



An  
Bord  
Pleanála

**Case Reference:**  
**ABP-312005-21**

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## **Planning and Development (Housing) and Residential Tenancies Act 2016**

### **Notice of Pre-Application Consultation Opinion**

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**Proposed Development: Demolition of an existing structures, construction of 1,284 no. residential units (334 no. houses, 950 no. apartments), creche and associated site works. Barberstown, Barnhill and Passifyoucan, Barnhill, Clonsilla, Dublin 15.**

An Bord Pleanála has considered the issues raised in the pre-application consultation process and, having regard to the consultation meeting and the submission of the planning authority, is of the opinion that the documents submitted with the request to enter into consultations require further consideration and amendment to constitute a reasonable basis for an application for strategic housing development.

An Bord Pleanála considers that the following issues need to be addressed in the documents submitted that could result in them constituting a reasonable basis for an application for strategic housing development.

1. Further consideration of the documents and justification for the proposed development having regard to the dependency of the development on the delivery of the proposed Ongar-Barnhill Road. The application should identify the timetable for completion of such infrastructure and responsibility for the funding and completion of works in this regard. The provision of such

infrastructure should be clearly identified as part of the phasing strategy for the development of these lands.

2. Further consideration and elaboration of the documents with regard to the creation of a strong urban edge and streetscape to the Ongar-Barnhill Road and to Barberstown Lane South, and on key routes within the development. Application documentation should demonstrate how proposed building design and streetscape assist in place making and wayfinding as well as creating a contemporary urban development with a variety of character areas marked by changes in densities, housing typologies, and heights as well as changes to material finishes and designs. Regard should be had to the provisions of DMURS (section 2.2.1) with regard to the creation of a sense of place.
3. Further consideration and elaboration of the documents as they relate to the development strategy for the lands and the height and scale of development proposed.

In this regard a detailed design statement / rationale for each neighbourhood or character area should be submitted having regard to the provisions of the Barnhill LAP 2019, as well as the criteria set out in Section 3.2 of the Urban Development and Building Height, Guidelines for Planning Authorities' 2018. Such rationale should, in particular, address the design of taller buildings and the differing character of individual neighbourhoods, particularly those at a remove from key public transport and local service nodes, and the transition between taller buildings and their surroundings. The application should demonstrate how a high quality of architectural design and finish to such taller blocks is achieved within the development.

The strategy should consider key views into the development including those from the east at Pakenham Bridge, as well as key internal vistas, such as views east and west along the proposed village centre / main street.

4. Further clarification and elaboration of the documents, and justification for the proposed development, having regard to the mix of uses and level of local and community service provision proposed on the lands.

The Barnhill LAP 2019, envisages the development of a sustainable community at Barnhill comprising new homes, community, leisure and educational facilities based around an identifiable and accessible local centre. The LAP notes that a vibrant local centre is to provide for a range of services to cater for the

shopping, recreational, educational, medical and other needs of the community. It further notes that the centre should be large enough to accommodate a foodstore and a range of supporting shops and retail services.

Having regard to the significant scale of development envisaged for these lands, and the limited extent of retail and community service provision proposed, clarification / justification is required as to how the development will meet the needs of this new community and address the reasonable objectives the Local Area Plan in this regard. The application should set out a clear vision for the creation of a serviced, sustainable community and neighbourhood in this regard.

5. Further clarification and elaboration of the documents as they relate to the proposed pedestrian connection to Hansfield train station. In this regard, specific and detailed design proposals should clearly demonstrate how the development will deliver a high-quality public realm and accessibility for the public both to the station and across the railway to lands in Hansfield to the north. Evidence of the consent of the railway authorities to proposals in this regard should accompany the application.

The issues raised above may require amendment to the documents and/or design proposals submitted.

Furthermore, Pursuant to article 285(5)(b) of the Planning and Development (Strategic Housing Development) Regulations 2017, the prospective applicant is hereby notified that, in addition to the requirements as specified in articles 297 and 298 of the Planning and Development (Strategic Housing Development) Regulations 2017, the following specific information should be submitted with any application for permission:

1. Detailed proposals for the phased development of these lands. Such phasing proposals should clearly identify the road and public transport, open space, water, drainage, and social infrastructure to be delivered with each phase of residential development.
2. The application should clearly identify the life of any permission sought and provide a clear rationale and justification for such period.
3. A detailed landscape and visual impact assessment.

4. The design statement in respect of the Link Road West neighbourhood should demonstrate that a high quality of residential amenity for proposed dwelling units can be delivered having regard to their position between two elevated roads and the adjoining railway to the north.
5. Detailed plan and section drawings should clearly identify existing and proposed ground levels across the site including existing and proposed road embankments.
6. The relationship between proposed buildings, and between the proposed development and existing adjoining properties should be clearly described in appropriately detailed section drawings. The potential for impacts on adjoining residential amenity by reason of overlooking and overshadowing should be clearly assessed and described.
7. A report that specifically addresses the proposed materials and finishes across the entire scheme including specific detail of finishes, landscaping and paving, pathways, entrances and boundary treatments. Particular regard should be had to the requirement to provide high quality, durable and sustainable finishes which have regard to the context of the site. A rationale for the extensive use of cement render finishes to buildings across parts of the development should be clearly set-out.
8. Details of the proposed boundary treatment to the adjoining railway, including details of any noise attenuation measures to be incorporated therein. Regard should be had to the requirements of Irish Rail in this regard.
9. A comprehensive daylight and sunlight assessment examining the proposed dwelling units and amenity / open spaces, as well as potential impacts on daylight and sunlight to adjoining properties. In preparing such assessment regard should be had to the provisions of section 3.2 of the Urban Development and Building Heights Guidelines for Planning Authorities (2018) and to the approach outlined in guides like the BRE 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.

The assessment should provide a comprehensive view of the performance of the development in respect of daylight provision. Where any alternative,

compensatory design solutions in respect of daylight are proposed, these should be clearly identified and justified, and their effect appropriately described and / or quantified.

10. An analysis of wind microclimate and pedestrian comfort at ground level with reference to pedestrian occupation and usability of new public spaces. The analysis should address the safety and comfort of residential amenity spaces, including communal spaces and private upper floor balconies. Any required mitigation or other design measures arising from such assessment should be clearly described and assessed in the study. This may necessitate a review of the design of proposed balconies, and whether projecting or integrated balconies are more appropriate in terms of achieving satisfactory levels of residential amenity.
11. A detailed Housing Quality Assessment demonstrating compliance with relevant development standards.
12. Consideration should be given to a more direct connection from the western end of the proposed greenway (Barberstown Lane North) to the pedestrian and cycle infrastructure to be provided on the new Ongar-Barnhill Road.
13. Detailed proposals for the provision of childcare facilities sufficient to meet the projected demand arising from this extensive development. Such proposals should include detail with regard to access and cycle and car parking arrangements. Where a single facility is proposed to serve the overall development, the application should undertake a review of the viability and practicality of such scale of facility. The provision of childcare facilities should also be addressed as part of the phasing details under item no. 1 above.
14. In respect of transportation, the application should be accompanied by the following:
  - i. A report addressing the matters raised in the report of the Fingal County Council Transportation Planning Section.
  - ii. A detailed Traffic and Transportation Impact assessment. The assessment should clearly describe the scenarios assessed and the traffic distribution considered therein. All assumptions should be clearly stated.  
The assessment should have regard to existing constraints on the road

network to the east of the site, including the capacity of Pakenham Bridge and Barberstown level crossing, and any phased improvements to the road network in the area.

- iii. A Quality Audit in accordance with Advice Note 4 of DMURS, including a road safety audit.
  - iv. A Travel Plan / Mobility Management Plan, which should clearly identify targets for modal split and consider the availability of bus and rail services, and any required improvements to such services, to achieve these targets. The application should describe any engagement which has taken place with the NTA / bus providers in relation to this development.
  - v. A detailed description of car and cycle parking provision across the development, including the allocation of spaces. The quantum and design of cycle parking should accord with the provisions of the Apartment Design Guidelines and with the provisions of the National Cycle Manual and DMURS. This should include a level of commuter cycle parking adjoining Hansfield train station.
15. Clarification with regard to proposed pedestrian and cycle routes on the western side of the proposed Barnhill-Ongar Road at Parkside, as indicated in the submitted Design Statement.
16. A detailed noise impact assessment, having particular regard to the impact of the operation of the adjoining railway on residential amenities. Regard should be had to the frequency and timing of train movements and likely future increases in such frequency. Detail of the design and location of any recommended mitigation measures in this regard should be clearly described in application documentation.
17. A report addressing the matters raised in the report of the Fingal County Council Water Services Department dated 06/12/2021. The report should also include evidence of consent / of the right to access the existing service culvert under the adjoining railway.
18. A report addressing the matters raised in the report of the Fingal County Council Parks and Green Infrastructure Division dated 20/12/2021.

19. A Detailed Construction Management Plan and Construction Traffic Management Plan. Such plans should have regard to the phasing of development described under item no. 1 above, including the means of access to each phase of development.
20. The application should address the dependency of the development upon the extinguishment of any public right of way on Barberstown Lane North, which is the subject of a separate approval process. This may require possible amendment to the documents and / or design proposals submitted.

Also, pursuant to article 285(5)(a) of the Planning and Development (Strategic Housing Development) Regulations 2017, the prospective applicant is informed that the following authorities should be notified in the event of the making of an application arising from this notification in accordance with section 8(1)(b) of the Planning and Development (Housing) and Residential Tenancies Act 2016, as amended:

1. Irish Water
2. Transport Infrastructure Ireland
3. National Transport Authority
4. Irish Rail
5. Commission for Railway Regulation
6. Waterways Ireland
7. Minister of Housing, Local Government and Heritage
8. Heritage Council
9. An Taisce
10. Department of Education and Skills
11. Coras Iompair Eireann
12. Fingal Childcare Committee
13. Meath County Council
14. Kildare County Council

**PLEASE NOTE:**

Under section 6(9) of the Planning and Development (Housing) and Residential Tenancies Act 2016, as amended, neither the holding of a consultation under section 6, nor the forming of an opinion under that section, shall prejudice the performance by the Board, or the planning authority or authorities in whose area the proposed strategic housing development would be situated, of any other of their respective functions under the Planning and Development Acts 2000 to 2020 or any other enactment and cannot be relied upon in the formal planning process or in legal proceedings.

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Stephen O'Sullivan  
Assistant Director of Planning  
April, 2022