **Section 2:** Statement of Consistency with National Planning Policy
- **Section 3:** Statement of Consistency with Local Planning Policy

A separate Planning Report accompanies the planning application and considers the overall planning context and the key planning considerations for the proposed development. This Statement of Consistency should be read in conjunction with the Planning Report, the other related reports which accompany the planning application, including:

- The Architectural Design Statement, prepared by Delphi Architects
- The Landscape Design Statement, prepared by Gannon + Associates
- The Engineering Reports, prepared by Clifton Scannell Emerson Associates.
- The Traffic and Transportation Report, prepared by Clifton Scannell Emerson Associates
- The Flood Risk Assessment, prepared by McCloy Consulting
- The Childcare Demand Report, prepared by McCutcheon Halley
- The School Demand Report prepared by McCutcheon Halley
- The Social Infrastructure Report, prepared by McCutcheon Halley
- The Daylight and Sunlight Assessment, prepared by 3D Design Bureau
- The Microclimate Assessment Report, prepared by AECOM

## 2. Statement of Consistency - National Planning Policy

This section of the SOC looks at consistency with the following national planning policy documents:

- 2.1 *Project Ireland 2040 National Planning Framework (2018);*
- 2.2 Eastern & Midland Regional Assembly: Regional Spatial and Economic Strategy 2019-2031
- 2.3 *Rebuilding Ireland: Action Plan for Housing and Homelessness (2016);*
- 2.4 *Housing for All: A New Housing Plan for Ireland (September 2021)*
- 2.5 *Sustainable Residential Development in Urban Areas (Cities, Towns & Villages)* (May 2009), Department of Environment, Heritage and Local Government.
- 2.6 *Circular Letter: NRUP 02/2021*, Department of Housing, Local Government and Heritage.
- 2.7 *Urban Design Manual – A Best Practice Guide* (UDM) 2009, Department of Environment, Heritage and Local Government.
- 2.8 *Design Manual for Urban Roads and Streets* (DMURS) 2013, Department of Transport, Tourism and Sport.
- 2.9 *National Cycle Manual*, National Transport Authority
- 2.10 *Urban Development and Building Height Guidelines, 2018;*
- 2.11 *Sustainable Urban Housing: Design Standards for New Apartments – Guidelines for Planning Authorities, (December 2020), Department of Housing, Planning and Local Government;*
- 2.12 *The Planning System and Flood Risk Management, - Guidelines for Planning Authorities, November 2009*, Department of the Environment, Community and Local Government.
- 2.13 *Childcare Facilities Guidelines*, June 2001.
- 2.14 *Regulation of Commercial Institutional Investment in Housing – Guidelines for Planning Authorities, May 2021, Department of Housing, Local Government and Heritage*

The site is not in an area of architectural heritage and there are no recorded monuments or protected structures within the boundary of the site. Accordingly, the Architectural Heritage Guidelines, 2011 are not reviewed within the SOC. However, Cultural Heritage is considered as part of the Environmental Impact Assessment Report (EIAR) that accompanies this planning application.

## 2.1 Project Ireland 2040: The National Planning Framework 2018

| Reference   | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
|---|---|---|
| <b>National Strategic Outcome 1: Compact Growth</b> | Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority. | <p>The proposed development will be sustainably developed at an appropriate density in accordance with the Barnhill LAP 2019 and will maximise the use of public transport.</p> <p>The proposed development will create a high-quality residential development which integrates with the existing established residential communities of the surrounding areas. It will provide commercial and community facilities and supporting infrastructure to ensure that Blanchardstown continues to be a successful and attractive place for current and future residents.</p> |
| <b>National Policy Objective 2A</b>                 | A target of half (50%) of future population and employment growth will be focused in the existing five Cities and their suburbs.  | The proposed development is located within a suburb of Dublin City.   |
| <b>National Policy Objective 3A</b>                 | Deliver at least 40% of all new homes nationally, within the built-up envelope of existing urban settlements.   | The proposed residential development is located at the south-western development boundary of Blanchardstown and is contiguous to the existing built up area. It will form a natural sequential development of Blanchardstown, which is designated as a Metropolitan Consolidation Town.   |
| <b>National Policy Objective 3B</b>                 | 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.   | The proposed residential development is located at the south-western development boundary of Blanchardstown and is contiguous to the existing built up area. It will form a natural sequential development of Blanchardstown, which is designated as a Metropolitan Consolidation Town. Its development will be contiguous to existing developed areas.   |
| <b>National Policy Objective 4</b>                  | 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.   | <p>The proposed development will create a high-quality residential development which integrates with the existing established residential communities of the surrounding areas.</p> <p>The proposed development will provide clearly defined high-quality open space and landscaped areas to accommodate future occupants of the proposed development.</p>  |

| Reference                                 | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
|---|---|---|
|   |   | <p>The proposed development will meet the needs of workers in the city where currently there is an undersupply of housing.</p> <p>This application is supported by additional technical reports and drawings and are detailed in the cover letter prepared by McCutcheon Halley Planning Consultants. These documents and drawings are aimed at demonstrating the quality of the buildings and residential environment being created.</p>   |
| <p><b>National Policy Objective 5</b></p> | <p>Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.</p>  | <p>The proposed development will be sustainably developed at an appropriate density in accordance with the Barnhill LAP 2019 and will maximise the use of public transport.</p>   |
| <p><b>National Policy Objective 6</b></p> | <p>Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.</p>  | <p>It is stated in the Barnhill LAP that in the past 15 years, the context of the area has undergone significant change. The impacts of substantial residential and educational development in the Hansfield Strategic Development Zone (SDZ) and the provision of a new railway station have resulted in the creation of a developing urban area in this part of Blanchardstown.</p> <p>The site is zoned for residential development, immediately adjoins the Hansfield railway station and will provide commercial and community facilities and supporting infrastructure to ensure that Blanchardstown continues to be a successful and attractive place for current and future residents and will seek to achieve the successful integration of the development with existing settlements.</p> |
| <p><b>National Policy Objective 7</b></p> | <p>Apply a tailored approach to urban development, that will be linked to the Rural and Urban Regeneration and Development Fund, with a particular focus on inter alia:</p> <ul style="list-style-type: none"> <li>• Dublin</li> <li>• Encouraging population growth in strong employment and service centres of all sizes, supported by employment growth;</li> <li>• Addressing the legacy of rapid unplanned growth, by facilitating amenities and services catch-up, jobs and/or improved sustainable transport links to the cities, together with a slower rate of population growth in recently expanded commuter settlements of all sizes;</li> <li>• In more self-contained settlements of all sizes, supporting a continuation of</li> </ul> | <p>The site immediately adjoins the Hansfield railway station and is situated to the south of the Hansfield SDZ. It will provide commercial and community facilities and supporting infrastructure to ensure that Blanchardstown continues to be a successful and attractive place for current and future residents and will seek to achieve the successful integration of the development with existing settlements.</p> <p>The site is located proximate to the employment hubs of Dublin City and Blanchardstown. The site's zoning facilitates landmark buildings and a variety of building heights and is appropriate for high density development.</p> <p>The site has a high level of connectivity to the City Centre by its location close to Hansfield rail station</p>                    |

| Reference                                  | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
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|  | <p>balanced population and employment growth.</p>   | <p>and bus connections. It is located within easy access of the N3 with direct links to the M50, the national road network and Dublin Airport.</p> <p>The development will improve accessibility and maximise public transport use, taking account of the land's location adjoining Hansfield train station and will encourage use of sustainable transport options such as walking and cycling, via a network of cycle and pedestrian connections. This will minimise trip generation and promote more sustainable modes of transport.</p>  |
| <p><b>National Policy Objective 8</b></p>  | <p>To ensure that the targeted pattern of population growth of Ireland's cities to 2040 is in accordance with the targets set out for Dublin City and Suburbs of an increase in population of approximately 20-25% (or 235,000 - 293,000 people) by 2040.</p>   | <p>The proposed development will provide high density residential development that will facilitate an increase in the population of Dublin city and suburbs.</p>   |
| <p><b>National Policy Objective 11</b></p> | <p>In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.</p>  | <p>The proposed development seeks permission for a residential density that generally accords with the LAP and national policy.</p> <p>The additional population will lead to strengthening of jobs and activity within the area through the knock-on effect on services and facilities within the existing urban area and therefore satisfies objective 11.</p>   |
| <p><b>National Policy Objective 13</b></p> | <p>In urban areas, planning and related standards, including in particular building 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.</p> | <p>The proposed development provides a range of landmark buildings and a variety of building heights that seek to achieve well-designed high-quality outcomes in order to achieve targeted growth.</p> <p>Lands located adjoining the train station and rail line in Development Area 1 will contain buildings which will have a range of building heights, of generally 2-8 storeys across Link Road East and Railway Quarter, and ranging from 2-11 in Station Plaza. This ensures appropriate densities and heights are achieved which accord with relevant guidelines.</p> <p>Lands in Development Area 2, further south from the rail line, will contain buildings predominantly ranging from 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.</p> <p>Increased heights are considered appropriate at locations where higher buildings (Landmark</p> |

| Reference                                  | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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|  |  | <p>Buildings) would contribute to the streetscape or would provide overlooking of open space/recreation areas.</p> <p>Lands to the west of the new Ongar-Barnhill road will generally be 2 storey with some 3 storey book end houses in the southern part of Development Area 3.</p> <p>In the northern part of Development Area 3, the houses will generally be 2 storey with 1 block of three storey houses.</p> <p>The application is supported by a comprehensive suite of assessments assessing the development against performance-based criteria. Please refer to the cover letter by McCutcheon Halley Planning Consultants which provides a list of the supporting assessments which accompany this application.</p>   |
| <p><b>National Policy Objective 26</b></p> | <p>Support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan, though integrating such policies, where appropriate and at the applicable scale, with planning policy.</p>  | <p>The site immediately adjoins the Hansfield railway station and is situated to the south of the Hansfield SDZ. The site is located adjacent to existing residential community facilities and employment areas and has strong commuter links to Dublin City Centre by road and rail. The site is in proximity to strong Green Infrastructure including St Catherine's Park and the Royal Canal.</p> <p>The development will improve accessibility and maximise public transport use, taking account of the land's location adjoining Hansfield train station and will encourage use of sustainable transport options such as walking and cycling, via a network of cycle and pedestrian connections. This will minimise trip generation and promote more sustainable modes of transport.</p> <p>High quality public open space will be provided in accordance with the Fingal Development Plan to satisfy the amenity requirements for future residents and will encourage future residents to live active lifestyles.</p> |
| <p><b>National Policy Objective 27</b></p> | <p>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.</p> | <p>The proposed development will generate increased pedestrian and cycling activity. The result will be safer streets and open areas with increased passive surveillance providing a deterrent to anti-social behaviour.</p> <p>Permeability is central to the design and in this regard, it is proposed to create a pedestrian and cyclist friendly environment with safe access and direct links via connecting open spaces/ walkways</p>   |

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|                                     |   | to key destinations within Barnhill, Hansfield / Ongar and the wider Blanchardstown area.<br><br>Cycle parking spaces are proposed on the application site for future occupants and visitors.  |
| <b>National Policy Objective 28</b> | Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.  | The proposed development provides a varied mix of houses and apartments, that will cater for a range of household sizes.<br><br>The Applicant will comply with their Part V obligations through the transfer of 150 units.<br><br>A variety of communal open spaces are provided throughout the site.<br><br>The proposed development is Part M compliant and thus includes access for people with disabilities.   |
| <b>National Policy Objective 30</b> | Local planning, housing, transport/accessibility and leisure policies will be developed with a focus on meeting the needs and opportunities of an ageing population along with the inclusion of specific projections, supported by clear proposals in respect of ageing communities as part of the core strategy of city and county development plans.  | The proposed development has been designed to provide for people at all stages of their life cycle, will be close to the existing railway station, supporting infrastructure, and proposed commercial and community services as well public spaces and accessible walking routes. The mix of unit types proposed also provide opportunities for older people to downsize from larger houses within their existing communities.   |
| <b>National Policy Objective 31</b> | Prioritise the alignment of targeted and planned population and employment growth with investment in: <ul style="list-style-type: none"> <li>The provision of early childhood care and education (ECCE) facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, that meet the diverse needs of local populations.</li> <li>The expansion and consolidation of Higher Education facilities, particularly where this will contribute to wider regional development.</li> </ul> | 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. Assuming an average size of 24 children per classroom, this school could accommodate approximately 384 children. Refer to School Demand Report, prepared by McCutcheon Halley Planning Consultants, for further information.<br><br>The proposed development consists of 1,243 dwelling units and makes provision for a crèche up to 942 sqm, with a minimum capacity of 140 to 160 childcare places.<br><br>Refer to Childcare Provision Assessment, prepared by McCutcheon Halley Planning Consultants, for further information. |
| <b>National Policy Objective 32</b> | Target the delivery of 550,000 additional households up to 2040.  | The proposed development will contribute 1,243 new households to the target.   |
| <b>National Policy Objective 33</b> | Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.  | The proposed development provides 1,243 units on a site which immediately adjoins the Hansfield railway station and is situated to the south of the  |

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|  |   | <p>Hansfield SDZ. It will provide supporting infrastructure to ensure that Blanchardstown continues to be a successful and attractive place for current and future residents and will seek to achieve the successful integration of the development with existing settlements. The scale of the development is also supported by both existing and proposed improvements to the public transport infrastructure.</p>   |
| <p><b>National Policy Objective 34</b></p> | <p>Support the provision of lifetime adaptable homes that can accommodate the changing needs of a household over time.</p>  | <p>There is a deficit in accommodation suitable for the mobile population that work in the area. This is evidenced by the high number of people who commute into the area daily. The proposed development responds to this deficit.</p> <p>A mix of unit types and sizes have been provided to accommodate changes to household size.</p> <p>The proposed development is designed with a Universal Design Approach i.e. so that they can be readily accessed and used by everyone, regardless of age, size ability or disability.</p> <p>The proposed development is Part M compliant.</p> |
| <p><b>National Policy Objective 35</b></p> | <p>Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.</p>  | <p>The proposed development is designed to maximise density, make the most efficient use of land, public transport investment and utilisation, and increasing the proportion of people living in higher density accommodation such as the apartment units.</p> <p>The proposal will provide a consolidated development, with a balanced mix of units, within close proximity to a public transport corridor. The proposal will therefore facilitate a more compact sustainable development that promotes sustainable mobility.</p>   |
| <p><b>National Policy Objective 52</b></p> | <p>The planning system will be responsive to our national environmental challenges and ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital.</p> | <p>The proposed development is designed to the nearly zero energy building (NZEB) standard at a high level of energy efficiency minimising the use of natural resources (energy and water). In terms of energy ratings all of the units on site will have a BER rating A2 / A3.</p> <p>The application will be accompanied by an EIAR.</p> <p>Irish Water has confirmed the feasibility of the scheme in terms of potable water supply and foul water discharge.</p>   |

| Reference                           | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
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| <b>National Policy Objective 54</b> | Reduce our carbon footprint by integrating climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives, as well as targets for greenhouse gas emissions reductions.  | The proposed development is designed to the nearly zero energy building (NZEB) requirements meaning that the buildings have a very high energy performance.  |
| <b>National Policy Objective 56</b> | Sustainably manage waste generation, invest in different types of waste treatment and support circular economy principles, prioritising prevention, reuse, recycling and recovery, to support a healthy environment, economy and society.   | The proposal is in accordance with National Policy Objective 52. The proposed development incorporates adequately sized waste management facilities that will promote source segregation of waste streams i.e. organics, recyclable and residual waste.  |
| <b>National Policy Objective 57</b> | Enhance water quality and resource management by: <ul style="list-style-type: none"> <li>Ensuring flood risk management informs placemaking by avoiding inappropriate development in areas at risk of flooding in accordance with The Planning System and Flood Risk Management Guidelines for Planning Authorities.</li> <li>Integrating sustainable water management solutions, such as Sustainable Urban Drainage (SUDS), nonporous surfacing and green roofs, to create safe places.</li> </ul> | A Site-Specific Flood Risk Assessment has been undertaken and accompanies the application.<br>A SuDS Strategy Report accompanies this application  |
| <b>National Policy Objective 60</b> | Conserve and enhance the rich qualities of natural and cultural heritage of Ireland in a manner appropriate to their significance.  | Existing hedgerows and trees are being retained throughout the development site where feasible. There are no recorded monuments listed within the RMP on the lands, or within 1 km of the lands. The development will be subject to archaeological monitoring during construction process.               |
| <b>National Policy Objective 63</b> | Ensure the efficient and sustainable use and development of water resources and water services infrastructure in order to manage and conserve water resources in a manner that supports a healthy society, economic development requirements and a cleaner environment.   | Sustainable urban drainage system (SuDS) measures are incorporated as appropriate into the proposed design.<br>Refer to Engineering Report prepared by Clifton Scannell Emerson Associates for further information.<br>Refer to Water Management & Conservation Plan which accompanies this application. |
| <b>National Policy Objective 64</b> | Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the  | The proposed development will support sustainable modes of transport, by encouraging movement of pedestrians and cyclists and enhancing connections to the train station. This will  |

| Reference                           | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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|                                     | private car, the promotion of energy efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.  | <p>serve to promote a modal shift in transport and a reduction in emissions.</p> <p>Cycle parking spaces are provided within the scheme.</p> <p>The proposed development is designed to NZEB and will achieve a high level of energy efficiency through minimising the use of fossil fuels and associated emissions to air.</p> |
| <b>National Policy Objective 65</b> | Promote the pro-active management of noise where it is likely to have significant adverse impacts on health and quality of life and support the aims of the Environmental Noise Regulations through national planning guidance and Noise Action Plans. | Noise and vibration is addressed in the accompanying EIAR.  |
| <b>National Policy Objective 75</b> | Ensure that all plans, projects and activities requiring consent arising from the National Planning Framework are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate.                              | A Natura Impact Statement and EIAR have been prepared and accompany this application.   |

## 2.2 Eastern & Midland Regional Assembly: Regional Spatial & Economic Strategy 2019-2031

| Reference      | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
|----------------|---|--|
| <b>RPO 3.2</b> | RPO 3.2: Local authorities, in their core strategies shall set out measures to achieve compact urban development targets of at least 50% of all new homes within or contiguous to the built up area of Dublin city and suburbs and a target of at least 30% for other urban areas.  | <p>The proposed development is located on lands that are zoned for residential development under Objective 'RA' of the Barnhill Local Area Plan February 2019, which 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.</p> <p>The proposed development has been designed with regard to the LAP and provides for the sustainable development of these lands.</p>           |
| <b>RPO 3.3</b> | Local authorities shall, in their core strategies, identify regeneration areas within existing urban settlements and set out specific objectives relating to the delivery of development on urban infill and brownfield regeneration sites in line with the Guiding Principles set out in the RSES and to provide for increased densities as set out in the 'Sustainable Residential Development in Urban Areas', 'Sustainable Urban Housing; Design Standards for new Apartments Guidelines' and the 'Urban Development and Building Heights Guidelines for Planning Authorities'. | <p>The LAP provides a framework for the planned, co-ordinated and sustainable development of these lands and sets out objectives relating to the delivery of development on these lands.</p> <p>The proposed development has been designed with regard to the LAP, which allows for a varied residential density and mix of dwelling types. The proposed development provides a mix of residential units, tenure mix, unit size and design to support the development of a balanced community.</p> |
| <b>RPO 3.4</b> | Ensure that all plans, projects and activities requiring consent arising from the Regional Spatial and Economic Strategy are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate. In addition, the future strategic development of settlements throughout the Region will have full cognisance of the legal requirements pertaining to sites of International Nature Conservation Interest.  | <p>An EIAR has been prepared and accompanies this planning application.</p> <p>A Natura Impact Statement accompanies this application.</p>   |

| Reference | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
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| RPO 3.5   | Identification of suitable employment and residential lands and suitable sites for infrastructure should be supported by a quality site selection process that addresses environmental concerns such as landscape, cultural heritage, ensuring the protection of water quality, flood risks and biodiversity as a minimum.                          | An EIAR has been prepared and accompanies this planning application.  |
| RPO 4.3   | Support the consolidation and re-intensification of infill/brownfield sites to provide high density and people intensive uses within the existing built-up area of Dublin City and suburbs and ensure that the development of future development areas is co-ordinated with the delivery of key water infrastructure and public transport projects. | <p>The proposed development will consolidate the existing zoned lands and maximise the efficient use of existing and proposed infrastructure and services.</p> <p>The proposed residential development is located at the south-western development boundary of Blanchardstown and is contiguous to the existing built-up area. It will form a natural sequential development of Blanchardstown, which is designated as a Metropolitan Consolidation Town. Its development will be contiguous to existing developed areas.</p> <p>The site immediately adjoins the Hansfield railway station and is situated to the south of the Hansfield SDZ. It will provide supporting infrastructure to ensure that Blanchardstown continues to be a successful and attractive place for current and future residents and will seek to achieve the successful integration of the development with existing settlements.</p> <p>Irish Water has confirmed the feasibility of the scheme in terms of potable water supply and foul water discharge.</p> |
| RPO 5.3   | Future development in the Dublin Metropolitan Area shall be planned and designed in a manner that facilitates sustainable travel patterns, with a particular focus on increasing the share of active modes (walking and cycling) and public transport use and creating a safe attractive street environment for pedestrians and cyclists.           | <p>The site has a high level of connectivity to the City Centre by its location close to Hansfield rail station and bus connections. It is located within easy access of the N3 with direct links to the M50, the national road network and Dublin Airport. The site is also located proximate to the employment hubs of Dublin City and Blanchardstown.</p> <p>The development will improve accessibility and maximise public transport use, taking account of the land's location adjoining</p>   |

| Reference       | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
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|                 |   | <p>Hansfield train station and will encourage use of sustainable transport options such as walking and cycling, via a network of cycle and pedestrian connections. This will minimise trip generation and promote more sustainable modes of transport.</p>  |
| <b>RPO 5.4</b>  | <p>Future development of strategic residential development areas within the Dublin Metropolitan area shall provide for higher densities and qualitative standards as set out in the 'Sustainable Residential Development in Urban Areas', 'Sustainable Urban Housing; Design Standards for New Apartments Guidelines' and 'Urban Development and Building Heights Guidelines for Planning Authorities'</p>  | <p>The proposed development seeks permission for a residential density that generally accords with the LAP.</p>   |
| <b>RPO 5.5</b>  | <p>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.</p> | <p>The proposed development is located on residential zoned lands and provides a mix of residential units and will support a variety of different household needs. The unit types and sizes are detailed in the Housing Quality Assessment, which accompanies this application. The proposed residential development is located at the south-western development boundary of Blanchardstown and is contiguous to the existing built-up area. It will form a natural sequential development of Blanchardstown, which is designated as a Metropolitan Consolidation Town. Its development will be contiguous to existing developed areas.</p> <p>An EIAR has been prepared and accompanies this planning application.</p> |
| <b>RPO 9.10</b> | <p>In planning for the creation of healthy and attractive places, there is a need to provide alternatives to the car and to prioritise and promote cycling and walking in the design of streets and public spaces. Local authorities shall have regard to the Guiding Principles for 'Healthy Placemaking' and 'Integration of Land Use and Transport' as set out in the RSES and to national policy as set out in 'Sustainable Residential Development in Urban Areas'</p>   | <p>The development will improve accessibility and maximise public transport use, taking account of the land's location adjoining Hansfield train station and will encourage use of sustainable transport options such as walking and cycling, via a network of cycle and pedestrian connections. This will minimise trip generation and promote more sustainable modes of transport.</p> <p>The proposed development has been designed to promote good placemaking by</p>   |

| Reference       | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
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|                 | and the 'Design Manual for Urban Roads and Streets (DMURS)'   | providing good connectivity and permeability for all; promoting cycling and walking ensuring a strong balanced community with the creation of well-designed sustainable adaptable homes and neighbourhoods, which cater for a range of households and house types. |
| <b>RPO 9.13</b> | Local authorities and relevant agencies shall ensure that new social infrastructure developments are accessible and inclusive for a range of users by adopting a universal design approach and provide for an age friendly society in which people of all ages can live full, active, valued and healthy lives. | The proposed development is designed in accordance with the Building Regulations Part M, Universal Design principles.  |

### 2.3 Rebuilding Ireland: Action Plan for Housing and Homelessness

| Aspect   | Key Objective  | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
|--|--|--|---|
| <b>Pillar 2:<br/>Accelerate<br/>Social<br/>Housing</b> | Increase the level and speed of delivery of social housing and other State supported housing | Key actions:<br>47,000 social housing units delivered by 2021, supported by investment of €5.35 billion<br>Mixed-Tenure Development on State Lands and other lands | The proposed development will provide the required social housing units in line with legislative requirements.  |
| <b>Pillar 3:<br/>Build<br/>More<br/>Homes</b>          | Increase the output of private housing to meet demand at affordable prices                   | Key actions:<br>Doubling of output to deliver over 25,000 units per annum on average over the period of the Plan (2017-2021)                                       | The proposed development will provide 1,243 residential units and will therefore contribute towards the target. |

## 2.4 Housing for All: A New Housing Plan for Ireland (September 2021)

| Reference  | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
|--|--|--|
| <b>Chapter 1</b><br><b>Pathway to Supporting Homeownership and Increasing Affordability</b>  | Increased supply of new housing, up to an average of at least 33,000 per year to 2030.   | The proposed development will provide 1,243 residential units and will therefore contribute towards the target.  |
|  | An average of 6,000 affordable homes to be made available every year for purchase or for rent by Local Authorities, AHBs, the LDA and via a strategic partnership between the State and retail banks.                        | The proposed development will provide the required social housing units in line with legislative requirements.   |
|  | Increased contribution by developers under Part V, up from 10% to 20%, to include affordable housing and cost rental housing.  | The proposed development will provide the required social housing units in line with legislative requirements.   |
| <b>Chapter 2</b><br><b>Pathway to Eradicating Homelessness, Increasing Social Housing Delivery and Supporting Social Inclusion</b> | Provide more than 10,000 social homes each year, with an average 9,500 newbuild Social Housing Homes to 2026   | As noted above, the proposed development will provide the required social housing units in line with legislative requirements.                             |
|  | Increasing the housing options available to older people to facilitate ageing in place, with dignity and independence.   | The proposed development provides a housing mix which considers the changing demographic and have designed to be adaptable to the life stage living there. |
|  | Deliver an appropriate range of housing and related support services, in an integrated and sustainable manner, which promote equality of opportunity, individual choice and independent living for people with a disability. | Refer to above response.   |
| <b>Chapter 3</b><br><b>Pathway to Increasing New Housing Supply</b>  | Over 300,000 new homes by 2030 to address pressure on the housing market.  | The proposed development will provide 1,243 residential units and will therefore contribute towards the target.  |
|  | 33,000 new homes per annum on average to 2030, including over 9,500 new-build social and 6,000 affordable homes per annum.   | The proposed development will provide the required social housing units in line with legislative requirements.   |

| Reference  | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
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|  | <p>Focus on providing an adequate supply of available serviced zoned land, within required densities.</p>   | <p>The site is zoned for residential development and is designed to maximise density, make the most efficient use of land, public transport investment and utilisation, and increasing the proportion of people living in higher density accommodation.</p>  |
| <p><b>Chapter 5</b><br/><b>Supporting the Four Pathways: Enabling a Sustainable Housing System</b></p> | <p>Action against climate change is a Government priority. The future environmental sustainability of our housing stock, including low-carbon housing, is imperative. Sustainable communities are a key focus: people of all incomes living side-by-side, with the right community infrastructure in place to help our cities, towns and villages thrive. A properly functioning housing sector is dependent on the capacity of key State actors in the housing system and the wider construction sector. It is also dependent on critical infrastructure, including transport, utility supplies and communication services to accompany housing.</p> | <p>The site is zoned for residential development, immediately adjoins the Hansfield railway station and will provide commercial and community facilities and supporting infrastructure to ensure that Blanchardstown continues to be a successful and attractive place for current and future residents and will seek to achieve the successful integration of the development with existing settlements.</p> <p>The development will improve accessibility and maximise public transport use, taking account of the land's location adjoining Hansfield train station and will encourage use of sustainable transport options such as walking and cycling, via a network of cycle and pedestrian connections. This will minimise trip generation and promote more sustainable modes of transport.</p> <p>The proposed development is designed to the nearly zero energy building (NZEB) requirements meaning that the buildings have a very high energy performance.</p> <p>A Natura Impact Statement and EIAR have been prepared and accompany this application.</p> |

## 2.5 Sustainable Residential Development in Urban Areas, 2009

| Reference  | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
|--|--|--|
| <b>Chapter 3</b><br><b>The Role of Design</b>                      | Application of 12 Best-Practice Criteria   | Compliance with each of the criteria is addressed in section 2.7.  |
|  | Have designers carried out a site appraisal prior to preparing a layout.   | Detailed site investigation works and a review of the LAP objectives for the site have been carried out.   |
|  | Is the standard of design of a sufficiently high standard?   | Design complies with design guidelines requirements and has been designed to a high standard.  |
|  | Does the design of residential streets strike the right balance between the different functions of the street, including a sense of place? | The proposed site layout has been designed with regard to the Design Manual for Urban Roads and Streets Refer to response at Section 2.8 of this report)<br><br>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. An integrated hierarchical network of primary and secondary routes are provided across the site to provide a permeable street network, allowing for balanced dispersal of traffic and connecting existing and future development. |
| <b>Chapter 4</b><br><b>Planning for Sustainable Neighbourhoods</b> | Are lands in accordance with sequencing priorities of development plan / LAP?  | The site is zoned for residential development in the Barnhill LAP February 2019. The proposed development has been designed to be consistent with the LAP.   |
|  | Assessment of the capacity of existing schools.  | Refer to School Demand Report prepared by McCutcheon Halley Planning Consultants for further information.  |
|  | Input of other necessary agencies.   | Irish Water, Iarnród Éireann, the Department of Education & Skills and Fingal County Council were consulted during the development of the proposed layout.<br><br>Additional prescribed bodies were also consulted as part of the EIAR and are detailed in Chapter 1 of the EIAR.  |
|  | Appropriate range of community & support facilities.   | A range of supporting shops and retail services will be provided within the village centre to create a focal point for residents.  |

| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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|           |  | <p>A community space and office hub are also provided. Open space including a public park of approximately 5.6 hectares and a series of pocket parks are provided throughout the development</p> <p>Land is set aside for a school and a creche is proposed within the first phase of the development.</p> <p>A Social Infrastructure Audit Report has been prepared by McCutcheon Halley Planning Consultants and accompanies this application.</p>   |
|           | <p>For higher density schemes, is there adequate existing public transport, or will it be provided in tandem with development.</p> | <p>The site is located immediately south of the Hansfield railway station. Pedestrian linkage will be provided to connect the train station and developable lands.</p> <p>A public transport route to accommodate a bus and bus stop will be incorporated into the primary looped distribution route.</p> <p>The Barberstown Lane North will connect directly with the Royal Canal Greenway.</p>   |
|           | <p>Will the development:</p>   |  |
|           | <ul style="list-style-type: none"> <li>- Prioritise public transport, cycling and walking.</li> </ul>                              | <p>A good network of footpaths, dedicated cycle trails and shared cycle and pedestrian linkages are provided throughout the application site. The lands to the west and east will be connected via an underbridge providing pedestrian and cycle connections.</p> <p>The primary looped distribution road will facilitate buses to move within the site and accommodate a bus stop close to the railway plaza with pedestrian linkage to the Hansfield Railway Station.</p> <p>A trail will be provided throughout the large open space which will allow pedestrians and cyclists to link up with the proposed Royal Canal Greenway and the loop trail proposed around the application site.</p> |
|           | <ul style="list-style-type: none"> <li>- Ensure accessibility for everyone</li> </ul>  | <p>The layout and unit design comply with Part M of the Building Regulations and principles of Universal Design.</p>   |

| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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|           |  | <p>The site comprises of generally level terrain which will comprise of a good network of pedestrian and cycle trails to connect the site with the railway station. Access to the wider area will be facilitated via bus which will be provided within the developable lands. A train station plaza and avenue will be integrated into the layout to link up the site and to provide pedestrian access. Access for disability vehicles and limited disability car parking will be provided via a new link street, which will run to the northern boundary of the existing residential units within Barnhill.</p> |
|           | <ul style="list-style-type: none"> <li>- Encourage more efficient use of energy</li> </ul>   | <p>The layout encourages walking, cycling and use of public transport. Sustainable approaches will be adopted through good design of the development to achieve optimum energy performance of buildings. Refer to Energy Statement by McElligott Consulting Engineers for further details.</p>   |
|           | <ul style="list-style-type: none"> <li>- Include right quality &amp; quantity of public open space.</li> </ul>                         | <p>Provision of 39.60% open space will be provided throughout the site, designed to create usable spaces of high amenity and aesthetic quality, that are overlooked and safe and can be used by all ages and abilities. Refer to Landscape Design Report by Gannon &amp; Associates.</p>   |
|           | <ul style="list-style-type: none"> <li>- Include measures for satisfactory standards of personal safety and traffic safety.</li> </ul> | <p>The road layout has been designed to accord with DMURS requirements. Refer to Section 2.8 of this report. Chapter 7 of the Traffic &amp; Transport Assessment by CSEA outlines the development's compliance with the guidelines established within the Design Manual for Urban Roads and Streets (DMURS) and the National Cycle Manual.</p>   |
|           | <ul style="list-style-type: none"> <li>- Present an attractive and well-maintained appearance.</li> </ul>                              | <p>The layout ensures an appropriate balance between private and public space. Public space will be easy to maintain and well overlooked to ensure passive surveillance, avoiding anti-social behaviour, littering or vandalism.</p>   |

| Reference   | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
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|   |   | Hedgerows and public realm landscaping will be managed by the developer until completion of the development, at which point the development will be taken in charge. The accompanying Taking in Charge composite drawing provides details of the lands proposed to be taken in charge by the Council. |
|   | - Promote social integration, provide for diverse range of household types, age groups and housing tenures.                                 | The proposed layout provides for mix of unit types and sizes, to provide opportunities for people at all stages of their life cycle.  |
|   | - Protect and where possible enhance the built and natural heritage.  | Important hedgerows and treeline will be maintained throughout the site to protect wildlife features.   |
|   | - Provide for Sustainable Drainage Systems.   | Refer to SuDS Strategy Report prepared by CSEA.   |
| <b>Chapter 5</b><br><b>Cities and Larger Towns</b>  | - Are residential densities sufficiently high in location which are, or will be, served by public transport.                                | The density varies between each character area and is summarised at Section 5.1.2 of this report. Higher density development is located adjacent to the railway station, in line with the objectives of the Barnhill LAP.   |
|   | - Are higher densities accompanied by high qualitative standard of design and layout?   | Design and layout provide for high qualitative standard of units and private and public open space.<br><br>Refer to Design Statement for further information.   |
|   | - Does design and location of new apartment blocks respect the amenities of existing adjacent housing in terms of sunlight and overlooking? | The apartments have been located and designed with regard to the adjacent units to minimise overlooking or loss of sunlight.  |
| <b>Chapter 7</b><br><b>The Home and Its Setting</b> | - In higher density developments, does quality of design and finish extend to individual dwellings and its immediate surroundings.          | External finishes and landscape design have been designed to provide a high-quality environment. The Planning & Architectural Design Statement provides details of the proposed design and finish for each of the proposed character areas.   |
|   | - Decent levels of amenity, privacy, security and energy efficiency.  | All dwellings will have access to private open space and all apartments will be accompanied by communal space. A large area of open space will be provided along the southern portion of the application site with pockets of open space provided through the developable lands.                      |

| Reference | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
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|           |   | Refer to Green Infrastructure Masterplan by Gannon & Associates for further information.   |
|           | - Will orientation of dwellings and internal layout maximise levels of daylight and sunlight? | Buildings are orientated to maximise optimal levels of sunlight penetration.   |
|           | - Has privacy been considered in design of the home.  | The layout has been designed to avoid overlooking by adjacent properties. All units will comply with the requirements of Part E of the Building Regulations in terms of noise insulation.  |
|           | - Has the design sought to create child and pedestrian friendly car-free areas?               | Good pedestrian and cycling routes throughout the development are provided with car free access to open spaces.  |
|           | - Do all houses have an area of private open space behind the building line?                  | All houses will be provided with private open space to the rear and all apartment units will have communal semi-private open space.  |
|           | - Has the design been influenced by the principles of universal design?                       | <p>The proposed development has been designed with regard to the 12 best practise design criteria in the Urban Design Manual, 2009. Refer to response at Section 2.7 of this report.</p> <p>The proposed road layout has also been designed to accord with the Design Manual for Urban Roads and Streets, 2013. Refer to Section 2.8 of this report.</p> <p>Refer to Architectural Design Statement for further information. This demonstrates how the proposed development has sensitively responded to its topography to provide a layout that maximises accessibility for future residents.</p> |
|           | - Has adequate provision been made for the storage and collection of waste materials?         | Adequate provision has been made for the storage and collection of waste materials. Refer to Outline Operational Waste Management Plan for further details.  |

## 2.6 Circular Letter: NRUP 02/2021

This is in respect of Residential Densities in Towns and Villages, as set out in Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009).

| Reference   | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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| <p>This purpose of this Circular is to provide clarity in relation to the interpretation and application of current statutory guidelines, in advance of issuing updated Section 28 guidelines that will address sustainable residential development in urban areas. It is considered important to address this matter in the context of both the need for significantly increased and more sustainable housing supply throughout Ireland, and national recovery from the Covid-19 pandemic.</p> <p>Points of clarification in respect of the application site are noted below including a statement demonstrating compliance.</p> |  |   |
| <p><b>Introduction</b></p>  | <p>A key shared outcome of the NPF and NDP is the compact growth of cities and towns of all sizes so as to add value and create more attractive places in which people can live and work. The preferred approach is to focus on greater reuse of previously developed 'brownfield' land, consolidating infill sites, which may not have been built on before, and the development of sites in locations that are better serviced by existing facilities and public transport. The NPF also acknowledges that there is a need for more proportionate and tailored approaches to residential development. This means that it is necessary to adapt the scale, design and layout of housing in towns and villages, to ensure that suburban or high-density urban approaches are not applied uniformly and that development responds appropriately to the character, scale and setting of the town or village.</p> | <p>The proposed development is designed to maximise density, make the most efficient use of land, public transport investment and utilisation, and increasing the proportion of people living in higher density accommodation such as the apartment units.</p> <p>The proposal will provide a consolidated development, with a balanced mix of units, within close proximity to a public transport corridor and will enable people to live nearer to where jobs and services are located. The proposal will therefore facilitate a more compact sustainable development that promotes sustainable mobility.</p> |
| <p><b>Development at the Edge of Larger Towns</b></p>   | <p>Section 5.11 of the Sustainable Residential Development Guidelines states that for Outer Suburban/'Greenfield' sites within cities and larger towns, the density of development should be in the general</p>  | <p>Varied residential density and a mix of dwelling types will exist over the lands in order to accommodate the needs of changing household size patterns, the variety of lifestyle changes and market demands.</p>   |

| Reference                                | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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|  | <p>range of 35-50 dwellings per hectare. Section 5.11 of the guidance also states that development at net densities of less than 30 dwellings per hectare is generally discouraged in the interests of land efficiency, particularly on sites in excess of 0.5 hectares.</p> <p>Section 5.12 further notes that to facilitate a choice of housing types, limited provision may be made for lower density schemes provided that, within a neighbourhood or district as a whole, average densities achieve any minimum standards recommended above.</p> <p>Accordingly, the full range of outer suburban density, from a baseline figure of 30 dwellings per hectare (net) may be considered, with densities below that figure permissible subject to Section 5.12 of the Sustainable Residential Development Guidelines. It is also clarified that in certain circumstances, the neighbourhood or district referred to in Section 5.12, may comprise a significant portion of a rural town.</p> | <p>Higher densities are proposed on the lands particularly along the rail corridor and appropriate adjacent locations. This is in line with 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.</p> <p>Medium densities in the range 35-50 units per ha are identified on the remainder of the lands east of the new bridge associated with the Dunboyne-Clonsilla rail line, with lower density of 31 units per hectare for land located on the west (southern) part of the lands.</p> <p>The proposed number of units in the development is slightly above the target of the Barnhill LAP. However, 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 appropriate given the national planning policy context for increasing density levels.</p> |
| <p><b>Building Height Guidelines</b></p> | <p>Specific Planning Policy Requirement (SPPR) 4 of the Building Height Guidelines cross-references the application of residential density:</p> <p>SPPR 4</p> <p>It is a specific planning policy requirement that in planning the future development of greenfield or edge of city/town locations for</p>   | <p>The proposed density is generally in accordance with the LAP.</p> <p>Refer to Section 2.10 of this report on the Urban Development and Building Height Guidelines.</p>   |

| Reference | Relevant Policy / Principle / Guideline   | Statement of Consistency |
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|           | <p>housing purposes, planning authorities must secure:</p> <ol style="list-style-type: none"> <li>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;</li> <li>2. a greater mix of building heights and typologies in planning for the future development of suburban locations; and</li> <li>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.</li> </ol> <p>The Guidelines referred to in Point 1. above, are in fact the Sustainable Residential Development in Urban Areas (2009) Guidelines, as referred to in this Circular. It follows that discretion may be applied in the assessment of residential density at the periphery of larger towns, with net residential densities below 35 dwellings per hectare permissible in certain cases, as set out above. Accordingly, ‘minimum’ densities should not be equated with 35 dwellings per hectare in all contexts, and may be lower than that figure.</p> |                          |

## 2.7 Urban Design Manual – A Best Practice Guide, 2009

| Reference  | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
|--|---|--|
| <p><b>1. Context:</b></p> <p>How does the development respond to its surroundings?</p> | <ul style="list-style-type: none"> <li>▪ The development seems to have evolved naturally as part of its surroundings.</li> <li>▪ Appropriate increases in density respect the form of buildings and landscape around the site's edges and the amenity enjoyed by neighbouring users.</li> <li>▪ Form, architecture, and landscaping have been informed by the development's place and time.</li> <li>▪ The development positively contributes to the character and identity of the neighbourhood.</li> <li>▪ Appropriate responses are made to the nature of specific boundary conditions.</li> </ul> | <p>The proposed layout has been designed to sensitively respond to its existing typography, site features and townland boundaries.</p> <p>A sense of place has been achieved within the design proposal itself through its style, high quality materials, detailing, and layout. The mix of units will add to the context with regards to its community contribution and increased vitality derived from people moving into the area, creating a development which is active and attractive. Furthermore, the retention of existing trees and proposal of new landscaping on the site allows for the established sense of place to be retained, maintaining an element of familiarity.</p> <p>The masterplan layout and building forms reflect a contemporary interpretation of classical town planning, using urban features to inform place and create identity for the character neighbourhoods within the scheme.</p> <p>The layout of buildings within the development are designed to respond to their specific site conditions to achieve the optimum levels of amenity for dwellings.</p> <p>All apartment blocks within the proposed development have been designed to maximize their orientation and remove any instance of single aspect north facing apartments.</p> <p>Apartment buildings along the railway are gabled towards the rail line to enhance private amenity to the dwellings within the apartment buildings and minimise noise disruption from passing trains at this location.</p> <p>The volume of the apartment buildings is stepped down in scale as they approach the rear of existing properties that lie south of the rail line and north of Barberstown lane to protect the private amenity of existing neighbouring properties.</p> |
| <p><b>2. Connections:</b></p>  | <ul style="list-style-type: none"> <li>▪ There are attractive routes in and out for pedestrians and cyclists.</li> <li>▪ The development is located in or close to a mixed-use centre.</li> </ul>   | <p>The layout has been designed to encourage pedestrian and cycle traffic permeability with clear route planning toward the village centre and the station. Consideration has been</p>   |

| Reference  | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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| <p>How well connected is the new neighbourhood?</p>  | <ul style="list-style-type: none"> <li>▪ The development's layout makes it easy for a bus to serve the scheme.</li> <li>▪ The layout links to existing movement routes and the places people will want to get to.</li> <li>▪ Appropriate density, dependent on location, helps support efficient public transport.</li> </ul>  | <p>made for disability access to the raised level of the station platform and this has been integrated with the design of the public spaces and routes to the train station within the scheme.</p> <p>The existing Barberstown Lane North has been highlighted as a potential extension of a greenway cycle route and the roads and vehicular traffic movements have been designed accordingly to make provision for the Barberstown Lane North as a Green route with vehicle access for existing residents only.</p> <p>Vehicular traffic has been designed with a clear hierarchy of roads and streets. The primary arterial routes have been designed and considered to provide the most convenient access to key nodes within the development including the Village Centre and Bus access to the train station.</p> <p>The layout comprises of a network of trails and paths to facilitate movement of pedestrians and cyclists throughout the site, and the form of street design prioritises permeability for pedestrian &amp; bicycle movement. Two Pedestrian and Cycleway crossing of the Ongar to Barnhill Distributor road are also provided to link the west and east LAP lands.</p> |
| <p><b>3. Inclusivity:</b></p> <p>How easily can people use and access the development?</p> | <ul style="list-style-type: none"> <li>▪ New homes meet the aspirations of a range of people and households.</li> <li>▪ Design and layout enable easy access by all.</li> <li>▪ There is a range of public, communal and/or private amenity spaces and facilities for children of different ages, parents and the elderly.</li> <li>▪ Areas defined as public open space that have either been taken in charge or privately managed will be clearly defined, accessible and open to all.</li> <li>▪ New buildings present a positive aspect to passers-by, avoiding unnecessary physical and visual barriers.</li> </ul> | <p>A large variety of dwelling types are provided within the development to cater for varied households, together with educational and commercial uses. A new village centre is planned with convenient access to land set aside for a school. A creche is proposed in Phase 1b of the development. The land set aside for a school is located beside a public car park which in turn will serve an adjacent primary open space that includes playing pitches, playgrounds and jogging routes.</p> <p>The layout provides for universal access, with open spaces of varying sizes, forms and locations. Open spaces are well defined and are located as to be passively overlooked by houses where possible.</p> <p>Access throughout the development has been considered for all users including those with disability. Access to the existing Hansfield Train Station which is at an elevated level has been carefully planned to</p>  |

| Reference  | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
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|  |   | <p>be accessible. The Railway Plaza has been designed to rise gradually, with ramped access for wheelchair and pushchair users. Vehicle access and parking for people with a disability is provided as close as feasible to the entrance of the railway station.</p>  |
| <p><b>4. Variety:</b><br/>How does the development promote a good mix of activities?</p>                     | <ul style="list-style-type: none"> <li>▪ Activities generated by the development contribute to the quality of life in its locality.</li> <li>▪ Uses that attract the most people are in the most accessible places.</li> <li>▪ Neighbouring uses and activities are compatible with each other.</li> <li>▪ Housing types and tenure add to the choice available in the area.</li> <li>▪ Opportunities have been taken to provide shops, facilities and services that complement those already available in the neighbourhood.</li> </ul>  | <p>The mix of housing type and tenure will complement the ongoing development of the wider area. The variety of the housing stock will add to home choice within the wider area and also within the site itself. This aims to allow for future family upsize &amp; downsize flexibility whilst maintaining established roots and establishment of a generational community in Barnhill. Both Part V and private tenure will be in the same building type and will be indistinguishable within the overall scheme.</p> <p>The extensive landscaped areas and pedestrian cycle routes will provide a range of activities which promote health and wellbeing for all age groups.</p> <p>The Village Centre has been planned to be located within the centre of the development with clear access to both the primary open space and the train station. This axis of uses in turn is surrounded and supported by a mix of residential uses including smaller open spaces and pocket parks and cycle routes.</p> |
| <p><b>5. Efficiency:</b><br/>How does the development make appropriate use of resources, including land?</p> | <ul style="list-style-type: none"> <li>▪ The proposal looks at the potential of higher density, taking into account appropriate accessibility by public transport and the objectives of good design.</li> <li>▪ Landscaped areas are designed to provide amenity and biodiversity, protect buildings and spaces from the elements and incorporate sustainable urban drainage systems.</li> <li>▪ Buildings, gardens and public spaces are laid out to exploit the best solar orientation.</li> <li>▪ The scheme brings a redundant building or derelict site back into productive use.</li> <li>▪ Appropriate recycling facilities are provided.</li> </ul> | <p>The density varies between each LAP area and is summarised at Section 5.1.3 of this report. This complies with the Barnhill LAP and the Sustainable Residential Development in Urban Areas, 2009. The proposed density therefore makes full and efficient use of the lands, giving regard to the proximity to and grading of density towards Hansfield Train Station.</p> <p>Buildings and spaces are arranged to take full advantage of good solar orientation. The development makes appropriate use of this condition by providing for a gradual access route to this point culminating in a public plaza with passive surveillance on each side.</p> <p>The landscaped areas will include natural, formal &amp; informal play and congregation / community areas. Existing hedgerows are mapped and incorporated into the layout for</p>   |

| Reference  | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
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| <p><b>2. Distinctiveness:</b></p> <p>How does the proposal create a sense of place?</p>          | <ul style="list-style-type: none"> <li>▪ The place has recognisable features so that people can describe where they live and form an emotional attachment to the place.</li> <li>▪ The scheme is a positive addition to the identity of the locality.</li> <li>▪ The layout makes the most of the opportunities presented by existing buildings, landform and ecological features to create a memorable layout.</li> <li>▪ The proposal successfully exploits views into and out of the site.</li> <li>▪ There is a discernible focal point to the scheme, or the proposals reinforce the role of an existing centre.</li> </ul>  | <p>the development to enhance the planned open spaces and cycle routes.</p> <p>A hierarchy of public spaces has been considered that will define a character for the development. This includes the central placement of the Village Centre which is arranged in a public square format with a range of uses including residential, education, commercial and public amenity. This in turn is connected to a strong public pedestrian link to the Hansfield Train Station which is marked with a smaller public plaza with passive surveillance provided by adjoining residential buildings. Each character zone within the residential districts of the site is further defined by smaller public open spaces and pocket parks which are connected with continuous pedestrian and cycle paths throughout the development. The built form will be further reinforced by distinct external finishes, materiality and building form, aiming to create distinctive places within the scheme.</p>   |
| <p><b>7. Layout:</b></p> <p>How does the proposal create people-friendly streets and spaces?</p> | <ul style="list-style-type: none"> <li>▪ Layout aligns routes with desire lines to create a permeable interconnected series of routes that are easy and logical to navigate around.</li> <li>▪ The layout focuses activity on the streets by creating active frontages with front doors directly serving the street.</li> <li>▪ The streets are designed as places instead of roads for cars, helping to create a hierarchy of space with less busy routes having surfaces shared by pedestrians, cyclists and drivers.</li> <li>▪ Traffic speeds are controlled by design and layout rather than by speed humps.</li> <li>▪ Block layout places some public spaces in front of building lines as squares or greens, and some semi-private space to the back as communal courts.</li> </ul> | <p>The hierarchy of roads and streets within the development has been considered with related building typology and parking arrangements along each street type. Pedestrian only routes are designed with clear passive surveillance from building frontage design. Lesser streets and shared areas are characterised by their connectivity to amenity spaces and cycle routes. The use of mixed surfaces, i.e. roadways and shared surfaces also ensures that the development is more user friendly.</p> <p>While vehicular and bus movements have been carefully planned and considered within the development, priority has been given to pedestrian and cycle routes and connections.</p> <p>The layout provides active frontages and passive overlooking throughout the site. Where a gable of a house is exposed, a variation of the particular house type is used, with window opening and room uses ensuring overlooking at these locations. Houses are arranged around the open spaces for passive overlooking to ensure activity and safety for the users. House units that abut open spaces or roads have been</p> |

| Reference   | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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| <p><b>8. Public Realm:</b><br/>How safe, secure and enjoyable are the public areas?</p> | <ul style="list-style-type: none"> <li>▪ All public open space is overlooked by surrounding homes so that this amenity is owned by the residents and safe to use.</li> <li>▪ The public realm is considered as a usable integrated element in the design of the development.</li> <li>▪ Children’s play areas are sited where they will be overlooked, safe and contribute to the amenities of the neighbourhood.</li> <li>▪ There is a clear definition between public, semi-private, and private space.</li> <li>▪ Roads and parking areas are considered as an integral landscaped element in the design of the public realm.</li> </ul>          | <p>treated to afford a degree of passive surveillance onto these respective spaces.</p> <p>Public and private spaces are arranged to create a legible layout for both the residents and visitors. They have been designed with connectivity and passive surveillance in mind in order to benefit from passive surveillance from neighbouring and adjoining buildings along with strong pedestrian and cycle connectivity.</p> <p>Semi-private spaces in front of the houses help to define the edge of the public realm and allows the parking provision required to be provided and additionally provide a buffer zone/ defensible setback. This will encourage the individual residents to take ownership and maintain these areas.</p> <p>The crossing proposed at the Ongar to Barnhill Distributor Road will link the west and east LAP lands, with contoured landscaping and crossing points of pedestrian and cycleway activity. This acts as another means of access and connection for the future residents of the development. This, along with public lighting will allow for safe access and crossing into and out of the development for all users.</p> |
| <p><b>9. Adaptability:</b><br/>How will the buildings cope with change?</p>             | <ul style="list-style-type: none"> <li>▪ Designs exploit good practice lessons, such as the knowledge that certain house types are proven to be ideal for adaptation.</li> <li>▪ The homes are energy-efficient and equipped for challenges anticipated from a changing climate.</li> <li>▪ Homes can be extended without ruining the character of the types, layout and outdoor space.</li> <li>▪ The structure of the home and its loose fit design allows for adaptation and subdivision, such as the creation of an annexe or small office.</li> <li>▪ Space in the roof or garage can be easily converted into living accommodation.</li> </ul> | <p>The scheme has been designed in accordance with Quality Housing for Sustainable Communities (2007) and in line with the Barnhill LAP and Fingal County Council’s Development Plan Standards.</p> <p>The proposed house types in Parkside character area could be further extended if required by the future occupants by way of ground floor extensions, as rear garden areas exceed the required minimum requirements. There is also an option for the future occupants to convert the roof / attic spaces in a number of the house types, if required.</p> <p>Sustainable approaches will be adopted through good design of the development to achieve optimum energy performance of buildings and to be equipped for challenges anticipated from a changing climate</p> <p>All dwellings within the development can be equally accessed by vehicular, cycle or pedestrian access ensuring that future</p>  |

| Reference   | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
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|   |   | change in vehicle ownership and commuter habits can be catered for. Space for storage and cycle parking has been considered and is available for all dwelling types.  |
| <p><b>10. Privacy and Amenity:</b></p> <p>How does the scheme provide a decent standard of amenity?</p> | <ul style="list-style-type: none"> <li>▪ Each home has access to an area of useable private outdoor space.</li> <li>▪ The design maximises the number of homes enjoying dual aspect.</li> <li>▪ Homes are designed to prevent sound transmission by appropriate acoustic insulation or layout.</li> <li>▪ Windows are sited to avoid views into the home from other houses or the street and adequate privacy is affordable to ground floor units.</li> <li>▪ The homes are designed to provide adequate storage including space within the home for the sorting and storage of recyclables.</li> </ul> | <p>Careful consideration has been given to optimise both privacy and amenity for all dwellings within the development. All dwellings have access to usable private outdoor space and satisfy required standards for private open space and DOEHLG guidelines for respective dwelling types.</p> <p>All semi-detached houses have access to private rear gardens, which could also be used for discreet bin storage. Terraced, duplex and apartment units will have discrete bin storage either to the front of units, or in a grouped arrangement.</p> <p>Windows are sized and located as to avoid views from other units and from the street. The landscaped parking zone in front of each house also provides a level of privacy.</p> <p>Apartment buildings are orientated to ensure daylight/ sunlight levels and minimise overlooking. Each unit has been designed to create positive aspects.</p> <p>In summary, there are several factors within the current scheme which provide a good standard of amenity for the proposed residents. They are as follows:</p> <ul style="list-style-type: none"> <li>▪ The quantum of floorspace provided to the proposed houses are generous and exceed current minimum space standards. This provides the occupant with a comfortable level of living;</li> <li>▪ Storage space exceeds minimum requirements, again adding to the comfort of the occupants;</li> <li>▪ Quantum of private amenity space exceeds minimum requirements and is easily accessible to the user;</li> <li>▪ Public open space area exceeds minimum requirements and are dispersed within the development, easily accessible to all units;</li> <li>▪ In relation to privacy, significant separation distances between the opposing proposed units have been provided, while separation distances between adjacent units are in line with</li> </ul> |

| Reference   | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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|   |  | <p>the requirements of Fingal County Council's Development Plan Standards.</p> <ul style="list-style-type: none"> <li>▪ Apartments and duplex units have been designed to avoid direct overlooking.</li> </ul>   |
| <p><b>11. Parking:</b><br/>How will parking be secure and attractive?</p>                             | <ul style="list-style-type: none"> <li>▪ Appropriate car parking is on-street or within easy reach of the home's front door.</li> <li>▪ Parked cars are overlooked by houses, pedestrians and traffic, or stored securely, with a choice of parking appropriate to the situation.</li> <li>▪ Parking is provided communally to maximise efficiency and accommodate visitors without the need to provide additional dedicated spaces.</li> <li>▪ Materials used for parking areas are of similar quality to the rest of the development.</li> <li>▪ Adequate secure facilities are provided for bicycle storage.</li> </ul> | <p>Parking for apartments is provided on street, within basement or podium arrangement. Parking for houses is provided on street, either within curtilage of the property or immediately adjacent to the property. Visitor and public car parking is also to be provided within the development. The car parking areas as well as the roadway / public footpaths will also be well lit.</p> <p>The parking provision ensures that the user is as close to the dwelling entrance as possible and offers a degree of security. Parking areas will also be landscaped to avoid long stretches of visible parking.</p>   |
| <p><b>12. Detailed Design:</b><br/>How well thought through is the building and landscape design?</p> | <ul style="list-style-type: none"> <li>▪ The materials and external design make a positive contribution to the locality.</li> <li>▪ The landscape design facilitates the use of the public spaces from the outset.</li> <li>▪ Design of the buildings and public space will facilitate easy and regular maintenance.</li> <li>▪ Open car parking areas are considered as an integral element within the public realm design and are treated accordingly.</li> <li>▪ Care has been taken over the siting of flues, vents and bin stores.</li> </ul>   | <p>The site layout has been designed around existing site features such as streams, hedgerows and amenity of existing private dwellings. Public spaces within the development have been designed with pedestrian and cycle connectivity in mind and are distributed in an optimised manner with residential and other uses throughout the development.</p> <p>Ten detailed design character areas are proposed within the development and the proposed materials and external design within each area are detailed in the Architectural Design Statement prepared by Delphi Architects.</p> <p>Good quality and durable materials will facilitate easy and regular maintenance. Overall the proposed scheme provides:</p> <ul style="list-style-type: none"> <li>▪ High quality landscaping proposals and pallets of materials;</li> <li>▪ Mix of unit types;</li> <li>▪ Range of character areas.</li> <li>▪ Range of boundary treatments; and</li> <li>▪ Connections to adjoining lands (including amenity area).</li> </ul> |

## 2.8 Design Manual for Urban Roads and Streets, 2013

| Reference                                | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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| <p><b>Integrated Street Networks</b></p> | <ul style="list-style-type: none"> <li>▪ Does the development create connected centres that prioritise pedestrian movement and access to public transport?</li> </ul>  | <p>Yes – The proposed development has been designed to allow for enhanced mobility and linkages to the various different areas within the development site.</p> <p>Access to Public Transport:</p> <ul style="list-style-type: none"> <li>▪ The existing Hansfield Train Station (to the North of the development) is to be accessed by a proposed plaza to be constructed as part of the future development. Disabled carparking / drop off is provided in close proximity to the train station. The existing station platform shall be accessed by a proposed ramp access designed to allow ease of access for persons of reduced mobility.</li> <li>▪ It is proposed to provide two bus stops along the Primary Access Road within the development. The bus stops have been positioned so that no unit within the development is more the 450m away, except for the units in the lower part on the Link Road West Character Area which are in the region of 650m away from the nearest bus stop. It is proposed to locate a bus stop along the Primary Access Road on the western side of the main development site in close proximity to the Toucan Crossing to be constructed as part of the future Ongar to Barnhill Distributor Road. The second bus stop is to be located within the village centre in close proximity to the future school, crèche and train station plaza.</li> </ul> |
| <p><b>Movement and Place</b></p>         | <ul style="list-style-type: none"> <li>▪ Does the development create a legible street hierarchy that is appropriate to its context?</li> <li>▪ Are the proposed streets connected, maximising the number of walkable / cyclable routes between streets as well as specific destinations (i.e. community centre, shops, creche, schools etc.)?</li> </ul> | <p>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:</p> <ul style="list-style-type: none"> <li>▪ 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</li> </ul>  |

| Reference                                 | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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|   |  | <p>will have dedicated cyclist and pedestrian facilities on both side of the route.</p> <ul style="list-style-type: none"> <li>▪ 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.</li> <li>▪ 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.</li> </ul>  |
| <p><b>Permeability and Legibility</b></p> | <ul style="list-style-type: none"> <li>▪ Has the street layout been well considered to maximise permeability for pedestrians and cyclists?</li> <li>▪ Are the streets legible with maximum connection opportunities?</li> <li>▪ Are blocks of a reasonable size and permeability, with consideration to the site constraints?</li> </ul> | <p>Yes - The layout provides for safe and permeable pedestrian / cycle routes that allows for greater connectivity across the site as well as providing suitable linkages to the surrounding environment and external amenities.</p> <p>Streets and roadways have been sufficiently sized so as to create a definitive street hierarchy, each with its own identifiable character and function. The roads hierarchy and permeability through the site is summarised as follows:</p> <ul style="list-style-type: none"> <li>▪ The primary access corridor through the site, that leads to the village centre, and links both main roundabout accesses to the proposed development will have dedicated cyclist and pedestrian footpath facilities.</li> <li>▪ The secondary streets will be shared streets (shared by the cyclists and vehicular traffic) with dedicated pedestrian footpath facilities. Internal roads have been designed so that vehicular speeds are kept low in order to create a safer street environment for more vulnerable road users.</li> <li>▪ Dedicated shared cyclist and pedestrian routes have been considered throughout the design to create a greater sense of movement across the development. These shall link the key areas of the site and its surrounds i.e. green open spaces, royal canal green route, Hansfield train station and its link to the development over the existing railway. The</li> </ul> |

| Reference                        | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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|                                  |  | <p>pedestrian and cycle links shall also tie with the proposed future Ongar to Barnhill Distributor Road at a number of locations to deliver greater ease of access to and from the development and provide linkages to the nearby schools and the wider community. Large parts of the existing Barberstown Lane North Road are to be retained to provide a dedicated cyclist and pedestrian link running west to east through the heart of the site towards the Royal Canal towpath / Greenway. Vehicle access is proposed for existing residential units only on this link.</p>   |
| <b>Management</b>                | <ul style="list-style-type: none"> <li>▪ Is the layout designed to self-regulate vehicle speeds and traffic congestion?</li> <li>▪ Does the proposed layout minimise noise / air pollution wherever possible?</li> </ul>   | <p>Yes – the proposed layout is designed to ensure that driving speeds within the development are kept low, thus enforcing a safer environment particularly for more vulnerable road users. Road widths within the site have been designed to reduce traffic speeds. Raised tables at main junctions / focal points / pedestrian crossings within the site shall be provided to act as further traffic calming measures and increase pedestrian and cyclist safety. This design philosophy shall also reduce noise and air pollution across the site. The primary access road corridor shall be a tree lined avenue which shall also act as a natural noise barrier to adjacent units. Road finishes shall be such that noise pollution generated by vehicular traffic will be minimised.</p> |
| <b>Movement, Place and Speed</b> | <ul style="list-style-type: none"> <li>▪ Does the proposed development balance speed management with the values of place and reasonable expectations of appropriate speed?</li> <li>▪ Does the design promote a reasonable balance of both physical and psychological measures to regulate speed?</li> </ul> | <p>Yes – As described above, the proposed layout and finishes of the road are designed in compliance with DMURS in an effort to regulate vehicular speeds within the proposed development. Narrowed streets, tighter corner radii, shared surfaces, raised tables at junctions and frequent crossing points along the proposed streets are some of the psychological and physical measures that have been employed during design in order to reduce speeds within the proposed development. The use of landscaping measures along main streets, such as using tree lined avenues, and the use of various different types of construction materials shall be used in order to complement areas of the development that shall have reduced speeds.</p>  |
| <b>Streetscape</b>               | <ul style="list-style-type: none"> <li>▪ Does the scheme create an appropriate sense of enclosure in addition to a strong urban / suburban structure?</li> <li>▪ Have street trees and areas of planting been provided where appropriate?</li> </ul>   | <p>Yes – the proposed scheme provides a strong urban structure, with 10 main, well defined character areas. The main primary access road shall be predominately tree lined and roadside tree pits shall be used across the site as part of the</p>  |

| Reference  | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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|  | <ul style="list-style-type: none"> <li>▪ Have active street edges been provided where appropriate?</li> <li>▪ Is a palette of high quality surface materials and finishes provided?</li> </ul>   | <p>proposed SuDS strategy for the site. The streets and open spaces within the development are well overlooked and landscaped so as to promote a heightened sense of enclosure and security as well as providing active streetscapes. To further improve the proposed streetscapes, the landscaping proposals for the various streets within the site will be complemented by the proposed high-quality surface materials used.</p>   |
| <p><b>Pedestrian and Cyclist Environment</b></p> | <ul style="list-style-type: none"> <li>▪ Are footways of appropriate width provided so as to ensure pedestrian safety?</li> <li>▪ Are verges provided adjacent to larger roadways so as to provide a buffer between vehicular routes and pedestrian paths?</li> <li>▪ Have pedestrian crossings, whether controlled or uncontrolled, been provided at appropriate locations?</li> <li>▪ Are shared surfaces located appropriately in areas where an extension of the pedestrian domain is required?</li> <li>▪ Have cycle facilities been factored into the design?</li> </ul> | <p>All proposed footpaths have been designed in accordance with DMURS and will be a minimum of 2.00m in width.</p> <p>The primary access corridor through the site shall be tree lined in order to provide a buffer between vehicular routes and pedestrian paths.</p> <p>Pedestrian Crossings have been provided at strategic locations within the site, such as the village centre / train station plaza / school / crèche and at locations where pedestrians / cyclists may come into contact with vehicular traffic i.e. the existing Barberstown Lane North Road that is to become a main pedestrian and cycle link traversing the proposed development. Where possible, the crossing shall be raised in order to reduce approaching vehicle speeds. Pedestrians and cyclists shall use shared areas to access crossing points. Large parts of the village centre and school shall incorporate shared areas to allow greater ease of movement as well as increased permeability to the proposed green open spaces, pocket parks, playgrounds etc.</p> <p>The Primary Access Road shall have dedicated cycle facilities. Cyclist permeability through the site has been seen as a main objective of the proposed development and cycle links to green open spaces and the surrounding areas has been given careful consideration during the design process. Cyclist parking will be provided, where appropriate, at locations within the village centre, school and at the train station plaza.</p> |
| <p><b>Carriageway Conditions</b></p>             | <ul style="list-style-type: none"> <li>▪ Are vehicular carriageways sized appropriately for their function / location?</li> <li>▪ Are surface materials appropriate to their application in order to inform drivers of the expected driving conditions?</li> <li>▪ Are junctions designed to balance traffic concerns with the needs of pedestrians / cyclists?</li> <li>▪ Have adequate parking / loading areas been provided?</li> </ul>   | <p>Vehicular carriageways have been sized appropriately in accordance with DMURS to allow vehicular movement through the site yet not have an impact on the safety of more vulnerable road users such as cyclists and pedestrians.</p> <p>Proposed junctions have been designed to have adequate sightlines to allow for increased road safety for all road users. Raised tables shall be used</p>  |

| Reference | Relevant Policy / Principle / Guideline | Statement of Consistency  |
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|           |   | <p>at junctions to heighten pedestrian and cyclist safety.</p> <p>Surface materials shall be used to inform drivers of the expected driving conditions and differentiate between areas such as carriageways, cycle lanes, cycle tracks footpaths and shared areas as well as areas such as home zones and differing character areas across the development.</p> <p>2no. disabled parking bays shall be provided along the one-way road through the village centre in close proximity to future retail and office units. A Loading bay shall be included adjacent to the retail units and in close proximity to the train station plaza. It is proposed to have a larger parking facility located to the of the future potential school site. This larger car park will cater for the parking provision required for the village centre, the future school and the green open space / football pitches / MUGA proposed within the development. 5 no. disabled bays are also included in this large car park adjacent to the school and the village centre.</p> <p>The proposed residential units within the development will have their own individual associated parking spaces provided.</p> |

## 2.9 National Cycle Manual

| Reference            | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
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|                      | <p>This Manual embraces the Principles of Sustainable Safety as this will offer a safe traffic environment for all road users including cyclists. It offers guidance on integrating the bike in the design of urban areas. There are five principles as follows:</p>  |  |
| <b>Functionality</b> | <p>The principle of functionality is that the design which is fit for purpose is safer. Urban streets, roads and spaces are always multi-functional.</p> <p>The functions are either movement or place related. It is important therefore that the designer understands and accommodates the functions applicable to the particular scheme.</p> | <p>The proposal has been designed to prioritise pedestrian and cyclists' movements by:</p> <ul style="list-style-type: none"> <li>▪ The provision of appropriate level of segregation from vehicular traffic.</li> <li>▪ Provision of pedestrian/cyclists uninterrupted connectivity from/to all areas of the development.</li> <li>▪ Integration of traffic calming measures to ensure low speeds and pedestrians/cyclists safety.</li> </ul> |
| <b>Homogeneity</b>   | <p>The principle of Homogeneity is that reducing the relative speed, mass and directional differences of different road users sharing the same space increases safety. This has a</p>   | <p>Yes – the proposed layout is designed to ensure that driving speeds within the development are kept low, thus enforcing a safer environment particularly for more vulnerable road users.</p>  |

| Reference             | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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|                       | beneficial impact on the level and severity of accidents that might otherwise occur.   | The Traffic & Transport Assessment by CSEA demonstrates how the proposal complies with the key design principles of DMURS and the National Cycle Manual.   |
| <b>Legibility</b>     | The principle of Legibility is that a road environment that all road users can read and understand is safer. A legible design will be self-evident, self-explanatory, and self-enforcing. Legibility is equally necessary in both mixed and segregated cycling environments and is not therefore simply about lane markings and streaming traffic. | Priority has been given to legibility and permeability for cyclists and pedestrians, with safe, direct and easy access provided to public transport points, creche, schools, parks and the village centre.                   |
| <b>Forgivingness</b>  | The principle of Forgivingness (Passive Safety) is that environments that contribute to benign outcomes of accidents are safer.  | The proposed development has been designed to encourage more sustainable travel patterns and safer streets.  |
| <b>Self-Awareness</b> | The principle of Self-Awareness is that where road users are aware of their own abilities and limitations to negotiate a road environment, the environment is safer.   | The proposed development has been designed to encourage more sustainable travel patterns and safer streets. Segregated Cyclists and Pedestrian facilities will be available in all areas of the development the development. |

## 2.10 Urban Development and Building Heights, 2018

| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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| SPPR 1    | <p>In accordance with Government policy to support increased building height and density in locations with good public transport accessibility, particularly in 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 Frameworks and Regional Spatial and Economic Strategies and shall not provide for blanket numerical limitation on building height.</p>              | <p>The LAP allows for a range of building heights on the Barnhill lands. The majority of buildings are 2 / 3 storeys with heights increasing over 3 storeys at locations where a higher density of residential accommodation is being achieved. Higher density areas of the site are served by residential buildings that increase in height from 4 to 8 storeys on average.</p> <p>Feature buildings at strategic locations within the site are allocated heights in excess of 8 stories up to a maximum of 12 stories.</p> <p>The taller feature buildings are located at key nodes adjacent to the Hansfield Station and adjacent to or in close proximity to the Village Centre and are designed to maximise residential amenity within the block while minimising impact on the amenity of adjacent proposed and existing buildings.</p> <p>Given the large area of the proposed development site, it is considered appropriate to mark these key locations with buildings that can be identified from a distance in order to provide a clear sense of orientation from within and around the proposed development.</p> |
| SPPR 2    | <p>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. Mechanisms such as block delivery sequencing in statutory plans could be utilised to link the provision of new office, commercial, appropriate retail provision and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social</p> | <p>The proposed development incorporates a wide range of uses including residential, commercial, community space, office hub, a creche, land set aside for primary school, railway plaza providing access to Hansfield railway station and open space including a public park of approximately 5.6 hectares and a series of pocket parks throughout the development.</p>   |

| Reference  | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
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|  | and community infrastructure, including leisure facilities.   |  |
| <p><b>At the scale of the relevant city/town</b></p> | <p>The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</p> <p>Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into / enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</p> <p>On larger urban redevelopment sites, 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.</p> | <p>The site is bound 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. The development provides good access to public transport, including train and bus services, which will ensure equality of access to employment and cultural opportunities for households on lower incomes and for people with a mobility difficulty.</p> <p>An EIAR has been prepared and accompanies this planning application. Chapter 4 focuses on Landscape and Visual Impact and a detailed assessment of the proposed development has been undertaken.</p> <p>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. High quality public open space has also been provided including a public park of 5.6 hectares.</p> <p>Urban design plays a key part in the manner in which the disparate neighbourhoods of the site are linked together. Feature buildings are located in a manner that provides a clear sense of place and orientation from within the development.</p> <p>The village centre plays a key role in terms of design and placemaking and its connection to the train station. The village centre has an urban scale appropriate to</p> |

| Reference   | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
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|   |   | <p>its setting, upon which surrounding building elements are scaled accordingly.</p> <p>A guiding principle of the urban design approach to this development has been a consideration of wayfinding and orientation for residents of this future community. Having a clear and established centre is an aspect of this consideration, as is the drive to create a sense of place to each public space and neighbourhood that is connected to this centre.</p>   |
| <p><b>At the scale of district / neighbourhood / street</b></p> | <p>The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.</p> <p>The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.</p> <p>The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway / marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of <i>“the Planning System and Flood Risk Management – Guidelines for Planning Authorities”</i>(2009).</p> <p>The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.</p> <p>The proposal positively contributes to the mix of uses and / or / building / dwelling typologies available in the neighbourhood.</p> | <p>The proposed development responds to the need to integrate with its surroundings while also considering the sites constraints, potentials and topographical context.</p> <p>The proposed development is not monolithic and the proposed building types and heights vary to ensure a visually engaging and high-quality residential environment.</p> <p>The proposed development is set around a network of streets, interlinked pathways and open spaces which ensures legibility through the site and the wider urban area.</p> <p>The proposed development also incorporates a wide range of uses to support the future residential community and the existing community within the area, including residential, commercial, community space, office hub, a creche, land set aside for a primary school, railway plaza providing access to Hansfield railway station and open space including a public park of 5.6 hectares and a series of pocket parks throughout the development.</p> <p>The proposed mix of residential house and apartment types will support a variety of different household needs. The broad range of housing typology &amp; size will add to the variety of home choice within the immediate area and within the site itself, catering for different demographics and providing the</p> |

| Reference   | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
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|   |   | opportunities for future residents to upgrade or down-size whilst maintaining their established roots within the local community.  |
| <p><b>At the scale of the site / building</b></p> | <p>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> <p>Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's <i>'Site Layout Planning for Daylight and Sunlight'</i> (2<sup>nd</sup> edition) or BS 8206-2:2008 - <i>'Lighting for Buildings - Part 2: Code of Practice for Daylighting'</i>.</p> <p>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 the 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 comprehensive urban regeneration and or an effective urban design and streetscape solution.</p> | <p>The scale, massing and materials have been carefully designed to sensitively respond to the site and the surrounding area and to maximise the natural daylight ventilation and views. Care has been taken to minimise overshadowing and loss of light. Building gardens and open spaces are laid out to exploit the best solar orientation. All buildings are oriented to best embrace the natural light the site offers.</p> <p>A Daylight and Sunlight Assessment has been prepared by 3D Design Bureau and accompanies this application.</p> |
| <p><b>Specific Assessments</b></p>                | <p>To support the proposals at some or all of these scales, specific assessments may be required, and these may include:</p> <p>Specific impact assessment of the micro-climate effects such as down draft. Such assessments shall include measures to avoid / mitigate such micro-climate effects and, where appropriate, shall include an assessment of the cumulative micro-climate effects wherever taller buildings are clustered.</p>   | <p>Please refer to the cover letter by McCutcheon Halley Planning Consultants which lists the supporting assessments relevant to the subject proposal which are submitted with this application.</p>   |

| Reference            | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
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|                      | <p>In development locations in proximity to sensitive bird and / or bat areas, proposed development needs to consider the potential interaction of the building location, building materials and artificial lighting it impact flight lines and / or collision.</p> <p>An assessment that the proposal allows for the retention of important telecommunication channels, such as microwave links.</p> <p>As assessment that the proposal maintains safe air navigation.</p> <p>An urban design statement including, as appropriate, impact on the historic built environments.</p> <p>Relevant environmental assessment requirements, including SEA, EIA, AA and Ecological Impact Assessment, as appropriate.</p>  |  |
| <p><b>SPPR 3</b></p> | <p>It is a specific planning policy requirement that where:</p> <p>(A)1. An applicant for planning permission sets out how a development proposal complies with the criteria above:</p> <p>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;</p> <p>Then the planning authority may approve such development, even where specific objectives of the relevant development plan or local area plan may indicate otherwise.</p> <p>(A) 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</p> | <p>Compliance with the <i>Urban Development and Building Heights, 2018</i> Guidelines, including SPPR 1 and 2 criteria is set out above.</p> |

| Reference            | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
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|                      | <p>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.</p> <p>(B) In respect of planning schemes approved after the coming into force of these guidelines these are not required to be reviewed.</p>  |  |
| <p><b>SPPR 4</b></p> | <p>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:</p> <p>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.</p> <p>A greater mix of building heights and typologies in planning for the future development of suburban locations; and</p> <p>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.</p> | <p>The proposed density is generally in accordance with the LAP.</p> <p>A variety of building heights are provided throughout the development.</p> <p>The proposal will achieve a mix of housing types that will support a variety of different household needs.</p> |

## 2.11 Sustainable Urban Housing: Design Standards for New Apartments, December 2020

| Reference                             | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
|---------------------------------------|---|---|
| <b>Apartment Floor Area &amp; Mix</b> | <ul style="list-style-type: none"> <li>▪ Studio (1 person) 37 sqm</li> <li>▪ 1-bed (2 persons) 45 sqm</li> <li>▪ 2-bed (4 persons) 73 sqm</li> <li>▪ 3-bed (5 persons) 90 sqm</li> </ul> <ul style="list-style-type: none"> <li>- Planning authorities may also consider a two-bedroom apartment to accommodate 3 persons, with a minimum floor area of 63 square metres.</li> <li>- Therefore, no more than 10% of the total number of units in any private residential development may comprise this category of two-bedroom three-person apartment.</li> <li>- The majority of all apartments in any proposed scheme of 10 or more apartments shall exceed the minimum floor area standard for any combination of the relevant 1, 2, or 3-bedroom unit types, by a minimum of 10% (any studio apartments must be included in the total, but are not calculable as units that exceed the minimum by at least 10%). Build to rent developments are excepted from this requirement as they are required to provide compensatory communal facilities.</li> </ul> | <p>All apartments are designed to exceed minimum sizes for each unit type as set out in the relevant guidelines. A detailed schedule of accommodation is provided with the floor plans for all apartment blocks within the scheme with the Housing Quality Assessment provided as an appendix to the Design Statement.</p> <p>The majority of apartments within the scheme exceed the minimum floor area standard by 10%.</p> |
| <b>Dual Aspect Ratio</b>              | <ul style="list-style-type: none"> <li>▪ Minimum 50% dual aspect apartments in urban locations.</li> <li>▪ This may be reduced to a minimum 33% in certain circumstances where it is necessary to ensure good street frontage and subject to high quality design, usually on inner urban sites, near to city or town centres, including SDZ areas.</li> <li>• At least 33% of units should be dual aspect in more central, accessible and some intermediate locations (i.e. near city or town centres). Planning authorities may exercise discretion for a lower percentage on urban infill sites up to 0.25ha, subject to overall high-quality design in other aspects.</li> <li>• In suburban or intermediate locations, it is an objective that a minimum of 50% of apartments will be dual aspect.</li> </ul>   | <p>The number of dual aspect apartments within the development exceeds 50% of the total proposed.</p> <p>All proposed 3-bedroom apartments will be dual aspect.</p>   |

| Reference                      | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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|                                | <ul style="list-style-type: none"> <li>Ideally any 3 bedroom apartments should be dual aspect.</li> <li>Where single aspect units are provided, the number of south facing units should be maximised, with west or east facing single aspect also being acceptable. North facing units may be considered where overlooking a significant amenity, such as a public park, garden or formal space or water body.</li> </ul>                      |  |
| <b>Floor to Ceiling Height</b> | <p>Ground level apartment floor to ceiling heights shall be a minimum of 2.7 m and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25 ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.</p> | <p>All ground level apartments proposed in the development have a stated floor to ceiling height of 2.7m.</p>  |
| <b>Lift / Stair Cores</b>      | <p>A maximum of 12 apartments per floor may be provided in apartment schemes. This maximum provision may be increased for building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25 ha, subject to overall design quality and compliance with building regulations.</p>   | <p>All apartment blocks within the development meet the requirement of a maximum of 12 apartments per floor.</p>   |
| <b>Internal Storage</b>        | <p>Minimum Storage requirements:</p> <ul style="list-style-type: none"> <li>Studio 3 sqm</li> <li>1-bed 3 sqm</li> <li>2-bed (3 person) 5 sqm</li> <li>2-bed (4 person) 6 sqm</li> <li>3+ bed (5+ person) 9 sqm</li> </ul> <p>Secure storage can be provided outside individual units, and this may be used to satisfy up to half of the minimum storage requirement for individual apartment units.</p>                                       | <p>All apartments have been designed to meet the minimum storage requirements as per the relevant guidelines.</p>  |
| <b>Private Amenity Space</b>   | <p>Private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments and balconies at upper levels.</p> <ul style="list-style-type: none"> <li>Studio 4 sqm</li> <li>1-bed 5 sqm</li> <li>2-bed (3 person) 6 sqm</li> <li>2-bed (4 person) 7 sqm</li> </ul>  | <p>Apartments are designed with balconies or terraces that meet or exceed minimum required standards as set out in the relevant guidelines and balconies where provided are designed to be a minimum of 1.5m in depth.</p> |

| Reference                      | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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|                                | <ul style="list-style-type: none"> <li>3+ bed (5+ person) 9 sqm</li> </ul> <p>Minimum depth of 1.5m is required for balconies, primarily accessed from living room. Standards may be relaxed for refurbishment schemes, or on urban infill sites of up to 0.25 ha, subject to overall design quality.</p>  |  |
| <b>Security Considerations</b> | <p>Apartment developments should provide residents and visitors with a sense of safety, by maximising natural surveillance of streets, open spaces, play areas and any surface bicycle or car parking. Accordingly, blocks and buildings should overlook the public realm. Entrance points should be clearly indicated, well lit, and overlooked by adjoining dwellings. Particular attention should be given to the security of ground floor apartments and access to internal and external communal areas.</p> | <p>All apartments are designed to provide passive surveillance onto adjacent open spaces or streets, with fenestration optimised where required, to ensure a sense of safety for residents and visitors using the area.</p> <p>Entrance points are clearly indicated and have been designed to be well illuminated at all times. Careful attention has been given to the design of ground floor apartments to maintain a privacy threshold with the street while maintaining passive surveillance.</p> |
| <b>Access and Services</b>     | <p>Apartment schemes to be capable of meeting the changing needs of occupants through compliance with Part M of the building regulations.</p>  | <p>The apartments have been designed to be compatible with Part M requirements.</p>  |
| <b>Communal Rooms</b>          | <p>Communal rooms may be provided in apartment schemes, including meeting rooms, management/maintenance offices. Or communal laundries.</p>  | <p>No communal rooms are proposed as part of the development.</p>  |
| <b>Childcare</b>               | <p>Threshold for provision of childcare facilities in apartment schemes should be established having regard to the scale and unit mix; existing childcare facilities and demographic profile of the area. One-bedroom or studio units should not generally be considered to contribute to requirement for any childcare provision and subject to location, this may also apply in part, or whole to units with two or more bedrooms.</p>   | <p>A creche to accommodate a minimum of 140 to 160 childcare places is being provided in phase 1 of the development. Please refer to the Childcare Provision Assessment which accompanies this application.</p>  |
| <b>Refuse Storage</b>          | <p>Provision shall be made for the appropriate storage and collection of waste materials in apartment schemes. Within apartments, there should be adequate provision for the temporary storage of segregated materials prior to deposition in communal waste storage.</p>  | <p>Ventilated storage areas for waste disposal have been accommodated in the design of each apartment building.</p> <ul style="list-style-type: none"> <li>Where these are storage compounds, they will be concealed from view, ventilated, well lit, provide adequate access for collection while preventing access to the public.</li> </ul>   |

| Reference                                 | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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|   | <p>The following general design considerations should be taken into account:</p> <ul style="list-style-type: none"> <li>▪ Sufficient communal storage area to satisfy the three-bin system for the collection of mixed dry recyclables, organic waste and residual waste;</li> <li>▪ In larger apartment schemes, consideration should also be given to the provision of separate collection facilities for other recyclables such as glass and plastics;</li> <li>▪ Waste storage areas must be adequately ventilated so as to minimise odours and potential nuisance from vermin/flies taking account the avoidance of nuisance for habitable rooms nearby;</li> <li>▪ Provision in the layout for sufficient access for waste collectors, proximity of, or ease of access to, waste storage areas from individual apartments, including access by disabled people;</li> <li>▪ Waste storage areas should not present any safety risks to users and should be well-lit;</li> <li>▪ Waste storage areas should not be on the public street, and should not be visible to or accessible by the general public.</li> <li>▪ Waste storage areas in basement car parks should be avoided where possible, but where provided, must ensure adequate manoeuvring space for collection vehicles;</li> <li>▪ The capacity for washing down waste storage areas, with wastewater discharging to the sewer.</li> </ul> | <ul style="list-style-type: none"> <li>▪ Floor slabs will provide adequate gullies to the foul sewer for washing down the stores.</li> <li>▪ For own door apartments. screened bin stores for three bin system are to be provided.</li> </ul> |
| <p><b>Communal Amenity Facilities</b></p> | <p>The provision and proper future maintenance of well-designed communal amenity space is critical in meeting the amenity needs of residents. The design must ensure that the heights and orientation of adjoining blocks permit adequate levels of sunlight.</p>  | <p>All apartment buildings have been designed around a communal private open space in the form of a courtyard or adjacent enclosed park.</p>  |
| <p><b>Children’s Play</b></p>             | <p>Recreational needs of children must be considered as part of communal amenity space within apartment schemes. Children’s play needs should be catered for:</p> <ul style="list-style-type: none"> <li>- Within the private open space associated with individual apartments;</li> </ul>   | <p>Provision of children’s play needs can be incorporated into private communal spaces for apartments provided.</p>   |

| Reference                                 | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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|   | <ul style="list-style-type: none"> <li>- Within small play spaces (c.85-100 sqm) for children up to age of 6 in a scheme that includes 25 or more units with 2 or more bedrooms;</li> <li>- Within play areas (200- 400 sqm).</li> </ul>   |  |
| <p><b>Bicycle Parking and Storage</b></p> | <p>Section 4.17 notes that bicycle parking provision for residential developments generally is a matter for individual planning authorities.</p> <p>Where provided, bicycle parking spaces should be conveniently accessible to residents, both in terms of proximity to access points i.e. stair/lift cores to apartments and routes to the external road/ street network.</p>  | <p>Secure parking provision for bicycles will be provided in communal facilities for all apartments within the development. In addition, provision will be made for visitor cycle parking in a convenient location to all apartment buildings within the development.</p>  |
| <p><b>Car Parking</b></p>                 | <p>The guidelines state that the quantum of car parking or the requirement for any such provision for apartment developments will vary, having regard to the types of location in cities and towns that may be suitable for apartment development, broadly based on proximity and accessibility criteria.</p> <p>Section 4.21 states that in suburban/urban locations served by public transport or close to town centres or employment areas, planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.</p> <p>Section 4.23 states that for all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure, where possible, the provision of an appropriate number of drop off, service, visitor parking spaces and parking for the mobility impaired. Provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles and cycle parking and secure storage. It is also a requirement to demonstrate specific measures that enable car parking provision to be reduced or avoided.</p> | <p>Parking for apartment / duplex units have been provided in line with the schedule detailed. The car parking provision does not meet the standards set out in the Fingal County Development Plan.</p> <p>The car parking provision is appropriate given the location of the lands adjacent to Hansfield Train Station. See attached Material Contravention Statement for further discussion.</p> |

## 2.12 The Planning System and Flood Risk Management, 2009

| Reference   | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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| <p><b>Chapter 5</b><br/>Flooding &amp; Development Management</p> | <p>Sequential approach should be applied to avoid development in areas at risk of flooding.</p>  | <p>A SFRA was carried out for the site to determine the extent of the areas of the development site at risk of flooding. The flood modelling carried out during the SSFRA determined 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 during the SSFRA that the flooding is largely caused by the limited capacity of the culvert under the Royal Canal and Dublin to Maynooth Railway Line located downstream of the development site. Flood maps were generated as part of the SFRA which defined the extents of the 1% AEP (Flood Zone A) and 0.1% AEP (Flood Zone B) Flood Events. The flood maps generated also took into account the realigned Barberstown Lane South Road and Climate Change.</p> <p>No development is proposed to be located within the 0.1% AEP Flood Event area (Flood Zone B).</p> |
|   | <p>Where appropriate a detailed flood risk assessment is to accompany planning applications.</p> | <p>Yes – A Site Specific Flood Risk Assessment has been prepared by McCloy Consulting and accompanies this application.</p>   |
|   | <p>Development in flood risk areas should be subject to the Justification test.</p>              | <p>Refer to Flood Risk Assessment by McCloy Consulting for further information.</p>   |

### 2.13 Childcare Facilities Guidelines, 2001

| Reference   | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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| <p><b>Chapter 3</b><br/>Development Control &amp; Related Standards</p> | <p>In new housing areas, a standard of one childcare facility providing for a minimum 20 childcare places per approximately 75 dwellings may be appropriate. This is a guideline standard and will depend on the particular circumstances of each individual site.</p> | <p>The proposed creche provides for a minimum of 140 to 160 childcare spaces and is to be provided within Phase 1 of the development.<br/><br/>A Childcare Provision Assessment accompanies this application.</p> |
| <p><b>Appendix 1</b><br/>General Standards</p>                          | <p>Standards related to minimum floor space, facilities and design of childcare facilities should follow the guidelines set out in appendix 1 of the Childcare Facilities Guidelines.</p>  | <p>The creche has been designed in accordance with the guidelines set out in Appendix 1 of the Childcare Facilities Guidelines.</p>   |

## 2.14 Regulation of Commercial Institutional Investment in Housing – Guidelines for Planning Authorities, May 2021

| Reference  | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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| <p><b>Section 2.0</b><br/>Purpose of S. 28 Guidelines regarding Institutional Investment</p> | <p>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.</p>  | <p>Noted. The proposed development is for general housing development and aims to provide increased housing supply, without any specific 'build-to-rent' status. The proposed development will not cause the displacement of individual purchasers and/or social and affordable housing including cost rental housing.</p>   |
| <p><b>Section 3.0</b><br/>Current Planning Provisions for 'Build-to-Rent'</p>                | <p>Current planning policy enables planning applications for residential development to be specifically described as 'build-to-rent' (BTR) development at the application stage.</p> <p>Rather than specify 'build-to-rent' for planning application purposes, most development proposals are subject to applications for, and permitted as, general housing development. This enables maximum flexibility and can facilitate 'build-to-sell' type development.</p> <p>This level of flexibility is considered necessary to facilitate broad investment in the delivery of increased housing supply, which remains critical. It therefore continues to apply to all apartment development, in order to ensure that undertaking such development remains viable, especially higher density schemes in established urban areas. As set out in these Guidelines however, this flexibility may no longer be applicable to 'own-door' housing units and duplexes, which generally comprise lower density housing development.</p> | <p>Noted. The proposed development is not for 'Build-to-rent' development. The proposed development is for general housing development and aims to provide increased housing supply, without any specific 'build-to-rent' status. This will enable maximum flexibility and will facilitate 'build-to-sell' type development, while also allowing flexibility for development to be acquired, for private rented sector commercial investment purposes.</p> |
| <p><b>Section 4.0</b><br/>New Planning Provision for Restrictions</p>                        | <p>This section notes that planning authorities and An Bord Pleanála shall, on granting planning permission for new residential development that is not specified as being for 'build-to-rent' purposes at planning application stage, have regard to the need to</p>  | <p>The proposed development is not for 'build-to-rent' development. This planning provision is noted.</p>  |

| Reference                         | Relevant Policy / Principle / Guideline   | Statement of Consistency |
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| on Use of Houses and Duplex Units | apply planning conditions, to restrict new housing development to use by persons of a particular class or description in order to ensure an adequate choice and supply of housing, including affordable housing, in the common good. These conditions will be in respect of all housing developments that include 5 or more houses and/or duplex units. |                          |



### 3. Statement of Consistency - Local Planning Policy

This section of the SOC looks at consistency with the following Local Policy Documents:

- Fingal County Council Development Plan 2017-2023 (*Fingal DP*); and
- Barnhill Local Area Plan, February 2019 (*Barnhill LAP*).

Note: 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.

#### 3.1 Fingal County Council Development Plan 2017

| Reference   | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
|---|---|--|
| <b>Chapter 2</b><br>Core Strategy & Settlement Strategy | <b>Objective SS01</b><br>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. | Blanchardstown is designated as a Metropolitan Consolidation Town in both the Regional Planning Guidelines for the Greater Dublin Area 2010-2022 and the Fingal Development Plan 2017- 2023. This town is to be developed at a relatively large scale, as part of the consolidation of the Metropolitan Area, and, to ensure that it supports key public transport corridors connecting it to the city.<br><br>The proposed development site has strong transport links and is located within the south-west development boundary of Blanchardstown, as illustrated on the Blanchardstown South Sheet no. 13 zoning map. |
|   | <b>Objective SS02</b><br>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.  | The Barnhill lands have been included in the Development Plan as part of the wider Blanchardstown targets. The proposed development is located on land that has been zoned for residential development and has been designed with regard to the provisions of the Barnhill LAP.  |
|   | <b>Objective SS12</b><br>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.   | The proposed development is located on land that has been zoned for residential development in the Barnhill LAP and will therefore support Policy Objective SS12 in promoting Blanchardstown as Fingal's primary growth centre for residential development.  |

| Reference                               | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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|   | <p><b>Objective SS13</b></p> <p>Facilitate the provision of sufficient employment, retail, community and cultural facilities to serve the growing residential communities of Swords and Blanchardstown.</p>  | <p>A small scale commercial and retail centre is proposed as part of the application.</p>  |
|   | <p><b>Objective SS15</b></p> <p>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.</p>  | <p>The proposed development will consolidate the existing zoned lands and maximise the efficient use of existing and proposed infrastructure and services.</p>   |
|   | <p><b>Objective SS16</b></p> <p>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.</p>   | <p>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.</p> <p>Overall, 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.</p> |
| <p><b>Chapter 3</b><br/>Placemaking</p> | <p><b>Objective PM12</b></p> <p>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.</p> | <p>The proposed development is designed to the nearly zero energy building (NZEB) requirements meaning that the buildings have a very high energy performance.</p>   |
|   | <p><b>Objective PM31</b></p> <p>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).</p>                     | <p>The proposal has been designed in accordance with the Urban Design Manual and is assessed in greater detail at Section 2.7 of this report. Please also refer to Architectural Design Statement by Delphi Architects.</p>  |

| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
|-----------|--|--|
|           | <p><b>Objective PM32</b></p> <p>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.</p> | <p>The proposed development has been designed with regard to Objective PM32 in the provision of good urban design.</p>   |
|           | <p><b>Objective PM34</b></p> <p>Locate different types of compatible land uses e.g. residential, employment, local retail, tourism and daily service needs close together, so as to encourage a greater emphasis on the use of sustainable transport modes.</p>  | <p>The proposed development has commercial uses located in the Village Centre, close to Hansfield Train Station. This will be a destination centre and key route to the train station, supporting its viability and the sustainable use of rail transport.</p>   |
|           | <p><b>Objective PM35</b></p> <p>Encourage a mix of uses in appropriate locations, e.g. urban centres, village centres, neighbourhood centres.</p>  | <p>Noted. A mix of uses are provided in the village centre.</p>  |
|           | <p><b>Objective PM36</b></p> <p>Encourage appropriate residential, social and community uses in town and village centres in order to enhance their vitality and viability and recognising diversity of communities and actively promote these uses in existing under-utilised or vacant building stock as a mechanism to combat vacancy in town centres.</p> | <p>The proposed development comprises residential, commercial and community uses and benefits from high quality landscaping and open space.</p>  |
|           | <p><b>Objective PM37</b></p> <p>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.</p>  | <p>The proposed development will create a viable sustainable community that comprises 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 area will benefit from a strong urban identity anchored by mixed-use supporting hubs, integrated amenities and benefitting from both good permeability and quality public transport options.</p> |
|           | <p><b>Objective PM38</b></p>   | <p>The proposal will provide a variety of dwelling types, tenure and size to accommodate different household sizes and differing needs.</p>  |

| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
|-----------|--|--|
|           | <p>Achieve an appropriate dwelling mix, size, type, tenure in all new residential developments.</p> <p><b>Objective PM39</b><br/>Ensure consolidated development in Fingal by facilitating residential development in existing urban and village locations.</p> <p><b>Objective PM40</b><br/>Ensure a mix and range of housing types are provided in all residential areas to meet the diverse needs of residents.</p> <p><b>Objective PM41</b><br/>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.</p> | <p>The proposed development will consolidate the existing zoned lands and maximise the efficient use of existing and proposed infrastructure.</p> <p>The proposal will provide a variety of dwelling types, tenure and size to accommodate different household sizes and differing needs.</p> <p>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.</p> <p>Overall, 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.</p> |
|           | <p><b>Objective PM66</b><br/>Ensure provision of accessible, adequate and diverse community facilities and services in new and established areas to provide for the well-being of residents.</p>   | <p>A Social Infrastructure Report accompanies this application and details the community facilities proposed.</p>  |
|           | <p><b>Objective PM67</b><br/>Ensure community facilities are flexible in their design and promote optimum usage.</p>   | <p>The Community Centre has an area in excess of 300 m<sup>2</sup> and is designed to allow for a range of uses. There are five retail / retail service units which can be amalgamated if required for commercial or community purposes.</p>   |
|           | <p><b>Objective PM68</b><br/>Promote the clustering of community, recreational and open space facilities, with community facilities being located in local centres or combined with school facilities as appropriate.</p>  | <p>The commercial and community uses and land set aside for the primary school are co-located at the heart of the development, in the Village Centre and close to Hansfield Train Station.</p>   |

| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency  |
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|           | <p><b>Objective PM69</b></p> <p>Ensure that proposals do not have a detrimental effect on local amenity by way of traffic, parking, noise or loss of privacy of adjacent residents.</p>  | <p>The Environmental Impact Assessment Report assess the impact on local amenity. With mitigation measures in place no residual significant negative impacts on adjacent residents are anticipated.</p> |
|           | <p><b>Objective PM70</b></p> <p>Ensure proposals for large scale residential developments include a community facility, unless it can be established that the needs of the new residents can be adequately served within existing or committed community facilities in the area.</p>   | <p>A community centre is provided in the Village Centre.</p>  |
|           | <p><b>Objective PM71</b></p> <p>Support the provision of new community centres and facilitate the refurbishment and extension of facilities where there is a need for such works. Such facilities shall be accessible by a range of travel modes with an emphasis on walking, cycling and public transport use, while providing limited car parking facilities to meet anticipated demand of non-local visitors to the centre.</p> | <p>A community centre is provided in the Village Centre, at the heart of the development, in easy walking distance from all proposed units.</p>   |
|           | <p><b>Objective PM73</b></p> <p>Encourage the development of multi-functional buildings which are not used exclusively by any one group.</p>   | <p>The proposed community centre is designed as a multi-functional building to accommodate a range of uses.</p>   |
|           | <p><b>Objective PM74</b></p> <p>Encourage the provision of childcare facilities in appropriate locations, including residential areas, town and local centres, areas of employment and areas close to public transport nodes.</p>  | <p>A creche is proposed as part of this application. It is located within the village centre and in close proximity to public transport. Refer to Childcare Demand Report for further information.</p>  |
|           | <p><b>Objective PM75</b></p> <p>Ensure that childcare facilities are accommodated in appropriate premises, suitably located and with sufficient open space in accordance with the Childcare</p>  | <p>Noted. The proposed creche has been designed with regard to Objective PM75.</p>  |

| Reference | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
|-----------|---|--|
|           | (Pre-School) Services) (No. 2) Regulations 2002.  |  |
|           | <p><b>Objective PM76</b></p> <p>Require as part of planning applications for new residential and commercial developments that provision be made for appropriate purpose built childcare facilities where such facilities are deemed necessary by the Planning Authority.</p>  | A creche is proposed as part of this application.                                      |
|           | <p><b>Objective PM77</b></p> <p>Encourage the continued use and possible intensification of existing educational infrastructure where appropriate.</p>  | Land has been reserved to the south of the village centre for a future primary school. |
|           | <p><b>Objective PM78</b></p> <p>Reserve individual sites for primary and secondary schools in consultation with the Department of Education and Skills, based on current population using the most up to date statistical data, anticipated additional growth based on residentially zoned land, taking into consideration the timelines of planning and constructing new school places, and in line with access to public transport.</p> | Land has been reserved to the south of the village centre for a future primary school. |
|           | <p><b>Objective PM79</b></p> <p>Facilitate the development of additional schools, including Gaelscoileanna and Gaelcoláistí, at both primary and secondary level in a timely manner in partnership with the Department of Education and Skills and/or other bodies. Such sites should be in proximity to public transport.</p>  | Land has been reserved to the south of the village centre for a future primary school. |
|           | <p><b>Objective PM80</b></p> <p>Require new schools and other education centres to meet the Council's standards regarding quality of design with an emphasis on contemporary design, landscaping and vehicular movement and vehicular parking. Design of schools and</p>  | Land has been reserved to the south of the village centre for a future primary school. |

| Reference | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
|-----------|---|---|
|           | <p>other educational centres should also take account of sustainable building practices, water and energy conservation as well as air quality and climate change. Such standards are to be considered and demonstrated in any application for an educational centre.</p>  |   |
|           | <p><b>Objective PM83</b></p> <p>Promote and encourage the multiple usage of school buildings so that school facilities are also available for use by the local community after school hours.</p>  | <p>Land has been reserved to the south of the village centre for a future primary school.</p>   |
|           | <p><b>Objective PM84</b></p> <p>Facilitate the development of additional places of worship through the designation and/or zoning of lands for such community requirements and examine locating places of worship within shared community facilities, to be delivered through actively engaging with the community to understand diverse religious needs for a place of worship and consulting with faith communities to understand which ones are compatible for shared premises/sites.</p> | <p>The proposed community centre may be used for multi-denominational worship.</p>  |
|           | <p><b>Objective PM85</b></p> <p>Encourage and facilitate the development of places of worship in appropriate locations in urban centres and proximate to residential communities.</p>   | <p>The proposed community centre may be used for multi-denominational worship. Planning permission has been granted for a place of worship in the adjacent Hansfield SDZ.</p> |
|           | <p><b>Objective PM86</b></p> <p>Support and facilitate the development of health centres, hospitals, clinics and primary care centres in appropriate urban areas.</p>   | <p>The proposed development includes provision for a Medical Centre, that would be suitable for use for general practice / dental / primary care purposes.</p>                |
|           | <p><b>Objective PM87</b></p> <p>Provide for new or extended health care facilities where new housing development is proposed.</p>   | <p>The proposed development includes provision for a Medical Centre, that would be suitable for use for general practice / dental / primary care purposes.</p>                |

| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
|-----------|--|--|
|           | <p><b>Objective PM88</b></p> <p>Facilitate the provision of new health services in towns, villages and local centres, with good accessibility, particularly for people with a disability.</p>  | <p>The new medical centre is located in the Village Centre, at the heart of the development, in easy walking distance from all the units within the proposed development.</p>                          |
|           | <p><b>Objective PM90</b></p> <p>Encourage the provision of new or improved arts and cultural facilities in Fingal, particularly in parts of the County where there is a deficiency in such provision.</p>  | <p>The proposed community centre has potential to be used for arts and cultural activities.</p>  |
|           | <p><b>Objective DMS93</b></p> <p>Any application for community facilities such as leisure facilities, sports grounds, playing fields, play areas, community halls, organisational meeting facilities, medical facilities, childcare facilities, new school provision and other community orientated developments, shall have regard to the following:</p> <ul style="list-style-type: none"> <li>▪ Overall need in terms of necessity, deficiency, and opportunity to enhance or develop local or County facilities.</li> <li>▪ Practicalities of site in terms of site location relating to uses, impact on local amenities, desirability, and accessibility.</li> <li>▪ Conformity with the requirements of appropriate legislative guidelines.</li> </ul> | <p>Refer to Childcare Demand Report and Social Infrastructure Report for further information.</p>  |
|           | <p><b>Objective DMS94</b></p> <p>Any application for childcare facilities shall have regard to the following:</p> <ul style="list-style-type: none"> <li>▪ Suitability of the site for the type and size of facility proposed.</li> <li>▪ Adequate sleeping/rest facilities.</li> <li>▪ Adequate availability of indoor and outdoor play space.</li> <li>▪ Convenience to public transport nodes.</li> </ul>   | <p>Noted. The proposed creche has been designed with regard to Objective DMS94. Refer to detailed drawings by Delphi and Childcare Provision Assessment by McCutcheon Halley Planning Consultants.</p> |

| Reference  | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
|--|--|--|
|  | <ul style="list-style-type: none"> <li>▪ Safe access and convenient off-street car parking and/or suitable drop-off and collection points for customers and staff.</li> <li>▪ Local traffic conditions.</li> <li>▪ Intended hours of operation.</li> </ul>   |  |
| <p><b>Chapter 4</b><br/>Urban Fingal</p>   | <p><b>Objective Blanchardstown 18</b><br/>Prepare and / or implement the following Local Area Plans and Masterplans during the lifetime of this Plan:</p> <ul style="list-style-type: none"> <li>▪ Barnhill Local Area Plan (see Map Sheet 13, LAP 13.A)</li> </ul> <p><b>Barnhill Local Area Plan</b></p> <ul style="list-style-type: none"> <li>• Construction of houses on these lands will be dependent on the delivery of the proposed new road and bridge over the railway.</li> <li>• 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.</li> <li>• Adoption of the Local Area Plan shall be dependent on the rail station at Hansfield being open, accessible and serviced by train.</li> </ul> | <p>The proposed development has been designed with regard to the provisions of the Barnhill LAP.</p> <p>The permitted Ongar Barnhill Road will provide for a new road and bridge across the railway. A pedestrian and cycle route will be incorporated into the bridge design. Pedestrian access to Hansfield Rail Station and Hansfield SDZ is integrated into the design. Hansfield Rail Station is open and serviced by trains and the design includes direct access from the Barnhill lands.</p> |
| <p>Barnhill Local Area Plan details objectives specific to the lands. These objectives have been informed by the framework of the Fingal Development Plan objectives. The Statement of Consistency assesses the proposed development against the specific objectives of the Barnhill Local Area Plan, except where the LAP refers explicitly back to the Fingal Development Plan objectives in respect of private open space, car parking and bicycle parking.</p> |  |  |
| <p><b>Chapter 7</b><br/>Movement and Infrastructure</p>  | <p><b>Objective MT41</b><br/>Seek to implement the Road Improvement Schemes indicated in Table 7.1 within the Plan period, subject to assessment against the criteria set out in Section 5.8.3 of the NTA Transport Strategy for the GDA, where appropriate and where resources permit. Reserve the corridors of the proposed road improvements free of development.</p> <p>Table 7.1 includes:</p> <ul style="list-style-type: none"> <li>▪ N3-N4 Link Ongar to Barnhill</li> </ul>   | <p>Noted. The permitted Ongar Barnhill Road will provide for a new road and bridge across the railway. The future Ongar to Barnhill Distributor Road is to be constructed to provide access to the Barnhill LAP development. This road will be delivered by Fingal County Council and is due to be tendered in Q3 2022 with view to start construction in Q1 2023, and finalise in Q2/Q3 2024.</p>   |

| Reference   | Relevant Policy / Principle / Guideline   | Statement of Consistency   |
|---|---|--|
|   | <ul style="list-style-type: none"> <li>N3-N4 Barnhill to Leixlip Interchange</li> </ul>   |  |
| <p><b>Chapter 11</b><br/>Land Use Zoning Objectives</p>       | <p><b>Zoning Objective “LC” Local Centre</b></p> <p><b>Objective:</b> Protect, provide for and/or improve local centre facilities.</p> <p><b>Vision:</b> Provide a mix of local community and commercial facilities for the existing and developing communities of the County. The aim is to ensure local centres contain a range of community, recreational and retail facilities, including medical/ dental surgeries and childcare facilities, at a scale to cater for both existing residential development and zoned undeveloped lands, as appropriate, at locations which minimise the need for use of the private car and encourage pedestrians, cyclists and the use of public transport. The development will strengthen local retail provision in accordance with the County Retail Strategy.</p> | <p>The proposal includes for the construction of commercial and community facilities including one creche; one medical centre; one café; one convenience retail unit; five commercial units; a community centre; and an Office Hub. Land is also set aside for a future primary school.</p>  |
| <p><b>Chapter 12</b><br/>Development Management Standards</p> | <p><b>Objective DMS63</b></p> <p>The Council will require that open space be provided in a form and layout which facilitates maintenance.</p> <p><b>Objective DMS73</b></p> <p>Ensure as far as practical that the design of SuDS enhances the quality of open spaces. SuDS do not form part of the public open space provision, except where it contributes in a significant and positive way to the design and quality of open space. In instances where the Council determines that SuDS make a significant and positive contribution to open space, a maximum 10% of open space provision shall be taken up by SuDS. The Council will give consideration to the provision of SuDS on existing open space, where appropriate.</p> <p><b>Objective DMS75</b></p>  | <p>Refer to Appendix 7 of the Landscape Design Statement for further details on maintenance and management of the landscape element of the proposed development.</p> <p>The SuDS features in the Public Open Space amounts to 11,193sq.m or 9.8% of the provision.</p> <p>Refer to Landscape Design Statement for further details.</p> <p>The play provision for the proposed development consist of a variety of structured</p> |

| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
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|           | <p>Provide appropriately scaled children's playground facilities within residential development. Playground facilities shall be provided at a rate of 4 sq m per residential unit. All residential schemes in excess of 50 units shall incorporate playground facilities clearly delineated on the planning application drawings and demarcated and built, where feasible and appropriate, in advance of the sale of any units.</p>  | <p>areas for play and unstructured, naturally designed areas that promote inquisitive and free play opportunities and are non-prescriptive play opportunities. Within the overall site, playground facilities have been provided in accordance with Objective DMS75.</p> |
|           | <p><b>Objective DMS76</b></p> <p>Ensure that in the instance of an equipped playground being included as part of a specific facility, it shall occupy an area of no less than 0.02 hectares. A minimum of one piece of play equipment shall be provided for every 50 sq m of playground.</p>   | <p>Within the overall site, playground equipment has been provided in accordance with Objective DMS72.</p>   |
|           | <p><b>Barnhill LAP reference (Private open space for residential sector will be provided in accordance with Fingal Development Plan Standards):</b></p> <p><b>Objective DMS87</b></p> <p>Ensure a minimum open space provision for dwelling houses (exclusive of car parking area) as follows:</p> <ul style="list-style-type: none"> <li>• 3-bedroom houses or less to have a minimum of 60 sq m of private open space located behind the front building line of the house.</li> <li>• Houses with 4 or more bedrooms to have a minimum of 75 sq m of private open space located behind the front building line of the house.</li> </ul> <p>Narrow strips of open space to the side of houses shall not be included in the private open space calculations.</p> | <p>The proposed development will comply with the minimum open space requirements in accordance with Policy Objective DMS87.</p>  |
|           | <p><b>Objective DMS88</b></p> <p>Allow a reduced standard of private open space for 1 and 2-bedroom townhouses only in circumstances where a particular design solution is required such as to develop small infill / corner sites. In no instance will the provision of less than 48 sq m of private open space be accepted per house.</p>  | <p>The proposed development does not need to reduce the standard of private open space for any units.</p>  |

| Reference      | Relevant Policy / Principle / Guideline   | Statement of Consistency   |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
|----------------|---|--|-----------------|------------------|---------------|--------|------------------|--------------|--------|------------------|-----------|--------|----------------------------|-----------|--------|----------------------------|--|---|----------------------------|--------|-----|---------------|----------------|-----|---------------|---|
|                | <p><b>Objective DMS89</b></p> <p>Require private balconies, roof terraces or winter gardens for all apartments and duplexes comply with or exceed the minimum standards set out in Table 12.6:</p> <p><b>Table 12.6: Open Space Requirements Apt. &amp; Duplex Units</b></p> <table border="1" data-bbox="392 568 920 797"> <thead> <tr> <th></th> <th>Private Amenity</th> <th>Communal Amenity</th> </tr> </thead> <tbody> <tr> <td>Studio</td> <td>4 sq m</td> <td>4 sq m</td> </tr> <tr> <td>1-bed</td> <td>5 sq m</td> <td>5 sq m</td> </tr> <tr> <td>2-bed</td> <td>7 sq m</td> <td>7 sq m</td> </tr> <tr> <td>3-bed</td> <td>9 sq m</td> <td>9 sq m</td> </tr> </tbody> </table>   |  | Private Amenity | Communal Amenity | Studio        | 4 sq m | 4 sq m           | 1-bed        | 5 sq m | 5 sq m           | 2-bed     | 7 sq m | 7 sq m                     | 3-bed     | 9 sq m | 9 sq m                     | <p>The amount of private and communal amenity space provided for each apartment will be designed to comply with the requirements of Table 12.2.</p> <p>It should be noted that all apartments are designed with balconies or terraces that meet or exceed minimum required standards as set out in the relevant 2020 Apartment Guidelines (Refer to response at Section 2.11 of this report) and balconies where provided are designed to be a minimum of 1.5m in depth.</p> |   |                            |        |     |               |                |     |               |   |
|                | Private Amenity   | Communal Amenity   |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
| Studio         | 4 sq m  | 4 sq m   |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
| 1-bed          | 5 sq m  | 5 sq m   |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
| 2-bed          | 7 sq m  | 7 sq m   |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
| 3-bed          | 9 sq m  | 9 sq m   |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
|                | <p><b>Objective DMS90</b></p> <p>Require balconies, ground floor private open space, roof terraces or winter gardens be suitably screened in a manner complementing the design of the building so as to provide an adequate level of privacy and shelter for residents.</p>   | <p>Private open space for apartments will be suitable screened to comply with the appropriate standards.</p>   |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
|                | <p><b>Objective DMS91</b></p> <p>Require communal amenity space within apartment developments, in the form of semi-private zones such as secluded retreats and sitting out areas, complies with or exceeds the minimum standards set out in Table 12.2.</p>   | <p>The communal areas for the apartments are located in the north and north-eastern sections of the site. This will incorporate tree planting, paving and varied materials to provide a high-quality communal space.</p> |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
|                | <p><b>Objective DMS92</b></p> <p>Permit in appropriate layouts (e.g. courtyard layouts) the provision of a combination of private and semi-private open spaces.</p>   | <p>The communal areas for the apartments are located in the north and north-eastern sections of the site. This will incorporate tree planting, paving and varied materials to provide a high-quality communal space.</p> |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
|                | <p><b>Car Parking Standards, ref: Table 12.8</b></p> <table border="1" data-bbox="392 1576 920 1928"> <thead> <tr> <th>Unit</th> <th>Parking</th> <th>Notes</th> </tr> </thead> <tbody> <tr> <td>1-2 bed house</td> <td>1 to 2</td> <td>Within Curtilage</td> </tr> <tr> <td>3+ bed house</td> <td>2</td> <td>Within Curtilage</td> </tr> <tr> <td>1 bed Apt</td> <td>1</td> <td>Plus 1 Visitor for 5 units</td> </tr> <tr> <td>2 bed Apt</td> <td>1.5</td> <td>Plus 1 Visitor for 5 units</td> </tr> <tr> <td>3+ bed Apt</td> <td>2</td> <td>Plus 1 Visitor for 5 units</td> </tr> <tr> <td>Creche</td> <td>0.5</td> <td>per classroom</td> </tr> <tr> <td>Primary School</td> <td>1.5</td> <td>per classroom</td> </tr> </tbody> </table> | Unit   | Parking         | Notes            | 1-2 bed house | 1 to 2 | Within Curtilage | 3+ bed house | 2      | Within Curtilage | 1 bed Apt | 1      | Plus 1 Visitor for 5 units | 2 bed Apt | 1.5    | Plus 1 Visitor for 5 units | 3+ bed Apt   | 2 | Plus 1 Visitor for 5 units | Creche | 0.5 | per classroom | Primary School | 1.5 | per classroom | <p>Off-street car parking for the development has been provided within the curtilage of each dwelling unit.</p> <p>Parking for apartment / duplex units are below the standards set out in the Fingal County Development Plan, but appropriate for a development located by the train station. The deviation from standards is addressed in the accompanying Material Contravention Statement.</p> <p>Appropriate car parking spaces will be provided to comply with standards for non-</p> |
| Unit           | Parking   | Notes  |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
| 1-2 bed house  | 1 to 2  | Within Curtilage   |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
| 3+ bed house   | 2   | Within Curtilage   |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
| 1 bed Apt      | 1   | Plus 1 Visitor for 5 units   |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
| 2 bed Apt      | 1.5   | Plus 1 Visitor for 5 units   |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
| 3+ bed Apt     | 2   | Plus 1 Visitor for 5 units   |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
| Creche         | 0.5   | per classroom  |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |
| Primary School | 1.5   | per classroom  |                 |                  |               |        |                  |              |        |                  |           |        |                            |           |        |                            |  |   |                            |        |     |               |                |     |               |   |

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|-----------------|--|---|---------|-------|-----------------|---|----------------------------|--------|-----|---------------|----------------|----|---------------|--|
|                 | <p><b>Bicycle Parking Standards, ref: Table 12.9</b></p> <table border="1" data-bbox="384 499 927 869"> <thead> <tr> <th data-bbox="384 499 555 533">Unit</th> <th data-bbox="560 499 671 533">Parking</th> <th data-bbox="676 499 927 533">Notes</th> </tr> </thead> <tbody> <tr> <td data-bbox="384 539 555 573">Apt, town house</td> <td data-bbox="560 539 671 573">1</td> <td data-bbox="676 539 927 573">Plus 1 Visitor for 5 units</td> </tr> <tr> <td data-bbox="384 640 555 674">Creche</td> <td data-bbox="560 640 671 674">0.5</td> <td data-bbox="676 640 927 674">per classroom</td> </tr> <tr> <td data-bbox="384 680 555 714">Primary School</td> <td data-bbox="560 680 671 714">10</td> <td data-bbox="676 680 927 714">per classroom</td> </tr> </tbody> </table> <p>Commercial: varies depending on use, detail when uses are confirmed</p> | Unit  | Parking | Notes | Apt, town house | 1 | Plus 1 Visitor for 5 units | Creche | 0.5 | per classroom | Primary School | 10 | per classroom | <p>residential uses. Provision is made for shared car parking to serve the school and the public park to the east.</p> <p>Secure parking provision for bicycles has been provided in communal facilities for all apartments within the development. In addition, provision has been made for visitor cycle parking in a convenient location to all apartment buildings within the development.</p> <p>Appropriate bicycle parking spaces are provided to comply with standards for non-residential uses.</p> |
| Unit            | Parking  | Notes   |         |       |                 |   |                            |        |     |               |                |    |               |  |
| Apt, town house | 1  | Plus 1 Visitor for 5 units  |         |       |                 |   |                            |        |     |               |                |    |               |  |
| Creche          | 0.5  | per classroom   |         |       |                 |   |                            |        |     |               |                |    |               |  |
| Primary School  | 10   | per classroom   |         |       |                 |   |                            |        |     |               |                |    |               |  |
|                 | <p><b>Objective DMS132</b></p> <p>Require the incorporation of rain water harvesting systems in new commercial developments and the use of water butts as a minimum for use in residential developments.</p>   | <p>Refer to SuDS Strategy Report and Water Management &amp; Conservation Plan for further details. Water butts are proposed for all houses and duplex units. Various measures have been provided for the apartments to incorporate rain water harvesting systems including rain gardens, raised planters and green and sedum roofs.</p> |         |       |                 |   |                            |        |     |               |                |    |               |  |
|                 | <p><b>Objective DMS153</b></p> <p>All development proposals that may (due to their location, size, or nature) have implications for archaeological heritage shall be accompanied by an Archaeological Impact Assessment and Method Statement.</p>  | <p>Refer to Chapter 13 of the EIAR on Cultural Heritage.</p>  |         |       |                 |   |                            |        |     |               |                |    |               |  |

### 3.2 Barnhill Local Area Plan, February 2019

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| <p><b>Chapter 3</b><br/>Planning Context</p> | <p><b>Paragraph 3.4.2.1</b></p> <p>There is an indicative road proposal traversing the land in a north-south direction linking the Ongar Road with the Lucan-Clonee Road (R149).</p> <p><b>Local Objective 125</b></p> <p>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.</p>   | <p>Noted. The permitted Ongar Barnhill Road will provide for a new road and bridge across the railway. A pedestrian and cycle route will be incorporated into the bridge design. Pedestrian access to Hansfield Rail Station and Hansfield SDZ is integrated into the design. Hansfield Rail Station is open and serviced by trains and the design includes direct access from the Barnhill lands.</p> |
|  | <p><b>Paragraph 3.4.2.2 Archaeology / Architectural Heritage</b></p> <p>There are no recorded archaeological monuments in the Record of Monuments and Places located on the lands; however there are a number of Protected Structures situated close to the lands.</p> <p>711 - Pakenham Bridge - Late 18th Century single-arched stone road bridge over the Royal Canal east of the lands.</p> <p>712 - Barnhill Bridge - Mid 19th Century stone road bridge with single arch over former Dublin -Little Pace Railway Line. This is located to the north-west of the lands and is on the R149 road ( Clonee to Lucan road)</p> <p>944a - Royal Canal 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). The Royal Canal runs along part of the eastern boundary of the lands and links the River Shannon to the River Liffey.</p> | <p>Refer to Chapter 13 of the EIAR on Cultural Heritage.</p>   |
|  | <p><b>Paragraph 3.4.7 Landscape Character</b></p> <p>The lands are 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</p>  | <p>The proposed development has been designed to retain and incorporate existing hedgerows and treelines in order to protect wildlife features.</p> <p>The proposed development has been designed to minimise adverse impacts</p>  |

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|  | <p>the visual and recreation qualities contained therein. A number of institutional and private demesnes e.g. Luttrellstown Demesne, along the Liffey valley maintain a rural and wooded character to the area. The Royal Canal corridor bordering to the east of the LAP lands is included in this character area and provides valuable habitat for fish and other species. As well as being a Protected Structure the Royal Canal is a proposed NHA (pNHA).</p> | <p>on the visual and scenic amenities of the surrounding local environment.</p> <p>The visual impact of the proposed development will be assessed as part of the Landscape and Visual Impact Assessment which forms part of Chapter 4 of the EIAR, that is currently being prepared.</p>   |
| <p><b>Chapter 4</b><br/>Development Strategy</p> | <p><b>SD1</b> Require all planning applications to demonstrate how they incorporate the 5 cross cutting themes of the Local Area Plan.</p> <ul style="list-style-type: none"> <li>- Sustainable Development</li> <li>- Climate Change Adaptation</li> <li>- Social Inclusion</li> <li>- High Quality Design</li> <li>- Resilience</li> </ul>  | <p>The proposed development has been designed with regard to Policy Objective SD1 of the LAP and each theme is addressed in greater detail in the following pages of this report.</p> <p>Please also refer to the Architectural Design Statement, prepared by Delphi, which demonstrates how the proposal incorporates the 5 cross cutting themes of the LAP.</p> <p>The development has been designed in order to create a sustainable community comprising of residential units, community services, leisure facilities and educational facilities supported by high-quality open spaces that are linked by a network of trails and paths to facilitate movement of pedestrians and cyclists, and to promote accessibility to efficient public transport routes. The proposal will comprise of a mix of unit types and sizes in order to provide opportunities for people at all stage of life.</p> <p>The development will be designed to a high-quality to ensure it is attractive, usable, durable and adaptable. The development will result in a cohesive neighbourhood with a strong identity and character; and will integrate with the surrounding area through the use of strong connections.</p> |
| <p><b>Theme 1: Sustainable Development</b></p>   | <p>SD2 Establish sustainable communities, which embody the principles of sustainable development and meet current and future social,</p>  | <p>The proposed development has been designed with regard to the provisions of the Guidelines on Sustainable Residential Development in Urban Areas</p>  |

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|           | <p>economic and environmental needs in a balanced and integrated way.</p>   | <p>and the accompanying Urban Design Manual.</p> <p>The proposed development promotes a movement and transport strategy which minimises trip generation and encourages cycling, walking, public transport, and sustainable modes of transport throughout the area. A network of trails is proposed throughout the site which will allow pedestrians and cyclists to link up with the proposed Royal Canal Greenway.</p> |
|           | <p>SD3 New buildings shall be sustainable in their siting, orientation, design and construction. Passive solar design techniques, high energy efficiency, low impact construction methods and the use of local building materials shall be encouraged to ensure that new developments minimise their environmental impacts and long-term costs.</p>   | <p>Buildings, gardens and public spaces are laid out to exploit the best solar orientation; and will be designed to achieve the optimum energy performance.</p> <p>Sustainable approaches will be adopted through good design of the development to achieve optimum energy performance of buildings.</p>  |
|           | <p>SD4 Promote and facilitate the development of renewable sources of energy within the plan area and encourage the integration of micro-renewable energy sources into the design and construction of new developments, as appropriate.</p>   | <p>Sustainable approaches to the development will be promoted through effective design, layout, specifications and a mix of house types that support a shift to energy efficient and low environmental impact buildings.</p> <p>Emphasis will be placed on ensuring all development on the site will contribute positively towards a reduction in energy consumption and the associated carbon footprint.</p>           |
|           | <p>SD5 All proposals for new non-residential developments with a floor area of 1,000m<sup>2</sup> or more and residential developments comprised of 10 or more units will be required to submit an Energy Statement outlining the methods proposed to minimize energy use in the development, such as building orientation and passive solar design, materials and insulation, renewable/alternative energy sources, etc.</p> | <p>Refer to accompanying Energy Statement prepared by McElligott Consulting Engineers.</p>  |

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|   | <b>SD6</b> Require the provision of energy efficient street lighting in all developments.  | Energy efficient lighting will be provided.   |
| <b>Theme 2: Climate Change Adaption</b> | <b>SD7</b> Ensure that commercial buildings, community facilities, housing and infrastructure employ best practice in all aspects of environmental sustainability.   | High standards of energy efficiency will be promoted in order to employ best practice in all aspects of environmental sustainability.   |
|   | <b>SD8</b> Support and facilitate European and national objectives for climate adaptation and mitigation as detailed in the National Climate Change Adaptation Framework 2012 and the National Mitigation Plan and their successors.               | An EIA accompanies this planning application and includes a chapter on Climate Change (Chapter 12). This chapter has undertaken a detailed assessment to identify any potential climate hazards and provides appropriate mitigation measures if required.   |
|   | <b>SD9</b> Promote the integration of green infrastructure/ networks and other physical features on land into new development proposals in order to mitigate and adapt to climate change.  | A network of cycleways and pedestrian linkages are provided throughout the development lands to maximise permeability and enhance accessibility and provide direct links to public amenities, the village centre, future school site, creche, the Hansfield train station, public transport routes and the wider Blanchardstown area.<br><br>The development has also been designed to allow pedestrians and cyclists to link up with the proposed Royal Canal Greenway and avail of the loop trail proposed throughout the site. |
|   | <b>SD10</b> Ensure that development accords with the policies and requirements set out in the Flood Risk Guidelines.   | The proposed development has been designed to accord with the Flood Risk Guidelines. No development is proposed to be located within Flood Zone B.  |
| <b>Theme 3: Social Inclusion</b>        | <b>S11</b> Deliver between circa 950-1150 new dwellings and associated amenity and educational facilities on the LAP lands, to help meet existing and future housing needs and to create a sustainable and socially inclusive mixed-use community. | It is proposed to deliver 1,243 residential dwellings and apartment units on the LAP lands as part of this planning application. The proposal will provide the opportunity to create a sustainable and socially inclusive mixed-use community with the inclusion of a village centre providing retail services and an urban plaza, a creche, land reserved for a future school, large area of open space and pockets of open space through the scheme. A network of trails provided   |

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|   |  | throughout the scheme connect up the lands and promote more active use of public transport, cycling and walking.  |
|   | <b>S12</b> Ensure that new homes provide a mix of type, size and tenure including social housing, medium to high density layout appropriate to the location of the site.   | A mix of dwelling and apartment / duplex types and sizes are proposed and will deliver a density broadly consistent with the requirements of the LAP for each Development Area.   |
| <b>Theme 4:<br/>High Quality Design</b> | <b>HQD1</b> Achieve a high standard of design through development that creates a real sense of place by the juxtaposition and provision of buildings, streets, spaces, features and facilities, giving full consideration to layout and materials.   | <p>The development has been designed to a high standard of design to create a mixed-use development that appeals to a range of users and social groups and comprises a good quality network of streets and open spaces providing a network of connections throughout the lands to encourage walking, cycling and use of public transport.</p> <p>A village centre at the heart of the development will provide an urban plaza which will visually link and create cohesion between the school, creche and the village centre and will establish a distinctive sense of place and heart for the community.</p> |
|   | <p><b>HQD2</b> Ensure that development is designed to a high qualitative standard and promotes the creation of good places. The Council will apply the guidance set out in the Urban Design Manual (2008), and will seek to ensure that developments are cognisant of</p> <p>the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, and detailed design.</p> | The proposed development has been designed with regard to the key principles of the Urban Design Manual (2009) in order to provide a sustainable neighbourhood. An assessment against these principles is addressed at Section 2.7 of this report.  |
|   | <b>HQD3</b> Create a sustainable mixed-use centre for Barnhill which meets local needs by providing an appropriate range of retail, commercial, leisure and residential uses and establishes a distinctive sense of place and heart for the community.   | The proposed development is consistent with the objectives of the LAP and will provide a village centre to facilitate a variety of uses for living, shopping and access to local services and facilities. An urban plaza will be located at the village centre to visually link the network of open spaces throughout the lands and will be located along the main looped distribution road with access to public transport. The open spaces will   |

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|  |   | comprise a network of trails that will link the LAP lands and create access to the proposed Royal Canal Greenway.   |
| <b>Theme 5: Resilience</b>                       | Resilience is the ability of a system, community or society exposed to hazards to resist, absorb, accommodate to and recover from the effects of a hazard in a timely and efficient manner, including through the preservation and restoration of its essential basic structures and functions. (United Nations Office for Disaster Risk Reduction (UNISDR), 2009.  | <p>The proposed development has been designed to provide a supportive living environment for people from all stages in their life cycle; and to provide buildings of a high-quality standard. The scheme will benefit from a proximate location to a public transport route and train station.</p> <p>The proposal will be designed to be a resilient neighbourhood that is responsive to climate change and people's on-going needs.</p> |
| <b>Chapter 5: Water Services &amp; Utilities</b> | WS1 Ensure that new developments are adequately serviced with a suitable, safe and secure quantity and quality of drinking water supply. Where deficiencies exist, development will be limited to that which can be provided for, based on available water supply.  | The development will be adequately serviced with a safe and secure quantity and quality of drinking water supply. The development shall be serviced via the Irish Water trunk watermain that is proposed as part of the future Ongar to Barnhill Distributor Road to be delivered before the commencement of the proposed development.  |
|  | <p>WS2 Promote water conservation to reduce the overall level of water loss in the public supply by encouraging the adoption of water saving measures in future development. Such measures will increase the extent of development capable of being serviced by the existing water treatment plant. Such measures can include:</p> <ul style="list-style-type: none"> <li>• Water butts to collect rainwater</li> <li>• Low flush and dual flush toilets</li> <li>• Low water use appliances</li> <li>• Rainwater harvesting</li> </ul> | <p>PENDING CONFIRMATION ON THIS.</p> <p>It is proposed to use rainwater butts at both the apartment blocks and the proposed housing units within the development.</p> <p>Refer to Water Management &amp; Conservation Plan for further details.</p>   |
|  | WS3 Require that a Water Management and Conservation Plan, detailing how best practice in water conservation shall be applied to include both watermains and internal plumbing, be prepared for development on these lands in order to  | A Water Management and Conservation Plan (WMCP) has been prepared and accompanies this application.   |

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|           | limit unnecessary water usage, leakage and excessive consumption.   |   |
|           | WW1 Ensure the separation of foul and surface water effluent through the provision of separate foul sewerage and surface water run-off networks.  | The foul sewer and surface water drainage networks shall be separate networks for the proposed development.   |
|           | WW2 All foul infrastructure shall be designed and constructed in consultation with Irish Water.   | The proposed foul network and the proposed foul pumping station shall be designed and constructed in consultation and agreement with Irish Water and all relevant Irish Water Standards.<br>A Design Acceptance Letter from Irish Water accompanies this application.   |
|           | WW3 Support Irish Water in the provision and maintenance of adequate wastewater disposal and water supply in accordance with EU Directives, to service Barnhill as appropriate.   | The proposed development shall support Irish Water in the provision and maintenance of adequate wastewater disposal and water supply in accordance with EU Directives, to service Barnhill as appropriate.  |
|           | WW4 Permit new development only where it can be clearly demonstrated that there is adequate capacity in the wastewater disposal infrastructure in accordance with applicable requirements and standards, including urban wastewater treatment disposal standards. | A letter has been provided by Irish Water and advises that a proposed connection to the Irish Water network(s) can be facilitated subject to a valid connection agreement being put in place. The letter accompanies this application.<br>A letter of design acceptance also accompanies the application.   |
|           | <b>WWS</b> Development shall connect to the public sewer and public water mains, subject to a connection agreement with Irish Water, in order to protect all waters in the plan area.   | The proposed development shall connect to the public sewer. The wastewater from the site shall be pumped to a rising main manhole to be constructed as part of the Hansfield development foul sewer network. From this manhole, the foul will connect to the existing foul sewer network on the existing Ongar Distributor Road by gravity. A section of the existing foul sewer on the existing Ongar Distributor Road is expected to require a size upgrade in order to cater for the wastewater generated by both the Barnhill LAP and the Hansfield developments. |

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|           | <p><b>WW6</b> Prior to the commencement of any residential or commercial development, in the event that a pumping station is required to service the lands, its location shall be subject to an agreement both with Irish Water and the Planning Authority.</p>  | <p>The foul pumping station proposed as part of the development shall be agreed with Irish Water and the Planning Authority.</p>  |
|           | <p><b>WM1</b> Implement SUDS measures in line with the recommendations of the Barnhill Stormwater Management Plan for the overall site. Individual site layouts shall demonstrate how they conform to the SUDS measures for the plan lands and the local ground conditions.</p>  | <p>The Barnhill Stormwater Management Plan prepared by Garland Consultancy, on behalf of Fingal County Council, has been used as an important tool for the development of the proposed SuDS strategy for the Barnhill development. Individual site layouts demonstrate how they conform to the SUDS measures for the plan lands and the local ground conditions. All proposed SuDS features, with the exception of the constructed wetland / Pond, shall be outside the 0.1% AEP Flood Event as defined by the Strategic Flood Risk Assessment carried out by Garland Consultancy. The SuDS strategy for the site shall also take into consideration the poor percolation characteristics of the soils in the area. Refer to SUDS Strategy Report, prepared by CSEA, for further details.</p> |
|           | <p><b>WM2</b> Ensure that the design of the SUDS Systems is in accordance with the Greater Dublin Strategic Drainage Study (GSDS) and the CIRIA SUDS Manual or as revised.</p>   | <p>Design of the proposed SuDS approach for the development will be in accordance with the Greater Dublin Strategic Drainage Study (GSDS) and the CIRIA SUDS Manual. Refer to SUDS Strategy Report, prepared by CSEA, for further details.</p>  |
|           | <p><b>WM3</b> Incorporate a Management Train approach during the design stage whereby surface water will be managed locally in small sub-catchments rather than being conveyed to and managed in large systems further down the catchment. Use of a Management Train may eliminate the requirement for conventional petrol/oil interceptors.</p> | <p>It has been proposed by Clifton Scannell Emerson Associates (CSEA) to create a SuDS train with differing methodologies used across the site. The SuDS strategy shall consist of numerous sub-catchments that will be designed to manage the surface water runoff for the area and convey it to the overall SuDS network in a controlled manner. CSEA have prepared a SuDS Strategy Report outlining the various SuDS techniques that shall be used to manage surface water for the site efficiently and treat run-off naturally in an effort to limit the</p>  |

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|           |  | number of petrol / oil interceptors used within the site.   |
|           | <b>WM4</b> Locate SUDS measures outside the predicted flood plain so that they can operate during extreme storm events.  | All proposed SuDS features, with the exception of the constructed wetland / Pond, shall be outside the 0.1% AEP Flood Event as defined by the Strategic Flood Risk Assessment carried out by Garland Consultancy.   |
|           | <b>WM5</b> Provide a constructed wetland or pond within the flood plain, unless otherwise agreed, as a regional control to provide water quality and ecological benefits for the overall Barnhill LAP catchment.   | As part of the proposed SuDS strategy for the proposed development, a constructed wetland / pond within the floodplain will be provided as a regional control to provide water quality and ecological benefits for the overall Barnhill LAP catchment.  |
|           | <b>WM6</b> Ensure urban areas are designed to accommodate flood flow routes at times of extreme events through the dual use of roads and pathways as flood conveyance channels and appropriate areas (parkland, car parks, large paved areas etc) are designed for use as temporary flood ponding areas. | To cater for a more extreme flood event, it is proposed that the football pitch to be constructed within the public parkland area be incorporated into the overall SuDS strategy for the site. This is due to the limited area within the Barnhill LAP lands that can accommodate the provision of a large detention / retention basin due to the large amount of public parkland taken up by the 0.1% floodplain. It is proposed that the football pitch be constructed as an underlying foundation layer of stone. This underlying stone shall be designed so that during storm events, surface water runoff for the overall development shall fill between the voids of the stone underlayer and be allowed pass through this stone medium below the pitch without creating damp areas on the pitch surface. This surface water runoff shall pass through the underlying material, be collected by perforated pipes, and then flow towards a hydrobrake manhole that will discharge the surface water runoff to the unnamed stream at a controlled rate of 40l/s. The stone layers beneath the proposed pitch will be wrapped in a needle punched filter geotextile to prevent over silting of the stone underlayer. The surface water inlets from the development will also have silt traps which will reduce the |

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|           |  | amount of silt infiltrating the pitch stone underlayer from the surface water network pipework.  |
|           | <b>WM7</b> Require that proposals for sustainable drainage systems include provisions for future maintenance. In this regard, Maintenance Plans shall be submitted with each planning application.   | The proposed SuDS strategy for the site takes into consideration the future maintenance of all elements of the system. Section 3.3.7 of the SuDS Strategy Report by CSEA includes proposals to measure the effectiveness of the SuDS and SuDS maintenance during the operational stage of the development.   |
|           | <b>WQ4</b> Implement the SUDS Strategy prepared for the LAP lands on behalf of the Council and included as an appendice to this LAP.   | The Barnhill Stormwater Management Plan prepared by Garland Consultancy, on behalf of FCC, has also been used as an important tool in the preparation of the SuDS strategy for the Barnhill LAP development  |
|           | <b>FRM1</b> Implement the provisions of the DoEHLG/OPW publication 'The Planning System and Flood Risk Management: Guidelines for Planning Authorities' 2009 or any superseding document in relation to flooding and flood risk management and facilitate flood management measures, as appropriate.   | The SFRA prepared by Garland Consultancy shows the extent of flooding for the 1% AEP and 0.1% AEP storm events. It has been decided that no part of the proposed development shall be constructed within the areas of flooding shown in the SFRA. The proposed development has adequate SuDS measures in place and sufficient storage capacity to ensure that the flood areas are not altered as a result of the proposed development. |
|           | <b>FRM2</b> Require planning applications located within the Barnhill LAP Area to include a detailed justification test in accordance with the Flood Risk Management Guidelines.   | Refer to Site Specific Flood Risk Assessment by McCloys for further details.   |
|           | <b>WQ1</b> Permit development only where it can be clearly demonstrated that the proposal does not conflict with the aims and objectives of the Water Framework Directive and does not have an unacceptable impact on the water environment, including surface water, groundwater quality and quantity, river corridors and associated wetlands. | Refer to Chapter 8 of the EIAR on Water.   |

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|           | <p><b>WQ2</b> Implement the relevant recommendations and measures as outlined in the Eastern River Basin Management Plan 2009-2015, River Basin Management Plan For Ireland 2018-2021 or any other plan that may supersede same during the lifetime of this Local Area Plan.</p> | <p>The proposal will be designed with regard to the Eastern River Basin Management Plan 2009-2015 and the River Basin Management Plan for Ireland 2018-2021.</p>   |
|           | <p><b>WQ3</b> Protect riparian corridors throughout the LAP area (See Objective GI22)</p>  | <p>The riparian corridor associated with the Barnhill stream will be protected.</p>  |
|           | <p><b>WQ4</b> Implement the SUDS Strategy prepared for the LAP lands on behalf of the Council and included as an appendice to this LAP.</p>  | <p>The proposed development has been designed with regard to the 'Barnhill Stormwater Management Plan' prepared by Garland Consultancy on behalf of Fingal County Council (Appendix 4 of the LAP).</p>   |
|           | <p><b>WQ5</b> Require all applications to submit measures, as part of best practice, to reduce and prevent pollution to the water body / watercourses, both during construction and after completion of the scheme.</p>  | <p>The appointed contractor shall have measures in place during construction to ensure that no pollution to the existing watercourse will take place. Refer to Construction and Environmental Management Plan for further details.</p> <p>After completion of the scheme, the proposed SuDS for the development will ensure that all surface water runoff is treated sufficiently and that pollutants are removed prior to discharge to the existing stream that traverses the site.</p> |
|           | <p><b>GVP1</b> Protect existing ground water sources from pollution during construction/development works.</p>   | <p>Refer to Chapter 8 of the EIAR on Water. The appointed contractor shall have measures in place during construction to ensure that existing ground water sources are protected from pollution. Refer to Construction and Environmental Management Plan for further details.</p>  |
|           | <p><b>GVP2</b> Support the protection of groundwater resources and dependent wildlife/habitats in accordance with the Groundwater Directive 2006/118/ EC and the European Communities Environmental Objectives (Groundwater) Regulations, 2010 .I. No. 9 of 2010) as</p>         | <p>The proposed development shall support, throughout all phases, the protection of groundwater resources and dependent wildlife/habitats in accordance with all necessary guidelines.</p>   |

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|  | amended by the European Communities Environmental Objectives (Groundwater) (Amendment) Regulations 2012 or any other updates.   | Refer to Chapter 8 of the EIAR on Water for further details.   |
|  | <b>PU1</b> Facilitate the provision of adequate telecommunication infrastructure within the plan area, including telephone and broadband services, to the requirements of the relevant services providers and in accordance with the principles of proper planning and sustainable development                | The proposed development shall have adequate telecommunications infrastructure to all units, etc. Refer to Engineering Report by CSEA for further details.   |
|  | <b>PU2</b> Facilitate the provision of an adequate supply of electricity and gas to developments in the plan area, to the requirements of the relevant service provider and in accordance with the principles of proper planning and sustainable development. All future ESB services shall be undergrounded. | The proposed development shall have adequate supply of electricity to all units, etc. The proposed electricity layout for the site shall be in accordance with the requirements of the ESB. All ESB services within the site shall be undergrounded. Refer to Engineering Report by CSEA for further details.  |
| <b>Chapter 6: Movement &amp; Transportation Strategy</b> | <b>MT1</b> Improve accessibility throughout the plan area, through the completion of a hierarchical road infrastructure network to serve the development, and encourage links to existing and proposed public transport nodes both within and beyond the LAP boundary.  | 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 road network of primary, and secondary routes is provided across the site to provide a permeable street network, allowing for balanced dispersal of traffic and connecting existing and future developments |
|  | <b>MT2</b> Ensure the provision of new road infrastructure as required to serve the   | An integrated hierarchical road network of primary and secondary routes is   |

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|           | Plan lands prior to the delivery of any new residential development.  | <p>provided across the site to provide a permeable street network, allowing for balanced dispersal of traffic and connecting existing and future developments.</p> <p>Refer to phasing details in Construction and Environmental Management Plan for further details.</p>  |
|           | <b>MT3</b> Promote increased cycling and pedestrian activity within the development through a network of routes that connect to public transport routes, centres of employment, amenities, and community and retail destinations.   | A network of inks will be provided throughout the site to facilitate pedestrians and cyclists and to provide connections to the village centre, the train station and public transport routes and the proposed Royal Canal Greenway.   |
|           | <b>MT4</b> Implement an integrated and sustainable movement and transport strategy for Barnhill which supports the effective management of sustainable travel patterns across the site with good connections to the greater Blanchardstown network.   | The site has good access to public transport options. A pedestrian linkage is provided in the north of the site to connect the developable lands to the Hansfield train station and the primary looped distribution road has been aligned to maintain looped distribution access to facilitate buses to move in a forward gear and facilitate a bus stop close to the railway plaza. |
|           | <b>MT5</b> Deliver an integrated hierarchical road network of primary, secondary and tertiary routes involving a series of transverse road routes running north/south across the plan area and connecting to existing and proposed east-west routes. This will provide a permeable street network, allowing for balanced dispersal of traffic and serving both existing and new developments. | An integrated hierarchical road network of primary and secondary routes is provided across the site to provide a permeable street network, allowing for balanced dispersal of traffic and connecting existing and future developments.   |
|           | <b>MT6</b> Prioritise sustainable modes of transport including walking, cycling and public transport and reduce the reliance on the use of private cars within Barnhill.  | A network of trails will be provided throughout the scheme to create a safe environment for pedestrians and cyclists and encourage more sustainable modes of transport. The main looped distribution road within the development will facilitate movement of a public bus and bus stop; and pedestrian linkage connecting the site to the adjacent train station will be provided.   |

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|           | <p><b>MT7</b> Require the preparation of a phasing programme with all proposed development, to include (inter alia) clear reference to the intended roll-out of transportation infrastructure on the lands. This programme shall also refer to planned improvements in connectivity for pedestrians, cyclists, public transport infrastructure and motorists in the area, taking account of existing infrastructure and current barriers to movement.</p> | <p>Refer to Phasing drawings prepared by Gannon &amp; Associates. The Phasing Strategy is also addressed in the Architectural Design Statement and the Outline Construction Environmental Management Plan.</p>  |
|           | <p><b>MT8</b> Provide for adequate car parking provision for new developments within the LAP area that promotes sustainable modes of transport, discourages casual park and ride, whilst also catering for the needs of car storage and commercial and community activities.</p>  | <p>A total of 1,593 car parking spaces are provided within the development, as detailed in the combined unit and parking schedule which accompanies this planning consultation.<br/>This car parking provision will promote sustainable modes of transport.</p> |
|           | <p><b>MT9</b> Ensure that new non-residential buildings with more than 10 car parking spaces have a minimum of one electric-vehicle charging point. These buildings shall also have ducting infrastructure, connection points, meters and pillars, as required, to be agreed with the Planning Authority which would allow electric-vehicle charging points to be set up for 20% of available car parking spaces</p>                                      | <p>Ducting and electric vehicle charging provisions will be provided in line with the requirements of the LAP.</p>  |
|           | <p><b>MT10</b> Ensure that for new residential buildings there is ducting infrastructure, connection points, meters and pillars, as required, to be agreed with the Planning Authority which would allow electric-vehicle charging points to be set up for all available car parking spaces.</p>  | <p>Ducting for electric vehicles will be provided for residential units.</p>  |
|           | <p><b>MT11</b> Ensure the provision of new cycle parking facilities in tandem with new development, including community, residential, commercial and public transport developments to include where appropriate lockers, storage facilities, individual secure units, and changing and</p>  | <p>Cycle parking facilities will be provided for residential units. Additional cycle parking facilities will be provided at the train station, village centre and at various locations in the main public park.</p>   |

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|                     | shower facilities, to be agreed with the Planning Authority.  |   |
|                     | <b>MT12</b> Cul-de-Sac Barberstown Lane North to through vehicular traffic  | Barberstown Lane North will become a pedestrian and cycling priority route (except for vehicle access to existing residential units). Local vehicle access is proposed for existing cottages on Barberstown Lane North. This route will follow through the development and link with the Royal Canal Greenway   |
|                     | <b>MT13</b> Provide a well-lit and ventilated underpass for pedestrians and cyclists under the proposed new north-south road adjacent to the Clonsilla-Dunboyne trainline.  | The underpass is being provided under Part 8 provisions by Fingal County council. It will be well-lit and ventilated for pedestrians and cyclists.  |
|                     | <b>MT14</b> Ensure that any proposed road infrastructure to link Kellystown to the east provides for permeability and linkages within the Plan lands, specifically that it allows for linkages between the open space lands within the LAP. | <p>The Part 8 development progressed by Fingal County Council will include the full upgrade of the Barberstown Lane South Road, complete with two roundabout accesses that will provide future access to the Barnhill LAP development lands, up to Pakenham Bridge / Barberstown Level Crossing.</p> <p>Please note that the works to Barberstown Lane South do not form part of this planning application.</p> <p>Refer to TTA, prepared by CSEA, for further information.</p> |
| <b>Road Network</b> | <b>RN1</b> Ensure delivery of the appropriate road infrastructure in line with the phasing of the LAP and infrastructure needs.   | Refer to Phasing drawings prepared by Gannon & Associates. The Phasing Strategy is also addressed in the Architectural Design Statement and the Outline Construction Environmental Management Plan.   |
|                     | <b>RN2</b> Apply a Section 48 (2)(c) development contribution scheme as may be required, to deliver the infrastructure necessary to secure the plan lands for development.  | Noted.  |
|                     | <b>RN3</b> Ensure that appropriate areas of the Plan lands are reserved for   | Compensatory storage is incorporated into the Part 8 proposals for the development of the Ongar Barnhill  |

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|                         | compensatory storage as may be required for road infrastructure   | Distributor Road, for works to be undertaken by Fingal County Council.  |
|                         | <b>RN4</b> Ensure routes within the LAP are well designed to function as urban streets rather than traffic distributors to accommodate multi-modal movements, create a sense of place and contribute to the public realm and overall permeability within the lands.   | The proposed site layout has been designed with regard to the Design Manual for Urban Roads and Streets (DMURS) to provide an integrated hierarchical road network of primary and secondary routes. 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. It will benefit from open space and trails to create a high degree of accessibility throughout the site to integrate with the surrounding area and create a sense of place and overall permeability within the lands. |
|                         | <b>RN5</b> Require a detailed street design plan prior to the submission of planning applications; the pre-planning plan to include details of surface treatments of cycleways, footpaths, street trees, nature strips, road pavement and street lighting, all to be overlaid. Regard to be given to the publication Design Manual for Urban Roads and Streets (DECLG/DTTS 2013) to guide the detailed design of streets and to the need to incorporate street trees within the design. | Refer to infrastructure drawings prepared by CSEA for further details.  |
| <b>Public Transport</b> | <b>PT1</b> Facilitate and promote the development and use of an enhanced quality and integrated public transport network to serve the existing and future needs of the Barnhill lands in association with relevant providers. This may include a public transport interchange area or terminus location/ turning location for buses, as appropriate.  | The primary road has been aligned to maintain looped distribution access to facilitate buses to move in a forward gear and facilitate a bus stop close to the railway plaza.<br><br>An urban plaza will be provided to achieve a high-quality public space that link up the network of trails and paths with the bus route including a pedestrianised linkage connecting the Hansfield train station with the developable lands.  |

| Reference                                     | Relevant Policy / Principle / Guideline   | Statement of Consistency  |
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| <p><b>Cycle / Pedestrian Access</b></p>       | <p><b>CP1</b> Provide for an urban environment within Barnhill where priority is given to legibility and permeability for cyclists and pedestrians, with safe, direct and easy access provided to public transport points, schools, parks, the local centre, existing community of Hansfield/Ongar and to the Greater Blanchardstown Area.</p>  | <p>A network of trails and paths are provided throughout the scheme in order to create a high degree of accessibility throughout the site and integrate with the surrounding area. This will provide a permeable network of links that will directly connect with public transport points, schools, creches, parks, the village centre and the wider environment.</p> |
|   | <p><b>CP2</b> Ensure that all pedestrian and cycle routes within Barnhill are overlooked to the greatest extent possible by residential development or other forms of passive surveillance.</p>   | <p>The proposed layout has been designed to ensure that residential development directly overlooks all pedestrian and cycles and provides a safe environment through continued passive surveillance.</p>  |
|   | <p><b>CP3</b> Encourage direct walking and cycle routes through pocket parks and open space areas to provide direct linkages between neighbourhoods, local centres, schools, parks and public transport.</p>  | <p>The proposed layout has been designed to provide for a network of trails throughout the open spaces and scheme to facilitate movement of pedestrians and cyclists. This will maximise permeability and enhance accessibility to public amenities, local centres, schools, parks and public transport.</p>  |
|   | <p><b>CP4</b> Establish quality connections linking open spaces and the riparian corridor which provide for visual amenity and recreational use while addressing the need for nature conservation and flood risk mitigation.</p>  | <p>The proposed layout has been designed to provide for a network of trails throughout the open spaces which will facilitate linkages with the riparian corridor and provide for visual amenity and recreational use.</p>   |
| <p><b>Section 7: Placemaking Strategy</b></p> | <p><b>G11</b> Require all planning applications to be accompanied and informed by a Green Infrastructure Masterplan for the entire LAP lands. The Masterplan will form part of the overall assessment of each application and shall clearly:</p> <ul style="list-style-type: none"> <li>• demonstrate the creation of a cohesive network of open spaces and green corridors; including street trees;</li> <li>• demonstrate the creation of green routes/links and stepping stones;</li> <li>• Facilitate biodiversity and wildlife movement within and outside the LAP;</li> </ul> | <p>A Green Infrastructure Masterplan is included in Chapter 4 of of the Landscape Design Report, which accompanies this planning application.</p>   |

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|           | <ul style="list-style-type: none"> <li>• Achieve the requirements for the open space hierarchy within the lands.</li> <li>• Demonstrate a cohesive approach to surface water management, including all SUDS features and compensatory storage; and</li> <li>• Indicate the location of any proposed pumping station where within the LAP lands.</li> </ul> |   |
|           | <p><b>G12</b> Create a high-quality, well-connected and sustainable natural environment of green spaces and watercourses that promotes biodiversity</p>  | <p>The proposed development places a strong emphasis on providing green infrastructure that provides a balance in securing landscape, biodiversity and appropriately managing public access to open space areas. The proposed development will incorporate environmental resources to enhance the natural and built environment and place a focus on protecting and promoting the biodiversity of the site.</p>   |
|           | <p><b>G13</b> Require a high-quality design approach to all green infrastructure, which creates inviting, flexible, multifunctional places, protects and enhances local distinctiveness and character, incorporating existing key features and important vistas.</p>   | <p>The proposed green infrastructure network will comprise of safe usable, hard and soft landscaped green spaces that permeates through the Plan Lands in a manner that links adjoining lands, provides meaningful recreational facilities, incorporates environmental resources including existing elements of significant heritage and wildlife value, and provides for sustainable water management. This will contribute towards enhancing the natural and built environment and overall attractiveness of the area.</p> <p>A large area of open space will be provided along the southern portion of the application site including to the south of the future school site. This has been designed to retain a buffer to the stream, to avoid locating development in a floodplain and to provide active play space. A wetland/pond will be located within this space to provide water quality and ecological benefits for the overall site catchment.</p> <p>Important hedgerows and treelines will be maintained throughout the site to protect the remaining wildlife features in</p> |

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|           |  | <p>accordance with the LAP objectives. The primary looped road has been aligned in order to preserve and protect exiting hedgerows and to integrate the existing hedgerow running down the central axis of the large open area. There will be minimal intervention on Barberstown Lane North in order to retain the existing hedgerows and the designated car parking and creche have been set back to retain existing vegetation. Careful consideration has been given to the site layout to ensure it responds sensitively to its natural topography and features.</p> |
|           | <p><b>G14</b> Maximise the opportunities for enhancing the green infrastructure resource through the provision of urban landscape features such as green corridor routes and links, swales, green roofs, trees and shrubs within the new development and public realm.</p> | <p>The development will link up with the proposed Royal Greenway and will provide a network of trails and open space throughout the scheme. Urban landscape features has been incorporated into the development including native plant species and ponds to provide breeding grounds for wildlife.</p>   |
|           | <p><b>G15</b> Protect, insofar as is possible, existing trees and hedgerows which are of amenity or biodiversity value and/or contribute to landscape character and ensure that proper provision is made for their management.</p>   | <p>The proposed development has been designed to retain and incorporate existing hedgerows and treelines in order to protect wildlife features.</p>  |
|           | <p><b>G16</b> Ensure that any development in proximity to hedgerow or a hedgerow which forms a link with other habitats retains such features or replaces such features with equal or greater areas of native trees, hedgerows and shrubs.</p>                             | <p>Important existing hedgerows and treelines will be maintained, where feasible, throughout the site to protect wildlife features.</p>  |
|           | <p><b>G17</b> Ensure that townland boundaries are maintained and designed into development proposals where feasible. At all times townland boundaries should be demarcated as part of a design layout.</p>   | <p>The layout respects the primary townland boundaries of the area. The proposed layout has been designed to largely retain the existing townland boundaries. There has been a small change to the boundaries of Barberstown and Barnhill in the north-central section of the application site, to accommodate proposed high-density development in this area.</p>   |
|           | <p><b>G18</b> Ensure that adequate measures are taken to protect residential amenities</p>   | <p>Houses shall be designed to a high-quality and orientated to ensure the residential amenity and privacy of</p>  |

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|           | adjacent to roads and the train line. Ensure that plans, designs, detailed schedules and specifications of work including management plans, where privately managed, for all public open spaces and green infrastructure are integral to all planning applications.    | properties adjacent to roads and the train line are protected.<br>Refer to Appendix 7.1 of the Landscape Design Statement for further details on maintenance and management of the landscape element of the proposed development.   |
|           | <b>G19</b> Create new links, which incorporate green infrastructure, to connect publicly accessible open spaces to main destination points, such as the train station, bus stops, village centre, school, health facilities and other publicly accessible open spaces. | An urban plaza will be provided to achieve a high-quality public space that link up the green infrastructure network of trails and paths with the village centre, school, creche, community services, public spaces and bus route and bus stop. A pedestrianised linkage connecting the Hansfield train station with the developable lands has also been provided.  |
|           | <b>G110</b> Ensure that the design of all green corridors, links and stepping stones takes account of the sensitivities of habitats and avoids excessive adverse impacts resulting from noise, lighting and other types of disturbance                                 | The proposed layout has been designed with regard to the provisions of the LAP and takes account of the sensitivities of habitats and avoids excessive adverse impacts resulting from noise, lighting and other types of disturbance.<br>Refer to EIAR for further details.   |
|           | <b>G111</b> Ensure that all development proposals include measures to protect and enhance biodiversity and deliver new green infrastructure, as appropriate.   | Measures have been adopted to protect and maintain important existing hedgerows and treelines. The primary looped road has been aligned in order to preserve and protect exiting hedgerows and to integrate the existing hedgerow running down the central axis of the large open area. There will be minimal intervention on Barberstown Lane North in order to retain the existing hedgerows and the designated car parking and creche have been set back to retain existing vegetation.<br>The proposed development will comprise of a network of trails and open spaces which will place emphasis on protecting and enhancing biodiversity. |
|           | <b>G112</b> Protect a minimum 10m riparian corridor from each bank along the Barnhill Stream and widen the corridor to incorporate flood zones and passive and small active parks as required.   | The existing watercourse will be maintained with riparian strips of a minimum 10 metres from each bank, which will be widened to incorporate passive and active space and will  |

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|           |  | incorporate areas which are prone to flooding.  |
|           | <b>G113</b> Preserve and/or extend the width of the existing tree-line/hedgerow margin along the Royal Canal and create a green margin along the route of the Dunboyne-Clonsilla rail line, the width of which will allow for a pedestrian walkway, cyclepath and landscaped corridor. | A pedestrian and cycle route has been proposed to the south of the Railway Quarter and to the north of the existing cottages in favour of directly along the Railway Line at this location. This route has been presented to the Local Authority during preplanning consultations as a more favourable alternative in that it would benefit from direct passive surveillance and would not cross an area of the development [north of the apartments between the train line boundary] that would be required to be privately managed. |
|           | <b>G114</b> Integrate provision for biodiversity with public open space provision and sustainable water management measures (including SUDS) where appropriate   | The Green Infrastructure Masterplan, by Gannon Associates, details how biodiversity and SuDS are integrated with public open space provision. Refer to SuDS Strategy Report by CSEA for further details in regard to SuDS.  |
|           | <b>G115</b> Provide green links between the Royal Canal, the Dunboyne –Clonsilla rail line, the riparian corridor associated with the Barnhill Stream and any public parkland in the area where feasible   | A trail will be provided throughout the large open space and will allow pedestrians and cyclists to link up with the proposed Royal Canal Greenway and the riparian corridor within the southern section of the site. A pedestrian linkage to the railway station will connect the developable lands with this public transport hub. The green links will also have the benefit of allowing wildlife to move throughout the lands.  |
|           | <b>G116</b> Maintain, where feasible, verges of five metres or more on either side of hedgerows and tree lines as buffers, to promote their use as wildlife corridors and to facilitate the development of grassland communities.  | Appropriate buffers have been provided on either side of hedgerows and tree lines in line with the provisions of the LAP.   |
|           | <b>G117</b> Implement the All-Ireland Pollinator Plan 2015-2020.   | The proposed development will be designed with regard to the All-Ireland Pollinator Plan 2015-2020.   |
|           | <b>G118</b> Provide tree lined Primary roads as part of an integrated SUDS train with appropriately sized tree pits within a grass verge.  | The primary roads will be tree lined.<br>Refer to SUDs Strategy Report in respect of tree pit systems.  |

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|           | <p><b>POSR01</b> Provide a wide variety of public open space on a hierarchical basis throughout the LAP lands in order to achieve a choice of open space facilities. The centre piece of this hierarchy will be a new 2.5 ha minimum active recreational park availing of shared facilities associated with the new school accommodation</p>  | <p>High quality public open space will be provided throughout the site to satisfy the amenity requirements for future residents. The layout will comprise of a hierarchical structure of open space consisting of Class 1 public open space, Class 2 public open space, environmental open space and communal/semi-private open space.</p> <p>The primary space will comprise of a large area of open space within the southern portion of the application site including to the south of the future school site, with an area of approximately 5.6 hectares.</p> |
|           | <p><b>POSR02</b> Require a minimum public open space provision of 2.5 hectares per 1000 population. For the purposes of this calculation, public open space requirements are to be based on the residential units with an agreed occupancy of 3.5 persons in the case of dwellings with three or more bedrooms and 1.5 persons in the case of dwellings with two or fewer bedrooms.</p>   | <p>The large open space area within the southern section of the application site will exceed the minimum 2.5 hectares and has an area of approximately 5.6 hectares.</p>  |
|           | <p><b>POSR03</b> Require a minimum of 3.5 ha of Class 1 open space provision within the confines of the LAP boundaries and require all Class 2 open space to be clearly delivered within the confines of the LAP boundaries outlined within the Green Infrastructure Masterplan and as per Development Plan Standards. Passive open space, as identified in this LAP, is excluded from the calculations for Class 1 open space.</p> | <p>Open Space will be clearly delivered within the confines of the LAP boundaries outlined within the Green Infrastructure Masterplan and as per the Fingal Development Plan standards. Class 1 open space will comprise an area of c. 5.6 hectares. Class 2 open space will comprise an area of approximately 2.91 hectares.</p>   |
|           | <p><b>POSR04</b> Ensure every home within a new residential scheme is located within 150 metres walking distance of a pocket park, small park, local park, urban neighbourhood park or regional park.</p>   | <p>The development has been designed to ensure every home is within 150m of a pocket park and 500m of the neighbourhood park.</p>   |
|           | <p><b>POSR05</b> Provide for the development of quality open space areas and facilities to meet the recreational needs of residents and ensure</p>  | <p>A network of high-quality open spaces will be provided to meet the recreational needs of residents. This will comprise of a large open space, an urban plaza within the village centre, pedestrianised linkage connecting the site with the</p>  |

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|           | appropriate passive supervision through good design.  | <p>Hansfield Train Station and pockets of open space and communal areas for the apartments. A network of trails and paths for pedestrians and cyclists will link the high-quality open space.</p> <p>The development has been designed to ensure the residential and non-residential units are arranged to ensure appropriate passive surveillance of open spaces, without comprising the residential amenity of residents.</p>   |
|           | <b>POSR06</b> Maximise the accessibility of the recreational amenities by developing a network of key cycle and pedestrian routes   | The proposed development will comprise a network of trails throughout the site to facilitate sustainable modes of transport including cycling and walking and to provide a highly permeable and accessible environment.   |
|           | <b>POSR07</b> Provide appropriately scaled children’s playground facilities within the LAP lands. Playground or equivalent facilities shall be provided at a rate of 4 sq m per residential unit. Details of playground facilities and location shall be included as part of the Green Infrastructure Masterplan. All residential schemes in excess of 50 units shall incorporate playground facilities clearly delineated on the planning application drawings and demarcated and built, where feasible and appropriate, in advance of the sale of any units | <p>Playground facilities shall be provided in accordance with the provisions of the LAP and details are included in the accompanying Landscape Design Report and landscape drawings.</p> <p>The play provision for the proposed development consists of a variety of structured areas for play and unstructured, naturally designed areas that promote inquisitive and free play opportunities and are non-prescriptive play opportunities.</p>   |
|           | <b>POSR08</b> Ensure that in the instance of an equipped playground being included as part of a specific facility, it shall occupy an area of no less than 0.02 hectares. Any such playground shall be located within a larger public park area to ensure the privacy and amenity of neighbouring properties. A minimum of one piece of play equipment shall be provided for every 50 sq m of playground.   | <p>Playground facilities shall be provided in accordance with the provisions of the LAP.</p> <p>There are a total of 2 neighbourhood structured playgrounds that are designed to provide a combination of exciting elements of play that is colourful, tactile, inclusive and safe. These playgrounds feature in the primary public open space to the south of the site.</p> <p>As well as the primary playgrounds there are a number of less formal pocket play areas that contain more natural play including level changes, mounding, informal logs and balance beams as well as some stand alone pieces of play</p> |

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|                           |  | equipment on a safe grass matting such as swings. These pocket play areas add amenity value to some of the smaller landscaped areas and encourage the use of these areas by smaller children, closer to their homes  |
|                           | <b>POSR9</b> Consider accepting the plaza/public realm area beside the rail station as Class2 Public Open Space subject to a sufficiently high-quality finish and design.                            | The plaza / public realm area beside the rail station has been included as Class 2 public open space. Refer to Landscape Design Report for further details.  |
| <b>Private Open Space</b> | Private open space for the residential sector will be provided in accordance with Fingal Development Plan standards.   | Private open space within the development will be in accordance with the Fingal Development Plan standards.  |
|                           | <b>SWM1</b> Integrate provision for biodiversity with public open space provision. Provide visual amenity and sustainable water management measures (including SUDS) where possible and appropriate. | <p>As part of the SuDS strategy for the proposed development, a constructed wetland / pond within the floodplain will be provided as a regional site control to provide water quality and ecological benefits for the overall site catchment.</p> <p>To cater for a more extreme flood event, it is proposed that the football pitch to be constructed within the public parkland area be incorporated into the overall SuDS strategy for the site. The proposed infiltration area located under the proposed football pitch will also serve the purpose of treating the surface water runoff for a very large area of the site.</p> |
|                           | <b>SWM2</b> Allow the provision of SUDS within open spaces where this does not compromise the primary function of the open space.  | The provision of SUDS will be designed so as not to compromise the primary function of the open space.   |
|                           | <b>SWM3</b> Ensure that SUDS proposals conform to the SUDS Strategy in this LAP.   | The Barnhill Stormwater Management Plan prepared by Garland Consultancy, on behalf of FCC, has also been used as an important tool in the preparation of the SuDS strategy for the Barnhill LAP development.   |
| <b>Archaeological and</b> | <b>AAH01</b> Promote best practice for archaeological excavation by ensuring   | Any required archaeological excavation will be undertaken according to best  |

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| <b>Architectural Heritage</b>    | that they are undertaken according to best practice as outlined by the National Monuments Service, Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs, The National Museum and the Institute of Archaeologists of Ireland. | practice as outlined by the National Monuments Service; Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs; The National Museum; and the Institute of Archaeologists of Ireland.<br><br>Refer to Chapter 13 Cultural Heritage in the EIAR for further details.  |
|                                  | <b>AAH02</b> Locate, where feasible, identified archaeological sites and monuments within open space areas.   | No archaeological sites or monuments have been identified within the site boundary.  |
|                                  | <b>AAH03</b> Require a place-naming scheme which reflects the heritage of the Barnhill area.  | The overall name for the scheme and the individual streets will reflect the heritage of the Barnhill area and will be agreed with the Planning Authority. It is proposed to name the development Barnhill Garden Village.  |
| <b>Density &amp; Housing Mix</b> | <b>DHM1</b> 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.  | A mix of house types, sizes and tenures are proposed to provide a range of household sizes and needs.  |
|                                  | <b>DHM2</b> Support the development of between 900-1,150 residential units or greater on the lands.   | 1,243 residential units are proposed as part of this residential scheme on the LAP lands.  |
| <b>Building Heights</b>          | <b>BH1</b> Building height will primarily range between 4-6 storeys (or greater subject to high quality design and visual impact) along the rail line and canal and between 2-3 storeys elsewhere on the LAP lands.                         | The LAP allows for a range of building heights on the Barnhill lands. The majority of buildings are 2 / 3 storeys with heights increasing over 3 storeys at locations where a higher density of residential accommodation is being achieved. Higher density areas of the site are served by residential buildings that increase in height from 4 to 8 storeys on average.<br><br>Feature buildings at strategic locations within the site are allocated heights in excess of 8 stories up to a maximum of 12 stories.<br><br>The taller feature buildings are located at key nodes adjacent to the Hansfield Station and adjacent to or in close proximity to the Village Centre and are designed to maximise residential amenity within the block while |

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|   |   | <p>minimising impact on the amenity of adjacent proposed and existing buildings.</p> <p>Given the large area of the proposed development site, it is considered appropriate to mark these key locations with buildings that can be identified from a distance in order to provide a clear sense of orientation from within and around the proposed development.</p>   |
|   | <p><b>BH2</b> Accept local landmark and feature building elements over the stated building heights at key locations, where they contribute to the visual amenity, civic importance, quality design and legibility of the area. The locations are to be agreed with the Planning Authority at application stage and will be subject to relevant government guidelines.</p>                                   | <p>The height strategy and location of landmark buildings are addressed in the accompanying Architectural Design Statement.</p>   |
| <p><b>Noise</b></p>                         | <p><b>N1</b> Require developers to ensure that appropriate noise assessments are carried out and the principles of good acoustic design are applied in line with “ProPG: Planning &amp; Noise Professional Practice Guidance on Planning &amp; Noise New Residential Development (May 2017 or as revised) and in keeping with World Health Organisation recommendations and guidance, where appropriate</p> | <p>A detailed assessment has been undertaken as part of Chapter 10 of the EIAR which focuses on Noise &amp; Vibration. The principles of good acoustic design have been applied in accordance with <i>ProPG: Planning &amp; Noise Professional Practice Guidance on Planning &amp; Noise New Residential Development (2017)</i>. The predicted internal and external noise levels will be in keeping with World Health Organisation recommendations and guidance.</p> |
| <p><b>Community and Local Services</b></p>  | <p><b>CLS1</b> Facilitate the development of a Local Centre having regard to the retail and service needs of its catchment population.</p>  | <p>Provision is made for small scale retail / commercial uses in the village centre, with residential units to be provided overhead to provide passive surveillance of the village centre. A community space and office hub are also proposed.</p>  |
| <p><b>Social and Affordable Housing</b></p> | <p><b>SA1</b> Promote the integration of social/affordable housing with private housing and ensure that Part V development is located within each development area.</p>   | <p>The Applicant will comply with their Part V obligations through the transfer of 150 units. A Part V proposal accompanies this application.</p>   |
| <p><b>Education / Community</b></p>         | <p><b>E1</b> Reserve a site c.1.14ha to provide for a primary school adjacent to the local centre. In the event that the DES indicates</p>  | <p>Land has been reserved to the south of the village centre for a future primary school.</p>   |

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|                             | to the Planning Authority that a school reservation is no longer required the site will revert to a residential land use designation.   |   |
|                             | <b>E2</b> Provide an open space to the south of the school site and facilitate complementary shared open space and car parking between the school and public open space.  | A large open space will be provided to the south of the school site. Parking will be provided to the east of the school. This parking will be set aside for the school and public park.   |
|                             | <b>E3</b> Ensure that residential development does not take place until such time as the developer has undertaken an Educational Needs Assessment which demonstrates to the satisfaction of the Planning Authority that there is adequate school provision for the needs generated by the proposed development. | Refer to School Demand Report, which accompanies this application.  |
| <b>Childcare Facilities</b> | <b>CF01</b> 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.   | A creche is proposed as part of the development. Refer to detailed drawings by Delphi and Childcare Provision Assessment by McCutcheon Halley Planning Consultants.   |
| <b>Public Art</b>           | <b>PA01</b> Require new residential developments in excess of 100 units and large commercial/retail developments in excess of 2000 sq m to provide for a piece of public art to be agreed with the Council.   | Proposals for public art will be agreed with the Council prior to the commencement of development.  |
|                             | <b>PA02</b> Ensure that where developers are applying for permission for multiple developments of less than 100 units on the lands that the provision of public art is considered as part of the cumulative total of units.   | A long avenue of trees, rain gardens and criss-cross paths following desire lines, leads the pedestrian or cyclist directly towards the heard of Barnhill and through a feature Sculptural Moongate to be designed as part of the public art allocation of the scheme.                  |
| <b>Waste</b>                | <b>W01</b> Require new developments to submit proposals demonstrating how the prevention, reduction and recycling of waste is to be achieved and ensure on-site provision for waste storage and segregation pending collection at all new domestic and non-domestic premises.                                   | A detailed assessment of the proposed development has been undertaken as part of Chapter 6 of the EIAR, which considers waste management under 'Material Assets, Service Infrastructure & Utilities'. An Outline Operational Waste Management Plan (OWMP) accompanies this application. |

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|   | <p><b>W02</b> Require all future residential schemes to include appropriate design measures for refuse bins, within convenient distance of all units not exceeding 50 m, details of which are to be clearly identified at planning application stage</p>   | <p>All bin storage areas have been designed to be within convenient distance of all units. Refer to Bin Store Locations Site Layout Plan for further details (PLA-16).</p>   |
|   | <p><b>W03</b> Ensure refuse bins are not situated immediately adjacent to the front door or ground floor windows, unless adequate screened alcoves or other such mitigation measures are provided.</p>   | <p>Appropriate design measures has been incorporated into the design to protect the amenity of residents. Refer to Bin Store Locations Site Layout Plan for further details (PLA-16).</p>  |
|   | <p><b>W04</b> Facilitate the installation of bring bank(s) at suitable locations within the plan area, which do not adversely affect residential amenity or environmental quality.</p>   | <p>Refer to Section 3.2 of Outline Operational Waste Management Plan for further details.</p>  |
| <p><b>Construction Waste Management Plan</b></p>      | <p>Developer(s) shall be required to submit at planning application stage a construction and demolition waste management plan.</p>   | <p>A Construction and Environmental Management Plan (CEMP) accompanies this application.</p>   |
| <p><b>Operational Waste Management Strategies</b></p> | <p>All new developments shall be required to comply with Eastern Midlands Waste Management Plan. A waste strategy shall accompany all applications for substantial development and shall address:</p> <ul style="list-style-type: none"> <li>• Maximising the recovery of valuable resources, for reuse or recycling, before further treatment or disposal.</li> <li>• Design and development of an integrated process which seeks to significantly reduce direct and indirect emissions, particularly CO<sub>2</sub>, methane and dioxins.</li> </ul> | <p>An Outline Operational Waste Management Plan (OWMP) accompanies this application.</p>   |
| <p><b>Economic Context</b></p>                        | <p><b>E1</b> Encourage employment-generating sustainable developments around the train station and within the local centre which will benefit from planned improvements in infrastructure and public transport. In particular, small-scale offices, business services and local level retailing will be encouraged.</p>  | <p>A mix of small-scale retail and commercial uses and an office hub are proposed for the village centre which is linked up with the train station by a pedestrian walkway and is in close proximity to a bus stop on the primary looped road.</p> |

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|  | <p><b>E2</b> Promote the development of an urban community plaza adjoining the entrance to Hansfield train station framed by residential with potential for mixed uses. A minimum floor to ceiling height of 2.7 metres shall be required, measured from finished floor level to finished ceiling level in all ground floor apartments and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use.</p> | <p>An urban plaza will be provided which links up the network of trails and paths throughout the scheme with the public transport hub. The urban plaza will comprise a mix of small-scale retail / commercial uses with residential units to be provided overhead to provide passive surveillance of the village centre, as well as an office hub and community space.</p> |
|  | <p><b>E3</b> Encourage development of focused small-scale canal-side services which enhance public appreciation of the Royal Canal and its amenities</p> <p>Any such proposals will necessarily consider impacts on existing and planned residential amenities, and shall not impact negatively on the biodiversity value of the canal corridor</p>  | <p>Not Applicable. Please note that 'Development Area 4 Royal Canal', as defined in the LAP, does not form part of this application site.</p>  |
| <p><b>Section 8:<br/>Development Areas</b></p> | <p><b>DA01</b> Ensure that the Urban Design Guidelines for this LAP which aim to support the vision for Barnhill are adhered to in the roll out of development in the area.</p>  | <p>The proposed development has been designed in accordance with the Urban Design Guidelines for this LAP.</p>   |
| <p><b>Railway Edge</b></p>                     | <p><b>DA02</b> Ensure that the layout, design and delivery of the access route to the train station and the surrounding built form of the civic plaza shall be an integral part of any initial planning application on the lands whether in this Development Area or otherwise.</p>  | <p>An urban plaza will be provided to achieve a high-quality public space that link up the network of trails and paths with the public transport hub.</p>  |
|  | <p><b>DA03</b> Any proposed allocation of open space to an area outside the relevant Development Area shall be delivered on a phased basis.</p>  | <p>Refer to Phasing drawings prepared by Gannon &amp; Associates. The Phasing Strategy is also addressed in the Architectural Design Statement and the Outline Construction Environmental Management Plan.</p>   |
| <p><b>Section 9:<br/>Phasing</b></p>           | <p><b>P1</b> Each planning application shall be accompanied by an Environmental Impact Assessment screening report or a full EIA as appropriate</p>  | <p>An EIA accompanies this application.</p>  |

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|   | <p><b>P2</b> All planning applications shall clearly set out a phasing programme as part of the application and this shall include a clear understanding of how each phase is to be completed including infrastructural requirements prior to the commencement of the next phase of development.</p>   | <p>Refer to Phasing Site Layout (PLA-05) prepared by Delphi Architects. The Phasing Strategy is also addressed in the Design Statement by Delphi Architects and Section 2.2 of the Construction and Environmental Management Plan.</p>   |
| <p><b>Section 10: Urban Design Guidelines</b></p> | <p><b>DA01</b> Ensure that the Urban Design Guidelines for this LAP which aim to support the vision for Barnhill are adhered to in the roll out of development in the area</p>   | <p>The proposed development has been designed in accordance with the Urban Design Guidelines for this LAP.</p>   |
|   | <p><b>10.0 Permeability and Ease of Movement</b></p> <ul style="list-style-type: none"> <li>- Development will create a pedestrian and cyclist friendly environment with safe access and direct links via connecting open spaces/ walkways to key destinations within Barnhill, Hansfield/ Ongar and the wider Blanchardstown area.</li> <li>- A hierarchy of interlinked urban streets will be established and will include limited use of cul-de-sacs and strong urban edges overlooked by well-designed buildings.</li> <li>- A pedestrian friendly environment in the form of shared spaces/</li> <li>- home zones will be supported in appropriate locations.</li> <li>- The main avenue will be designed as a tree-lined urban street accommodating footpaths and cycle-paths and shall be overlooked by attractive well-designed buildings.</li> <li>- Traffic calming integrated into the design will be a feature of the layout.</li> <li>- Internal access road geometry (widths, radii, speed limitations) will be designed consistent with a traffic calmed residential area.</li> <li>- A Green Infrastructure Masterplan shall be prepared and shall be submitted with the first planning application. The Planning application will be assessed on its achievement of Green Infrastructure objectives.</li> </ul> | <p>The proposed development has been designed in accordance with the Urban Design Guidelines for this LAP.</p> <p>The proposal has also been designed with regard to the Design Manual for Urban Roads and Streets, 2013. A response to this design manual is provided at Section 2.8 of this report and also at Section 7 of the Traffic &amp; Transport Assessment by CSEA.</p> <p>The proposed internal road/street network are detailed in the Preliminary Engineering Report prepared by CSEA. Further details of the Movement Strategy for the development are also provided in the Architectural Design Statement by Delphi Architects.</p> |

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|           | <p><b>10.1 Green Infrastructure</b></p> <ul style="list-style-type: none"> <li>- Ensure that the design and function of green infrastructure is able to allow the movement of flora and fauna species across the lands and maintain connectivity between the ecological nodes of the Royal Canal, the internal stream and the rail line.</li> <li>- Ensure that the design of all development takes account of the sensitivities of retained habitats and greenways such as the Royal Canal and avoids adverse impacts resulting from noise, lighting and other types of disturbance.</li> <li>- Encourage awareness among local communities of the existence of important greenways, treelines and ecological connectivity to ensure their retention and management for future generations.</li> <li>- The open space strategy will comprise a hierarchy of well-designed open spaces, ranging in size, character and role, supported and connected via green routes, where possible.</li> <li>- All public open space will be accessible, usable and functional</li> <li>- Open spaces and green corridors will be designed to ensure they are overlooked, safe spaces, enjoying passive surveillance from surrounding development.</li> <li>- A variety of planting and protection of riparian corridors will be incorporated within the Plan lands to encourage biodiversity value.</li> <li>- Open space for active recreation shall be provided as per Development Plan standards in identified locations to serve the LAP lands.</li> <li>- Existing hedgerows to be protected and incorporated into the development in so far as is practicable, particularly along the riparian strip/ecological corridor. Native species such as lime, ash,</li> </ul> | <p>The proposed development has been designed in accordance with the Urban Design Guidelines for this LAP.</p> <p>The proposal has also been designed with regard to the 'Urban Design Manual – A best Practice Guide, 2009'. A response to this manual is provided at Section 2.7 of this report.</p> <p>Further details of the green infrastructure are provided in the Green Infrastructure Masterplan which accompanies this application.</p> |



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|           | <p>beech, hawthorn, elderberry and cherry to feature.</p> <ul style="list-style-type: none"> <li>- Streets and open spaces will incorporate SUDS solutions in their design, this shall include the required tree pits and green verges along the main routes</li> </ul>  |   |
|           | <p><b>10.2 Public Realm</b></p> <ul style="list-style-type: none"> <li>- The public realm shall be attractively designed and support successful outdoor spaces developed in the Local Centre, at the train station and adjoining the Royal Canal.</li> <li>- High quality design of the public realm shall be delivered with hard and soft landscaping, finishes and treatments, street furniture and lighting.</li> <li>- The layout, form, scale and massing of development within the lands shall ensure that the impact on views from the lands is mitigated, where possible</li> </ul>  | <p>The proposed development has been designed in accordance with the Urban Design Guidelines for this LAP.</p> <p>The proposal has also been designed with regard to the 'Urban Design Manual – A best Practice Guide, 2009'. A response to this manual is provided at Section 2.7 of this report.</p> <p>Further details of the green infrastructure are provided in the Green Infrastructure Masterplan which accompanies this application.</p>   |
|           | <p><b>10.3 Urban Design</b></p> <ul style="list-style-type: none"> <li>- A high standard of urban design is required to ensure the creation of a high quality environment with a distinct sense of place, physically linked with adjoining developments.</li> <li>- Ensure buildings, streets and places are of a human scale.</li> <li>- Moderate the mass of a building or group of buildings so that it steps up or down to its neighbours.</li> <li>- Developers to take adequate measures to minimise the impact of traffic, noise and dust, on residential amenity during construction phases.</li> <li>- Landscape/noise attenuation mounds or other mitigation measures to be located where required to reduce noise levels.</li> <li>- Proposals for residential developments will not create gated communities.</li> <li>- Daylight and sunlight is a key residential amenity and all buildings shall receive adequate daylight and</li> </ul> | <p>The proposed development has been designed in accordance with the Urban Design Guidelines for this LAP.</p> <p>The proposal has been designed with regard to the 'Urban Design Manual – A best Practice Guide, 2009'. A response to this manual is provided at Section 2.7 of this report.</p> <p>The proposal has also been designed with regard to the 'Sustainable Residential Development in Urban Areas, 2009'. A response to this manual is provided at Section 2.5 of this report.</p> <p>Further details are provided in the accompanying Architectural Design Statement by Delphi Architects.</p> |

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|           | <p>sunlight and be within acceptable standards.</p> <ul style="list-style-type: none"> <li>- People with disabilities to have freedom to enjoy access to all buildings streets, amenities and public spaces. Designers shall consciously seek to apply the optimum standards when designing for such access.</li> </ul>   |   |
|           | <p><b>10.4 Dwellings/Buildings</b></p> <ul style="list-style-type: none"> <li>- Development shall comprise a wide mix of unit types, sizes and tenure and each character area will have its own individual building typology.</li> <li>- Buildings shall be constructed to maximise energy use.</li> <li>- Streets and buildings shall be orientated to maximise access to sunlight/ daylight.</li> <li>- High standards of energy efficiency and environmental sustainability in layout orientation and building materials.</li> <li>- High standard of elevational detail is required on buildings that front onto main routes, open space and pedestrian routes.</li> <li>- Careful attention to orientation and landscaping of individual properties is required.</li> <li>- Ensuring noise insulation in new buildings so that traffic, train and aircraft noise does not exceed acceptable levels in living spaces.</li> <li>- Ensure all new residential schemes are designed so that residential units are easily adaptable. All homes, whether apartments, duplexes, traditional houses or otherwise, should be adaptable to the life stage of those living there. While the needs of a family with children are very different to those of an elderly couple, the basic structure of the home should be easily adaptable to accommodate these different life stages.</li> <li>- Ensure that appropriate building line setbacks, on street parking and privacy strips are provided for in</li> </ul> | <p>The proposed development has been designed in accordance with the Urban Design Guidelines for this LAP.</p> <p>The proposal has been designed with regard to the 'Urban Design Manual – A best Practice Guide, 2009'. A response to this manual is provided at Section 2.7 of this report.</p> <p>The proposal has also been designed with regard to the 'Sustainable Residential Development in Urban Areas, 2009'. A response to this manual is provided at Section 2.5 of this report.</p> <p>Further details are provided in the accompanying Architectural Design Statement by Delphi Architects.</p> |

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|           | <p>residential and commercial development.</p> <ul style="list-style-type: none"> <li>- Where residential units are designed without front curtilage parking, the area to the front of the property shall have narrow, landscaped front-gardens/ privacy strips. This is to provide a buffer between private living space and the public realm, to contribute to local biodiversity, SUDS, and facilitate passive supervision. The conversion of this private open space to facilitate car-parking shall not be permitted.</li> </ul>   |   |
|           | <p><b>10.5 Apartments Living Design</b></p> <ul style="list-style-type: none"> <li>- People in apartment developments live in close proximity to one another. Effective sound insulation/acoustic privacy is most important within apartments, between apartments, and between apartments and common areas. Developers shall meet or exceed the noise insulation requirements in the current Building Regulation or any updated standards, where deemed appropriate by the planning authority.</li> <li>- Residential units shall be designed to maximize use of natural daylight and sunlight. Daylight and sunlight levels, as a minimum, should be in accordance with Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (B.R.E. 2011) and British Standard (B.S.). 8206 Lighting for Buildings, Part 2 2008: Code of Practice for Daylighting or any update on these documents.</li> <li>- Entrances and lobbies are important quality issues in apartments. Entrances will be clearly identified and accessed off main streets within the scheme. Lobbies shall be spacious and welcoming as they are a form of communal space.</li> <li>- Communal facilities [e.g. a community room] will be provided in all apartment schemes in excess of 100 units for the communal use of the residents as deemed appropriate</li> </ul> | <p>The proposed development has been designed in accordance with the Urban Design Guidelines for this LAP.</p> <p>The proposal has been designed with regard to the 'Sustainable Urban Housing: Design Standards for New Apartments, 2020'. A response to this manual is provided at Section 2.11 of this report.</p> <p>The apartments have been designed as self-contained residential units and no communal spaces are proposed.</p> |

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|           | <p>by the Council. In addition, a manager's office and store will be provided as appropriate.</p> <ul style="list-style-type: none"> <li>- Communal laundry rooms and storage facilities will be provided in apartment blocks where deemed appropriate.</li> <li>- Dual aspect will be incorporated into the design of all apartment / residential blocks to the maximum extent having regard to the Apartment Design Standards for New Apartments, Guidelines for Planning Authorities 2017 or as revised. Dual aspect provides for inter alia, cross-ventilation, better views, better daylight/ sunlight and more adaptability within residential units. Where single aspect apartments are provided, the number of south facing units should be maximised, with west or east facing single aspect units also being acceptable.</li> <li>- A minimum floor to ceiling height of 2.7 metres shall be required, measured from finished floor level to finished ceiling level in all ground floor apartments and shall be increased in certain circumstances, particularly where necessary to facilitate a future change of use to a commercial use</li> </ul> |   |
|           | <p><b>10.6 Distinctiveness, Character, Legibility</b></p> <ul style="list-style-type: none"> <li>- Create individual neighbourhoods with their own identity.</li> <li>- Promote the development of each area as a distinct and legible new neighbourhood with an individual character achieved through concept, design style and use of materials.</li> <li>- Each individual character area will be locally distinct with individual features including where appropriate public art and civic landmarks to form its character.</li> <li>- Development shall incorporate focal points utilising views out of the Plan lands.</li> </ul>   | <p>The proposed development has been designed in accordance with the Urban Design Guidelines for this LAP.</p> <p>The proposal has been designed with regard to the 'Urban Design Manual – A best Practice Guide, 2009'. A response to this manual is provided at Section 2.7 of this report.</p> <p>The proposal has also been designed with regard to the 'Sustainable Residential Development in Urban Areas, 2009'. A response to this manual is provided at Section 2.5 of this report.</p> <p>The scheme provides for 10-character areas, each of which are detailed in the accompanying Architectural Design Statement by Delphi Architects.</p> |

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|           | <ul style="list-style-type: none"> <li>- Use of existing landscape elements shall aid distinctiveness and support biodiversity.</li> <li>- Variations in building design and height shall be encouraged to avoid a monotonous roof line.</li> <li>- Use of a palette of materials shall be encouraged to support the development of a varied and attractive environment.</li> <li>- Design solutions to be varied significantly throughout the LAP lands ensuring the avoidance of monotonous repetition of a limited number of buildings and dwelling types.</li> <li>- Provide for principal frontages in each development plot to define strong streetscape elements, turn corners on public roads, and enclose and overlook amenity open space areas and green routes.</li> <li>- Require the layout of residential areas to maximise pedestrian permeability with clear, legible and direct routes for pedestrians and cyclists along anticipated desire lines, with safe edge treatment, clear sight lines at eye level and an appropriate level of passive supervision.</li> <li>- Ensure that innovative building typologies are used throughout Barnhill for life long living and that address issues of car parking, private open space, and the need for high quality residential amenity. Ensure that these buildings have a greater engagement with the varying road and green way layout.</li> <li>- Ensure a sustainable built form with best practice sustainable design, construction methods and materials, which has regard to solar effect, wind tunnelling prevention and microclimate. Adaptable residential building design, which is responsive to changing technical/economic and social conditions, is generally encouraged.</li> <li>- Ensure that frontage widths of individual buildings and massing</li> </ul> |                          |

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|           | <p>allow for their successful integration into the streetscape.</p> <ul style="list-style-type: none"> <li>- Ensure that the distinctiveness of materials is used at various scales allowing for a coherent and high-quality built environment, with an individual palette to identify each neighbourhood. High-quality finishes are to be used in the public realm, including external elevational treatment to buildings, structures and public open space.</li> <li>- Promote the design and location of bin-stores, service boxes and similar ancillary provision, including meter boxes, into the curtilage of developments or as positive design features that enhance the local streetscape and do not register as visual clutter</li> </ul> |   |
|           | <p><b>10.7 Parking</b></p> <ul style="list-style-type: none"> <li>- Car parking shall be designed within the context of the streetscape with tree planting incorporated where appropriate.</li> <li>- Communal multi-use car parking areas, if any, shall be well lit</li> <li>- with the benefit of natural surveillance where feasible.</li> <li>- Car parking shall be designed so that it does not dominate the streetscape.</li> <li>- Car parking and bicycle parking shall be provided in accordance with Development Plan standards or the appropriate guidelines.</li> <li>- Car parking shall be clearly delineated for each residential unit and shall be an integral part of the design concept for apartment development.</li> </ul>   | <p>Car parking for houses is provided on curtilage, or to the front of the unit, as detailed on the accompanying site layout plans. Parking for apartment and duplex units is a mix of street level grouped parking, basement and podium parking.</p> <p>Landscaping is proposed to ensure that car parking does not dominate streetscapes.</p> |
|           | <p><b>10.8 Key Architectural Features</b></p> <ul style="list-style-type: none"> <li>- Punctuation buildings shall be encouraged at significant junctions/ corner sites/gateway entrances/nodal points to the development.</li> <li>- Buildings with frontages to parks, pedestrian/cyclist routes and along Main Streets shall have strong</li> </ul>  | <p>The proposed development has been designed in accordance with the Urban Design Guidelines for this LAP.</p> <p>The proposal has been designed with regard to the 'Urban Design Manual – A best Practice Guide, 2009'. A response to this manual is provided at Section 2.7 of this report.</p>   |

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|           | <p>facades, support natural surveillance and be well designed and varied in their elevational treatment.</p> <ul style="list-style-type: none"> <li>- Street frontage buildings shall be designed to provide strong corner definition such that gables are avoided and the front elevation definition will be continued to the side elevation thereby ensuring a 'seamless' transition at corners and junctions.</li> <li>- Urban spaces, defined by quality designed buildings, shall provide visual and physical focal points, at the heart of the new residential community - Buildings shall incorporate architectural expression at entrances, corners, ground floors and roofs.</li> <li>- High quality materials with good maintenance characteristics shall be used. Natural materials such as stone, brick and timber shall be favoured.</li> <li>- High standards shall be required for ground finishes, street</li> <li>- furniture, signs, landscaping, public lighting and open space</li> </ul> | <p>The proposal has also been designed with regard to the 'Sustainable Residential Development in Urban Areas, 2009'. A response to this manual is provided at Section 2.5 of this report.</p> <p>The key architectural features of the proposed development are articulated in the accompanying Architectural Design Statement by Delphi Architects.</p> |
|           | <p><b>10.9 Views and Prospects</b></p> <ul style="list-style-type: none"> <li>- Protect and enhance views and panoramas to key local vantage points particularly views and general prospects towards the Dublin mountains to create a sense of place, coherence and appreciation for the overall setting of the lands</li> </ul>  | <p>The proposed development has been designed in accordance with the Urban Design Guidelines for this LAP.</p> <p>A Landscape and Visual Impact Assessment has been undertaken as part of the EIAR and accompanies this application.</p>  |
|           | <p><b>10.10 Local Centre Design</b></p> <ul style="list-style-type: none"> <li>- A small Local Centre shall be developed in an urban village format and shall address/ connect into the surrounding street network in a seamless manner. Residential/ office over ground floor units will be encouraged to facilitate an appropriate mix of uses. A range of daytime and evening uses shall be encouraged.</li> </ul>   | <p>A small local centre has been designed as part of the proposed development taking account of the requirements of the LAP.</p>  |

| Reference | Relevant Policy / Principle / Guideline  | Statement of Consistency   |
|-----------|--|--|
|           | <ul style="list-style-type: none"> <li>- The Local Centre shall incorporate a high quality public space which shall be attractively landscaped, incorporate bicycle parking and seating arrangements, and have a high quality paving finish. The space shall be designed to ensure that vehicular parking does not encroach upon this area.</li> <li>- Buildings shall generally be arranged in a perimeter block pattern adjoining and providing a strong edge and supervision to the main street they front onto, with access to development at designated junctions only.</li> <li>- Only limited direct vehicular access from buildings shall be permitted onto the main street. Principal pedestrian entrances to the residential development shall be from the public street.</li> <li>- Buildings shall generally be in the range 2/6 storeys in height, with punctuation buildings facilitated at key sites subject to normal planning criteria.</li> <li>- Bus lay-bys and a taxi area shall be accommodated at designated points in the Local Centre to accommodate sustainable modes of transport.</li> <li>- Parking for the commercial uses within the Local Centre shall be located to the rear of buildings, where possible.</li> <li>- The Local Centre shall be designed and accessible for all modes of transport, including delivery vehicle, car, bus, pedestrian and cyclist movement.</li> <li>- Single storey stand alone buildings will not be permitted.</li> </ul> |  |
|           | <p>GP01 Ensure that the Urban Design Guidelines for this LAP which aim to support the vision for Barnhill are adhered to in the roll out of development in the area.</p>   | <p>The proposed development has been designed in accordance with the Urban Design Guidelines for this LAP.</p> |

**Table 5:** Development Area 1 Schedule - Railway Edge

| Development Schedule  | Railway Edge                                     | Design Response  |
|---|--|--|
| Gross Area  | c.7.43ha   | <p>The railway edge is subdivided into a number of character areas. The character areas included in the 'Railway Edge' Development area are: Link Road East; Railway Quarter; and Station Plaza, providing a total of 469 units.</p> <p>Information in respect of each character area is provided in the Architectural Design Statement by Delphi Architects.</p> <p>Link Road East character area ranges in height from 2-3 storeys. The height in Railway Quarter is 3-8 storeys, with a 10-storey corner landmark unit. In Station Plaza the height ranges from 2-11 storey.</p> <p>The overall density for Development Area 1 is 85 units per hectare.</p> |
| Existing Built on RA land   | (c.1.24ha)                                       |  |
| Net Area  | c.2.19ha   |  |
| Net Development Area minus areas not developed specifically for housing (10%) | c.5.56ha   |  |
| Dwellings per ha  | 84 +/-units                                      |  |
| Total Units   | 467+/- units                                     |  |
| Min Social & Affordable<br>10% of total                                       | 47+/- units                                      |  |
| Min/Max Building<br>Heights   | In general 4-6 storeys                           |  |
| Public Open Space   | Pocket Park(s), plaza subject to design/finishes |  |
| Landmark buildings  | At road junctions                                |  |
| Social Infrastructure   | Park, Creche                                     |  |
| Retail/Commercial   | Small scale development                          |  |
| <b>Total residential units</b>  | 467+/- units                                     |  |

**Table 6:** Development Area 2 Schedule - Centre

| Development Schedule   | Centre  | Design Response  |
|--|---|--|
| Gross Area   | c.15.37ha   | <p>The centre development area is subdivided into a number of character areas. Information in respect of each character area is provided in the Architectural Design Statement by Delphi Architects.</p> <p>The character areas included in the 'Centre' Development area are: Barnhill Cross; Barnhill Stream; Barnhill Crescent; the Village Centre and Station Quarter South providing a total of 689 units.</p> <p>The units range in height from 2-8 storeys, with a landmark corner unit of 9 storeys located in Station Quarter South, and a landmark building of 12 storeys at the village centre.</p> <p>Density in the central area is 51 units per hectare.</p> |
| Net Development Area (minus 10% Open Space, minus Development Area 2 Open Space, School reservation site and areas not developed specifically for housing (10%)) | c.11.37ha   |  |
| Min/Max Dwellings per ha   | 35/50 units   |  |
| Min/Max Total Units  | 398/569   |  |
| Min Social & Affordable  | 40/57   |  |
| Min/Max Building Heights   | Indicative Building Heights:<br>2-3 Storeys   |  |
| Social Infrastructure  | Pocket Park, 10% Open space for Development zone 2 and 3, School reservation 1.14ha, Place of worship/ shared community space |  |
| Landmark Building  | 2-4 storeys   |  |
| Retail/Commercial  | Local Centre -scale as per Development Plan   |  |
| Social Infrastructure  | Parks, Playground, School, Creche   |  |
| <b>Total</b>   | Range 398 -569 units  |  |

**Table 7:** Development Area 3 Schedule - West (Southern)

| Development Schedule  | West (Southern) | Design Response   |
|---|-----------------|---|
| Gross Area  | c.3.53ha        | Development Area 3 West Southern equates to Parkside Character area in the proposed development.<br><br>Information in respect of each character area is provided in the Architectural Design Statement by Delphi Architects.<br><br>Parkside character area proposes 53 units, comprising a mix of 2 and 3 storey houses. Twelve of the units in Link Road West character area also fall within Development Area 3 (West - southern) given a total number of 65 units in this area and a density of approx. 33 units to the hectare. |
| Existing Built on RA land   | (c.1.22ha)      |   |
| Net Area  | c.2.31ha        |   |
| Net Development Area minus 10% Open Space and areas not developed specifically for housing (10%), c 20% reduction in total. | c.1.88ha        |   |
| Dwellings per ha  | c.24 units      |   |
| Total Units   | 45 units        |   |
| Min Social & Affordable   | 4               |   |
| Min/Max Building Heights  | 1-2.5 storeys   |   |
| Public Open Space   | Pocket Park     |   |
| Social Infrastructure   | Parks           |   |

**Table 8:** Development Area 3 Schedule - West (Northern)

| Development Schedule  | West (Northern)   | Design Response  |
|---|---|--|
| Gross Area (omitting pylon corridors)   | c.0.56ha  | Development Area 3 West Northern equates to Link Road West (LRW) Character area in the proposed development.   |
| Net Development Area minus areas not developed specifically for housing (10%) | c.0.5ha   |  |
| Dwellings per ha  | c.50  | Information in respect of each character area is provided in the Architectural Design Statement by Delphi Architects.  |
| Total units   | 25  |  |
| Landmark building   | Option subject to design  |  |
| Min Social & Affordable   | 3   | Link Road West character area proposes 33 units, comprising 27 houses and 6 duplex units. Twenty-one of these units fall within Development Area 3 (West Northern) The overall density for the character area is 42 units per hectare. |
| <b>Total Area 1 Residential Units</b>   | <b>70 (sic)</b><br>It is assumed that the figure of 70 units is a typographical error in the LAP, and that this should read 25. |  |

**Table 10:** Phasing Requirements – Phase 1

| Enabling Infrastructure   | Phase 1 Requirements   | Responsibility   | Development Area (DA)  | Design Response   |
|---|--|--|------------------------|---|
| Delivery of road infrastructure necessary to provide access to development from lands to the north. | <p>Delivery as part of or prior to the first planning application for development on the lands as agreed with the Planning Authority.</p> <p>No residential units shall be commenced until such time as the appropriate road infrastructure, as agreed with the council, is in place to serve the development.</p> | Developer FCC.   | DA 1, 2 and 3.         | <p>The phasing requirements are noted and details are provided in of the Architectural Design Statement prepared by Delphi Architects. This takes account of infrastructure requirements to deliver in tandem with housing requirements.</p> <p>Please also refer to Phasing Drawings by Gannon &amp; Associates.</p> |
| New entrance and plaza to train station.  | Delivery with first development.   | Developer with Iarnrod Eireann approval.                                     | DA 1.                  |   |
| Green Infrastructure Masterplan for all of LAP lands.   | Delivery of this masterplan (as per objective GI1*) will accompany the first planning application and all subsequent applications and will inform the planning assessment of all proposed development.   | Developer in consultation with the Planning Authority at pre-planning stage. | All Development Areas. |   |
| Provision of waste water facilities including pumping station as required.                          | <p>Delivery to align with each stage of development. Pumping station location to be included within Green Infrastructure</p>   | Developer in consultation with Irish Water and the Planning Authority.       | All Development Areas. |   |

|  |   |                         |   |
|--|---|-------------------------|---|
|  | Masterplan and subject to a planning application as required.   |                         |   |
| Pedestrian and cycle links to train station and Hansfield, and a network of pedestrian and cycle links within the lands. | Delivery in tandem with development ensuring that all development includes appropriate access/links to the station. | Developer               | All Development Areas.  |
| Construction of a constructed wetland/pond as part of SUDS management train and water quality infrastructure.            | Required size necessary to serve the wider development to be delivered as part of Phase 1.                          | Developer               | Development Areas 2 or 4.   |
| Public Open Space  | Park/wetland/wildflower areas and playing fields to be provided in tandem with relevant phase of development.       | Developer               | All Development Areas for Class 2 open space. Development Areas 2 and 4 for Class 1 open space. |
| School   | Site to be identified for school and made available to the DES as per their requirement.                            | Developer<br>DES<br>FCC | Development Areas 2.  |

**Table 11:** Phasing Requirements – Phase 2

| Enabling Infrastructure  | Phase 2 Requirements   | Responsibility   | Development Area  | Design Response  |
|--|--|--|---|--|
| Pedestrian and cycle links to train station and Hansfield, and a network of pedestrian and cycle links within the lands. | Delivery in tandem with development ensuring that all development includes appropriate access/links to the station.  | Developer.   | All Development Areas.  | The phasing requirements are noted and details are provided in the Architectural Design Statement prepared by Delphi Architects. |
| Civic Area at Local Centre.  | Civic Area with Local Centre delivered as part of development in phase 2.  | Developer.   | DA1.  | This takes account of infrastructure requirements to deliver in tandem with housing requirements.                                |
| Provision of waste water facilities including pumping station as required.   | Delivery to align with each stage of development. Pumping station location to be included within Green Infrastructure Masterplan and subject to a planning application as required.                    | Developer in consultation with Irish Water and the Planning Authority.       | All Development Areas.  | Please also refer to Phasing Drawings by Gannon & Associates.  |
| Green Infrastructure Masterplan for all of LAP lands.  | Delivery of this masterplan (as per objective GI1*) will accompany the first planning application and all subsequent applications and will inform the planning assessment of all proposed development. | Developer in consultation with the Planning Authority at pre-planning stage. | All Development Areas.  |  |
| Public Open Space  | Park / wetland/ wildflower areas and playing fields to be provided in tandem with relevant phase of development.   | Developer  | All Development Areas for Class 2 open space. Development Areas 2 and 4 for Class 1 open space. |  |
| School   | Site identified for school to be made available to the DES as per their requirements   | Developer  |   |  |

**Table 12:** Phasing Requirements – Phase 3

| Enabling Infrastructure  | Phase 3 Requirements   | Responsibility   | Development Areas   | Design Response   |
|--|--|--|---|---|
| Pedestrian and cycle links to train station and Hansfield, and a network of pedestrian and cycle links within the lands. | Delivery in tandem with development ensuring that all development includes appropriate access/ links to the station.   | Developer.   | All Development Areas.  | <p>The phasing requirements are noted and details are provided in of the Architectural Design Statement prepared by Delphi Architects. This takes account of infrastructure requirements to deliver in tandem with housing requirements.</p> <p>Please also refer to Phasing Drawings by Gannon &amp; Associates.</p> |
| Provision of waste water facilities including pumping station as required.   | Delivery to align with each stage of development. Pumping station location to be included within Green Infrastructure Masterplan and subject to a planning application as required.                    | Developer in consultation with Irish Water and the Planning Authority.       | All Development Areas.  |   |
| Green Infrastructure Masterplan for all of LAP lands.  | Delivery of this masterplan (as per objective GI1*) will accompany the first planning application and all subsequent applications and will inform the planning assessment of all proposed development. | Developer in consultation with the Planning Authority at pre-planning stage. | All Development Areas.  |   |
| Public Open Space  | Park / wetland/ wildflower areas and playing fields to be provided in tandem with relevant phase of development.   | Developer  | All Development Areas for Class 2 open space. Development Areas 2 and 4 for Class 1 open space. |   |
| School   | Site identified for school to be made available to   | Developer  |   |   |

| Enabling Infrastructure | Phase 3 Requirements              | Responsibility | Development Areas | Design Response |
|-------------------------|-----------------------------------|----------------|-------------------|-----------------|
|                         | the DES as per their requirements |                |                   |                 |

