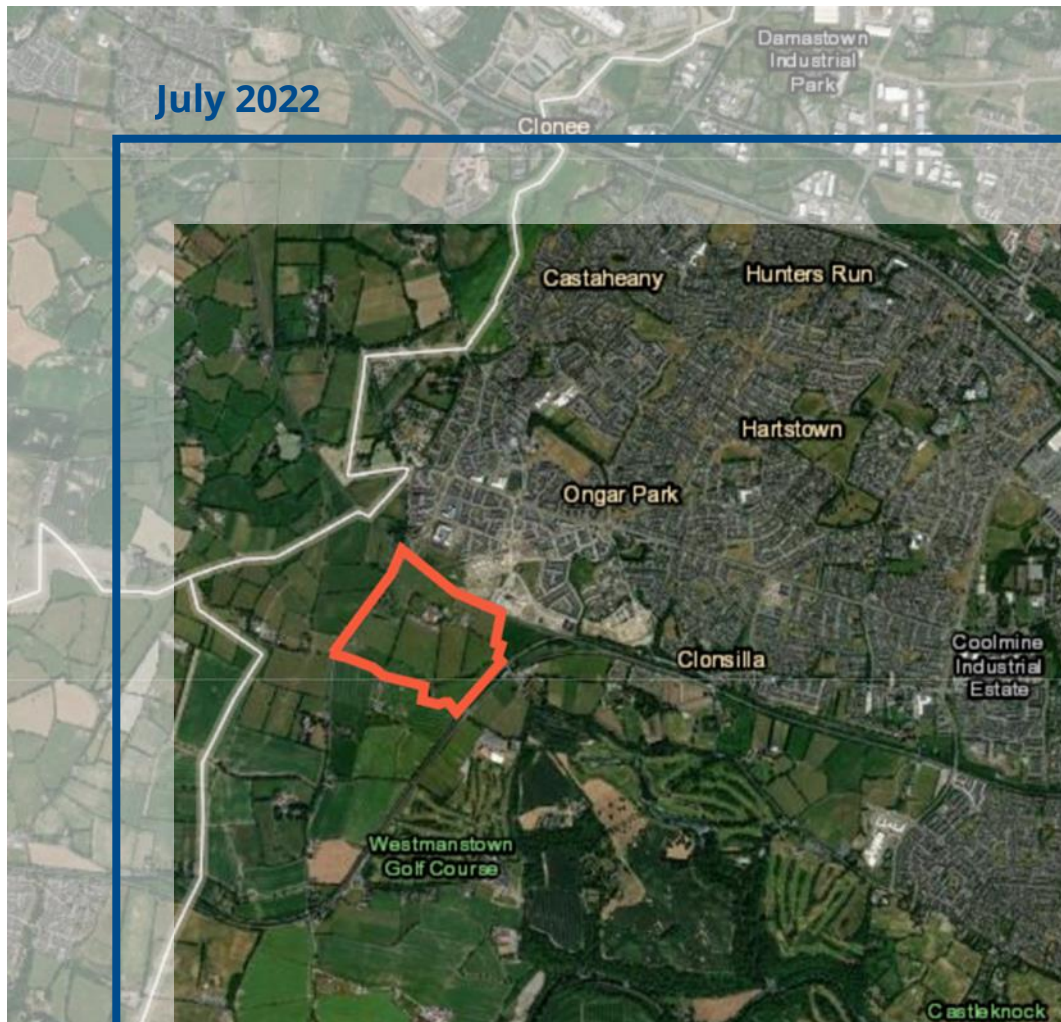


Response to ABP Opinion

For Development at Barnhill, Clonsilla, Dublin 15

on behalf of Alanna Homes and Alcove Ireland Four Ltd.



McCutcheon Halley

CHARTERED PLANNING CONSULTANTS

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1. Introduction

This report is made in response to the opinion made by An Bord Pleanála (ABP) following pre-application consultation held on 23rd March 2022 under reference ABP-312005-21, on behalf of Alanna Homes and Alcove Ireland Four Ltd.

The purpose of this report is to outline and provide a response to the planning items raised in the opinion document issued in April 2022.

This report details how the issues raised have been addressed in the plans and documents which accompany this planning application.

The Board considered that the followings issued needed to be addressed as part of the planning application:

- Phasing of Ongar-Barnhill Road
- Urban Edge and Wayfinding
- Height, Scale & Character Areas
- Community Service Provisions
- Pedestrian Connection to Hansfield Train Station

Each of these issues is considered in section 3 of this report.

The Board also considered that further information was required in respect of the following issues:

- Phasing
- Duration of Permission
- Landscape & Visual Impact Assessment
- Link Road West Design Statement
- Plan and Section Drawings
- Adjoining Residential Amenity
- Proposed Materials & Finishes
- Railway Boundary Treatment
- Daylight and Sunlight Assessment
- Microclimate assessment
- Housing Quality Assessment
- Connection to Green Way
- Childcare Facilities
- Transportation Issues
- Pedestrian & Cycle Routes – Parkside
- Noise Impact Assessment
- Report on Water Services Department Matters
- Report on Parks & Green Infrastructure Division Matters

- Construction Management Plan and Construction Traffic Management Plan.
- Barberstown Lane North, Public Right of Way

Each of these issues is considered in turn in section 4 of this report.

The Board's opinion also required certain prescribed bodies to be notified of the application, as detailed in section 5.

A conclusion on the response to the Board's opinion is provided in section 6 of this report.

2. Site Location & Proposed Development

2.1 Site Location

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

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

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

Please refer to the Architectural Design Statement for further information regarding the site characteristics, site constraints and policy context.

2.2 Proposed Development

The proposed development will be for a Strategic Housing Development (SHD) application, covering Development Areas 1,2 and 3 of the Barnhill Local Area Plan (LAP), on a site area of approximately 29.6 hectares. It proposes the construction of 1,243 residential units, a creche, a medical centre, a café, one convenience retail unit and five retail / retail services units, a community centre, an office hub, access to Hansfield Station via a railway plaza, land set aside for a primary school of a minimum of 16-classrooms, a public park of approximately 5.6 hectares and a series of pocket parks throughout the development. The proposed development includes the demolition of an existing farmyard/industrial complex and provision for a cycle/pedestrian priority route along part of the existing Barberstown Lane North (L-7010-0).

3. Response to ABP Opinion

An Bord Pleanála requested further consideration of the proposed development (under ref. ABP-312005-21) following the tripartite meeting between representatives of the Board, Fingal County Council, and the applicant, held on 23rd March 2022, via Microsoft Teams.

This response has been co-ordinated by McCutcheon Halley Planning Consultants and replies to each item raised in the opinion and describes how these issues have been addressed in the application.

The primary design team for the proposed development consists of:

Consultant	Area of Responsibility
Delphi Architects	Lead Architects. Designers for Link Road West, Link Road East, Railway Quarter, Station Plaza, and the Village Centre.
CWOB Architects	Designers for Barnhill Cross, Barnhill Crescent, Barnhill Stream, and Station Plaza South
CDP Architects	Designers for Parkside
Clifton Scannell Emerson Associates	Engineers and Traffic Consultants
Jonathan Gannon & Associates	Landscape Architects
McCutcheon Halley	Planning consultants.

3.1 Phasing of Ongar-Barnhill Road

The Board requested that the applicants give further consideration to 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.

Response

The Ongar-Barnhill Road is to be delivered prior to the commencement of the proposed development.

The Traffic and Transportation Assessment prepared by Clifton Scannell Emerson outlines the details of the delivery programme for the proposed Ongar-Barnhill Road. This Assessment clarifies that:

- The delivery of the Road is an objective of the Fingal County Development Plan 2017 – 2023 and has been approved under Part 8.
- The Barnhill Local Area Plan 2019, details the objectives for the delivery of the Road, confirming its approval under Part 8 procedures.
- The construction drawings of the Ongar- Barnhill Road have been finalised and prepared to issue for tender.

- It is the intention of Fingal County Council to issue tender drawings in August of 2022, with the intention of commencing development works on the road in 2023. Development works on the road are programmed to be completed in October 2024.
- Financing for the Ongar Barnhill Road is to be delivered via Fingal County Council's s. 48 General Development Contribution Scheme and additional state funding for infrastructure developments to be allocated to the Local Authority.

3.2 Urban Edge and Wayfinding

The Board requested 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.

Response

Amendments to the layout have been carried out to strengthen the urban edge and streetscape to the Ongar-Barnhill Road and to Barberstown Lane South, and on key routes within the development. These are described within the Architectural Design Statement, see section 4. In summary the changes consist of:

- A redesign of units within Link Road West to provide for dual frontage, where appropriate for units fronting the R149.
- A redesign of layout and units within Parkside to provide for a direct presentation to the proposed new Ongar-Barnhill Road.
- A redesign of layout and units within Barnhill Stream to provide for a direct presentation to the upgraded Barberstown Lane South.

The Architectural Design Statement also details how the building design and streetscape assist in place making and way finding and create contemporary urban development. In summary:

- The development consists of ten-character areas, each with its own identity, but connected by the movement strategy and landscaping strategy.
- Landmark buildings at key points provide easily identifiable destinations within the development. The primary landmark building in the Village Centre. This 12-storey building will sit at the heart of Barnhill Garden Village and marks the nexus between the Market Square and the Railway Plaza.

The Landscape Design Statement also identifies how the landscape proposals have been designed to create a contemporary sense of place and cultural heritage of the site. The Landscape Design Statement notes that wayfinding through the character areas is made easy through the expressed concept of the red ribbon, which is a pedestrian curving spine that links the character areas to the heart of the contemporary market square at the neighbourhood centre.

3.3 Height, Scale & Character Areas

The Board requested 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 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.

Response

The Material Contravention Statement which accompanies this planning application provides a rationale for the proposed building height against the criteria set out in Section 3.2 of the Urban Development and Building Height Guidelines for Planning Authorities 2018. The rationale notes that layout includes taller buildings located closer to the railway station and at key landmark areas. Tall buildings have been designed to reduce impact on the existing residential units in the area and address the character of neighbouring properties by the provision of reduced or graduated heights at direct interfaces with existing units.

The Architectural Design Statement includes several images illustrating the massing of the proposed development. Section 4 of the Statement provides a statement and rationale for each character area in terms of the design concept and heights proposed.

The application is accompanied by an Environmental Impact Assessment Report (EIAR). Chapter 4 of the EIAR addresses the Landscape and Visual impacts of the proposed development and includes a Landscape and Visual

Impact Assessment (LVIA) of eight verified views, including a view from the east at Pakenham Bridge.

The Architectural Design Statement also incorporates a series of Computer-Generated Images (CGIs) which consider key internal vistas, including the view east and west along the proposed village centre / main street, see section 4 of the Statement.

3.4 Community Service Provision

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

Having regard to the significant scale of development envisage 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 within 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.

Response

The application is accompanied by a Social Infrastructure Report which provides a summary of the likely demand for social and community facilities arising from the proposed development, an audit of existing facilities in the area and outlines the range of facilities proposed within the development. In summary, the development will incorporate:

- A creche in Phase 1, with capacity to accommodate a minimum of 140 to 160 child spaces.
- Medical centre (GP / Dental practice) of 344 m² with eight consulting rooms.
- Convenience retail unit of 370 m²
- Five independent retail / retail service units ranging in size from 57 m² to 127 m² sqm, with capacity to amalgamate some of the units if required.
- A Café of 158 m²

- A Community Space of 359 m². This multi-use space will be able to accommodate a range of activities, including providing for multi-denominational worship, fitness classes, community meetings etc.
- An Office Hub of 501 m². The office hub is designed to provide hot-desk and office support facilities to facilitate hybrid working and will have capacity for approximately 40 hot-desks.

The Social Infrastructure Report concludes that there is a good balance between residential development and the provision of social and community facilities within the Barnhill Garden Village scheme and this will facilitate the creation of a vibrant and sustainable community.

If so conditioned, provision for additional childcare facilities in the Village Centre could be designed, if considered necessary by the Board.

3.5 Pedestrian Connection to Hansfield Train Station

The Board sought 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.

Response

Drawing 16_053_006 (Proposed Destination Links – Hansfield Train Station) by Clifton Scannell Emerson Associates illustrates the primary destination links to the station. The pedestrian and cycling priority route of Barberstown Lane North will also act as an access spine through the development.

The Landscape Design Statement also provides details of the design of the railway plaza – see section 1.3.1 ‘Railway Quarter – Hansfield Station Access’ and drawing 21154_LP_G_D7 (Landscape Detail Area 7 – Train Station).

The railway plaza has been designed to provide open and pleasant access to the train station. The proximity of adjacent residential units and the village centre mean that the railway plaza will be well supervised and feel an integral part of the development. Landscaping is detailed to provide privacy to existing dwelling located to the west of the railway plaza, while ensuring an attractive urban realm approaching the train station entrance. A legal agreement with Irish Rail ensures that the pedestrian footbridge over the existing railway line at Hansfield Rail Station will be accessible at all times, see letter from AMOSS Solicitors attached.

A covered bicycle storage facility is provided, with capacity for 82 bikes, including 8 cargo bikes. A bike station, incorporating a pump and repair tools is also incorporated into the layout close to the train station.

The applicants had early discussions with representatives of Irish Rail to establish the key principles of the access design. Irish Rail indicated that

access should be provided without the need for any mechanical lifts, to avoid maintenance and security issues. The access design at the train station mirrors that already provided by Irish Rail at the Hansfield entrance.

Plans have been forwarded to Irish Rail for review and comment throughout the development process. The final plans were forwarded to Irish Rail in early June, and while a formal response is still pending, we note that Irish Rail are a prescribed consultee of the planning application and will have the opportunity to respond formally to the Board on their view of the proposals.

4. Further Information Required

4.1 Phasing

Detailed proposals for the phased development of these lands. Such phasing should clearly identify the road and public transport, open space, water, drainage, and social infrastructure to be delivered with each phase of residential development.

Response

The proposed phasing is detailed in section 2.3.6 of the EIAR, and section 4.4 of the Architectural Design Statement. Drawing reference PLA-08 (Overall Site Layout – Phasing) also details the proposed phasing. Eight phasing drawings, prepared by Gannon + Associates are provided with the planning application, reference 21154_LP_G_PH_01 to 08.

The Material Contravention Statement which accompanies the planning application includes an assessment the compliance of the proposed phasing against the phasing objectives detailed in the Barnhill Local Area Plan 2019. The statement notes that all the infrastructure and social infrastructure is to be delivered in line with the requirements of the Barnhill LAP.

4.2 Duration of Permission

The application should clearly identify the life of any permission sought and provide a clear rationale and justification for such period.

Response

Planning permission is sought for a period of 10 years.

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

While the Ongar Barnhill Road is being developed, the preliminary consent period will be actively and constructively used by the applicants to agree any prior to commencement conditions that may be applied to any planning permission, to prepare detailed construction drawings and to finalise any

tendering or procurement associated with the permission. The construction of the Ongar Barnhill Road will not, therefore, unduly delay the commencement of the development as, given the scale of development, it will take several months to mobilise works on site.

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

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

4.3 Landscape & Visual Impact Assessment

A detailed landscape and visual impact assessment.

Response

A detailed LVIA is provided in Chapter 4 of the EIAR which accompanies the application.

4.4 Link Road West Design Statement

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.

Response

The Architectural Design Statement which accompanies the planning application includes a description and assessment of the residential amenity of the dwelling units in Link Road West.

Link Road West Character area has been designed at a slightly lower density than the core of Barnhill Garden Village, in line with the zoning objectives of the Barnhill LAP. It consists primarily of terraced housing, with a small number of duplex units to the north of the character area. The current junction between the R149 and Barberstown Lane North will become the entrance to the development. With the construction of the new Ongar-Barnhill Road to the east, the R149 will become a lightly trafficked road and a pleasant entry to this small cluster of residential units. A wide fronted end of terrace house has been designed to provide an effective interface between the character area and the road frontage to the east and west. The duplex units to the north of the site are also facing to the roads and away from the railway line.

The character area has been designed with a good set back from the new Ongar-Barnhill Road and a clear and easy connection via the new 'underpass' footbridge to the core of Barnhill Garden Village, the village centre and Hansfield Station. This will be an open and well supervised connection, with passive surveillance provided by housing in both Link Road East and Link Road West character areas.

4.5 Plan and Section Drawings

Detailed plan and section drawings should clearly identify existing and proposed ground levels across the site including existing and proposed road embankments.

The design of Barnhill Garden Village has responded to the elevated nature of both the road and railway embankments. The Architectural Design Statement and Landscape Design Statement detail how the layout interfaces with embankment areas and ensures effective connectivity within the development to key destination points, such as the Village Centre and Train Station. The design response to the elevated train station access adopts a similar approach to that permitted within the Hansfield SDZ, with an increased emphasis on pedestrian and cycling connectivity.

Detailed plan and section drawings are provided which identify the existing and proposed ground levels across the site, including existing and proposed road embankments. See drawing schedules provided by the Architectural Design Team and CSEA Consulting Engineers.

4.6 Adjoining Residential Amenity

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.

Response

Drawing number PLA-24 provides sections illustrating the relationship between the proposed development and the existing adjoining properties.

A key design challenge of the development has been to address the zoning objectives for the site as a high-density residential area, maximising the benefits of the sustainable location of the land adjacent to the train station, while minimising impacts on the existing residential properties. It is noted that the existing properties are within the area zoned for high density development and it is possible that the lands will be developed in the medium to long-term. The proposed development has therefore had to have regard to the existing context and the longer-term sustainability of delivering compact growth adjacent to Hansfield train station, in accordance with the objectives of the Barnhill LAP

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

- The design of Railway Quarter apartments providing for a significant set-back between the apartments and the existing houses. There is a minimum set back of from the existing houses to the apartment blocks of 35m.
- The apartments and balconies at these locations are dual aspect that can face south towards the residences or east/west to the private courtyards of the scheme. It is considered that there is an appropriate set back distance from these properties to allow balconies and windows on the south façade without impacting on the amenity of the existing residences. However, provisions could be incorporated with these units to face exclusively east or west and thereby eliminating any potential for overlooking if so conditioned.
- The Village Centre has been designed to minimise impact on the existing residential properties. A substantial landscaped area is provided to the north-west side of the village centre to present to the existing cottages. The blocks have also been designed to graduate in height, with the lower heights presenting to Barberstown Lane North.
- The railway plaza has been designed to retain existing ground levels as the plaza interfaces with the existing residential units. A strong landscaped boundary is proposed between the boundary of the existing cottage and the railway plaza to maintain privacy of the garden adjacent to the new access to Hansfield train station.
- The new development and noise abatement boundary fence along the railway line will act to reduce any noise impact from the railway on the existing residential units.
- Barberstown Lane North is being retained as a pedestrian and cycle priority route, with access limited to local access only. The development of the Ongar-Barnhill Road under FCC's part 8 scheme will result in Barberstown Lane North becoming a cul-de-sac. The development of Barnhill Garden Village will provide a new link to the new road network for the existing residents. The development will also provide access to sustainable travel modes for the existing residents, with:
 - A new access to Hansfield train station approximately 200m from the houses,
 - A proposed new bus route running along the Village Centre, approximately 100m from the houses,
 - A direct connection along Barberstown Lane North pedestrian / cycling priority link to the Royal Canal Greenway.
- The amenities proposed in the Village Centre, including retail, café and community centre will be within 100m of the existing houses. The land set aside for the proposed primary school is within 200m of the existing houses.

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

4.7 Proposed Materials & Finishes

A report that specifically addresses the proposed materials and finishes across the entire scheme including specific details 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 the cement render finishes to buildings across parts of the development should be clearly set out.

Response

The Architectural Design Statement and Landscape Design Report provide details of the finishes, landscaping, paving, pathways, entrances, and boundary treatments proposed in the development

Render is included with brick as the primary building material for the development. Render is employed with a self-colouring low maintenance finish to provide a relief to brick and a brighter material within courtyards of apartment clusters. It is considered that an overabundance of brick in these locations would darken the courtyards with a lower emission of reflected light and would create a monolithic effect. The rationale for applying a render finish in these locations provides a relief from an over dominance of brick and provides an improved emission of reflected light within enclosed courtyards.

The final finishes will be agreed on a phased basis with Fingal County Council in line with any conditions related to materials applied by the Board.

4.8 Railway Boundary Treatment

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.

Response

Chapter 10 of the EIAR provides a detailed noise impact assessment of the proposed development. The assessment considers the impact of the railway on residential amenities. The assessment assumes the worst-case scenario of existing noise levels, and does not take account of the fact that the future DART+ development will result in increased use of electric trains and reduced noise from diesel engines.

The following mitigation measures are proposed to mitigate any negative noise impacts:

- A 2.0m high noise abatement screening is to be provided at the boundary of the railway line.
- The residential units facing the railway line all have dual aspect, which allows for windows facing the railway line to remain closed if noise is

considered a nuisance. Windows will be specified to provide adequate internal noise standards. The railway quarter buildings are designed in a manner that the open spaces and ventilation for each apartment is derived from a south, west or east orientation thereby enabling the north orientation onto the railway tracks to be a sealed façade with windows for aspect only.

4.9 Daylight and Sunlight Assessment

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 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.

Response

The application is accompanied by a Daylight and Sunlight Assessment carried out by 3D Design Bureau. The report concludes that the layout, arrangement, and design of the proposed buildings lead to access to good levels of daylight and sunlight in most cases.

Two percentage of proposed apartment units do not comply with the BRE (3rd edition) guidelines. The Architectural Design Statement includes a summary of compensatory measures for the minority of units which do not comply with the guidelines.

4.10 Microclimate Assessment

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.

Response

The application is accompanied by a Microclimate Assessment undertaken by AECOM.

The Microclimate Assessment was an iterative process and mitigation measures proposed by the initial appraisal were integrated into the landscaping design. These measures included the planting of some additional trees and hedges, location of additional fencing in places, design of pergolas in communal open space above podium level and the provision for slalom planters on a pedestrian path.

The microclimate analysis concluded that the proposed development is safe and comfortable for its intended pedestrian uses. It also notes that the proposed development positively impacts the wind microclimate of the development site and its surroundings to the north-east.

4.11 Housing Quality Assessment

A detailed Housing Quality Assessment demonstrating compliance with relevant development standards.

Response

A detailed Housing Quality assessment has been prepared demonstrating compliance with development standards and is appended to the Architectural Design Statement.

4.12 Connect to Greenway

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.

Response

From the western end of Barberstown Lane North there is a pedestrian and cycle path that runs parallel with the new Ongar-Barnhill Road and connects directly southwards to the new junction at the south-west corner of Barnhill Stream, and northwards to the north-west corner of Link Road East. Along this pathway, the route connects with the proposed pedestrian crossing linking towards Parkside. This will provide pedestrians and cyclists with a direct connection to the new Ongar Barnhill Road infrastructure at these three points.

4.13 Childcare Facilities

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.

Response

A Childcare Demand Report accompanies the planning application. The Report concludes that, using conservative assumptions the likely childcare demand arising from the development will be in the region of 113 to 138 children, for all ages. However, the **pre-school** demand will be in the region of 64 to 78 children.

The proposed childcare facility to be delivered in phase 1 of the development with an area of 942m², with a potential capacity to accommodate approximately 210 children, based on the Childcare Guideline 2001 requirements for a minimum floor space of 2.32 m² per child, excluding kitchen, bathroom, furniture, or permanent fixtures. However, it is considered likely that in practice the crèche will have an operational capacity of approximately 140 - 160 childcare spaces. The internal fit out of the creche will be detailed to the requirements of the commercial operator, subject to ensuring a minimum capacity of 140- 160 childcare spaces. Interest in the facility has been expressed by a commercial operator, as detailed in the letter of interest appended to the Childcare Demand Report.

Childcare facilities, including full day-care facilities of the scale of 160 children are relatively common around in Ireland, as evidenced by the Tusla Register of Early Years ¹. The applicants also have a letter of interest from a commercial operator noting that they consider the proposed creche to be appropriate in terms of its location, design, and layout to accommodate the projected childcare demand in the development. They have expressed an interest in operating the creche should planning be granted. This letter is appended to the Childcare Report.

Land has been set aside for a school to accommodate a minimum of 16 classrooms. It is becoming more common place for after school care clubs to be provided within schools. There is therefore also the potential for sustainable use of the primary school to deliver additional after school care if required in the longer term.

If so conditioned, provision for additional childcare facilities in the Village Centre could be designed, if considered necessary by the Board.

4.14 Transportation Issues

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**

¹ See for example providers, Tusla reference: TU201DY060; TU2015DY233; TU2015DY312; TU2015DR045; TU2015KE055; TU2015KE024; TU2015CC182.

- 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 the provisions of the National Cycle Manual and DMURS. This should include a level of commuter cycle parking adjoining Hansfield train station.**

Response

The planning application is accompanied by a Traffic and Transportation Assessment Report (TTA), prepared by Clifton Scannell Emerson & Associates (CSEA) which:

- Addresses the matters raised in the report of FCC Transportation Planning Section.
- Provides a detailed Traffic Impact Assessment. Also see chapter 5 of the EIAR which accompanies the planning application.
- Includes a quality audit in accordance with Advice Note 4 of DMURS, see section 7 of the TTA.

The planning application is also accompanied by a Mobility Management Plan prepared by CSEA.

The TTA includes a detailed description of car and cycle parking provision across the development, including the allocation of spaces. The quantum of cycle parking accords with the Apartment Design Guidelines and the provisions of the National Cycle Manual and DMURS. A covered cycle parking area to accommodate 82 bikes, including 8 cargo bikes, is provided at Hansfield train station.

4.15 Pedestrian & Cycle Routes – Parkside

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.

Response

At Parkside there is a cycle and pedestrian path that runs parallel with the new Ongar-Barnhill Road at the eastern boundary of the character area. This path connects with the pedestrian crossing of the new Ongar Barnhill Road, which then connects directly with the pedestrian / cycling footpath network north of Barnhill Stream. At the south-west corner of the Parkside there is a direct connection to the pedestrian and cycle infrastructure on the Barnhill-Ongar Road. See drawing landscape drawing for Area 6, ref. 21154_LP_G_D6 for details.

4.16 Noise Impact Assessment

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.

Response

Chapter 10 of the EIAR provides a detailed noise impact assessment of the proposed development. The assessment considers the impact of the railway on residential amenities. The following mitigation measures are proposed to mitigate any negative noise impacts:

- A 2.0m high noise abatement screening is to be provided at the boundary of the railway line.

The residential units facing the railway line all have dual aspect, which allows for windows facing the railway line to remain closed if noise is considered a nuisance. Windows will be specified to provide adequate internal noise standards. The railway quarter buildings are designed in a manner that the open spaces and ventilation for each apartment is derived from a south, west or east orientation thereby enabling the north orientation onto the railway tracks to be a sealed façade with windows for aspect only.

4.17 Report on Water Services Department Matters

A report addressing the matters raised in the report of the Fingal County Council Water Services Department dated 6/12/21. The report should also include evidence of consent / of the right to access the existing service culvert under the adjoining railway.

Response

The Engineering Report, prepared by CSEA addresses the matters raised in the report of FCC Water Services Department, dated 6/12/21.

The attached letter from AMOSS Solicitors, dated 13 June 2022, confirms that the applicants have the legal right and entitlement to access and use (without charge) the existing service culverts under the adjacent railway line. This right also extends to the pedestrian underpass under the adjacent railway line and

the pedestrian footbridge over the existing railway line at Hansfield Rail Station that connect into the lands comprised in the Hansfield Strategic Development Zone.

4.18 Report on Parks & Green Infrastructure Division Matters

A report addressing the matters raised in the report of the Fingal County Council Parks and Green Infrastructure Division dated 20/12/2021.

Response

The application is accompanied by a Landscape Design Report prepared by Gannon Associates. This report addresses the matters raised in the report of the FCC Parks and Green Infrastructure Division.

4.19 Construction Management Plan and Construction Traffic Management Plan

A Detailed Construction Management Plan and Construction Traffic Management Plan. Such plans should have regard to the phasing of the development described under item no. 1 above, including the means of access to each phase of development.

Response

An outline Construction Environmental Management Plan (CEMP), incorporating a Construction Traffic Management Plan has been prepared and accompanies the application.

A final CEMP will be prepared on appointment of the contractor and will be agreed with Fingal County Council prior to the commencement of development.

4.20 Barberstown Lane North, Public Right of Way

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.

Response

The public right of way on Barberstown Lane North will be extinguished as part of the works to develop the Ongar-Barnhill Road by Fingal County Council, prior to the commencement of the Barnhill Garden Village development. The provision of this cul de sac and restriction of through traffic is an objective of the Barnhill LAP (see objective MT12)

The designation of the remaining section of Barberstown Lane North as a cycle and pedestrian priority route can be approved by FCC, acting as Road Authority, under Section 68 of the Roads Act 1993 (as amended), and will not

require any further 'extinguishment of public right of way' process. (TBC by CSEA)

Given the Barnhill LAP's objectives related to the Barberstown Lane North and the focus on developing pedestrian and cycle links throughout the development, and towards the Royal Canal Greenway, it is considered most likely that the pedestrian / cycle priority designation will be progressed by Fingal County Council.

Given the cul de sac nature of the roadway it is unlikely that there would be significant vehicular demand for use of the road, other than for local access to the existing residential units.

Barnhill Garden Village has been designed with extensive provision of cycle and pedestrian routes. There are alternative dedicated pedestrian and cycling facilities throughout the layout which will provide safe and pleasant access to the key destination points of the Hansfield train station, Village Centre and primary school and the Royal Canal Greenway. The pedestrian and cycle prioritisation of Barberstown Lane would provide considerable planning gain benefits to the development and the wider area. However, the success of the development is not dependent on the pedestrian / cycling prioritisation being delivered by FCC and Barnhill Garden Village would still function as a sustainable development, with high levels of active travel modes, in its absence.

5. Prescribed Bodies

The Board requested that the following prescribed bodies be advised of the planning application.

- 1. Irish Water**
- 2. Transport Infrastructure Ireland**
- 3. Nation 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**

Response

A copy of the full planning application has been submitted to the prescribed bodies as requested by An Bord Pleanála.

6. Conclusion

The response has been prepared on behalf of Alanna Homes and Alcove Ireland Four Ltd. It provides a summary of how the issues raised by An Bord Pleanála and Fingal County Council during pre-planning consultation have been addressed in the final application.

The drawings and particulars which accompany the application provide comprehensive details of the proposed design and highlight how the issues raised have been addressed. The following reports are of most relevance to the issues raised in An Bord Pleanála's opinion issued in April 2022.

- Architectural Design Statement, prepared by Delphi Architects and McCutcheon Halley Planning Consultants.
- Landscape Design Report, prepared by Gannon and Associates
- Traffic and Transportation Assessment, prepared by Clifton Scannell Emerson & Associates.
- Mobility Management Plan, prepared by Clifton Scannell Emerson & Associates.
- Barnhill Garden Village, Environmental Impact Statement
- Barnhill Garden Village, Construction and Environment Management Plan
- Micro-climate Report, prepared by AECOM.
- The attached letter from AMOSS Solicitors.

It is submitted that the application has comprehensively addressed the issues raised by An Bord Pleanála and Fingal County Council and that the proposed development is consistent with the proper planning and sustainable development of the area, and with all relevant national, regional, and local planning policies and guidelines.

Attachment

Letter from AMOSS Solicitors

Att: Màiri Henderson
McCUTCHEON Halley

13 June 2022

Our Ref: AA/DRAG01/0039

Your Ref:




Applicant: Alanna Homes and Alcove Ireland Four Limited
Matter: SHD Application ABP-312005-21 (the "Application")
Lands at Barnhill, Dublin 15

Dear Ms. Henderson,

We are instructed by the Applicant.

Land Ownership

We confirm that the lands the subject matter of the Application are identified on Plan 1 attached to this letter and comprising the following lots:

Lot	Property Description	Legend on Plan 1
Lot 1	The property comprised in Folio DN157050F, owned by Dragonglen Limited.	 LOT 1 - DN157050F - Dragonglen Ltd
Lot 2	The property comprised in Folio DN212456F owned by Dragonglen Limited and Alcove Ireland Four Limited.	 LOT 2 - DN212456F - Dragonglen Ltd & Alcove Ireland Four Ltd.
Lot 3	The property comprised in part of Folio DN148299F is owned by Dragonglen Limited and Alcove Ireland Four Limited.	 LOT 3 - DN148299F - Dragonglen Ltd & Alcove Ireland Four Ltd

Note: Dragonglen Limited acquired Lot 1 and Lot 2 on 19 November 2015.

(together, the "Application Lands").

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Partners Alan Adams, Dan Murphy, John O'Sullivan, Gavin Simons, Bríd McCoy, Mary Coffey, Joan Maclean, Killian Morris, Claire McCormack, Jerry Burke, Eoin Thomas McGuinness, Áine Gleeson

Consultants Aileen Cosgrove, Billy Parker, Fergus Hennessy, Kevin Mays

Solicitors Gráinne Adams, Grace Burrowes, David Carroll, Brian Connolly, Sarah Coughlan, Andrea de Courcey, Tanya Egan, Emer Fitzhenry, Olga Gaffney, Niamh Greene, Denise Howlin, Joe Kane, Richie Leahy, Eoin Mackessy, Margaret McCarthy, Grace Mulvaney, Aoibheann O'Grady, Ruairi O'Malley, Ruth O'Mara, Aislinn Power, Conor Rock, Geoffrey Rooney, Eimear Rothwell, Hazel Ruane, Gary Thompson, Lisa Webb

Right to Access Culverts|Pedestrian Underpass|Footbridge

We confirm that pursuant to a Deed entered into on 27th November 2008 between the Applicants predecessors in title (Menolly Homes and King of the Castle Limited) and Coras Iompair Eireann, the Application Lands have the legal right and entitlement to access and use (without charge) the existing service culverts and pedestrian underpass under the adjacent railway line and the pedestrian footbridge over the existing railway line at Hansfield Rail Station, that connect into the lands comprised in the Hansfield Strategic Development Zone.

Right to Access Surface Water Attenuation

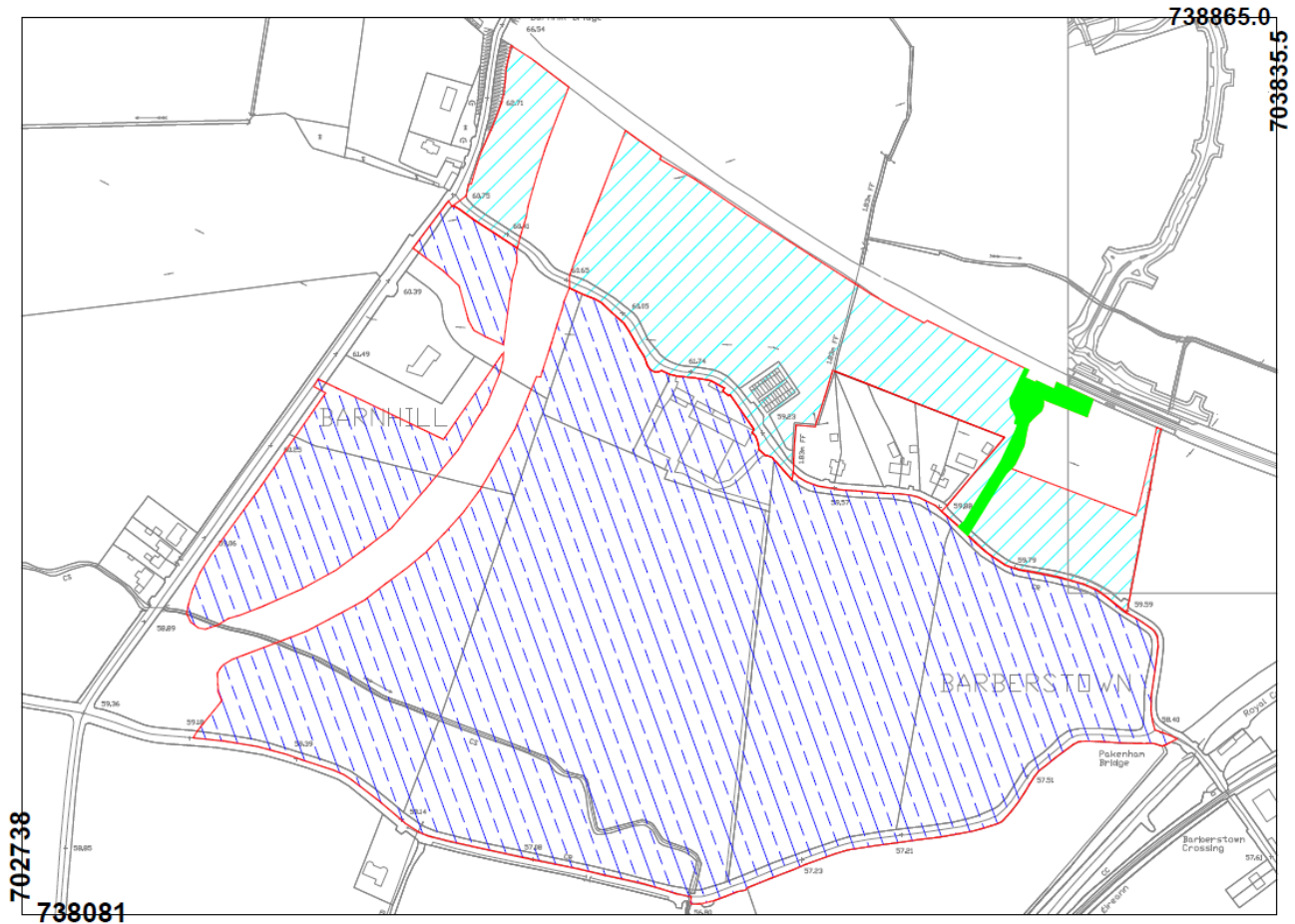
We confirm that the proposed surface water attenuation infrastructure shall be located (when constructed) on part of the lands comprised in Folio DN157050F, owned by Dragonglen Limited. The lands to be ceded to Fingal County Council comprising the East|West section of the proposed Ongar-Barnhill Link Road shall comprise the surface water attenuation infrastructure and the Applicant will except and reserve all rights necessary to access and use this infrastructure for the benefit of the Application Lands when transferring the property required for the Ongar to Barnhill Distributor Road to Fingal County Council.




This transfer of land to Fingal County Council is at an advanced stage and it is expected to complete in short course.

Alan Adams
Partner
AMOSS
aadams@amoss.ie

Plan 1

OSi Land Registry Compliant Map



-  LOT 1 - DN157050F - Dragonglen Ltd
-  LOT 2 - DN212456F - Dragonglen Ltd
& Alcove Ireland Four Ltd.
-  LOT 3 - DN148299F - Dragonglen Ltd
& Alcove Ireland Four Ltd

Scale NTS at A3 ITM Co-ords

PLAN 1