



An
Bord
Pleanála

Record of Meeting ABP-306988-20

Case Reference / Description	1,155 no. residential units (355 no. houses, 800 apartments), crèche, railway plaza and all associated site works. Barberstown, Barnhill and Passifyoucan, Barnhill, Clonsilla, Dublin 15		
Case Type	Section 5 Pre-Application Consultation Request		
Date:	4 th June 2020	Start Time	09:40 a.m.
Location	Via Microsoft Teams	End Time	11:45 a.m.
Chairperson	Rachel Kenny	Executive Officer	Ciaran Hand

Representing An Bord Pleanála:

Rachel Kenny, Director of Planning
Una O' Neill, Senior Planning Inspector
Ciaran Hand, Executive Officer

Representing Prospective Applicant:

Mairi Henderson, McCutcheon Halley
Geoff Emerson, Clifton Scannell Emerson Associates
Greg Davey, Delphi Architects
Alan Hilliard, C. W. O'Brien Architects
Ronan MacDiarmada, RMDA Landscape Architects
Thomas Freeman, Alanna Homes
Sharon Reilly, Alcove Ireland Four Ltd
Paolo Trolese, CDP Architects
Cathal Ross, Director, Alanna Homes

Representing Planning Authority

Hugh O' Neill, Planner
Deirdre Fallon, Planner
Gemma Carr, Parks and Green Infrastructure Division

Linda Lally, Transportation
Niamh O' Connor, Transportation
Damien Cox, Water Services
Niall McKiernan, Water Services
Colm McCoy, Planner

Introduction

The representatives of An Bord Pleanála (ABP) welcomed the prospective applicant, the Local Authority (LA) and introductions were made. The procedural matters relating to the meeting were as follows:

- The written record will be placed on the pre-application consultation file and will be made public, along with that file, should an application arise following the conclusion of this consultation process,
- ABP received a submission from the P.A on 26th May 2020 providing the records of consultations held pursuant to section 247 and its written opinion of considerations related to proper planning and sustainable development that may have a bearing on ABP's decision,
- The consultation meeting will not involve a merits-based assessment of the proposed development,
- The meeting will focus on key site-specific issues at strategic overview level, and whether the documents submitted require further consideration and/or amendment in order to constitute a reasonable basis for an application.
- Key considerations will be examined in the context of the statutory development plan for the area and section 28 Ministerial Guidelines where relevant,
- A reminder that neither the holding of a consultation or the forming of an opinion shall prejudice ABP or the LA concerned in relation to any other of their respective functions under the Planning Acts or any other enactments and cannot be relied upon in the formal planning process or in legal proceedings.

The ABP representatives acknowledged the letter dated 24th March 2020 formally requesting pre-application consultations with ABP. Prospective applicant advised of the need to comply with definition of SHD as set out in the Act of 2016, in relation to thresholds of development. It was also noted that the Inspector dealing with the pre-application consultation request would be different to who would deal with the application when it was submitted. Recording of the meeting is prohibited.

Agenda

- 1. Transportation and Movement Strategy – status of design and delivery of Ongar-Barnhill Distributor Road and Barberstown Lane South upgrade; connection to Hansfield Train Station and agreements with Irish Rail; compliance with phasing of road infrastructure as per Barnhill LAP.**
 - 2. Layout and Design, including consideration of station plaza/connection to Hansfield train station; urban form along Ongar-Barnhill Distributor Road, Barberstown Lane North, Barberstown Lane South and internal streets; urban frontage along R149; height strategy; overview of character areas based on level of information submitted.**
 - 3. Green infrastructure.**
 - 4. Barnhill LAP and Phasing.**
 - 5. Flood Risk and Surface Water Management.**
 - 6. Irish Water requirements.**
 - 7. Any Other Matters.**
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- 1. Transportation and Movement Strategy – status of design and delivery of Ongar-Barnhill Distributor Road and Barberstown Lane South upgrade; connection to Hansfield Train Station and agreements with Irish Rail; compliance with phasing of road infrastructure as per Barnhill LAP.**

ABP sought further elaboration/discussion on:

- Ongar-Barnhill Road - design stage and timeline for delivery.
- Pedestrian plaza and bridge connection to Hansfield Station and discussions with Irish Rail.

Planning Authority's comments:

- The Ongar-Barnhill road (which includes Barberstown Lane South upgrade) is at final design stage, with plan to go to tender for end of this year/early next year. Construction expected to take two years.
- Bridge agreement in place with Irish Rail for road over rail line.
- Road is subject to funding. No LIHAF funding approved but hoping to obtain LIHAF funding.

Prospective Applicant's response:

- The road is covered by the general contribution scheme.
- Accept that some form of contribution to the road is required.
- In relation to pedestrian connection to Hansfield Station, discussions have taken place with Irish Rail. They do not want escalators at the train station, but a ramped approach.
- Irish Rail lands are not required to create the ramped access.

Further ABP comments:

- Certainty needed in relation to the design, funding, and a reasonable timeframe for delivery of the Ongar-Barnhill Road. The development is dependent on the delivery of this road from the outset.
- Ensure up-to-date design is included in the site layout plan, including road levels relative to the levels of application lands, details of underpass, cross sections etc.

- Clarify if 3rd party consents are needed.
- Detailed design of connections to the rail station required and confirmation of agreements/acceptability to Irish Rail.
- Phasing with road delivery to be clearly set out.

2. Layout and Design, including consideration of station plaza/connection to Hansfield train station; urban form along Ongar-Barnhill Distributor Road, Barberstown Lane North, Barberstown Lane South and internal streets; urban frontage along R149; height strategy; overview of character areas based on level of information submitted.

ABP sought further elaboration/discussion on:

- Quality of the public realm and density across the scheme.
- Station Plaza/connection to Hansfield Train Station: Lack of design detail submitted. Clarify design approach/level changes/interface with application lands. The design of this connection point is critical to the success of the scheme.
- Clarify pedestrian movement from adjoining streets up to the train station, including how transition in level changes being achieved.
- Interface of adjoining buildings with the pedestrian plaza. 3D image of adjoining apartment block shows proposed undercroft at ground level of pedestrian plaza - consider implications for public realm, activity to the street, passive surveillance etc.
- Proximity of the apartment block to the train station and the station building – examination of issues in terms of outlook, noise, etc. required. Detailed design of apartment scheme not submitted. No further comment possible on apartment blocks proposed.
- Impact of rising pedestrian plaza on existing dwellings on Barberstown Lane North.
- Address in documentation impact on existing residential amenity, i.e. impact from Block A, railway quarter blocks, rising pedestrian plaza, street network etc.
- Urban Form Along Ongar-Barnhill Road – Final design of road needs to be included on site layout plan, specifically level changes, crossing points and access points onto the road from adjoining development; a positive urban edge to the road important; not appropriate to have gable ends / buildings backing onto it, note eastern frontage to road as proposed raises concerns, as does western built edge; boundary treatment to road important, high railings and heavy pillars not appropriate; additional pedestrian access points onto the road required in interests of permeability and movement; green route alongside road needs to be appropriately edged by buildings overlooking this space; note north-western edge and underpass – requires active frontage and passive surveillance, also additional pedestrian access point where achievable; note high roads on either side of northwest area (Parkside), elaborate on issues of residential amenity in this area.
- Barberstown Lane North: Change of this route to mainly pedestrian/cyclist only route welcomed. Demonstrate retention of existing hedgerow/trees; consider active urban edge to this new pedestrian/cyclist route with breakout points along hedgerow/treeline at appropriate locations. Examples of poor interface from site layout plan: junction at Link Road East area, Barnhill Cross and Railway Quarter, there is dominance of boundary walls, left over open space and car parking associated with one of the apartment blocks, all contributing to a lack of passive surveillance; junction of the crèche, Station Plaza and Station Quarter South with the Barberstown Lane North and the poor interface of the dwelling at the northwest corner of Station Quarter South; boundary treatment at northern side of route opposite Barnhill Cross in Link Road East; vehicular access point onto this

route to serve existing dwellings unclear in design; ground floor elevation of village centre to this route, how will this be treated?, no detail design of the Village Centre has been submitted to be able to comment further on this.

- Urban Frontage along R149: Consider further the boundary treatment and addressing of road. Retain existing hedgerows where possible. Sightlines.
- Internal Streets: Primary street/loop avenue through the scheme – this street should have a strong urban form. Of two options given - poor option to have gable and boundary walls onto the street and its equally important to retain hedgerow, as per LAP. Not clear that the two options are mutually exclusive. The planning authority has also raised several concerns in relation to this street, namely issues with passive surveillance; its width to cater for buses; and discrepancies between the drawings.
- Height Strategy: LAP, 4-6 storeys adjoining railway; 2-3 storeys elsewhere; increased heights for landmark buildings – need to elaborate in documentation on the rationale for the height strategy proposed. At present the higher building on site is the apartment block furthest from the train station.
- Density Strategy: Some of the areas have very low densities, contrary to national policy in relation to sustainable use of land adjoining high quality public transport routes.
- Overview of Character Areas: More detailed drawings are required over what has been submitted to date in order to fully assess the proposed development; density is quite low in areas, specifically at character area Link Road East which adjoins the railway line, Barnhill Stream and Barnhill Green & Crescent, as per table submitted (37; 27 and 27/ha respectively); clarity in relation to net development area required. Following are general comments based on information submitted, to be viewed in addition to comments above in relation to urban edge to proposed road/street network, Railway Quarter and Village Centre:
 - Barnhill Avenue: issue of hedgerow retention and buildings addressing the street; issue re edge to Ongar-Barnhill Road, as discussed above; lack of information in relation to levels; poor interface of buildings at southern boundary with Ongar-Barnhill Road/Barberstown Road South and entrance roundabout into the site with parking to the road; lack of information in relation to the stream and if boundary required and potential for additional pedestrian crossing of stream in this area.
 - Barnhill Crescent and Stream: examine boundary walls opposing each other; further design information required in relation to hedgerow; aspect to park from southern end of crescent (aspect to Ongar-Barnhill Road previously discussed).
 - Barnhill Cross: lack of information in relation to building to northwest; northeast corner and residual open space not overlooked; boundary walls and turning of corners; avoid opposing boundary walls; reduce dominance of boundary walls to Ongar-Barnhill Road and to internal streets.
 - Barnhill Station Quarter South – further consideration of pedestrian route to west of duplex units/cul-de-sacs in terms of passive surveillance/security; interface of northwestern dwelling onto public open space and interface with pedestrian/cycle route; no detail in relation to apartment blocks submitted; visual of this block from canal bridge to the east recommended.
 - Parkwest: Houses 33 and 46 poorly address POS to their east and houses 32/17 also poorly address eastern pedestrian route. While their side elevation design is positive there are still high blank walls onto the space.
 - Village Centre: Lack of detail submitted.

- Link Road West: Overlooking of pedestrian route important; lack of footpath on north-south route; dominance of street/turning circle around open space.
 - Link Road East: As discussed, issue of edge to Barberstown Lane North and boundary walls.
- Overall, lack of detailed design submitted, however, similar public realm issues arise in relation to urban edge and buildings addressing the streets, buildings turning corners, avoidance of boundary walls opposite each other resulting in poor sections of streetscape, overlooking of open space, retention of existing hedgerows.

Planning Authority's response:

- The pedestrian and cycle route is important.
- Greater details in relation to plaza needed.
- Outline wheelchair access/accessibility for all.
- Explain interface with the podium on the north eastern corner.
- Illustrate the impact on the residential amenities of existing dwellings where the street rises. There are pinch points.
- A hedgerow survey is needed and has not been submitted. Hedgerow should be appropriately incorporated into the design.
- Keep cycle ways/pedestrian routes active and use SUD's where possible.
- Treatment of the embankment along Ongar-Barnhill Road is important.
- Ongar-Barnhill Road will be a key desire line to existing schools to the north.
- Outline phasing plan.
- Show set back and design levels.
- Unit mix should be examined.
- How will school site be treated if school not being delivered in the short term?

Prospective Applicant's response:

- Design of plaza has been thought out and is accessible.
- A high density zone approaches the station. There is a mix of ramps and steps. A gentle ramp leads to the train station. There is a bus stop in proximity at the Village centre, 150m from the station. Ramps and steps are in ownership of the applicant. The adjoining Irish Rail lands are not required. Ramps deal with gradients and levels in a subtle way, allowing access for all.
- There is an urban edge and identity to the area.
- Land to the right of the plaza is in private ownership.
- Future access points have been allowed for.
- A buffer zone has been created to minimise the impact on the residential amenities of existing dwellings.
- Provision has been made for a pedestrian connection route to the north of the apartments but this not connected to plaza.
- Noise impact will be examined.
- There is an active façade onto the laneway at ground level to the rear of the apartments in Railway Quarter.
- There is pedestrian access onto the distributor road. Can look at additional accesses.
- There is a footpath and double cycle track on the eastern side of the Ongar-Barnhill Road – no cycle route on opposite side. Road designed as dual carriageway, with single carriageway provided for at present.

- At Barnhill Cross the hedgerow can be retained while creating an attractive street edge, without need for buildings to directly overlook the street. This issue will be elaborated on in documentation.
- Barnhill stream will be examined.
- Barnhill Station Quarter South – will look at pedestrian space at end of duplex units.
- There is a hedgerow survey, and biodiversity will be enhanced.
- Habitats are being connected.
- Urban areas will be landscaped.
- Lighting along the Barberstown Lane North will be sensitive to ecology.
- Phasing will be detailed.
- Density complies with LAP. It appears low in part due to way information is presented. Barnhill character areas create a transition to higher density area.
- Other comments raised will be examined.

Further ABP comments:

- Detail accessibility and permeability in relation to the railway pedestrian plaza from the south and adjoining east-west streets. Outline the relationship/interface between the plaza and apartment blocks.
- Address issues of passive surveillance and active street edges to internal streets and Ongar-Barnhill Road; outline boundary treatments; minimise the extent of boundary walls to public streets/open spaces.
- Consider additional pedestrian/cycle access points to the Ongar-Barnhill Road.
- Examine the proposed density in context of national policy.

3. Green Infrastructure

ABP sought further elaboration/discussion on:

- LAP refers to ecological corridors across the site and the plans identify a number of hedgerows with trees to be retained. Hedgerow survey? Clarity on where retained and where being removed.
- How is the stream to be dealt with, boundaries, design along it?
- Public Open Space – clarify if the area of proposed park, south of the school, is being provided as a public park or if that area has been reduced.
- Further comments in relation to the play areas, play equipment etc, from PA to be addressed.

Planning Authority's response:

- Clarify all outstanding issues regarding the green route as per report.
- Hedgerows need to be active part of layout. How they are incorporated is important.
- Can discuss further with the applicant.

Prospective Applicant's response:

- The natural environment will be integrated with the green route.
- Swales and habitats will be introduced.
- There is permeability throughout the site.
- A MUGA, pitch and playground are included.
- Open space will be put into categories.
- There is 8.5 hectares of open space.

Further ABP comments:

- Submit hedgerow surveys.
- More detail is needed regarding the stream and public open spaces.
- There is no further information possible at application stage.

4. Barnhill LAP and Phasing**ABP sought further elaboration/discussion on:**

- Rationale for phasing proposed, which is different to that set out in LAP.

Planning Authority's response:

- The proposed phasing is a concern.

Prospective Applicant's response:

- Phasing is centred on infrastructure and the type of units being developed in the wider area by the different developers.
- The range of dwelling types is to suit the purchaser.

Further ABP comments:

- Development should support sustainable communities proximate to the train station, with the LAP supporting development from the train station out. Lands west of the Ongar-Barhill Road are the most removed from the site and are identified as a last phase in the LAP. A robust rationale required if the application documents continue to show a divergence from the LAP phasing programme.

5. Flood Risk and Surface Water Management**ABP sought further elaboration/discussion on:**

- Flood risk assessment formed a significant body of work in the adopted LAP and a stormwater management plan and a SUDS strategy for the lands was set out.
- Not clear if flood areas encroach into development areas.
- Address all requirements of LAP and issues raised by PA.

Planning Authority's response:

- Outline the 1 in a 1000 scenario.
- Clarify the distances from the pumping station.
- Show SUD's connections.
- Detail the attenuation volumes, discharges and wetlands.

Prospective Applicant's response:

- All of the development area is outside the flood zone.
- The pumping station is suitably removed from the proposed dwellings.
- Access to the pumping station will be railed off and screened.

Further ABP comments:

- Show the flood mapping on the site layout plan.
- Explain what is in/out of the flood plain.

6. Irish Water Requirements

ABP sought further elaboration/discussion on:

- Are 3rd party consents required? Address any issues raised.

Planning Authority's response:

- No further comments.

Prospective Applicant's response:

- Any potential works will be in our lands.
- No consents are needed.

Further ABP comments:

- Submit a capacity report and wastewater information as per Irish Water requirements.

7. Any Other Matters

Planning Authority's comments:

- No further comments.

Prospective Applicant's response:

- Links and connection points will be addressed.

Further ABP comments:

- Query scale of urban plaza on school side versus smaller size on neighbourhood centre side.
- Pedestrian access from the site to zoned open space lands to the east and to the canal.
- Address density across the site, given proximity to railway station.

Conclusions

The representatives of ABP emphasised the following:

- There should be no delay in making the planning application once the public notice has been published
- Sample notices, application form and procedures are available on the ABP website
- Irish Water would like prospective applicants to contact Irish Water at cdsdesignqa@water.ie **between the Pre-Application Consultation and Application stages**, to confirm details of their proposed development and their proposed design.
- The email address to which applicants should send their **applications** to Irish Water as a prescribed body is spatialplanning@water.ie

Rachel Kenny
Director of Planning
June, 2020