



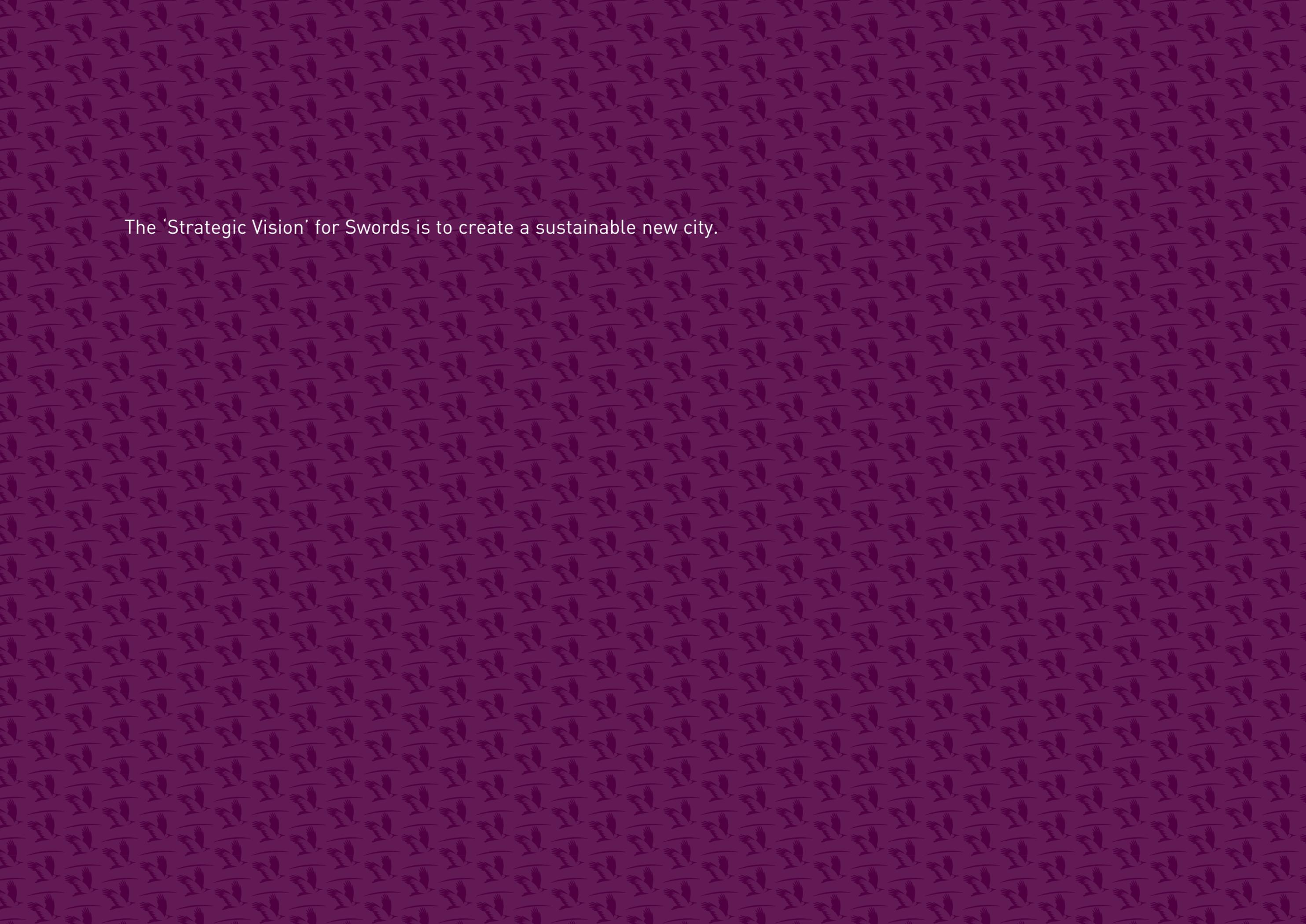
Fingal County Council
Comhairle Contae Fhine Gall

YOUR SWORDS

A N E M E R G I N G C I T Y

S T R A T E G I C V I S I O N 2 0 3 5





The 'Strategic Vision' for Swords is to create a sustainable new city.

ACKNOWLEDGEMENTS

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Manager's Foreword

Dublin's success as a leading European city comes with many challenges. Progress puts greater demand on our land, infrastructure and resources. It challenges us to manage economic growth to ensure that it continues and is a positive feature. Fingal's role within Dublin as a City-Region will inevitably involve us choosing a future that sees the Airport and North Dublin develop in accordance with the best principles of sustainable growth and ensures Ireland remains within easy reach of Europe and the wider global economy. Future development of our towns must offer opportunity, choice and prosperity for our children. The opportunity is in our hands to decide how we want to shape this future in our County Town of Swords.

To ensure it can properly plan for and deliver future economic prosperity and quality of life for its residents in a sustainable way during this period of anticipated rapid growth due to the imminent arrival of Metro North (2013), the Council remains committed to the preparation of a comprehensive plan for the Town of Swords. In the interim and as precursor to this Town Plan (LAP), this document 'Your Swords – An Emerging City – Strategic Vision 2035' has been prepared. It sets out a strategic vision for Swords – the long term objectives for the Town and area. It also identifies the mechanisms and details the type of development necessary to achieve the plan's vision and objectives.

The Council's Strategic Vision seeks 'To promote and facilitate the sustainable development of Swords Town as a vibrant

consolidated major town with a thriving economy; an attractive and highly accessible built environment with the highest standards of housing, employment, services, amenities and recreational facilities – a most desirable location within the GDA for people to live, work, set up business, visit or access services'.

The core approach of this Strategic Vision focuses on the creation of a coherent and legible spatial structure. The vision looks at the need to integrate an economic, cultural and social vision, while achieving necessary and sustainable densities within co-ordinated frameworks. It promotes and provides for opportunities to strengthen and improve the structure and facilities within the town, including new housing, local employment, good transportation, retail and civic facilities, education at all levels, health and welfare, heritage, sport and recreation. This approach responds to both the National Spatial Strategy and the Regional Planning Guidelines for the Greater Dublin Area, which recognises the importance of Dublin as a national and international economic driver and calls for physical consolidation of our urban centres.

I am confident that 'Your Swords – An Emerging City – Strategic Vision 2035' can respond to the challenges facing Swords and can raise our horizons to embrace new opportunities.

David O'Connor
Fingal County Manager





1 Planning Context

■ Preamble

Fingal County Council is currently preparing a new Town Plan¹ for Swords, with the primary focus being the incorporation and optimisation of the opportunities arising from the arrival of Metro North in 2013, which terminates at Belinstown (north of Swords). Swords needs a new Town Plan to ensure it can properly and sustainably plan for, and deliver future economic prosperity and improve the quality of life for its residents following the arrival of the Metro. At the heart of the Plan will be a 'Green Agenda' focussed on integrating new development into the existing natural landscape of Swords and protection of natural resources, including land, landscape, designated habitats, water and air.

The Council started the preparatory process for the new Swords Town Plan on 15th October 2007, with a 6 week period of non-statutory public consultation. From the preliminary assessment of the existing County Development Plan (2005-2011) (CDP) and public input from submissions it is apparent that some variations to the CDP will be needed in order to accommodate a new Swords Plan, which will take the form of a comprehensive Local Area Plan (LAP) or series of Local Area Plans (LAPs) to integrate with Metro North, and facilitate an emerging city of 100,000 population.

A large number of submissions were received during the non-statutory consultation period. The issues raised in the submissions included, traffic concerns, the protection of residential amenity, the provision of schools, the provision of community facilities, cultural and built heritage issues, improving the fabric of the built environment both existing and proposed, and security and surveillance within Swords.

Since the Council started its preparation of the Swords Town LAP and engaged with the public (in October 2007), the Department of Environment, Heritage and Local Government (DOEHLG) have issued a number of Circulars in relation to Ireland's EU obligations regarding protected habitats. These require that all land use plans, including development plan variations and LAPs, undergo screening for an 'Appropriate Assessment', in addition to the Strategic Environmental Assessment procedure which the planning authority were already engaged in.

The DOEHLG Government Circular Letter SEA 1/08 & NPWS 1/08 dated 15th February 2008 has placed an additional statutory requirement on Local Authorities to provide an Appropriate Assessment process in addition to a SEA². The Circular requires that 'a more robust and thorough application by all consent authorities, including planning authorities, of the requirement to do an appropriate assessment of the ecological implications of any plan or project' in relation to Natura 2000 sites. The Circular specifically requires that 'any draft land use plan (development plans, local area plans, regional planning guidelines, schemes for strategic development zones) or amendment/variation to it proposed under the Planning and Development Act 2000 (as amended) must be screened for any potential impact on areas designated as Natura 2000 sites (normally

called Special Areas of Conservation (SACs) or Special Protection Areas (SPAs)).'

Having regard to the proposed nature and scale of development envisaged for Swords, and further considering the proximity of Swords Town development area to the Broadmeadow Estuary and to a lesser extent Rogerstown Estuary (both candidate Special Areas of Conservation, designated Special Protection Areas, Proposed Natural Heritage Areas and Ramsar sites), and the fact that the Broadmeadow Estuary is the point of discharge for Swords treated effluent and much of its surface water, the preliminary screening concludes that an Appropriate Assessment in addition to a Strategic Environmental Assessment (SEA) will be needed for the overall comprehensive Swords Town LAP.

The Council remains committed to producing a comprehensive LAP/series of integrated LAPs and accompanying SEAs and Appropriate Assessments (as per Circular SEA 1/08 and NPWS 1/08) for Swords and Lissenhall Strategic Development area. These requirements will result in some delay to the preparation and publication of the Swords LAPs and associated assessments, over and above those envisaged in October 2007 (i.e. when the planning authority first commenced public consultation).

The preparation of the comprehensive Swords LAP(s) is on-going, with the focus of attention on the preparation of an Appropriate Assessment and Strategic Environmental Assessment. It is likely that this will not be available until late 2008/early 2009. In the interim, the planning authority consider there is merit in outlining and adopting a Strategic Vision for Swords which will inform the LAP(s) and which will provide a statutory context for Metro North.

The Railway Procurement Agency (RPA) propose to apply to An Bord Pleanála for a Rail Order in respect of Metro North later in 2008. It is important that Metro North is considered within an appropriate and proactive planning context. In February 2005, the Council, in association with the RPA and Dublin City Council produced the document, 'Metro North: A link to the future'. This document presented the rationale which preceded the Government's decision to bring Metro North to Swords. The 'Metro North' document outlined the Council's vision for Swords. The proposed variations, in conjunction with this 'Strategic Vision 2035' document, develops the Council's vision and gives it a formal basis.

PROPOSED 'STRATEGIC VISION' VARIATIONS

It is considered appropriate and necessary to propose a number of minor Variations to the County Development Plan 2005-2011 to give a statutory basis for the Council's Strategic Vision and the broad principles which will guide and facilitate the arrival of Metro North and the future development of ancillary physical, commercial and social infrastructure in Swords (albeit that they will be subject to detailed assessment within the context of the proposed Swords LAP, SEA and AA). These are outlined in full in the 'Swords Variations Report', dated May 2008.

The proposed Variations to accompany the Vision document have been screened in accordance with the Directive 2001/42/EC, commonly known as 'SEA Directive' and the DOEHLG Government Circular Letter SEA 1/08 & NPWS 1/08 (re. Appropriate Assessment).

On the basis of the Appropriate Assessment screening, it is the opinion of the Council that the proposed Variations to which this screening relates are,

- not directly connected with or necessary to the management of the site, and
- not likely to have a significant effect on a European site (in combination with other plans or projects).

Accordingly no Appropriate Assessment will be required at this stage, (see separate SEA and Appropriate Assessment Screening Decision).

In addition, the screening of the proposed Variations in accordance with Directive 2001/42/EC or 'SEA Directive' to consider whether the proposed Variations require a Strategic Environmental Assessment (SEA) found that with the exception of the proposed Variation to provide for a Swords Western Ring Road (SWRR), no other proposed Variation required a SEA.

In respect of the SWRR, it was concluded that the proposed Variation to provide for a Swords Western Ring Road (SWRR), by reason of its role as part of the strategic road network, the nature and scale of development facilitated by the proposed road, and its proposed crossing of the Broadmeadow River and River Ward Valley, required an SEA to be carried out. Appropriate Assessment procedures were complied with in conjunction with and, in addition to, SEA process.

In relation to the other proposed Variations it was concluded that they do not require the carrying out of an SEA or Appropriate Assessments.

SWORDS – AN EMERGING CITY 'STRATEGIC VISION' (2035)

This document, Swords – An Emerging City 'Strategic Vision' provides the background and where appropriate the analysis behind a number of the proposed Variations and also, outlines in broad terms, how the planning authority propose to deliver on and implement adopted Objectives contained in the CDP. A synopsis in respect of the proposed Master Plan for the Town Centre area (in accordance with CDP Objectives Swords 8 & 9) and proposed Integrated Transportation Strategy (in accordance with CDP Objectives Swords 2 and 3) is also included.

¹ The new Town Plan will be prepared as a comprehensive Local Area Plan for the whole of Swords, in accordance with the provisions of the Planning & Development Act, 2000-2006, s.18-20.

² Under Directive 2001/42/EC, commonly known as 'SEA Directive', 'an environmental assessment is required to be carried out on certain plans and programmes which are likely to have significant effects on the environment'. Under this Directive Variations and LAP's are required to be screened for a SEA.

Statutory Context

NATIONAL PLANNING CONTEXT:

The Swords Strategic Vision and proposed variations to the CDP (2005 - 2011) have been prepared within a wider policy context. The following primary legislation, and policy context at National, Regional, and Local policy has been considered:

National Policy & Legislation

- National Spatial Strategy (NSS) 2002-2020
- National Development Plan (NDP) 2007-2013
- Transport 21 (2006-2015)
- Planning and Development Act 2000-2006
- Strategic Environmental Assessment (SEA) Regulations 2004
- National Climate Change Strategy 2007-2012
- Department of Environment Heritage and Local Government (DEHLG) Circular Letter SEA 1/08 & NPWS 1/08

National Guidelines

- Sustainable Residential Development in Urban Areas – Consultation Draft Guidelines for planning authorities February 2008
- Sustainable Urban Housing: Design Standards for New Apartments: Guidelines for Planning Authorities Department of the Environment Heritage and Local Government (2007).
- Retail Planning Guidelines for Planning Authorities (Department of the Environment Heritage and Local Government) Jan 2005

Regional Context

- Regional Planning Guidelines for the Greater Dublin Area (RPGGDA) 2004-2016 in Strategic Drainage Study (GSDSDS).
- Retail Planning Guidelines for the Greater Dublin Area (RPGGDA) 2001
- Greater Dublin Strategic Drainage Study (GSDSDS).

Local Context

- Fingal Development Plan 2005-2011 (CDP)

The most relevant policy as it pertains to the Swords Strategic Vision and Variations of the CDP are summarised below.

NATIONAL POLICY & LEGISLATION

National Spatial Strategy (NSS) 2002-2020

The National Spatial Strategy (NSS) sets out a vision for the balanced regional development of the entire country, with particular focus on sustainable social, economic and physical development. The NSS seeks to establish a framework for appropriate development at a regional level which makes provision for strategically located urban centres, particularly "Gateways", with the critical mass necessary to drive wider regional development. Planning frameworks at regional and local levels are required to reflect the objective of building sustainable communities and neighbourhoods in a manner and at locations consistent with the NSS.

National Development Plan (NDP) 2007-2013

Launched in December 2007 and entitled "Transforming Ireland – A Better Quality of Life for All", the current National Development Plan (NDP) sets out the roadmap for Ireland over the next seven years. The continuing increase in population, projected to reach over five million people by 2021, dictates the need for defined proposals for a better long-term future.

The landmark challenges to be addressed under the NDP are:

- removing the remaining infrastructure bottlenecks that constrain our economic development and inhibit balanced regional development and environmental sustainability;
- further equipping our children and youth with the skills and education to grasp the opportunities presented to us;
- creating and sustaining high value employment opportunities; and
- redistributing the product of wealth to foster an inclusive society, including adequately catering for those who have already contributed to Ireland's success over previous decades.

A priority of the NDP in the Dublin Region is the implementation of Transport 21 which includes the construction of Metro North serving Dublin Airport and Swords Town.

Transport 21 (2006-2015)

Announced in November 2005, Transport 21 sets out a 10 year transport investment framework to 2015 covering both Exchequer and Public Private Partnership (PPP) capital investments in national roads and public transport. Transport 21 seeks to address the twin challenges of past investment backlogs and continuing growth in transport demand.

Under Transport 21, the primary programme of rail based works for the Greater Dublin Area include the development of Metro North from St. Stephen's Green to Swords via Ballymun and Dublin Airport.

Planning and Development Act 2000-2006

Under Section 13 (1) of the Planning and Development Act 2000 - 2006, "a planning authority may at any time, for stated reasons, decide to make a variation of a development plan which for the time being is in force". The decision to bring Metro North to Swords by 2013 is the primary reason for the proposed Variations.

Strategic Environmental Assessment (SEA) Regulations 2004

Strategic Environmental Assessment (SEA) is a process for evaluating, at the earliest appropriate stage, the environmental quality, and consequence of policies, plans or programmes. The purpose is to ensure that any significant effects on the environment of implementing a Plan are assessed, before it is adopted. Where negative impacts on the environment are likely to arise through implementation of the Plan, measures can be proposed in order to alleviate/ negate these impacts. The process also gives the interested parties an opportunity to comment and to be kept informed on decisions that may impact on the environment.

The EU Directive (Directive 2001/42/EC) on Strategic Environmental Assessment came into force in July 2001 and was passed into Irish Law in relation to land use planning by means of the Planning and Development (Strategic Environmental Assessment) Regulations, 2004 (S.I. 436 of 2004).

As set out in Article 1 of the Directive 2001/42/EC of 27th June 2001/the Strategic Environmental Assessment Directive:

'the objective of the Directive is to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development, by ensuring that, in accordance with the Directive, an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment.'

The Planning and Development (Strategic Environmental Assessment) Regulations, 2004 (S.I. 436 of 2004) specifically deal with the procedures for the assessment of the likely significant effects on the environment of certain plans and programmes prior to their adoption, with SEA being mandatory for:

- Regional Planning Guidelines
- City and County Development Plans
- Local Area Plans, with a population of 10,000 or more
- Planning Schemes in Strategic Development Zones (SDZ's).

Where a plan/programme does not fall within the specific parameters stated above, a screening process must take place to determine whether the plan will result in significant environmental impacts, with reference to Schedule 2A of the Planning and Development Regulations 2004 (Annex 2 of the SEA Directive). Where it is determined that likely significant impacts on the environment will occur, a SEA is required.

Subsequent to the directive being transposed into Irish Law, planning guidelines were published by the Department of the Environment, Heritage and Local Government, entitled 'Guidelines for Regional Authorities and Planning Authorities, Implementation of the SEA Directive (2001/42/EC): Assessment of Certain Plans and Programmes on the Environment.'

The SEA screening associated with the proposed Variations is published as a separate document accompanying the proposed Variation and Strategic Vision.

Department of Environment, Heritage and Local Government (DEHLG) Circular Letter SEA 1/08 & NPWS 1/08

A recent European ruling Case 418/04 EC Commission v Ireland relating to the transposition of the Habitats Directive 92/43 EEC into Irish legislation resulted in a review of how consent authorities conduct Appropriate Assessments of plans and projects for ecological implications. The DOEHLG Circular Letter SEA 1/08 & NPWS 1/08 dated 15th February 2008 has placed an additional statutory requirement on Local Authorities to provide an Appropriate Assessment process in addition to an SEA.

The Circular requires that 'a more robust and thorough application by all consent authorities, including planning authorities, of the requirement to do an Appropriate Assessment of the ecological implications of any plan or project' in relation to Natura 2000 sites. The Circular specifically requires that *'any draft land use plan (development plans, local area plans, regional planning guidelines, schemes for strategic development zones) or amendment/variation to it proposed under the Planning and Development Act 2000 (as amended) must be screened for any potential impact on areas designated as Natura 2000 sites (normally called Special Areas of Conservation (SACs) or Special Protection Areas (SPAs)).'* The Appropriate Assessment screening decisions associated with the proposed Variations are published separately.

National Climate Change Strategy 2007-2012

Ireland, as a member of the European Union is committed to respond to the challenges posed by global warming. As part of the country's commitment under the Kyoto Protocol, Ireland must limit growth in emissions to 13% above 1990 levels in the 2008-2012 period. In this regard, the purpose of the National Climate Change Strategy is two-fold:

- (a) to demonstrate the measures by which Ireland will meet its 2008-2012 commitments.
- (b) to demonstrate how these measures position the country for the post 2012 period and to identify the areas in which further measures are being researched and developed to enable the country to meet post 2020 commitments.

The EU has committed itself to reducing its greenhouse gas emissions to 20% below 1990 levels by 2020. It has also committed to a reduction of 30% below 1990 levels if there is a global agreement on comparable reductions elsewhere.

ENVIRONMENTAL & SUSTAINABLE DEVELOPMENT STANDARDS

Overview

In 1984 the World Commission on Environment and Development began preparing 'a global programme of change'. This was submitted to the United Nations General Assembly in 1987 and was formally called the Bruntland Report. The report aimed to analyse the linkages between a number of global issues which included population, depletion of species, energy, industry, industry and human settlement.

The Commission's answer was the concept of 'sustainable development'; this can be described as 'development which meets the needs of today without compromising the ability of future generations to meet their own needs.'

International Context

The concept of sustainable development was reinforced at the United Nations Conference on Environment and Development (UNCED) in Rio, 1992. Agenda 21 was established as the UN's action plan for sustainable development. It targets all sectors of society from governments and international organisations as well as industry and community, providing the means with which to take action to promote sustainable development both locally and globally.

European Context

The Treaty of Amsterdam (1997) introduced the principle of sustainable development into European law. The principle is now enshrined in the preamble, and the objectives of the EU Treaty which Members have to incorporate into national policy.

National Context

The Irish Government is obliged to promote and implement sustainable development as part of their EU commitments, as elaborated within the Rio Declaration and Amsterdam Treaty. The improvement of all aspects and quality of peoples living environment, together with social equality (Agenda 21) is prioritised and promoted. In response to these commitments Ireland drew up a national strategy in 1997, which endorsed and promoted Agenda 21, 'Sustainable Development: A Strategy for Ireland' This strategy was followed by 'Making

Ireland's Development Sustainable' (2002). A new national sustainable development strategy is due to be adopted in 2008.

Local Context

Fingal County Council has adopted the principles of sustainable development and will promote and encourage the integration of economic, environmental, social and cultural issues into local policies and programmes.

Sustainable Development Aims

In order to achieve the aims of sustainable development, the Council will seek to:

'Improve the social, economic and environmental quality of human settlements and the living and working environments of all people', (Agenda 21) and 'avoid unbalanced, unhealthy and unsustainable growth of human settlements, promote land-use patterns that minimise transport demands, save energy and protect open and green spaces', (Habitat II). 1

Kyoto Protocol

The Kyoto Protocol is an international agreement designed to 'Promote sustainable development through the reduction of climate change and global warming'. The implementation of this agreement in Ireland is through the 'National Climate Change Strategy 2000'. The strategy seeks 'To identify a range of measures, balanced across all sectors, and including cross sectoral measures to achieve the necessary reductions equitably, and with economic and environmental efficiency.

Ireland's Pathway to Kyoto Compliance

A comprehensive report on the implementation of the National Climate Change Strategy was published by the Minister for the Environment, Heritage and Local Government, in July 2006. 'Ireland's Pathway to Kyoto Compliance' sets out Ireland's overall approach to meeting its Kyoto targets, assesses Ireland's progress since 2000 and identifies options for further measures to reduce greenhouse gas emissions.

The Green paper 'Towards a Sustainable Energy Future for Ireland' (2006)

The Governments Green Paper on Sustainable Energy identifies three pillars for achieving sustainable energy policy: security of supply, environmental sustainability and competitiveness. The role of fuel diversity together with the use of clean technology is outlined as key in securing security of supply and in expanding renewable energy production. The Green Paper sets an ambitious target for 30% of electricity to be produced by renewable energy by 2020.

National Guidelines

SUSTAINABLE RESIDENTIAL DEVELOPMENT IN URBAN AREAS – CONSULTATION DRAFT GUIDELINES FOR PLANNING AUTHORITIES FEBRUARY 2008

Ireland's growing population and consequential demand for housing and services has brought significant transformations and challenges. These Draft Guidelines are intended to replace the 1999 Guidelines for Planning Authorities on Residential Density and provide for improved integration between the provision of housing and the essential supporting community and social infrastructure. The Guidelines provide that facilities such as schools, community amenities and childcare should be a pre-requisite and provide for a more holistic partnership approach in the delivery of both hard and soft infrastructure. The Guidelines emphasise the important role of Development Plans and Local Area Plans.

SUSTAINABLE URBAN HOUSING: DESIGN STANDARDS FOR NEW APARTMENTS GUIDELINES FOR PLANNING AUTHORITIES DEPARTMENT OF THE ENVIRONMENT HERITAGE AND LOCAL GOVERNMENT (2007).

These recently published Guidelines seek to promote sustainable urban housing by ensuring that the design and layout of new apartments provides satisfactory accommodation for a variety of household types and sizes including families with children. The Guidelines provide recommended minimum standards in the following areas:

- Floor areas for different types of apartments
- Storage spaces
- Sizes for apartment balconies/patios and
- Room dimensions for certain rooms.

The Guidelines indicate that Planning Authorities should consider the feasibility of specifying either in Development Plans and/or Local Area Plans, target average floor areas to be achieved in apartment developments.

RETAIL PLANNING – GUIDELINES FOR PLANNING AUTHORITIES (DOEHLG), JAN 2005

These Guidelines update and replace the Retail Planning Guidelines published in January 2001. The Guidelines provide a retail hierarchy for the State and objectives in managing recent pressures in the retail market. The Guidelines provide a framework to guide Local Authorities in the preparation of Development Plans, in the assessment of planning applications for retail developments and provide guidance to retailers and developers in formulating development proposals.



Regional Planning Context

REGIONAL PLANNING GUIDELINES FOR THE GREATER DUBLIN AREA 2004-2016

The Regional Planning Guidelines for the Greater Dublin Area 2004-2016 provide a sustainable planning framework for the GDA within the context of the Planning and Development Act 2000 and the National Spatial Strategy 2002-2020. The Guidelines provide a long term strategic planning framework for the development of the Greater Dublin Area in the period up to 2016 within the NSS vision for 2020.

The RPG's distinguish between the Metropolitan and Hinterland areas with distinct development strategies for both. Swords is identified as a 'Metropolitan Consolidation Town' within the Metropolitan Area. The strategy for the Metropolitan area in general is to follow a development path which will:

- (a) consolidate development within the area
- (b) increase overall densities of development and
- (c) thereby facilitate the provision of a considerably enhanced public transport system and facilitate and encourage a shift to public transport.

Metropolitan Consolidation Towns are defined within the RPG's as follows:

- (a) those located close to the City Centre
- (b) Those with good road and public transport connections
- (c) Towns with population ranges of 40,000 to 100,000
- (d) Towns which function as main attractors of major investment.

RETAIL PLANNING GUIDELINES FOR THE GREATER DUBLIN AREA (RPGGDA) 2001

The Retail Planning Strategy for the GDA is designed to ensure that there is a sufficiency of retail floorspace to accord with the population and expenditure growth, and that it is located in an efficient, equitable and sustainable manner.

The Strategy's primary purpose is to inform the statutory planning process and in particular, to ensure that future Development Plans make adequate provision for retail development. To assist this, the Strategy is required to provide indicative advice on the scope for new development and how the associated floorspace might be distributed.

DRAFT RETAIL PLANNING GUIDELINES FOR THE GREATER DUBLIN AREA (RPGGDA) 2008 - 2016

The revised Retail Planning Guidelines for the Greater Dublin Area (RPGGDA) 2008 - 2016 are currently being drafted.

GREATER DUBLIN STRATEGIC DRAINAGE STUDY (GSDS).

The Greater Dublin Strategic Drainage Study (GSDS) was commissioned in 2001 to carry out a strategic analysis of the existing foul and surface water systems and to develop environmentally sustainable drainage policies and strategies for the Greater Dublin Region for a period of 30 years up to 2031.

Local Planning Context

FINGAL DEVELOPMENT PLAN 2005-2011 (CDP)

The Fingal Development Plan 2005-2011 sets out the planning context for the County for the plan period.

The Development Strategy for Swords as set out in the CDP is to promote planned and sustainable development of the County Town by:

- Consolidating existing and future development within well defined town boundaries separated from the agricultural hinterland by designated greenbelt areas.
- Providing for a much expanded civic, cultural, retail, commercial and employment base at a level appropriate for a vibrant major County town.
- Developing high quality public transport links to Dublin City, Dublin Airport and the Greater Dublin Area.
- Promoting the development of high quality living and working environments.

In order to implement the policies and objectives as identified within the future Swords Local Area Plan.

The CDP sets out the planning context for the County for the plan period. The Plan contains zonings for the entire County and broad policy and guidance for each settlement. It also sets out numerous Policies and Objectives which relate specifically to Swords.

While the future development and expansion of Swords is set out under the CDP, this Plan was prepared and adopted prior to the formulation of detailed proposals and commitments in relation to Metro North. Owing to the proposed introduction of such important transport infrastructure and the resultant implications for land use in the area, an urgent need arises to re-assess the overall integration of land-uses and transportation needs of Swords. Elements of the Plan as they relate to Swords will require Variation. Some of these Variations can be identified and are being proposed now, and are outlined in the proposed Variation Report. The background, context and rationale for these Variations is considered in greater detail in the Strategic Vision, under the applicable Chapter heading.



2 Strategic Vision

Development Aspirations of an Emerging City

With the arrival of Metro North in 2013 Swords will be extremely well connected to Dublin City's economic and commercial life and even more so to Dublin Airport. This will stimulate significant economic growth and Town expansion, bringing with it a range of challenges which include:

- provision of new sustainable housing
- provision of facilities for community, educational, health and recreational needs
- increased number and range of employment activities
- provision of high quality open spaces and landscape
- connectivity and accessibility to all the above for new and existing communities
- ensuring high standards in architecture and urban design

When considering these challenges we will need to incorporate a 'Green Agenda' and sustainable development principles. We have a responsibility to meet the needs of economic development and population growth in an environmentally sound way.

VISION

'To promote and facilitate the sustainable development of Swords Town as a vibrant consolidated major town with a thriving economy; an attractive and highly accessible built environment with the highest standards of housing, employment, services, recreational amenities and community facilities.'

This is reflected in proposed Variations SV 1 & SV 2.

SV 1

'To develop Swords as an 'Emerging Green City'; to promote and facilitate the sustainable development of Swords as a vibrant consolidated major town with a thriving economy, an integrated public transport network, an attractive and highly accessible built environment, with the highest standards of housing, employment, services, recreational amenities and community facilities'.

SV 2

'To target and facilitate the development of high tech, high intensity employment generating and service providing uses, in particular developments which include the provision of a hospital, 3rd/4th level educational facilities and major integrated sports facility.

Swords Strategic Vision by 2035

In order to facilitate the planning of Metro North within a realistic and proactive long-term physical context, a Strategic Vision for the Town has been developed, and will be implemented over the next 25 years or so. The Vision, which will be an integral part of the Swords Town Plan (LAP) will be subject to review on an on-going basis and at minimum every 6 years.

For the most part the Strategic Vision is dependent on the arrival of Metro North. Development at the scale and intensity proposed will only begin to be realised following the arrival of the Metro (i.e. after 2013). It will also require significant additional social and physical infrastructure and as such can only be delivered on a phased basis in tandem with the delivery of this infrastructure.

The Strategic Vision will examine how Swords will cater for future growth and will promote:

- A thriving vibrant consolidated major town – **AN EMERGING CITY** – with a population of 100,000 and comparable increases in employment and services.
- A town with well defined town boundaries and a strong landscape setting; in particular respecting the established green belt areas to the south and east between Swords-Dublin Airport and Swords-Malahide. Where extensions into the existing green belt are proposed (to the west and north) new defensible boundaries will be established (i.e. along the Swords Western Ring Road and associated Green Corridor).
- The creation of a "Green City", which is a Gateway to the County and Country; maximizing the benefits and opportunities of its close proximity to the National Airport, its unique landscape setting, and a future high level of transport infrastructure and improved accessibility.
- A major transport hub with an integrated public transport system, exploiting the opportunities of Metro North; but also recognizing the important role of the regional and local bus services, both existing and proposed.
- An improved road network, which will serve both local and strategic/national traffic, in tandem with the provision of well developed bus, pedestrian and cycle routes.
- Sustainable development through energy end-use efficiency and increased use of renewable energy in all new building projects.
- A location for major social/cultural infrastructure facilities; focusing on the provision of a hospital, third and fourth level education and a new cultural quarter which will include inter alia, a library, theatre, galleries, arts centre, etc.
- High quality recreational, leisure and community facilities, incl. the provision of a Regional Park, sensitive exploitation of the opportunities associated

with Ward River Valley Park and Broadmeadow River Park, and creation of a network of public open spaces.

- High density and people intensive uses in the immediate vicinity of the Metro, which will see Swords open up as a highly accessible and attractive location to live, work and do business.
- Opportunities for new businesses to relocate to and thrive within the town, ensuring a much expanded employment base.

SWORDS BY 2035

The Strategic Vision ensures that Swords will incorporate and be synonymous with:

- A Green City – in terms of the physical landscape and sustainable environmental objectives.
- An Integrated Transport Strategy, comprising significant public transport services (including Metro North and local and regional bus services) and strategically important road infrastructure.
- A Vibrant Economy, with flag ship retailing and a unique and attractive Town Centre.
- An Improved Employment base, striving to provide a sustainable level of employment for its population, in terms of the number and quality of jobs available within Swords.
- Quality of Life, whether for its residents, business community, employees, or visitors.

■ An Emerging City

It is proposed that Swords will be an exemplar of a 'green city' in terms of its physical landscape and setting and also in terms of its sustainable environmental agenda.

THE 'GREEN CITY' CONCEPT

The creation of the 'green city' will be achieved having regard to three key objectives. Firstly, we must define and defend the town's boundaries, mitigating against urban sprawl and ribbon development into the rural hinterland. Secondly, we must provide a high quality landscape setting with a network of public open spaces and parks encompassing and traversing Swords. And thirdly, strategic and local road and rail infrastructure should be set within an augmented or new green corridor, with significant landscaping encompassing it. (See 'Green City Concept' diagram).

■ A Town with Well Defined Boundaries and a Strong Landscape Setting

GREEN BELT POLICY

It is envisaged that Swords will be a consolidated major town which will grow to a population of circa 100,000 over the next 25 years or so. The town will have well defined and defensible town boundaries and be separated from the adjoining towns of Malahide, Kinsealy, Donabate, and the Airport. The agricultural hinterland will be designated green belt areas.

The **eastern boundary** of the Town is defined by the M1 motorway which provides a defensible boundary separating Swords from Donabate, Malahide and Kinsealy. Existing Swords development is west of the M1 with green belt ('GB') to the east. There should be no further encroachment of development into the 'GB' areas which separate the town from the neighbouring towns.

A narrow 'GB' area separates the **southern boundary** of Swords from the Dublin Airport 'DA' zoned lands which are subject to an adopted Local Area Plan for the Airport. This 'GB' area forms part of a strategic 'GB' which extends from the coast to county Meath. There are additional constraints on development within this 'GB' area arising from the following airport related designations: [1] The outer public safety zone cuts through this 'GB' area ; [2] a small part of the lands are within the red safety zone and [3] all of these lands are located within the inner noise zone. No encroachment of development into this 'GB' area is proposed.

The existing **northern development boundary** is currently defined by the Broadmeadow River. The Metro North line will extend into the 'GB' zoned lands at Lissenhall and therefore as part of the new Town Plan we need to examine what are the appropriate zonings for the lands at Lissenhall on the west side of the M1 in light of the Government's decision to bring Metro North to Swords.

There are extensive undeveloped zoned lands within the existing **western development boundary** of the Town. These lands include the Oldtown [43 hectares

in area] and Mooretown [50 hectares in area] RS1¹ lands. The western boundary is c. 2.4 km from the centre of Swords and it is considered in the interest of proper planning and sustainable development that the town should not extend any further west. In order to improve the local road network in the area (such as would ensure adequate access to lands in West Swords area) and to ensure that a significant increase in land would be made available for new community, educational and recreational facilities, it is proposed to zone an additional 19.2 hectares of land at Oldtown-Mooretown (Refer to Chapter 9). This zoning would be immediately adjacent to the proposed 'OS' zoning for the proposed Regional Park.

Green Belt Policy

It is the Council's policy to consolidate and expand the Town within well defined 'GB' or 'OS' boundaries.

As such new developments or new zoning should ensure that:

- Swords Town does not merge with adjoining towns of Donabate, Malahide or Kinsealy.
- Swords Town does not further encroach on to the existing 'GB' areas to the east, south and west.
- Swords Town does not adversely impact on the operational requirements of Dublin Airport.
- Swords new northern development boundary is similarly protected and encompassed by a new strategic green belt area.

■ 'Green Necklace' Concept

It is envisaged that there would be a substantial improvement in terms of the provision of strategic open spaces and parks, and that such strategic open spaces would be connected by means of green routes through the city, i.e. 'a green necklace' of open spaces and linkages encompassing Swords.

Key emerging objectives are as follows:

- Providing for landscaped road corridors which include a sequence of interlinked 'green' parkland spaces widening out at points into Class 1 public open space areas serving adjoining residential areas.
- Creating new strategic open spaces adjoining the Town, such as the proposed Regional Park.
- Extending the Broadmeadow River Valley Park into the proposed Regional Park and providing safe and good quality access to and permeability within the Parks.
- Developing physical and visual connections between the Ward River Valley Park and the Town Centre.
- Developing facilities with the Ward River Valley Park, improving passive supervision, accessibility, permeability and usage of the Park.
- Developing physical connections and visual linkages between the Green Road Corridor of the proposed Swords Western Ring Road and the Oldtown-Mooretown Distributor Road and the Ward and Broadmeadow River Valleys (i.e. creating and extending the 'green necklace').

- Developing physical connections between Broadmeadow Estuary and the two River Valleys (Ward and Broadmeadow), while protecting the ecologically sensitive and important habitats therein.
- Provide for new accessible strategic areas of Class 1 public open space to support future residential development in the immediate vicinity of Metro North.

This vision is reflected in the proposed Variations to the Fingal Development Plan 2005 - 2011 which reinforce the 'green' city concept.

- **LO A** – To develop a Regional Park in accordance with proposed Objective SWORDS 17.
- **LO B** – To prepare a Landscape and Recreation Strategy for the Broadmeadow River Valley Park in accordance with Objective SWORDS 14.
- **LO C** – To prepare a Landscape and Recreation Strategy for the Ward River Valley Park, to facilitate its planned extension westwards, to improve passive supervision, accessibility and permeability of the park and to develop additional passive and active recreational facilities and amenities within the Ward River Valley Park.
- **Objective SWORDS 17** – 'To develop a Regional Park (of circa 65ha) immediately west of Oldtown and east of the proposed Swords Western Ring Road (SWRR), and adjoining and ultimately extending into the Broadmeadow River Valley Linear Park. The Park shall serve Swords and its hinterland, and shall comprise active recreational and passive activities, commensurate with the Council's vision for the emerging city of Swords.
- **Objective SWORDS 18** – To develop a 'green necklace' of open spaces which are linked to each other and to the existing town centre of Swords, as well as to new development areas; thus promoting enhanced physical and visual connections to the Ward River Valley Park and the Broadmeadow River Valley Park from within the development boundary of Swords.

'GREEN TRANSPORT ROUTES'

As part of the Swords Strategic Vision, it is proposed that road & rail infrastructure will be provided within a landscaped or parkland context. It is critical that major pieces of infrastructure contribute positively to the 'green necklace' and 'green city' concept, which already exists in parts of Swords.

The landscaped setting along the R132 (formerly Swords by-pass) will be retained and enhanced. Along the R132, Metro North will be provided in a landscaped corridor punctuated only by the proposed Metro North Stops which will introduce a series of urban nodes and gateways to Swords Town. Any existing landscaping which has to be removed along the R132 to facilitate the construction of the Metro shall be fully replaced by the Railway Procurement Agency (RPA) as part of the Metro North scheme. It is proposed that track construction will comprise grass-bed track along median on R132, and through Balheary Park and Balheary, with the exception of at stop locations.

The proposed Western Distributor Link Road (at Oldtown-Mooretown) and the proposed Swords Western Ring Road (SWRR) will be provided within parkland type settings along their routes and will link to strategic open spaces and parks.

¹ RS1: 'To provide for new residential communities in accordance with approved local area plans and subject to the provision of the necessary social and physical infrastructure.'

■ 'Environmental' Agenda

Swords will be a model city, sustainable in all aspects including energy efficient buildings, green technology and transportation. At its core will be the delivery of sustainable development through energy end-use efficiency and increased use of renewable energy in all new building projects.

SUSTAINABILITY AND TRANSPORT

The Council, within the context of future LAP, will seek to promote more sustainable forms of development, to reduce dependence on long distance commuting and on private transport, to increase the use of public transport and encourage the use of walking and cycling modes for trips at local level. The arrival of the Metro offers the opportunity for bus and Metro based accessibility from other centres of population. In terms of sustainability, the location of future employment zoned lands adjacent to residential lands coupled with the employment growth potential presented by the LAPs can be related to NSS, RPG and NDP policies

SUSTAINABILITY AND BUILDING DESIGN

Buildings have considerable environmental impact, for example through operational energy, transportation of people between them, raw materials consumed by the building, and use of land. Building design will reflect the need to ensure that the lands are developed in a sustainable and sensitive manner giving due recognition to the necessity to produce a design which accords with national sustainability and energy conservation policies, and contribute to the creation of appropriate urban form within the development.

In their life cycle, energy is used in buildings in a number of different ways:

- In construction
- In operation, for lighting, heating and power
- For demolition, recycling and disposal



The importance of implementing more sustainable design in construction has been identified as a key part of supporting more sustainable development overall. Increasing levels of building construction creates increased greenhouse gas emission which has in turn been linked to changes in climate and global warming. By far the biggest contribution to greenhouse gases is in emissions of carbon dioxide. The building sector is a major energy consumer, accounting for approximately 40% of total energy consumption, of which residential development accounts for 25% (SEI 2005). Traditionally, urban development has been viewed as the problem however perceptions have shifted and the building sector is now viewed as part of the solution.

- The Council within the context of the Swords Town LAP will encourage superior energy design and technological practices in all developments.

It is the policy of the Council to improve qualitative standards of sustainable design in proposed developments. Section 3.3 of the CDP outlines how this policy can be achieved, including inter-alia, incorporating clean and efficient energy sources such as solar, wind or geo-thermal sources of power, minimising life-time water consumption, by fitting low water use equipment and grey water recycling. It will be an objective of future LAPs to promote sustainability throughout the proposed development.

IMPLEMENTATION

A close partnership between landowners, developers and public bodies will be developed to help achieve the overall goal to make Swords an outstanding example of sustainable city development. A process of mutual partnership will be encouraged to facilitate, in a more efficient and commercially beneficial way, the achievement of environmental targets. Landowners and developers will be invited to take part in this partnership, which will:

- Identify the most suitable way to reach targets
- Identify technical solutions and suppliers that can contribute to reach targets in an economically efficient way
- Where required, create public-private partnerships to share risk/opportunities in new sustainable integrated systems solutions.
- Set more specific criteria for the different building types
- Set up detailed follow up procedures
- Examine potential for a sanction and reward system for underperforming or outperforming compared to agreed targets/criteria

A number of key issues have been identified as being critical in achieving a sustainable model city. These issues will require to be addressed through the Swords Town Plan (LAP), through the incorporation of the following key principles:

- Encouraging superior energy design and technological practices in all developments
- Ensuring high standards of energy efficiency in all housing developments under its remit, and encouraging developers, owners, and tenants to improve the environmental performance of the building stock, including the deployment of renewable energy.
- Improving qualitative standards & encouraging the use of clean and efficient energy sources
- Encouraging responsible environmental management in construction;
- Promoting sustainable approaches to housing developments by spatial planning, layout, design and detailed specification

- Anticipating the operational implementation of the EU Directive on the Energy Performance of Buildings (EPBD) by encouraging the energy rating and labelling of building energy performance, so as to give visible recognition to such improvements.

Best Practice Examples

Hammarby Sjostad, Sweden

Hammarby Sjostad is one of the worlds highest profile examples of sustainable city development and is visited by over 10,000 decision makers and specialists in the field of sustainable development every year. First envisaged in the 1990's, Hammarby Sjostad, which is Stockholm's biggest urban development project, will provide for an expanding city population in a redundant industrial area of Stockholm. Once fully built, Hammarby will house over 25,000 inhabitants and will have 11,000 residential units by 2015.

The expansion of Hammarby Sjostad has involved extensive reconstruction of infrastructure and a strong eco-friendly theme. The city has imposed strict environmental requirements on buildings, technical installations and the traffic environment. The goal of the entire environmental programme is to half the total environmental impact in comparison with an area built in the 1990's. The environmental goals set include the redevelopment of brownfield sites, integration of attractive green spaces, a fast, attractive public transport network, a focus on environmentally friendly building materials, renewable energy and clean fuels coupled with efficient energy consumption in buildings, a clean and efficient water and sewerage system and a practical waste collection system.

Malmo, Sweden,

Malmo, Sweden is another example of sustainable city redevelopment and integrated, holistic, eco-city planning. At the forefront of their thinking is the development of a very high quality, environmentally friendly district, providing an international example of the greening of dense urban development. Malmo's success is largely due to the establishment of targets and preconditions. In Malmo, experience has shown how these targets have set the way for greater consumer demand, security, and long term good management. This approach has provided a district of long term value which is of great interest to enterprise, research, public planning and administration and has strengthened the image of Malmo, making it a city of tomorrow.

The Strategy for Swords may incorporate many aspects of the Swedish models which rely on 'a carrot and stick' approach to achieve sustainability within the built environment. Incentives are used to make participation and compliance more attractive. For Swords, incentives could be considered for developers who go beyond the minimum standards. These incentives or rewards could take the form of assistance with the provision of infrastructure, increased density, or reductions or rebates in development contributions proportionate to reductions in demand on existing services and infrastructure.

■ An Integrated Transportation Strategy

Swords will be a major transport hub with an integrated public transport system, exploiting the opportunities of Metro North. The following policies from the Fingal Development Plan 2005-2011 relate to transportation in Swords and are integral to the Strategic Vision. Some can be delivered in the short-term while others will be implemented within the context of the Swords LAP.

Existing Transport Policy

Objective SWORDS 2

To promote the development of Swords as a multi-modal transport hub.

Objective SWORDS 3

To promote the development of Swords as a multi-modal transportation hub.

Objective SWORDS 4

To develop an Integrated Traffic Management Strategy for the town.

Objective SWORDS 5

To maintain the operational capacity of Swords By-Pass.

Objective SWORDS 6

To promote the early development of a local bus service within the town linking residential areas to each other and to the industrial/employment areas and the town centre.

These policies will be realised as follows:

METRO NORTH (2013)

The Metro North Route, as it approaches Swords from the Airport, travels through the designated 'Green Belt' zone which adjoins Swords on its south side. It then travels along the R132 from Fosterstown to a location just north of the Estuary roundabout before it travels west of the R132 through existing 'Green Belt' zoned lands north of the Broadmeadow River and into the Lissenhall lands, where it terminates at Belinstown.

Metro North will link Swords to Dublin City, with travel times of approx 25 minutes. It will also link Swords to the Airport, MetroPark, Ballymun/Santry within Fingal and into Dublin City with direct connections to Dublin City University, Mater Hospital and College of Surgeons.

Six Metro Stops are provided for at Fosterstown (adjacent to Airside Retail Park), Swords Town Centre (at Pavillions/Barrysparks); Seatown (opposite Swords Business Park); Estuary (at Balheary Park); Lissenhall (centrally within this land bank) and Belinstown at the northern edge to the new Swords Town Plan development boundary at which the Metro terminates. A depot and strategic Park and Ride facilities are proposed at Belinstown [2000 spaces]. Local Park and Ride facilities are also proposed at Fosterstown [circa.300 spaces].

Metro North will facilitate the optimal development of Swords Town in future years and the Council will maximise the benefits of, and the efficient use of the Metro for the benefit of those living and working in the Town. It is envisaged that Swords (Town Centre) Stop will be the most strategic public transport

interchange, comprising the proposed Metro Quarter (which will include the Metro plaza/podium and the vehicular conduit under the Stop linking the existing Town Centre area with the proposed Town Centre expansion area.)

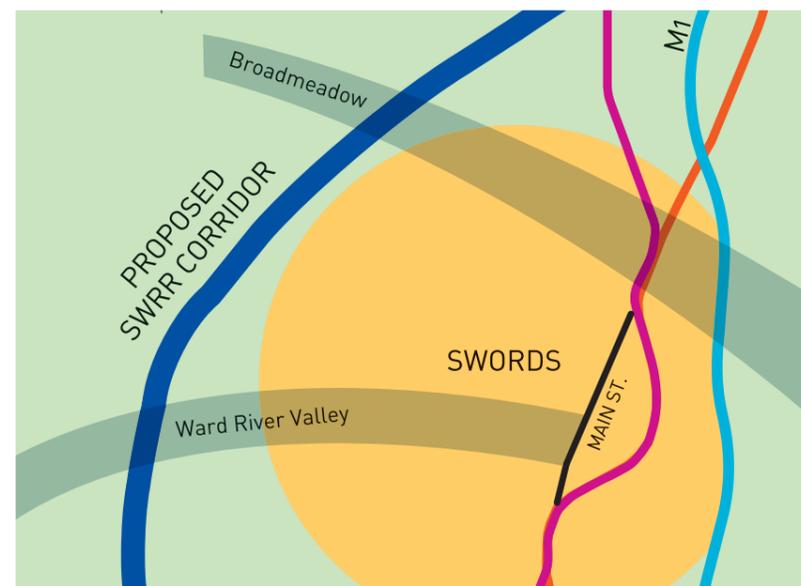
AN IMPROVED ROAD NETWORK

It is proposed to vary the CDP to include proposed objective Swords 22: 'To develop and augment the local road network to facilitate the optimum and sustainable development of Swords'.

In conjunction with local road network improvements, well developed bus, pedestrian and cycle routes are integral to the success of Swords economy and quality of life. To this end, the key goal will be to create a **highly accessible and well-connected Town**.

- Swords will maximize opportunities around its improved connectivity to Dublin Airport and City, and will support the augmentation of ancillary infrastructure necessary to ensure a complete network.
- Swords will become a major transport hub with an integrated public transport system connecting the population of Swords, the northern county towns and the rural hinterland to Dublin Airport, Dublin City and the Greater Dublin Area.
- Swords will maximise the benefits of being located at the 'doorstep' of Dublin Airport the 'Gateway' to the Country, and the main economic driver in the region.
- Swords will be highly accessible to a wider labour force.
- Swords will have: [1] an integrated town wide bus network linked to the Metro and [2] a developed system of feeder bus routes linking some of northern towns including Donabate to the Metro terminus.
- Swords will have a much expanded road network.

Swords Western Ring Road (SWRR) – This new road is proposed to act as a bypass of Swords at a strategic level, providing a more direct and efficient route from the M1 to the proposed Dublin Airport Box (new road network). The SWRR will also serve the proposed strategic park and ride, minimizing the amount of traffic utilizing limited carrying capacity on the existing and proposed local road network in Swords.



■ A Vibrant Economy & Improved Employment Base

The Metro North Economic Corridor (MNEC) district located along the Metro North line will facilitate opportunities for high density mixed use employment generating activity and associated commercial and residential development. The MNEC will provide for areas of compact, high intensity, employment generating activity with associated commercial and residential development which focuses on the Metro within a setting of exemplar urban design which is permeable, secure and landscaped. The designated sites will form sustainable districts which possess a high degree of connectivity and accessibility and will be subject to the necessary provision of social and physical infrastructure.

INDECON ECONOMIC DEVELOPMENT STRATEGY FOR METRO NORTH ECONOMIC CORRIDOR

The purpose of the Indecon Report was to identify, specify and prioritise the potential levels of economic footprint, commercial activities, competencies, labour skills and services that will be required to sustain the growing communities and businesses located within and adjacent to the MNEC. The Economic Development Strategy is fundamental to the planning of the long term development of Swords and the wider MNEC, facilitated by the delivery of major infrastructure investment, including in particular Metro North. The Strategy for the MNEC involves a radical transformation of economic activity in the Corridor to provide higher value jobs. As part of the Strategy, Fingal County Council envisage a mix of science and technology (ICT and biotechnology, which are the key sectors being targeted by Science Foundation Ireland (SFI)), professional and business services, environmental services and leisure, recreational and tourist services. It is considered that there is a significant opportunity in the MNEC for the development of a university campus and a new hospital.

Opportunities for new business

- Swords will have a significantly expanded employment, commercial base and retail base and an extended catchment area for its retail, commercial, health and educational services.
- Swords will have a very wide labour market.
- Swords will be one of the most attractive locations in Dublin for investment in all sectors of the market [residential/retail/office/industrial].
- Swords will have a well defined expanded and consolidated vibrant town core.

Indecon Recommendations:

- Set appropriate target for future 'job to population ratio' in the town with a future population in the region of 100,000.
- Achieve a much improved match between the jobs provided in Swords and the skills of the existing and future growing population of the Town – the aim should be to get higher value added jobs.
- Capitalise on the benefits of having the Metro which will result in Swords having a much expanded catchment for its labour force with people being able to access Swords from anywhere in GDA via the Metro. Reverse commuting by Metro will increase the patronage and therefore the efficiency of the Metro.

Quality of Life

A LOCATION FOR MAJOR SOCIAL, CULTURAL, RECREATIONAL AND COMMUNITY FACILITIES

It is acknowledged that there is a deficit in the provision of social, cultural, recreational and community facilities in Swords and this would be exacerbated as the population grows towards 100,000. It is therefore proposed to provide for, and ensure the delivery of new and expanded services within defined character areas, which supports the creation of a new and well served city. These services will also be provided in a timely manner in tandem with new residential and commercial development.

The creation of new 'character areas', as outlined below, will be of benefit on two fronts. Firstly, it facilitates the planning of an enhanced network and level of provision of key social, cultural and recreational facilities and secondly it will allow for the creation of strategic destination points and places within Swords Town Centre, thus allowing the whole Town to benefit from an expanded population and commercial centre.

Cultural Quarter: the Southern end of Main Street opposite the new 'Gateway' to the Ward River Valley Park is considered to be the most suitable location for the development of a new cultural quarter within the Town. This area would accommodate a major civic space, cultural and recreational facilities including a theatre/arts centre, town library and other facilities including possibly a hotel, major conference facility, swimming pool etc.

Retail Quarter: The majority of the small scale retail/services functions within the Town Centre are focused on Main Street and its associated side streets, while the large scale retailers are facilitated within the Pavilions Shopping Centre. There are two significant MC (major town centre) zoned lands within close proximity of Swords' Main Street, which have capacity for additional retail development – the Pavilions Shopping Centre site and the Crowcastle/Barryspark lands to the east of the R132. The expansion of the Town Centre through the Pavilions lands to the future Metro North stop at the R132 and the Crowcastle/Barryspark lands presents a unique opportunity to bring a new dynamic and cohesiveness to the Town Centre.

Civic Quarter: Existing uses in this area include Swords Castle, the Courthouse, County Hall and the Town Park. The Council own significant land in this area including properties adjoining the Castle, the Town Park, and the surface car park at the junction of Seatown Lane and North Street. There is an opportunity to develop and consolidate this area as the Civic Quarter in the developing and expanding Town. The proposed Metro Stop at Seatown will be the main stop directly serving the Civic Quarter. There may be an opportunity to develop the Council owned surface car park at the junction of the R132 and Seatown Lane, as well as a number of key sites along Seatown Lane to strengthen this route from the Metro Stop back into the Civic Quarter and the Main Street. Possible future uses for the Council car park could include a new Garda station and Courthouse

Integrated Recreation & Leisure Facilities: Swords will require the development of a major Integrated Recreation & Leisure Facility to include a swimming pool, gym, sports hall, all weather pitches etc. The possibility of providing a sports stadium should also be examined. Such facilities would serve a wider catchment area beyond Swords Town including the northern towns [Donabate, Rush, Skerries, Lusk and Balbriggan] and the rural hinterland. They should be located so that they are fully accessible by sustainable forms of travel including Metro and bus. The preferred location is on the north side of the Town within the future development area at Lissenhall close to the Metro terminus, interchange facilities between feeder buses and the Metro and proposed park and ride facilities.

Additional Nodes

It is proposed that 2 ancillary nodes or places of interest would be created complementary to the Town Centre nodes. It is envisaged that a proposed Leisure Node will be located within the southeastern extent of the Crowcastle/Barryspark land and a node will be created at the southern edge of Balheary Park. While these 2 nodes are considered important in the future expansion of the town, they will not be fully defined/designed pending the preparation of a Local Area Plan(s) for these areas.

Existing Public Open Spaces and Parks

There are significant areas of existing public open space along the existing water bodies in the town along the Ward River Valley, the Broadmeadow River Valley and Estuary. The Vision seeks to ensure that these are easily accessible and passively supervised. Improving connectivity, permeability and the quality and extent of facilities within these areas will be critical.



HIGH QUALITY LIVING ENVIRONMENT

It is the Council's objective to ensure that its policies will deliver a new City, which will be regarded as a premium location to live, work, do business and visit. To this end, the key principles which underpin the Strategic Vision and which will be integral in the Swords Town Plan (LAP) include:

- A wide choice of housing in terms of size, type, tenure and location.
- A well developed network of public open spaces and high quality recreational facilities to support the existing and expanding population.
- A network of bus, pedestrian and cycle routes linking residential areas to one another, to the town core and employment areas.
- A much expanded employment and retail base with greater opportunities to work close to home.
- The development of major social, health, educational and cultural infrastructure facilities including a hospital, theatre, libraries, third and fourth level colleges and major integrated sports facilities.





3 Swords Town Centre and Urban Design Strategy

Introduction

The following sections look at the key issues and concepts which will be developed within the proposed Swords Town Centre Masterplan, work on which has commenced. The proposed Masterplan will be in accordance with Objective U01 from the Fingal Development Plan (CDP) 2005-2011 **'To produce masterplans for the major town centres of Swords, Blanchardstown and Balbriggan.'**

The area which the Swords Town Centre Masterplan will address includes North Street, Main Street, Dublin Road, Pavilions Shopping Centre site, Crowcastle/Barryspark site to the east of the R132 and Swords Business Park. The primary focus of the Masterplan study will be in relation to the creation of an Urban Design Framework for the Town Centre; enhancement of Main Street uses and attractions; facilitation of the planned and integrated expansion of the retail/mixed use core of Swords; and the integration of transportation into the Town Centre (including integration with Metro North, enhancement of town centre vehicular access, and improvement of Main Street for pedestrians).

The Town Centre Masterplan is being prepared by the Council, with input from:

- Metropolitan Workshop – Architecture, Masterplanning and Urban Designers
- National Building Agency – Urban Designers
- Pavilions Masterplan Team – Newenham Mulligan Architects and O'Mahony Pike Architects
- Crowcastle/Barrysparks Masterplan Team – Bruce Gilbreth Architects Ltd and MacCabe Durney Masterplanning

Local Context: Fingal County Development Plan 2005-2011

The CDP **Vision** for Swords is:

'...to consolidate the centre and further develop Swords through the densification of appropriate commercial and residential developments ensuring a mix of commercial, recreational, civic, cultural, leisure, residential uses, and urban streets, while delivering a quality urban environment which will enhance the quality of life of residential, visitor and workers alike. The zone will strengthen retail provision in accordance with the County Retail Strategy, emphasise urban conservation, ensure priority for public transport, pedestrians and cyclists while minimising the impact of private car based traffic and enhance and develop the existing urban fabric...'

The CDP identifies lands within the Town Centre which require a Masterplan to enable the achievement of the vision for Swords.

Objective U01:

'To produce masterplans for the major town centres of Swords, Blanchardstown and Balbriggan.'

The CDP plan indicates that the proposed Town Centre Masterplan for Swords should be drafted within the framework of an integrated land use and transportation plan. The Masterplan will include a vision, development proposals and an implementation strategy. Whilst the Masterplan will provide a vision for the Town Centre, design is only one component of what must be a multi-disciplinary approach that combines innovation and realism. It will include the following principles:

- Creation of an urban design framework for the Town Centre which will seek to enhance the Town's character,
- Establishment of the nature and mix of the uses, the existing density of retail/other uses and intensification of uses and proposals to ensure effective town centres,
- Integration of land use and transportation with particular emphasis on effective traffic management, public transportation and reduction of surface level car parking; there should be a reduction in the dominance of roads and car parks,
- A better mix of Town Centre uses and the permeability of space to create a living heart to the town centre, including:
 - introduction of residential uses, sport and recreation,
 - creation of focal points in the public realm including squares and recreation areas,
 - encouragement of retail development which expands on what is already in place, for example, specialist traders and country markets,
- Exploitation of natural amenity and heritage assets.
- Where appropriate the designation of Architectural Conservation Areas and architectural enhancement areas,
- Application of the Council's findings and objectives from the County Retail Strategy in order to progress the Centre to achieve the characteristics of a Major Town Centre and to secure appropriate retail floorspace,
- Partnership arrangements and consultation dialogue with local community, other private sector partners and public agencies, and the voluntary sector stakeholders to align plans and proposals for the centres and facilitate agreement on key infrastructural requirements and provision,

- Establishment of a monitoring and implementation programme by the undertaking of biannual health checks.

It should include consideration of:

- Existing density of retail/other uses and intensification of uses,
- The nature of the uses,
- Lessons learned from comparable international master plans as appropriate.

The CDP Development Strategy promotes the planned and sustainable development of the County Town of Swords by:

- **Consolidating existing and future development** within well-defined town boundaries separated from the agricultural hinterland by designated greenbelt areas,
- Providing for a much-expanded **civic, cultural, retail, commercial and employment base** at a level appropriate for a vibrant major County town,
- Developing **high quality public transport** links to Dublin City, Dublin Airport and the Greater Dublin area,
- Promoting the development of **high quality living and working environments**.

The County Development Plan identifies the following Development Objectives:

Objective SWORDS 1

To encourage a range and quality of retail, commercial, civic, cultural, leisure and other services commensurate with the role of Swords Town Centre as a Major Centre.

Objective SWORDS 2

To promote the development of Swords as a multi-modal transport hub.

Objective SWORDS 3

To actively promote the early development of the Metro linking the town of Swords with Dublin Airport and Dublin City Centre.

Objective SWORDS 4

To develop an Integrated Traffic Management Strategy for the town.

Objective SWORDS 5

To maintain the operational capacity of Swords By-Pass.

Objective SWORDS 6

To promote the early development of a local bus service within the town linking residential areas to each other and to the industrial/employment areas and the Town Centre.

Objective SWORDS 7

To retain the Main Street as the core of the town centre, protect and enhance its character and ensure that any future new commercial and retail development reinforces the role of the main street as the core area of the town centre, by increasing the existing level of retail use, prohibiting the expansion of non-retail or inactive street frontages [including financial institutions, betting offices and public houses] and strictly limiting the development of fast food outlets.

Objective SWORDS 8

To prepare a Masterplan for the Town Centre.

Objective SWORDS 9

To prepare an Urban Design Framework Plan for the integration of the Metro and Swords/N1 By Pass in association with the Town Centre Masterplan.

Objective SWORDS 10

To prepare a Local Area Plan for 'MC' zoned land to the east of the Swords By Pass for the integration of major town centre lands east of Swords By-Pass with the existing town centre, for a transportation hub, retail and employment uses and the Swords Masterplan.

Objective SWORDS 11

To protect and conserve the historic core of Swords including the Zone of Archaeological Potential in the centre of the town.

Objective SWORDS 12

To promote high quality commercial signage in the town centre area and initiate enforcement action where appropriate.

Objective SWORDS 13

To promote and facilitate environmental improvements in the town core area.

Objective SWORDS 14

To provide for a comprehensive network of pedestrian and cycle ways, linking housing and commercial areas to one another and to the town centre and linking the Ward River Valley, the Broadmeadow River Valley and the Estuary.

Objective SWORDS 15

To prepare a development and design strategy to improve the appearance of the N1 from the City/County boundary to the southern development boundary for Swords Town.

Objective SWORDS 16

To promote the intensification of use and upgrading of the existing neighbourhood centres at Rathingle, Brackenstown and Rathbeale, on a scale that respects and is compatible with the surrounding established residential communities.

■ Proposed Vision & Masterplan

Arising from the Government's commitment to develop Metro North from Dublin City Centre to Swords via Dublin Airport, Swords will be supported by a high quality public transport network, facilitating its growth in line with the Regional Planning Guidelines. Such growth will impact on the existing role and function of Swords Town Centre in terms of retail, commercial, cultural and recreational provision.

This Strategic Vision will identify the key strategic issues and concepts which will be developed within the Town Centre Masterplan for Swords (Swords CDP Objective 8) to ensure the continued growth and success of the traditional core of Swords and its future expansion into MC zoned lands at the Pavilions Shopping Centre and across to Crowcastle/Barrysparks (east of the R132). The existing Pavilions Shopping Centre, by reason of its location, is a key interface between the existing Town Centre retail core area/Main Street and the new Town Centre expansion area. Its integrated development is therefore critical. The Pavilions currently reads as a stand alone enclosed shopping mall at the edge of the Town Centre, which is poorly connected with the other historic, civic and natural amenity elements within the core of the Town. The future integration of the existing and expanding Town Centre with access to Metro North is important in the future success of Swords as a multi-functional high quality town centre.

There are 6 key issues to be considered within the proposed Swords Town Centre Masterplan. In summary, these are:

- Re-establish the importance of Main Street and identify its future role, building upon its unique and historic character.
- Develop and enhance the identity of the Town Centre through the identification of 3 key attraction nodes which will build on the existing character of the Town Centre and link existing retail/commercial areas. These key nodes will be as follows: the Civic Quarter, the Cultural Quarter, the Metro Quarter.
- Develop core recreational and amenity spaces, utilising in particular the Ward River Valley Park, the Cultural Quarter, and the Civic Quarter at Swords Castle.
- Implement a traffic management and parking strategy to facilitate improved movement and access within the Town Centre, and assess the potential benefits of a pedestrian and public transport prioritisation scheme on Main Street.
- Develop and enhance the backlands to the east and west of Main Street thereby ensuring integration and permeability throughout the core of the town and linking with the Pavilions Shopping Centre.
- Facilitate the growth of the Town's retail provision within the Pavilions Shopping Centre site and Crowcastle/Barryspark sites. Key to the success of the expansion of the retail core will be the integration of development with the traditional heart of the town, Main Street.

SWORDS TOWN CENTRE: EXISTING CHARACTER AREAS

The commercial/retail core of Swords is today focused along the historic Main Street and North Street, with large scale comparison and convenience retail extending the retail core to the Pavilions Shopping Centre site south of Main Street.

From an examination of existing land uses, 4 main character areas can be identified within Swords Town Centre [see map – Existing Character and Movement Strategy]:

1. **Retail Core:** This area comprises Main Street and extends to the Pavilions Shopping Centre site. The majority of the small scale retail/services functions within the Town Centre are focused on Main Street and its associated side streets, while the large scale retailers are facilitated within the Pavilions Shopping Centre.
2. **Commercial/Residential Core:** North Street is characterised by a more commercial focus, with offices, small scale retail outlets, small mix of terraced housing, public houses, apartments and a hotel. The current trend is for medium size offices to locate here. Dublin Street also accommodates a range of small scale commercial units, as well as residential uses.
3. **Civic Core:** The civic core is located at the junction of Main Street and North Street, with the dominant uses being the Courthouse, Fingal County Council offices, and the historic administrative centre of Swords Castle.
4. **Recreational Core:** The Ward River provides the recreational spine to Swords Town Centre. From the Ward River Valley, the Ward flows to the rear of Main Street and links into the Town Park at the northern end of Main Street, ultimately terminating in the Broadmeadow Estuary.

FUNCTION AND ROLE OF MAIN STREET

Key to the success of Swords will be the consolidation and strengthening of the role of Main Street, while ensuring the integration of any Town Centre expansion. To this end a detailed review of Main Street is critical.

Swords Main Street has a strong ground floor small retailer presence, with a mix of specialist shops, cafés and small scale convenience outlets. Small offices are distributed around the Town Centre predominantly at first floor levels. In terms of evening uses, there are 4 public houses addressing Main Street, 3 restaurants and 6 take-aways. The evening economy is currently limited in its variety and extent.

Swords retail and commercial core is unsuitable for large format retailers due to its historic tight urban grain and plot sizes, which has resulted in the extension of the retail area to the Pavilions site. The extension of the shopping core from the Main Street to the Pavilions has allowed the retail core of Swords to develop in close proximity to the Main Street, whilst retaining the historic character and role of the Town Centre. However, connectivity between the Main Street and the Pavilions site is currently poor, with a limited number of visitors to the Pavilions attracted to the Main Street. The Council offices and other offices/services on Main Street currently sustain flow between the 2 areas. However, a reverse attraction to Main Street from the Pavilions Shopping Centre needs to be established. This is critical in the event of the retail core extending into the Crowcastle/Barrysparks lands adjoining the Metro North Stop.

For Swords Main Street to develop, emphasis must be placed on the diverse range of activities and attractions within the core area and its amenity value. The existing potential cultural/recreational attractions are the Castle and its Park, the riverside walk to the west of Main Street, the Ward River Valley Park, and proximity to the round tower. While these facilities are within the core, they are poorly developed. The Castle is not clearly visible from Main Street given the buildings in front of it; the riverside walk is of a poor quality in terms of surface treatment with buildings currently turning their back on the river; and access to both the Ward River Valley and the round tower are very poor. In terms of accessibility, car parking facilities are limited within the Town and public transport services are inadequate. Facilities for cyclists are poor, with only a limited network in isolated sections of the Town. (See 'Environment Concept' diagram).



SWORDS

AN EMERGING CITY

Strategic Vision

- Key:**
- Commercial corridor
 - Green corridor
 - Parks and open spaces
 - Existing and proposed nodes

Title
Swords Town Centre
Environment Concept Diagram

Director of Services: Gilbert Power
Senior Planner: Rachel Kenny
Prepared By: Maryna O'Shea
 Ulla O'Neill
Drawn By: MK

Scale: not to scale **Date:** 23.04.08



Planning Department,
County Hall, Main Street,
Swords, Co. Dublin

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SWORDS
AN EMERGING CITY
Strategic Vision

- Key:**
- Commercial / Residential
 - Civic / Community
 - Retail / Commercial
 - Existing nodes
 - Parks and open space
 - Historic landmarks
 - Vehicular and pedestrian access
 - ⋯ Pedestrian route/pedestrian priority route

Title
Swords Town Centre
Existing Character and Movement Strategy

Director of Services: Gilbert Power

Senior Planner: Rachel Kavanagh

Prepared By: Mairead O'Shea
Lina O'Leary

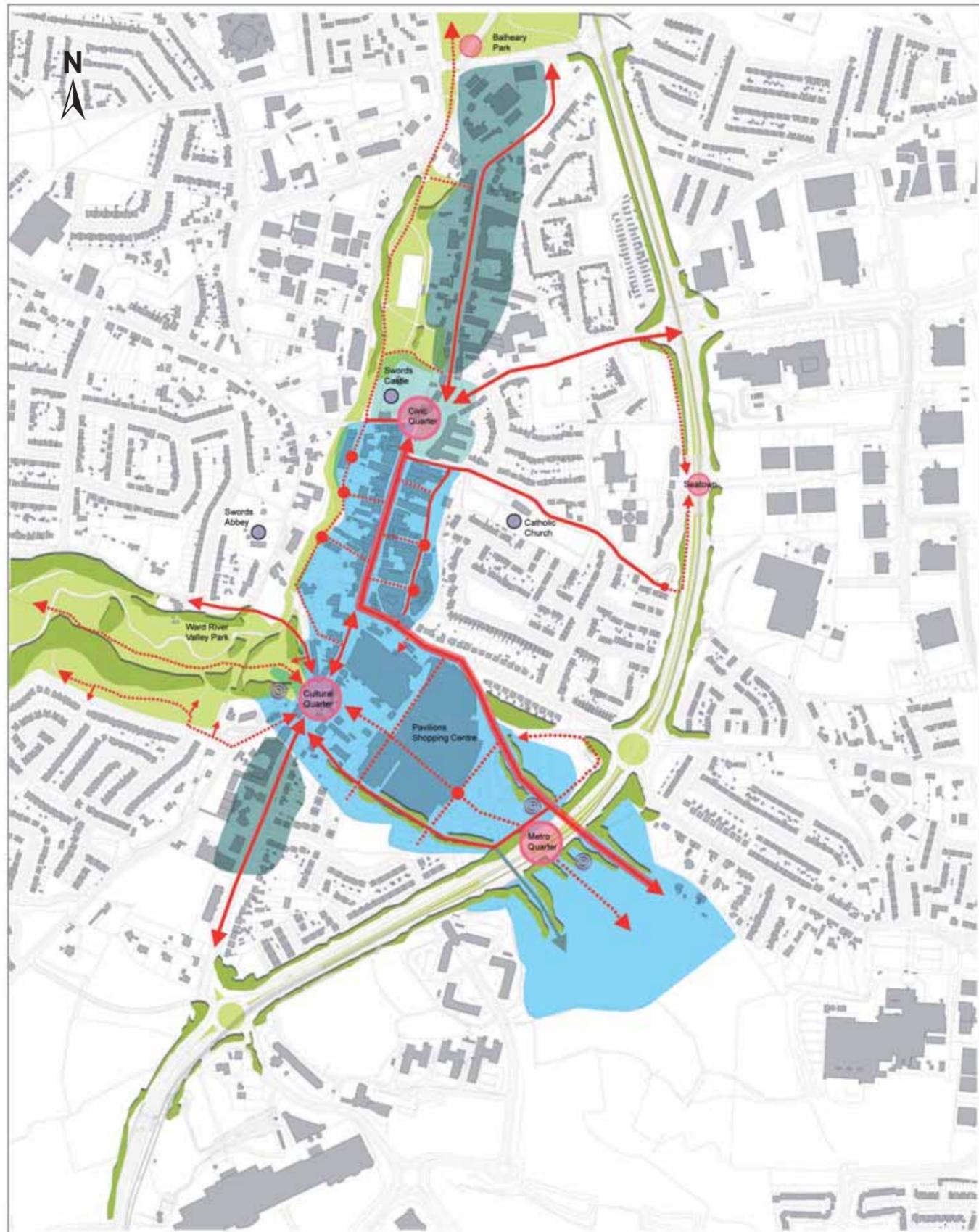
Drawn By: JAKK

Scale: not to scale **Date:** 23.4.08

Fingal County Council
Catharine Conroy Phelan Gull

Planning Department,
County Hall, Main Street,
Swords, Co. Dublin

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SWORDS
AN EMERGING CITY
Strategic Vision

- Key:**
- Commercial / Residential
 - Civic / Community
 - Retail / Commercial
 - Existing and proposed nodes
 - Parks and open space
 - Historic landmarks
 - Vehicular + pedestrian access
 - ⋯ Pedestrian priority
 - Prioritisation for buses taxis and bicycles
 - Possible secondary link over R132
 - Opportunity for landmark building

Title
Swords Town Centre
Proposed Town Centre Strategy

Director of Services: Gilbert Power

Senior Planner: Rachel Kavanagh

Prepared By: Mairead O'Shea
Lina O'Leary

Drawn By: JAKK

Scale: not to scale **Date:** 23.4.08

Fingal County Council
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Planning Department,
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KEY NODES OF ATTRACTION

To ensure the vibrancy and activity of Swords Main Street is developed into the future, it is proposed that there will be 3 key nodes of attraction in the Town Centre which will build upon the existing character areas of the Town through the strengthening and development of links between the Main Street, the Pavilions Shopping Centre site and the Crowcastle/Barrysparks site. The Town Centre Nodes are the Civic Quarter, the Cultural Quarter and the Metro Quarter [see map – Proposed Town Centre Strategy]. There are 2 ancillary nodes identified, these being Balheary Park and the proposed Leisure Node within the south-eastern extent of the Crowcastle/Barrysparks land [see Town Centre Environment Concept Diagram]. While these 2 nodes are considered important in the future expansion of the town, they will not be fully defined or designed pending the preparation of a Local Area Plan(s) for these areas.

The Town Centre nodes are described as follows:

1. Civic Quarter:

It is proposed to build on the evolving civic core uses at the junction of Main Street/North Street where the existing grouping of civic uses include the Council offices, the Courthouse, and the Castle, which was the historic governing centre of the Town. This area at the junction of Main Street/North Street shall be designated as a Civic Quarter, where it is intended to build on the existing location of specialised uses in this area, thereby strengthening the attraction of the northern end of Main Street. As part of the enhancement of this area, a public realm strategy will be developed and implemented in front of the Swords Castle at the junction of Main Street/North Street.

2. Cultural Quarter:

Swords is at present poorly represented in terms of its cultural attractiveness. To this end, a Cultural Quarter is proposed at the southern end of Main Street/Dublin Road. The Cultural Quarter will serve as the terminus of Main Street to the south and the Civic Quarter will complement this at the northern end.

The Cultural Quarter will include culturally focussed uses, such as a town library, theatre, galleries and arts centre. It is envisaged that the library and theatre will be of a scale similar to that provided at Blanchardstown. This area will accommodate a direct pedestrian connection through the Pavilions site to the Metro Quarter and links into the Ward River Valley Park. A public square will be the central focus and setting to cultural buildings and the scale of the public space will be capable of supporting outdoor performance, outdoor dining, performance art, promenade as well as meeting/seating spaces.

3. Metro Quarter:

Swords Town Centre will be served by a Metro North stop located centrally on the R132 in proximity to the Pavilions Shopping Centre and Crowcastle/Barrysparks site. This is the primary stop serving Swords Town Centre and therefore it will have a number of important functions/roles. The Swords Metro North stop will be distinguished from the other Metro North stops by the following elements:

- A high quality well designed public realm plaza above the Metro line;
- An accessible public transport interchange point for buses, taxis and cyclists over the R132;
- An integrated movement network, which accommodates vehicular movements routes east and west under the R132;
- High-quality and architecturally significant Town Centre developments east and west of the stop, which will be fully integrated with the stop.

This area will become established as the Metro Quarter and will form a vital orientation node for those arriving in Swords.

CHARACTERISTICS AND URBAN DESIGN PARAMETERS FOR MAIN STREET

As part of the Masterplan for Swords Town Centre, an urban design framework for Main Street will be developed which will seek to enhance the Town's unique historic character and develop its multifunctional role alongside its growth and expansion. The key elements of the urban design framework are set out below and will be further explored within the Masterplan.

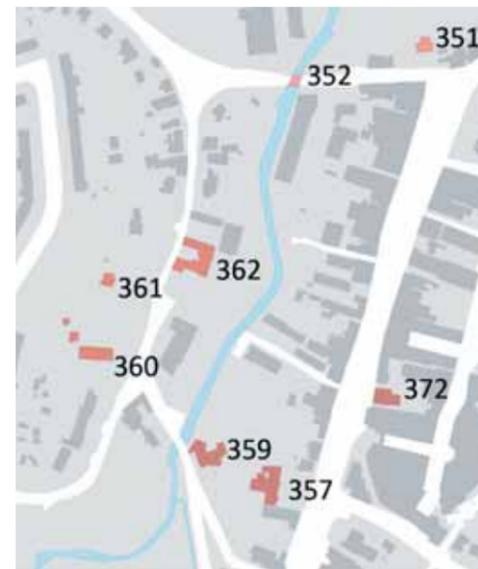
Protected Structures

In order to achieve the vision for Swords as a vibrant multi-functional centre, it is important to take stock of the existing qualities of Main Street, in particular its historic influences.

New buildings and public realm improvements should complement the existing protected structures, historic streetscape and high quality of architecture.

Views should be protected at the following locations:

1. Views of Swords Castle from Main Street and Dublin Street.
2. Views to the historic core of Swords at St. Columba's Church and round tower from Main Street and Well Road.
3. Views to the spire of St. Columcille's Roman Catholic Church from New Street/Forster Way.



- 351 Swords Castle
- 352 Mill Bridge
- 357 Old Borough School
- 359 The Old School House Restaurant
- 360 St Columba's Church (C of I)
- 362 Old Vicarage
- 372 National Irish Bank



Views to be protected

Building Heights and Massing

The western edge of Main Street has developed at a low rise scale, predominantly featuring two-storey terraced buildings. The individual buildings contain a variation in their heights from ground to eaves through variation in roof pitch angle and the internal floor to ceiling heights. The roofscape and variation in the scale and massing of buildings provides a richness of character along this western edge. To the eastern edge of Main Street there are numerous recent modern infill buildings, which have increased heights to 3-5 storeys at the northern and southern edges of the street, creating a denser feeling.

The design of new developments should retain the prevailing heights either side of Main Street, while also accommodating variation in the pitches to the street's roofscape to the west of Main Street. The consistent storey heights within the Town Centre should not be broken by inappropriately tall buildings, particularly around Swords Castle, the County Hall and St. Columcille's Church. Within the backland areas adjacent to the Ward River to the west of Main Street is the most suitable area for buildings of up to 5 storeys, given its topography relative to the Main Street. The variation in the pitches of the streets roofscape to the west should be retained. Flat roofed infill developments fronting Main Street should not be facilitated in an effort to preserve the existing character.

Development Block Size

Swords Town Centre block layout is typically organic in form and layout, with a variety of block sizes. As a result they exhibit a human scale and finer pedestrian grain, with a choice of interconnecting streets and routes. To the west of Main Street blocks are typically 80m in depth and 140m wide. In contrast the east of Main Street displays proportions in the range of 40m wide by 50m long.

New block structures should include some flexibility and variation in size and shape, to promote the organic form of the Town Centre, while maintaining the prevailing block dimensions. Opportunities exist to complete the block formation in the backlands to the Main Street.

Urban Grain

The historic narrow frontage approach on the western edge of Main Street establishes a building line of linked dwellings and continuous building frontage. Building widths range on average from 8-10m. On the eastern side of Main Street there has been a loss of grain over the years where plots have been amalgamated. This has detracted from the overall character of the street. As such, the building widths are much wider with an average dimension of 15-20m.

New development can address the established grain through façade design with variations in the façade composition to echo the historical grain pattern.



Architectural Features

Many older properties along Main Street have a vertical emphasis to their character, having narrow frontages of mostly two storey. In order to achieve a delicate balance between the historic elements of the town, new development should contribute positively to the character of the streetscape through the use of new and innovative design proposals and materials, while respecting the existing architectural context. New development should incorporate the basic shop front design elements which support the traditional character of Main Street and be of a proportion and scale commensurate with the historic character of the Town Centre. The Masterplan will establish and develop these principles further.



Connections

Permeability and connectivity are key to the success of the growth and expansion of Swords Town Centre. The Main Street is dominated by heavy traffic flow and could be more pedestrian friendly.

The proposed Masterplan for Swords Town Centre will address public realm improvements, such as the widening of pavements along Main Street, improved public realm around Swords Castle, as well as at the junction of Main Street and Malahide Road. Improved connectivity will also be supported through the use of well signed pedestrian routes between the Metro, the Pavilions Shopping Centre and Main Street.

Traffic Management and Parking

Main Street is a vibrant but congested area, with car traffic and parking dominating the public realm.

As part of the proposed Masterplan, a car parking strategy for the Town Centre will be examined including the potential of introducing a pedestrian and public transport prioritisation scheme.

Development Opportunities

A number of opportunity sites have been identified. These represent significant opportunities for delivering environmental and economic benefits to Swords. The Masterplan for Swords Town Centre will include site development briefs for these areas to ensure that future development proposals adhere to the principles of good design and contribute to the achievement of the overall vision for Swords.

Expansion of the Retail Core of Swords

EVOLVING SHOPPING NEEDS

The Council's preliminary retail assessment for Swords will inform the Swords Retail Strategy 2008, which is currently being prepared and will be published with the Masterplan, when complete. The preliminary retail assessment indicates that there is an underprovision of comparison retail space within the Town Centre and as a result Swords is underperforming as a Level 2 Major Town Centre. Although the Pavilions Shopping Centre and the Penneys scheme have significantly enhanced the offer and attraction of the Town, there is very limited representation of the current key international high street comparison retailers. As a consequence, people in the town and its catchment area are travelling to other centres to meet these qualitative middle and higher order brand shopping needs. If Swords is to sustain and enhance its role, importance and competitiveness in a regional and local retail hierarchy then it must develop its comparison retail offer.

There are two significant MC (major town centre) zoned lands within close proximity of Swords' Main Street, which have capacity for additional retail development. These areas are the **Pavilions Shopping Centre** and the **Crowcastle/Barrysparks lands** to the east of the R132. The expansion of the Town Centre through the Pavilions lands to the future Metro North stop at the R132 and the Crowcastle/Barryspark lands presents a unique opportunity to bring a new dynamic and cohesiveness to the Town Centre.



PAVILIONS SHOPPING CENTRE EXPANSION

The Masterplan will address in full detail the issues relating to the expansion of the Pavilions site. It is vital that this expansion takes place in a well planned and integrated manner. Set out below are some of the issues which will be addressed in greater detail:

Constraints and Opportunities

Existing Constraints:

- Traditional Shopping Mall format of the Pavilions does not facilitate linkages east to west between Dublin Street/Main Street and the proposed Metro North stop.
- Protection of existing residential amenity to the south within Carlton Court and to the north within Longlands.
- Potential barrier of R132 and Metro North line between MC zoned lands east and west of the R132.

Existing Opportunities:

- Improve connectivity and permeability between Pavilions site and Main Street.
- Create new linkages between Cultural Quarter, Metro Quarter and Crowcastle/Barrysparks lands.
- Opportunity to create a permeable network of streets and public spaces integrating with the Town Centre.
- Development of the Metro Quarter to the east and gateway entrance into Swords Town Centre.
- Introduction of a Mixed-use Town Centre, with greater levels of retail, office, commercial and leisure elements further enhancing the attractiveness of the Town Centre.
- Development of landmark and high quality architectural and environmental standards.

Urban Design Principles

The Council will promote high standards of urban design and contemporary architecture in any future development within the subject lands, to ensure the creation of a high quality modern built environment with a definite sense of place and fully integrated within Swords Town. An urban design plan will be required to guide the development of these lands. Future development would likely be required to comply with the following objectives:

Physical Context

- To provide for appropriate integration of development with the Swords Town Centre Metro Stop.
- To provide for the development of an attractive strong urban form and buildings with attractive elevations, which will address the R132 and the proposed Metro Plaza.
- To provide for an appropriate relationship/interface of development with adjoining residential developments.



Land Use: Mixed Use Quarter [see 'Indicative Use Plan']

- To promote a mixed use, retail led, development, which will integrate with the evolving Swords, adding to its vitality and sustainability. The mix of uses will include, retail, office, hotel, residential, social, and cultural, and will be arranged in a layered strategy from within a legible street pattern.
- To promote the creation of active ground floor frontages of shops, cafes and services and the integration of residential entrances within the scheme along 24 hour routes.

Urban Structure

- To provide for a clearly defined street hierarchy. Each street will be designed according to the core principle that the street is a space, a place of containment and activity rather than simply a movement and access route. The scale and character of each street, its width, and the height of buildings along it shall relate to this hierarchy. A high degree of permeability will be provided throughout the street network.
- To provide for a network of high quality public spaces and urban squares/ civic spaces.
- To provide for a number of 'landmark' buildings to give a 'sense of place' and punctuating key 'places' within the area.
- To ensure that the public realm is characterised by a high standard of design, quality finishes and treatments, including hard and soft landscaping.

Making the Connections

- To provide for a legible and permeable high quality urban environment, readily recognisable and easy to move around.
- To provide for a network of well-designed safe, direct and attractive pedestrian and cycle routes throughout the development lands and linking these lands to Main Street and the Cultural Quarter (to the west) and to the Metro Quarter and Crowcastle/Barrysparks lands (to the east).

Public Realm

- To ensure that the public realm is characterised by a high standard of design, quality finishes and treatments, including hard and soft landscaping.

Detailing the Place

- Buildings to be of contemporary design and incorporate quality architectural treatment, materials and finishes.
- A coherent palette of materials utilised in both buildings and paving to give a strong character to the extension of the retail core.
- Design and layout to incorporate principles of passive surveillance to encourage a community atmosphere and to discourage anti-social behaviour.
- Dual aspect incorporated into the design of all apartments/dwelling units within the development site [single aspect north or northeast facing units will not be acceptable].
- Private and public areas to be clearly delineated. Private areas protected from undue overlooking and public areas easily accessible and overlooked by development.
- Information and commercial signage should be of modern high quality design.
- Roof mounted plant rooms should be integrated into the overall design of buildings avoiding significant areas of flat roofs with plant randomly distributed over them.
- Loading bays, outdoor storage areas, refuse disposal, oil tanks, ESB substations, gas metres and other service structures or areas should be screened and not visible from public roads or public spaces.
- All boundary treatments to be appropriately designed with high quality finishes.

Future Landscape Strategy

A Landscape Plan will be needed for the subject lands, addressing in particular the following:

- Providing for structure landscaping within the lands
- Implementation of strategic landscaping in advance of development, where such planting is identified as being necessary to mitigate any potential impact relating to proposed development.
- Landscaping proposals for the 'public realm providing for a consistently high standard of landscaping [both hard and soft] of the public realm including significant tree planting.

Application of Street Hierarchy, Design and Permeability Principles

In order to enable integration with the surrounding street network and access to the amenities within the historic core, it is vital that future development at the Pavilions site incorporates a series of interconnecting streets linked by key public spaces. This is a move away from the existing situation whereby the Pavilions Shopping Centre is a stand alone development with internal mall movement.

The Masterplan will support the development of a hierarchy of internal streets within the Pavilions site which will ensure a permeable and legible network, connecting the Metro Quarter, Cultural Quarter and Swords Main Street [see 'linkages and permeability' map]. It is envisaged that a direct pedestrian street will traverse the site east-west, 'Central Street', thereby providing a direct link between the Cultural Quarter and the Metro Quarter. This primary central route will be supported by a number of primary, secondary and side streets running east-west and north-south, allowing for a mix of pedestrian and cyclist use through the site, with cars/public transport movement around the edges. All primary streets will encourage 24 hour public access, while new secondary (retail) streets and existing internal streets (within the Pavilions) will promote longer public access (up to 18 hours).

The Metro Plaza (which is an integral element of the Metro Quarter) will be located above the R132 and therefore to ensure integration with the adjoining development lands of this public space and transport interchange, the proposed streets within the Pavilions site will cover 2 levels, connecting ground level (level 0) in the west of the Pavilions site with a new upper ground level (level +1) above the Metro plaza. The transition between these levels is likely to take place over a gradual pedestrian friendly slope in the centre of the scheme, with provision for retail below the new ground level as well as at the sloping +1 level.

To the north of the scheme the sloped street, 'The Rise', will be an important street as it offers a 24 hour connection from the Metro plaza to the Malahide Road and onto Swords Main Street via the Pavilions site. The Rise is envisaged as an inclined street, which climbs from existing ground level on the Road to level +1 at the Metro Plaza and can accommodate a feeder bus route to this location, connecting with the Crowcastle/Barrysparks lands east of the R132.

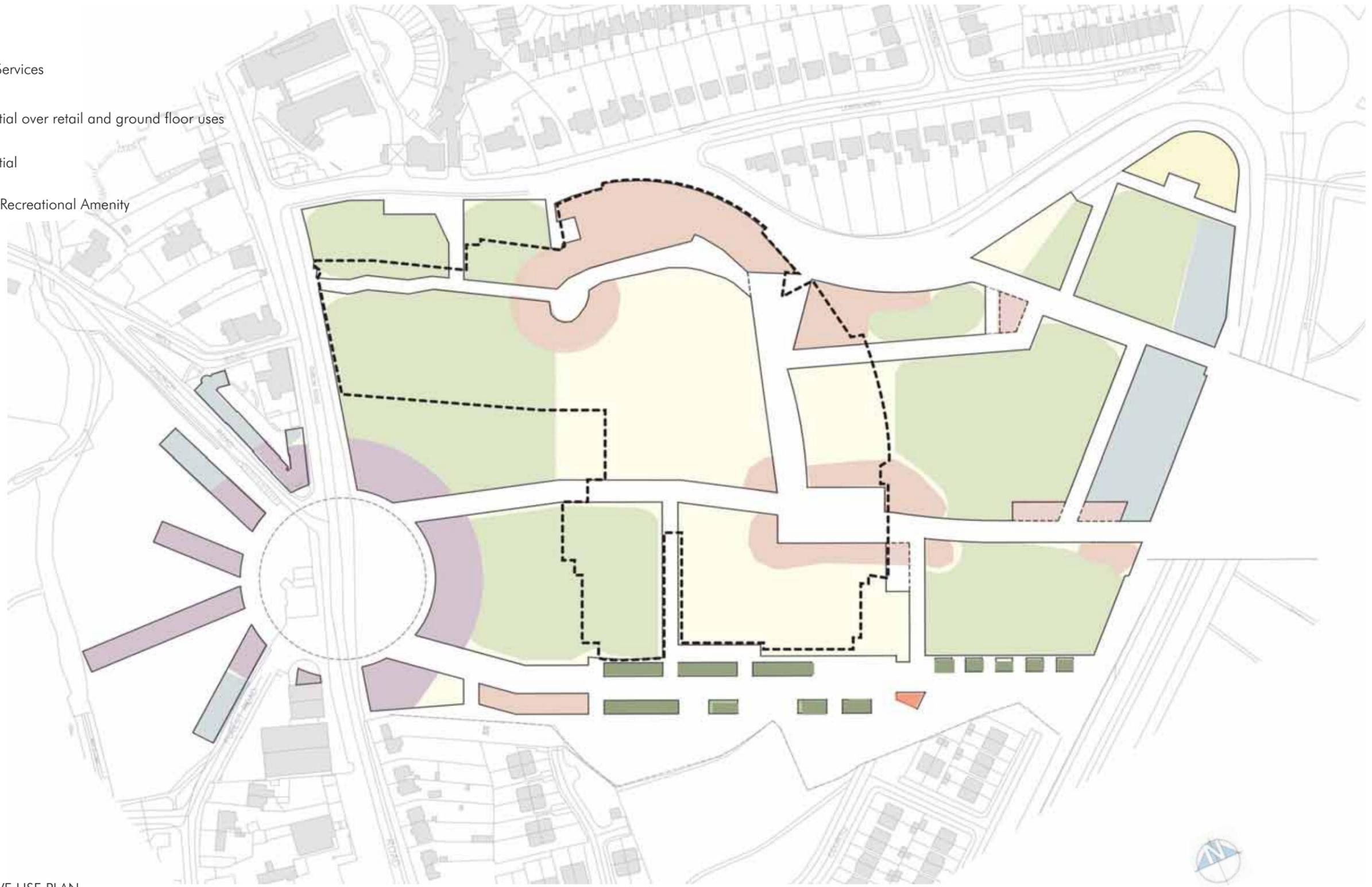
The proposed network of streets within the Pavilions development will be distinguished in character via:

- Width to height proportions, which will reflect the primacy of the streets within the scheme. Daylight criteria will govern the width-height relationship.
- Primary use, for example retail, residential access, office use etc, will result in differing street widths and materials.
- Street enclosure – whether they are sheltered streets with glazing or unsheltered streets. The purpose of the sheltered streets is to protect shoppers against inclement weather conditions, while at the same time facilitating a network of movement within the scheme which is more akin to a town centre environment than a shopping mall.

It is envisaged that the sheltered streets will relate to the

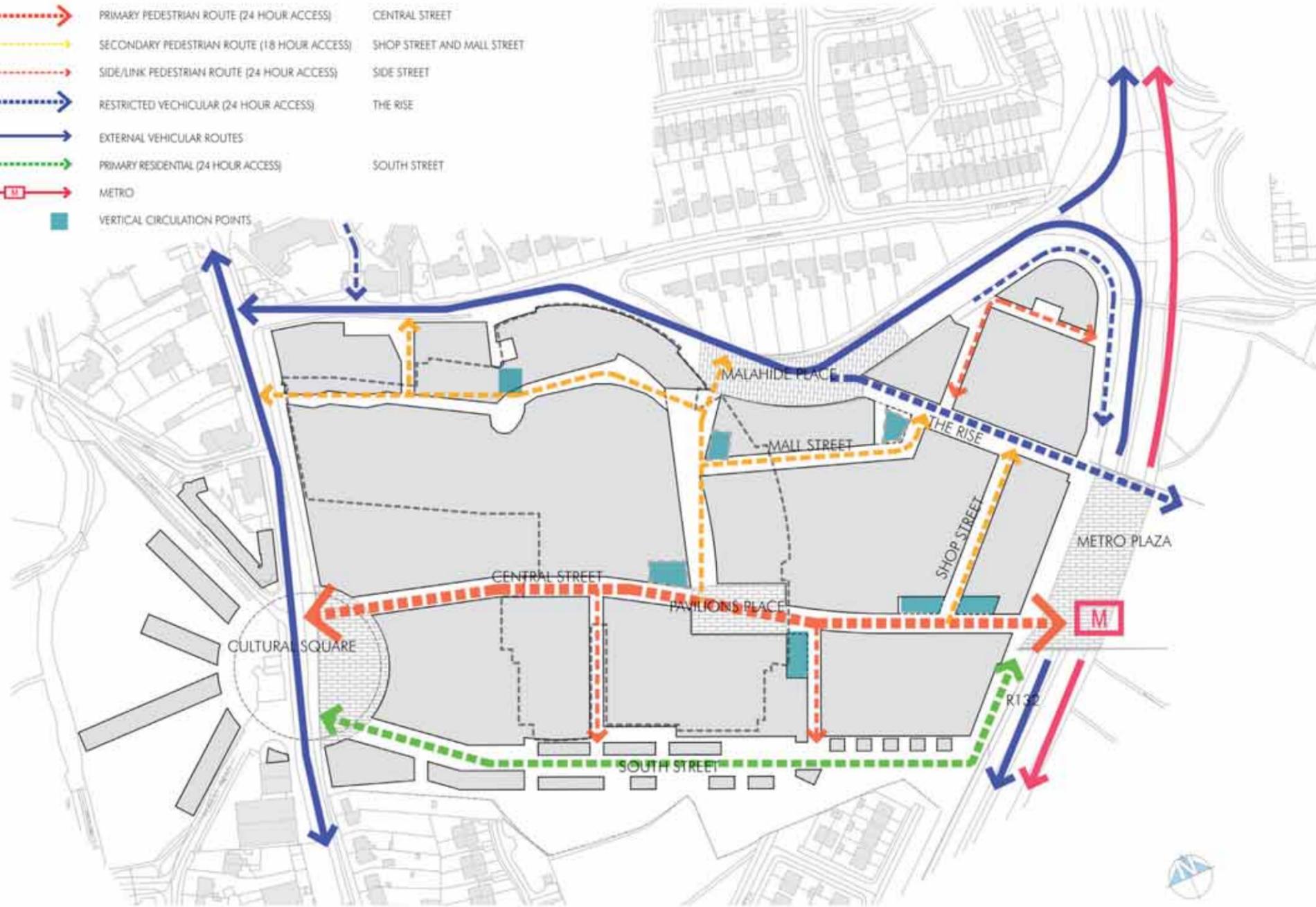
- (i) Main route from the west of the Culture Quarter along Central Street to the Metro Plaza
- (ii) Northern street, The Rise, linking Malahide Road with the Metro Plaza
- (iii) Important retail frontages of Mall Street and Shop Street.

- Retail
- Cultural
- Office/Services
- Residential over retail and ground floor uses
- Residential
- Service/Recreational Amenity
- Hotel

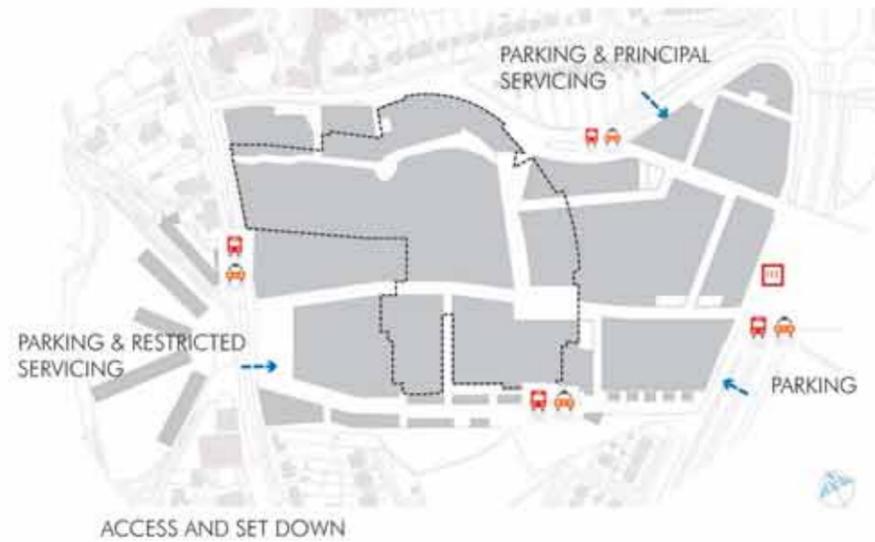
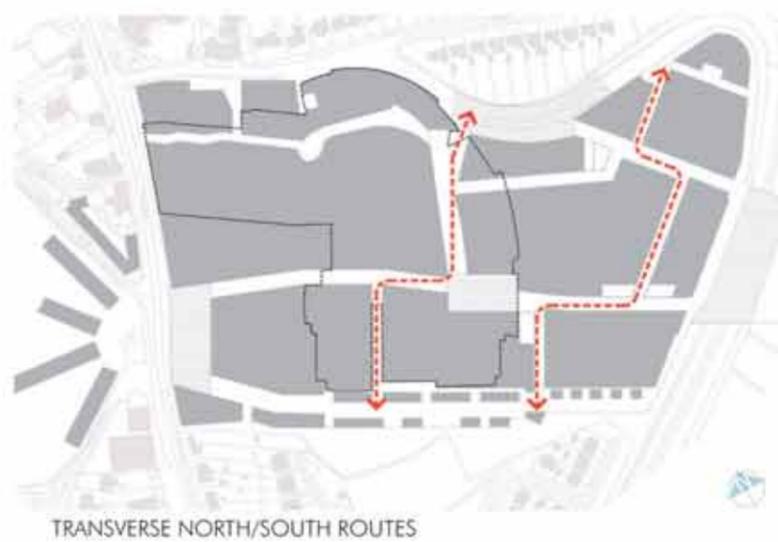


INDICATIVE USE PLAN

LEGEND	PURPOSE	NAME
	PRIMARY PEDESTRIAN ROUTE (24 HOUR ACCESS)	CENTRAL STREET
	SECONDARY PEDESTRIAN ROUTE (18 HOUR ACCESS)	SHOP STREET AND MALL STREET
	SIDE/LINK PEDESTRIAN ROUTE (24 HOUR ACCESS)	SIDE STREET
	RESTRICTED VEHCULAR (24 HOUR ACCESS)	THE RISE
	EXTERNAL VEHICULAR ROUTES	
	PRIMARY RESIDENTIAL (24 HOUR ACCESS)	SOUTH STREET
	METRO	
	VERTICAL CIRCULATION POINTS	



LINKAGES & PERMEABILITY



STREET HIERARCHY
STREET COMPARISON



GRAFTON STREET - WIDTH = 14.8M



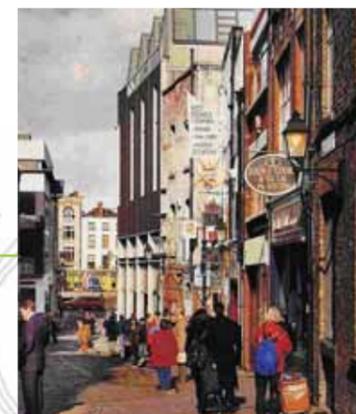
SOUTH KINGS STREET - WIDTH = 14.1M



WICKLOW STREET - WIDTH = 10.2M



VICTORIA SQUARE - WIDTH = 10.5M



FOWNES STREET, TEMPLE BAR - WIDTH = 8.5M



COW'S LANE - WIDTH = 9.0M



ACCORDIA CAMBRIDGE, UK



BARKING RIVERSIDE, UK

1.

2.

3.

4.

5.

6.

7.

8.



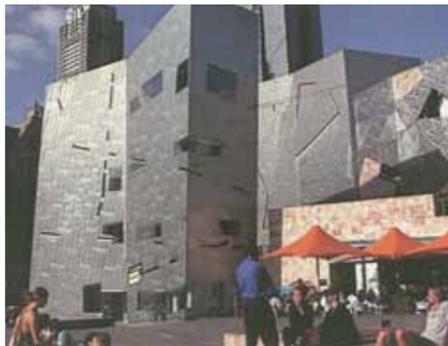
Beursplein, Rotterdam



Canary Wharf, London

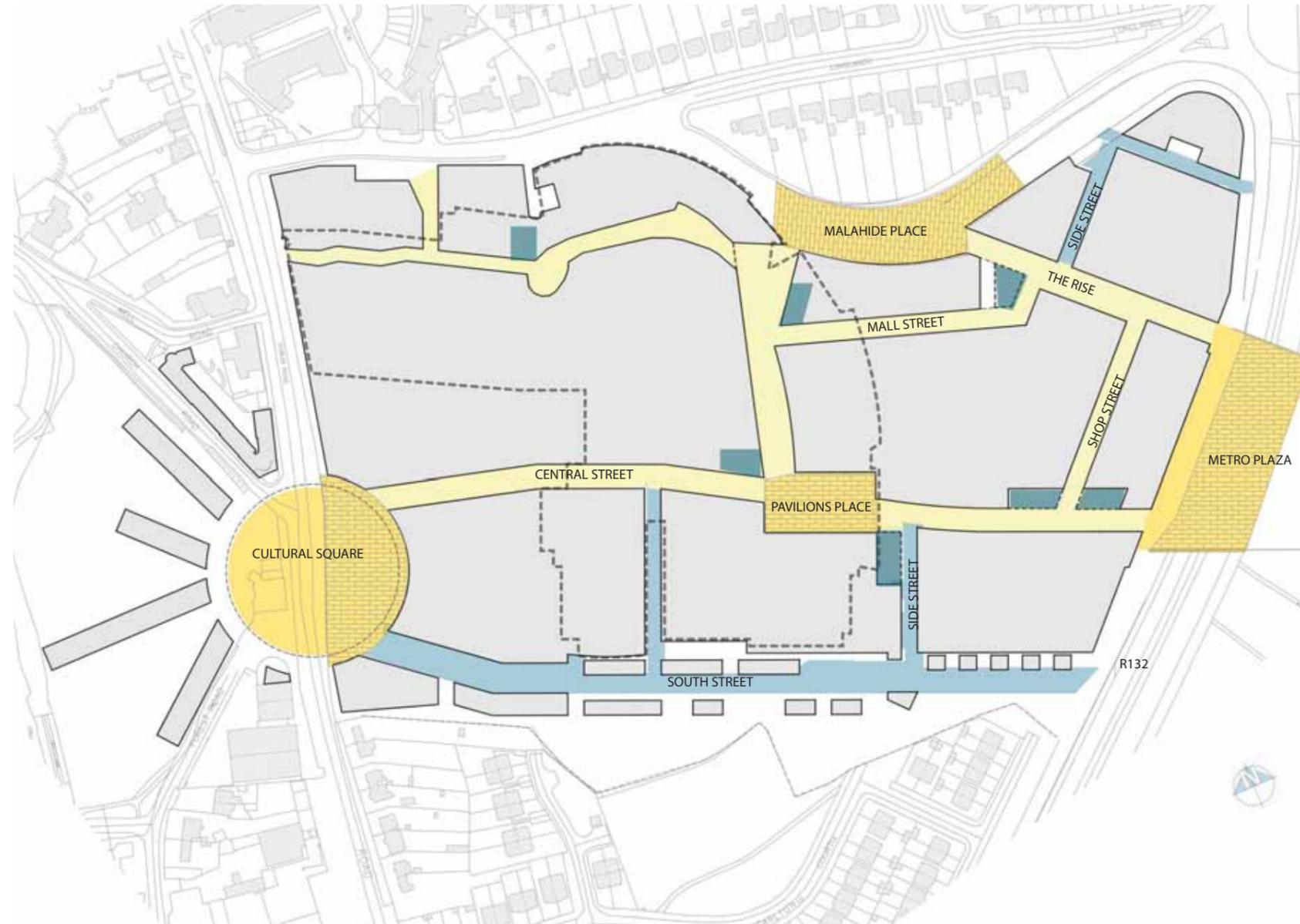


Covent Garden, London



Federation Square, Melbourne

PUBLIC REALM - KEY SPACES & ROUTES



LEGEND

- LOCATION OF PUBLIC SPACE
- PRIMARY AND SECONDARY STREETS (INCLUDING CENTRAL ST, THE RISE & IMPORTANT SHOPPING STREETS)
- SIDE STREETS AND RESIDENTIAL STREETS
- VERTICAL CIRCULATION POINTS BETWEEN LEVEL 1 AND LOWER LEVELS



Victoria Square, Belfast



Temple Bar Square



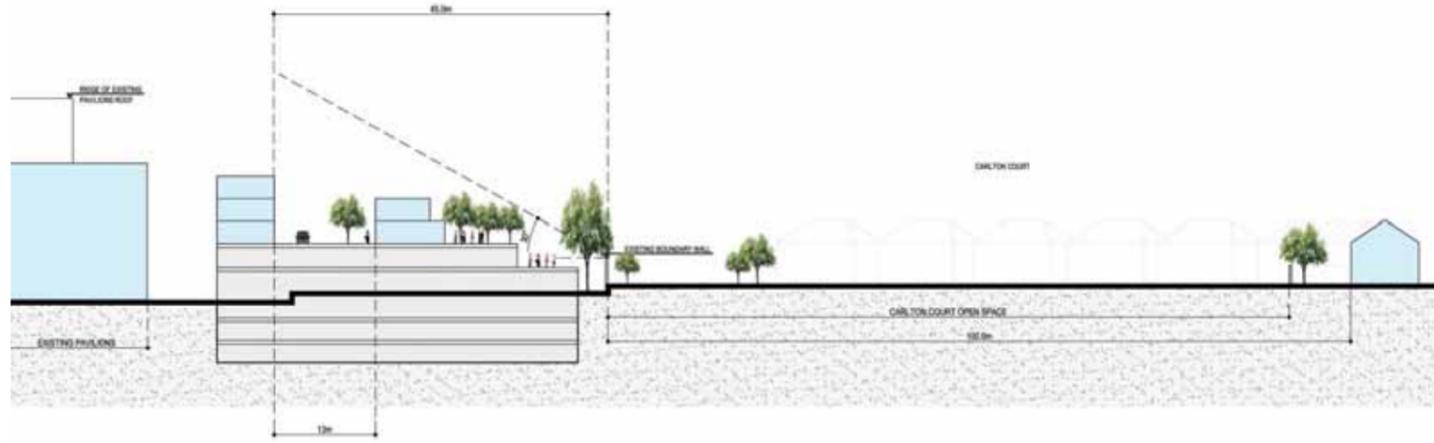
Landscape and Surface Treatment



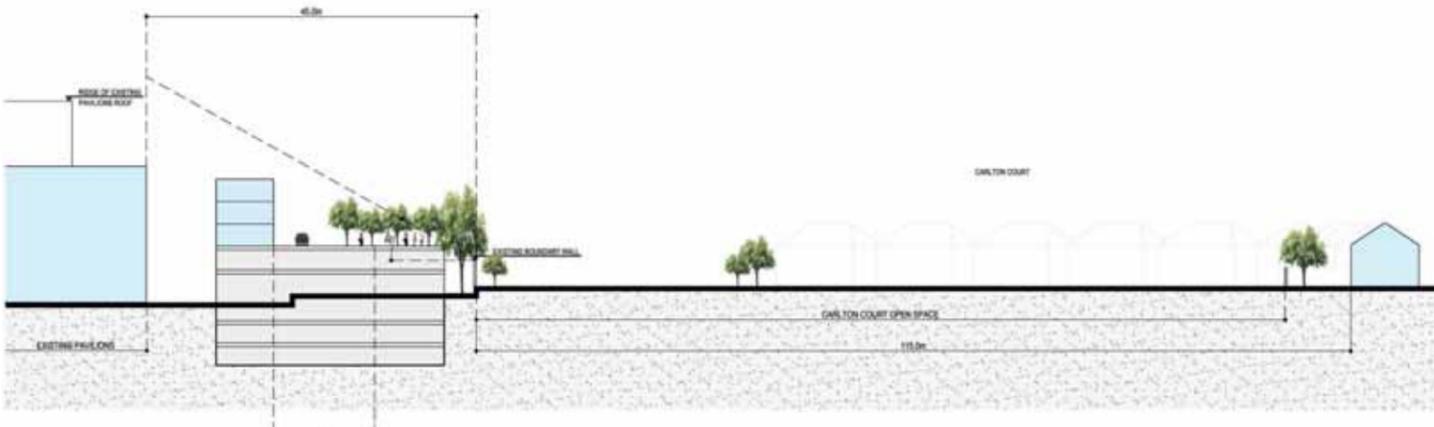
Bull Ring, Birmingham

Residential Amenity of Adjoining Properties to be Protected

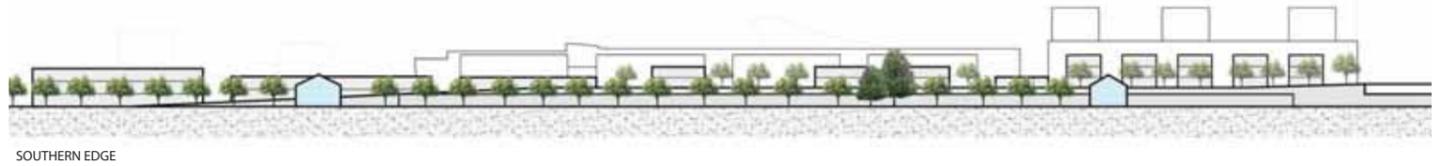
INDICATIVE EDGE SECTION 1.0 - SOUTHERN EDGE



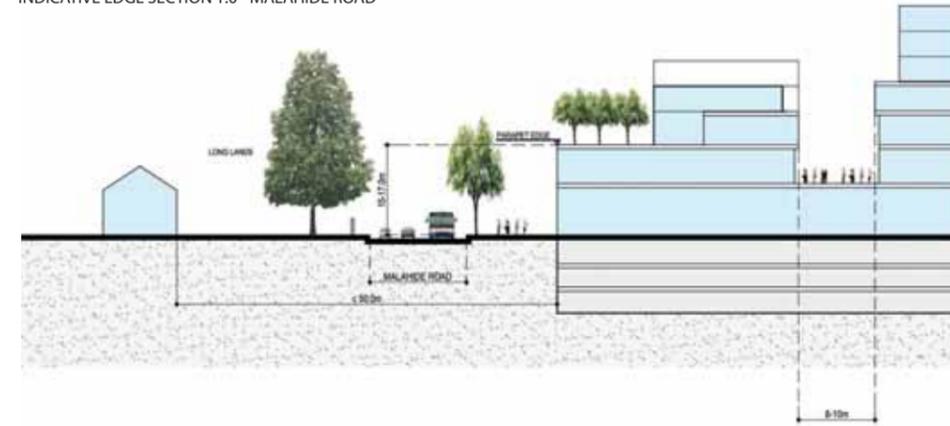
INDICATIVE EDGE SECTION 2.0- SOUTHERN EDGE



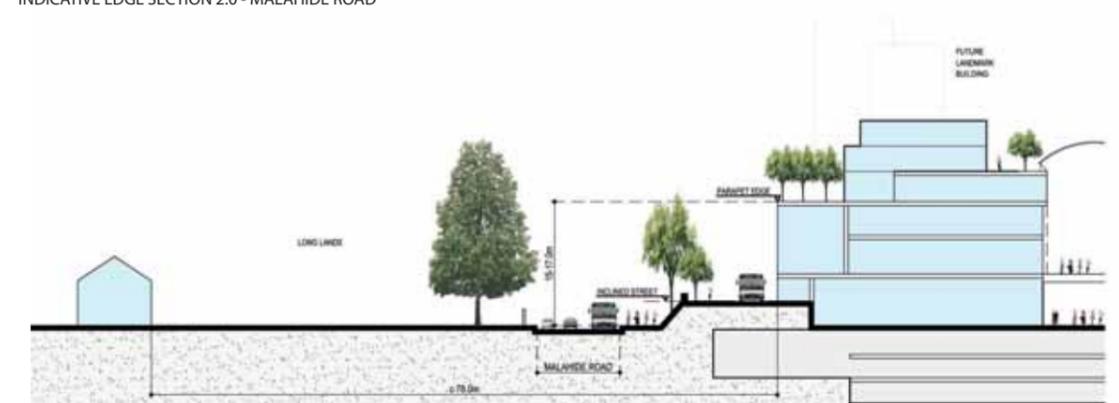
INDICATIVE EDGE ELEVATION 5.0 TO SOUTHERN EDGE



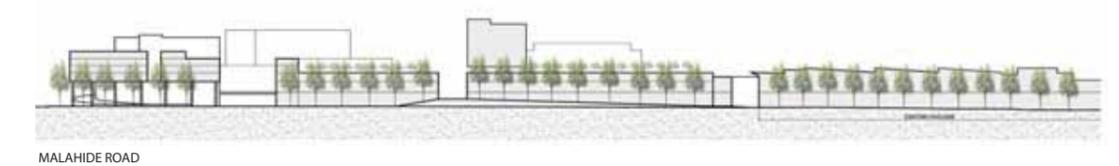
INDICATIVE EDGE SECTION 1.0 - MALAHIDE ROAD



INDICATIVE EDGE SECTION 2.0 - MALAHIDE ROAD



INDICATIVE EDGE ELEVATION 3.0 TO MALAHIDE ROAD



The provision of a protected environment must not prevent the permeability and/or accessibility proposed within the Masterplan. Design criteria within the Masterplan will define:

- The quality and technical requirements for the shelter structure and its relationship with the streetscape. The introduction of a shelter structure should not prevent the clear reading of the street along defined parapet lines and/or building facades rising above.
- The level of transparency of the shelter structure will help the reading of the streetscape.

Within the proposed development of the Pavilions site, new urban spaces will interconnect with the proposed street network [see 'Public Realm – Key Spaces and Routes' map]:

'Pavilions Place' will be a significant meeting/event space proposed along Central Street at the intersection with the existing internal mall. This space will be a major meeting and event space along the primary pedestrian thoroughfare of Central Street. It will be a significant meeting and event place (similar in dimension to Temple Bar Square, 45mx22m). It will be an urban space of a lesser scale of Metro Plaza and Cultural Square.

'Malahide Place' will be located at the intersection with the Malahide Road and entrance to the Pavilions scheme. This area will be a multi level space which will incorporate parts of the inclined street, The Rise, and incorporate a green corridor between the R132 and the Main Street

'Metro Plaza': This area will be an urban space with a strong identity and will create a very definite sense of place, identifiable as being the 'gateway' to Swords. The space will accommodate a major transport interchange, operating over 2 levels serving Metro North, Bus, Taxi, Cyclist and Car users. Buildings of high architectural and environmental standards will be designed to integrate with the Plaza.

'Cultural Quarter': This will become the main social and cultural space serving Swords Town Centre. It will be a major social collecting space, with a westerly aspect and include public and recreational uses about its edge. It will form an important link to the Ward River Valley Park. The scale of the space will be capable of supporting outdoor performance, outdoor dining, performance art, promenade as well as meeting/seating spaces

The new public realm will be planned over 2 levels throughout the Pavilions site,

1. At existing ground level (level 0) at the Cultural Quarter (to the west), rising within the Pavilions site toward the existing Pavilions building
2. At upper ground level (level +1) east of the Pavilions building towards the Metro Plaza.

It is important that an appropriate interface is provided with adjoining residential developments at Carlton Court and at Longlands. The north, east and south boundaries are considered as edges and should be co-ordinated with neighbouring lands to respond to the existing scale, use and character. The Masterplan will ensure the incorporation of measures to mitigate visual dominance of new development. To this end, a number of daylight/visual studies are underway. [see 'Indicative Edge Sections].

The Masterplan will develop further the above basic urban design and town centre principles to ensure the vitality and viability of Swords Town Centre is developed in an attractive and meaningful way.

■ CROWCASTLE/BARRYS PARKS TOWN CENTRE EXPANSION

The lands at Crowcastle/Barrysparks are subject to the provision of a Local Area Plan in accordance with Objective SWORDS 10:

'to prepare a Local Area Plan for 'MC' zoned land to the east of the Swords By Pass for the integration of major town centre lands east of Swords By-Pass with the existing town centre, for a transportation hub, retail and employment uses and the Swords Masterplan'.

The Local Area Plan for these lands will be prepared with regard to the requirements of DOEHLG Government Circular Letter SEA 1/08 & NPWS 1/08 dated 15th February and Directive 2001/42/EC, commonly known as 'SEA Directive'.

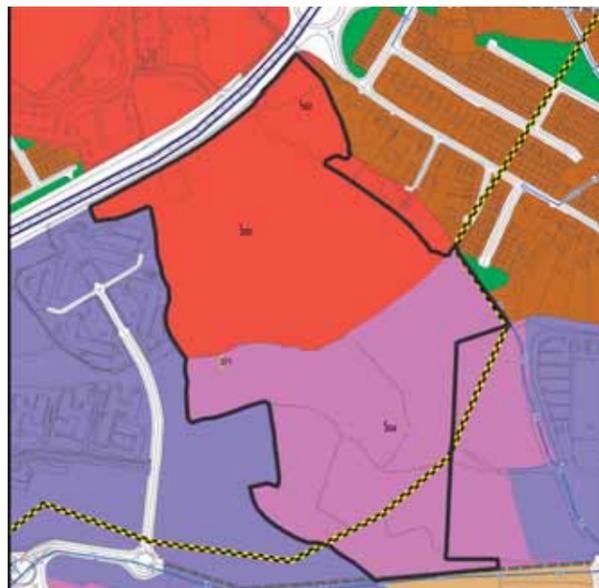
To the southeast of the existing MC zoning, are ST1 zoned lands. The proposed Variation to the CDP provides for a Local Objective D for inclusion on these ST1 lands at Barrysparks:

'To provide for high intensity employment generating and mixed use development, including residential, in accordance with an approved Local Area Plan. The LAP shall be prepared having regard to the uses permissible under proposed landuse zoning objective MEC (proposed table 14.5). The Local Area Plan will be subject to necessary future Variation(s) of the County Development, Strategic Environmental Assessment (SEA) and Appropriate Assessment. 1

Development which pre-empts or prejudices the preparation of the proposed LAP shall not be permitted, unless modest/minor extension or alteration to an existing permitted use on site'.

Together the MC and ST1 zoned areas form a landbank of approximately 20 ha of undeveloped lands. These lands, given their proximity to the R132 and Metro North are considered to form a strategic development area within the Metro North Economic Corridor.

A comprehensive LAP for the lands is required, which will address in full detail the issues relating to the expansion of the retail core of Main Street into MC



zoned lands to ensure the continued retail growth of Swords and the desire for a new mixed use urban quarter in proximity to the Town Centre. Set out below are some of the issues which will be addressed in greater detail at LAP stage:

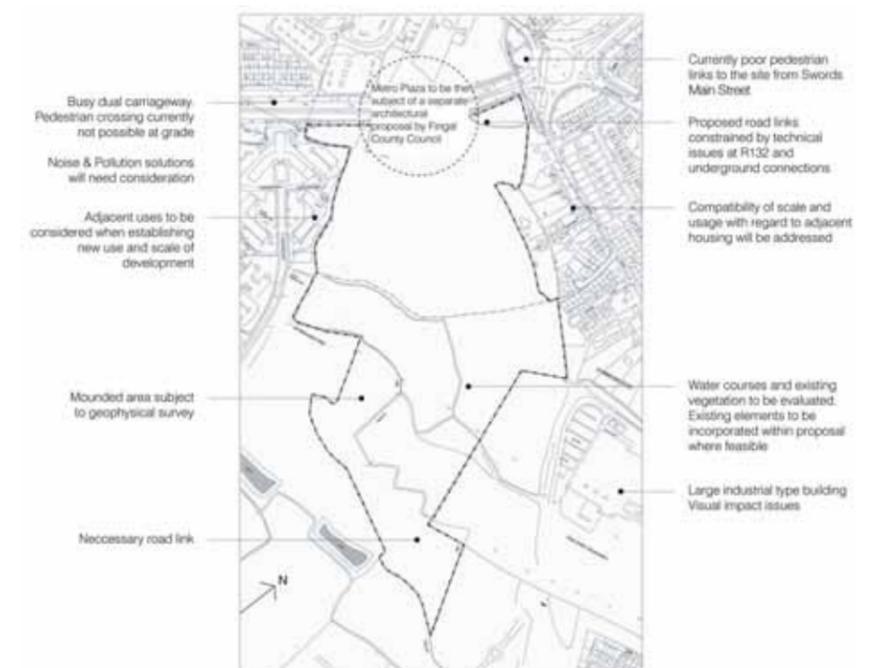
Constraints and Opportunities

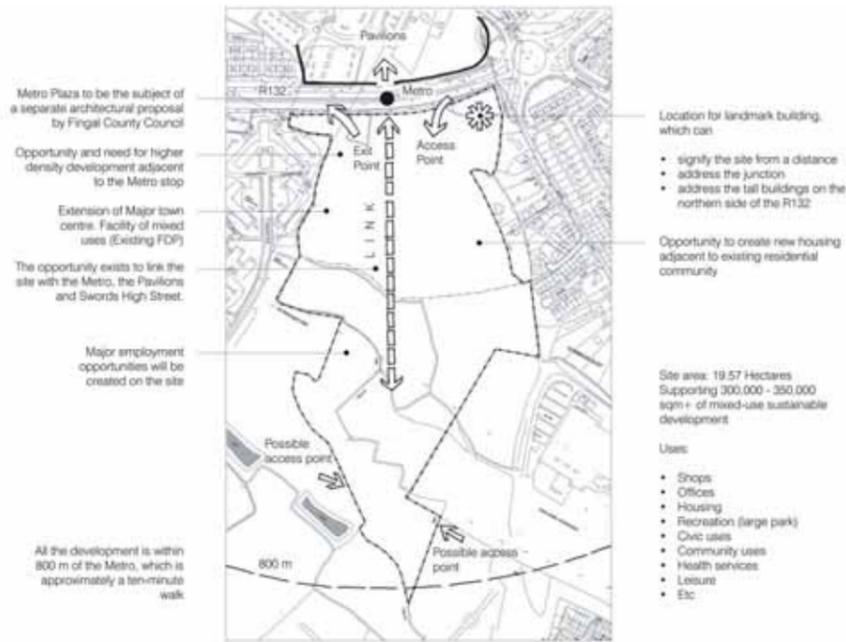
Constraints:

- Compatibility of future development with existing residential development adjoining the area.
- Compatibility of future uses within the adjoining Airside Business Park.
- Potential barrier of R132 and Metro North line between MC zoned lands east and west of the R132.
- Integration and compactness of the retail core may be negatively impacted upon by the scale and location of future anchors stores.
- Impact of development on streams within this development area, which flow into the Broadmeadow Estuary. The Estuary is designated as a SPA, cSAC, pNHA and a Ramsar site.
- Drynan link roads are not yet constructed.

Opportunities:

- Integration with Metro Quarter and improved connectivity with the Town Centre and use of public transport.
- Development of mixed-use retail, office, commercial and leisure elements, further enhancing the attractiveness of the Town Centre.
- Development of landmark and high quality architectural and environmental standards.
- Opportunity for a commercial leisure node to the southeastern edge of the ST1 lands which would support the developing community in this area and also contribute positively to the legibility of Swords by becoming part of the identified network of nodes within the Town Centre.





Urban Design Principles

The Council will promote high standards of urban design and contemporary architecture in any future development within the lands, to ensure the creation of a high quality modern built environment with a definite sense of place and fully integrated within Swords Town. An urban design plan will be required to guide the development of these lands and form part of the proposed LAP. Future development will also be governed by SEA and AA legislative requirements.

The development of these lands would likely be required to comply with the following objectives:

Physical Context

- To provide for appropriate integration of development east and west of the R132 with the Swords Town Centre Metro Stop.
- To provide for the development of an attractive strong urban form and buildings with attractive elevations, which will address the R132 and the proposed Metro Plaza.
- To provide for an appropriate relationship/interface of development with existing adjoining developments.

Land Use: Mixed Use Quarter

The future development of the Crowcastle/Barrysparks lands can accommodate a mixed-use community providing a range of activities and uses.

- To develop a high density range of town centre uses, including a suitable mix of retail, residential, leisure and commercial. The scale of retail development must be carefully considered to ensure that it does not negatively impact on the compact focus of the core retail area along Main Street, as well as at the Pavilions site. Compatibility of future uses will also need to be considered in respect of neighbouring lands.

Urban Structure: Street Hierarchy

- To provide for a clearly defined street hierarchy. Each street will be designed according to the core principle that the street is a space, a place of containment and activity rather than simply a movement and access route. The scale and character of each street, its width, and the height of buildings along it shall relate to this hierarchy. A high degree of permeability will be provided throughout the street network.
- To provide for a network of high quality public spaces and urban squares/civic spaces.
- To provide for a number of 'landmark' buildings to give a 'sense of place' and punctuating key 'places' within the area.
- To ensure that the public realm is characterised by a high standard of design, quality finishes and treatments, including hard and soft landscaping.

Making the Connections

- To provide for a legible and permeable high quality urban environment, readily recognisable and easy to move around.
- To provide for a network of well-designed safe, direct and attractive pedestrian and cycle routes throughout the development lands and linking these lands to the Swords Metro Stop, Pavilions lands and Main Street.
- To provide for a connection with the proposed Airside/Feltrim Link Road to facilitate future development.

Public Realm

- To ensure that the public realm is characterised by a high standard of design, quality finishes and treatments, including hard and soft landscaping.

Detailing the Place

- Buildings to be of contemporary design and incorporate quality architectural treatment, materials and finishes.
- Street frontage buildings designed to provide strong corner definition such that gables are generally avoided and the front elevation definition is continued to the side elevation thereby ensuring a 'seamless' transition at corners and junctions.
- Dual aspect incorporated into the design of all apartment/residential blocks [single aspect north or northeast facing units will not be acceptable].
- Design and layout to incorporate principles of passive surveillance to encourage a community atmosphere and to discourage anti-social behaviour.
- Traffic calming as an integral feature of the layout.
- Private and public areas clearly delineated. Private areas protected from undue overlooking and public areas easily accessible and overlooked by development.
- A coherent palette of materials utilised in both buildings and paving to give a strong character to this development area.
- Information and commercial signage minimised where they are required should of modern high quality design.
- Roof mounted plant rooms should be integrated into the overall design of buildings avoiding significant areas of flat roofs with plant randomly distributed over them.

- Loading bays, outdoor storage areas, refuse disposal, oil tanks, ESB substations, gas metres and other service structures or areas screened and not visible from public roads or public spaces.
- All boundary treatments to be appropriately designed with high quality finishes.
- To protect the built and archaeological heritage.
- To protect trees, woodlands and hedgerows identified to be of amenity value within the subject lands in so far as is practicable.
- To provide small equipped play areas as standard in all residential blocks.

Future Landscape strategy

A Landscape Plan/or a series of integrated Landscape Plans would be needed for the entire subject lands (ie. MC and ST1 lands) addressing in particular the following:

- Provide for the development of significant structure landscaping within the subject lands and in advance of future development to ensure that future development is visually integrated fully within this landscape.
- Landscaping proposals for the public realm providing for a consistently high standard of landscaping [both hard and soft] of the public realm including significant tree planting along the existing and proposed road network.
- Retention of existing trees, hedgerows and woodlands of amenity value within the subject lands in so far as is practicable.
- The provision of a network of well connected high quality public open spaces and civic spaces.
- The incorporation of surface water attenuation area[s] as a design feature within these lands.

The Crowcastle/Barrysparks development site is optimally located adjacent to the R132/proposed Metro North line. To the southeast of this strategic development area there is an existing dual carriageway, which is currently unfinished.

In order to develop an attractive and legible place with its own identity, the proposed LAP must ensure the creation of a network of streets and interconnected spaces within this mixed-use development.

It is important that the future development of the Crowcastle/Barrysparks area is integrated with the Metro Quarter and public transport interchange. Proposals to interconnect the roads beneath the R132 between this site and the Pavilions must be enabled to ensure an integrated transport network.

The completion of the Airside/Feltrim Link Road to the southeast of this area is a vital component of the road network in this southeastern quarter of Swords, which must be completed to facilitate future development.

As part of the LAP for these lands a series of public spaces/squares will be identified. In particular, a Leisure Node is envisaged within the southeastern extent of the Crowcastle/Barrysparks land. This will act as a key attractor within the area and become a complementary element of the proposed key nodes strategy within the Town Centre.



4 Swords Retail Strategy

Introduction

The core retail centre of Swords is identified in the Fingal County Development Plan 2005-2011 as the 'frontages from Bridge Street/Chapel Lane along Main Street and to Malahide Road and incorporating the Pavilions'. Within this shopping core, the existence of two types of shopping environments are easily identifiable, ie the traditional small scale shopping units along Main Street and its associated side streets, and the modern large retail formats of the Pavilions and Penneys Shopping Centres. One of the key challenges facing Swords is to protect the traditional Town Centre character while providing for expansion of the Town Centre retail offer to cater for current and the projected increased populations.

Swords sits in a highly competitive retail landscape, and is fortunate in that it has the land availability and existing and emerging strategic transport infrastructure required to support additional growth and expansion. However, Swords has to date struggled to harness the full potential of the retail market. Meeting the current and proposed retailing demands and providing an attractive retail destination will be an important feature of development in Swords if it is to move toward achieving its objective to become a Major Town Centre.

In addition to protecting the Town Centre character and comparison retail offer, The Council must also address the local convenience retailing needs of those living beyond the Town Centre in the form of small scale District and Neighbourhood Centres.

To assist in addressing and resolving retailing issues in Swords and devising an evidence-led retail strategy, the Council commissioned a review of the 2004 County Retail Strategy as it relates to Swords and the preparation of a 2008 Retail Strategy specifically for Swords. This forms the basis for this section of the Swords Strategic Vision.



Retail Policy: National and Local Policy

RETAIL PLANNING GUIDELINES FOR THE GREATER DUBLIN AREA (2001)

The Retail Planning Guidelines for the Greater Dublin Area (2001) (RPGs) were published by the Department of Environment, Heritage and Local Government (DOEHLG). This document sets out a retail hierarchy within the Greater Dublin Area (GDA), and details the retail requirements of the GDA up to 2011.

The RPGs for the GDA identify Dublin City Centre as a Level 1 Metropolitan Centre and Swords is identified as a Level 2 Major Town Centre. The GDA retail strategy states that such Centres will 'tend to serve catchment areas beyond their immediate locality, they should have potential for significant comparison floorspace and some already have, including higher order shopping and offer a wide range of non-retail services'.

These Guidelines are currently under review, with a draft due to be published in mid 2008.

FINGAL COUNTY RETAIL STRATEGY 2004

As part of the Fingal County Development Plan 2005-2011 (CDP), a County Retail Strategy was formulated, guided by national and regional guidance. The County Retail Strategy establishes the retail hierarchy for the county. This is set out below as it relates to the Swords:

- Level 2 Consolidation Town in the Metropolitan Area – Swords.
- Level 3 District Centres – at present Swords has no level 3 District Centres (DCs), although 3 new district centres (ranging in size from 10,000 sqm to 20,000sqm) are proposed to serve the weekly convenience and service needs of the different areas in Swords. West Swords will be served by Mooretown and potentially an expanded centre at River Valley. South-East Swords will be served by a new district centre within that area, and North Swords with a new district centre in Lissenhall.
- Level 4 Neighbourhood Centres – Rathbeale Shopping Centre. Level 4 NCs are defined as predominantly purpose built shopping centres in established suburban areas. They are anchored by a supermarket and provide a range of shopping and local services.
- Level 4 Neighbourhood Facilities – Kinsealy/Feltrim, Nevinstown, Applewood, Brackenstown, Rivervalley, Drinan. Neighbourhood Facilities are defined as centres which are located around the majority of areas in the suburban parts of the Metropolitan Area. They serve largely the more

immediate needs of their local catchment area and are thus an important part of the County's Retail Hierarchy. There is on the whole limited potential for any expansion of these facilities. However expansion and reinvestment should be encouraged where scope exists in order that they sustain their attraction and competitiveness.

The County Retail Strategy establishes policies in relation to this hierarchy as follows:

Strategy S2: 'to promote and encourage major enhancement of retail and leisure provision in Swords'. The core retail area is identified as 'frontages from Bridge Street/Chapel Lane along Main Street and to Malahide Road and incorporating the Pavilions'.

Strategy SS3 is "to promote and encourage major enhancement of retail and leisure provision in Swords."

Strategy SS7 in relation to Level 4 Metropolitan Area Suburban Neighbourhood Centres and Facilities, is "to facilitate and encourage the enhancement of the County's Suburban Neighbourhood Centres and Facilities to ensure convenient access to shopping and other local services is sustained taking due cognisance of their roles and potential."

The following general **strategy SS12** relates to New District and Neighbourhood Centres: 'to encourage and facilitate the development of new District and Neighbourhood Centres to meet the needs of new and growing centres of population'.

As part of the County Retail strategy the following areas were highlighted as areas requiring further study at Masterplan level to address retail needs, as well as transportation and urban design issues:

- Potential sites along North Street for more appropriate Town Centre uses;
- Crowcastle/Barrysparks 'MC' zoned land adjacent to the R132; and
- Intensification of the Pavilions site with the increase in higher order comparison floorspace.

It is important to ensure that Swords' role and importance as a major retail destination in the GDA Metropolitan Area grows and is strengthened, particularly now with the arrival of Metro North.

■ Swords Retail Strategy 2008

Swords is a thriving urban centre, identified in the RPGs as a Level 2 Major Town Centre. In light of the positive impact which Metro North will have on Swords and its likely continued growth to meet the projected 100,000 population identified in the RPGs, it is necessary to update the retail strategy for the Town as initially set out in the 2004 County Retail Strategy and look to the future to ensure Swords meets its retailing needs and infrastructural, social and economic demands.

The Swords Retail Strategy 2008 examines 2 key issues. Firstly, it quantifies the potential capacity within Swords for convenience and comparison retail, subject to certain criteria. Secondly it looks at appropriate locations for new retail floorspace and appropriate responses to changes in the dynamics of the Town Centre and wider Town.

RETAIL CAPACITY ASSESSMENT

The capacity assessment confirmed that there is potential for Swords Town Centre to grow substantially in terms of comparison and convenience retail, with particular emphasis on the need to grow comparison to succeed as a Major Town Centre. Swords has the potential to become one of the largest shopping destinations in the Dublin conurbation, providing a retail offer on a scale similar to that of Blanchardstown, Tallaght, Dundrum and Liffey Valley.

The outcome of the capacity assessment for potential level of retail in Swords is provided in Table 1:

Table 1
Catchment Area Indicative Net Floorspace Potential (m²) 2007 - 2020

Period	Convenience		Comparison	
	Low	High	Low	High
2007-2011	470	1504	7252	11761
Capacity Released by Overtrading	13783	13783	102240	102240
Total 2007-2011	14253	15288	109493	114001
2011-2016	10364	12260	72313	82018
2016-2020	9502	11665	80664	99516
Total 2007-2020	34119	39213	262469	295534

The capacity assessment has a time horizon set at 2020. Given the dynamic nature of the retail sector, the scope of retail floorspace provision will be re-examined and determined in the subsequent monitoring and review of the CDP and future relevant LAPs. This approach is wholly consistent with that adopted in both the current County Retail Strategy and GDA Retail Strategy.

However, there are two very important qualifications which require to be given substantial weight in terms of what is realistic, realisable and sustainable in terms of retail capacity. These are:

- i. Firstly, and most importantly, the quantum and location of retail floorspace

must be guided by the sustainable and holistic development of the Town, with regard not only to what can be accommodated from a retail perspective but also what can be accommodated by the physical, social and economic infrastructure. Critical in this equation is the delivery and capacity of transportation infrastructure over the medium and long term, ie combination of Metro North, public transport (bus and taxi), local and strategic road investment

- ii. Secondly, retail development must be anchored by quality and not quantity. In this respect, quality is founded on delivering department stores and a mix in the type of high quality comparison retail offer.

DEVELOPING THE TOWN CENTRE AND LOCAL RETAILING NEEDS

Following assessment of the projected retail capacity, the Swords Retail Strategy 2008 examined:

1. Town Centre – its current potential and future expansion;
2. Metro North Impact – providing a response to strategic and market influences arising from the influence of the Metro and changing dynamics of the bulky goods sector;
3. Strategic neighbourhood retail/shopping needs of existing and expanding suburban areas beyond the Town Centre.

Town Centre Expansion

In terms of Town Centre expansion, it is recognised that Swords must continue to improve the quantum and quality of its comparison offer if it is to sustain and enhance its role and importance as a Metropolitan Area Level 2 Major Town Centre. The most appropriate location for large scale comparison retailing units is at the Pavilions Shopping Centre site and the site at Crowcastle/Barrysparks. The location of anchor retailers within these developments is important to ensure that the Main Street is integrated in a meaningful manner with new comparison retail developments.

Metro North

The Metro North route will support the growth and expansion of Swords. Proximity to a Metro Stop is an attractive advantage for both residential and commercial developments. However, it does not necessarily result in a requirement for significant retail at every Stop location.

In terms of the bulky goods sector, Airside may in the longer term change in use given its location beside a high-quality Metro North station. As most of the traffic generated by large retail warehousing is car borne, alternatively locations for such a facility in proximity to a strategic road network will need to be considered as part of the future planning for Swords.

Neighbourhood Shopping

The Neighbourhood Shopping network as established within the existing suburbs has greatly improved in recent years. However, the relatively limited scale and nature of the convenience offer means that local people have to travel to the Pavilions Shopping Centre in Swords or out of Swords to locations such as Clare Hall to meet their main food shopping needs. For a Town of the size and importance of Swords, the Town Centre should not be the primary destination for main food shopping. The primary purpose of centres the size of the Pavilions within the retail hierarchy is to support middle and higher order comparison shopping. Instead, at present the main anchors of the Pavilions are

predominantly convenience floorspace and it is the main food shopping destination in the Town. The Swords Retail Strategy examines the need for middle/higher order comparison expansion of the Shopping Centre, while addressing the convenience retail needs of the Town.

■ Swords Town Centre – An Attractive Destination

EXISTING ROLE OF MAIN STREET

Swords Main Street has a strong ground floor small retailer presence, with a mix of specialist shops, cafes and small scale convenience outlets. Small offices are distributed around the Town Centre predominantly at first floor levels. In terms of evening uses, there are 4 public houses addressing Main Street, 3 restaurants and 6 take-aways, with a number of additional public houses and restaurants in proximity to the Main Street. The evening economy has been enhanced with the opening of the multiplex cinema within the Pavilions, although this is poorly integrated with the Main Street. Overall, the evening economy is limited in diversity and extent.

The following factors have been influential in the evolving role of Main Street:

- i. The development of the Pavilions Shopping Centre resulted in the main focus of shopping in the Town Centre shifting south-eastwards, with a clustering of retail activity towards the southern end of Main Street; and
- ii. The development and opening of the County Council Headquarters, providing a counterbalance of activity and footfall at the northern end of Main Street, continuing into North Street. Since the Council Offices have opened new cafes, restaurants, bars and sandwich shops have emerged along Main Street and into North Street. This has positively contributed to the Town and the low level of vacancies bears testimony to the success of the changing dynamics of the Town Centre.

On street parking adds to the vitality of Main Street but brings with it consequential traffic congestion and impediments to traffic flow. Removal of this may on the one hand be beneficial in terms of resolving traffic issues but it could have a negative consequential impact on businesses in view of convenience and accessibility. A balance needs to be struck in developing a traffic management plan for the Town.

STRENGTHENING THE ROLE OF MAIN STREET

The attractiveness of a town centre relates to a combination of factors, from its retail/service offer, to natural features such as historic buildings, cultural and civic spaces, general amenity, appearance and safety. Swords Town Centre has a role to play in the overall offer and attraction of the Town as follows:

Environment and ambience:

The Main Street provides the potential for Swords to retain its unique character and attraction through the retention of a traditional high street that has had few late 20th century or other more modern intrusions. The general amenity and ambience along Main Street would be greatly enhanced through the development of a public realm strategy for the Main Street, which would also

address potential pedestrian/public transport prioritisation. Through good design and a mix of uses that stimulate footfall and activity, the backlands to the east and west of Main Street can be regenerated to contribute to the ambience that prevails, particularly fronting the riverside walk to the west of Main Street.

Niche retailing:

While an expansion of the Town Centre will introduce higher order comparison/luxury fashion shopping, Main Street should focus on a complimentary provision of smaller scale retail units to service the independent boutique/niche retailing market. This type of retailer will not generally go into large shopping centres in view of the high rentals that prevail. Importantly, niche retailing is found to work well in conjunction with purpose built centres, such as the Pavilions Shopping Centre, which provide the national and international high street brands. The combination of the two types of shopping provides the diversity to attract across the whole spectrum of the shopping market. Although there is scope and potential for this to be achieved and strengthened in new floorspace on New Street or as part of any other development proposals for the backland areas, experience indicates that niche retailers need high street frontages and the scope for clustering and linkage. In order to maximise the viability and success of the niche retailing sector there must be strong physical and functional linkages with the Pavilions Shopping Centre, the Town Centre expansion area and the commercial leisure attractions of the Town Centre – the compact nature of Swords Town Centre will enable this to be achieved.

Eating, meeting and greeting:

The Main Street has already become more attractive as a place for eating, meeting and greeting because of the new restaurants, cafes and bars. Although the Town Centre expansion will add to the critical mass of choices and is likely to introduce a range of national and international chains, the Main Street can continue to play a key role in the general experience and commercial leisure offer of Swords. Key to this is the attraction of high profile anchors, convenient and safe car parking, and a change in the profile of the Town Centre’s evening economy.

Backland Areas:

One of the main roles of the Main Street backlands areas will inevitably be commercial/leisure, but this too depends on high profile anchors and convenient and safe car parking, as well as a change in the profile of the Town Centre’s evening economy. At present, the evening economy is generally perceived to be predominantly serving the youth market to such an extent that other sectors of the community maybe reluctant to visit the Town at night. A balance is required to develop a mixed use evening economy which extends beyond commercial leisure to cultural attractions, such as a theatre, upmarket restaurants and arts sector. The creation of a cultural quarter as the interface between the Pavilions Shopping Centre/Town Centre expansion area and Main Street will play an important role in this being delivered.

The successful integration of traditional and new retail provision remains critical if Main Street’s role is to be protected and strengthened. The location of the new anchors within the Town Centre expansion will be critical, as it is the most effective way of ensuring shoppers are attracted to shop throughout the Town and the vitality and viability of the whole of Swords Town Centre is enhanced and sustained.

Non Retail Floorspace:

Successful traditional town centres are not solely about shopping. They provide a compendium of other uses and an environment for living, working and leisure. Swords Town Centre already has a diverse range of activities across this spectrum which, in addition to commercial leisure, also include: housing; banks and other financial services; offices providing legal and property services; photographers; printers; other business services; and hair, health and beauty. The financial and other services are important to the vitality and attraction of a town centre as

people have to come into the town centre to access them therefore encouraging potential for further linked trips. As they are not uses that are generally found in shopping centres a new shopping centre does not compete for such businesses and does not contribute to displacement. As with niche shopping, there is potential for the strengthening and expansion of non retail commercial services in Main Street and its backland areas and this should be encouraged.

Expansion of Comparison Retailing

LOCATION FOR TOWN CENTRE EXPANSION:

PAVILIONS SHOPPING CENTRE AND CROWCASTLE / BARRYPARKS

There are two significant MC (major town centre) zoned lands within close proximity of Swords’ Main Street, which have capacity for additional retail development. These areas are the Pavilions Shopping Centre and the Crowcastle/Barryspark lands to the east of the R132.

As outlined above, the CDP identifies the following areas as requiring further study at Masterplan level to address retail needs, as well as transportation and urban design issues:

- Crowcastle/Barrysparks zoned land adjacent to the R132; and
- Intensification of the Pavilions site with the increase in higher order comparison floorspace.

The Swords Retail Strategy 2008 indicates that there is currently an under provision of comparison retail space within the Town Centre and as a result Swords is underperforming as a Level 2 Major Town Centre. Although the Pavilions Shopping Centre and Penneys developments have significantly enhanced the offer and attraction of the Town, in relative terms there is very limited representation of current key international high street comparison retailers. As a consequence, people in the Town and its catchment area are travelling to other Centres to meet these middle and higher order brand shopping needs. If Swords is to enhance its role, importance and competitiveness in a regional and local retail hierarchy, then it must develop its comparison retail offer.

It is considered that up to 2020 Swords could sustain between 262,469 sqm and 295,534 sqm of comparison retail in total. It is envisaged that the Town Centre expansion areas could accommodate approximately 100,000sqm to 150,000sqm of comparison retail. Quantum of retail floorspace is not, however, the key issue in delivering the potential of Swords Town Centre – the key issues are the quality, profile and diversity of the retail provision. Fundamentally, this function falls to the Pavilions expansion and future retail development on the Crowcastle/Barryspark lands. These will be required to attract higher order department store operators and in particular those which are either under represented or not yet present in the Irish market.

The zoning provisions and objectives within the CDP support a retail hierarchy based on the sequential approach to new retail development. The demand for increased comparison shops, which are large in scale, will in the first instance be met within the Pavilion site, which is the closest and most suitable site for large scale retailers in proximity to Main Street. In order to integrate retail

demand with high quality public transport, the early release of additional retail provision will also be facilitated on MC zoned lands to the east of the R132, immediately adjacent to Swords Metro North stop. The development of the Crowcastle/Barrysparks lands for retail and mixed use development is subject to the preparation and adoption of a Local Area Plan, as per the CDP.

Convenience/Local Shopping Needs

The Swords Retail Strategy 2008 has examined the network of suburban Neighbourhood Centres. The study has identified that although there has been important investment in new centres in recent years, neither these centres nor established centres meet the main food retail needs of the their existing and growing residential hinterlands. The main food shopping areas within Swords are the Rathbeale and Pavilions Shopping Centres. For a town of the size and importance of Swords, the Town Centre area should not be the primary destination for food shopping, but should rather focus on middle and higher order comparison shopping. The following section outlines the existing network and examines how this should be strengthened within a retail hierarchy relating to Swords.

EXISTING AND PROPOSED LOCAL RETAIL AND SERVICES PROVISION

There are four definable existing and growing quarters within Swords. These are identified as follows (see map ‘Existing Retail and Service Facilities’):

- North/Northwest Quarter: existing Neighbourhood Centres (NCs) include Rathbeale, Applewood, and Brackenstown/Swords Manor.
- Southeast Quarter: existing NC at and Feltrim, and NC under construction at Holywell.
- Southwest Quarter: existing NCs include Rivervalley, Rathingle and Boraimhe.
- Northeast Quarter: No NC.
- Lissenhall: Undeveloped lands, therefore there are no retail services.

Having examined the existing retail hierarchy and potential capacity for expansion of local retailing services in the different quarters, it is proposed that the retail hierarchy, including the Town Centre, could be broadly defined as follows:

1. Town Centre Expansion – 100,000-150,000 sqm
2. District Centre: 10,000 - 20,000 sqm
3. Small District Centre: 5,000 - 10,000 sqm, including a large convenience based superstore, limited small scale comparison shops, and a range of civic and community facilities.
4. Neighbourhood Centre: 1,000 - 3,000 sqm, including convenience retail and a range of civic and community facilities.

North/Northwest

The north/northwest area is defined by the development boundary to the west of Swords, the Broadmeadow River to the north, the Ward River to the south and the edge of RS zoned land to the west in proximity to the Main Street.

The north/northwest area's retail and services needs are currently met by Applewood, Brackenstown and Rathbeale Neighbourhood Centres, the largest of which is Rathbeale. This has a total net convenience of 1,575 sqm floorspace which is less than half of the convenience component of a large superstore in the Dublin Area (3500 sqm net). The main food convenience shopping in this area needs to be augmented as there is currently under-provision of services to meet the existing needs of residents. This will be exacerbated by the future development of zoned lands in west Swords (i.e. Oldtown and Mooretown), which have the potential to increase the population in the area by approximately 10,000 people.

A review and assessment of current and future food shopping and services needs of the north/north west suburbs concludes that the optimum phased retail planning strategy for the area is:

- Redevelopment/regeneration of Rathbeale Neighbourhood Centre: this centre could facilitate a large format superstore anchoring a small District Centre (DC) that better meets main convenience shopping and other local services needs. Subject to the development capacity of the site and the road network, the size of the Centre could be of the order of 5,000 sqm - 6,000 sqm net, with the anchor accounting for the majority of the net retail floorspace. This is subject to an assessment capacity of the road network and integration with surrounding development.
- Redevelopment/regeneration of Brackenstown/Swords Manor Neighbourhood Centre: this Centre could accommodate a minimum supermarket anchor of 900-1,200 sqm net, as well as an enhancement of local shopping and services.
- The introduction of a new large format superstore anchored by a small District Centre (DC) in the Mooretown area: in addition to the regeneration of the Rathbeale and Brackenstown Neighbourhood Centres, it is envisaged that a small DC would be approx 5,000-6,000sqm net and include a large supermarket and a range of civic and community facilities. The location of this small DC is dependent on the delivery of additional transport infrastructure to cater for additional development in this area. The proposed Swords West LAP (for Oldtown and Mooretown) will identify the exact location of this Centre in light of a proposed road network.
- The introduction of a Neighbourhood/Local Centre in the Oldtown area: The projected population envisaged for Oldtown will require a small neighbourhood centre to serve their needs. This is in the context of the existing and proposed infrastructure within the north/northwest quadrant of Swords. The gross retail and non-retail floorspace is likely be of the order of 1500-2000 sqm, which provides for a Centre similar in size to Boroimhe. The exact location of this NC will be determined as part of the Swords West LAP (Oldtown-Mooretown).

Southeast

The south east suburbs of the town are defined as being: bounded to the north by Malahide Road and the west by the R132; and, extending to the east over the M1 into the new Waterside and expanding Feltrim communities.

Unlike the north/north west or south west suburbs which are predominantly residential, the area is characterized by a wide range of land uses, from residential (including a large new residential community), commercial non-retail

(concentration car showrooms), retail warehousing at Airside, commercial leisure and 2 small neighbourhood centres at Feltrim and Holywell (currently underconstruction).

The southeast area has the potential to grow significantly in terms of residential and commercial development, therefore there is a need to improve the qualitative and quantitative retail and services offer in this area. To enable this, the following is required:

- Redevelopment and regeneration of Feltrim Neighbourhood Centre – This is an underutilized site, with mixed-use redevelopment potential and scope for enhancement of its retail and services floorspace. The redevelopment of this site could potentially accommodate 900-1,000 sqm net retail floorspace.
- Enhancement of the retail offer in Holywell Neighbourhood Centre – The current planning permission for Holywell Neighbourhood Centre provides for a 113 sqm gross convenience store and 97 sqm pharmacy. The quantum is not significant, however it is important in terms of meeting local convenience needs. There is limited scope for any further enhancement of retail floorspace in the centre's development footprint, but what can be achieved should be encouraged.
- Delivery of a new District Centre – To serve existing and emerging residential and working populations, a small District Centre of the order of 5,000-6,000sqm net is required. The location of the DC will be determined within the context of a future LAP, but the preferred location will be one proximate to the residential development at Nevinstown.

Southwest

The southwest quarter is defined by the development boundary of Swords to the West, the Ward River to the north and the R132 to the east. Unlike the south east area the current and future profile of the area is predominantly residential rather than mixed use.

Due to the underprovision of retail in Rivervalley Neighbourhood Centre, the southwest quarter of the Town has secured key nationally important convenience operators within new neighbourhood centres to serve new residential developments, albeit that the scale of the offer is relatively limited. SuperValu and Tesco anchor the new Boroimhe and Ridgewood Neighbourhood Centres respectively.

There is an area of land zoned for development at Fosterstown adjoining the R132 and Metro North line. Development here could increase the population in this area by approximately 3,000 persons.

Given the existing and emerging size of the population of this quadrant of the Town, the main food and services offer needs to be significantly enhanced. The following actions are required:

- Provision of a small District Centre of the order of 8,000m² - 9,000m² net – There is little scope for this being achieved in and around either the Boroimhe or Ridgewood/Rathingle Neighbourhood Centres or in the Fosterstown North area in view of land availability and existing transport network. The key strategic opportunity is the comprehensive redevelopment/regeneration of the Rivervalley Shopping Centre and incorporation of its surrounding underutilised lands. This area is the preferred location for a new District Centre to serve the south west suburbs.
- Fosterstown – Given the projected population for this area, there is a need to provide a local Neighbourhood Centre, accommodating a local supermarket and range of non-retail services.

Northeast

The north east area is defined by the M1/R132 junction to the north, M1 to the east, Swords Business Park to the south and the R132 to the west. The area is in close proximity to the Metro North line and the designated Estuary Metro Stop.

The northeast of Swords comprises a relatively small area of residential development in close proximity to the town centre. There is no requirement or capacity for additional retail in this area, given its proximity to existing services and future potential services within the adjoining Metro related strategic development areas.

Lissenhall

A new community is planned to the north of Swords within the Lissenhall area. The area will be traversed by the proposed Metro North route and is bound to the west by the R132/M1.

The vision is for the area to be a new sustainable planned community which will:

- Have a population of some 25,000 - 30,000 people, which will be an important driver in Swords delivering its population target of 100,000 (by 2035)
- Be a high quality mixed use new quarter comprising residential, employment, retail, leisure and social/community uses of urban rather than suburban density; and
- Harness the potential of the Metro North Stop and its terminus, the area's strategic road connectivity and the land availability to provide a strategically important park and ride facility.

From a retail perspective, Lissenhall should complement rather than compete with the higher order destination shopping offer of the existing Town Centre and the proposed Town Centre expansion area. Consequently, Lissenhall will require in the order of 20,000m² net retail floorspace, to be accommodated in a District Centre at its local town/suburban centre area and additional retail floorspace to be accommodated in a number of smaller Neighbourhood/Local Centres around the new community's suburbs. Within this quantitative guideline, the emphasis in respect of the District Centre should be on meeting main food shopping needs with any comparison shopping floorspace ancillary to the main purpose of the centre.

The full retail requirements for Lissenhall will be established during the preparation of the Local Area Plan for the area.



■ Strategic Development Areas within the Metro North Economic Corridor

Location beside a Metro Stop facilitates the intensification of development on adjoining lands. There are a number of key strategic development areas along the Metro North route which will particularly benefit from their location adjacent to Stops. These areas could potentially accommodate a mix of residential and office uses, with associated neighbourhood centres providing local retail, services and community facilities.

Swords Retail Strategy 2008 establishes the potential scale of neighbourhood facilities required to serve each of the strategic development areas. The level of provision is based on an assumption that each site accommodates high density mixed use schemes, served by the Metro and an improved high quality road network. The scale of facilities are indicatively set out in the table hereunder but will be subject to further review as part of the proposed LAPs and associated Appropriate Assessments/SEAs for the subject development areas:

Strategic Development Area	Scale of Neighbourhood/Retail Services
Estuary Development Area	2,000 - 3,000 sqm Neighbourhood Centre. Location is to be decided as part of a LAP.
Seatown Development Area	2,000 - 3,000 sqm Neighbourhood Centre. Location is to be decided as part of a LAP.
Pavilions/Barrysparks Development Area	No Neighbourhood Centre facilities will be required in this area given its location within the Town Centre and the focus on comparison retailing in the vicinity of the Swords Town Centre Metro North Station.
Fosterstown	1,000-2,000 sqm small Neighbourhood Centre to support residential development at this location. Location is to be decided as part of a LAP.
SE Quarter	5,000-10,000 sqm small District Centre, Location to be decided as part of LAP proximate to Nevinstown residential population.

The appropriate quantum, mix and location for supporting neighbourhood centre facilities to serve the differing strategic development areas will be decided as part of any future LAP process. Such facilities would be required to be provided as an integral part of the phased development of the subject lands.

■ Retailing Warehousing

The main retail warehousing park serving Swords is at Airside, adjacent to the R132. This retail warehouse park was originally considered as an out-of-town centre/retail park. However, with the proposed development of Metro North adjoining this site and the envisaged growth of Swords encompassing this area, this location for retail warehousing may not be viable in the longer term. This issue will require further consideration as Swords develops.

■ Proposed Variations

Having Regard to the above, it is proposed to vary the existing CDP, as follows:

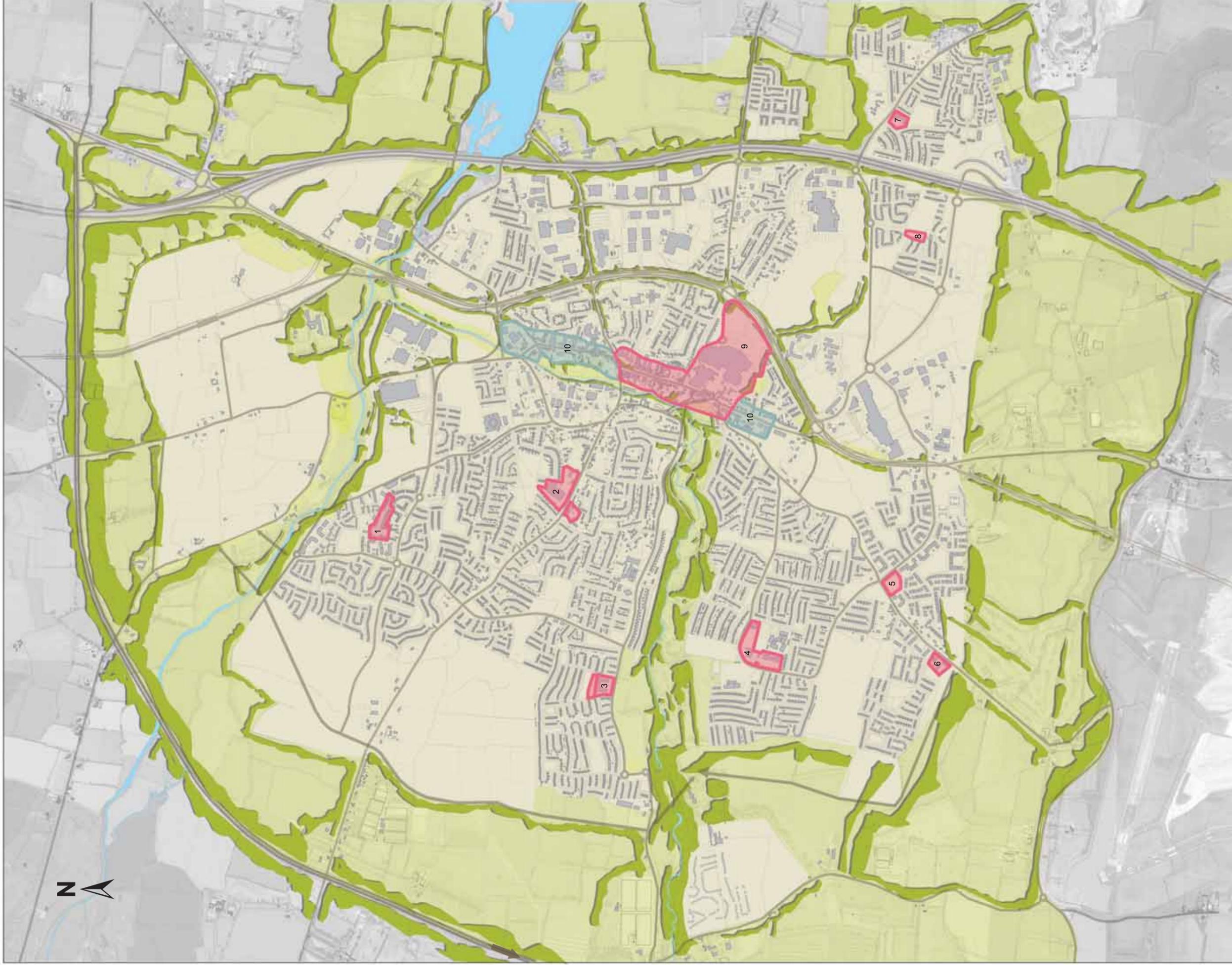
Objective SWORDS 20:

To develop a series of new Neighbourhood Centres, on strategic development areas and undeveloped zoned lands within Oldtown, Fosterstown, Seatown Development Area, Estuary Development Area and Lissenhall Strategic Development Area, in accordance with an approved Local Area Plan for Swords.

Objective SWORDS 21:

To develop a series of District Centres, of appropriate scale and at suitable locations, to be determined and approved within the context of the proposed Swords Local Area Plan, albeit broadly identified as being located on sites within the general land banks of (i) Lissenhall Strategic Development Area, (ii) Oldtown-Mooretown LAP area (at Mooretown) and (iii) within the South East Quadrant of Swords.





SWORDS

AN EMERGING CITY

Strategic Vision

Key:
 Existing retail and service areas
 Ancillary commercial areas

- 1 Appplewood neighbourhood centre
- 2 Rathbeale neighbourhood centre
- 3 Brackenstown/Swords Manor Neighbourhood Centre
- 4 Rivenvalley neighbourhood centre
- 5 Borointhe neighbourhood centre
- 6 Rathgale local service area
- 7 Feitrim neighbourhood centre
- 8 Proposed Holywell neighbourhood centre
- 9 Swords retail core
- 10 Ancillary commercial areas

Title
Existing retail and services facilities

Director of Services: Gilbert Power
Senior Planner: Rachel Kenny
Prepared By: Margie O'Shea
Drawn By: JMK

Scale: not to scale
Date: 23.4.08



Planning Department,
 County Hall, Main Street,
 Swords, Co. Dublin

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5 Landscape, Recreation & Public Open Space Strategy

Existing Public Open Space and Recreational Facilities

There are significant areas of public open space along the Ward River Valley, the Broadmeadow River Valley and the Broadmeadow Estuary. To date they have not been exploited to their maximum potential possibly due to the low level of facilities provided and poor passive supervision. In addition, major areas have been designated as Public Open space within new developed and established residential areas and as part of approved Local Area Plans (LAPs) and Action Area Plans (AAP's) for new residential areas. There are opportunities to develop further the recreational amenities within these existing public open space areas for the benefit of both existing and future residents.

The quantity and quality of the open space provided does not serve the population of Swords as it should. It is the Council's vision for Swords in respect of existing open space areas that it will:

- develop further active and passive recreational facilities within the existing public parks for the benefit of existing and future residents.
- improve the accessibility, visible presence and passive supervision of these areas within the Town.
- create a network of public open spaces, linking all such open spaces around the Town to enhance the cumulative benefits.

EXISTING RECREATIONAL FACILITIES ARE DESCRIBED BELOW:

Football pitches:

Currently the Council maintains 16 full-sized, 9 junior and 2 all weather pitches in the Swords area. In addition, recent residential developments have generated further Class 1 open spaces that have yet to be delivered and will go some way to meeting the current demand, and the demand from the new residential areas which they serve. To this end, there are 12 new full sized pitches at various stages of planning and development in 5 separate locations as follows:

- Rathingle: 5 pitches in 2 locations
- Nevinstown: 3 pitches
- Drinan: 2 pitches
- Mountgorry: 2 pitches

Play grounds

There are only 2 playgrounds in Swords, within the Ward River Valley Park and at the Town Park at Swords Castle.

Skateboard park

There is 1 skateboard park at Balheary Park.

Tennis

Swords Tennis Club is located in the Town Park at Swords Castle.



Built recreational/leisure facilities

Apart from facilities provided at schools there are few built recreational or leisure facilities within the town

Cultural facilities

There is only one library in Swords located on the Rathbeale Road. Having regard to the proposed population for Swords (i.e. 100,000) more library facilities will be needed. Furthermore, there is no theatre, arts centre or designated space for performance or visual arts in the Town. A multiplex cinema has recently opened at the 'Pavilions'.



The Ward River Valley Park

The Ward River Valley Park is an underutilized recreational resource with significant potential. It is located immediately adjacent to the Town Centre but they are poorly linked both visually and physically. It provides for few facilities [pathways and a playground] to attract people in. There is a need to [1] integrate the Park with the Town Centre and [2] to develop additional recreational facilities and amenities [e.g. playgrounds, seating areas, environmental areas etc]. Providing for improved physical [pedestrian and cycle] and visual connections between the Town and the Park together with additional recreational facilities will attract people to the Park on a regular basis, increase the numbers using the Park and will thereby improve the effective level of informal supervision adding to people's sense of safety.



Town Park at Swords Castle

This centrally located park in the Town Centre provides valuable usable recreational space. The Ward River traverses this Park and provides an attractive setting enhancing its passive recreational amenity potential. The Park also includes the Town's tennis courts and one of the Town's two playgrounds, as well as the Castle itself which is a recorded monument (in State care). The Council have acquired a significant number of the properties to the front of the Castle which currently obscure views to the Castle from Main Street. It is intended that a Civic Node will be developed at this location, forming a new Public Place.



Broadmeadow River Valley Park

The existing linear park is located on the south side of the Broadmeadow river. It comprises two separate sections which are not physically connected to each other. Apart from some pathways, no recreational facilities have been provided to date. There are opportunities to extend the Broadmeadow River Park both eastwards and westwards in association with future developments and to develop recreational amenities and facilities within it. Such plans and proposals will be considered and developed in the context of future LAPs for Estuary Strategic Development Area, Lissehall Development Area and Oldtown-Mooretown, and will be subject to SEA and Appropriate Assessment.

Connecting the River Valleys and Broadmeadow Estuary

Existing pedestrian and cycle links between the two River Valleys [Ward and Broadmeadow] and the Broadmeadow Estuary are poor. There are opportunities to develop strong physical pedestrian and cycle links/connections between the two River Valleys and the Broadmeadow Estuary. However, having regard to the ecological sensitivity of the Broadmeadow Estuary (being a cSAC, pNHA, SPA and RAMSAR site), an Appropriate Assessment (NWPS 01/08) would be required before such a plan could be advanced.



Proposed Landscape, Recreation & Public Open Space Strategy for Swords

The Council, in its preliminary assessment of recreational facilities and quality of its parks, landscape setting and active recreational facilities, recognise and acknowledge that there are significant deficits. These deficits need to be considered in a holistic way and a series of comprehensive and integrated Landscape & Recreational Strategies will be required.

It is proposed to vary the existing CDP to incorporate statutory objectives to facilitate the delivery of a high quality network of strategic public open spaces, parks, active and recreational amenities.

Proposed Variations

Insert additional Objective SWORDS (add to Section 10.4, 'Your Fingal' Written Statement)

Objective SWORDS 17:

To develop a Regional Park (of circa 65 ha) immediately west of Oldtown and east of the proposed Swords Western Ring Road (SWRR), and adjoining and ultimately extending into the Broadmeadow River Valley Linear Park. The Park shall serve Swords and its hinterland, and shall comprise active recreational and passive activities, commensurate with the Council's vision for the emerging city of Swords.

Rezone from GB to OS

Rezone from 'GB' to 'OS' of approximately 65ha of agricultural land west of Oldtown and east of the proposed Swords Western Ring Road (SWRR), and adjoining and ultimately extending into the Broadmeadow River Valley Linear Park.



Objective SWORDS 18:

To develop a 'green necklace' of open spaces which are linked to each other and to the existing town centre of Swords, as well as to new development areas; thus promoting enhanced physical and visual connections to the Ward River Valley Park and the Broadmeadow River Valley Park from within the development boundary of Swords.

Objective SWORDS 19:

To facilitate and permit off-site provision of Class 1 open space on strategic sites within Swords, where it maximizes the opportunities of Metro North and advances the Council objective to develop a Regional Park (LO A/Swords Objective 17).

Class 1 open space shall be provided off site, by way of (a) direct acquisition of lands within the regional park itself and transfer of same to the Council, (b) payment of a financial contribution (to be identified through a review of the County s.48 Contribution Scheme), or (c) a combination of (a) and (b). Where Class 1 open space is provided off-site, there shall be a requirement on developers to provide a meaningful increase in Class 2 open space above the minimum level of Class 2 required in the County Development Plan. Class 2 open space will be provided, located, designed and constructed, to ensure that notwithstanding the introduction of higher density schemes, high standards of residential amenity shall be maintained within individual schemes (e.g. on-site small children's playgrounds, street furniture such as seating, etc.).

LO A: To develop a Regional Park in accordance with Objective SWORDS 17.

LO B: To prepare a Landscape and Recreation Strategy for the Broadmeadow River Valley Park in accordance with Objective SWORDS 14. The Strategy shall facilitate the planned extension of the Park into the proposed Regional Park and provide for managed connectivity to the Broadmeadow Estuary. The Strategy will be required to address issues to improve passive supervision, accessibility and permeability of the park and to develop additional passive and limited active recreational facilities and amenities within the Broadmeadow River Park.

LO C: To prepare a Landscape and Recreation Strategy for the Ward River Valley Park, to facilitate its planned extension westwards, to improve passive supervision, accessibility and permeability of the park and to develop additional passive and active recreational facilities and amenities within the Ward River Valley Park.

These Strategies will develop solutions to augment the network of open spaces in the Town, both in terms of quantity and quality. The proposed Strategies, having regard to DOEHLG Circular of the 15th February 2008, will require an Appropriate Assessment. As such, it is considered more appropriate that the Strategies be developed within the context of the Swords Local Area Plan.

KEY PRINCIPLES:

In broad terms, it is considered to be of merit to identify and elaborate on the key principles that would underpin the proposed 'Landscape, Recreation and Open Space' strategy for the Town. These are outlined below (and identified on map 'Proposed Landscape, Recreational and Open Space Strategy'):

- **Regional Park:** Providing for the early development of a Regional Park on the west side of the Town, some of which would be delivered at an early stage to redress the lack of active open space and amenities serving the Town's population and laterally in tandem with new residential and mixed use developments.
- **'Green Road Corridor':** Providing for the Swords Western Ring Road [SWRR] in a landscaped setting and developing physical connections between this 'Green Road Corridor' and [1] the proposed Regional Park, [2] the extended Broadmeadow River Valley Park and [3] in time with the Ward River Valley Park. This will ensure the provision of a network of interlinked public open spaces.
- **Metro Route:** Ensuring the development of the Metro North Route within a landscaped corridor punctuated by Metro stations which provide urban nodes/gateways to the town.
- **Ward River Valley Park:** Developing facilities and amenities within the Ward River Valley Park and consider extending the park westwards.
- **Broadmeadow River Park:** Extending the Broadmeadow River Park and developing recreational amenities and facilities within it.
- **Town Centre:** Developing strong physical and visual links/connections between the Ward River Valley and the Town Centre and promoting appropriate development adjacent to the Ward River 'corridor' within the Town Centre.
- **Pedestrian and cycle connections:** Developing pedestrian and cycle connections between the two River Valleys [Ward and Broadmeadow] and the Broadmeadow Estuary.

■ **Providing for Future Class 1 Public Open Space**

REGIONAL PARK

In order to redress imbalances in the provision of active open space in Swords, the Council will be required to secure the timely delivery of a Regional Park on the west side of the Town to support future residential development in Swords including residential development on lands immediately adjacent to the Metro line where it would not be appropriate to provide for Class 1 Public Open Space. The proposed Regional Park shall link in with the proposed extended linear park along the Broadmeadow River. In addition, it is likely that in time within the context of Metro North's arrival and in particular the provision of a Stop at Balheary Park, existing recreational facilities at Balheary Park will be displaced. The creation of a Regional Park offers a valuable opportunity and viable proposition to provide improved recreational amenities in one location and thus it provides an ideal alternative location for displaced recreational facilities as well as new facilities.

Having regard to the current deficits in recreational facilities that exist in Swords, it would be appropriate that this situation would not be worsened and

as such no development should be permitted on the lands at Balheary Park or Fingallians lands until the existing public open space lands and recreational facilities are replaced by similar or improved recreational facilities within the proposed Regional Park or elsewhere.

Description of Regional Park

The provision of a new Regional Park will be designed to achieve a number of recreational and ecological objectives:

- provide a wide range of active and passive recreation opportunities for the residents of Swords
- facilitate public access to those recreational opportunities
- enhance the open space network by providing connections between the River Valleys, to Swords Castle and the Coastal Walkway
- improve and protect biodiversity
- protect and maximize interest in the natural heritage of the Swords area
- enhance the image and appearance of Swords
- support tourism within Swords
- provide educational opportunities

The Regional Park will provide for a range of active and passive recreational facilities including 15 sports pitches (including 2 all-weather pitches), a minimum of 5 Tennis Courts together with appropriate changing facilities, a major public playground, approximately 6 km of walkways, and other facilities [for example: health stations, skateboard park, cycle, rollerblading and running tracks].

Delivery of the Regional Park:

Development of the Regional Park will be completed on a phased basis in tandem with the development of Swords. Acquisition and funding mechanisms may include:

1. Direct acquisition by the Council.
2. Acquisition by developers to fulfil their Class 1 Open Spaces requirements for specific developments, where Class 1 open space is not provided on site.
3. Financial contributions by developers in respect of their Class 1 requirements for development.
4. Transfer of lands by land owners/developers, in the context of new RS1 land use zonings.
5. The proceeds, or part of the proceeds, of the development of Balheary Park.
6. A new or revised Section 48 Scheme, which will be required providing for other recreational and community facilities proposed for Swords, incl. the integrated sports facility, theatre, libraries, etc.

Financial Contributions

Where developers will not be directly providing for the required areas of Class 1 public open space, they will be required to pay a financial contribution to cover the full costs of providing and developing the required levels of Class 1 public open space within the Regional Park, to support their proposed residential developments.

In order to provide the legal basis for the levying of such contributions [1] a new Section 48 scheme under the Planning and Development Act, 2000-2006 will be required and [2] a future Variation to CDP will likely be required to allow financial contributions not only in exceptional cases as is provided for in existing CDP.

To ensure that the Council do not lose any opportunity to collect such funding in advance of the new Section 48 scheme being prepared and adopted, it is considered appropriate that proposals for development which do not adequately address the issue of open space, whether on-site or off-site would not be facilitated. It may in limited circumstances be feasible to consider permissions in advance of a new Section 48 scheme, where a legal agreement is entered into by the developer which would similarly ensure that adequate monies were paid to the Council to cover the full cost of delivering and developing the proposed Regional Park.

ADDITIONAL RECREATIONAL FACILITIES

Other required recreational facilities in Swords appropriate to a future population of 100,000 include:

Major Integrated Sports Facility: It is an objective of the Council to support the development of a major Integrated Sports Facility within Swords, which is to be located within the Lissenhall lands. This facility is likely to include a swimming pool, gym, sports hall, all weather pitches etc.

Sports Stadium: Consideration will be given to the development of a Sports Stadium, either as a separate project or in association with the Integrated Sports Facility.

Both of the above facilities are likely to serve a wider catchment area beyond Swords Town including the northern towns [Donabate; Rush; Skerries, Lusk and Balbriggan] and the rural hinterland. They should be located so that they are fully accessible by sustainable forms of travel including Metro and bus. It is considered that the optimum location is on the north side of the town within the future development area at Lissenhall [see section 9.3 of this report – Lissenhall] close to the Metro terminus, public transport interchange facilities [between feeder buses and the Metro] and the strategic park and ride facilities. Consideration will be given to providing for the development of the facilities at this location as part of the future LAP process.

Objective Swords SV2:

To target and facilitate the development of high tech, high intensity employment generating and service providing uses, in particular developments which include the provision of a hospital, 3rd/4th level educational facilities and major integrated sports facility.

Swimming pool: consideration may also be given to the development of a public swimming pool at a suitable location within the Town Centre. This would be in addition to that located within the Integrated Sports Facility.

Playgrounds: It is proposed to require the provision of small playgrounds in all new residential developments where appropriate

Existing County Development Plan Policy Context

Future residential development within the Town will generate demands for additional Class 1 and Class 2 public open space which will be provided in accordance with the standards for public open space laid down in the CDP. The CDP requires that a minimum provision of 62 acres [25 ha.] of public open space is provided per 10,000 population. Population for the purpose of estimating public open space is worked out depending on the size of the residential unit. The CDP allows for some discretion in terms of the breakdown of this required

level of public open space [i.e. 62 acres per 10,000 populations] between Class 1 public open space and Class 2 public open space. It further allows for the payment of a financial contribution in lieu of providing for public open space in limited and exceptional circumstances. Pending the adoption of alternative policies and standards, the Council will continue to implement the existing adopted policy.

Policy OSP 4 of CDP allows recreational/amenity/community facilities [indoor or outdoor] of a more intensive nature to be provided in tandem with larger developments in place of part of the Class 1 POS requirement.

Objective OSO 7 of the CDP requires a minimum provision of Class 1 equal to 70% of the Class 1 standard in addition to intensive recreational/amenity/community facilities.

Objective OSO 9 of the CDP requires that the area occupied by these intensive recreational/amenity/community facilities are not included in the calculation of the 70% minimum provision of Class 1 POS.

Objective OSP 5 and OSP 5A of the CDP allows for the payment of a financial contribution in lieu of providing for public open space in limited and exceptional circumstances only.



Community Facilities

As part of any future LAP prepared in Swords sites will be reserved as required for schools, local services and community facilities. Under the terms of the Council's agreement with the Department of Education and Science, it is probable that all new primary schools of twenty-four class rooms or more and all second level schools will include shared facilities, which will provide at least 600 sq.metres of multi-sport space for the school pupils during the school day and for the remainder of the community outside of school time in the evenings, weekends and holidays. Each of the schools shared facilities should also include a range of rooms capable of accommodating community activities [e.g representative bodies, youth clubs, active age groups, social, cultural and community meetings] throughout the day, as well as outside of school hours. The design of these facilities should be such that it enables the separate use of rooms for non-school related activity, which then can continue into the evenings and non-school days. (See map 'Proposed Schools Strategy').

CULTURAL FACILITIES

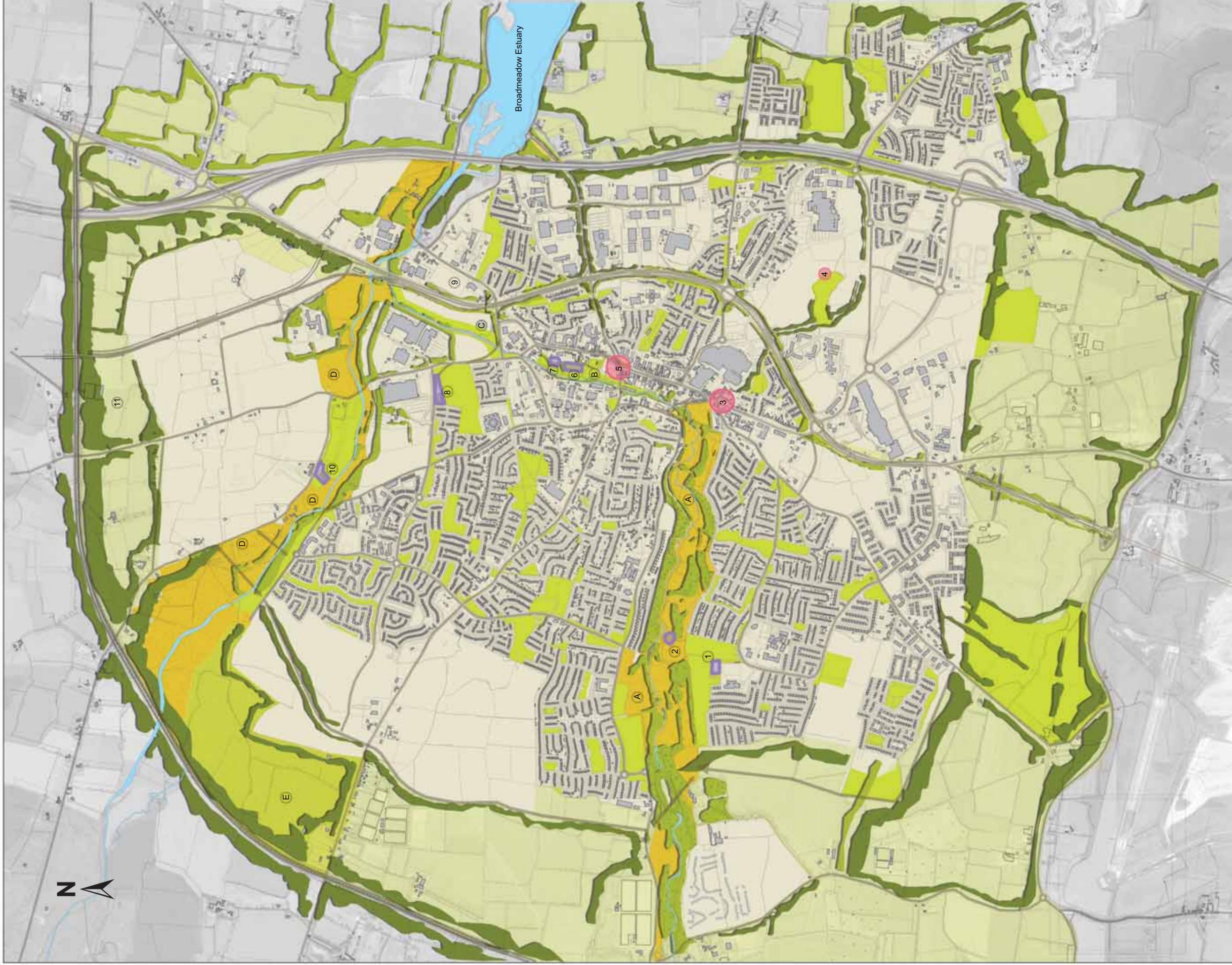
The provision of community and cultural facilities is considered in Chapter 3 – Town and Urban Centre Strategy, it will be considered and elaborated on in full in the context of the Town Centre Master Plan (which is being prepared in accordance with Objective SWORDS 8 & 9 of the CDP).

In summary, however, the Council proposes to create a series of nodes and points of interest throughout the Town, and this will include a new 'Cultural Quarter', at the southern end of Main Street where it meets the Ward River Valley. (See map 'Proposed Town Centre Strategy') It is envisaged that the Cultural Quarter will include a new Town library, theatre and arts centre and would begin to bring the Ward River Valley Park physically and visually back in to the Town.

Library: It is proposed to construct a town library of a scale similar or larger than that which currently exists in Blanchardstown. It is proposed to house both the Local Studies and Archives Units of the Council in the same building.

Arts Centre: It is proposed to provide for a multi-purpose facility which would become the focus of drama, music, dance and visual arts activities. It is envisaged that this Centre would be designed on a model similar to Draiocht in Blanchardstown and would be part of the same building as the Library, Local Studies, Archives et al.





Broadmeadow Estuary

SWORDS

AN EMERGING CITY

Strategic Vision

- Key:**
- Existing sports facility
 - Existing planting.
 - Strategic planting.
 - Green belt.
 - River valley park
 - Regional park to have "OS" zoning
 - Existing "OS" lands to accommodate active and passive recreation

- Proposed urban node with public and community facilities.
- A Ward River Valley Park
- B Town Park
- C Balheary Park
- D Broadmeadow Valley Park
- E Proposed regional park
- 1 All weather pitch
- 2 Playground

- 3 Cultural quarter
- 4 Sports and fitness node
- 5 Civic quarter
- 6 Swords tennis club
- 7 Playground
- 8 St Colmille's GAA
- 9 Fingallians GAA
- 10 Swords Celtic FC
- 11 Regional sports facility.

Title

Proposed Landscape, Recreation and Open Space Strategy

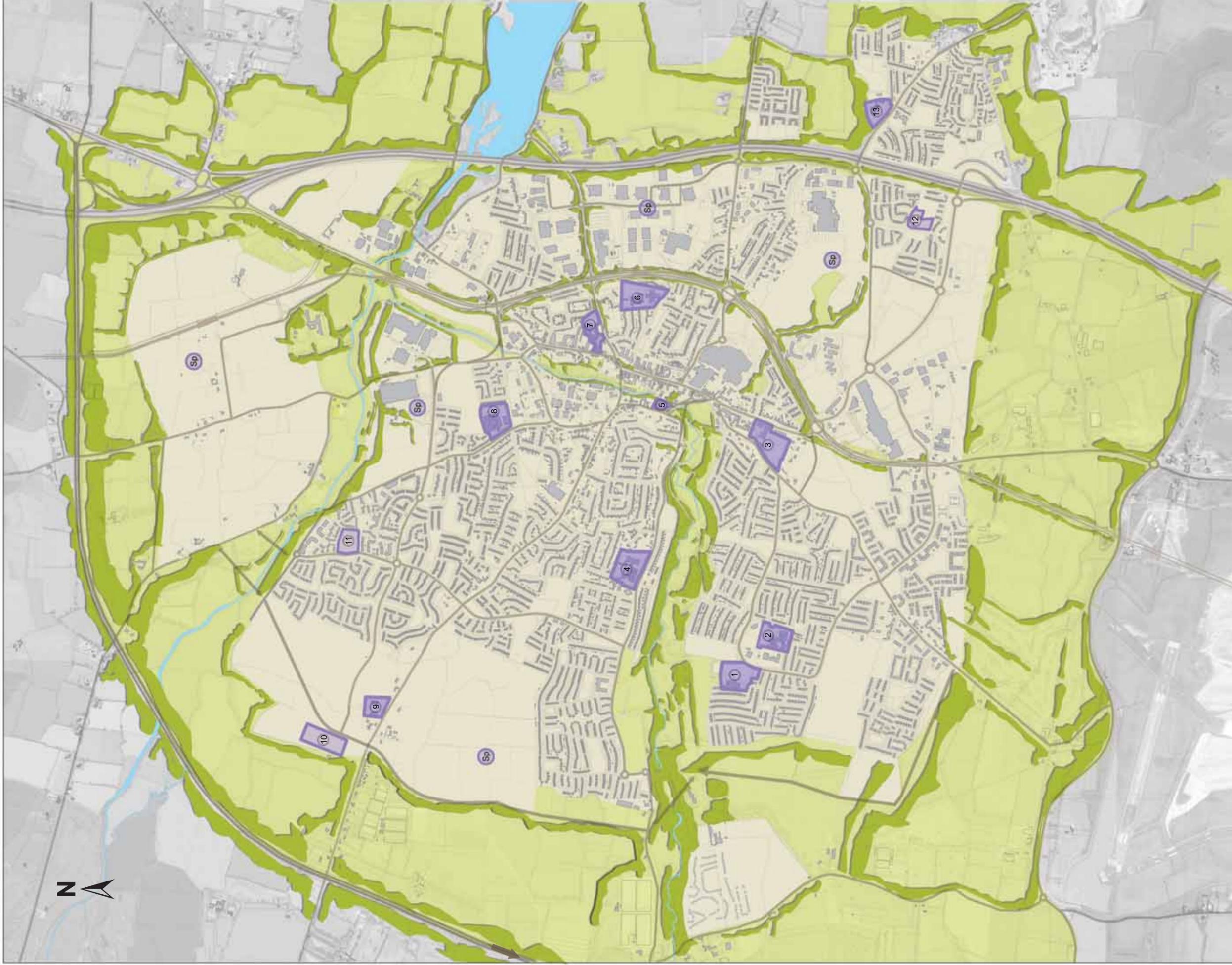
Director of Services: Gilbert Power
 Senior Planner: Rachel Kenny
 Prepared By: Mairead O'Shea, Una O'Neill
 Drawn By: JMcK

Scale: not to scale Date: 23.4.08



Planning Department,
 County Hall, Main Street,
 Swords, Co. Dublin

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SWORDS
AN EMERGING CITY

Strategic Vision

- Key:**
- Existing and permitted school (see opposite)
 - Proposed School/s
 - Loreto College
 - Holy Family National School
 - Colaiste Cholm
 - St. Cronan's Junior National School
 - Swords Borough National School
 - St. Colmcille's National School
 - Fingal Community College
 - Colaiste Fhionain
 - Permitted Gealscoil & educate together school
 - Temporary Gealscoil & educate together school
 - Proposed Applewood school site
 - Proposed Holywell School
 - Scoil an Duinnmigh

- St. Colmcille's National School
- Fingal Community College
- Colaiste Fhionain
- Permitted Gealscoil & educate together school
- Temporary Gealscoil & educate together school
- Proposed Applewood school site
- Proposed Holywell School
- Scoil an Duinnmigh

Title
Proposed Schools Strategy

Director of Services: Gilbert Power
Senior Planner: Rachel Kenny
Prepared By: Mairead O'Shea
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6 Transportation

Introduction

The transportation network in Swords is under significant pressure, largely as a result of the dispersed development pattern in the area and the high dependency on employment outside of the Town, exacerbating commuting outwards. Even if no further development were to occur, the transportation network would need to be improved. It is acknowledged that although of major importance, the arrival of Metro North alone will not solve the transportation problems of the Town and other transportation solutions are also required.

The requirement for and preparation of an Integrated Transportation Strategy has become integral to the development of the Strategic Vision. The Integrated Transportation Strategy focuses on:

- Traffic Modelling
- Public Transport Improvements
- Pedestrian/Cycleway Improvements
- Traffic Demand Management Measures
- Major Road Improvements
- Minor Road Improvements

The traffic modelling has assisted in:

- (a) identification of current issues
- (b) modelling of future growth scenarios
- (c) identification of future problems, and possible and preferred solutions to facilitate the anticipated and planned levels of growth
- (d) highlights the most appropriate solutions, i.e. necessary planning and engineering interventions, which allow for sustainable growth.

At a strategic level, and generally already identified in the County Development Plan (CDP), are the key options and proposals which require elaboration within the context of the proposed Swords Town Plan. Some additional new road proposals and missing road links are identified at this time, but will be subject to further detailed assessment.

Public Transport Improvements

- Metro North Extension
- Public Transport Priority Measures
- Additional Local Bus Services

Traffic Demand Measures

- Parking Strategy

Major Road Improvements

- Swords Western Ring Road (SWRR)
- Inner Ward River Valley Crossing
- Retention of the carrying capacity of the R132 (former Swords by-pass)

Minor Road Improvements

- Improve existing road junctions
- New minor/internal road links

Traffic Base Model

The traffic base model being used by the Council gives up to date information on existing traffic levels on roads and at junctions within Swords. It clearly highlights existing deficits in the road network as follows:

PRIORITISING KEY MISSING ROAD LINKS

Existing deficiencies in the existing road network

- North-South
- East-West
- Main Street

Queuing and Congestion occurs at a number of locations including:

- Main Street
- Estuary and Malahide roundabouts on R132;
- The link road between Balheary Road and the Estuary roundabout;
- Rathbeale Road/St Cronans Avenue and Glen Elen/Balheary Road junctions.

SWRR [Swords Western Ring Road]

- Providing for a strategic road along the western town boundary would greatly enhance traffic mobility within the Town, reduce congestion on existing roads in the Town Centre, reduce traffic on the M1 [south of the Lissenhall interchange] and on sections of the M50, and improve access to Dublin Airport.

Inner Ward River Crossing

- In addition to the SWRR, there is a clear need to provide for an Inner River Ward crossing at some location between the Main Street and a future SWRR. The location of such a crossing, while subject to further detailed analysis as part of the proposed Swords LAP and as statutorily required through the EIA process for such a project, is most likely to be west of River Valley residential area and east of Brackenstown House. [Ref: existing CDP Local Objective LO179].
- The traffic model has identified the need to prioritise the delivery in the short term of an Inner Ward River Crossing. It is particularly necessary to serve existing undeveloped zoned lands at Oldtown-Mooretown.
- Route options will be considered having regard to all constraints and with particular regard to the impact of such a route on existing residential amenities as well as any impacts on the amenities of Ward River Valley.
- The future road scheme will have to go through its own planning and public consultation process. It is not proposed within the context of the Strategic Vision to determine the exact location for such a crossing.
- The proposed Western Distributor Link Road, to be delivered within context of Oldtown-Mooretown LAP, will tie into this crossing.

Public Consultation

One of the most critical areas of concern identified during the public consultation period was in relation to traffic and transportation. In addition to examining the results of the traffic model, regard was had to the public's view of traffic problems in the Town. This can be briefly synopsized as follows:

- Resolution of Town Centre parking – address over-spill parking to residential areas, etc.
- Designated cycle lanes required – through existing and proposed estates, in order to provide meaningful and safe access to local services such as schools and shops, etc.
- Bus service required to serve Metro and Town Centre.
- Reverse commuting into Swords to be encouraged.
- Severance due to Metro and new roads.
- Clarity required in respect of roads to serve new LAP areas. Whether LAP lands would be served by the existing or a future road network, and whether new junctions, signals or roundabouts were proposed.
- Implications and requirement for a Swords Western Ring Road.
- Implications and requirement for a crossing over the Ward River Valley.

Proposed Variations

The following proposed Variations to the Fingal Development Plan 2005-2011 relate to an improved road network.

- **SWORDS 22** – To develop and augment the local road network to facilitate the optimum and sustainable development of Swords.
Local Road Augmentations Proposed include:
 - (a) Oldtown-Mooretown Western Distributor Link Road;
 - (b) Oldtown-Lissenhall Link Road(s);
 - (c) Highfield Link Road;
 - (d) Seatown Development Area Link Road (Swords Business Park to Mountgorry Roundabout)
 - (e) Fosterstown Link Road;
- **SWORDS 25** – To facilitate the development of Swords Western Ring Road (SWRR) linking the R132 (east of the M1 and North of Lissenhall) to the proposed 'airport box' road network.
- **LO J** – To facilitate the development of Swords Western Ring Road (SWRR) linking the R132 (east of the M1 and North of Lissenhall) to the proposed 'airport box' road network (subject to a future Variation).
- **LO K** – To develop Oldtown-Mooretown Western Distributor Link Road, as part of a comprehensive package of local road improvements to facilitate the optimum and sustainable development of West Swords development area, in accordance with an approved LAP.

Metro North

Major population growth in Swords will be facilitated by Metro North. This will provide a high-capacity, high-frequency and first class quality public transport link between Swords and Dublin City, via Dublin Airport and an interchange with Metro West. Access from Swords to the main employment centre in Dublin City will attract large numbers of people to live in the Town. The resultant demand for new housing will be concentrated within the catchment zone of the Metro so that people can walk from home to the nearest Stop in a short distance. Likewise, additional employment developments will be located within the Metro corridor to encourage reverse commuting into the Swords area. Reduced car usage will be facilitated by the focus of mixed-use growth in Swords along the Metro corridor.

The rationale with respect to the siting and design requirements for Metro North is considered in Chapter 7.

LOCAL LINKS TO METRO

For all of the Swords area to benefit from the Metro, improved local links will be required to each of the Metro Stops. This will allow local feeder bus services to be developed that will extend the effective catchment area of the Metro. A widespread cycle route network will also encourage people to "Bike & Ride" to the Metro. Park & Ride facilities at outlying Stops will enable people from further afield to transfer to Metro.

General Transportation Improvements

In addition to provision of access routes to Metro North, the overall transportation network in Swords will need to evolve to support the growing population. A comprehensive sustainable multi-modal transportation strategy is required to cater for a wide variety of trips within the Swords area. This will focus mainly on public transport and slow modes (eg walking or cycling) and includes the following:

- New and enhanced pedestrian and cycle linkages to encourage greater use of these modes. There is considerable scope for the provision of "green-way" routes through parkland setting/corridors that would provide attractive and direct routes between adjoining residential areas and to the Town Centre.
- A local bus route network is required to link the outlying parts of the Swords area to each other and to the Town Centre. Quality services will be supported by provision of sections of Quality Bus Corridor, including bus lanes to bypass potential locations of delay and congestion.
- External bus services will provide linkages to the surrounding towns, such as Malahide, Donabate, Rush and Ashbourne. Other external routes would provide access to areas of Dublin City not served by the Metro.
- Enhancements to the road network at both local and regional level will cater for the remaining transportation demand by car. A new Swords Western Ring Road will remove significant volumes of traffic from the Swords area, as well as serving strategic traffic between the M1 and M2/M50 corridors. To provide suitable access to major development areas on the northern and western edge of Swords a Western Distributor Link Road is proposed. This will pass through development lands and will provide local links between existing and future residential communities. It will connect to the proposed Inner Ward River crossing. A number of other short key road links will be provided at various locations to complete the local road network and to provide alternative routes for traffic that is currently excessively concentrated through the Town Centre area. Upgrading of some existing roads in Swords is required to provide for continuous footpaths, cycle lanes and reconstruction of road pavements. Various junction capacity improvements are required to allow efficient traffic circulation.

KEY TRANSPORTATION NODES

A number of key transportation hubs will be created to facilitate interchange between the various modes of transport. These will include interchanges between Metro and buses, cars and Metro, cycles and buses, etc. These proposals will ensure good connectivity throughout the Town and high quality linkages to the surrounding areas. Such proposals will also promote use of sustainable modes of transport, while recognising the ever-present demand for private car use.

The Swords Stop at the heart of the Town Centre will be the primary transportation node. It is proposed that local and regional bus services will converge on the Metro Stop within an expanded commercial Town Centre. This will enable multi-purpose usage of the bus services, which will underpin their viability and enable a high-frequency service. It is expected that most people who live beyond walking distance from the Metro corridor will use the local bus service to access the Metro at the Swords Stop.

A secondary transportation node will be provided at Fosterstown where bus services from the southern parts of Swords will join the R132 corridor.

There will be a major Park & Ride facility with circa 2,000 spaces at the northern terminus of the Metro at Belinstown near Lissenhall, where people will be able to transfer from car to Metro. A smaller Park & Ride with 300 spaces will be provided at the Fosterstown Stop.

ROAD NETWORK ENHANCEMENT PROPOSALS (2008-2014)

While the traffic analysis considered the ultimate long term development of Swords, it also considered the phased development of the Town, in particular focussing on a first phase consistent with the proposed Swords Town Plan period, identified as 2008-2014. This section represents a synopsis of the Traffic Report prepared by Roughan O Donovan, Consultants, and summarises the proposed transportation infrastructure improvements that are required to support the development of various parcels of zoned lands in Swords for the 6 year period from 2008 to 2014. These proposals are framed in the context of a long-term Vision for the growth of Swords over a 20 year period to a city of approximately 100,000 inhabitants.

Metro North is expected to become operational before 2014, near the end of the proposed Town Plan period. This will provide a high-capacity and rapid public transport link to Dublin City Centre. Many of the developments that will occur during the Town Plan period will not therefore benefit at the outset from the Metro, and interim public transport arrangements will be required so that the new populations can operate on a sustainable basis without becoming over-reliant on private car transport in the early years. The Strategic Vision for Swords (which forms part of the rationale for the proposed variations and ultimately will feed into the planned Swords Town Plan) envisages a network of local Quality Bus Corridors (QBCs) that will complement Metro North, while also connecting the outer areas to the Town Centre. Early provision of some elements of this QBC network will be essential to provide the necessary quality of public transport that will enable development of the Swords Town Plan lands in advance of Metro North. This will apply especially for the more remote lands at Oldtown & Mooretown. This report identifies the public transport requirements for the period 2008-2014.

An extensive traffic model was prepared to evaluate the road network improvement requirements to support the planned growth of Swords, both in the 2014 horizon and in the long-term. The Swords Western Ring Road and the Western Distributor Road (incl. the Ward River Valley crossing) will be the main new road transport elements to underpin the full development of the new city as envisaged in the Strategic Vision. The Swords Western Ring Road is a major road proposal that is unlikely to be completed in full until towards the end of the 2008-2014 period, or beyond, due to the planning process required and to the major construction costs that are involved. In order to enable the first phases of development to proceed during 2008 to 2014 the western distributor road and a number of road capacity improvements will be required in the short and medium term.

Other important considerations for the Plan period (2008-2014) include improvements to the pedestrian and cycle networks. These will largely be delivered in tandem with the public transport links and the road improvements. Changes to Main Street will also be considered for early implementation so as to enable bus priority and enhancements to the pedestrian environment. It is desirable to consolidate the position of Main Street as the heart of the Town in conjunction with an extended commercial centre extending south-eastwards from the Pavilions across the R132 dual carriageway corridor. (See maps 'Strategic Transportation Strategy' and 'Indicative Roads and Parking Strategy').

Oldtown & Mooretown Local Area Plan

Having regard to the existing zoning, its anticipated early release for development and the ultimate development potential of the Oldtown & Mooretown lands, detailed consideration was given to the likely traffic implications associated with their development. The lands are located to the north-west of Swords, and having regard to their distance from the proposed Metro and existing Town Centre, higher car usage was considered to be inevitable, thus highlighting the need to examine in detail the implications for the local road network.

1. Proposed Development Context

The residential zoned lands at Oldtown and Mooretown at the north-western edge of Swords will accommodate approx 3,000-4,000 new homes, which will house a population of approx 10,000 people. This represents about 1/6th of the overall long-term growth of Swords as envisaged in the Strategic Vision 2035.

Local services such as retail, educational and recreational facilities will be provided within the two new residential areas, which will lessen the need for external travel for these purposes. However, employment for the residents is likely to be located in either eastern Swords, Dublin Airport, Dublin City Centre or the major employment zones in west Dublin. Outward travel to work in the morning peak will therefore require suitable transport facilities for the new residents.

2. Transportation Needs

The major desire lines for transport demand that will arise from these developments will be as follows:

- To the southeast via the R132 Dublin Road/M1 corridor towards Dublin City Centre.
- To the southwest via the N2 / M50 corridors to the major employment zones in west Dublin, and towards the main national route corridors of the M4 and M7.

The major public transport corridor serving Swords is located at the eastern side of the town, where a Quality Bus Corridor (QBC) is provided along the R132 to Dublin. In future, Metro North will follow the same corridor. So as to provide high-quality public transport services for the Oldtown and Mooretown areas, it will be necessary to construct a spur QBC that will connect these areas to Swords Town Centre and to the Metro North/Swords QBC corridor along the R132 route.

Traffic access from northwest Swords to the R132/M1 corridor is constrained at present by the limitations of the existing road network, which channels traffic through the congested Town Centre area. It is desirable to provide suitable new roads to enable traffic from the new development areas to bypass Swords Town Centre. These new roads should link to the R132/M1 corridor to the north and south of the town.

To the west of Swords existing narrow and windy rural roads such as the R108 Naul Road are unsuitable for access to a major development area. In advance of the Swords Western Ring Road dual carriageway, which will provide a high-quality link to the N2/M50 corridor, a Western Distributor Road will be required to provide a suitable route for traffic on the western side of Swords.

3. Access Routes to Oldtown and Mooretown

These areas are bisected by the R125 Rathbeale Road that links Swords to Ashbourne and the N2 route corridor. This road is the primary transport corridor through north-western Swords. It is a 2-lane single carriageway road with grass verges in places alongside the footpaths and with extensive frontage development of individual houses. Traffic capacity is limited, especially by the junction at St.Cronan's Avenue, where there is little in the way of additional traffic lanes at the signals. Traffic delays and queues occur as a result of these deficiencies. There are no public transport facilities along the Rathbeale Road. This route on its own cannot sustain the transport needs for access to the major scale of development under consideration at Oldtown and Mooretown.

Provision of high-quality public transport to the Oldtown and Mooretown area will require dedicated bus priority measures along a suitable route. Until traffic pressure is relieved along the R125 Rathbeale Road through provision of the Swords Western Ring Road it will not be practicable to develop a Quality Bus Corridor along this route. A QBC route to the Town Centre can be developed via Brackenstown Road through a number of localised improvements. This QBC can in the short-term connect to the R132 QBC along Dublin Road. When Metro North becomes operational, the QBC will be modified to extend through the Pavilions site to interchange with the Metro at the Swords Stop.

Glen Ellen Road is a 2-lane single carriageway and frontage-free road that has been developed through new residential areas at Appplewood and Glen Ellen. It extends from the Oldtown area eastward to a junction with Balheary Road, and provides a route to the R132 at the Estuary junction that bypasses the Rathbeale Road. Junction improvements will be required at several locations at the eastern end of this road to provide improved traffic capacity for this route. In the short-term this route may provide limited access for parts of Oldtown-Mooretown, but its primary function will remain that of a local access road serving the immediate adjoining residential communities.

Improvements to existing roads in the Balheary/Estuary area will however be insufficient to cater for the full traffic requirements of the Oldtown/Mooretown lands, and a new more direct link to the M1 Lissenhall Interchange is required. This can be achieved through construction of Phase 1 of the Swords Western Ring Road and associated junction capacity improvements at Lissenhall.

4. Summary of Access Proposals for Oldtown & Mooretown LAPs

(The following proposals are numbered on the accompanying map 'Transportation Strategy: QBC, New Roads and Junction Improvements')

PT1 – Swords Western Quality Bus Corridor

A 5km to 6km long QBC will be developed along Rathbeale Road/St.Cronan's Avenue/Brackenstown Road to the southern end of Swords Main Street. The works required along this route will consist of the following elements:

- PT1 (a). Bus priority measures within Oldtown LAP area and via Glen Ellen Road/St. Cronan's Avenue to Rathbeale Road junction.
- PT1 (b). Bus priority measures within Mooretown LAP area to Rathbeale Road.
- PT1 (c). Bus lanes over a 150m length on the northern, western and southern approaches to the junction of Rathbeale Road and St. Cronan's Avenue.

- PT1 (d). Bus lanes over a 150m length on the northern and eastern approaches to the junction of St. Cronan's Avenue and Brackenstown Road.
- PT1 (e). New road link from the eastern end of Brackenstown Road to Swords Main Street/Dublin Road to bypass the existing hairpin bend (Highfield Link Road).
- PT1 (f). Bus Link from Swords Main Street via Malahide Road and through new Bus-Only road across the Pavilions site to elevated public transport interchange at Plaza above Swords Metro Stop.

SWRR – Swords Western Ring Road Phase 1

- SWRR(a). Approximately 2km of new dual carriageway road to link the R132/M1 to the Swords Western Distributor Road.
- SWRR(b). R132 junction 0.8km north of the existing M1 Lissenhall Interchange.
- SWRR(c). Extended M1 Lissenhall Interchange to include connections to the Swords Western Ring Road.
- SWRR(d). Capacity improvements between the R132 and M1 south at Lissenhall.
- SWRR(e). Future eastward link from the Swords Western Ring Road to the R126 Donabate Road.
- SWRR(f). Access to major Metro North Park & Ride facility at Belinstown.

WDR – Oldtown-Mooretown Western Distributor Link Road

- WDR(a). 6km of new single carriageway distributor road around the western side of Swords.
- WDR(b). Northern terminal at Belinstown junction with the Swords Western Ring Road Phase 1.
- WDR(c). Roundabout junction on the R125 Rathbeale Road between Oldtown and Mooretown on the northwestern side of Swords.
- WDR(d). Connections to the Brackenstown Road on the western side of Swords.
- WDR(e). Ward River Valley bridge crossing between Knocksedan and River Valley.
- WDR(f). Southern terminal on Forrest Road south of Ridgewood.

Glen Ellen Road to R132 Improvements

The following measures will cater for additional traffic from the Oldtown & Mooretown LAP areas via Glen Ellen Road eastward to the R132 at Estuary at the northern edge of Swords Town Centre.

- R1. Provide traffic signals along Glen Ellen Road to cater for pedestrians and cyclists.
- R2. Major capacity improvement at the junction at Glen Ellen Road/Balheary Road/Balheary Industrial Estate.
- R3. Widen Balheary Road to 4 lanes between Glen Ellen Road and Castlegrange junctions over 300m length. This will encroach on public park area to the east.
- R4. Major capacity improvement at the Castlegrange junction at Balheary Road/Fire Station.
- R5. Widen link road to 4 lanes between Castlegrange and R132 Estuary junctions.
- R6. Major capacity improvement at the R132 Estuary junction.

R125 Rathbeale Road / Watery Lane Improvements

- R7. Capacity improvement at the junction of R125 Rathbeale Road with St.Cronan’s Avenue by widening to 2 lane approaches on all arms in conjunction with bus lanes.
- R8. Capacity improvement at the junction of R125 Rathbeale Road with Watery Lane.
- R9. Capacity improvement at the junction of R125 Watery Lane with Balheary Road.

Brackenstown Road to Dublin Road Link

- R10. New/improved link road from Brackenstown Road to Dublin Road.

■ Fosterstown Local Area Plan

In addition to the landbank at Oldtown-Mooretown, lands at Fosterstown/Cremona (opposite Airside) also have RS1 residential zoning. It is anticipated that there will be an early release for development of these lands, and thus detailed consideration was given to the likely traffic implications associated with its development. The lands are located within easy access of the Fosterstown Metro North Stop, and also within relatively close proximity to Swords Town Centre, thus reducing car dependence. Notwithstanding the potential to bring about a shift to more sustainable transport modes, car usage and utilisation of the existing road carrying capacity is anticipated and thus the need to examine in detail the implications for the local road network.

PROPOSED DEVELOPMENT CONTEXT

The Fosterstown lands are strategically located at the southern ‘gateway’ to Swords town centre. The lands are bound by the R132 and the Metro North route to the east and the Forrest Road to the west. The subject lands comprise 13.14 ha and are currently undeveloped and/or used for pasture and grazing.

The Fosterstown lands are the largest remaining undeveloped land bank in the southwest area of Swords, providing an opportunity for a high quality, well designed, permeable and legible urban environment. This area will be highly accessible by public transport, in particular the Metro North route and its associated station on the east of the R132, opposite the development lands.

The southwest quadrant of Swords comprises largely 2-storey suburban type residential development. The development of Boraimhe and Rathingle in recent years has intensified the level of development in this area and provided for local needs in the form of the Boraimhe Neighbourhood Centre and the Rathingle Neighbourhood Centre.

Existing Transportation Network

The subject lands are bound by the R132 to the east and the Forrest Road to the west. There is currently one agricultural access to the plan lands from the Forrest Road. There is no access onto the R132.

Metro North will proceed along the R132, with a stop on the eastern side of the road, opposite the subject lands. This is also the location of the 300 space park and ride area. Access to the stop from the Fosterstown lands will be via a pedestrian bridge over the R132.

The Traffic Model for Swords highlights the need to improve the transport network in the southwestern area of the town and facilitate movement of traffic around the Town Centre, avoiding the need to enter Dublin Road/Main Street from Forrest Road.

The Forrest Road has a poor alignment, is quite narrow, and is missing footpaths along sections of its length, resulting in the need to upgrade this road. There is provision within the CDP for a Forrest Road Improvement Scheme. This has not been carried out to date. Realignment/widening of this route and the insertion of footpaths will ensure it becomes a safer route for both vehicular and pedestrian/cyclist traffic.

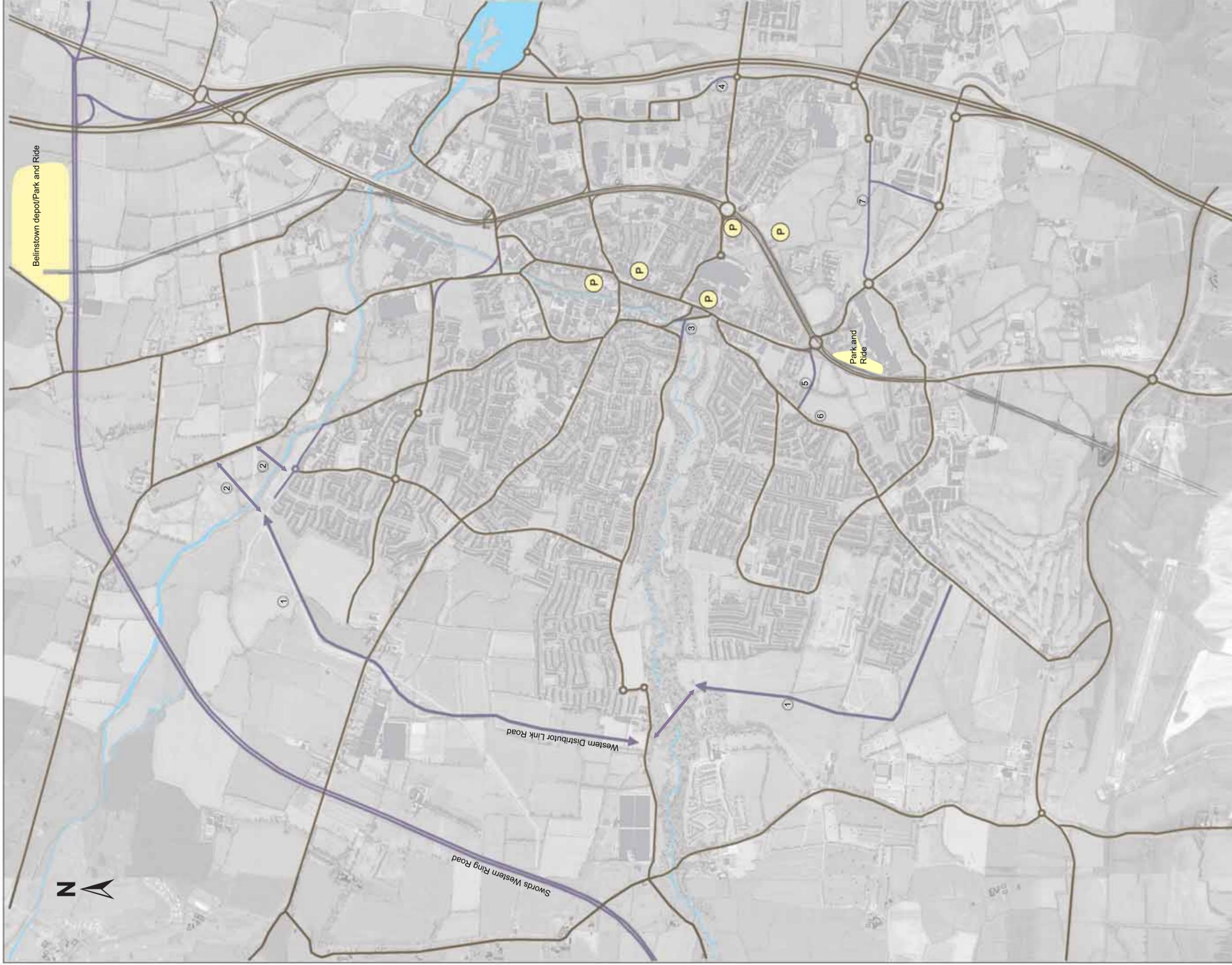


PROPOSED TRANSPORTATION IMPROVEMENTS

The following strategic road improvements and road links are required to improve the overall network in Swords and must be provided prior to the development of the Fosterstown lands to enable accommodation of increase in traffic levels. (See map ‘Transportation Strategy: QBC, New Roads and Junction Improvements’).

- R11. Forrest Road North Improvements: Upgrade road layout to consistent standard with footpaths and cycle lanes on both sides from Swords Town Centre south as far as the Boraimhe junction.
- R12. Forrest Road South Improvements: Upgrade road layout to consistent standard with footpaths and cycle lanes on both sides from Ridgewood south as far as Airport Northern Perimeter Road, including provision of a junction with the proposed Western Distributor Road.
- R13. Fosterstown Link from Forrest Road to the R132 Pinnock Hill junction.
- R14. Airside to Feltrim Links (Airside-Drinan Link Road).
- R15. Seatown to Malahide Road Link (Seatown Development Area Link Road).
- R16. R132 Pinnock Hill junction improvement.
- R17. R132 Malahide Road junction improvement.
- R18. R132 Seatown Road junction improvement.





- Key:**
- Existing road network
 - Proposed road network
 - Indicative road link.
 - Ⓟ Proposed car park

- 1 Oldtown-Moortown Western Distributor link road
- 2 Oldtown-Lissenhall link road
- 3 Highfield link road
- 4 Seatown Development Area link road
- 5 Fosterstown link road
- 6 Forest Road improvement scheme
- 7 Airstide-Drynan link road

Title
Indicative Roads and Parking Strategy

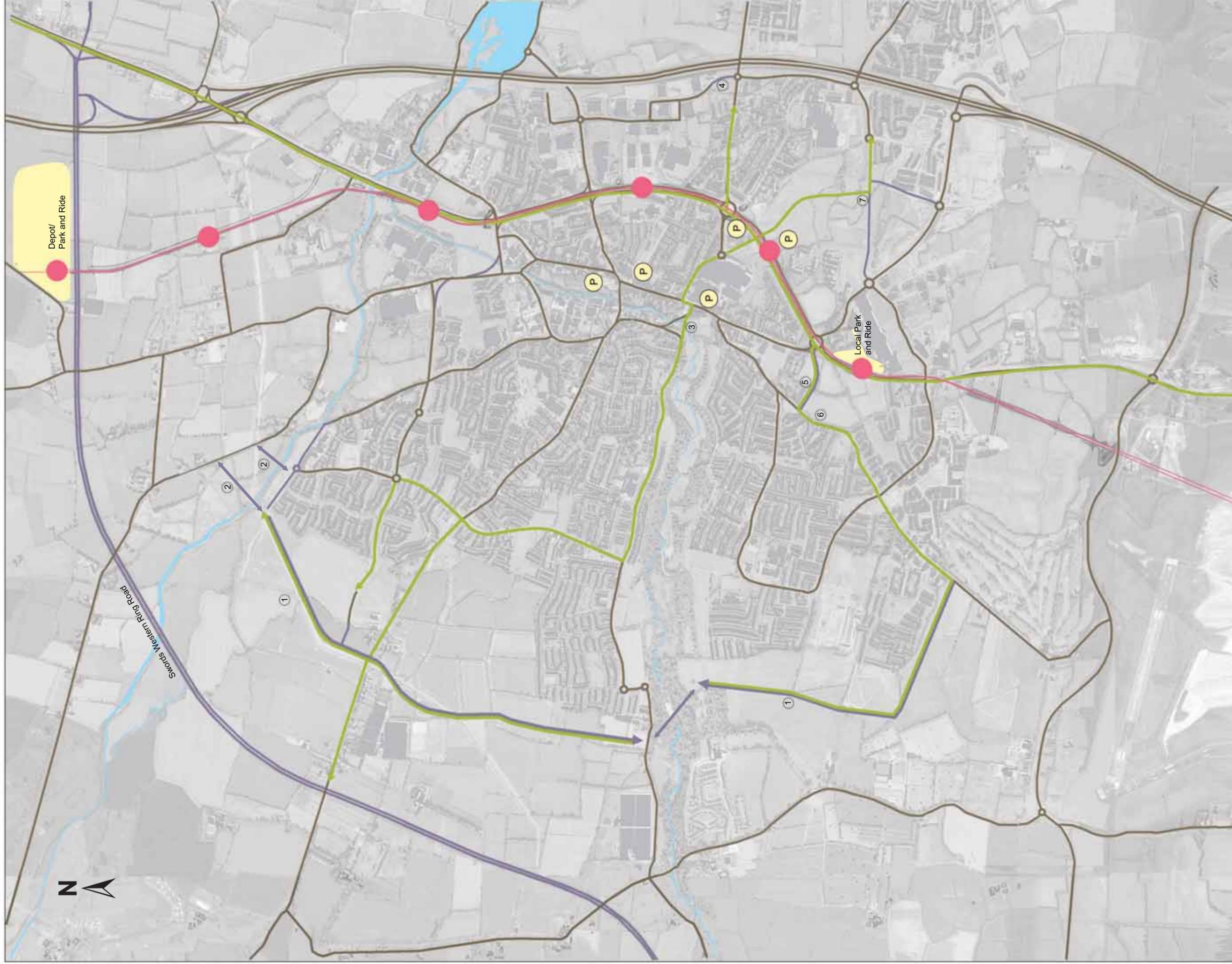
Director of Services: Gilbert Power
Senior Planner: Rachel Kenny
Prepared By: Margie O'Shea
 Una O'Neill
Drawn By: JMcK

Scale: not to scale
Date: 23.4.08



Planning Department,
County Hall, Main Street,
Swords, Co. Dublin

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Depot/
Park and Ride

Swords Western Ring Road

Local Park
and Ride

SWORDS

AN EMERGING CITY

Strategic Vision

- Key:**
- P Proposed car park
 - Indicative QBC network
 - Existing road network
 - Proposed road network
 - Proposed route - Metro North
 - Indicative future link
 - Proposed Metro stations

- 1 Oldtown-Moortown Western Distributor link road
- 2 Oldtown-Lissenhall link road
- 3 Highfield link road
- 4 Seatown Development Area link road
- 5 Fosterstown link road
- 6 Forest Road improvement scheme
- 7 Ainside-Drynan link road

Title
Strategic Transportation Strategy

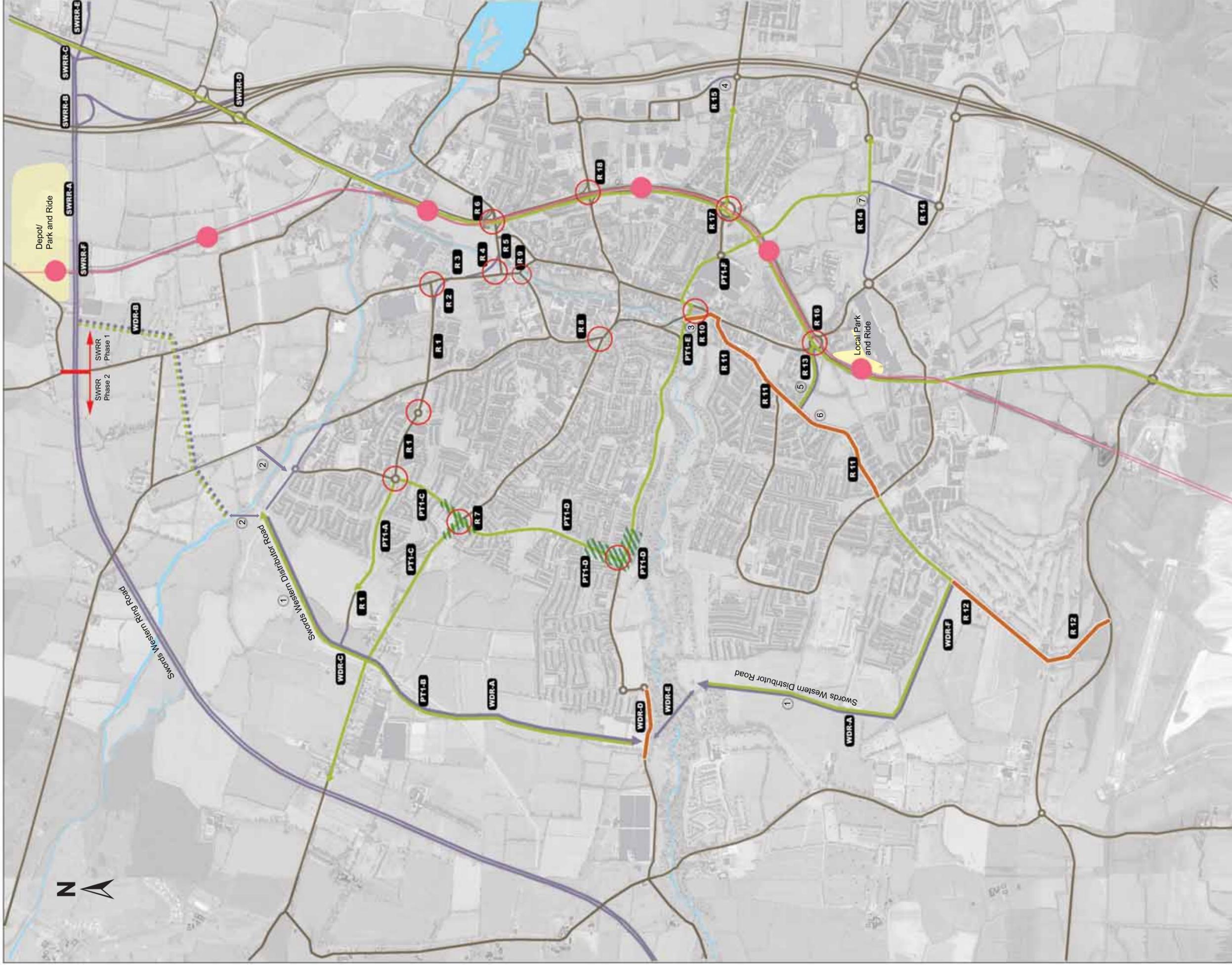
Director of Services: Gilbert Power
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 Drawn By: JMCK

Scale: not to scale Date: 23.4.08



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SWORDS
AN EMERGING CITY

Strategic Vision

- Key:**
- R.1 Road proposals (see chapter 6 - Transportation)
 - Transport network improvements
 - Bus priority measures
 - Specific Road improvements
 - Indicative QBC network
 - Existing road network
 - Proposed road network
 - Proposed route - Metro North

- Proposed Metro stations
- Indicative future link
- 1 Oldtown-Moortown Western Distributor link road
- 2 Oldtown-Lissenhall link road
- 3 Highfield link road
- 4 Seatown Development Area link road
- 5 Fosterstown link road
- 6 Forest Road improvement scheme
- 7 Airside-Drynan link road

Title
Transportation Strategy:
QBC, New Roads and
Junction Improvements

Director of Services: Gilbert Power
Senior Planner: Rachel Kenny
Prepared By: Margie O'Shea
Drawn By: JMcK

Scale: not to scale **Date:** 23.4.08



7 Metro North (2013)

Introduction

Metro North will provide a high capacity, high frequency and first class quality public transport link between Dublin City, Dublin Airport and Swords. It is due to be completed by 2013. Metro North will have a capacity greater than Luas providing capacity for over 20,000 people per hour in both directions. The journey from north Swords (at Lissenhall) to St. Stephens Green will take 22 minutes, with services running every 4 minutes at peak times.

Metro North – A Link to the Future [Fingal County Council in association with DCC/DDA and RPA February 2005]: presented a compelling case for the construction of Metro between Dublin City, Dublin Airport and Swords

‘Transport 21’ [2005]: Metro North is a key element in ‘Transport 21’ [2005] which is Government’s Transport Investment programme.

Fingal County Development Plan 2005-2011 (CDP)

The development strategy for Swords is to promote the planned and sustainable development of the County Town by:

- Consolidating existing and future development within well-defined town boundaries separated from the agricultural hinterland by designated greenbelt areas,
- Providing for a much-expanded civic, cultural, retail, commercial and employment base at a level appropriate for a vibrant major County town,
- Developing high quality public transport links to Dublin City, Dublin Airport and the Greater Dublin Area,
- Promoting the development of high quality living and working environments.

Key relevant stated Development Objectives in the CDP are as follows:

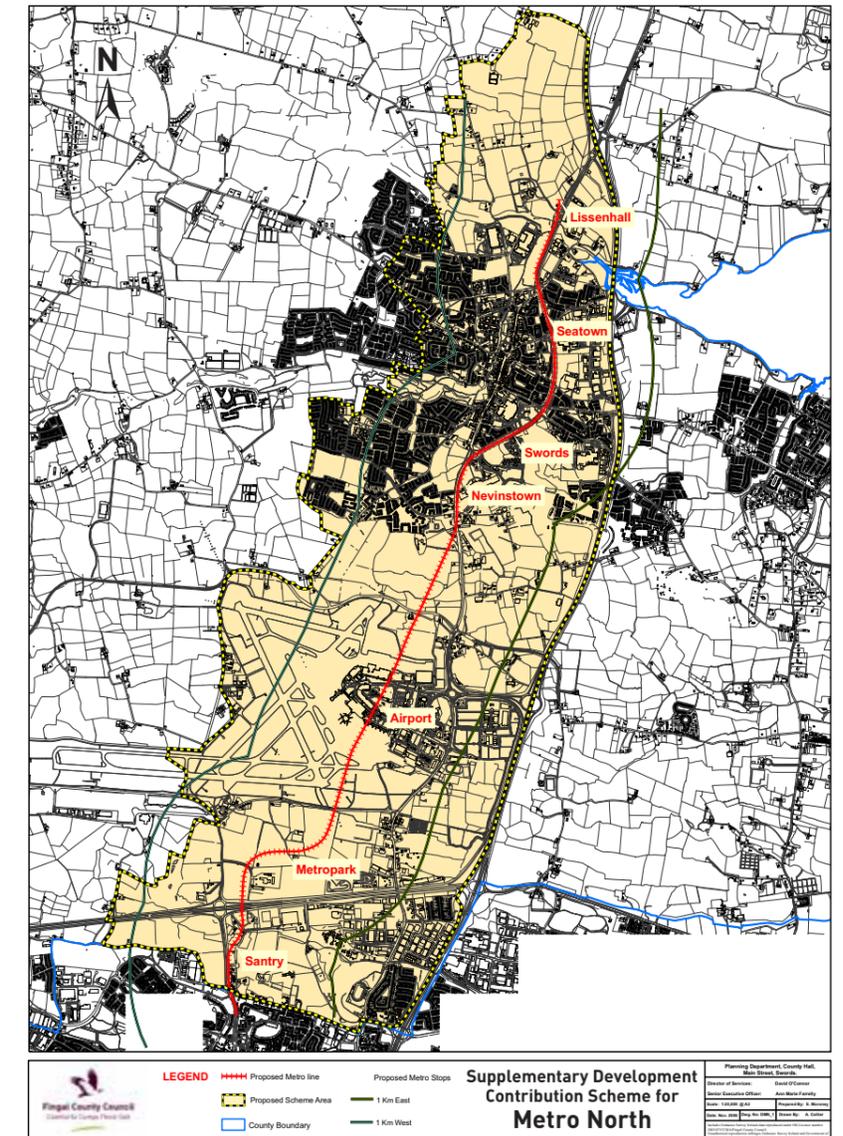
- To promote the development of Swords as a multi-modal transport hub [Objective SWORDS 2]
- To actively promote the early development of the Metro linking the town of Swords with Dublin Airport and Dublin City Centre. [Objective SWORDS 3].

The Metro line is shown indicatively on the CDP map.

The CDP was adopted prior to the Government decision to bring Metro North to Swords. The CDP now needs to be varied in respect to a number of matters relating to the proper planning and sustainable development of Swords as it accommodates and develops taking account of Metro North. In particular the CDP, should be varied [1] to reflect the RPA’s proposed alignment of the route which extends further north to serve the proposed development area at Lissenhall, their stop, park and ride and depot locations; [2] to include additional Metro-related Specific Local Objectives [indicated as LOE, LOH, LOF, LOG in this proposed Variation] and [3] to provide for a new land-use zoning objective MEC, which will be subject to future CDP variations and would be applicable for strategic sites along the Metro line.

The RPA intend submitting an application for a Light Rail Order to the Strategic Infrastructure Board later this year. The ‘Reference Design’ for Metro North is being progressed by the RPA in consultation with all the major stakeholders including the Council. In this regard consultation has been ongoing between the RPA and Fingal County Council over the past 18 months in order to ensure that the detailed alignment and design of the Metro will facilitate the optimal development of Swords Town in future years and will maximise the opportunities and potential of the Metro for the benefit of those living and working in the Town. This consultation process resulted in the following changes: the Metro line being extended further north into the proposed Lissenhall development area; the siting of the park and ride and depot being located outside the proposed development boundary of Swords, the number of proposed stops in Swords being increased and the locations and design of the stops agreed so that the Metro will best serve the existing and future residents and businesses within Swords. The consultation also brought about a more legible and rational integration of Metro into the existing and proposed urban form of Swords, for example (a) the replacement of existing roundabouts and footbridges with signalised junctions, (b) the importance of the Swords Town Centre Stop as an integral part of a Gateway into Swords and as a means of integrating the existing Town Centre (on the west side of the R132) and the Town Centre expansion area on the east of the R132 (at Barryspark).

Section 49 Scheme: A financial contribution scheme for the Metro prepared under Section 49 of the 2000 Planning and Development Act was adopted by Fingal County Council on 12 February 2007. The lands affected by this supplementary contribution scheme are shown on map ‘Supplementary Development Contribution Scheme for Metro North’.



■ Metro North Description

The alignment of the Metro as it travels through Swords is shown on attached drawing. (See map 'Metro North Corridor').

HORIZONTAL ALIGNMENT

The Metro route travels from Dublin Airport through the designated 'Green Belt' zone which adjoins Swords on its south side. It then travels along the route of the old Swords by-Pass/R132 from Fosterstown stop (which is located on the eastern side of the R132) and thereafter generally along the existing median of the R132 (with minor adjustments to the R132 at specific locations) to a location just north of Estuary roundabout before it travels west of the R132 through Balheary Park and into and through the existing 'Green Belt' zoned lands north of the Broadmeadow River (i.e. through 'Lissenhall lands').

VERTICAL ALIGNMENT

The line comprises at grade, elevated, 'in cut' and tunnelled elements. The elevated and tunnelled sections were proposed by the RPA and agreed in principle with the Council having regard to engineering and land use considerations. Generally the line is at grade as it arrives at Swords, through the green-belt lands, it then goes under the R132 for a short distance emerging at Airside Retail Park and continuing at grade or following the topography of the land until it reaches Pinnock Hill. The line is elevated as it crosses all existing roundabouts, with the exception of the Malahide Road roundabout where the line goes under this roundabout. After, the elevated section over Estuary roundabout the line is at grade for the remainder of its journey to the depot at Belinstown (north of Lissenhall). As it travels through Lissenhall, the Metro will be provided at street level with regular at grade vehicular and pedestrian crossing points (identified as being at minimum 200m vehicular crossings and 100m residential crossings).

The detail in respect of the lines vertical alignment is outlined below.

At grade section:

The route is generally at grade as it travels through the 'Green Belt' lands south of Swords. The line however, works with the topography of the area and this results in a number of possible pedestrian underpasses, which mitigate against severance of these agricultural lands.

Along the R132 it is at grade for a short length in vicinity of Airside/Fosterstown stop (on the eastern side of the R132). The Metro continues at grade after it travels over the Pinnock Hill Roundabout, and is located within the median in the centre of the road/R132, comprising Swords Town Centre Stop (which is at grade), and Seatown Stop opposite the Swords Business Park. The line is at grade as it travels alongside the western side of the R132/east of Balheary Park and as it enters the Lissenhall lands, the Metro will be provided at street level with regular at grade vehicular and pedestrian crossing points.

'In cut'/tunnelled section:

It is 'in cut' under the Boromhe/Airside junction and the Malahide Roundabout.

Elevated sections:

There are two elevated sections:

- [1] over the Pinnock Hill Roundabout and
- [2] that section of the Metro which extends from a position just south of the Seatown Roundabout to a position just north of the Estuary Roundabout.

The rationale for elevated and in cut/tunnelled sections is to ensure that there is minimal conflict between vehicular movement along the R132 and Metro movement. It is proposed that the Metro system will be segregated from the road traffic through existing urban areas until it enters the Lissenhall lands. The decision to have an elevated line over roundabouts as opposed to 'in cut' or tunnelled sections in the vicinity of the Estuary Roundabout relates to ground conditions, in particular the groundwater table. As an underground element is precluded at Estuary Roundabout, the line must be elevated. In order to have a consistent architectural language along the line, and to respect passenger experience as they travel the route, the decision was made to provide an elevated line from just south of Seatown Roundabout to just north of Estuary Roundabout. In respect of the elevated section over Pinnock Hill Roundabout, this is largely as a result of the topography on the land along the Metro route as it approaches the roundabout from the south, and was determined by the RPA as being the most viable engineering solution.

METRO STOPS – FUTURE 'GATEWAYS' TO SWORDS

Six Metro stops are proposed in Swords. These will form the future 'Gateways' to the Town/City for those travelling by Metro. The Stops are provided at following locations:

1. Fosterstown
2. Swords
3. Seatown
4. Estuary
5. Lissenhall
6. Belinstown

The Stops, together with adjoining development, shall be appropriately designed to the highest standards to provide for dramatic new public arrival 'spaces'/places.

The Council has worked closely with the RPA to determine the required number, and best locations, for these Stops having regard to existing development and the future development potential of existing brownfield and greenfield lands located within convenient walking distance of the Metro Stops.

The attached map 'Metro North Corridor' shows the 800 metre walking catchments of the proposed Metro Stops, and clearly highlights a need for Estuary Stop to be provided within the first phase of Metro Stops.

The Council will require all Stops to be well designed and provide for full pedestrian and cycle access, bus interchange and adequate shelter.

BUS INTERCHANGE FACILITIES

The Council will require that sufficient bus interchange facilities will be provided at each Metro Stop. Bus interchange facilities shall generally be provided at grade level adjacent to the Stops. In addition to the bus-layby proposed at grade

adjacent to the Stops, at the 'Swords' Stop bus interchange facilities shall also be provided at the Plaza level in addition to facilities on the R132.

In addition to the strategic transport interchange being proposed for Swords Stop, Belinstown park n'ride stop is considered to be particularly well sited as a regional transportation interchange with Swords Stop being of greater local importance. In this regard, it is proposed that a minimum of 5 bus bays shall be provided at Lissenhall north [Belinstown].

PARK AND RIDE FACILITIES

Strategic Park and Ride facilities are proposed at Lissenhall [minimum of 2000 spaces] and Local Park and Ride facilities are proposed at Fosterstown [circa.300 spaces].

Strategic Park and Ride facilities:

2000 car parking spaces [minimum] will be provided in a multi storey facility north of the SWRR adjacent to the terminus to the Metro North. It is proposed that the preferred access to this Park and Ride facility will be from the Swords Western Ring Road (SWRR). However, it is acknowledged that there may in the short term need to be an alternative means of access. Any short-term access arrangements, such as those proposed by the RPA via Batter Lane will be designed and augmented in accordance with the requirements of the Council. Interim access arrangements will also be provided through the Lissenhall lands from a new junction onto the R132 located just north of entrance road to Emmaus retreat centre. It is envisaged that on completion of the SWRR these routes will no longer be attractive for regional/ non-local traffic accessing the park n'ride.

The proposed strategic Park and Ride facility will comprise a large multi storey structure which will be widely visible in the landscape. In the interest of mitigating the adverse visual impact of this structure in the landscape, the Council will require that this structure will be well designed with particular attention given to the proposed elevation treatment and landscaping in the vicinity of the structure.

The detailed design regarding the route, stops, park n'ride, depot, etc. will be a matter for further detailed consideration by An Bord Pleanála, in accordance with the provisions of the Planning & Development (Strategic Infrastructure) Act 2006.

Local Park and Ride facilities

A smaller Park and Ride facility [300 spaces] will be provided beside the Fosterstown Metro Stop opposite the Fosterstown LAP area.

Bike and Ride

The Council will require that adequate levels of cycle parking shall be provided at all Metro Stops and that bike shelters shall be provided. The number of cycle parking spaces to be provided should be determined though an evaluation of the likely demand for these facilities at each Stop based on market research through comparison with similar facilities in other countries where high cycle usage has been promoted. Cycle parking areas should be located immediately adjacent to the Stop and should be supervised by CCTV surveillance systems. Well designed and sited wind and rain shelter should also be provided to cycle stands.

DEPOT

The depot serving Metro North will be provided on a site north of the proposed SWRR. The depot will constitute a major extensive development in the landscape with the potential for serious impact on the visual amenities of this rural area. It is an objective of the Council to ensure the development of a well designed, maintained and operated depot which is well screened on all sides in order to ensure that the visual and residential amenity impacts of this development are minimised.

Significant landscaping [including planted bunds] shall be provided and maintained into the future in order to ensure that the impacts of this large development in the landscape are minimised. In particular the proposed landscaping scheme shall provide for the mitigation of the visual impact of this development as viewed from the R132 and M1 to east and the SWRR and the future Lissenhall development area to the south.

CONSTRUCTION INTERFACE LOCATIONS

It is an objective of the Council to ensure that the RPA manage construction interface locations so that the construction of Metro North will not impact on the objectives of the Council to deliver significant elements of physical infrastructure. Such interfaces would include those between the Metro line, the depot bunding and the SWRR, the Metro Swords Stop and the underground vehicular connection between Town Centre lands on either side of the R132 and Swords Stop and Plaza above.

LANDSCAPING STRATEGY ALONG THE METRO ROUTE

It is an objective of the Council to ensure that the Metro is provided within a landscaped corridor which is punctuated by Metro Stops, that form a series of urban nodes/gateways to Swords Town.

Providing the Metro in a landscaped corridor is a key element in the proposed landscape strategy for the Town which in brief comprises the following additional key elements:

- Providing the SWRR within a 'Green Parkway';
- Providing a Regional Park on the west side of the town
- Extending the Broadmeadow Linear River Park
- Providing linkages from the 'SWRR green parkway' into [1] the extended Broadmeadow linear parks and [2] the proposed new regional park
- Linking the Broadmeadow linear park and Ward River Valley linear park, through a series of green links within and adjacent to existing and proposed residential areas.

Replacement Planting

It is an objective of the Council to ensure that any existing landscaping which has to be removed along the R132 to facilitate the construction of the Metro shall be fully replaced by the RPA as part of the Metro North scheme, generally providing for a 4-6m planting belt.

TRACKING

Track construction along the Metro will comprise the following:

- Grass-bed track will be provided through the Lissenhall development area; along the median on the R132 and through Balheary park;
- Embedded track at all Metro Stops with bumpy texture to discourage pedestrians other than at designated crossing points ;
- Ballast track elsewhere.

VIADUCTS

There are 2 significant sections where the Metro is elevated: [1] over the Pinnock Hill Roundabout and [2] that section of the Metro which extends from a position just south of the Seatown Roundabout to a position just north of the Estuary Roundabout .

These viaducts will constitute new visual landmarks within the Town. In the interest of ensuring that the structures are integrated visually within the developing townscape and any adverse visual impact is mitigated the Council will require that all elevated sections of the Metro will be of high aesthetic design quality. The visual impact of the viaducts shall be minimised through the application of good design principles relating to abutment height, design and finish of abutment walls and retaining walls on the approach embankments, number and design of support piers, visual dominance and with of deck of the bridge structure.

FOOTBRIDGES

The existing footbridge over the R132 at Chapel Lane will be replaced as part of the Metro North Scheme. A new footbridge is proposed at the Fosterstown Stop. These bridges will also constitute important new visual landmarks in Swords and the Council will require that all new footbridges [including those replacing existing bridges] along the R132 shall be of high aesthetic design quality. It is an objective of the Council to develop detailed design guidance/concept design proposals for future footbridges over R132.

The visual impact of the proposed footbridges will be minimised, while also maximising the opportunity to use some such bridges as positive architectural features within the new City. This will be done through the application of good design principles relating to span widths, transparent and visually recessive nature of parapet railings, pylon numbers, height and width, and width and slope of bridge deck. Footbridges should be of a sufficient width to allow comfortable and safe use of the bridge for both pedestrians and cyclists without segregation (to this end a minimum of 4m is recommended).

The existing footbridges at Seatown and Estuary Roundabouts will be removed as part of the Metro scheme. They will be replaced by 'at grade' pedestrian crossings at new reconfigured traffic signalised junctions at the crossroads which will replace the roundabouts.

Proposed Variations

Objective SWORDS 23

Within the context of the Planning & Development (Strategic Infrastructure) Act (2006), the Council shall seek to ensure that the Railway Procurement Agency (RPA) design, construct, operate and maintain Metro North, to the highest standards and ensure that all environmental impacts are minimised.

In particular, the Planning Authority shall seek to deliver the following:

- (a) Along the R132, Metro North shall be provided in a landscaped corridor punctuated only by proposed Metro North stops which will introduce a series of urban nodes/gateways to Swords Town. Any existing landscaping which has to be removed along the R132 to facilitate the construction of the Metro shall be fully replaced by the RPA as part of the Metro North scheme.
- (b) All elevated sections of the Metro shall be of high aesthetic design quality.
- (c) Track construction shall comprise grass-bed track through Lissenhall, along median on R132 and through Balheary Park; embedded track at stops, and ballast elsewhere along route.
- (d) All new footbridges [including those replacing existing bridges] along the R132 shall be of high aesthetic design quality and shall be sufficiently wide such that they provide for the comfort and safety of shared pedestrian/cycle use.
- (e) All Metro Stops, shall be well designed, and shall positively contribute to the architecture and urban design of the public realm in Swords and shall provide for pedestrian and cycle access; bus interchange facilities and adequate shelter.
- (f) Construction interface locations shall not adversely impact on or impinge the Council's objectives as they may pertain to the delivery of significant elements of physical infrastructure [eg SWRR].
- (g) RPA proposals, including construction timeframe, shall have regard to the Council's proposals to delivery a pedestrian and public transport link/podium above the Swords Stop and a vehicular conduit below [linking MC zoned lands east and west of the R132].

LO E

To facilitate the RPA's development of a strategic Metro North 'Park and Ride' facility [providing for a minimum of 2000 cars] in a multi storey complex at Belinstown (north of Lissenhall). This multi storey 'Park and Ride' facility shall be well designed and sited with particular attention given to the adequacy of vehicular access, connectivity to Belinstown (Metro) Stop, elevational treatment, landscaping and mitigation of potential adverse impact on the amenity of existing residents.

LO F

To facilitate the RPA's development of a well designed Depot to serve Metro (North & West) on a site on north side of the proposed Swords Western Ring Road (SWRR). The depot shall be sited, designed, landscaped, constructed, operated and maintained into the future to ensure that any potential noise, air and/or light pollution, as well as visual impacts of this development in the landscape are minimised. The depot shall be screened on all sides. In particular the proposed landscaping scheme, which may include significant bunding shall provide for the mitigation of the visual impact of this development as viewed from the R132 and M1 to east and the SWRR and the future Lissenhall development area to the south.

LO G

To facilitate the development of a local Park and Ride facility [300 spaces] by the RPA at Fosterstown Stop.

■ Metro North Economic Corridor

KEY STRATEGIC DEVELOPMENT AREAS

The future development Strategy for Swords Town is to promote high density and people intensive uses in the immediate vicinity of the Metro. (See map 'Strategic Development Areas').

In this regard key elements in our development strategy for the Town include the following:

- Increasing the level of residential development in the Town Centre within walking distance of the Metro.
- Expanding employment levels within the Town.
- The exploitation of Metro Stops as 'Gateways' into Swords.

Metro Stops are proposed at Fosterstown, the Town Centre, Seatown, Estuary and within the Lissenhall area. The Council's Development Vision and Strategy for Seatown, Estuary and Lissenhall is provided in full in Chapter 9, and as such is only summarised below.

Fosterstown Character Area:

This is the first Stop in Swords. It is located on the east side of the R132 opposite the RS1 LAP lands at Fosterstown (on lands zoned GI). A local (300 space) Park and Ride facility is proposed to serve this Stop. This Stop will mainly serve the existing and future residential areas in the south west and south east parts of Swords as well as Airside Retail and Business Parks.

An LAP for the RS1 zoned lands at Fosterstown on the western side of the R132 opposite the Metro Stop will be prepared during 2008.

The remaining greenfield development site within this general area, zoned GI, is strategically located and suitable for higher density and high intensity mixed use development. This is provided for in the proposed Variations, to include a Local Objective LO D, as follows:

■ Proposed Variations

Local Objective LO D

To provide for high intensity employment generating and mixed use development, including residential, in accordance with an approved Local Area Plan. The LAP shall be prepared having regard to the uses permissible under proposed landuse zoning objective MEC (ref proposed Table 4.15) and will necessitate future CDP Variation(s).

Development which pre-empts or prejudices the preparation of the proposed LAP shall not be permitted, unless modest/minor extension or alteration to an existing permitted use on site.

Town Centre Character Area:

The existing 'MC' zoned lands will be served by the Swords Stop which is the main 'Gateway' stop. Major additional commercial developments are planned

within the zoned development lands including significant additional levels of retail, office, residential, cultural and civic uses.

The proposed Metro Stop will be at grade with a public Plaza above forming a major new civic space and the main access point for those arriving or departing Swords Town Centre by Metro. A Master Plan/Urban Design Framework Statement for the Town Centre is currently being prepared as required under the CDP to promote the proper planning and sustainable development of the expanded Town Centre and ensuring that new development is fully integrated with the existing town core and that such development supports and enhances it. The Town Centre will comprise a number of distinct quarters including commercial, civic, cultural and retail quarters. [Detailed in Chapter 3, 'Town & Urban Centre Strategy'].

Seatown Character Area:

This area comprises the lands at Swords Business Park and Seatown Business Campus. These lands are currently zoned 'G1' in the CDP 'to facilitate opportunities for general industrial employment and related uses in industrial areas'.

The lands within the Seatown Development Area are likely to be considered suitable for development and redevelopment. Over time, it is likely that these lands would be made available for higher density mixed use development including a high proportion of people-intensive employment uses, residential use as well as retail, service and community services sufficient to support the needs of those living and working within this new quarter. It is envisaged that this area will develop into a mixed use new business and residential quarter within the Town immediately adjacent to the Metro, in accordance with proposed Variation LO D, and subject to the necessary future CDP variations (Refer to section 9.2)

Estuary Character Area:

This area comprises five distinct tracts of land, namely Holybanks, Celestica, Swords Business Campus, Balheary Park and Fingallians.

Existing Zoning includes:

- Holybanks is zoned ST1, 'to facilitate opportunities for science and technology based employment and associated and complementary uses in a high quality environment in accordance with an approved Local Area Plan'
- Celestica and Swords Business Campus are zoned 'G1' in the CDP 'to facilitate opportunities for general industrial employment and related uses in industrial areas'.
- Balheary Park and Fingallians are zoned 'OS' 'to preserve and provide for open space and recreational amenities'.

As with Seatown Development Area, it is envisaged that this area will develop into a mixed-use business quarter within the Town incorporating a significant residential component immediately adjacent to the Metro, in accordance with proposed Variation LO D, and subject to the necessary future CDP variations (Refer to section 9.1)

Lissenhall Character Area:

This area is currently zoned 'Green Belt' and is predominantly in agricultural or recreational use. This area will, subject to the adoption of CDP Variations and future Plans, change significantly in character, accommodating a substantial new residential and business community.

There will be two Metro Stops provided here, one in the centre of the development area and the other at the terminus to the Metro North adjacent to the Park and Ride facility. The lands at Lissenhall will be highly attractive due to

their central location in close proximity to the Metro terminus and also their proximity to the M1 and Belfast-Dublin corridor. In the future it is envisaged that this strategic development area will provide for a mixed use development area including a significant level of employment.

The Strategy for this area is outlined in Section 9.3, and has been developed in accordance with the proposed Variation No. 5 (LO H) and Variation 1 (SV2):

■ Proposed Variations

Local Objective LO H:

To create a sustainable mixed-use urban environment to the north of Swords at Lissenhall, which will be fully integrated with the Metro North line traversing the development lands and its associated stops and park and ride facility. (Lissenhall Strategic Development Study Area)

Objective Swords SV2:

To target and facilitate the development of high tech, high intensity employment generating and service providing uses, in particular developments which include the provision of a hospital, 3rd/4th level educational facilities and major integrated sports facility.

■ Building Heights at Metro Stops

The appropriate heights for buildings adjoining the following Metro Stops: Seatown, Estuary, Lissenhall and Belinstown will be decided as part of any future LAP for these areas.

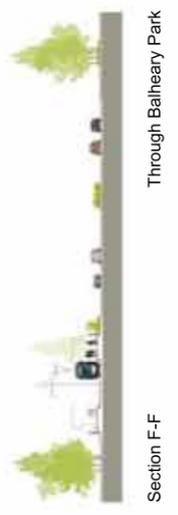
The draft LAP for Fosterstown, located west of the Fosterstown Metro Stop, will state the maximum heights of buildings permissible at this location, and will be provided in draft for Public Consultation in 2008.

The Master Plan for the Town Centre, which will be prepared in accordance with existing CDP objectives, will give guidance on the appropriate heights of buildings at the Swords Stop. Prior to its completion this Plan will be subject to non-statutory public consultation.

In developing a set of urban design principles for the Emerging City of Swords, it is likely that landmark buildings, as opposed to high buildings will be the most appropriate form of development along the Metro line. It is only at very discrete locations that significant height can be accommodated.

Landmark buildings

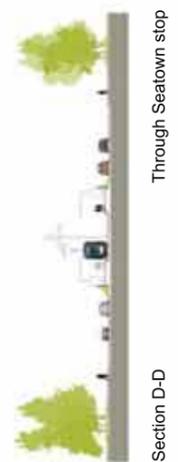
'Landmark' buildings will be required to accentuate the urban identity of this developing City – to give a 'sense of place' and to 'punctuate' key 'places' within the City. 'Landmark buildings' indicate a requirement for a building of significant and notable architectural merit, rather than necessarily relating to height. Appropriate locations for some of the landmark buildings will likely be at the 'urban nodes' at the Metro Stops. This will be decided as part of any future LAP for these areas. The proposed Master Plan for the Town Centre will give guidance on any future landmark buildings at the Swords Stop.



Section F-F



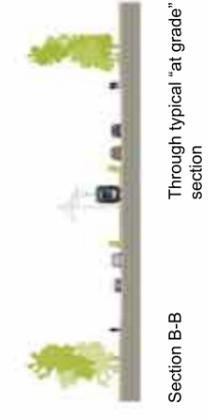
Section E-E



Section D-D



Section C-C



Section B-B



Section A-A

SWORDS

AN EMERGING CITY

Strategic Vision

Key:

- Metro North alignment
 - Metro stations
 - Road network
 - Strategic planting
 - Urban planting around metro stations.
 - Belinstown depot and strategic park and ride location
 - 800m (10 min) ped sheds
1. Fosterstown
 2. Swords
 3. Seatown
 4. Estuary
 5. Lissenhall
 6. Belinstown depot and Park & Ride location

Title
Metro North Corridor

Director of Services:	Gilbert Power
Senior Planner:	Rachel Kenny
Prepared By:	Maryona O'Shea Una O'Neill
Drawn By:	JAKK

Scale:	not to scale
Date:	23.4.08

Fingal County Council
Cathairle Contae Fhine Gail

Planning Department,
County Hall, Main Street,
Swords, Co. Dublin

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Stations

1. Fosterstown
2. Swords
3. Seatown
4. Estuary
5. Lissenhall
6. Bellinstown depot and Park & Ride location

Strategic Development Areas

- A. Fosterstown
- B. Local Park and Ride at Fosterstown
- C. Airside Retail Park
- D. Airside Buisness Park
- E. Swords Town Centre
- F. Barrysparks South
- G. Seatown
- H. Estuary (Fingallians GAA grounds and adjoining lands to the north)
- I. Estuary (Balheary Park)
- J. Estuary (Swords buisness campus)
- K. Estuary (Celestica)
- L. Estuary (Hollybanks)
- M. Lissenhall Great
- N. Lissenhall.

SWORDS
AN EMERGING CITY
Strategic Vision

- Key:**
- Metro north alignment
 - Metro stations
 - Strategic development areas
 - Road network
 - Strategic planting
 - Urban planting around metro stations.
 - Depot and strategic Park and Ride location

Title
Strategic Development Areas

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Scale: not to scale. Date: 23.4.08



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8 Economic Development & Employment

Introduction

Swords enjoys the advantages of a skilled labour force, close proximity to Dublin Airport and City, access to Dublin Port and good road, power and telecommunication networks. However, these available opportunities have not been fully exploited to maximise local employment. There is a mismatch between the labour skills of people living in Swords and the jobs available locally. Consequently, most people commute out of Swords to work in other areas.

Swords has the potential to be economically sustainable in the long term. Key to achieving this will be the development of a pro-active and far-sighted land-use strategy, underpinned by world-class transport infrastructure (such as Metro with fast and efficient access to the Airport) and equally important, the development and promotion of the 'Metro North Economic Corridor'.

To this end, Fingal County Council commissioned Indecon Economic Consultants to advise on an Economic Strategy for the North Fingal Area, focussing on the Metro North route/corridor. The Strategic Vision for Swords has embraced and incorporated many of the key findings and recommendations of the Indecon Report.

Indecon Economic Development Strategy for the Metro North Economic Corridor (MNEC)

The purpose of the Indecon Report was to identify, specify and prioritise the potential levels of economic footprint, commercial activities, competencies, labour skills and services that will be required to sustain the growing communities and businesses located within and adjacent to the Metro North Economic Corridor [MNEC]. The MNEC is defined as the area within the boundaries of the adopted Section 48 Development Contribution Scheme.

The Economic Development Strategy is fundamental to the planning of the long term development of Swords and the wider MNEC, facilitated by the delivery of major infrastructure investment, including in particular Metro North. The Strategy will play a central role in shaping the economic development and planning strategy for Swords Town. It is designed to ensure that the maximum economic benefits are derived from the Government's investment in Metro North, thereby maximising value for money.

The Strategy for the MNEC was developed and informed by wider developments outside the immediate area of the Corridor. These included key international and

national economic developments and trends, considered in the current planning context, land-use patterns and surface access infrastructure serving the MNEC area.

At a sectoral level in the Irish economy, the services sector – and particularly the financial & business services, health, education, and other services sub-sectors – continue to dominate overall job creation and has accounted for the largest proportion of employment generated over the last 5-10 years. This has important implications for the economic development of the MNEC. By contrast, traditional manufacturing sectors have experienced decline. Activity in the construction sector is declining from the record levels of activity seen over the last 5-10 years and this adjustment is likely to result in more modest growth in the economy over the short to medium term. The main implication of this analysis is that employment growth going forward is likely to continue to derive primarily from the services sector, including the internationally traded and domestic services activities. Construction will remain an important sector but its overall contribution to employment generation is likely to decline significantly. These sectoral features influence the identification of growth drivers within the context of the Strategy for the MNEC.

The policy context confirms the importance of Dublin Airport and the broader MNEC area as a critical economic driver, both for the capital and the State generally. Promoting and providing for the development of Dublin Airport as a critical national infrastructure is a key element in the Strategy for the MNEC.

The Strategy for the MNEC involves a radical transformation of economic activity in the Corridor to provide higher value jobs. As part of the Strategy, Fingal County Council envisage a mix of science and technology (ICT and biotechnology, which are the key sectors being targeted by Science Foundation Ireland (SFI)), professional and business services, environmental services and leisure, recreational and tourist services. It is considered that there is a significant opportunity in the MNEC for the development of a university campus and a new hospital. While Lissenhall is the preferred location for such uses, they could also be located elsewhere within the Town, subject to proper planning and sustainable development principles being adhered to. Airport related activities will also continue to be of importance for the Corridor.

Achieving a closer alignment of the skills profile of jobs located in the MNEC to the skills profile of residents will require a focus within the development strategy on the attraction of investment in higher value-added sector activities than currently exist in the MNEC. In particular, this approach should support employment in sectors offering the greatest development potential based on the existing and emerging strengths of the MNEC. This should entail a diversified strategy which facilitates the attraction of inward investment projects into the corridor but which also takes account of the likely employment generation potential of traded service sector activities.

Ensuring that high skilled employment opportunities are provided for existing residents and for the projected increase in residents in the Corridor is a key objective of the Strategy.

Based broadly on the Indecon Report, the following key recommendations are incorporated in to the Strategic Vision for the Emerging City of Swords. These are outlined below:

- The Economic Development strategy for the MNEC should target the achievement of a transformational increase in the population of the corridor to circa 125,000 by 2030.
- In the interests of sustainability, indecon recommend that most of the increase in population should be concentrated in the Swords area.
- The Development Strategy should facilitate commercial and other development in the Corridor that would support a total of 37,000 additional jobs in the Corridor by 2030 to a total of 66,700 representing a more-than-doubling of the existing level of economic activity and employment in the area.
- The Development Strategy should attract a range of high-tech manufacturing and services employment to the Corridor.
- Key sectors which should be targeted for MNEC include corporate head offices, IT services, financial and business services, science and technology projects and environmental products and services. In addition to these key traded sectors, the two other areas of potential are a hospital/major healthcare facility and a 3rd-/4th-level education/research campus in Swords. While Lissenhall appears the most obvious location for such uses given the availability of land in this area, the Strategic Vision for Swords does not preclude their location at an alternative location in the town.
- The council should strongly encourage and support proposals for a University Campus in the MNEC.
- Measures to facilitate the establishment of a hospital within the Corridor should be pursued as a priority.
- To support the desired increase in population and employment in the MNEC, the Swords-Lissenhall, Dublin Airport Eastlands and Metropark sites should each be targeted for future development.
- The focus of core Dublin Airport lands should be on airport activities.
- The main non-residential uses for the Swords-Lissenhall site should allow for third-level education, healthcare and high tech sectors and services.
- Investment in supporting road infrastructure and in social infrastructure to accommodate the expansion in the population in the Corridor must be implemented.
- The targeting of the Metro North Economic Corridor by the development agencies will be essential to the expansion of high skilled employment.
- Development contributions and other charges by Fingal County Council will need to be designed to attract appropriate high skilled employment in selected sites.

- New developments in the Corridor should meet best international practice in environmental standards for all new commercial and residential buildings.
- Indecon recommend that higher densities for selected areas within the MNEC should be approved to facilitate the rapid expansion of population of scale.
- Consideration should be given to special planning approaches to accelerate development within the Corridor.
- Major targeted marketing and branding investment should be introduced to promote the Corridor as a high skilled Airport City Region.
- A Steering Committee should be established to oversee the Economic Development Strategy and should, as an initial priority task, agree on a detailed timeline for delivery of key actions under the strategy.

Indicative Breakdown of Potential Focus of Economic Development in Strategic Sites in MNEC (Swords Only)

Strategic Site: Swords/Lissenhall

Key Economic Activities

1. **Higher education** – new third/fourth-level campus at Lissenhall (with high quality research and possibly new business/management school)
2. **Hospital and Health** – new private hospital and ancillary services
3. **Biotechnology park** at Lissenhall and/or Lissenhall Great (SFI-sponsored sector and build on the strengths of existing colleges/universities in this area)
4. **ICT park** at Lissenhall and/or Swords Business Park (SFI-sponsored sector and build on the strengths of existing colleges/universities in this area)
5. **Financial and insurance services** – Lissenhall, Lissenhall Great, Swords Business Park, other town centres sites
6. **Environmental Services**
7. **Professional services (business, legal etc.)** – Lissenhall, Lissenhall Great, Swords Business Park, other town centres sites
8. **Public sector services** – Lissenhall Great, other town centres sites
9. **Wholesale Retailing** – Focus should be on sites proximate to access points on/off the existing or proposed strategic road network and outside of the immediate catchment of the Metro
10. **Leisure and recreational** – Lissenhall, Lissenhall Great and town centre sites
11. **Tourism** – Lissenhall and Town Centre sites (e.g. Swords Castle)
12. **International and other high value-added services**

Source: Indecon

Note: 'Lissenhall' refers to the 200 ha site north of Swords; 'Lissenhall Great' to the 36.5 ha site in Swords overlooking the Malahide Estuary.

Future Economic Opportunities for Swords

Indecon has identified the following opportunity areas which have the potential to be major economic drivers for Swords in the future.

Science and technology: The corridor has particular strengths in selected areas of science and technology (including bio-medical and pharmaceutical) and there are opportunities for further development in these areas, particularly in research.

The analysis of science and technology related industries indicates that at present, there are low levels of such economic activities in the Corridor. It is predicted that activity levels will remain largely static in the case of aerospace equipment, with most of the upsurge in demand likely to be driven by the biotechnology and ICT sectors respectively. These are the key sectors being developed by Science Foundation Ireland (SFI) and earmarked for future development as part of the National Development Plan (NDP) (2007-2013), in which the technology transfer dimension of the programme will assume greater importance. Currently, the emphasis of SFI is on enhancing the international quality of the basic research being conducted at Irish higher education institutions and the numbers of PhD and post-doctoral students. There is a need for a major enhancement of the level of value added to the economy and skills of employment within the Corridor and it is considered that this must include science, technology and high skilled services.

High skilled services: In terms of services (including internationally traded services), it is considered that a significant increase in economic activity is feasible with appropriate policies. Areas of potential include the professional services, corporate head office and financial and insurance sectors. There is also potential in the environmental services sector.

Environmental technologies, products and services: There are significant opportunities in the development of environmental technologies, products and services within the Corridor. There is potential for significant growth in economic activities involving green technologies in response to increased consumer awareness as well as regulatory and other changes reflecting the economic costs of harmful emissions.

Third/Fourth level University Campus: Education is another key potential sector for expansion within the MNEC and this would provide major economic development to the Corridor. Lissenhall would be an excellent location for a high quality research/education campus. The realisation of a third/fourth level educational facility and research facility would have significant development and marketing potential for the Corridor.

Hospital/health care infrastructure: Indecon has identified the opportunity for a Hospital within the Metro North Corridor. A hospital would have significant economic and social benefits for the corridor as well as possible linkages with the bio-medical and pharmaceutical sector in the region. It would also provide added value to the proposed University campus in the area.

It is likely that future health needs of the Corridor population will substantially increase the demand for hospital and medical care within the MNEC. Currently, the main hospital serving the needs of the MNEC and east Fingal is Beaumont Hospital, with Our Lady of Lourdes Hospital in Drogheda serving parts of North Fingal and the North East of the country. As the population of the Corridor expands, Indecon envisage a corresponding requirement for a hospital facility to serve the needs of the MNEC. Indecon believe that the MNEC would represent an appropriate location for a hospital and this would provide very significant benefits for the Corridor and the wider region.

Proposed Variations

Key changes to the County Development Plan are required if the Council is to take advantage of the opportunities associated with Metro North, and associated improved access and connectivity to Dublin Airport and Dublin City.

Key development areas have been identified at Lissenhall, Lissenhall Great, Estuary Development Area, Seatown Development Area, Swords Town Centre, Barryspark South, Fosterstown and Airside Retail and Business Park areas. Each of these sites will require a new vision and some will require a change in land-use zoning and adoption of a new Local Area Plan, which will reflect the new vision for these areas, to facilitate their ultimate optimum development. This will be done within context of the proposed comprehensive Swords Local Area Plan (currently being prepared). In the interim, it is proposed to vary the existing County Development Plan (CDP), to provide a statutory basis and context which embraces the Council's strategic vision for these sites.

Specifically it is proposed to make the following amendments to the CDP:

Insert into the written text of the CDP (amending Part VIII, pages 180-181), the following strategic vision objectives:

Objective Swords SV2, which states:

To target and facilitate the development of high tech, high intensity employment generating and service providing uses, in particular developments which include the provision of a hospital, 3rd/4th level educational facilities and major integrated sports facility.

Objective SWORDS 24, which states that:

Fingal County Council will target high density, high intensity, environmentally sound new development in the High-Tech, Science & Technology, Research & Development Sectors, encouraging their location to Swords, along the Metro North Economic Corridor (MEC).

Amend Development Plan Maps Swords SW1, SW2, SW3 and SW4 to show the potential development boundary area associated with the identified 'Strategic Development Areas' of 'Estuary Development Area', 'Seatown Development Area' and Lissenhall Strategic Development Area.

Amend Development Plan Maps Swords SW1, SW2, SW3 and SW4 to include local objective LO D on lands at Estuary Development Area', Lissenhall Great, Seatown Development Area, 'ST1' lands at Fosterstown, Airside Business Park and Airside Retail Park, and Barrysparks South, Swords Co. Dublin.

Local Objective LO D

To provide for high intensity employment generating and mixed use development, including residential, in accordance with an approved Local Area Plan. The LAP shall be prepared having regard to the uses permissible under proposed land use zoning objective MEC (ref proposed Table 4.15) and will necessitate future CDP Variation(s).

Development which pre-empts or prejudices the preparation of the proposed LAP shall not be permitted, unless modest/minor extension or alteration to an existing permitted use on site.

To facilitate the intensity and mix of uses proposed for key development sites adjacent to a Metro line, in particular to assist in the creation of viable and sustainable residential communities in tandem with office and business uses, it is necessary to define a new Zoning Objective – MEC – to facilitate the sustainable and appropriate mix of suitable uses. While it is proposed to vary the CDP now to provide for the introduction of this Zoning Objective as detailed below, there are no proposals to rezone any lands to MEC at this time.

Insert a new Metro related Land-use Zoning Objective, MEC (as Table No.4.15) within the Fingal Development Plan 2005-2011 'Your Fingal' Written Statement. The MEC objective is: To facilitate opportunities for high density mixed use employment generating activity and associated ancillary commercial and residential development within the Metro-Economic-Corridor.

Table No. 4.15 **Zoning Objective MEC Metro Economic Corridor**

Objective: To facilitate opportunities for high density mixed use employment generating activity and associated ancillary commercial and residential development within the Metro-Economic-Corridor.

Vision: The Metro Economic Corridor will provide for an area of compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the Metro within a setting of exemplary urban design public realm streets and places, which are permeable, secure and within a high quality green landscape. Landmark buildings will provide strong quality architectural features, which respect and enhance the character of the area into which they sit. The designated areas will form sustainable districts which possess a high degree of connectivity and accessibility and will be developed in a phased manner subject to the necessary provision of social and physical infrastructure.

Use Classes Related to Designation:

Permitted in Principle

ATM, Telecommunications Structures, Childcare Facility, Education, Enterprise/Training Centre, Offices less than 100 sq. metres; Offices 100-1000 sq. metres; Offices over 1000 sq. metres; Office Based Industry, Residential, Residential Institution, Residential Care Home; hotel; hospital; doctor/dentist; public house; recreational buildings [commercial]; Open Space, Utility Installations, Local Recycling Facility, Science & Technology Based Enterprise, Research & Development Facilities, Tele-Services, Restaurants/Café, health centre; home based economic activity; community facility; Veterinary surgery; places of worship; Funeral Home; Betting Office; Small District/Suburban Centre*.

Not Permitted

Abattoir, Aerodrome/Airfield, Agri-Tourism, Boarding Kennels, Concrete/Asphalt etc. Plant, Golf Course, Heavy Vehicle Park, Holiday Home, Household Fuel Depot, Extractive Industry, Major Waste to Energy Uses (major indicates an annual input of greater than 10,000 tonnes from external sources), Refuse Landfill, Refuse Transfer Station, Scrap Yard, Special Industry, Shops – Major Sales Outlet, Cash & Carry/Wholesale Outlets, Retail Warehousing, Logistics, Motorsales Outlets, Transport Depot, Commercial Car Parks, Warehousing, Caravan Park – Holiday; Caravan Park – Residential, Burial Grounds.

* in accordance with the applicable Retail Strategy/LAP for the area.

Non-Conforming Uses

Throughout the County there are uses which do not conform to the zoning objective of the area. These are uses which were in existence on 1st October 1964, or which have valid planning permissions, or which are unauthorised but have exceeded the time limit for enforcement proceedings. Reasonable extensions to and improvement of premises accommodating these uses will generally be permitted within the existing curtilage of the development and subject to normal planning criteria.

Non-Statutory Development Vision

In addition to the proposed variations to the CDP, the Council has prepared a number of planning & urban design statements for the Metro-Economic-Corridor sites at Estuary Development Area and Seatown Development Area. These are contained within Chapter 9 of Swords Strategic Vision, and are non-statutory indicative plans, which are intended to ultimately assist in informing the statutory Local Area Plan and future CDP variation.

The detailed planning, regarding the scale and mix of uses, building height, scale and massing as well as architectural and urban design language will be the subject of the proposed Swords Local Area Plan, and as such will be subject to further extensive statutory consultation.



9 Strategic Development Areas

Creation of a Metro Economic Corridor

As outlined in Chapter 8 - Economic Development & Employment, Metro North will provide high capacity, high frequency and first class quality public transport links between Dublin City, Dublin Airport and Swords by 2013. Fingal County Council, in accordance with best practices and the principles of sustainable development, will seek to maximize the opportunities created by the arrival of this key piece of infrastructure. To this end the identification and promotion of **Metro Economic Corridor(s)** will be of strategic importance to the economy and well-being of the county's residential and business/employment population.

At a strategic and non-site specific level, the Council are proposing a number of Variations specifically relating to and maximising the opportunities of Metro North.

Proposed Variation 5, seeks to include the following Strategic Local Objective for Swords, **Objective SWORDS 24:**
 'Fingal County Council will target high density, high intensity, environmentally sound new development in the High-Tech, Science & Technology, Research & Development Sectors, encouraging their location to Swords, along the Metro North Economic Corridor (MEC)'.

Proposed Variation 1 inserts **Objective Swords SV2:**
 'To target and facilitate the development of high tech, high intensity employment generating and service providing uses, in particular developments which include the provision of a hospital, 3rd/4th level educational facilities and major integrated sports facility'.

Within the Swords Area, key strategic development areas have been identified at Lissenhall, Lissenhall Great, Estuary Development Area, Seatown Development Area, Swords Town Centre, Barrysparks South, Fosterstown (see map 'Strategic Development Areas') and Airside Retail and Business Park areas. These areas will play an integral part in the Council achieving its strategic objectives noted above. To do so, each of the sites will require a new vision to facilitate their ultimate optimum development.

Vision Statements have been prepared for Estuary, Seatown and Lissenhall Development Areas. The remaining Vision Statements will be prepared as part of LAPs for these area at a future date. The Town Centre Masterplan will provide the Vision for Swords Town Centre, Pavilions and Barrysparks areas.

While it is not the intention to vary the CDP or produce detailed LAPs for

Estuary, Seatown and Lissenhall lands at this time, it considered appropriate that a vision and broad indication as to how the Council's proposed 'Strategic' Variations could be implemented. The Variations would provide a statutory basis and context for Metro North, while the Vision Statements which follow provide indicative area specific options and scenarios which embrace the Council's Strategic Vision for a number of these Strategic Development Areas.

The Estuary Development Area and Seatown Development Area are identified as such areas and are considered suitable for future intensification. Lissenhall, which is at present a 'greenfield' site is also identified as being suitable for high density Metro-related development. This section of the Council's Strategic Vision, elaborates on the Council's broad objectives, as they relate to the specific land banks and indicates possible development scenarios which if implemented would accord with the Council's proposed draft Objectives.

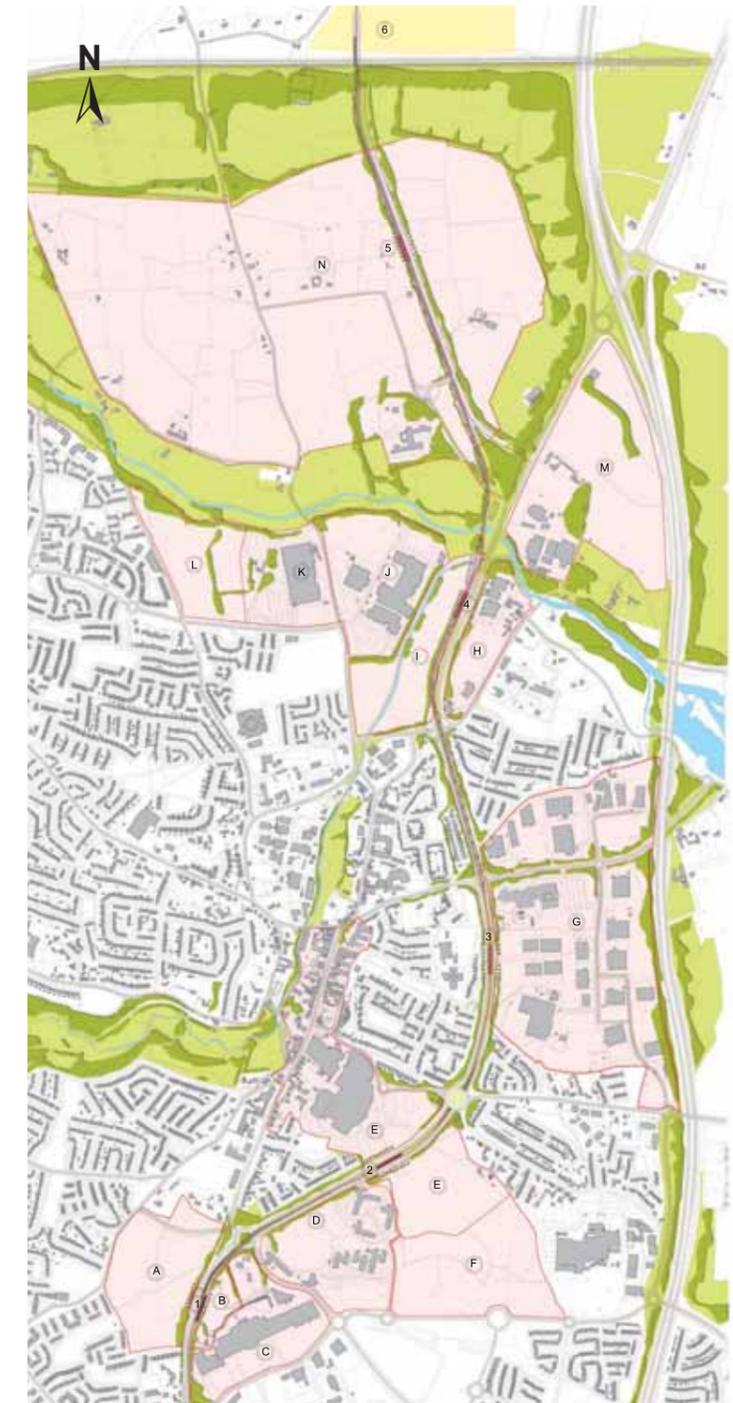
Section 9.1 considers Estuary Development Area (to which local Objective LO D applies). Section 9.2 considers Seatown Development Area (to which local Objective LO D applies). Section 9.3 considers Lissenhall Development (Study) Area (to which LO H applies).

Proposed Local Objective LO D
 To provide for high intensity employment generating and mixed use development, including residential, in accordance with an approved Local Area Plan. The LAP shall be prepared having regard to the uses permissible under proposed land use zoning objective MEC (ref proposed Table 4.15) and will necessitate future CDP Variation(s).

Proposed Local Objective LOH
 To create a sustainable mixed-use urban environment to the north of Swords at Lissenhall, which will be fully integrated with the Metro North line traversing the development lands and its associated stops and park and ride facility. (Lissenhall Strategic Study Area).

These areas are all within the Metro North Economic Corridor, and will be developed having regard to MEC policy, outlined in Chapter 8.

Section 9.4 considers the development of Oldtown Mooretown. These lands are outside the Metro North catchment area, and are of strategic importance only by reason of the quantity of residential land that they can release and that their boundary now reflects the western development edge to Swords. The development of these lands, while primarily for residential purposes will also contribute to and augment the local road network, school facilities, and open space provision, including provision of active recreational facilities, to serve the future population accommodated on the lands as well as neighbouring residential areas.



ENVIRONMENT SCREENING – SEA & APPROPRIATE ASSESSMENT

The development of these lands (i.e. Estuary Development Area, Seatown Development Area, Lissenhall Development (Study) Area and Oldtown-Mooretown, in accordance with the proposed Variations to the CDP, is only possible within the context of proposed Swords Local Area Plan and CDP Variations.

N.B. The Fingal Development Plan 2005 -2011 (CDP) will have to be formally varied to give statutory expression to this vision.

IT IS NOT PROPOSED NOW TO VARY THE CDP IN RESPECT OF THE SITES.

It is also envisaged that the sites will ultimately require the adoption of Local Area Plans. This will be done as part of the Swords LAP which is currently being prepared.

Having regard to the proposed nature and scale of development envisaged for Swords, and further considering the proximity of Swords Town development area to the Broadmeadow Estuary and to a lesser extent Rogerstown Estuary (both candidate Special Areas of Conservation, designated Special Protection Areas, Proposed Natural Heritage Areas and Ramsar sites), and the fact that the Broadmeadow Estuary is the point of discharge for Swords treated effluent and much of its surface water, the preliminary screening concludes that an Appropriate Assessment in addition to a Strategic Environmental Assessment (SEA) will be needed for the overall Swords Town LAP.

The requirements relating to the preparation of an Appropriate Assessment will result in some delay to the preparation and publication of the Swords LAP, over and above those envisaged in September 2006 when the Council commenced detailed consultation with the Railway Procurement Agency or in October 2007, i.e. when the planning authority first commenced preliminary public consultation.

Although it is acknowledged that there will be delays in the preparation and publication of the Swords Local Area Plan, it is important that there is some certainty around the Council's Vision for the area, post-Metro North. This will allow key stakeholders, such as the public, the RPA and local landowners to gain some understanding as to what is planned for the area and likely to happen when Metro North is operational.

The Council therefore consider there to be merit in outlining a Strategic Vision for Swords which will inform the LAPs and which will provide a context for Metro North, elaborating on that published in the document, 'Metro North: A link to the future' (February 2005) by the Council, in association with RPA and Dublin City Council.

The Council's Strategic Vision (as presented in these proposed Variations will (a) inform the development of future Swords LAPs and proposed Variations and (b) inform the proposed Rail Order process for Metro North. The Railway Procurement Agency (RPA) propose to apply to An Bord Pleanála for a Rail Order in respect of Metro North later in 2008. It is important that Metro North is considered within an appropriate and proactive planning context.

Proposed Variation 6, Variation 7 and Variation 8 regarding the Council's Economic Development Vision for Swords and which relates to the subject land banks, do not determine a scale of development for any land bank and do not prejudice or pre-empt the outcome of the Appropriate Assessment, proposed LAP and future CDP Variations (necessary to facilitate any changes to land use zoning of the subject lands).

The realisation of the Swords Vision will only be achieved through the preparation and implementation of the Swords LAP, which is subject to Appropriate Assessment and SEA; and also any CDP Variations, which in themselves would require an AA and SEA Screening.

In screening the proposed Variations, singularly and having regard to the cumulative effect when taken in context with all variations proposed for the Swords area at this time; and further having regard to Plans for surrounding areas, the preliminary SEA and AA Screening Assessment found that the proposed Variations do not result in any adverse impact, as they do not determine or define the scale of development envisaged for the Town. Prior to a scale of development being determined on foot of these variations, an SEA and AA will be carried out. The proposed variations provide strategic policy direction only and can not be implemented unless through future statutory process, such as the Swords LAP (and associated CDP Variations). This Swords Plan (LAP) will include and be drafted and adopted having regard to the findings of an Appropriate Assessment, which is to be carried out in advance of the Plan being finalised; and as such ensures that the subject proposed Variations will have no adverse impact on the EU designated sites or significant impact on the environment, at a strategic level.



9.1 Estuary Development Area

DESCRIPTION OF LANDS

The Estuary Development Area comprises five distinct tracts of land: Holybanks; Celestica, Swords Business Campus, Balheary Park and Fingallians totalling circa 52 hectares in area. These lands which include both greenfield and brownfield lands are strategically located on both sides of the R132 adjoining the proposed Estuary Metro Stop and the Town Centre zone [‘MEC’ zone]. These lands also benefit from their unique and attractive landscape setting in the vicinity of the three water bodies in the Town namely the Ward and Broadmeadow river valleys and Estuary. Ground levels across the subject lands fall gently in a northerly direction towards the Broadmeadow River and these lands contain some significant stands of mature trees and hedgerows of visual amenity value. (See map ‘Landscape and Ecology as Existing’).

The five distinct tracts of land are described as follows:

1. **Hollybanks:** These lands are circa 10.8 hectares in area. The Broadmeadow River and the Glen Ellen Distributor Road adjoin the lands to the north and south. Jug back lane adjoins the western boundary and the Celestica lands adjoin the subject lands to the east. Applewood village is located to the west. The Holybanks land is zoned ST1 ‘to facilitate opportunities for science and technology based employment and associated and complementary uses in a high quality environment in accordance with an approved Local area Plan’ These lands are undeveloped to date.
2. **‘Celestica’ lands:** These lands circa 8.1 hectares in area are located on the south side of the Broadmeadow River. The site accommodates a large disused single storey industrial building with extensive surface car parking. Newtown House, a Protected Structure [CDP no. 339] and adjoining mature stands of trees are located within these lands. The Glen Ellen Distributor Road and the Balheary Road define the southern and eastern boundaries respectively. The main vehicular access to these lands is from the Glen Ellen Distributor Road. There is another vehicular access point from the Balheary Road just south of the Broadmeadow River. Planning permission exists for science and technology based offices on the southern part of these lands. The Celestica lands are zoned ‘G1’ in the CDP ‘to facilitate opportunities for general industrial employment and related uses in industrial areas’.
3. **Swords Business Campus:** These lands circa 14.2 hectares in area, are bound by the Ward River and the linear park along the Broadmeadow River to the east and north respectively. The lands accommodate Swords Business Campus [a low density office development with substantial surface car parking]; other offices and adjoining undeveloped land. They are served by two vehicular accesses off the Balheary Road. Mature bands of trees define the southern and eastern site boundaries. A low stone wall defines part of the boundary with Balheary Road. A linear public open space has been provided along the Broadmeadow River adjoining the lands at this location. The Swords Business Campus is zoned ‘G1’ in the CDP ‘to facilitate opportunities for general industrial employment and related uses in industrial areas’.
4. **Balheary Park:** These lands circa 11.2 hectares in area are bound by the Ward and Broadmeadow rivers to the west and north respectively. The R132 and Link road connecting the Balheary Road to the R132 adjoin the lands to the east and south. The Balheary Road adjoins part of the western boundary of these lands. These lands have been developed as public open space and accommodate significant levels of active recreational facilities. The proposed Metro line and the Estuary Metro Stop will be located inside the eastern boundary of these lands adjoining the R132. The Balheary Park lands are zoned ‘OS’ ‘to preserve and provide for open space and recreational amenities’.
5. **Fingallians GAA grounds and adjoining lands to north:** These lands circa 7.2 hectares in area. Existing uses comprise the GAA grounds as well as some individual houses and industrial premises to the north. The R132 and Estuary Road adjoin these lands to the west and east respectively. The Broadmeadow River defines the northern boundary. Vehicular access to these lands is from Estuary Road. The Fingallians lands are zoned ‘OS’ ‘to preserve and provide for open space and recreational amenities’. The adjoining lands north of Fingallians are zoned ‘G1’ in the CDP ‘to facilitate opportunities for general industrial employment and related uses in industrial areas’.

EXISTING FINGAL COUNTY DEVELOPMENT PLAN

1. The lands adjoining the subject lands and located between the subject lands and the Broadmeadow River are zoned ‘HA’ – ‘to protect and improve high amenity areas’.
2. The CDP includes a Specific Objective: ‘to protect and preserve trees, woodlands and hedgerows’ on the subject lands.
3. Local Objectives in the CDP relating to these lands include the following:
LO 166 – this relates to the Ward and Broadmeadow riverside walks.
LO 168 – this relates to the amount of residential accommodation on the ST1 lands at Holybanks:
LO 170 – to provide a footpath along the estuary north of Seatown Lane.
LO 173 – to provide for a Metro station when required.
4. Designated Nature Conservation Area.
The Broadmeadow/Malahide Estuary is a Designated Nature Conservation Area. The Estuary is a Designated Special Protection Area, a Candidate Special Conservation Area, a proposed Natural Heritage Area and a Ramsar site [sites designated pursuant to Ramsar Convention].
5. Protected Structures within or in the vicinity of the subject lands:
No. 339 Newtown House and
No. 340 Balheary Bridge
No. 341 Lissenhall Bridge

EXISTING OPPORTUNITIES AND CONSTRAINTS

Swords Town is characterised by the predominance of single land uses in particular areas of the town. Most of the residential developments in the Town are concentrated on the west side. The North-West quadrant of the Town within which the subject lands are located is predominantly residential in character, although these sites comprise some light industrial, office and/or logistics uses. In order to assist, in determining the appropriate nature and scale of development that may be accommodated on these sites, an analysis of the existing opportunities and constraints relating to this area was carried out, and the general findings are presented graphically (see map ‘Opportunities & Constraints’) and below in text.

Existing Road Network

Vehicular access to existing development within the subject lands is from the Glen Ellen Distributor Road, Balheary Road and Estuary Road. The existing road network serving the subject lands is currently under pressure with queuing and congestion occurring at a number of locations including the Glen Elen/Balheary Road junction, Castlegrange, the link road between Balheary Road and the Estuary roundabout and at the Estuary roundabout on the R132.

Proposed Expanded Road Network in Swords

Immediate and long-term improvements to the local road network are required and are proposed in Variation No 4 (Refer to Chapter 6). Of particular importance to the subject lands, are the SWRR and the Oldtown-Mooretown Distributor Road, as well as numerous junction improvements within the vicinity of these lands. These wider and more extensive list of proposed road and junction improvements, which are outlined in chapter 6, are required to serve existing and future developments in Swords and will in an indirect way remove some of the existing traffic constraints relating to the development of these lands.

Relationship to Metro

The proposed Estuary Metro Stop is to be located within Balheary Park adjoining the R132. All of these lands are located within convenient walking distance of the Metro.

Designated and Protected Sites and Structures

The eastern edge of the development area immediately adjoins the Broadmeadow Estuary. The Broadmeadow Estuary is a Designated Special Protection Area, a Candidate Special Conservation Area, a proposed Natural Heritage Area and a Ramsar site [sites designated pursuant to the Ramsar Convention]. Consequently, the Estuary is protected under existing legislation. Any future development

strategy for these lands must ensure the protection of this water body and not impact on the conservation objectives of this designated ecological site. [DOEHLG Circular letter SEA 1/08/ and NPWS 1/08. 15 February 2008]

Newtown House is a *Protected Structure*, located within the ‘Celestica’ lands [CDP No. 339].

Flooding

The subject lands include undeveloped ‘greenfield’ lands adjoining the Ward and Broadmeadow rivers. There is a history of flooding on the subject lands and there is a need to determine the 100 year flood plains for the Ward and Broadmeadow Rivers at this location.

A Flood study of the Ward and Broadmeadow River catchment areas will shortly be commissioned by the Council. Maps will be prepared showing areas within Swords which are at risk of flooding [i.e. areas which are located within the 100 year flood plain]. The report will recommend that these areas be designated as flood plains within which no development will take place. Recommendations will also be made with regard to appropriate flood protection measures for existing developed areas which are at risk of flooding.

The implications in respect of ‘flood risk’ and ‘flooding’ are considered within the context of the existing CDP, and in accordance with existing Council policy, it shall remain the situation that ‘development within this area can not be permitted until such time as the flood plains have been determined to the satisfaction of Fingal County Council’.

Svesco Establishments

Development constraints may arise by reason of the proximity of the subject lands to existing Svesco Establishments in Swords (Arch Chemicals B.V. and Swords Laboratories). As part of any future LAP process Fingal County Council will consult with the HSA.

ESTUARY DEVELOPMENT AREA VISION

Existing uses on the subject lands comprise low density office uses and extensive areas of associated surface car parking. There is a significant amount of developed recreational facilities and undeveloped land at this location as well as some vacant premises. With the development of Metro North there is the potential for this area to re-create itself and be transformed over time into a mixed use development area which maximises the benefits of Metro while respecting ecological and physical sensitivities. The subject lands could over time provide for significant additional employment and residential development in the Town, all within convenient walking distance of the Metro.

Having regard to the proximity of these lands to the Estuary Stop and the low level of employment in the north west part of the town, it is envisaged that the lands within the Estuary Development Area are likely to be considered suitable for development and redevelopment over time for higher density mixed-use development including a high proportion of people intensive employment uses, a significant level of residential use as well as retail, service and community services sufficient to support the needs of those living and working within this

new quarter. It is envisaged that this area may over time develop into a new business quarter within the Town, incorporating a significant residential component immediately adjacent to the Metro. The development and redevelopment of this area over time would contribute to a significant increase in the level of employment within the north western part of Swords.

Having regard to the recreational and amenity importance of Balheary Park, it is not proposed that development would take place on these lands until the existing public open space lands and recreational facilities were replaced by similar facilities within the Town, in the proposed new Regional Park.

The potential focus for economic development on the subject lands as identified in the **Indecon Report** and outlined in the Chapter on Economic Development would be as follows:

- Financial and insurance services
- Professional services [business, legal etc.]
- Public sector services
- International and other high value-added services

Future Zoning Objective

Mixed use development as envisaged within the Estuary Development Area will be contingent on the adoption at a future date of a Variation of the CDP providing for:

- [1] A change in the Land Use Zoning Objective to proposed ‘MEC’ (Metro Economic Corridor) Zoning Objective for the subject lands and
- [2] Requiring the preparation of an LAP, SEA [Strategic Environmental Assessment] and AA [Appropriate Assessment].

Current proposed Variation, to include a Local Objective:

LO D:

To provide for high intensity employment generating and mixed use development, including residential, in accordance with an approved Local Area Plan. The LAP shall be prepared having regard to the uses permissible under proposed land use zoning objective MEC (ref proposed Table 4.15) and will necessitate future CDP Variation(s).

Development which pre-empts or prejudices the preparation of the proposed LAP shall not be permitted, unless modest/minor extension or alteration to an existing permitted use on site.

MECHANISM FOR DELIVERY

The Local Area Plan will be the subject to necessary future Variation(s) of the CDP, SEA and Appropriate Assessment.

In respect of the Estuary Development Area the boundary of this strategic land bank is outlined and identified on the applicable CDP Swords maps (SW1-4); and incorporates the five distinct tracts of land, namely Hollybanks, ‘Celestica’, Swords Business Campus, Balheary Park and Fingallians GAA Grounds and environs (described above).

The proposed Variations (i.e. LO D, noted above) will not permit development per se as the lands are subject to the preparation of a LAP and associated SEA and Appropriate Assessment. The LAP will outline the scale of employment,

residential and supporting retail and community facilities envisaged to ensure a balanced approach to the development of the lands and having regard to the strategic objective for the area. This will necessitate a future CDP Variation, to inter alia change the Land Use Zoning Objective to MEC.

It is proposed to vary the Development Plan, to insert a new Metro related LandUse Zoning Objective, MEC (as Table No.4.15) within the Fingal Development Plan 2005-2011 ‘Your Fingal’ Written Statement. The MEC objective is: To facilitate opportunities for high density mixed use employment generating activity and associated ancillary commercial and residential development within the Metro-Economic-Corridor. It is not proposed to rezone any lands to ‘MEC’ at this time.

Table No. 4.15 **Zoning Objective MEC Metro Economic Corridor**

Objective: To facilitate opportunities for high density mixed use employment generating activity and associated ancillary commercial and residential development within the Metro-Economic-Corridor.

Vision: The Metro Economic Corridor will provide for an area of compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the Metro within a setting of exemplary urban design public realm streets and places, which are permeable, secure and within a high quality green landscape. Landmark buildings will provide strong quality architectural features, which respect and enhance the character of the area into which they sit. The designated areas will form sustainable districts which possess a high degree of connectivity and accessibility and will be developed in a phased manner subject to the necessary provision of social and physical infrastructure.

Use Classes Related to Designation:

Permitted in Principle

ATM, Telecommunications Structures, Childcare Facility, Education, Enterprise/Training Centre, Offices less than 100 sq. metres; Offices 100-1000 sq. metres; Offices over 1000 sq. metres; Office Based Industry, Residential, Residential Institution, Residential Care Home; hotel; hospital; doctor/dentist; public house; recreational buildings [commercial]; Open Space, Utility Installations, Local Recycling Facility, Science & Technology Based Enterprise, Research & Development Facilities, Tele-Services, Restaurants/Café, health centre; home based economic activity; community facility; Veterinary surgery; places of worship; Funeral Home; Betting Office; Small District/Suburban Centre*.

Not Permitted

Abattoir, Aerodrome/Airfield, Agri-Tourism, Boarding Kennels, Concrete/Asphalt etc. Plant, Golf Course, Heavy Vehicle Park, Holiday Home, Household Fuel Depot, Extractive Industry, Major Waste to Energy Uses (major indicates an annual input of greater than 10,000 tonnes from external sources), Refuse Landfill, Refuse Transfer Station, Scrap Yard, Special Industry, Shops – Major Sales Outlet, Cash & Carry/Wholesale Outlets, Retail Warehousing, Logistics, Motorsales Outlets, Transport Depot, Commercial Car Parks, Warehousing, Caravan Park – Holiday; Caravan Park – Residential, Burial Grounds.

* in accordance with the applicable Retail Strategy/LAP for the area.

¹ No new development will be permitted which would unacceptably increase the risk of flooding of existing developments and lands [Policy UTP 25 CDP], or which is located within designated flood plains [UTP 26 & 27].

Non-Conforming Uses

Throughout the County there are uses which do not conform to the zoning objective of the area. These are uses which were in existence on 1st October 1964, or which have valid planning permissions, or which are unauthorised but have exceeded the time limit for enforcement proceedings. Reasonable extensions to and improvement of premises accommodating these uses will generally be permitted within the existing curtilage of the development and subject to normal planning criteria.

Note:

1. Mixed use development as envisaged within the Estuary Development Area can not occur until such time as a future Variation of the CDP is adopted and a LAP is subsequently prepared and adopted by the council.
2. Map included in this section of the document to illustrate the potential capacity and type of uses/densities appropriate for these lands, but does not represent a definitive layout or urban form and is only one such iteration.

NON-STATUTORY DEVELOPMENT VISION

In addition to the proposed variations to the CDP, the Council have prepared a Planning & Urban Design Statement for the Estuary Development Area. These are non-statutory indicative sketch proposals and principles, which are intended to assist in informing the LAP process (see map 'Development Vision and Concept Diagram').

The detailed planning, regarding the scale and mix of uses, building height, scale and massing as well as architectural and urban design language will be the subject of the future LAP and as such will be subject to further extensive statutory consultation.

PLANNING & URBAN DESIGN STATEMENT

Key Principles

Key elements of any future development strategy for the subject lands might include:

- Residential development: providing for a minimum level of residential development:
- Employment Uses: providing for employment generating uses.
- Character Areas: providing for the development of a number of distinctive 'Character Areas' within these lands.
- Distributor road network: providing for an expanded and improved street network.
- Green Network: developing direct, attractive and overlooked pedestrian and cycle routes, within the subject lands and connecting these lands to the Estuary Metro Stop, Swords Town Centre, Broadmeadow Estuary, Lissenhall Development Area and Applewood Village.
- Retail and other services: providing for an appropriate level of retail and other service facilities to serve those living and working in the area
- Clustering of retail and other services: providing for the clustering of retail, educational and other services at a convenient location within walking distance of those living and working in the area.

- Urban Design: an urban design strategy which promotes the development of a new high quality designed living and working environment in the heart of Swords.
- Public Open Space: providing for a network of high quality public open spaces and civic spaces and extending the existing Broadmeadow Linear Park .
- Broadmeadow Estuary: ensuring the conservation of the Estuary and associated habitats and wildlife
- Flood plains: protecting the 100 year flood plains along the Broadmeadow and Ward rivers.
- Protected Structures: protecting Newtown House and its setting, and Balheary and Lissenhall bridges.

Residential development:

The LAP for the subject lands would require the provision of a significant amount of residential development. Residential development will be well designed and provide for a wide range of housing type in terms of tenure [social, affordable and private], size and type [i.e. apartments/ houses/ multi unit buildings] to ensure the development of a balanced integrated community within the expanding Town .

Live/Work units

It would be desirable to provide for the development of live/ work units incorporating a designated workspace, subordinate to the main residential use of the premise. Such units could provide for uses, which might be carried out in a residential area without adverse impacts on residential amenities.

Childcare Facilities

Childcare facilities would have to be provided for as part of any overall future development of the subject lands in accordance with current Guidelines.

Office/business development

A significant amount of office/business employment uses would be provided as part of any future development strategy for the subject lands such as would aid the development of a new vibrant mixed-use district in Swords immediately adjacent to and within convenient walking distance of the Metro. It would also facilitate an increase in the level of employment in Swords for the benefit of both those living in the Town and also those accessing Swords via the Metro, facilitating reverse commuting.

TRANSPORT/TRAFFIC

Various development scenarios [comprising different quanta of land uses] have been tested using the Swords Integrated Traffic Model, having regard to existing traffic constraints and future required new roads and road improvements. It is expected that the subject lands could accommodate a minimum of 1,360 residential units and 175,000 sq. metres of office use, providing in the region of 7,000 jobs [assuming an occupancy rate of one person/ 25 sq. metres].

Notwithstanding the delivery of Metro, and having regard to future car traffic demands this quantum of development can only be accommodated within the lands if new road links and road improvements take place.

The actual quantum of development including the number of residential units within the subject lands will be determined as part of the future LAP process.

Vehicular access and movement strategy

Vehicular access to the subject lands could be as follows:

1. Existing Glen Ellen Distributor Road: vehicular access to the lands on the north side of the distributor road could be provided at designated points along the road.
2. Jugback Lane Road along the west side of the lands: this road could if upgraded provide access to the Holybanks lands.
3. Existing private road serving Europa Academy : the existing private road serving the Europa Academy could be extended and developed as a public road to serve the adjacent lands.
4. Balheary Road: the Council owned lands could be served from the Balheary Road to the west .
5. Estuary Road: Access to the Fingallians lands and the lands to the north could be from Estuary Road
6. New West-East roads could be built within the development area extending from Jugback lane to a location east of Balheary Road. Providing for such new routes could greatly improve the permeability and accessibility of the area.

Junction improvements in the immediate vicinity of the subject lands [specifically including those at Castlegrange, the Estuary roundabout and the junction of Glen Ellen Distributor Road and Balheary Road] will be required to support future development on the subject lands.

The phasing of future development within the subject lands in association with the required new road links and road improvements will be clearly set out in the LAP for the lands.

Public Transport

The proposed Metro line runs inside the eastern boundary of Balheary Park on the west side of the R132. The proposed Estuary Metro stop is located on the R132 just north of the Estuary roundabout. All of the lands are located within convenient walking distance of the proposed Stop.

Pedestrian and cycle routes: it will be an objective in any future development strategy for these lands to provide for the development of a network of pedestrian and cycle routes within the lands and linking with adjacent lands.

Urban Design Principles

The Council will promote high standards of urban design and contemporary architecture in any future development within subject lands, to ensure the creation of a high quality modern built environment with a definite sense of place and fully integrated within Swords Town. An urban design plan will be needed for all of the lands. Future development would likely be required to comply with the following objectives:

Physical Context

- Providing for the Metro in a landscaped corridor.
- Providing an appropriate relationship/integration of development with the Estuary Metro Stop.
- To provide for the development of an attractive strong urban form which overlooks addresses and provide for a high degree of informal supervision of the Metro route, the Balheary Road, the Glen Ellen Distributor Road, the Link road [ie. between Balheary Road and Estuary Roundabout], Jugback Lane and Estuary Road.
- To provide for the development of buildings with attractive elevations which overlook and provide for a high degree of informal supervision along the extended Broadmeadow linear park.
- To provide for the development of buildings with attractive elevations which overlook and provide for a high degree of informal supervision along the Ward River Valley which cuts through these lands.
- To provide for an appropriate relationship/interface of development with adjoining residential development to west and to protect existing residential amenities.

Urban Structure

- To develop a number of distinct 'Character Areas' within the area.
- To provide for a clearly defined street hierarchy. Each street will be designed according to the core principle that the street is a space, a place of containment and activity rather than simply a movement and access route. The scale and character of each street, its width, and the height of buildings along it shall relate to this hierarchy. A high degree of permeability shall be provided throughout the street network. Buildings may be arranged in the main in a perimeter block pattern in relation to the streets.
- To provide for a network of high quality public spaces including an extended linear park along the Broadmeadow River; a 'green Corridor' along the Ward River, new public open spaces and urban squares/ civic spaces.
- Providing for a number of 'landmark' buildings to give a 'sense of place' and punctuating key 'places' within the area.
- Ensuring that the public realm is characterised by a high standard of design, quality finishes and treatments, including hard and soft landscaping.
- The incorporation of surface water attenuation area[s] as design features within the lands.

Making the Connections

- To provide for a legible and permeable high quality urban environment, readily recognisable and easy to move around.
- To provide for a network of well designed safe, direct and attractive pedestrian and cycle routes throughout lands and linking these lands to the Estuary Metro Stop Swords Town Centre [to the south], Malahide Estuary [to the east], the Lissenhall development area [to the north] and Applewood Village [to the east].

Detailing the Place

- Buildings to be of contemporary design and incorporate quality architectural treatment, materials and finishes.
- Street frontage buildings designed to provide strong corner definition such that gables are generally avoided and the front elevation definition is continued to the side elevation thereby ensuring a 'seamless' transition at corners and junctions.
- Dual aspect incorporated into the design of all apartment/residential blocks [single aspect north or northeast facing units will not be acceptable].
- Design and layout to incorporate principles of passive surveillance to encourage a community atmosphere and to discourage anti-social behaviour.
- Traffic calming as an integral feature of the layout.
- Private and public areas clearly delineated. Private areas protected from undue overlooking and public areas easily accessible and overlooked by development.
- A coherent palette of materials utilised in both buildings and paving to give a strong character to the different 'Character Areas' in this development area.
- Information and commercial signage minimised; and where they are required they should of modern high quality design.
- Roof mounted plant rooms not acceptable, such plants should be integrated into the overall design of buildings avoiding significant areas of flat roofs with plant randomly distributed over them.
- Loading bays, outdoor storage areas, refuse disposal, oil tanks, ESB substations , gas metres and other service structures or areas screened and not visible from public roads or public spaces.
- All boundary treatments to be appropriately designed with high quality finishes.
- To retain Newtown House and its setting [Protected Structure No. 339 in CDP]
- To protect trees and hedgerows identified to be of amenity value within the subject lands in so far as is practicable.
- To protect the existing attractive stone walling along the Balheary Road and R132 in so far as is practicable.
- Providing for small equipped play areas as standard in all residential blocks.

FUTURE LANDSCAPE & RECREATIONAL STRATEGY

A Landscape Plan will be needed for all of the lands addressing in particular the following:

- Providing for structure landscaping within the lands
- Implementation of strategic landscaping in advance of development, where such planting is identified as being necessary to mitigate any potential impact relating to proposed development.
- Landscaping proposals for the 'public realm providing for a consistently high standard of landscaping [both hard and soft] of the public realm including significant tree planting along the existing and proposed road network.
- Retention of existing trees identified as of amenity value within and bounding the lands.
- Providing for an extension of the Broadmeadow River Park and the development of recreational facilities and amenities within this Park in the context of a landscape and recreational strategy for the extended Broadmeadow Park.
- Developing the Ward River corridor as a 'Green Spine' through the subject lands connecting into the Broadmeadow River Park.
- The provision of a network of high quality public open spaces and civic spaces.
- The incorporation of surface water attenuation area[s] as design features within the lands.

PUBLIC OPEN SPACE AND RECREATIONAL FACILITIES

Class 1 Public Open Space

The subject lands are considered to be integral to the Council's Vision in creating a 'consolidated major town with a vibrant economy'. In order to maximise the opportunities associated with Metro North, higher densities will be required within the Metro Corridor, in particular where contiguous with a Metro Stop. The Estuary Development Area encompasses the proposed Estuary Stop, and as such the provision of Class 1 open space on site would prejudice the Council's objectives to create high intensity developments within this corridor. For this reason, Class 1 open space shall generally be provided off-site, in accordance with proposed objective SWORDS 19 (refer to Chapter 5 for details). However, to facilitate the extension of the Broadmeadow Rivervalley Park, 'passive Class 1 open space' may be provided on-site where it encompasses/adjoins the river.

Objective SWORDS 19 To facilitate and permit off-site provision of Class 1 open space on strategic sites within Swords, where it maximizes the opportunities of Metro North and advances the Council objective to develop a Regional Park (LOA/Swords Objective 17).

Class 1 open space shall be provided off site, by way of (a) direct acquisition of lands within the regional park itself and transfer of same to the Council, (b) payment of a financial contribution (to be identified through a review of the County s.48 Contribution Scheme), or (c) a combination of (a) and (b). Where Class 1 open space is provided off-site, there shall be a requirement on developers to provide a meaningful increase in Class 2 open space above the minimum level of Class 2 required in the County Development Plan. Class 2 open space will be provided, located, designed and constructed, to ensure that notwithstanding the introduction of higher density schemes, high standards of residential amenity shall be maintained within individual schemes (e.g. on-site small children's playgrounds, street furniture such as seating, etc.).

Mechanism for Delivery

Objective Swords 19 shall be implemented through the proposed Swords LAP, and as such shall within the context of the Swords LAP be subject to SEA and AA.

Class 2 Public Open Space

It will be a requirement to ensure that adequate levels of Class 2 public open space is creatively incorporated into future residential layouts within the area and that such open space areas will be overlooked by adjoining development so as to optimise passive surveillance and promote its use. Some of the Class 2 public open space should be provided along the Ward River so that the Ward River corridor forms a 'Green Spine' through the subject lands connecting into the Broadmeadow River Park.

Civic Spaces/Plazas: a series of urban squares/civic spaces/plazas will be required to provide visual, social and physical focal points within this development area.

Playgrounds: small playgrounds will be required to be provided as standard in all residential developments.

SUPPORTING RETAIL, SERVICE AND COMMUNITY FACILITIES

It will be appropriate to provide for a level of retail, service and community facilities sufficient to support the needs of future residents living and working in the Estuary Development Area. The appropriate quantum, mix and location for such supporting retail, service and community facilities will be decided as part of the future LAP process. Such facilities will be required to be provided as an integral part of the phased development of the subject lands.

While the scale and phased delivery of retail and services will be the subject of the LAP in respect of the detail, it is proposed as part of the Council's Vision that these areas along the Metro route would be 'sustainable mixed-use development areas'. To this end, proposed Objective Swords 20 applies to the subject site:

Objective SWORDS 20:

To develop a series of new Neighbourhood Centres, on strategic development sites and undeveloped zoned lands within Oldtown, Fosterstown, Seatown Development Area, Estuary Development Area and Lissenhall Strategic Development Area, in accordance with an approved Local Area Plan for Swords.

School Facilities

It will be necessary to reserve additional school sites in Swords to serve the growing educational demands over time, particularly within the expanding Town Centre. In this regard it may be necessary to reserve a site for a school on the subject lands to serve some of the growing school needs within the Town Centre. The need to reserve a site for a school within the subject lands will be determined in consultation with the Department of Education as part of the LAP process.

WATER SERVICES

Surface water drainage:

A **SuDs Strategy** will be required to be prepared for all of the subject lands in accordance with objective WDO 12 in Fingal Development Plan 2005-2011 'to promote the use of sustainable drainage systems'. In this regard retention ponds should be incorporated into the design of public spaces as appropriate,

Foul drainage: There is limited capacity remaining in the existing treatment plant to serve future development. Future development as envisaged in this area can not occur until such time as the existing treatment plant is expanded.

Flooding: As outlined in the constraints study, flood risk is a significant potential constraint in respect of site development in the area. A Flood Study of the Ward and Broadmeadow River catchment areas will shortly be commissioned by the Council. Maps will be prepared showing areas within Swords which are at risk of flooding [i.e. areas which are located within the 100 year flood plain] and the report will recommend that these areas be designated as flood plains within which no development will take place. Recommendations will also be made with regard to appropriate flood protection measures for existing developed areas which are at risk of flooding.

The implications in respect of 'flood risk' and 'flooding' are considered within the context of the existing Development Plan, and in accordance with existing Council policy¹, it shall remain the situation that 'development within this area can not be permitted until such time as the flood plains have been determined to the satisfaction of Fingal County Council'.

¹ No new development will be permitted which would unacceptably increase the risk of flooding of existing developments and lands [Policy UTP 25 CDP], or which is located within designated flood plains [Policy UTP 26 & 27 CDP].

SWORDS

AN EMERGING CITY

Strategic Vision

- Key:**
-  Existing trees and hedgerows
 -  Lands currently zoned "HA"
 -  Undeveloped lands (including "OS" zoned lands).
 -  Important Stone wall along eastern side of Balheary Road.
 -  Important Stone wall along western side of R132.
 -  Contours at 1 metre intervals
 -  Extent of development lands.
 -  Existing buildings
 -  Rivers



Estuary Development Area
Landscape and Ecology as existing



Planning Department,
County Hall, Swords

Director of Services: Gilbert Power
Senior Planner: Rachel Kenny
Prepared By: Marjorie O'Shea
Una O'Neill
Drawn By: JMCK

Scale: not to scale Date: 23.4.08

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SWORDS

AN EMERGING CITY

Strategic Vision

Key:

-  Lands along river zoned "HA".
-  Important groups of trees and hedgerows to maintain.
-  The extent of the 100 year flood plain has not yet been determined
-  Proposed metro Route
-  Indicative character areas
-  Existing vehicular entrances to Lands.
-  To protect existing residential amenities

-  A Important stone wall along eastern side of Balheary Road
-  B Important stone wall along western side of R132.
-  C Congested junctions.
-  D Estuary metro stop
-  E Newtown House - protected structure (CDP no. 339)
-  F Swords treatment plant
-  ① *Hollybanks*
-  ② *Celestica*
-  ③ *Swords Business Campus*
-  ④ *Balheary Park*
-  ⑤ *Fingallians*

Estuary Development Area Opportunities and Constraints



Fingal County Council
Comhairle Contae Fhine Gall

Planning Department, County Hall, Swords

Director of Services: Gilbert Power

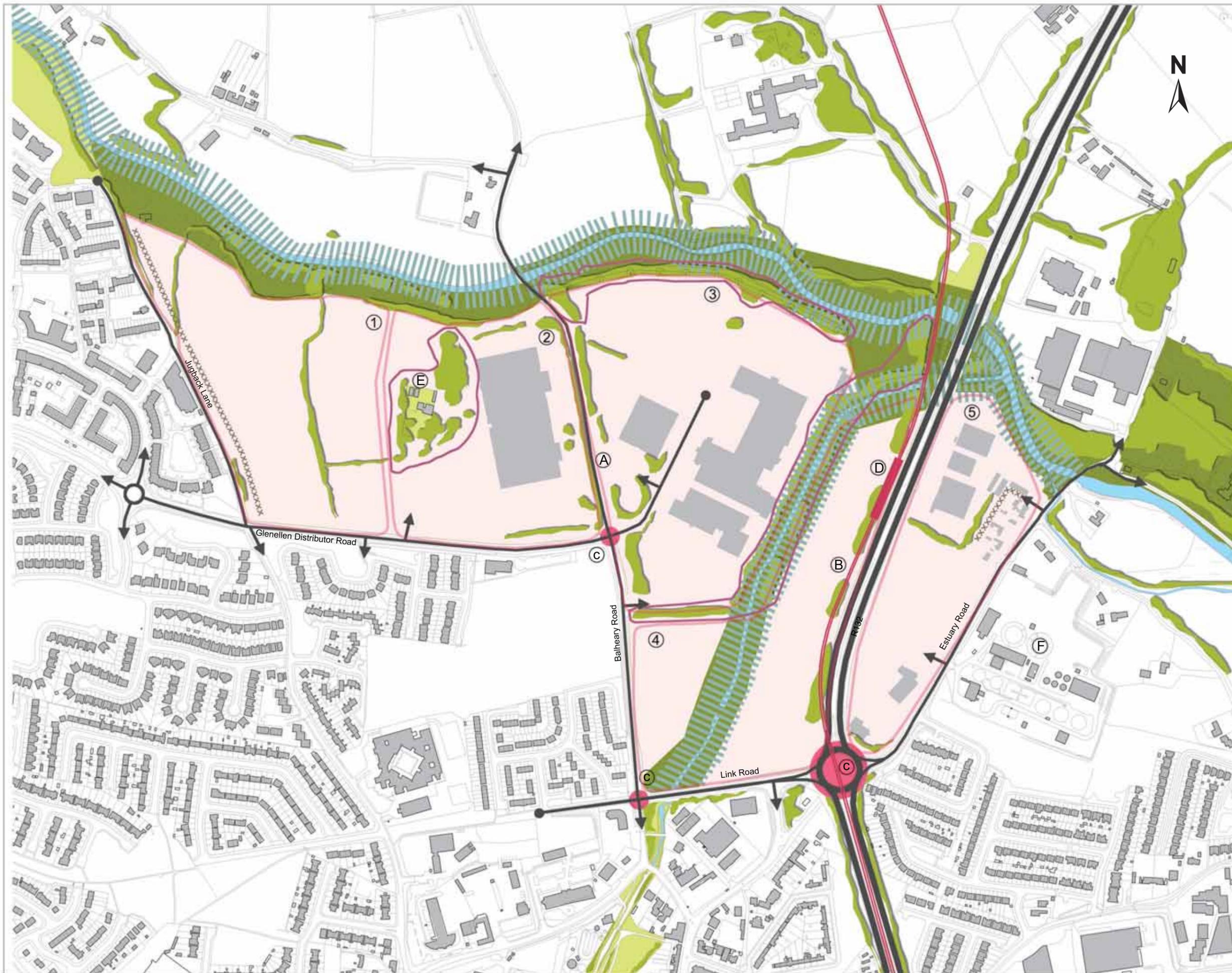
Senior Planner: Rachel Kenny

Prepared By: Marjorie O'Shea
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Drawn By: JMCK

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SWORDS

AN EMERGING CITY

Strategic Vision

Key:

-  Indicative Broadmeadow River valley Park.
-  Indicative Class 2 open space - soft
-  Existing trees and areas subject to strategic planting
-  Strategic route set in high quality landscaped setting
-  Possible retention lake
-  Proposed metro Route
-  Medium density
-  High density
-  Mixed use
-  Important urban edge
-  The extent of the 100 year flood plain has not yet been determined
-  (A) Estuary metro stop
-  (B) Newtown House
-  (Sp) Proposed school site
-  (NC) Neighbourhood centre
-  Pedestrian/cycle routes
-  Strategic landmark
-  Local landmark

Estuary Development Area
Development Vision & Concept Diagram



Fingal County Council
Comhairle Contae Fhine Gall

Planning Department,
County Hall, Swords

Director of Services: Gilbert Power

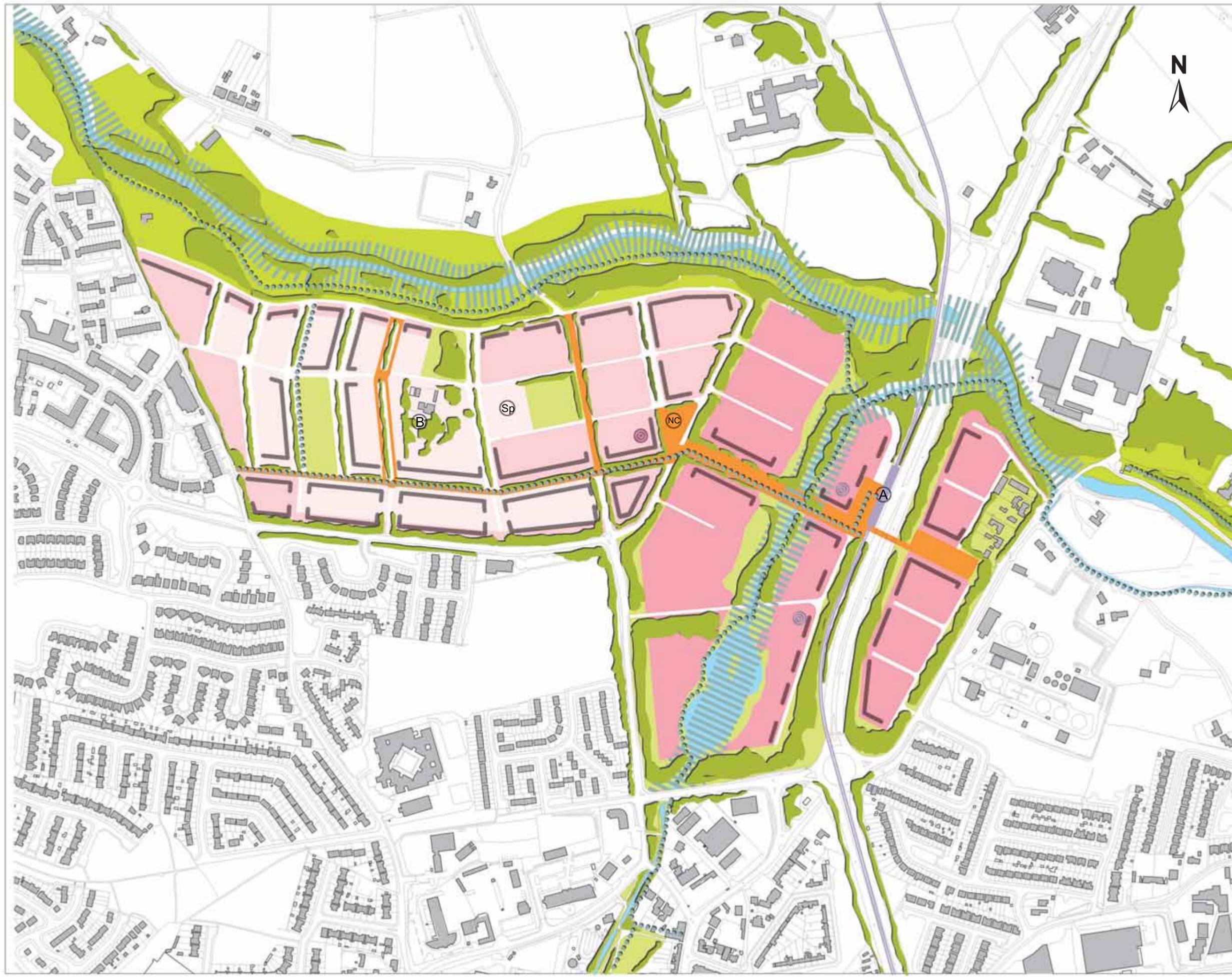
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9.2 Seatown Development Area

DESCRIPTION OF LANDS

This is a key tract of land [circa 51.2 hectares in area] adjoining the proposed Seatown Metro stop. These lands which include both Greenfield and Brownfield lands are strategically located between the M1 and the R132, west of the Malahide Estuary. Seatown Road adjoins these lands to the north while the Malahide Road and existing residential development adjoin the subject lands to the south. Ground levels fall in a northerly direction across the subject lands.

The proposed Seatown Metro stop is located within the central median of the R132 adjoining the subject lands to the west. This stop will be the closest Metro stop to the developing 'Civic Quarter' within Swords town centre. The subject lands are connected to the town centre via Seatown Lane.

This area comprises the lands at Swords Business Park and at Seatown Business campus. The subject lands are occupied by many low rise/large footprint industrial buildings. This area currently accommodates a significant number of businesses including warehousing and logistics uses which rely on good road infrastructure and a location close to Dublin airport. There remains a significant amount of 'Greenfield' undeveloped zoned land within this land bank.

These lands are currently zoned 'G1' in the CDP 'to facilitate opportunities for general industrial employment and related uses in industrial areas'. (See map 'Landscape and Ecology as Existing').

EXISTING FINGAL COUNTY DEVELOPMENT PLAN

The Broadmeadow/Malahide Estuary is a Designated Nature Conservation Area. The Estuary is a Designated Special Protection Area, a Candidate Special Conservation Area, a proposed Natural Heritage Area and a Ramsar site [sites designated pursuant to Ramsar Convention].

Local Objective 175 in the CDP relates to the subject lands – 'to promote high standards of urban design on development on lands adjoining M1 motorway'.

A Protected Structure 355 (earthworks) is located outside the subject lands to the north west.

EXISTING OPPORTUNITIES AND CONSTRAINTS

Swords Town is characterised by the predominance of single land uses in particular areas of the town. Most of the residential development within Swords is concentrated on the west side of the Town which is also characterised by limited levels of local services and low levels of employment. Lower levels of residential development exist east of the R132 and comprise the older more established residential areas. The newer housing areas at Nevinstown and Drinan are located

to the South-East of the Town east and west of the M1 and outside convenient walking distance of the Metro. (See map 'Opportunities and Constraints').

Existing Road Network

Vehicular access to existing development within the subject lands is from: [a] the existing east-west distributor road which runs through the northern portion of these lands connecting the R132 to the west and the Estuary Road to the east; [b] the recently constructed entrance from the R132 where traffic movements are restricted to left in/left out movements only; [c] Chapel Lane onto which one premise is accessed and [d] Seatown Road which serves Seatown Business Campus. The majority of vehicular movements to and from these lands must of necessity use the heavily trafficked R132 and the congested Malahide and Seatown Roundabouts. The only alternative option is to use Estuary Road and travel westwards from Malahide. There is no existing road connection between the subject lands and the Malahide Road. The development of such a key road link connecting the Malahide Road with the distributor road network within the subject lands would greatly enhance the accessibility of these lands particularly in respect of traffic accessing the Motorway interchange at Drinan to travel south towards Dublin city, Dublin Airport or the M50.

Proposed Expanded Road Network in Swords

The following key new roads are proposed as part of this Variation in order to provide for an improved road network to serve the expanding town: the SWRR; the Western Distributor Link Road; the Seatown Link Road and the Fosterstown Link Road. These roads are required to serve existing and future developments in Swords.

The delivery of the Seatown Link Road would effectively create an alternative North-South route parallel to the R132 and thereby reduce traffic demands on the heavily trafficked R132 and the Malahide and Seatown Roundabouts.

Relationship to Metro North

The proposed Seatown Metro Stop is located on the R132 just south of the Seatown Roundabout in the vicinity of the recently constructed vehicular entrance from the R132. All of the subject lands are located east of the Metro line and within convenient walking distance of the Metro.

Designated Sites:

Broadmeadow Estuary is located in very close proximity to the subject lands on the east side of the motorway. The Broadmeadow Estuary is a Designated Special Protection Area; A Candidate Special Conservation Area; A proposed Natural Heritage Area and a Ramsar site [sites designated pursuant to Ramsar Convention]. By reason of these designations the estuary is protected under existing legislation. Any future development strategy for these lands must ensure the protection of

this water body and not impact on the conservation objectives of this designated ecological site. [circular letter SEA 1/08/ and NPWS 1/08. 15 February 2008]

Existing Residential Development

Existing residential development [Ashley Estate; Chapel Lane and Seamount View] adjoins a significant part of the southern boundary of the subject lands. Existing residential development also abuts the northern side of Seatown Road which forms the northern boundary of these lands. Residential development at Seatown Walk and St.Columcilles National schools are located opposite the subject lands on the west side of the R132. There is a footbridge over the R132 connecting Chapel Lane east and west of the R132.

SEATOWN DEVELOPMENT AREA VISION

Many of the existing uses on the subject lands comprise low intensity employment uses which require good road infrastructure and access close to Dublin Airport. There is a significant amount of undeveloped land at this location as well as some vacant premises. With the development of Metro North there is the potential for this area to recreate itself and be transformed over time into a mixed use development area which maximises the benefits of Metro while respecting ecological and physical sensitivities. The subject lands could over time provide for significant additional employment and residential development in the town all within convenient walking distance of the Metro.

Having regard to the proximity of these lands to the Seatown Metro Stop, it is envisaged that the lands within the Seatown Development Area are likely to be considered suitable for development and redevelopment over time for higher density mixed use development including a high proportion of people intensive employment uses, a significant level of residential use as well as retail, service and community services sufficient to support the needs of those living and working within this new quarter. It is envisaged that this area may over time develop into a new business quarter within the town incorporating a significant residential component immediately adjacent to the Metro.

The potential focus of economic development on the subject lands as identified by **Indecon** and contained with the Council's Vision for the Metro North Economic Corridor would be as follows:

- Possible ICT park, which is a SFI Sponsored sector.
- Financial and insurance services;
- Professional services [business, legal etc.]
- Public sector services;
- International and other high value-added services

Future Zoning Objective

Mixed use development as envisaged within the Seatown Development Area will be contingent on the adoption at a future date of a Variation of the CDP providing for:

- [1] A change in the Land Use Zoning Objective to proposed 'MEC' (Metro Economic Corridor) Zoning Objective for the subject lands and
- [2] Requiring the preparation of a LAP, SEA (Strategic Environmental Assessment) and AA (Appropriate Assessment).

In order to clearly indicate the future Vision of the Council in respect of these lands, it is proposed as part of the current proposed Variation to include a local objective:

Local Objective LO D

To provide for high intensity employment generating and mixed use development, including residential, in accordance with an approved Local Area Plan. The LAP shall be prepared having regard to the uses permissible under proposed land use zoning objective MEC (ref proposed Table 4.15) and will necessitate future CDP Variation(s).

Table No. 4.15 **Zoning Objective MEC Metro Economic Corridor**

Objective: To facilitate opportunities for high density mixed use employment generating activity and associated ancillary commercial and residential development within the Metro-Economic-Corridor.

Vision: The Metro Economic Corridor will provide for an area of compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the Metro within a setting of exemplary urban design public realm streets and places, which are permeable, secure and within a high quality green landscape. Landmark buildings will provide strong quality architectural features, which respect and enhance the character of the area into which they sit. The designated areas will form sustainable districts which possess a high degree of connectivity and accessibility and will be developed in a phased manner subject to the necessary provision of social and physical infrastructure.

Use Classes Related to Designation:

Permitted in Principle

ATM, Telecommunications Structures, Childcare Facility, Education, Enterprise/Training Centre, Offices less than 100 sq. metres; Offices 100-1000 sq. metres; Offices over 1000 sq. metres; Office Based Industry, Residential, Residential Institution, Residential Care Home; hotel; hospital; doctor/dentist; public house; recreational buildings [commercial]; Open Space, Utility Installations, Local Recycling Facility, Science & Technology Based Enterprise, Research & Development Facilities, Tele-Services, Restaurants/Café, health centre; home based economic activity; community facility; Veterinary surgery; places of worship; Funeral Home; Betting Office; Small District/Suburban Centre*.

Not Permitted

Abattoir, Aerodrome/Airfield, Agri-Tourism, Boarding Kennels, Concrete/Asphalt etc. Plant, Golf Course, Heavy Vehicle Park, Holiday Home, Household Fuel Depot, Extractive Industry, Major Waste to Energy Uses (major indicates an

annual input of greater than 10,000 tonnes from external sources), Refuse Landfill, Refuse Transfer Station, Scrap Yard, Special Industry, Shops – Major Sales Outlet, Cash & Carry/Wholesale Outlets, Retail Warehousing, Logistics, Motorsales Outlets, Transport Depot, Commercial Car Parks, Warehousing, Caravan Park – Holiday; Caravan Park – Residential, Burial Grounds.

* in accordance with the applicable Retail Strategy/LAP for the area.

Note:

- 1. Mixed use development envisaged within the Seatown Development Area cannot occur until such time as a future Variation of the CDP is adopted and a LAP is subsequently prepared and adopted by the Council.
- 2. Map included in this section of the document to illustrate the potential to illustrate the potential capacity and type of uses/densities appropriate for these lands, but does not represent a definitive layout or urban form and is only one such iteration.

NON-STATUTORY DEVELOPMENT VISION

In addition to the proposed variations to the CDP, the Council has prepared a Planning & Urban Design Vision Statement for Seatown Development Area. These are non-statutory indicative sketch proposals and principles, which are intended to assist the preparation of the LAP (see map 'Development Vision and Concept Diagram'). The detailed planning regarding the scale and mix of uses, building height and massing, as well as architectural and urban design language, will be the subject of a future LAP and, as such, will be subject to further extensive statutory consultation.

Displacement of Existing Uses

Existing road based uses within the Seatown Development Area may wish over time to relocate to alternative suitable locations There are several such locations where such uses could locate including:

- [1] 'WD' Zoned lands on the north side of the M50 between the N2 and M1; and /or
- [2] Areas identified as 'ancillary aviation related development zone' within the LAP for Dublin Airport and /or
- [3] Possibly areas within the Lissenhall Development Area which are located close to the proposed SWRR. The Lissenhall area will be subject to a future LAP and such road based uses will be considered as part of this LAP process.

PLANNING & URBAN DESIGN STATEMENT

Key Principles

Key elements of any future development strategy for the subject lands might include:

- Residential development: providing for a minimum level of residential development.
- Employment Uses: providing for employment generating uses.
- Character Areas: providing for the development of a number of distinctive 'Character Areas' within these lands.
- Distributor road network: providing for a new road connection between the subject lands and the Malahide Road which adjoins to the south.

- Green Network: developing direct, attractive and overlooked pedestrian and cycle routes, within the subject lands and connecting these lands to the Seatown Metro stop; Swords town centre, Malahide Estuary and the Malahide Road.
- Retail and other services: providing for an appropriate level of retail and other service facilities to serve those living and working in this development area
- Clustering of retail and other services: providing for the clustering of retail, educational and other services at a convenient location within walking distance of those living and working in this development area.
- Urban Design: an urban design strategy which promotes the development of a new high quality designed living and working environment in the heart of Swords.
- Public Open Space: providing for a network of high quality public open spaces and civic spaces.
- Malahide Estuary: ensuring the conservation of Malahide Estuary and associated habitats and wildlife.
- Existing residential amenities: ensuring the protection of the residential amenities of existing housing which adjoin the subject lands by minimising visual intrusion, overlooking and overshadowing.

Residential development

Any future LAP for the subject lands would require the provision of a significant amount of residential development. Residential development shall be well designed and provide for a wide range of housing type in terms of tenure [social, affordable and private], size and type [i.e. apartments/houses/multi unit buildings] to ensure the development of a balanced integrated community within the expanding town .

Providing for some of the residential development within the southern section of the subject lands immediately adjoining existing residential development would help to protect existing residential amenities enjoyed by existing residents.

Live /Work units

It would be desirable to provide within this development area for the development of live/work units incorporating a designated workspace, subordinate to the main residential use of the premise. Such units could provide for uses, which might be carried out in a residential area without adverse impacts on residential amenities.

Childcare Facilities

Childcare facilities would have to be provided for as part of any overall future development of the subject lands in accordance with the Guidelines for Planning Authorities [June 2001].

Office /Business Development

A significant amount of office/business employment uses would be provided as part any future development strategy for the subject lands such as would aid the development of a new vibrant mixed use district in Swords immediately adjacent to and within convenient walking distance of the proposed Metro . It would also serve to increase the level of employment in Swords for the benefit of both those living in the town and those accessing Swords via the Metro and thereby facilitate reverse commuting.

TRANSPORT/TRAFFIC

Various development scenarios [comprising different quanta of land uses] have been tested using the Swords Integrated Traffic Model, having regard to existing traffic constraints and future required new roads and road improvements. It is expected that the subject lands could accommodate in the region of circa 1700 [minimum] residential units and 150,000 sq. metres of office use providing in the region of 6000 jobs [assuming an occupancy rate of one person/25 sq. metres].

Notwithstanding the delivery of Metro and having regard to future car traffic demands this quantum of development could only be accommodated within the subject lands provided that new road links and road improvements take place.

Future quantum's of development including the number of residential units within the subject lands will be determined as part of any future LAP process.

Vehicular access and movement strategy

Vehicular access to the subject lands could be as follows:

1. **R132:** from two new vehicular access points onto the R132 lands where future traffic movements would likely be restricted to left in/and left out movements only. The existing recently constructed vehicular access immediately adjacent to the Seatown Metro stop could over time be closed and 2 new vehicular access points provided to the north and south of this existing access point.
2. **Existing East-West Distributor Road:** from the existing east-west distributor road which runs through these lands connecting the R132 and Estuary Road.
3. **The Seatown Link Road:** from the proposed new key link road connection between Seatown Development Area and the Malahide Rd and realigned Feltrim Road. This will provide for a new north/south vehicular route east of the R132 making the Seatown Development Area more accessible and permeable particularly for traffic accessing the Drinan Motorway Interchange and will be an essential requirement to support future development on the subject lands. The Seatown Link road is included as a proposed Variation to the CDP.
4. **Seatown Road:** from Seatown Road subject to the amount of traffic being restricted to a similar level to the existing level of traffic.
5. **Chapel Lane:** from Chapel Lane subject to the amount of traffic being restricted to a similar level to the existing level of traffic.

The phasing of future development within the subject lands in association with required new road links and road improvements will be laid down in any future LAP for the subject lands.

Public transport

The proposed Seatown Metro stop is located on the R132 just south of the Seatown roundabout. All of the subject lands are located within convenient walking distance of the stop. The recently constructed vehicular access onto the R132 is located immediately adjacent to the proposed Seatown Metro stop. In the interest of the proper planning and future sustainable development of this area, it may be appropriate at some time in the future to close the existing vehicular access point adjacent to the station and replace it by two new vehicular access points to the north and south of the existing vehicular access point.

Pedestrian and cycle routes

It should be an objective in any future development strategy for these lands to provide for the development of a network of pedestrian and cycle routes within the subject lands and linking future development with adjacent lands.

Urban Design Principles

Fingal County Council will promote high standards of urban design and modern architecture in any future development within the subject lands, to ensure the creation of a high quality modern built environment with a definite sense of place and fully integrated within Swords town. An urban design plan would be needed for all of the subject lands. Future development would likely be required to comply with the following objectives:

Physical Context

- Providing for the Metro in a landscaped corridor.
- Providing for the development of an attractive strong urban form and interface with the M1 which forms the eastern edge of Swords Town.
- Providing for an appropriate relationship /integration of lands with the the R132 and the Seatown Metro Stop.
- Protecting existing residential amenities.

Urban Structure

- To develop a number of distinct 'Character Areas' within this development area.
- To provide for a clearly defined street hierarchy: each street shall be designed according to the core principle that the street is a space, a place of containment and activity rather than simply a movement and access route. The scale and character of each street, its width, and the height of buildings along it shall relate to this hierarchy. A high degree of permeability shall be provided throughout the street network. Buildings may be arranged in the main in a perimeter block pattern in relation to the streets.
- To provide for a network of high quality public spaces including urban squares/civic spaces.
- Providing for a number of 'Landmark' buildings to give 'sense of place' and punctuating key 'places' within this development area.
- Ensuring that the public realm is characterised by a high standard of design, quality finishes and treatments, including hard and soft landscaping.
- The incorporation of surface water attenuation area[s] as a design feature within these lands.

Making connections

- To provide for a legible and permeable high quality urban environment, readily recognisable and easy to move around.
- To provide for a network of well designed safe, direct and attractive pedestrian and cycle routes throughout the subject lands and linking these lands to Seatown Metro Stop; Malahide Estuary; Swords Town Centre; Malahide Road and Seatown Road.

Detailing the Place

- Buildings to be of contemporary design and incorporate quality architectural treatment, materials and finishes.
- Street frontage buildings designed to provide strong corner definition so that gables are generally avoided and the front elevation definition is continued to the side elevation thereby ensuring a 'seamless' transition at corners and junctions.
- Dual aspect incorporated into the design of all apartment/residential blocks [single aspect north or northeast facing units will not be acceptable].

- Design and layout to incorporate the principles of passive surveillance to encourage a community atmosphere and to discourage anti-social behaviour.
- Traffic calming as an integral feature of the layout in this development area.
- Private and public areas clearly delineated. Private areas protected from undue overlooking and public areas easily accessible and overlooked by development.
- A coherent palette of materials utilised in both buildings and paving to give a strong character to the different Character Areas in this development area.
- Information and commercial signage minimised and of modern high quality design.
- Roof mounted plant rooms not acceptable, such plants should be integrated into the overall design of buildings avoiding significant areas of flat roofs with plant randomly distributed over them.
- Loading bays, outdoor storage areas, refuse disposal, oil tanks, ESB substations, gas metres and other service structures or areas screened and not visible from public roads or public spaces.
- All boundary treatments to be appropriately designed with high quality finishes.
- Providing for small equipped play areas as standard in all residential blocks.

FUTURE LANDSCAPE STRATEGY

A Landscape Strategy would be needed for all of the subject lands addressing in particular the following:

- Providing for structure landscaping within the lands
- Implementation of strategic landscaping in advance of development, where such planting is identified as being necessary to mitigate any potential impact relating to proposed development.
- Landscaping proposals for the 'public realm providing for a consistently high standard of landscaping [both hard and soft] of the public realm including significant tree planting along the existing and proposed road network.
- Retention of existing trees identified as of amenity value within and bounding the lands.
- The provision of a network of high quality public open spaces and civic spaces.
- The incorporation of surface water attenuation area[s] as design features within the lands.

PUBLIC OPEN SPACE AND RECREATIONAL FACILITIES

Class 1 Public Open Space

The subject lands are considered to be integral to the Council's Vision in creating a 'consolidated major town with a vibrant economy'. In order to maximise the opportunities associated with Metro North, higher densities will be required within the Metro Corridor, in particular where contiguous with a Metro Stop. The Seatown Development Area encompasses the proposed Seatown Stop, and as such the provision of Class 1 open space on site would prejudice the Council's objectives to create high intensity developments within this corridor. For this reason, Class 1 open space shall generally be provided off-site, in accordance with proposed objective SWORDS 19 (refer to Chapter 5 for details).

Objective SWORDS 19

To facilitate and permit off-site provision of Class 1 open space on strategic sites within Swords, where it maximizes the opportunities of Metro North and advances the Council objective to develop a Regional Park (LOA/Swords Objective 17).

Class 1 open space shall be provided off site, by way of (a) direct acquisition of lands within the regional park itself and transfer of same to the Council, (b) payment of a financial contribution (to be identified through a review of the County s.48 Contribution Scheme), or (c) a combination of (a) and (b). Where Class 1 open space is provided off-site, there shall be a requirement on developers to provide a meaningful increase in Class 2 open space above the minimum level of Class 2 required in the County Development Plan. Class 2 open space will be provided, located, designed and constructed, to ensure that notwithstanding the introduction of higher density schemes, high standards of residential amenity shall be maintained within individual schemes (e.g. on-site small children’s playgrounds, street furniture such as seating, etc.).

Class 2 Public Open Space

It would be a requirement to ensure that adequate levels of Class 2 public open space would be creatively incorporated into future residential layouts within this development area and that such areas would be overlooked by adjoining development so as to optimise passive surveillance and promote its use.

Civic Spaces/Plazas: a series of urban squares/Civic Spaces/Plazas would likely be required to provide visual social and physical focal points within any future development area.

Playgrounds: small playgrounds would likely be required to be provided as standard in all residential developments.

SUPPORTING RETAIL, SERVICE AND COMMUNITY FACILITIES

It will be appropriate to provide for a level of retail, service and community facilities sufficient to support the needs of future residents living and working in the Seatown Development Area. The appropriate quantum, mix and location for such supporting retail, service and community facilities will be decided as part of any future LAP process. Such facilities would be required to be provided as an integral part of the phased development of the subject lands.

Objective SWORDS 20:

To develop a series of new Neighbourhood Centres, on strategic development sites and undeveloped zoned lands within Oldtown, Fosterstown, Seatown Development Area, Estuary Development Area and Lissenhall Strategic Development Area, in accordance with an approved Local Area Plan for Swords.

School facilities

It will be necessary to reserve additional school sites in Swords to serve the growing educational demands over time, particularly within the expanding town centre. In this regard it may be necessary to reserve a site for a primary school on the subject lands to serve some of the growing school needs within the town centre. The need to reserve a site for a school within the subject lands will be determined in consultation with the DES as part of the future LAP process.

Water Services

Foul drainage There is limited capacity remaining in the existing treatment plant to serve future development. Future development as envisaged in this area can not occur until such time as the existing treatment plant is expanded.

Surface water drainage: A SuDS strategy would be required to be developed for this entire development area in accordance with objective WDO 12 in CDP’ to promote the use of sustainable drainage systems’.



SWORDS

AN EMERGING CITY

Strategic Vision

- Key:**
- Existing trees and hedgerows
 - Lands zoned OS
 - Under-developed lands
 - Contours at 1 metre intervals
 - Extent of development lands.
 - Existing buildings

Seatown Development Area
Landscape and Ecology as existing



Planning Department,
County Hall, Swords

Director of Services: Gilbert Power
 Senior Planner: Rachel Kenny
 Prepared By: Marjorie O'Shea
 Una O'Neill
 Drawn By: JMCK

Scale: not to scale Date: 23.4.08

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SWORDS

AN EMERGING CITY

Strategic Vision

- Key:**
-  Lands zoned OS
 -  Important groups of trees to maintain
 -  Proposed metro Route (bus/cycle & vehicular route)
 -  Seatown metro stop
 -  Access constraint due to metro location
 -  Footbridge to be removed
 -  Footbridge to be replaced
 -  Extent of development lands.
 -  Existing vehicular access to lands
 -  Required new road link
 -  Strong landscaping edge to R132 proposed as part of metro delivery
 -  Potential for strong building edge along M1 motorway.
 -  To protect existing residential amenities
 -  Congested junctions



Seatown Development Area Opportunities and Constraints



Fingal County Council
Comhairle Contae Fhine Gall

Planning Department, County Hall, Swords

Director of Services: Gilbert Power
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SWORDS

AN EMERGING CITY

Strategic Vision

Key:

-  Indicative Class 2 open space - soft
-  Existing trees and areas subject to strategic planting
-  Strategic route set in high quality landscaped setting
-  Important urban edge
-  Possible surface water attenuation area
-  Medium density
-  High density
-  Mixed use
-  Pedestrian/Cycle routes
-  Proposed metro route
-  Seatown metro stop
-  Neighbourhood centre
-  Proposed school
-  Strategic landmark

Title
Seatown Development Area
 Development Vision and Concept Diagram



Planning Department,
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9.3 Lissenhall Strategic Development Area

BACKGROUND

Metro North will provide high capacity, high frequency and first class quality public transport links between Dublin City, Dublin Airport and Swords by 2013. The Council, in accordance with best practice and the principles of sustainable development, will seek to maximize the opportunities created by the arrival of this key piece of infrastructure. To this end the identification and promotion of Metro Economic Corridor(s) will be of strategic importance to the economy and well-being of the county's residential and business/employment population.

Within the Swords area, key development areas have been identified at Lissenhall, Lissenhall Great, Estuary Development Area, Seatown Development Area, Swords Town Centre, Barrysparks South, Fosterstown and Airside Retail and Business Park areas. Each of these sites will require a new vision, a change in land-use zoning and adoption of a new Local Area Plan, which will reflect the new vision for these areas, to facilitate their ultimate optimum development. This will be done within the context of the proposed comprehensive Swords Local Area Plan (currently being prepared). In the interim, it is proposed to vary the existing CDP, to provide a statutory basis and context which embraces the Council's strategic vision for these sites.

The long term strategic vision for Swords is to create a sustainable city with a commensurate level of jobs and services and infrastructure to support a potential population of 100,000. In endeavouring to achieve this vision of an emerging green city with a thriving economy it is critical that adequate lands are zoned in the future to accommodate the full range of needs of the city's residential population, business community and visitors.

Within the current development envelope of Swords, even allowing for the introduction of possible new intensive mixed use zonings along the Metro line, Swords would have the capacity only to reach a population of circa 65-70,000.

The existing northern development boundary in Swords is currently defined by the Broadmeadow river. The proposed Metro line will extend into the 'GB' zoned lands at Lissenhall and therefore, as part of the new Town Plan for Swords, the current zoning must be reviewed in order to determine the most appropriate land use zonings for the future, in light of the Government decision to bring Metro north of Swords.

Metro North traverses through the centre of the Lissenhall lands. Two Metro Stops are proposed [Lissenhall and Belinstown Stops] one in the centre of this study area and the other at the terminus to the Metro North adjacent to the Park and Ride facility on the north side of the SWRR.

The Lissenhall lands are strategically located along the proposed Metro line and adjacent to the M1 and Belfast-Dublin corridor. It is envisaged that this area could in the future accommodate the development of a significant mixed use urban district providing for a significant level of employment.

Description of lands:

Lissenhall is a rural area situated north of the existing development boundary of Swords. The area, in broad terms, is bound by the M1 and R132 to the east, the Broadmeadow River to the south and south west, and the proposed route of the Swords Western Ring Road to the north. The area includes parts of the townlands Lissenhall Little, Jamestown, Belinstown, Balheary Demesne, Newtown, Balheary and Broadmeadow. A network of third class county roads traverses and serve the subject lands.

Lissenhall is an expansive, low-lying, rural landscape comprising in the region of circa 200 hectares. The predominant land-use in the study area is agriculture of both pastoral and arable type. Hedgerows and/or tree lines form most of the field boundaries. Residential properties are scattered throughout the lands, forming a strong close knit rural community. There is a golf course centrally located in the lands and playing fields north of the Broadmeadow River.

The Broadmeadow River and its tributary is the most important ecological feature within the lands and runs for the entire length of the southern boundary. This runs into the Broadmeadow Estuary which is located to the east of the study area. Other habitats of particular interest are the Lissenhall stream, the various channels, the hedgerows and treelines, the mixed woodlands at the Emmaus centre and the small stand of woodland at Newtown.

There are four recorded archaeological sites located within the Lissenhall area with reference numbers DU011-017 (enclosure site), DU011-078 (ringfort site), DU011-081 (bridge) and DU012-011 (holywell site). In terms of the built heritage there are a number of important structures within the subject lands including: Balheary Church (a Protected Structure), Somerville House, Lissenhall Little Farm House and the stone wall associated with the Emmaus complex.

ESB overground power lines form the most significant piece of infrastructure on the lands. A major underground watermain also traverses these lands. (See map 'Landscape and Ecology as Existing').

EXISTING FINGAL COUNTY DEVELOPMENT PLAN

The Subject lands are Zoned 'GB' in the CDP where it is the zoning objective 'to protect and provide for a green belt to demarcate the urban and rural area and provide for agriculture and amenity in a manner that protects the physical and visual amenity of the area'. These lands adjoin 'HA' zoned lands along the Broadmeadow River where it is the objective 'to protect and improve high amenity areas'.

The CDP includes a Specific Objective: 'to protect and preserve trees, woodlands and hedgerows' on the subject lands.

Local Objectives in the CDP relating to these lands include the following:

LO 166 relates to the Ward and Broadmeadow riverside walks.

Protected Structures within or in the vicinity the subject lands include:

340 [Balheary Bridge] ; 341[Lissenhall Bridge]; 487 [castle site and enclosure], 374 [Balheary Church and 373 [Murray's bridge].

Designated Nature Conservation Area: Malahide Estuary is a Designated Nature Conservation Area.

EXISTING OPPORTUNITIES AND CONSTRAINTS

(See map 'Opportunities and Constraints').

Existing Road Network: part of the eastern boundary is defined by the M1 and the R132. A network of third class county roads traverses and serves the subject lands.

Proposed Expanded Road Network in Swords: Immediate and long-term improvements to the local road network are required and are proposed in Variation No 4 (Refer to Chapter 6). Of particular importance to the subject lands is the proposed Swords Western Ring Road (SWRR) which would run along the north and west boundary of the lands. There is a wider and more extensive list of proposed road and junction improvements required to serve existing and future developments in Swords, including the development of Lissenhall. These will be outlined in detail when the Integrated Transportation Strategy Report (prepared by Roughan & O'Donovan on behalf of the Council) is published.

Relationship to Metro

Metro North travels through the centre of the Lissenhall lands 'at grade'. The proposed Lissenhall Stop is located centrally and Belinstown Stop, Park 'n Ride and Depot are located north of the study area, on the opposite side of the SWRR. All of the subject lands are located within convenient walking distance of the Metro.

Designated and Protected Sites and Structures

The Broadmeadow River adjoins these lands to the south. This river feeds into the Broadmeadow Estuary to the east. The Broadmeadow Estuary is a Designated Special Protection Area; A Candidate Special Conservation Area; A proposed Natural Heritage Area and a Ramsar site [sites designated pursuant to Ramsar Convention]. By reason of these designations the estuary is protected under existing legislation. Any future development strategy for these lands must ensure the protection of this water body and not impact on the conservation objectives of this designated ecological site. [DOEHLG Circular letter SEA 1/08/ and NPWS 1/08. 15 February 2008]

Any future development strategy for these lands must ensure the protection of the built and archaeological heritage within and adjoining the study area.

Flooding

A Flood study of the Ward and Broadmeadow River catchment areas has been commissioned by CDP¹. Maps will be prepared showing areas within Swords which are at risk of flooding [i.e. areas which are located within the 100 year flood plain] and the report will recommend that these areas be designated as flood plains within which no development will take place. Recommendations will also be made with regard to appropriate flood protection measures for existing developed areas which are at risk of flooding.

The implications in respect of 'flood risk' and 'flooding' are considered within the context of the existing CDP, and in accordance with existing Council policy², it shall remain the situation that 'development within this area can not be permitted until such time as the flood plains have been determined to the satisfaction of Fingal County Council'.

Existing residential amenities

There are numerous existing residential properties located within the Lissenhall lands. Future development must respect the fact that these residential properties exist and have a right to remain there in the long term. Existing residential properties must be successfully integrated with new development.

STRATEGIC VISION FOR LISSENHALL

Having regard to the proximity of these lands to the Metro, it is envisaged that they will be suitable for the development of a sustainable, vibrant, modern and attractive new mixed use urban district on the northern side of Swords. This mixed use district should be fully integrated with Metro North and provide for strategic land uses; a high proportion of people intensive employment uses, a significant level of residential use as well as retail, service and community services sufficient to support the needs of those living and working within this new urban area. The lands could over time provide for significant additional employment and residential development in Swords, all within convenient walking distance of the Metro.

The potential focus for economic development in the Lissenhall Development Area and Lissenhall Great lands as identified in the **Indecon** Report and outlined in Chapter 8 on Economic Development is as follows:

- Higher education: new third/fourth-level campus with high quality research and possibly new business/management school.
- Hospital and health and ancillary services;
- Biotechnology Park which is a SFI sponsored sector.
- ICT Park, which is a SFI Sponsored sector.
- Environmental Services;
- Leisure and recreational facilities.
- Financial and insurance services;
- Professional services [business, legal etc.]
- Public sector services;
- International and other high value -added services
- Tourism

Future CDP Variation and LAP

Mixed use development as envisaged will be contingent on the adoption of a future Variation of the CDP providing for:

- [1] A change in the land use Zoning Objective(s) for the subject lands and;
- [2] Requiring the preparation of a LAP; SEA [Strategic Environmental Assessment] and AA [Appropriate Assessment].

Current proposed **Variation 8** to include a Local Objective:

Local Objective LO H

To create a sustainable mixed-use urban environment to the north of Swords at Lissenhall, which will be fully integrated with the Metro North line traversing the development lands and its associated stops and park and ride facility. (Lissenhall Strategic Study Area)

Mechanism for Delivery

This area will be subject to a Local Area Plan, SEA and an Appropriate Assessment.

The proposed Variation (i.e. LO H, noted above) will not permit development per se as the lands are subject to the preparation of a LAP and associated SEA and Appropriate Assessment. The LAP will outline in detail the scale of employment, residential and supporting retail and community facilities, envisaged for this area to ensure a balanced approach to the development of the lands. Having regard to existing CDP policy and Land Use objectives for the area, the implementation of a LAP will necessitate future CDP Variations, to include inter alia a change in the Land Use Zoning Objective(s).

The Council has proposed the introduction of a new land use, i.e. Metro Economic Corridor (MEC) Zoning Objective. However, having regard to the nature and scale of development envisaged in this area, ultimately the creation of a new suburb and community to Swords, it is envisaged that a range of Land Use Zoning Objectives would be required to adequately direct and plan for development in this area.

Non-Statutory Planning & Urban Design Vision

In addition to the proposed Variations to the CDP, the Council have prepared a Planning & Urban Design Statement for the Lissenhall Development Study Area. These are non-statutory indicative sketch proposals and key principles, which are intended to assist in informing the LAP process. (See map 'Development Vision and Concept Diagram').

The detailed planning, regarding the scale and mix of uses, phasing of the necessary provision of social and physical infrastructure, building height, scale and massing as well as architectural and urban design language will be the subject of the proposed Swords Local Area Plan, and as such will be subject to further statutory consultation.

PLANNING & URBAN DESIGN

Key Principles

Key elements of any future development strategy for the subject lands might include:

- **Integrated development:** provide for a distinct new mixed use urban district physically and functionally integrated with Swords.
- **Employment Uses:** providing for significant intensive employment generating uses.
- **Key strategic uses:** promoting the location of key strategic education, health and sports facilities on these lands. Such uses will have Town and wider catchment areas and be accessible via the public transport network, particularly the Metro.
- **Residential development:** providing for a significant level of residential development at appropriate densities across the lands.
- **Character Areas:** providing for the development of a number of distinctive 'Character Areas' within the lands.
- **Distributor road network:** providing for a much expanded and improved street network.
- **Green Network:** developing direct, attractive and overlooked pedestrian and cycle routes, within the lands and connecting them to the Metro Stops; Broadmeadow Estuary and the Estuary Development Area.
- **Retail, educational, community and other services:** providing for an appropriate level of retail, educational, community and other service facilities to serve those living and working in this development area.
- **Clustering of retail and other services:** providing for the clustering of retail, educational and other services at a convenient location within walking distance of those living and working in this development area.
- **Urban Design:** an urban design strategy which promotes the development of a new high quality designed living and working environment within a new quarter on the north side of Swords.
- **Heritage:** protecting the existing built and archaeological heritage.
- **Public Open Space:** providing for a network of well connected high quality public open spaces and civic spaces and extending the existing Broadmeadow River Valley Park.
- **Broadmeadow Estuary:** ensuring the conservation of Broadmeadow Estuary and associated habitats and wildlife.
- **Flood plains:** protecting the 100 year flood plains along the Broadmeadow River.
- **Existing residential amenities:** Protecting existing residential amenities.
- **Phased development:** providing for the development of physical, community and social infrastructure as an integral part of the phased development of the lands.

¹ Refer to Chapter 11. Water, Waste & Power – re. Fingal & East Meath Flood Risk Assessment & Management Study (FEMFRAM)

² No new development will be permitted which would unacceptably increase the risk of flooding of existing developments and lands [Policy UTP 25 CDP], and which is located within flood plains [Policy UTP 26 & 27 CDP].

KEY STRATEGIC POTENTIAL USES AND ECONOMIC ACTIVITIES

[1] Third or fourth level educational facility

The Lissenhall lands are considered suitable to provide for a **third or fourth level educational facility** as well as associated economic activities [high tech biotechnology, pharmaceutical, and biomedical economic activity].

[2] Hospital:

The Lissenhall lands are considered suitable to provide for a **new public or private hospital** as well as associated economic and ancillary activities. A hospital would have significant economic and social benefits for the Metro North corridor as well as playing a key role in forging possible linkages with the bio-medical and pharmaceutical sector in the region. A hospital would also provide added value to any proposed University campus in the area.

[3] Major Integrated Sports Facility:

It is also an objective of the Council to support the development of a major Integrated Sports Facility within Swords. This facility may include a sports stadium, swimming pool, gym, sports hall, all weather pitches etc.. Such a facility would likely serve a wider catchment area beyond Swords Town including the northern towns of Donabate, Rush, Skerries, Lusk and Balbriggan as well as the rural hinterland. It is considered that such a sports facility might be best located on the north side of the Town probably within the future development area at Lissenhall close to the Metro terminus, interchange facilities between feeder buses and the Metro and the strategic park and ride facilities.

While these educational, health and sports uses could be located elsewhere within the Town, subject to proper planning and sustainable development principles being adhered to, Lissenhall is the preferred location. Lissenhall has an expansive and attractive land bank and will be highly accessible by road and rail. In determining the suitability of a location for such activities, the Council will ensure that these uses are located so that they are fully accessible by sustainable forms of travel including Metro and bus.

Office/business development

Lissenhall, because of the expanse of land and its future high levels of accessibility provide the Council with a great opportunity to provide for high levels of employment, redressing the current imbalance in Swords' 'jobs to population ratio'.

A significant amount of office and business employment uses will be required as part of any future development strategy for these lands, such as would aid the development of a new vibrant mixed use district immediately adjacent to, and within convenient walking distance of, proposed Metro Stops. This approach would serve to increase the level of employment in Swords for the benefit of both those living in the Town and those accessing Swords via the Metro and thereby facilitate reverse commuting.

Environmental technologies and products:

As part of the future LAP process, consideration will be given to providing for the development of economic activities relating to environmental technologies, products and services within the Lissenhall site in order to maximise and harness the anticipated commercial opportunities arising from future growth in the demand for such products and services. To this end, the creation of a new settlement which is perceived by residents, employees, employers and visitors as being 'environmentally sound' or 'eco-friendly' in all aspects of its development will be critical.

Supporting Services:

Ancillary and supporting services, whether schools, health, community, retail, commercial or public open space will be required within the context of any future LAP for Lissenhall. Such ancillary services, should be located, designed and of a scale to support and serve the local population, i.e. the future residents and workers in the area.

Residential Development:

It is envisaged that over the next 25 years, Swords will grow towards a population of 100,000 people. This population should be primarily located adjacent to major public transport nodes. As such, a significant amount of residential development will be required to be accommodated in Lissenhall.

The appropriate quantum of residential development at this location, as well as the mix of residential unit types will be addressed in the proposed LAP. Residential development shall be well designed and provide for a wide range of housing type in terms of tenure [social, affordable and private], size and type [i.e. apartments, houses, multi unit buildings] to ensure the development of a balanced integrated community.

It would be desirable to provide within this area for the development of live/work units incorporating a designated workspace, subordinate to the main residential use of the premises. Such units could provide for uses, which might be carried out in a residential area without adverse impacts on residential amenities.

Protecting existing residential amenities: There are numerous existing residential properties located within the area. Future development must respect the fact that these residential properties exist and may remain there in the long term. Existing residential properties must be successfully integrated with any future new development.

Childcare Facilities. Childcare facilities would have to be provided for as part of any overall future development of the subject lands in accordance with the Guidelines for Planning Authorities [June 2001].

TRANSPORTATION STRATEGY

Various development scenarios [comprising different quanta of land uses] have been tested using the Swords Integrated Traffic Model, having regard to existing traffic constraints and future required new roads and road improvements. It is expected that the subject lands could accommodate in the region of approximately 8,000 residential units and 300,000 sq. metres of office use providing in the region of approximately 11,000 jobs. During the LAP process, further development scenarios would continue to be tested. However, it would be important to recognise at this stage that notwithstanding the delivery of Metro, car dependency is a significant factor and development constraint. Development in the area can only proceed, when both Metro North and proposed major new road links and road improvements are provided.

In line with the Council's 'eco-friendly' vision for the area the development of a network of pedestrian and cycle routes within the lands and providing adequate connections back to Swords will be critical.

URBAN DESIGN PRINCIPLES

The Council will promote high standards of urban design and modern architecture in any future development within the lands, to ensure the creation of a high quality modern built environment with a definite sense of place and fully integrated within Swords Town. An urban design plan will be needed for this area, and will include the following principles:

Physical Context

- To provide for an appropriate relationship and integration of future development with the Metro North and the Metro Stops.
- To provide for an appropriate relationship and integration of future development with the proposed Swords Western Ring Road (SWRR), the M1 and R132.
- To provide for the future development of buildings with attractive elevations which overlook and provide for a high degree of informal supervision along the extended Broadmeadow River Valley Park.
- To provide for an appropriate relationship of future development with existing residential development to ensure the protection of existing residential amenities.

Urban Structure

- To develop a number of distinct 'Character Areas' within the development area. Future development at Lissenhall should positively incorporate existing locally distinctive features of value [including inter alia the Broadmeadow River; existing trees, hedgerows and woodlands; existing elements of the built and archaeological heritage etc.] to facilitate the development of distinctive 'Character Areas' and a sense of identity for those who live and work in the area.
- To provide for a clearly defined street hierarchy. Each street shall be designed according to the core principle that the street is a space, a place of containment and activity rather than simply a movement and access route. The scale and character of each street, its width, and the height of buildings along it shall relate to this hierarchy. A high degree of permeability shall be provided throughout the street network. Buildings may be arranged in the main in a perimeter block pattern in relation to the streets.
- To provide for a network of high quality public spaces including an extended linear park along the Broadmeadow River; major new public open spaces and urban squares/civic spaces.
- To provide for the development of significant strategic landscaping so that future development is 'absorbed' and visually integrated within this landscape.
- To provide for a number of 'landmark' buildings to give a 'sense of place' and to punctuate key 'places' within this development area.
- To ensure that the public realm is characterised by a high standard of design, quality finishes and treatments, including hard and soft landscaping.

Making the Connections

- To provide for a legible and permeable high quality urban environment, readily recognisable and easy to move around.
- To provide for a network of well designed safe, direct and attractive pedestrian and cycle routes throughout the subject lands and linking these lands to the Lissenhall Metro Stop; the extended Broadmeadow Park, the Estuary Development Area and Swords Town Centre.

Detailing the Place

- Buildings to be of contemporary design and incorporate quality architectural treatment, materials and finishes.
- Street frontage buildings designed to provide strong corner definition such that gables are generally avoided and the front elevation definition is continued to the side elevation thereby ensuring a 'seamless' transition at corners and junctions.
- Dual aspect incorporated into the design of all apartment/residential blocks [single aspect north or northeast facing units will not be acceptable].
- Design and layout to incorporate principles of passive surveillance to encourage a community atmosphere and to discourage anti-social behaviour.
- Traffic calming as an integral feature of the layout.
- Private and public areas clearly delineated. Private areas protected from undue overlooking and public areas easily accessible and overlooked by development.
- A coherent palette of materials utilised in both buildings and paving to give a strong character to the different 'Character Areas' in this development area.
- Information and commercial signage minimised; and where they are required they should of modern high quality design.
- Roof mounted plant rooms not acceptable, such plants should be integrated into the overall design of buildings avoiding significant areas of flat roofs with plant randomly distributed over them.
- Loading bays, outdoor storage areas, refuse disposal, oil tanks, ESB substations, gas metres and other service structures or areas screened and not visible from public roads or public spaces.
- All boundary treatments to be appropriately designed with high quality finishes.
- To protect the built and archaeological heritage.
- To protect trees, woodlands and hedgerows identified to be of amenity value within the subject lands in so far as is practicable.
- To provide for small equipped play areas as standard in all residential blocks.

FUTURE LANDSCAPE STRATEGY

A Landscape Plan or a series of integrated Landscape Plans will be needed for the entire subject lands addressing in particular the following:

- To provide for the development of significant structure landscaping within the lands [particularly where the lands adjoin the SWRR, the M1 and R132] and in advance of future development to ensure that future development is visually integrated fully within this landscape.
- To require landscape proposals for the 'public realm ensuring a consistently high standard of landscaping [both hard and soft] of the public realm including significant tree planting along the existing and proposed road network.
- To retain existing trees, hedgerows and woodlands of amenity value within the subject lands in so far as is practicable.
- To provide for an extension of the Broadmeadow River Valley Park and the development of recreational facilities and amenities within this Park, within the context of a Landscape and Recreational Strategy.
- To provide of a network of well connected high quality public open spaces and civic spaces.
- To incorporate surface water attenuation areas as design features within the lands.

PUBLIC OPEN SPACE AND RECREATIONAL FACILITIES

Class 1 Public Open Space

The subject lands are considered to be integral to the Council's Vision in creating a 'consolidated major town with a vibrant economy'. In order to maximise the opportunities associated with Metro North, higher densities will be required within the Metro Corridor, in particular where contiguous with a Metro Stop. To this end, it may not be appropriate that Class 1 open space would always be provided on site. Objective Swords 19 recognises this as an issue. However, the quantity of on-site versus off-site provision of open space will be addressed as part of the LAP.

Objective Swords 19

To facilitate and permit off-site provision of Class 1 open space on strategic sites within Swords, where it maximizes the opportunities of Metro North and advances the Council objective to develop a Regional Park (LO A/Swords Objective 17).

Class 1 open space shall be provided off site, by way of (a) direct acquisition of lands within the regional park itself by and transfer of same to the Council, (b) payment of a financial contribution (to be identified through a review of the County s.48 Contribution Scheme), or (c) a combination of (a) and (b). Where Class 1 open space is provided off-site, there shall be a requirement on developers to provide a meaningful increase in Class 2 open space above the minimum level of Class 2 required in the County Development Plan. Class 2 open space will be provided, located, designed and constructed to ensure that, notwithstanding the introduction of higher density schemes, high standards of residential amenity shall be maintained within individual schemes (e.g. on-site small children's playgrounds, street furniture such as seating, etc.).

Mechanism for Delivery

Objective Swords 19 shall be implemented through the proposed Swords LAP, and as such shall within the context of the Swords LAP be subject to SEA and AA.

Class 2 Public Open Space

It will be a requirement to ensure that adequate levels of Class 2 public open space would be creatively incorporated into future residential layouts within this development area and that such areas would be overlooked by adjoining development so as to optimise passive surveillance and promote its use.

Civic Spaces/Plazas: a series of urban squares/civic spaces/plazas will be required to provide visual, social and physical focal points within the development area.

Playgrounds: small playgrounds will be required to be provided as standard in all residential developments.

SUPPORTING RETAIL, SERVICE AND COMMUNITY FACILITIES

It will be appropriate to provide for a level of retail, service and community facilities sufficient to support the needs of future residents living and working in this Strategic development area. The appropriate quantum, mix and location for such supporting retail, service and community facilities will be decided as part of any future LAP process. Such facilities will be required to be provided as an integral part of the phased development of the subject lands.

While the scale and phased delivery of retail and services will be the subject of LAP in respect of the detail, it is proposed to establish and strengthen the Council's Vision that these areas along the Metro route will be 'sustainable mixed-use development areas'. To this end, objectives Swords 20 and 21 apply to the subject lands:

Objective Swords 20:

To develop a series of new Neighbourhood Centres, on strategic development areas and undeveloped zoned lands within Oldtown, Fosterstown, Seatown Development Area, Estuary Development Area and Lissenhall Strategic Development Area, in accordance with an approved Local Area Plan for Swords.

Objective SWORDS 21:

To develop a series of District Centres, of appropriate scale and at suitable locations, to be determined and approved within the context of the proposed Swords Local Area Plan, albeit broadly identified as being located on sites within the general land banks of (i) Lissenhall Strategic Development Area, (ii) Oldtown-Mooretown LAP area (at Mooretown) and (iii) within the South East Quadrant of Swords.

School Facilities

As part of any future LAP process, a school needs assessment will have to be prepared in consultation with the Department of Education and Science to determine the number and type of schools needed to support future residential development, ensuring that they are adequately sized for primary and post primary needs and that they are at convenient and accessible locations to serve future residents living in this area. Schools will be required to be provided as an integral part of the phased development of the subject lands.

SUSTAINABILITY STRATEGY

Lissenhall will be developed as a forerunner in sustainable urban development, in order to create residential areas of highest quality, as well as to create opportunities for development of new technologies and new business opportunities for industry and service sectors. In doing so Lissenhall will become a place with an attractive mix of modern housing, workplaces and commerce, linking tradition with new design and sustainability issues. Lissenhall will become an attractive place to invest or establish education, research and businesses in the quickly expanding clean-tech sector, and a place where other cities in Ireland and other countries can find inspiration, good examples and solutions to the challenge of sustainable urban development.

Ambitious and reachable targets for a range of important sustainability issues will be set through the LAP process. Sustainability issues include areas such as energy, water, waste, materials, biodiversity and transport. It is not appropriate at this stage to set the technical solutions for reaching the targets, as technology

develops quickly and innovation brings new solutions. It also allows for account to be taken of climate change. As part of the LAP process international examples of best practise in sustainable urban development and sustainable business development will be examined, such as the Swedish examples of Hammarby, "Twice as good", and Malmö, "100 % local renewable energy", as well as the Ecocities projects in Britain. These will be adapted to Irish traditions and market. We need to learn from what is done elsewhere in the world, to be inspired and to build on these experiences.

Special efforts will be made to attract national and international companies and other activities in the rapidly expanding field of cleantech business to the area. These businesses and activities can both benefit from, and contribute to the environmental profile of Lissenhall, making it the cleantech economic driver within the Metro North Economic Corridor. The intention is also to establish a university campus in the area, focusing on education and research that can nourish and build on the sustainability agenda for Swords and Lissenhall.

There will be a need for major changes in the way we plan and design developments and how we set up technical supply and utility systems. This must be done in close cooperation with the stakeholders, to ensure investments and developments are done in a way that optimizes environmental and economical benefits. Stakeholders will be involved in setting the targets for Lissenhall, as the best results will only be reached if all stakeholders are taking part and sharing competences. The LAP process will also examine the feasibility of an incentives scheme, to stimulate the stakeholder to take initiatives within the sustainability agenda. A special process to attract partners to the sustainability agenda will be established along with a long term marketing plan that will be part of harvesting the full value of the modern, sustainable Lissenhall.

Water Services

Surface water drainage: A SuDs Strategy will be required to be prepared for all of the subject lands in accordance with objective WDO 12 in CDP 'to promote the use of sustainable drainage systems'.

Foul drainage: There is limited capacity remaining in the existing Swords Waste Water Treatment Plant to serve future development. Future development as envisaged in this area can not occur until such time as the existing treatment plant is expanded.

Flooding: As outlined in the constraints study, flood risk is a significant potential constraint in respect of site development in this area. A Flood study of the Ward and Broadmeadow River catchment areas will shortly be commissioned by the Council. Maps will be prepared showing areas within Swords which are at risk of flooding [i.e. areas which are located within the 100 year flood plain] and the report will recommend that these areas be designated as flood plains within which no development will take place. Recommendations will also be made with regard to appropriate flood protection measures for existing developed areas which are at risk of flooding.

The implications in respect of 'flood risk' and 'flooding' are considered within the context of the existing CDP, and in accordance with existing Council policy³, it shall remain the situation that 'development within this area can not be permitted until such time as the flood plains have been determined to the satisfaction of Fingal County Council'.

³ No new development will be permitted which would unacceptably increase the risk of flooding of existing developments and lands [Policy UTP 25 CDP], and which is located within designated flood plains [Policy UTP 26 & 27 CDP].

SWORDS

AN EMERGING CITY

Strategic Vision

- Key:**
-  Existing trees and hedgerows
 -  Lands currently zoned "OS"
 -  Lands currently zoned "GB"
 -  Lands currently zoned "HA"
 -  Important Stone wall
 -  Important woodland / scrub
 -  Contours at 1 metre intervals
 -  Archaeological Site



Lissenhall Development Area
Landscape and Ecology - as existing



Planning Department,
County Hall, Swords

Director of Services: Gilbert Power

Senior Planner: Rachel Kenny

Prepared By: Marjorie O'Shee
Una O'Neill

Drawn By: JMCK

Scale: not to scale Date: 23.4.08

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SWORDS

AN EMERGING CITY

Strategic Vision

- Key:**
- Existing trees and hedgerows
 - Important groups of trees and hedgerows to maintain.
 - Lands currently zoned "HA"
 - Study area
 - Important stone wall
 - Woodland / scrub
 - The extent of the 100 year flood plain has not yet been determined
 - Proposed metro route (maximum 3 vehicular crossing points)
 - Existing vehicular entrances to site
 - Proposed alignment for Swords western ring road.
 - Lissenhall metro stop
 - Water main
 - Golf course
 - Existing domestic dwellings and farmyards
 - Archaeological site
 - ESB powerline
 - Protected structures & recorded monuments

Lissenhall Development Area
Opportunities and Constraints



Planning Department,
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Scale: not to scale Date: 23.4.08

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SWORDS

AN EMERGING CITY

Strategic Vision

- Key:**
- Parkland setting
 - Existing trees and areas subject to strategic planting
 - Lands currently zoned "HA"
 - Strategic route set in high quality hard landscaped setting
 - Important urban edge
 - Possible surface water attenuation area
 - Medium density
 - High density
 - Mixed use
 - Pedestrian/Cycle routes
 - Neighbourhood centre
 - District centre
 - Proposed school site - no. of schools to be determined
 - Proposed metro route (maximum 3 vehicular crossing points)
 - Lissenhall metro stop
 - Existing pedestrian routes
 - The extent of the 100 year flood plain has not yet been determined
 - Strategic landmark
 - Local landmark
 - Extended Broadmeadow river valley park



Lissenhall Development Area
Development Vision & Concept Diagram



Planning Department,
County Hall, Swords

Director of Services:	Gilbert Power
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Date:	23.4.08

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9.4 Oldtown-Mooretown LAP Development Area

BACKGROUND

The existing RS1¹ zoned lands at West Swords (known as Oldtown and Mooretown) are subject to the preparation of a Local Area Plan (LAP) and associated Appropriate Assessment and Strategic Environmental Assessment, as applicable. The lands are approximately 93 hectares and have the potential to accommodate approx. 3000-4000 residential units, with an estimated population of 10,000.

A preliminary assessment revealed a substantial archaeological discovery within the plan lands. This archaeological site cannot be used for active recreational purposes or accommodate any significant physical development over it (eg roads, etc.). This discovery, in conjunction with the construction of the existing temporary school site, has spatial implications for the planning authority and developer in endeavouring to create a viable and sustainable community. In addition, the Integrated Transportation Strategy for Swords has indicated that the road system in this area requires augmentation and provision of a new strategic road link – Western Distributor Link Road.

The provision of an additional approx.17 ha of RS1 zoned lands at this location is deemed necessary to aid in the delivery of an improved road network (including new roads) and also the provision of necessary social infrastructure for the lands, such as a regional park, an archaeological park and ancillary lands for schools, retail facilities and services etc.

The proposed Variation will bring the area of land which is subject to a comprehensive Local Area Plan and an associated SEA and AA as appropriate, to circa 110 ha of RS1 lands.

The proposed comprehensive LAP and associated SEA and AA, will address the future potential Vision for the subject lands addressing the following issues:

- residential density and mix of house types and sizes
- movement and access
- open space and amenity
- provision of retail services
- school provision
- community facilities
- public plaza, and
- preservation of an existing archaeological site.

Issues relating to urban design including:

- identification of character areas
- use of key nodal buildings

¹ RS: 'To provide for new residential communities in accordance with approved local area plans and subject to the provision of necessary social and physical infrastructure.

- integration of elements of the existing environment within the development will all be paramount in ensuring the area has it's own unique character.

The LAP will set out a permeable and legible layout for future development, with access and circulation by all modes of transport, which will link the site internally and also beyond to the existing town.

VISION STATEMENT

The vast majority of the lands at Oldtown and Mooretown to the west of Swords are zoned RS1 "to provide for new residential communities in accordance with approved local area plans and subject to the provision of the necessary social and physical infrastructure". A small section of the lands in the south eastern corner are zoned RS "to provide for residential development and to protect and improve residential amenity".

It is necessary to clarify the development constraints and opportunities arising in relation to the proposed Swords West LAP (Oldtown/Mooretown) and the proposed vision for the lands, in the context of the proposed variations to the Fingal County Development Plan 2005-2011.

It is the primary objective of the Council that the lands are developed in a co-ordinated, sustainable way and in particular, as a unique urban extension to the existing town of Swords, a place with its own character and identity, where people can live, work, recreate and access various local services within a well-defined area.

STRATEGIC LOCATION AND DESCRIPTION OF THE LOCALITY

The area comprises approximately 110 hectares (including lands subject to Variation) and is located at the western development edge of Swords. The Rathbeale Road (R125) divides the plan lands, with the lands to the north of the road known as Oldtown and to the south known as Mooretown. The Rathbeale Road links to Swords Town Centre approx 2 km to the east, and Ashbourne is located approx 10 km to the west.

The subject lands are located within a rapidly-developing area in the northwest of Swords, the Swords-Lissenhall DED, which has grown by 49.6% in the last inter-censal period. The lands are bound to the north by the Broadmeadow River, the west by agricultural lands and the south and east by existing residential housing estates.

The primary land use at present is agriculture. A limited number of individual residences and 2 no. temporary school facilities are located on the lands. The temporary schools have been granted planning permission and a permanent school will be built in due course. The site is traversed by 3 separate high

capacity ESB lines and pylons. Access to the lands is generally restricted to agricultural and individual residential access points only. Lands north of the road (at Oldtown) are primarily accessed by a recently constructed extension to the Glen Ellen Distributor Road.

The Fingal Development Plan 2005-2011 (CDP) includes a specific objective to preserve views northwards over the LAP lands from the R125 Rathbeale Road (the southern boundary of the lands). The following objectives relate specifically to the Oldtown lands:

Objective 165: 'No access through Castlevew/Ashton Broc, Swords to new residential development' and

Objective 167: 'To protect the archaeological heritage of this site'. The Development Plan identifies the location of a recorded monument at the southern eastern section of the lands, St. Cronan's Well, and a protected structure just beyond the south eastern boundary, identified as Glasmore Abbey.

(See map 'Landscape and Ecology as Existing').

EXISTING ENVIRONMENTAL CONSTRAINTS AND OPPORTUNITIES

In creating an attractive urban extension to Swords, it is important that future development takes cognisance of existing site constraints and, where appropriate, incorporates elements of the existing environment into any future strategy. The following explores the existing key site elements which will be taken into account in the proposed LAP for the lands. (See map 'Opportunities and Constraints').

Broadmeadow River: Link to a Designated Nature Conservation Area

The Broadmeadow River, located north of the lands flows into the Broadmeadow (Malahide) Estuary, which is a designated SPA, cSAC, pNHA and Ramsar site. It is therefore important that the quality of this river is maintained and that all future development examines surface water issues and applies the principles of SUDS to the lands.

The river and the potential to extend its associated linear park will be an important amenity resource for future residents of this area and development will be designed so as to ensure clear and direct linkages to this riverside park. As the proposed linear park continues east to the Broadmeadow Estuary, the impact of continuing this park will be addressed as part of the proposed LAP and will be subject to an Appropriate Assessment and Strategic Environmental Assessment, as applicable.

Trees, Hedgerows and Topography

The use of existing vegetation on site has a value in integrating future development into the existing landscape. The lands to the south of the Rathbeale Road include a significant number of trees/hedgerows. Lands to the north contain large fields with few subdivisions. Trees and hedgerows should be preserved where it is appropriate to do so. For example, the preservation of hedgerows around the perimeter of the archaeological sites, adjacent to existing residential properties, and along the Rathbeale Road may benefit the overall development.

In relation to the proposed extension of development land at the western boundary it is appropriate to follow existing hedgerow and boundary lines, which will aid integration of new development into the landscape.

In terms of topography, the subject site is quite undulating and generally falls from south to north. The highest point is located adjacent to the Rathbeale Road, where an archaeologically significant medieval ecclesiastical site is located.

Flood Impact Assessment

The Council in conjunction with the OPW and Meath County Council are in the process of carrying out a 'Fingal East Meath Flood Risk Assessment and Management Study', which will cover several watercourses. In relation to Swords, this Study will result in the production of flood risk maps identifying areas at risk of flooding in relation to the Ward and Broadmeadow Rivers. The report will recommend what areas should be designated as flood plains, within which no development will take place. Recommendations will also be made with regard to appropriate flood protection measures for existing developed areas which are at risk of flooding.

The implications in respect of 'flood risk' and 'flooding' are considered within the context of the existing CDP, and in accordance with existing Council policy'. It shall remain the situation that 'development within this area can not be permitted until such time as the flood plains have been determined to the satisfaction of Fingal County Council'.

Archaeological Heritage

There is one recorded archaeological monument listed in the Record of Monuments and Places (RMP), namely St Cronan's Holy Well (DU011-018), located within the southeastern corner of the lands. Glasmore Abbey church (DU011-019) is located just beyond the southeastern corner of the plan lands in the adjoining residential development of Cianlea Estate.

During the construction of the Glen Ellen Road extension in 2003, a significant Early Medieval ecclesiastical complex with burials was discovered immediately north of the Rathbeale Road. Investigation has shown that this complex extends further south across the Rathbeale Road into the townland of Mooretown. The complex is sited at the highest point within the LAP lands, with existing views towards the north. The site is entirely subsurface and has no above ground indication. It presents only as natural ridges within a greenfield. Test excavations will be required to confirm the southern and eastern extent of the southern annex to the enclosure site to the south of the Rathbeale Road in Mooretown. (Refer to Opportunities and Constraints map).

A buffer zone has been recommended around the ecclesiastical complex north and south of the Rathbeale Road, which will preserve in situ all significant archaeological remains. The extent of this buffer zone is subject to change

¹ No new development will be permitted which would unacceptably increase the risk of flooding of existing developments and lands [Policy UTP 25 CDP], and which is located within designated floodplains (UTP 26 & 27, CDP).

pending the results of additional surveys and review by the Department of Environment, Heritage and Local Government (DOEHLG). It is noted that a partial review of the buffer zone adjoining the school site north of the Rathbeale Road has resulted in an alteration of the boundary. The lands within the buffer zone are not suitable for the development of active recreational facilities (including playing pitches and running tracks), buildings, or for landscaping proposals and the ground levels should not be altered. This area will provide for passive recreational uses only, which will protect the archaeological sensitivities of this area.

Geophysical survey at the very southern limits of the Mooretown Lands identified an unusual series of responses. The nature of these responses is unclear and an archaeological interpretation is considered. These features may be associated with Glasmore Abbey church (DU011-019) and St Cronans Holy Well (DU011-018) given its proximity to these. The relationship if any between the Oldtown/Mooretown ecclesiastical complex and these features is as yet unknown and must be explored. The full extent of the archaeology in this area will be subject to further analysis in consultation with the DOEHLG.

The archaeological discoveries within the LAP lands present a significant opportunity to enhance the character of the area. It is envisaged that an Archaeological Park and an associated Conservation Plan for the archaeological area will be developed in conjunction with the DOEHLG, and this will form part of the future LAP for this area.

Water Supply

There is an existing 800 mm diameter trunk watermain crossing the development lands en route to Balbriggan. This water main must be protected as part of any future development.

ESB

ESB lines traverse the Oldtown and Mooretown lands. A 38 KV cable and pylons traverse the Oldtown lands and two sets of 110KV overhead cables and pylons traverse the Mooretown lands. These will have to be undergrounded/re-routed to facilitate development.

Road Network

The main existing roads serving the Oldtown/Mooretown areas are:

1. **Rathbeale Road:** The development lands are bisected by the R125 Rathbeale Road that links Swords to Ashbourne and the N2 route corridor. This road is the primary transport corridor through north-western Swords. Traffic capacity is limited, especially by the junction at St. Cronan's Avenue, where there is little in the way of additional traffic lanes at the signals. Traffic delays and queues occur as a result of these deficiencies.

There are no public transport facilities along the Rathbeale Road. The major public transport corridor serving Swords is located at the eastern side of the Town, where a Quality Bus Corridor (QBC) is provided along the R132 to Dublin. In future, Metro North will follow the same corridor. So as to provide high-quality public transport services for the Oldtown and Mooretown areas, it will be necessary to construct a spur QBC that will connect these areas to Swords Town Centre and to the Metro North/Swords QBC corridor along the R132 route.

The Rathbeale Road on its own cannot sustain the transport needs for access to the major scale of development which could be facilitated at Oldtown and Mooretown.

2. **Glen Ellen Road extension:** Glen Ellen Road is a 2-lane single carriageway and frontage-free road that has been developed through new residential areas at Applewood and Glen Ellen, bisecting the Oldtown lands and serving an existing temporary school site at the western edge. This road extends from the Oldtown area eastward to a junction with Balheary Road, and provides a route to the R132 at the Estuary junction that bypasses the Rathbeale Road. Junction improvements will be required at several locations at the eastern end to provide increased traffic capacity for this route to serve the Oldtown/Mooretown areas.

The major desire lines for transport demand that will arise from development of the subject lands will be as follows:

- To the southeast via the R132 Dublin Road/M1 corridor towards Dublin City Centre.
- To the southwest via the N2/M50 corridors to the major employment zones in west Dublin, and towards the main national route corridors of the M4 and M7.

The lack of a high capacity route to the west of Swords means that new development will either have to travel east to access the R132/M1 or travel west via substandard roads, such as the Naul Road/R108.

An Integrated Transportation Strategy has been prepared for Swords as part of the proposed Swords LAP. This strategy has identified a number of improvements to the existing road network and requirement for additional roads which must be delivered prior to the development of the Oldtown and Mooretown lands. These will be examined in more detail within the section below on Vehicular Access and Movement Strategy.

KEY PRINCIPLES

A Local Area Plan (LAP) is required for these lands, prior to any development being permissible. The LAP will be prepared having regard to SEA and Appropriate Assessment legislation/guidelines, and as such the nature and scale of development possible on these lands may be amended subject to the outcome of SEA and AA assessments.

However, the Council considers it possible and appropriate to identify the broad principles which may be established now and which will inform the preparation of the LAP. These are outlined below.

NON-STATUTORY DEVELOPMENT VISION

In addition to the proposed variations to the CDP, the Council have prepared a Planning & Urban Design Statement for the Oldtown-Mooretown Development Area. These are non-statutory indicative sketch proposals and principles, which are intended to assist in informing the LAP process (see map 'Development Vision and Concept Diagram').

The detailed planning, regarding the scale and mix of uses, building height, scale and massing as well as architectural and urban design language will be the subject of the future LAP and as such will be subject to further extensive statutory consultation.

Residential Development: Density and Mix

The LAP will create a mix of residential units – in terms of density provisions, tenure mix, unit size and design.

The overall net density across the lands will be in the range of 35-50 dwellings per hectare. The density will vary across the site depending upon a number of factors, such as extent of archaeological sites, topography, location at the boundary with the greenbelt, location at boundary with existing residential areas etc, but should not exceed 50 dwellings per hectare. The likely total number of residential units on the lands is approximately 3000-4000. The LAP will establish the most suitable locations for higher density development, which it is envisaged will be in the vicinity of the proposed district and neighbourhood centres and adjoining the Broadmeadow linear park. A medium/lower density will apply at the eastern boundary with existing residential development and at the western boundary/transitional area. New development will respect existing residential amenities. In this regard it is envisaged that houses will be two storey (with attic use) where they back onto existing housing.

Each character area within the plan lands will be fully permeable and linked to each other, with limited use of cul-de-sacs. Cul-de-sacs are generally not considered acceptable where they hinder the overall permeability of the scheme.

Land Use Strategy

The lands will primarily accommodate residential development, with a supporting district centre, neighbourhood centre, primary and secondary schools, community hall, medical facilities, childcare facilities and public open space. Central to the development of the plan lands will be the identification and protection of existing archaeological sites.

The LAP will identify ‘Character Areas’ within the development lands based on an assessment of the landscape structure, the environmental parameters and existing infrastructure. The purpose of the character areas will be to create and strengthen identities within new neighbourhoods by building upon existing environmental characteristics where appropriate, and promoting the creation of different mix of uses, layouts, designs and materials to distinguish each neighbourhood.

The LAP will optimize the ‘fit’ of development in the landscape addressing inter-alia appropriate building heights, building forms, existing planting, strategic structure planting etc, and also identify view-sheds protected by existing CDP objectives.

Retail Facilities: District Centre and Neighbourhood Centre Provision

A key element of the development strategy in the Oldtown/Mooretown area will be the clustering of retail, service, educational, and recreational facilities at an accessible location. The creation of a district centre (DC) and neighbourhood centre (NC) in the Mooretown and Oldtown lands respectively, will, in the determination of their exact location, consider proximity to the schools and associated community facilities to enable multi-purpose trips and reduce car usage in favour of walking/cycling in this area.

To assist the Council in addressing and resolving retailing issues in Swords and devising an evidence-led Retail Strategy, a review of the 2004 County Retail Strategy as it relates to Swords and the preparation of a 2008 Retail Strategy specifically for Swords was commissioned. Preliminary results of this Retail Strategy indicate local convenience retailing needs of those living beyond the Town Centre is currently underprovided.

The following variations to the CDP are proposed to rectify this situation:

Objective SWORDS 20:

To develop a series of new Neighbourhood Centres, on strategic development areas and undeveloped zoned lands within Oldtown, Fosterstown, Seatown Development Area, Estuary Development Area and Lissenhall Strategic Development Area, in accordance with an approved Local Area Plan for Swords.

Objective SWORDS 21:

To develop a series of District Centres, of appropriate scale and at suitable locations, to be determined and approved within the context of the proposed Swords Local Area Plan, albeit broadly identified as being located on sites within the general land banks of (i) Lissenhall Strategic Development Area, (ii) Oldtown-Mooretown LAP area (at Mooretown) and (iii) within the South East Quadrant of Swords.

District Centre

The main food convenience shopping in the north-western area of Swords needs to be augmented as it is considered that current shopping facilities are failing to meet the needs of existing residents. The additional development of lands at Oldtown/Mooretown will result in the need for a small District Centre in the Mooretown area. It is envisaged that a small DC would be approx 5,000-6,000 sqm net and will include a large convenience superstore, retail services, commercial uses and a range of civic and community facilities incorporated within the residential development. The location of this small DC is dependent on the delivery of additional transport infrastructure to cater for development in this area. The LAP will identify the exact location of this Centre in light of a proposed road network and also the quantum of convenience retail to be facilitated.

Neighbourhood Centre

A neighbourhood centre will be required within the Oldtown lands. It is envisaged that this will be located adjoining the Glen Ellen Distributor Road extension, in proximity to the school and community facility. The exact location of the site will be determined as part of the LAP. It will provide for mixed uses offering a range of daytime and evening uses which will promote the vitality and viability of this area as a core focal neighbourhood area.

An appropriate mix of uses within both the district and neighbourhood centres should include local convenience shops in the case of the NC and larger supermarkets in the case of the DC, small offices, services, healthcare facility, crèche, live work units and recycling facilities. Residential/office over ground floor units should also be encouraged.

Schools

The Department of Education and Science has been consulted with regard to school needs arising from the future development. In order to satisfactorily meet the future school needs of the area the following are required:

1. Construction of two permanent 16-class primary schools and a school/ community hall to replace existing temporary facilities. These schools have been granted permission and will comprise an Educate Together and a Gael Scoil. The community hall will be available for use by both the school and the public. The schools and community hall should be constructed in the first phase of development.
2. Construction of a 24 classroom school on the reserved primary school site at Applewood Village. To date an 8 classroom primary school has been permitted.

3. A site with a minimum size of 14 acres for a school campus south of the Rathbeale Road to accommodate both primary and secondary education facilities. The exact location of these uses will be identified within the proposed LAP for the area.

The proposed LAP for West Swords (Oldtown/Mooretown) will ensure that the phasing of development is linked with the provision of all of the above schools.

Public Open Space:

The level of Class 1 and Class 2 public open space will be determined as part of the LAP for the plan lands.

The CDP standards will be adhered to as a minimum. However, the site circumstances of the Oldtown-Mooretown lands will result in an inability to develop some of the RS1 lands where archaeological sensitivities or risk of flooding preclude development, including development of active recreational facilities. In order to ensure that not only the quantity of Class 1 open space is provided, but also the quality, in particular in terms of provision of active recreational facilities, greater guidance and clarity will be provided in the LAP.

In general, the Council considers that where Class 1 public open space falls within a flood plain and/or archaeological site, the quantity of Class 1 public open space provided should be greater than the minimum required, in order to provide for the active recreational needs of the community. Active Class 1 public open space will not be accepted within a floodplain or on archaeological sites.

Proposed Objective Swords 19 will be relevant to the provision of off-site Class 1 public open space.

Objective SWORDS 19

To facilitate and permit off-site provision of Class 1 open space on strategic sites within Swords, where it maximizes the opportunities of Metro North and advances the Council objective to develop a Regional Park (LO A/Swords Objective 17).

Class 1 open space shall be provided off site, by way of (a) direct acquisition of lands within the regional park itself and transfer of same to the Council, (b) payment of a financial contribution (to be identified through a review of the County s.48 Contribution Scheme), or (c) a combination of (a) and (b). Where Class 1 open space is provided off-site, there shall be a requirement on developers to provide a meaningful increase in Class 2 open space above the minimum level of Class 2 required in the County Development Plan. Class 2 open space will be provided, located, designed and constructed to ensure that, notwithstanding the introduction of higher density schemes, high standards of residential amenity shall be maintained within individual schemes (e.g. on-site small children’s playgrounds, street furniture such as seating, etc.).

Mechanism for Delivery

Objective Swords 19 shall be implemented through the proposed Swords LAP, and as such shall within the context of the Swords LAP be subject to SEA and AA and appropriate variations to the County Development Plan policies,

Existing CDP Policies

OS01. To provide facilities on a hierarchical basis throughout the County in order to achieve a choice of open space facilities, thus enabling greater accessibility to a variety of open space types.

Objective Swords 14. To provide for a comprehensive network of pedestrian and cycle ways, linking housing and commercial areas to one another and to the Town Centre and linking the Ward River Valley, the Broadmeadow River Valley and the Estuary.

Broadmeadow River Valley Park

A linear park has been provided along the Broadmeadow River to the east of the lands. This park terminates to the north of the Oldtown lands and serves the residential development to the east. It is an objective of the development of these lands that this linear park continues alongside the river to the north of the plan lands, linking west to the proposed Regional Park and east to the Broadmeadow Estuary. The development of this park will be addressed in the LAP for the lands and will be subject to an Appropriate Assessment and Strategic Environmental Assessment.

It is envisaged that residential development at the northern end of the lands will address this linear park providing passive surveillance at this location.

The proposed Variation to the CDP includes Local Objective LO B: To prepare a Landscape and Recreation Strategy for the Broadmeadow River Valley Park in accordance with Objective SWORDS 14. The Strategy shall facilitate the planned extension of the Park into the proposed Regional Park and provide for managed connectivity to the Broadmeadow Estuary. The Strategy will be required to address issues to improve passive supervision, accessibility and permeability of the park and to develop additional passive and limited active recreational facilities and amenities within the Broadmeadow River Park.

The proposed LAP for the lands will have regard to the above local objective.

Archaeological Park

It is envisaged that an Archaeological Park and an associated Conservation Plan will be developed in conjunction with the DOEHLG and form part of the LAP for this area. The Archaeological Park will include the ecclesiastical site north and south of the Rathbeale Road, a link to preliminary archaeological findings to the southeast of the LAP lands, and a connecting link with the protected structure of Glasmore Abbey in the adjoining development lands to the south-east. The full extent of the archaeology in this area for inclusion within the Archaeological Park will be subject to further analysis in consultation with the DOEHLG.

A buffer zone around the ecclesiastical complex has been identified, which will preserve in situ all significant archaeological remains. The extent of this buffer zone is subject to change pending the results of additional surveys and review by the Department of Environment, Heritage and Local Government (DOEHLG).

A Conservation Plan must be prepared for the entire buffer zone containing the ecclesiastical site to outline future uses of this archaeological park. This plan should be prepared at the LAP stage in consultation with the DOEHLG. Consultation with the DOEHLG to date has indicated that the area within this buffer zone is not suitable for the development of active recreational facilities (including playing pitches and running tracks) or buildings and these will not be permitted. Alteration of the ground level will also not be permitted. The use and extent of additional archaeological discoveries for inclusion within the Archaeological Park will be determined in consultation with the DOEHLG.

It is envisaged that the development of lands on the north side of the Rathbeale Road will incorporate the protection of view sheds northwards from within the archaeological site towards the northern uplands, as the land is highest at this point.

The archaeological discoveries within the plan lands present a significant opportunity to enhance the character of this area.

Class 1 Active Public Open Space

Active Class 1 public open space to serve lands in this area will be identified as part of the LAP process. Consideration will be given to the location of proposed active open space within the adjoining Regional Park. No active Class 1 open space will be considered as acceptable within a flood plain or on an archaeological site.

Class 2 Public Open Space and Pocket Parks

The location, level and design of Class 2 open space will be determined subsequent to the LAP for the lands and as part of planning applications/consents.

Class 2 public open space will be creatively incorporated into residential layouts and overlooked by adjoining development so as to optimise passive surveillance and promote its use. These areas should be provided and developed at the developer's expense, dedicated as public open space and kept free of development. Some of these areas may be designed to incorporate surface water swales as part of the SUDS strategy for the lands, where appropriate.

Small playgrounds will be required to be provided as standard in the development of these lands.

VEHICULAR ACCESS AND MOVEMENT STRATEGY

The Swords Integrated Traffic Model indicates that the development potential of the Oldtown/Mooretown lands is severely constrained by the existing transportation network and a lack of a quality public transport route. In order to facilitate development in this area, a three tiered approach to the road network must be developed: a number of new roads/road links are required – in particular, the prioritising in the short-term, the Western Distributor Link Road and the Inner Ward River Valley Crossing; enhancement of existing junctions must be carried out; and a quality bus route must be developed to transport those living in the west of Swords into the Town Centre. (See map 'Transportation Strategy: QBC, New Roads and Junction Improvements']

The following new road and associated road links have been identified as necessary to enable future development:

WDR. Oldtown-Mooretown Western Distributor Link Road (including Ward River Valley crossing to the south; and crossing to the north over the Broadmeadow River into the Lissenhall lands/Metro terminus, thereby joining the SWRR).

The following improvements to the existing road network are required to cater for additional traffic via Glen Ellen Road eastward to the R132 at Estuary:

- R1.** Provide traffic signals along Glen Ellen Road to cater for pedestrians and cyclists.
- R2.** Major capacity improvement at the junction at Glen Ellen Road/Balheary Road/Balheary Industrial Estate.
- R3.** Widen Balheary Road to 4 lanes between Glen Ellen Road and Castlegrange junctions over 300m length. This will encroach on public park area to the east.
- R4.** Major capacity improvement at the Castlegrange junction at Balheary Road/Fire Station.
- R5.** Widen link road to 4 lanes between Castlegrange and R132 Estuary junctions.
- R6.** Major capacity improvement at the R132 Estuary junction.

R125 Rathbeale Road/Watery Lane Improvements

- R7.** Capacity improvement at the junction of R125 Rathbeale Road with St. Cronan's Avenue by widening to 2 lane approaches on all arms in conjunction with bus lanes.
- R8.** Capacity improvement at the junction of R125 Rathbeale Road with Watery Lane.
- R9.** Capacity improvement at the junction of R125 Watery Lane with Balheary Road.

Brackenstown Road to Dublin Road Link

- R10.** New/improved link road from Brackenstown Road to Dublin Road.

The following Quality Bus Route 'PT1 – Swords Western Quality Bus Corridor' must be delivered as part of the development of the subject lands:

This proposal is for a 5km to 6km long QBC developed along Rathbeale Road/St.Cronan's Avenue/Brackenstown Road to the southern end of Swords Main Street. The works required along this route will consist of the following elements:

- PT1 (a).** Bus priority measures within Oldtown LAP area and via Glen Ellen Road/St. Cronan's Avenue to Rathbeale Road junction.
- PT1 (b).** Bus priority measures within Mooretown LAP area to Rathbeale Road.
- PT1 (c).** Bus lanes over a 150m length on the northern, western and southern approaches to the junction of Rathbeale Road and St. Cronan's Avenue.
- PT1 (d).** Bus lanes over a 150m length on the northern and eastern approaches to the junction of St. Cronan's Avenue and Brackenstown Road.
- PT1 (e).** New road link from the eastern end of Brackenstown Road to Swords Main Street/Dublin Road to bypass the existing hairpin bend (Highfield Link Road).
- PT1 (f).** Bus Link from Swords Main Street via Malahide Road and through new Bus-Only road across the Pavilions site to elevated public transport interchange at Plaza above Swords Metro Stop.

Glen Ellen Road

The existing Glen Ellen extension will form an important route through the development lands, being accessed by the permitted Gaelscoil and Educate Together Schools, the Archaeological Park and a proposed Neighbourhood Centre. An internal hierarchy of streets will be developed as part of the proposed LAP and will incorporate the Western Distributor Link Road with the Glen Ellen Road ensuring permeability and ease of movement throughout the scheme. Cul-de-sacs will not be permitted where they hinder the overall permeability of the scheme and its character areas.

The Glen Ellen road as it currently exists has a 7.5 m carriageway, verge, footpath and off road cycletrack. In its current design the existing road would facilitate traffic travelling at speed through the development. For reasons of safety, particularly in relation to the school site, ease of movement, and creation of a more attractive urban environment, the road will be enhanced and redesigned along part of its length to become an 'urban street'. This should be addressed as part of the proposed LAP for the plan lands.

WATER SERVICES

Surface Water Drainage: A SuDs Strategy will be required to be prepared for all of the subject lands in accordance with objective WDO 12 in Fingal Development Plan 2005-2011 'to promote the use of sustainable drainage systems'. In this regard retention ponds should be incorporated into the design of public spaces as appropriate.

Foul drainage: There is limited capacity remaining in the Swords waste water existing treatment plant to serve future development. Future development as envisaged in this area can not occur until such time as the existing treatment plant is expanded.

Flooding: As outlined in the constraints study, flood risk is a significant potential constraint in respect of site development in the area. A Flood Study of the Ward and Broadmeadow River catchment areas will shortly be commissioned by the Council. Maps will be prepared showing areas within Swords which are at risk of flooding [i.e. areas which are located within the 100 year flood plain] and the report will recommend that these areas be designated as flood plains within which no development will take place. Recommendations will also be made with regard to appropriate flood protection measures for existing developed areas which are at risk of flooding.

The implications in respect of 'flood risk' and 'flooding' are considered within the context of the existing CDP, and in accordance with existing Council policy³, it shall remain the situation that 'development within this area can not be permitted until such time as the flood plains have been determined to the satisfaction of the Council'.

ESB CABLES AND PYLONS

The ESB cables and pylons traversing the Mooretown (110 KV) and Oldtown (38 KV) lands will require to be placed underground or re-routed to facilitate development of these lands.

URBAN DESIGN: GUIDING PRINCIPLES

The West Swords LAP (encompassing Oldtown and Mooretown) will be developed as a coherent and sustainable urban extension to Swords, where people can live, work, recreate and access various local services within a well-defined area. Adherence to basic urban design principles in the LAP will ensure the existing and proposed resources of this area can be utilised to serve the future community.

Key Urban Design Principles:

- Permeability and ease of movement – a place that is easy to get to and move through.
- Legibility – a place with a clear image and is easy to understand.
- Character – a place with its own identity. This can be achieved through use of existing landscape elements, variations in building design, and selective use of materials in different locations.
- Diversity – a place with variety and choice.
- Quality of Public Realm – a place with attractive and successful outdoor areas.
- Continuity and Enclosure – a place where public and private spaces are clearly distinguished.

- Adaptability and Quality of housing design
- Key architectural features – includes nodal buildings, corner sites, significant junctions, gateway entrances, district and neighbourhood centres.

Phasing of Development

The LAP will ensure that the residential component of the development is phased in relation to the provision of:

1. New vehicular routes and road improvements
2. Schools – Primary and Secondary
3. District and Neighbourhood Centres
4. Public Open Space
5. Broadmeadow Linear Park
6. Water Services Infrastructure
7. Placement underground and/or re-routing of ESB power lines and pylons
8. Results of the FEMFRAM study

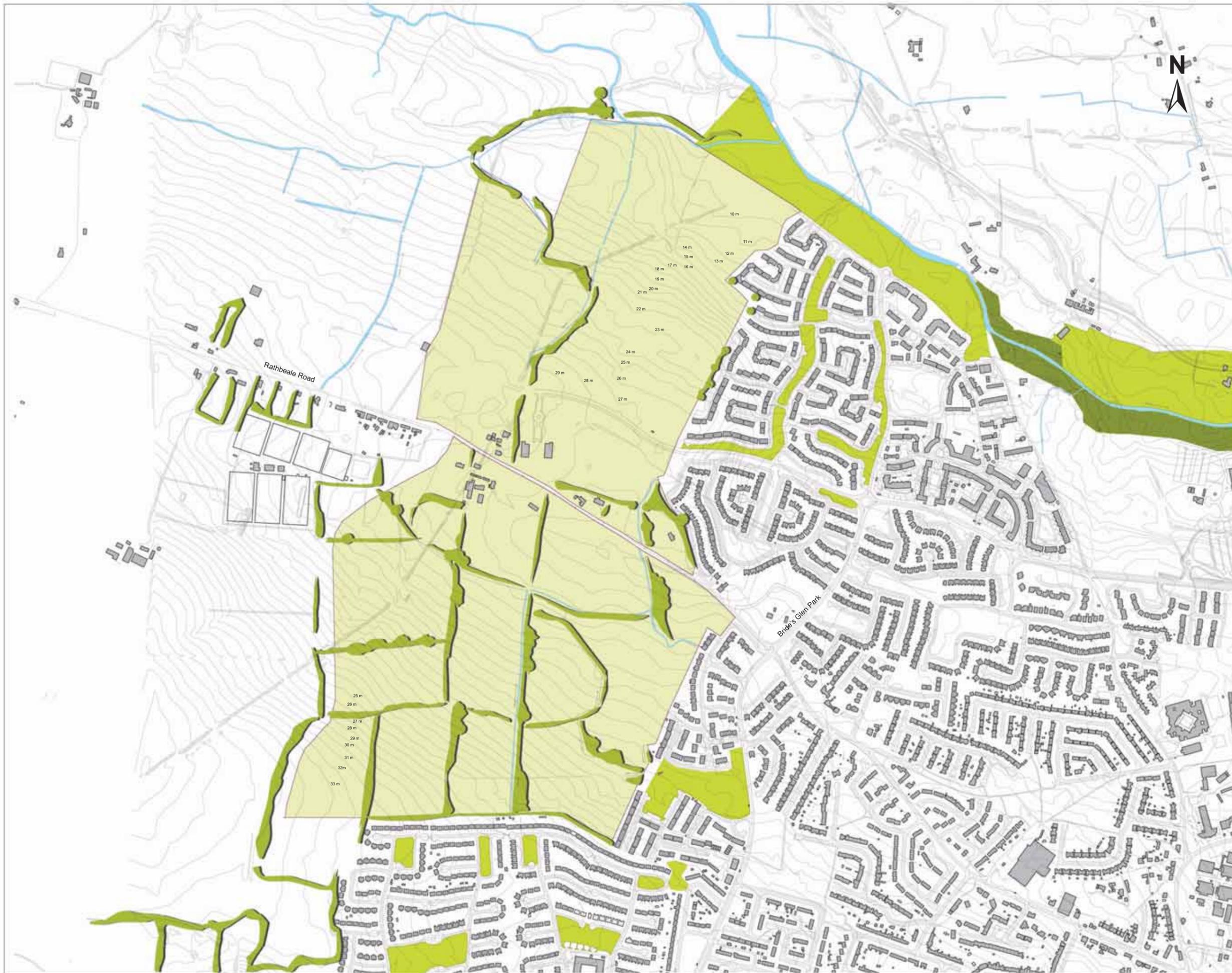
³ No development will be permitted which would unacceptably increase the risk of flooding of existing developments and lands [Policy UTP 25 CDP], and which is located within designated floodplains (UTP 26 & 27, CDP).

SWORDS

AN EMERGING CITY

Strategic Vision

- Key:
- Existing trees and hedgerows
 - Lands currently zoned "OS"
 - Undeveloped lands
 - Lands currently zoned "HA"
 - Rivers and streams
 - Contours at 1 metre intervals
 - Extent of development lands



Oldtown and Moortown
Development Area
Landscape and Ecology - as existing



Fingal County Council
Comhairle Contae Fhine Gall

Planning Department,
County Hall, Swords

Director of Services: Gilbert Power
Senior Planner: Rachel Kenny
Prepared By: Marjorie O'Shea
Una O'Neill
Drawn By: JMCK

Scale: not to scale Date: 23.4.08

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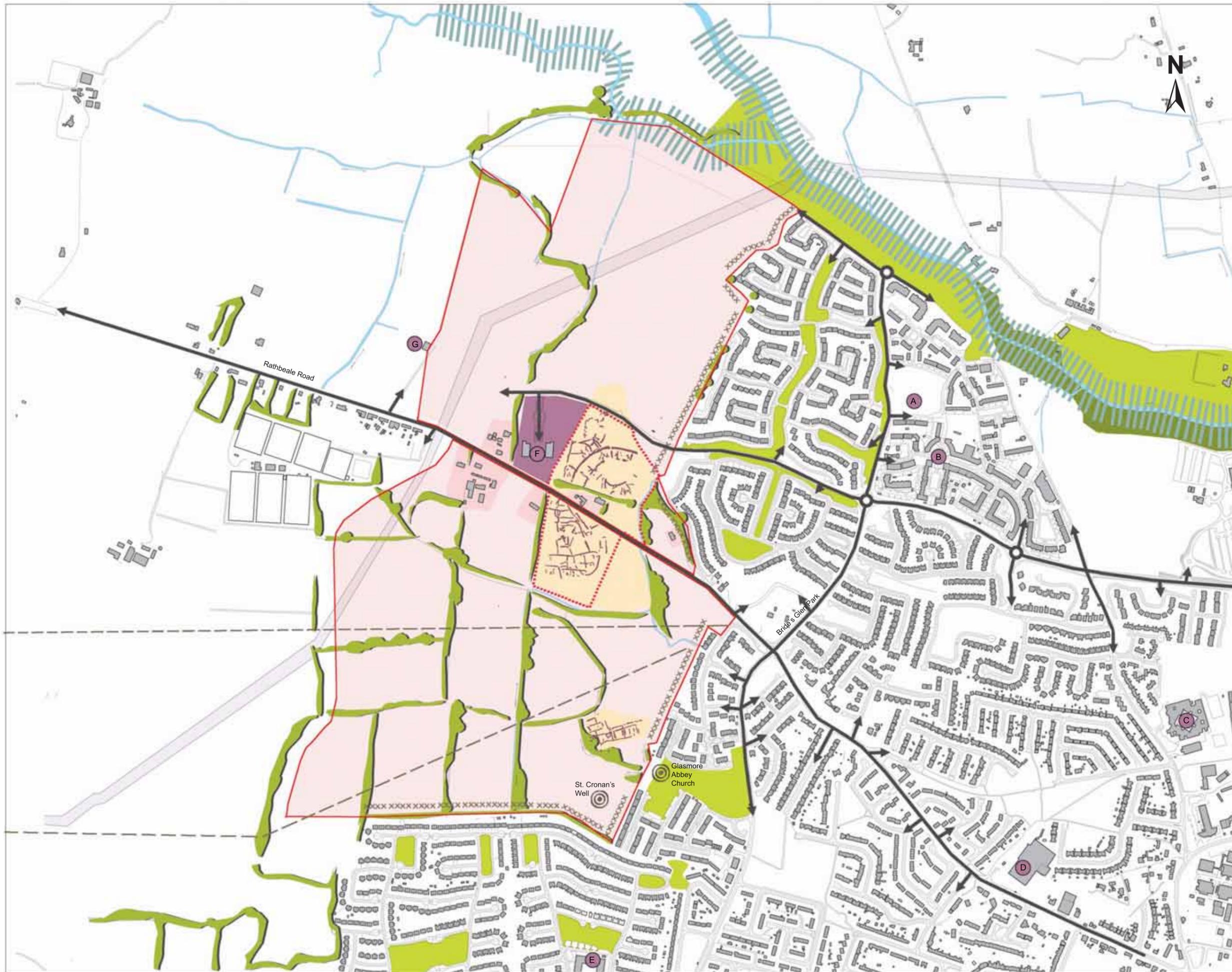
SWORDS

AN EMERGING CITY

Strategic Vision

Key:

-  Lands currently zoned "HA"
 -  Lands currently zoned "OS"
 -  Existing trees and hedgerows
 -  Rivers and streams
 -  Extent of development lands
 -  The extent of the 100 year flood plain has not yet been determined
 -  Existing vehicular entrances to site
 -  High pressure water main
 -  Archaeological remains
 -  RMP sites
 -  Existing domestic dwellings and farmyards
 -  Indicative buffer zone to archaeological site
 -  To protect existing residential amenities
 -  ESB powerlines
 -  School sites and neighbourhood centres
- A Proposed Applewood school site
 - B Applewood neighbourhood centre
 - C Colaiste Fhionain
 - D Rathbeale neighbourhood centre
 - E Brackenstown neighbourhood centre
 - F permitted Gealscoil and educate together schools
 - G Temporary Gealscoil and educate together schools



Oldtown and Moortown
Development Area
Opportunities and Constraints



Planning Department,
County Hall, Swords

Director of Services: Gilbert Power
Senior Planner: Rachel Kenny
Prepared By: Marjorie O'Shea
Una O'Neill
Drawn By: JMCK

Scale: not to scale Date: 23.4.08

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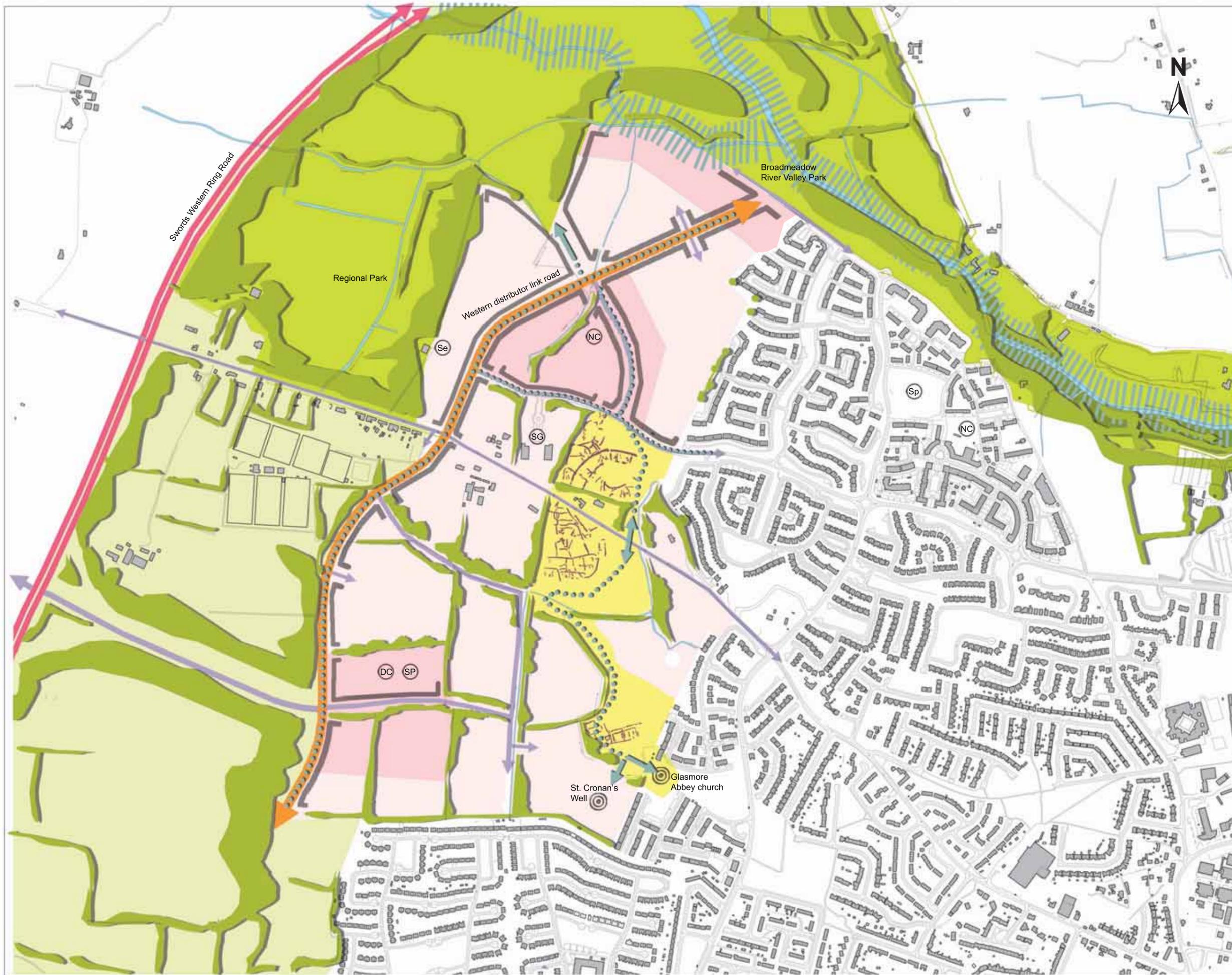
SWORDS

AN EMERGING CITY

Strategic Vision

Key:

- Existing trees and areas subject to strategic planting
- River valley park & Regional park
- Lands zoned "GB"
- Lands zoned "HA"
- Strategic route set in high quality landscaped setting
- Medium density
- High density - max. 50 dwelling/Ha
- Important urban edge
- Pedestrian/Cycle routes
- Neighbourhood centre
- District centre
- Permitted Gealscoil and educate together schools.
- Existing temp. school site
- Proposed school/s
- The extent of the 100 year flood plain has not yet been determined
- Proposed road network
- Proposed archaeological park - subject to conservation plan
- RMP Sites
- Pedestrian connection - not yet determined



Oldtown and Moortown
Development Area
Development Vision & Concept Diagram



Planning Department,
County Hall, Swords

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10 Built & Natural Resources

Introduction

The built, natural and cultural heritage of Swords is a valuable resource for the County. In addition to its intrinsic value, this heritage contributes much to the social, cultural and economic development of the Town. This in turn contributes to quality of life, aesthetic value, amenity and recreation. (See map 'Built and Natural Heritage').

SETTLEMENT HISTORY OF SWORDS

The earliest evidence for pre-historic (7000BC-4000BC) activity within the Swords area can be traced to the Mesolithic period along the shore of the Malahide Estuary. Neolithic (4000-2500BC) settlement has also been recorded at Feltrim Hill. Activity dating to the Early Bronze Age is also indicated by the presence of ring ditches or ring barrows.

In terms of settlement origins, Swords can trace its origins to the establishment of a church site founded by St Colmcille. St Colmcille's well was known as Sord Colmcille, from the Irish word sord meaning 'pure' and was the Town's principal source of water in the Town.

The presence of the Vikings in Swords is also a discernable period in the Town's settlement history and can be traced to the Annals of the Four Masters. Swords was targeted and plundered by the Vikings during the 10th Century before becoming part of the Scandinavian kingdom of Dublin. The Medieval period in Swords is represented by Swords Castle. Constructed in the early 13th century to serve as the archiepiscopal residence, it also served as a defence against the Irish.

PHYSICAL FORM OF SWORDS

Physically Swords is cut in an east-west direction by the Ward River Valley. The ecclesiastical settlement of Swords was built on the banks of the Ward River and historically rivers have often formed the focus for settlement, trade and transport. The Ward River Valley is now an important amenity area forming a green belt to the south of Brackenstown Road. The lands associated with Brackenstown House and former designated gardens are located adjacent to the Park. The Park is a habitat for a variety of wildlife and has many associated features of historical and archaeological interest including Swords Castle located in the Town Park.

To the north, the low lying Broadmeadow River forms the second river channel to cut Swords in a roughly northwest-southwest direction. The river is tree lined in parts while traversing agricultural open fields. An archaeological complex



consisting of two circular enclosures and a possible field system is located on a high ridge. The land to the north of the Broadmeadow River is predominantly agricultural in character consisting of arable and pasture fields lined with mature tree boundaries, the site of the former estate, Balheary House. The surrounding lands are still delimited by stone walls enhancing the rural character of the area.

The land between the Ward and the Broadmeadow River allowing for good views over the surrounding countryside. Further west, Rathbeale and

Saucerstown are predominantly agricultural in nature with Rathbeale Hall forming one of the last partially intact demesne landscapes in the area.

In terms of street pattern, the traditional form of Swords has been one long wide street with linear property plots or 'medieval burgage plots' on either side. However, the developing street pattern in Swords appears to have been influenced by the circular alignment of the Early Christian ecclesiastical enclosure. A more dispersed settlement pattern becomes apparent in the mid 20th century as stability led to the construction of large farmsteads and

residencies along route ways in and out of Swords. The main focus of development remains Swords Town, and the two historic elements, i.e the Castle and ecclesiastical enclosure. The orientation of Main Street respects the medieval burgage plot alignment, with properties extending in a perpendicular direction from the Main Street creating a strong linear identity.

It is recognised that the fabric of the Town is subject to continuous change and that such change is necessary to maintain and enhance the vitality of the Town. However, it is important to ensure the appropriate protection and preservation of buildings, streetscapes, features and sites of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest and the Council will ensure that change is managed in a sympathetic manner.

■ Government Policy & Legislative Context

Ireland has ratified and signed a number of international conventions in relation to heritage and these conventions have informed the formulation of national legislation.

In relation to the built environment, the National Monuments Act 1930 to 2004 and part IV of the Planning and Development Act 2000 provide the principle legislative context. The legislative context for the protection of natural heritage is the Wildlife Act 1976, the Wildlife (Amendment) Act 2000 and Part XIII of the Planning and Development Act. The European Communities (Natural Heritage) Regulations 1997 give effect to the requirements of the Birds and Habitats Directives.

The National Heritage Plan and the National Biodiversity Plan provide 5 year action plans (2002 - 2007) at a national level. A key element of these plans is the enhanced role envisaged for local authorities in heritage management and awareness.

At County level, the Fingal Development Plan 2005 - 2011 (CDP), Part VIII 'Heritage & Conservation' provides policy guidance on built and natural heritage for the County.

■ Built Heritage

ARCHITECTURAL CONSERVATION AREAS

Architectural Conservation Areas (ACA's) are places, areas, groups of structures or a townscape, which are of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or contribute to the appreciation of protected structures. They also include areas, which contribute to the appreciation of a protected structure. Section 81 of the Planning and Development Act 2000 (as amended) places an obligation on local authorities to include an objective for the preservation of the character of architectural conservation areas. There are currently no ACA's within Swords although there is an intention to designate Church Road and North Street. Such a designation will be part of a future Local Area Plan or as a Variation to the CDP.

PROTECTED STRUCTURES

The Town of Swords contains a number of protected structures including Swords Castle, Court House, Carnegie Library, the Old Borough School, Old Vicarage, the Parochial House and the National Irish Bank. These structures define and provide character to the Town and streetscape of Swords. The Record of Protected Structures (RPS) (Volume (A) Written Statement Fingal County Development Plan 2005-2011) lists all buildings, features and sites to be protected and preserved as set out under Section 51 of the Planning and Development Act 2000. It is not proposed at present to make any additions to the Record of Protected Structures.

MONUMENTS

There are 6 National Monuments located in Fingal. One of these, Swords Castle is located within Swords Town.

ARCHAEOLOGY

Swords has a rich and interesting history dating back to the Mesolithic period. Within urban or semi rural settlement environments there is always the potential to reveal below ground archaeological remains that have no surface expression. Given that the historic core of most settlements still corresponds with the modern core, there is a significant potential to impact on below ground remains in developed settlement areas that are subject to redevelopment. Given this potential, archaeological investigation should take place in advance of new development in order to assess with greater clarity the likely presence of archaeological remains.

Any proposed developments that may, due to their location, size or nature, have implications for archaeological heritage, must be referred to the Department of Arts, Heritage, Gaeltacht and the Islands for comment. This applies to National Monuments in the care of the Minister, archaeological and architectural monuments, sites in the Record of Monuments and Places and zones of Archaeological Potential.

The European Convention on the Protection of the Archaeological Heritage (Valetta 1992) was ratified by Ireland in 1997 and requires that archaeological heritage, including the setting and context of an area is taken account of and adequately protected by national Governments.

A significant early medieval ecclesiastical complex with burials was discovered immediately north of the Rathbeale Road extending into Mooretown. The complex is entirely subsurface and an indicative buffer zone around the complex has been recommended by the Department of Environment, Heritage and Local Government (DOEHLG). Land uses in the buffer will be restricted to passive open space in order to preserve all in situ remains. The provision of an archaeological park and associated conservation plan at Oldtown/Mooretown will be an integral part of the LAP for Oldtown/Mooretown.

Zone of Archaeological Potential

The historic core of Swords Town has been delineated on the Record of Monuments of Places as a Recorded Monument and therefore any development within this boundary needs to adhere to the requirements of National Monuments legislation.

Proposed LAPs and development will comply with the key requirements below:

- Proposed development within a SAI (an area of Special Archaeological Influence) must seek assistance from a qualified archaeologist to carry out

preliminary archaeological investigations within the site up to one meter in depth prior to the commencement of site excavations for building works.

- The National Monuments Service will be notified of all proposals within an area of Special Archaeological Interest which may interfere or uncover archaeological deposits.
- Deep foundations in excess of 1 metre will be discouraged in areas of Special Archaeological Interest, where this is not feasible the Council will require a report on the archaeological implications to be submitted prior to any application being considered.

■ Natural Heritage & Biodiversity

Swords and its environs provide a rich diversity in terms of natural heritage and possesses a unique natural context. The quality of life which people enjoy is directly related to the quality of the environment. The natural heritage of an area includes the following:

Trees, Hedges, Woodland, Gardens & Parks

Trees, hedges, woodland, gardens and parks provide both valuable amenity and wildlife habitat. Visually they add to an area, softening the impact of physical development on the landscape while also fulfilling an important role in the improvement of air quality in urban areas and providing habitats for various species to breed and feed. The LAP for Swords will include objectives which will:

- Protect, preserve and ensure the effective management of trees and groups of trees considered to be of special amenity.
- Protect and preserve existing hedgerows and tree lines of amenity and aesthetic value.
- To ensure that during the course of development, loss or damage to trees and hedgerows is minimised.
- To require the use of native planting in new developments in consultation with the Council.
- To protect and enhance the character and amenity value of woodland areas, gardens and parks.

Tree lines and hedgerows also fulfil a cultural heritage role. Traditionally ditches, hedgerows and field boundaries demarcated townland boundaries. These features significantly add to the character of a locality. The LAP for Swords will include objectives which will:

- Ensure where feasible that features which demarcate townland boundaries are preserved and enhanced and where feasible, incorporated into the design of proposed developments.

Topography & Landscape

Swords has a rich and varied landscape. The form and location of development has a significant impact on how the landscape of an area is experienced and preconceived and how its character is interpreted. The LAP for Swords will include objectives which will:

- Protect the character and value Swords landscape through the development control process.
- Reinforce and enhance the character of dominant natural landscapes.

Rivers & Streams

Rivers provide a valuable amenity resource within an urban setting as well as a habitat for a host for various plants and animals. The biological value of rivers and streams cannot be overstated and the Council will seek to protect and preserve the quality of water in them and the flora and fauna which they support. The LAP for Swords will include objectives which will:

- Protect and enhance the quality of rivers, streams and other watercourses in Swords.
- Encourage the retention of open and natural channels within Swords.
- Provide an adequate buffer between development and rivers channels.
- Encourage the retention and enhancement of riparian vegetation.
- Ensure the conservation and protection of existing biodiversity in the Ward and Broadmeadow Rivers.
- Encourage the provision of open space and recreation amenity areas adjacent to surface waters.
- Protect the character and amenity of river corridors.
- To encourage where possible the provision of pedestrian and cycle access along rivers.

Estuarine Heritage

The particular importance of the Broadmeadow Estuary in Swords is highlighted by its multiple designations. Broadmeadow Estuary, which is contiguous with Swords, is a Special Protection Area, a Candidate Special Area of Conservation, a Proposed Natural Heritage Area and a Ramsar Site. It is the estuary of the River Broadmeadow. The outer part of the estuary is mostly cut off from the sea and drains almost completely at low tide while the inner part does not and is frequently used for watersports.

Rogerstown Estuary is located approximately 3.5km northeast of Swords. Rogerstown Estuary is a Special Protection Area, a Candidate Special Area of Conservation, a Proposed Natural Heritage Area, a Statutory Nature Reserve and a Ramsar Site. Both Broadmeadow and Rogerstown Estuaries are important breeding and feeding grounds with significant ornithological importance.

The LAP for Swords will include objectives which will:

- Protect the biodiversity of Broadmeadow and Rogerstown Estuaries and enhance them where possible
- Consult with the Prescribed Bodies, and appropriate Government agencies when considering undertaking, approving or authorising developments which are likely to affect designated natural heritage sites (or proposed sites)
- Provide guidance to developers in relation to proposed developments which are likely to affect designated natural heritage site (or proposed sites)

SAC & Other Designations

The principle of sustainable development emphasises the importance of natural capital and the need to conserve biodiversity. Special Areas of Conservation (SAC's) are prime areas of wildlife and habitat and are derived from the 'European Communities (Natural Habitats) Regulations, 1997' (S.I. No. 94 of 1997) which seeks to protect important ecological habitats of European importance.

The Ramsar Convention on Wetlands and Special Protection Areas (SPA's) seek to conserve habitats and species of European importance pursuant to the EU Habitats and Birds Directives. Under the Wildlife (Amendments) Act 2000, Natural Heritage Areas (NHA's) conserve species and habitat of national importance and sites of geological interest. The Wildlife Acts 1976 and 2000 provide for Statutory Nature Reserves and refuges for Fauna and Flora, these are sites where nature conservation is the primary objective assuming precedence over all other activity.

In relation to SAC's and other special designations within the plan area, the proposed LAP for Swords will include objectives which will:

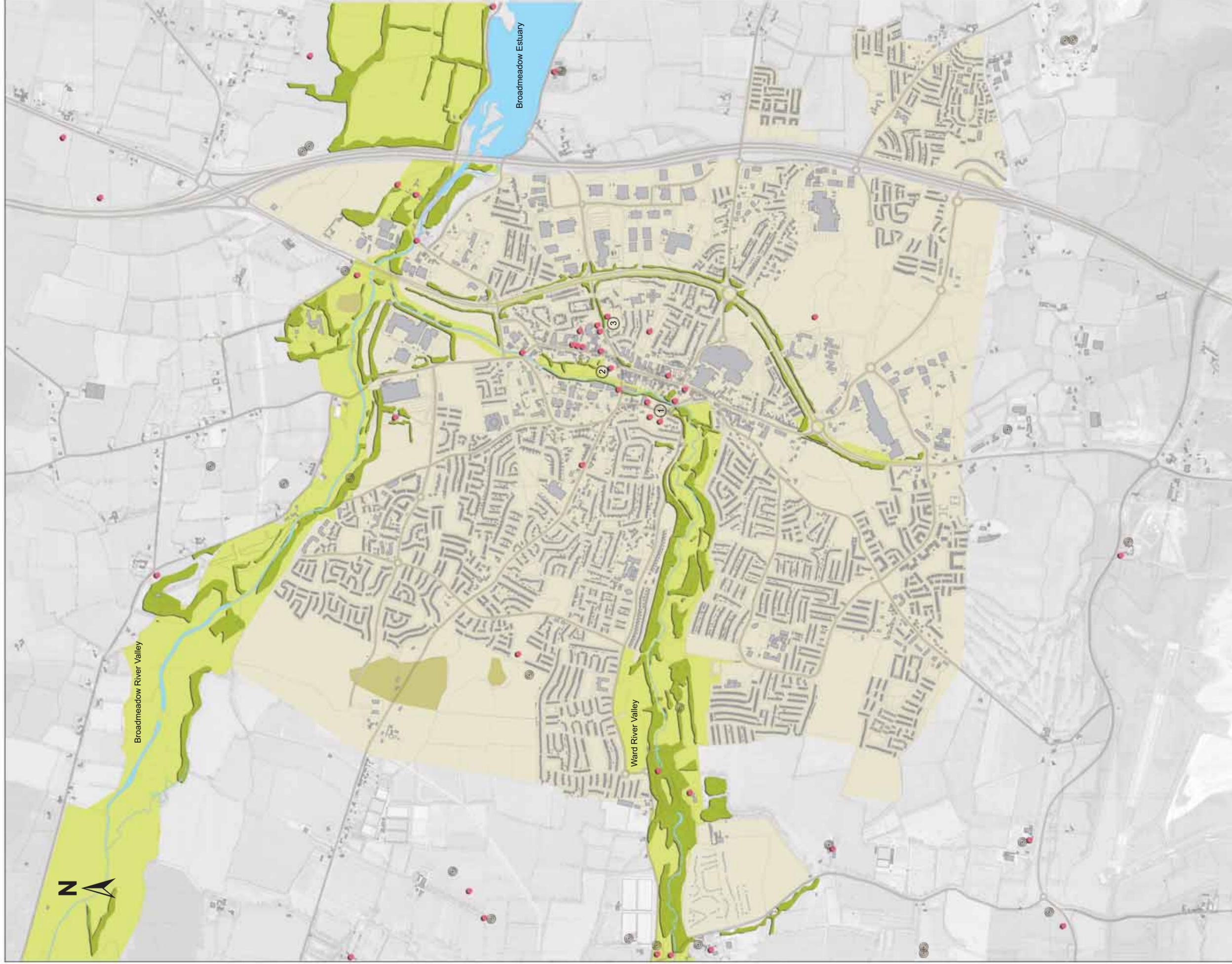
- Protect the area(s) from inappropriate development.
- Require any planning application that proposes significant new development within designated candidate SAC/SPA, NHA or Ramsar areas to be accompanied by Appropriate Assessment Screening and as appropriate an ecological impact assessment.

Views & Prospects

Views and prospects add to the amenity of an area, they are themselves often landmarks contributing to the character of an area. In Swords the principle prospect is that of Swords Castle. The Castle is a dominant feature on the townscape.

The LAP for Swords will include objectives which will:

- Ensure that development does not intrude significantly on, or materially alter any view or prospect



Broadmeadow River Valley

Broadmeadow Estuary

Ward River Valley

SWORDS
AN EMERGING CITY
Strategic Vision

- Key:**
- Extent of existing zoned lands
 - Protected structures
 - Recorded monuments
 - Existing river valleys
 - Existing trees and hedgerows

- 1 Swords Abbey
- 2 Swords Castle
- 3 Swords Catholic church
- Area of archaeological interest
- Broadmeadow Estuary - designated site

Title
Built and Natural Heritage

Director of Services: Gilbert Power
 Senior Planner: Rachel Kenny
 Prepared By: Margie O'Shea, Una O'Neill
 Drawn By: JMcK

Scale: not to scale Date: 23.4.08



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11 Water, Waste & Power

Water Services

This section of the report examines the current, short term and longer term issues in relation to Water Services provision in the Swords area. The Council commissioned Roghan & O'Donovan Consulting Engineers to produce a report relating to Water Services issues for the Swords and Lissenhall areas. The following provides a summary of this report.

The report is divided in the following sections:

- a) Water Supply
- b) Wastewater
 - Wastewater Collection System
 - Wastewater Treatment
- c) Surface Water
 - Surface Water Collection System
 - Sustainable Urban Drainage Systems/Storm Water Management
- d) Rivers/Water Bodies
 - Rivers/Water Bodies Water Quality
 - Flooding Issues

WATER SUPPLY

Current Situation

Water supply in the Greater Dublin Area is dealt with on a regional basis. The development of Swords from a water supply perspective must therefore have regard to the water supply demands in the Greater Dublin Area as a whole. The Leixlip Water Treatment Plant abstracts and treats water from the River Liffey. It serves the majority of Fingal County area (including Swords and Lissenhall) as well as other areas of Dublin and Meath.

Proposed Water Supply Works:

The following water supply works are planned by the Fingal County Council Water Services Department:

- Upgrade of Leixlip Water Treatment Plant
- Duplication of 36 Inch Main (Ballycoolen to Kingstown)
- Swords North Strengthening (Lissenhall to Jordanstown)
- Rehabilitation of 30 Inch Pre-stressed Water Main in Swords

Water Supply – Longer Term Future Situation:

The Greater Dublin Area Water Supply – Major Source Project has estimated that the Greater Dublin region will require a new major source of water supply in the order of 300 ML/day. The project has recommended extraction from the River Shannon as the preferred option with desalination as a viable alternative option to meet future demand.

The existing water supply for Swords is at present adequate although the system is stressed from time to time. As the Leixlip water treatment plant upgrade is not expected to be completed until 2011, close monitoring of the demand and careful phasing of new development is required to ensure adequate supply is maintained.

Water Conservation

Future development in Swords must be in accordance with the Fingal County Council Water Byelaws (2004) which protect the public drinking water supply against contamination from a customer's system and promote internal water conservation. Potential water conservation methods may incorporate the following:

- Rain water harvesting
- Grey water usage
- Use of low flow fittings (e.g. taps, shower heads, W.C. flush etc.)

WASTEWATER

Wastewater Collection System

Description of Existing System

The Swords sewerage catchment covers an area of some 880 ha. The Swords catchment has an extensive separate sewerage system with some combined sewers serving the Town Centre. The combined sewer system in the centre of Town generally drains by gravity to the Waste Water Treatment Works at Estuary Road, which discharges via an outfall into the Broadmeadow estuary.

Greater Dublin Strategic Drainage Study (GSDSDS)

The Greater Dublin Strategic Drainage Study (GSDSDS) was commissioned in 2001 to carry out a strategic analysis of the existing foul and surface water systems and to develop environmentally sustainable drainage policies and strategies for the Greater Dublin Region for a period of 30 years up to 2031. This strategic study of the Swords sewage catchment assessed the existing network and identified deficiencies within the catchment based on the current flows at the time of the study and the predicted future flows.

In order to build on the findings of the GSDSDS and to do a detailed analysis on the new planning proposals for Swords, The Council is to commence the process of engaging consultants to undertake a comprehensive Drainage Area Plan for the foul/combined drainage network in Swords in 2008. Proposed development in Swords is an increase on that provided for in the GSDSDS. This may result in hydraulic deficiencies in excess of what is predicted by the GSDSDS Report. In advance of the results of the proposed Swords Drainage Area Plan developers will be required to carry out additional modelling to establish the impact of their development on the existing system.

Swords Waste Water Treatment Plant

Current Situation

The foul sewage generated in the Swords area is currently treated at the Swords Wastewater Treatment Plant (WwTP). At present about 48,000 to 50,000 PE of the 60,000 PE capacity has been used up or is committed.

Short Term Future Situation

The Council is about to appoint a consultant to carry out a Design Review Report and Environmental Impact Statement on the current plant. This study will establish the potential PE that can be treated at the current Swords Treatment Plant site. It is likely that the PE would be approx 110,000 PE following upgrade. PE does not mean population alone but instead population needs plus commercial and industrial needs. Timeline for completion of the upgraded plant is 2013. It should be noted that continued growth in the Swords area, supported by the arrival of the Metro North, will result in the intensification of land-use adjoining the Metro.

Longer Term Future Situation

In addition to the proposed improvement works within the Swords catchment, it should be noted that the preferred strategic foul drainage option in the GSDSDS Study is for the provision of new regional 850,000 PE WwTP within Fingal County, which will discharge treated effluent to a coastal outfall point. This new orbital sewer will provide additional capacity to the Swords Catchment to enable the diversion of partial flows from the catchment. There is no timeframe available yet in relation to this project.

There is limited capacity available in the Swords Wastewater Treatment plant prior to the upgrade expected in 2013.

SURFACE WATER

Surface Water Collection System

Existing Surface Water Network

The Ward River runs through the town from the west and meets the Broadmeadow River just upstream of the Broadmeadow Estuary. Most of the surface sewers discharge to the Ward River or its tributaries. To the east of Main Street, areas including Longlands, Swords Business Park and Estuary Court have sewers that connect to the main trunk sewer that flows north along the R132 Dublin Road and discharges at two outfalls near the mouth of both the Ward and Broadmeadow Rivers. The areas of Drinan, Melrose Park and Kinsealy Downs, in the south-east corner of the catchment, drain at several locations into small nearby watercourses, feeding directly to the Estuary.

The strategic study of the Swords Stormwater catchment, undertaken as part of the GDSDS, identified deficiencies within the existing catchment and assessed the impact of the 2011 and 2031 development scenarios on the catchment. These deficiencies have been addressed in the proposed Drainage Development Options for both the 2011 and 2031 development scenarios. The implementation of these Drainage Development Options will solve the deficiency problems within the system.

It has been assumed that for any future development, the GDSDS policy will be adopted by the Council and the maximum allowable rate of discharge of storm water shall not exceed the greenfield runoff rate from the site prior to the development.

Sustainable Urban Drainage Systems / Storm Water Management

Fingal County Council has adopted the Greater Dublin Strategic Drainage Study (GDSDS) Stormwater Drainage Policy. In compliance with the GDSDS, all new developments must commit to an integrated urban water management strategy that represents the best management practices in sustainable drainage.

The primary objective to be addressed by any new development with regard to stormwater run-off is to regulate, control and minimise stormwater discharge from the proposed development site. The SuDS principle will require all new developments within the Swords area to provide flood control and runoff treatment. It should be noted that a significant portion of the lands in Swords are low lying and have historically been prone to flooding at number of locations along the Broadmeadow River and the lower Ward River.

The Fingal East Meath Flood Risk Assessment and Management study will commence following appointment of consultants in May 2008. The examination of Strategic Sustainable Urban Drainage Systems application is part of the study. Swords is a key location within the study area.

RIVERS/WATER BODIES

Rivers/Water Bodies – Water Quality

Legislation and Statutory Monitoring

The following are the main water bodies located in the Swords area:

- Broadmeadow River
- Broadmeadow Estuary (designated SPA, cSAC, pNHA and Ramsar site)
- Ward River

The Water Framework Directive (WFD) 2000/60/EC, which transposed into Irish Law in 2003 is at present the principal document in relation to water quality standards. The overall objective of the Directive is to prevent deterioration in the status of any waters and achieve at least 'good status' by 2015. The Eastern River Basin District Project (ERBD), within which Swords is based, is one of eight river basin districts established in Ireland arising out of the legal requirements of the Water Framework Directive.

Current Status Rivers / Water Bodies

Both the Broadmeadow and Ward Rivers as a whole are sensitive to pollution inputs and are non compliant with current water quality legislation targets particularly in relation to the Phosphorus Regulations and the WFD. The Broadmeadow Estuary is non compliant with the WFD.

The Broadmeadow River is in compliance with the Dangerous Substances monitoring programme. However the river is considered to be polluted when monitored in terms of Phosphorus and the EPA WFD. Similarly, the Ward River is in compliance with the Dangerous Substances monitoring programme, while polluted when monitored in terms of Phosphorus and the EPA WFD.

The main pressures from water quality are from agricultural runoff, onsite treatment systems, urban stormwater overflows and misconnections to the surface water system at Swords. Despite the polluted quality of the Ward River, stretches of the river are potentially important spawning grounds for fish and the aspiration of FCC is to achieve the Salmonoid water quality status. The Eastern Regional Fisheries Board is monitoring the Ward.

The Inner Broadmeadow Estuary is designated a sensitive area under SI No. 254 Urban Wastewater Treatment Regulations 2001. The main pressures on the water quality of the estuary are from the Swords Treatment Plant, the Malahide Treatment Plant and inputs from the Broadmeadow and Ward Rivers. Sampling of the Estuary has shown it to have elevated levels of heavy metals.

In addition to the required standards of water quality control outlined in conjunction with SuDS/Storm Water Management, it is necessary to implement further water quality control measures in order to meet the statutory requirements of current water quality legislation.

All future developments within both the Ward River and Broadmeadow River catchments should be required to provide a Sediment and Erosion Control Plan to be implemented during the construction stage, to be submitted as part of the planning application for development.

Flooding Issues

As part of the FEMFRAM study, Flood Plain analysis will be carried out on critical lengths of the Ward and Broadmeadow Rivers. Flood Maps will be produced on completion of the Flood Plain analysis and will be used in the context of development control in the future. The Swords element of FEMFRAMS will be fast tracked and flood maps should become available in June/July 2009.

Both the Broadmeadow River and its tributary the Ward River flow through the Swords area before discharging to the Broadmeadow Estuary. Some of the lands adjacent to both rivers have historically being subject to flooding. The FCC/OPW current policy prohibits the development of lands within the flood plain for a 1 in 100 year storm event. No development will be permitted on lands adjoining the Broadmeadow and Ward Rivers particularly in the area of Holybanks, Celestica, Swords Business Campus, Balheary Park, Fingallians, Lissenhall, Lissenhall Great and Oldtown, pending the findings of the FEM-FRAM Study.

The flood hazards and risks to be addressed include both those that currently exist and those that might potentially (foreseeably) arise in the future. The risk management measures, options and management plan should equally address both existing and potential future hazards and risks.

The Flood Risk Management Plan will include prioritised studies, actions and works (structural and non-structural) including indicative costs and benefits, to manage the flood risk in the area in the long-term, and make recommendations in relation to appropriate development planning. It is intended to develop a *strategic* flood risk management plan, and is *not* intended to develop *detailed* designs for individual risk management measures.

Summary

The proposed future development as outlined in the Swords Strategic Vision will have a significant impact on the existing and proposed water services within the Swords catchment. Strategic planning is required to ensure that services will have sufficient capacity to cater for proposed developments.

No development will be permitted on lands adjoining the Broadmeadow and Ward Rivers particularly in the area of Holybanks, Celestica, Swords Business Campus, Balheary Park, Fingallians, Lissenhall, Lissenhall Great and Oldtown until the findings of the Fingal East Meath Flood Risk Assessment and Management Study and the Swords Drainage Area Plan. To facilitate development in unrestricted zoned lands, developers will be required to provide additional modelling information to establish the impact of the development on the existing system.

The rate of proposed development in Swords will also be restricted by the available capacity of the Swords WwTP. The treatment plant has limited available capacity until the completion of upgrade works. The upgrade works, scheduled to be completed by 2013 will have an approximate capacity of 110,000 PE. The 2025 development scenario, with a population of 100,000 in addition to the industrial intensification of Swords, will require excess flows to be diverted from the Swords catchment. The preferred GDSDS option to allow for the diversion of flows from the Swords catchment is currently subject to an ongoing Strategic Environmental Assessment (SEA) of the GDSDS Strategy.

Waste Management & Recycling

An effective and efficient waste infrastructure is necessary to manage all types of waste from household and commercial waste, to agricultural and construction waste. The manner in which waste is managed is directly linked to the sustainability of an area.

POLICY CONTEXT

The Waste Management Act 1996 and Waste Management (Planning) Regulations 1997 require local authorities to prepare detailed plans for the management of waste. The Waste Management Plan for the Dublin Region 2005-2010 requires all constituent local authorities to implement the key objectives of the Plan which is reviewed every five years. The principle objective of the Plan is to alter the approach to waste and the level of waste produced in the region, based on the priority of prevention and minimisation of waste, maximising recycling and recovery (incl. thermal treatment) and minimising landfill. The Plan envisages a reduction in landfill reliance from 90% to 15%, and a objective to achieve a recycling rate of up to 60% with 25% of waste being thermally treated.

CONSTRUCTION WASTE MANAGEMENT

It is an objective of the Council that developers shall put in place a programme for the proper management of, and as appropriate the recovery and/disposal of soil/construction/demolition waste material generated at the site during the construction phases of development.

All developers will be required to submit a construction programme for the management of, and as appropriate the recovery and/disposal of soil/construction/demolition waste material generated at the site during the construction phases of development. This programme shall also indicate the location of proposed site depots/storage areas and include the provision of wheel washing facilities etc. where appropriate. Details of any surplus material to be disposed of shall be included in the management programme. All significant new development will have to clearly demonstrate compliance with the above.

It is the policy of the Council to

- Promote the implementation of the Waste Management Plan for the Dublin Region 2005 - 2010.
- To prevent and minimise the amount of waste generated in accordance with the Waste Management Plan .
- Promote the development of facilities in accordance with the waste hierarchy principle which involves a shift towards preventative and waste minimisation measures, while developing recycling and reuse, recovery (incl. thermal treatment) and, as the last option, disposal of residual waste to landfill.

WASTE MANAGEMENT

All residential developments must have suitable and adequate internal and external storage space designed for 3 waste streams - residual waste (grey bin), dry recyclables (green bin), and organic waste (brown bin) - and must comply with the 'Waste and Recycling Storage Requirements for Residential and Non-Residential Developments in Fingal'. All non-residential developments must have suitable and adequate internal and external storage space for segregated waste and must also comply with the 'Waste and Recycling Storage Requirements for Residential and Non-Residential Developments in Fingal'.

DOMESTIC WASTE DISPOSAL

The provision and management of refuse bins can have a significant impact on the amenity of an area. It is the policy of the Council to:

- Ensure that the storage of refuse and recycling bins in residential complexes is in a manner which does not harm the amenity of the area or the functionality of open space, public areas or the movement of vehicles.
- Ensure that adequate storage facilities are provided for bins, both refuse and recycling, in residential complexes which accords with the relevant building and health and safety regulations.
- Ensure that bin storage areas are adequately screened from public areas.
- Developers should provide adequate information how bin storage areas will be managed and maintained to minimise litter.
- In areas of high amenity or areas which are sensitive, developers shall submit a visual impact statement.

Bring Banks

Bring Banks provide a local disposal point where the public can conveniently dispose of certain types of waste for recycling. It is the policy of the Council to identify suitable sites for civic amenity facilities in the Swords area.

Waste Disposal Systems

Conventional methods for the disposal of household and commercial waste can pose a number of problems incl. space requirements, visual amenity issues and management issues. International best practice, particularly in new development areas, is moving towards a waste disposal practice consisting of a centralised piped vacuum waste collection system. This system involves segregated fractions of household and commercial waste being collected at specific points where it is then sucked away from the site to a centralized storage facility for collection. The system has proved hugely successful eliminating the need for bins and traditional collection methods, improving hygiene and aesthetics and raising the green profile of an area with a significantly more sustainable form of waste management.

The Council will encourage the application of international best practice in waste management systems particularly in new development areas like Lissenhall, taking into account the beneficial effect of such systems on the receiving environment.

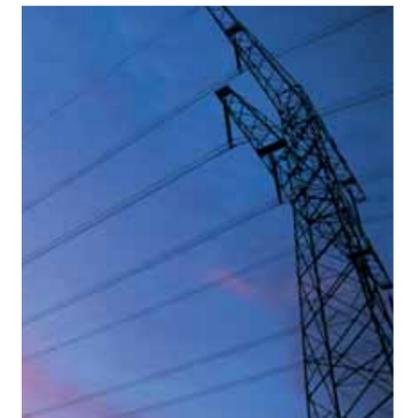
Power

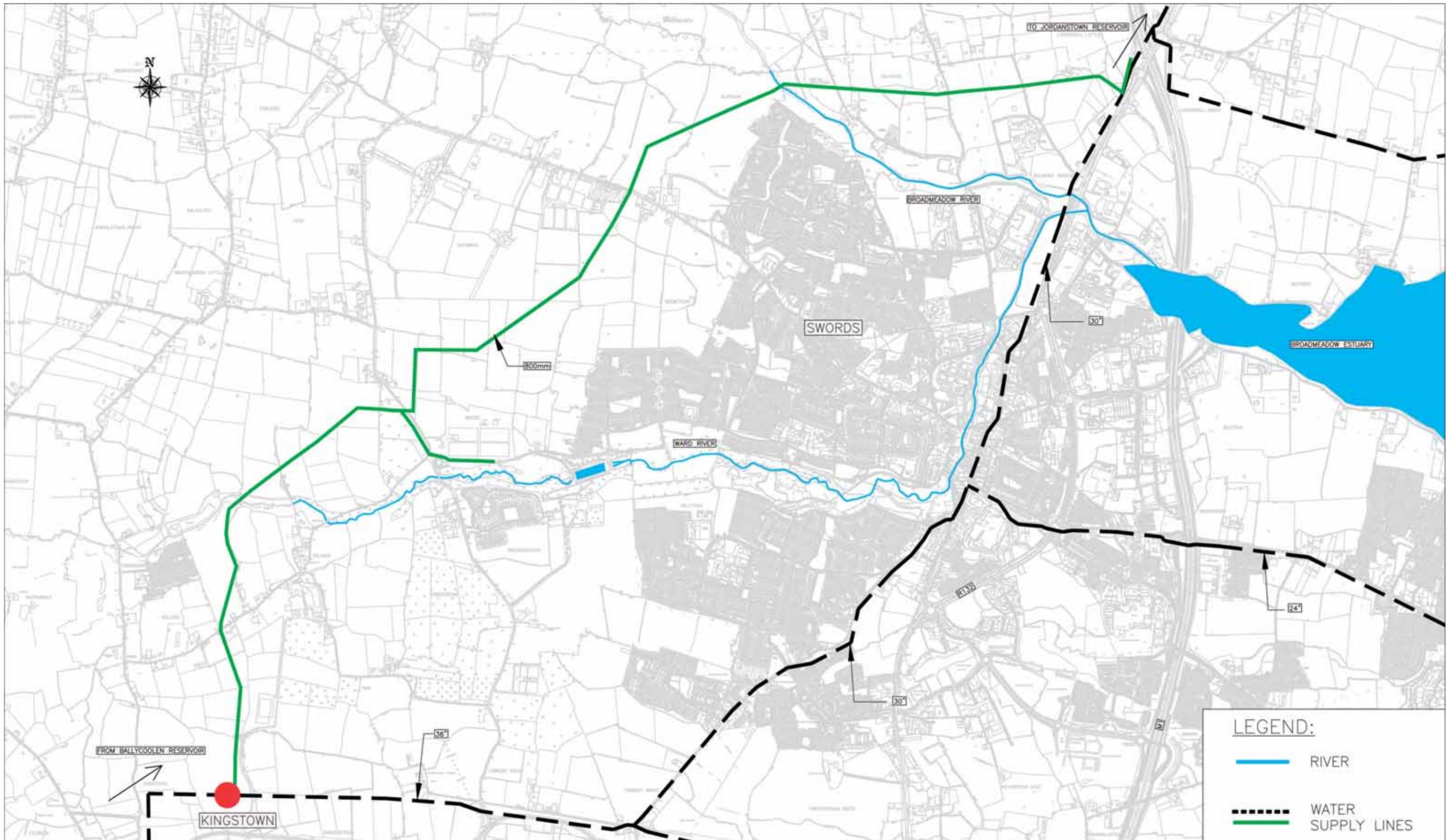
Electricity is one of the key infrastructural components necessary to achieve growth in any area. Significant investment in Swords's electricity infrastructure is necessary to cater for the level of growth anticipated with the arrival of Metro North.

Consultation with the ESB has identified the likely level of electricity infrastructure necessary, this includes:

- Two new 110kV/MV network stations, the siting of which will depend on the location and density of development.
- Further development of the existing 110kV/38kV/MV station at Glasmore.
- Additional 110kV or 38kV stations and associated network may be required to provide connection to large individual customers.
- It is likely that a 110kV connection will be required in the Lissenhall area to facilitate the Metro.
- Additional requirements in the area of the Pavilions Shopping Centre may also be required.
- Significant 110kV network development may be required across Fingal to cater for projected growth.

The Council will encourage the undergrounding of all electricity overhead wires as they traverse urban areas.





SWORDS
AN EMERGING CITY
Strategic Vision

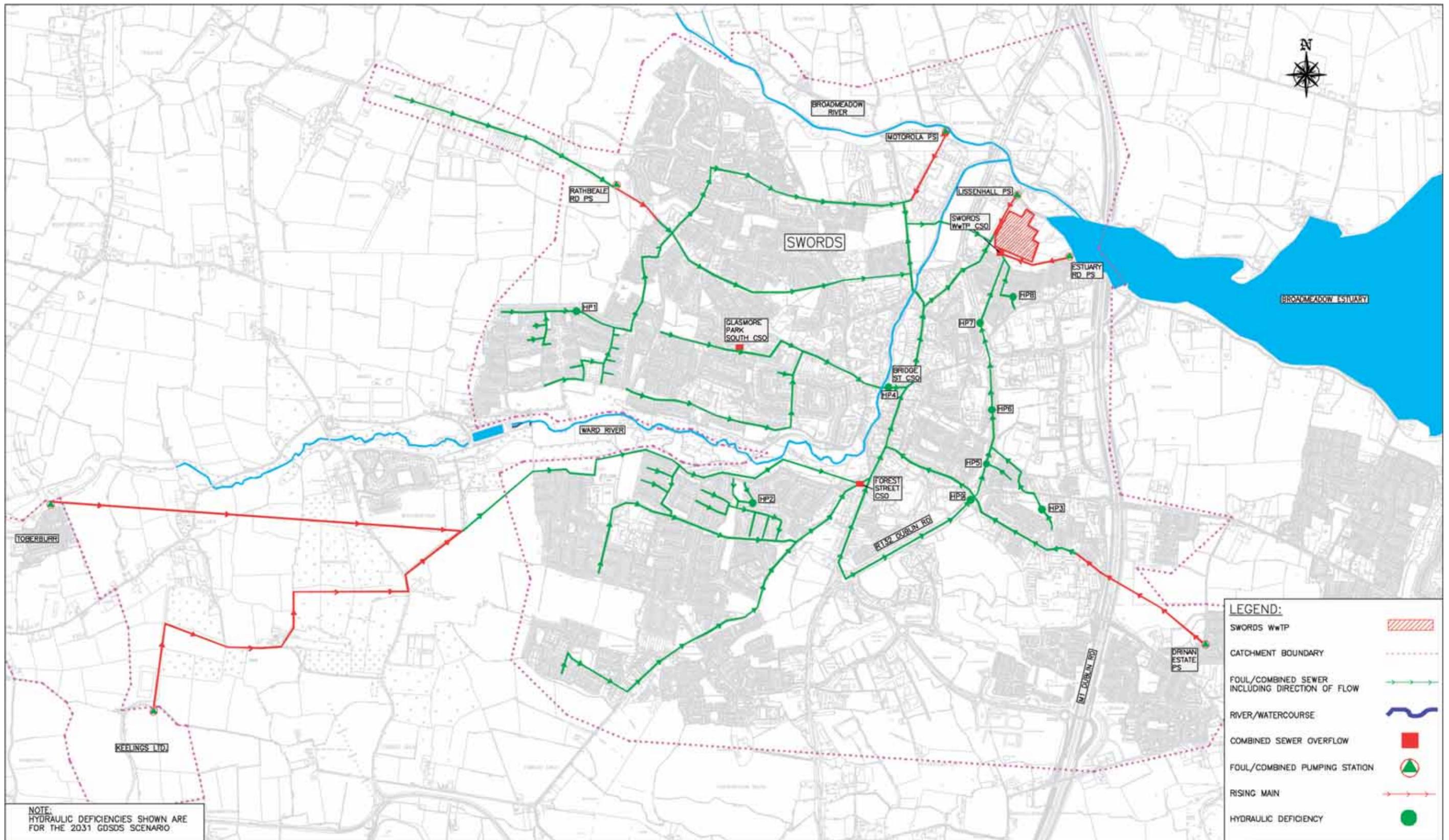
Key:

Title	Swords Masterplan Figure 1 : Swords Water Supply Network
Director of Services:	Gilbert Power
Senior Planner:	Rachel Kenny
Prepared By:	Lewis Feely
Drawn By:	Francis Duffy
Scale:	1:10,000 (at A1)
Date:	01-05-08



PLANNING DEPARTMENT
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Swords Co. Dublin

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SWORDS
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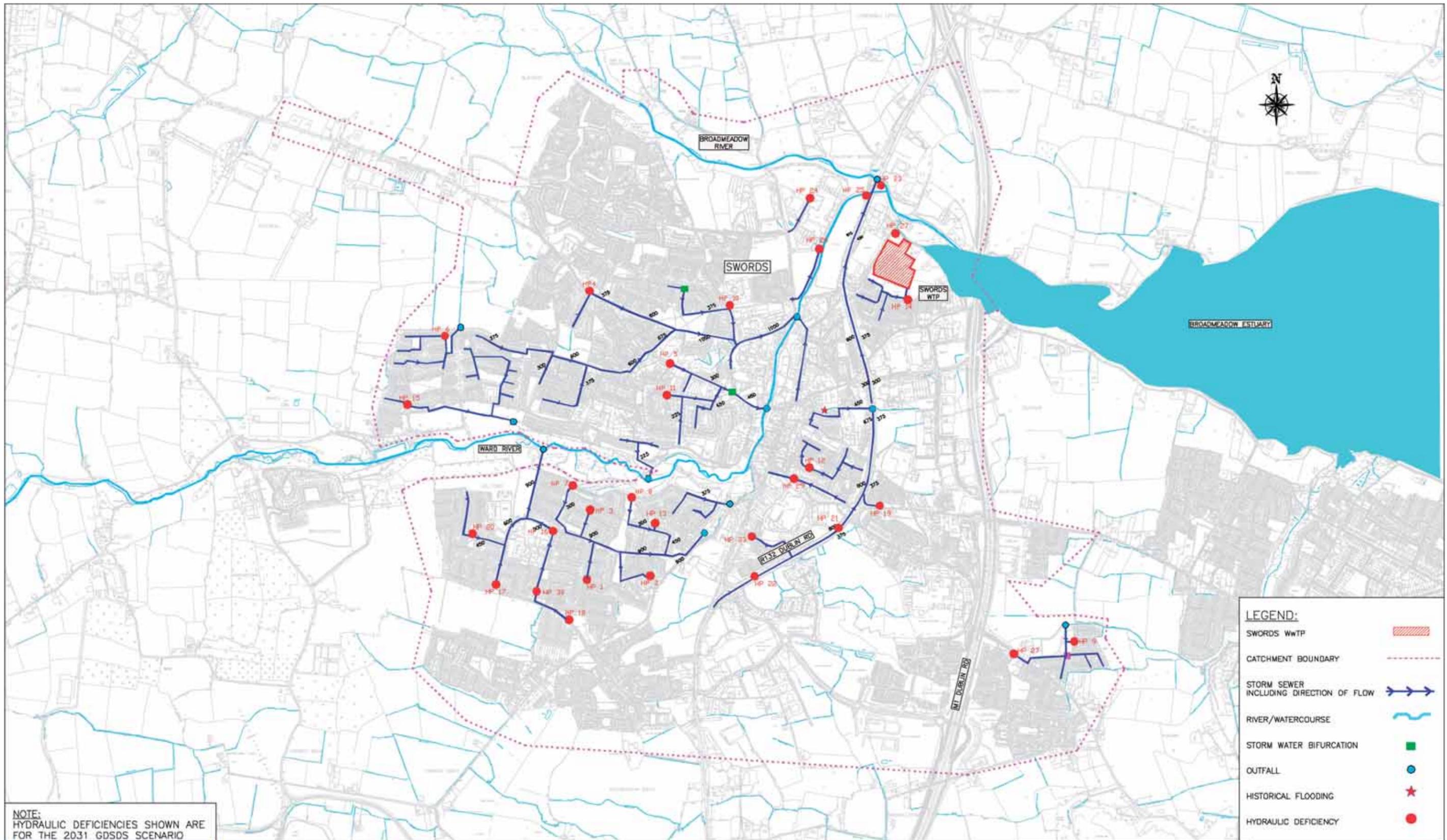
Key:

Title	
Swords Masterplan Figure 2 : Swords Wastewater Network	
Director of Services:	Gilbert Power
Senior Planner:	Rachel Kenny
Prepared By:	Lewis Feely
Drawn By:	Francis Duffy
Scale:	1:10,000 (at A1)
Date:	01-05-08


Fingal County Council
Cúirtle Contae Finghail

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Key:

Title	
Swords Masterplan Figure 3 : Swords Stormwater Network	
Director of Services:	Gilbert Power
Senior Planner:	Rachel Kenny
Prepared By:	Lewis Feely
Drawn By:	Francis Duffy
Scale: 1:10,000 (at A1)	Date: 01-05-08

LEGEND:

- SWORDS WwTP
- CATCHMENT BOUNDARY
- STORM SEWER INCLUDING DIRECTION OF FLOW
- RIVER/WATERCOURSE
- STORM WATER BIFURCATION
- OUTFALL
- HISTORICAL FLOODING
- HYDRAULIC DEFICIENCY

Fingal County Council
Cairn na nGall, Fingal, Co. Duibhlinn

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Swords Co. Dublin

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APPENDICES

Variation Report

INTRODUCTION

Fingal County Council is currently preparing a new Town Plan¹ for Swords, with the primary focus being the incorporation and optimisation of the opportunities arising from the arrival of Metro North in 2013, which terminates at Belinstown (north of Swords). Swords needs a new Town Plan to ensure it can properly and sustainably plan for, and deliver future economic prosperity and improve the quality of life for its residents following the arrival of the Metro. At the heart of the Plan will be a 'Green Agenda' focussed on integrating new development into the existing natural landscape of Swords and protection of natural resources, including land, landscape, designated habitats, water and air.

Fingal County Council started the preparatory process for the new Swords Town Plan on 15th October 2007, with a 6 week period of non-statutory public consultation. From the preliminary assessment of the existing County Development Plan (2005-2011) and public input from submissions it is apparent that some variations to the Development Plan will be needed in order to accommodate a new Swords Plan, which would take the form of a comprehensive Local Area Plan (LAP) or series of integrated Local Area Plans (LAPs) to incorporate Metro North, and the Council's vision for an emerging green city of 100,000 people.

A large number of submissions were received during the non-statutory consultation period. The issues raised in the submissions included traffic concerns, the protection of residential amenity, the provision of schools, the provision of community facilities, cultural and built heritage issues, improving the fabric of the built environment both existing and proposed, and security and surveillance within Swords.

Since the Council started its preparation of the Swords Town LAP and engaged with the public (in October 2007), the DOEHLG have issued a number of Circulars regarding protected habitats, which have had serious significant implications regarding the plan process.

The DOEHLG Government Circular Letter SEA 1/08 & NPWS 1/08 dated 15th February 2008, which provides clarity in respect of the EU Directive 92/43/EEC, has placed an additional statutory requirement on Local Authorities to engage in an Appropriate Assessment process in addition to a SEA², in particular instances. The Circular requires 'a more robust and thorough application by all consent authorities, including planning authorities, of the requirement to do an appropriate assessment of the ecological implications of any plan or project' in relation to Natura 2000 sites. The Circular specifically requires that 'any draft land use plan (development plans, local area plans, regional planning guidelines, schemes for strategic development zones) or amendment/variation to it proposed under the Planning and Development Act 2000 (as amended) must be screened for any potential impact on areas designated as Natura 2000 sites (normally called Special Areas of Conservation (SACs) or Special Protection Areas (SPAs)).'

Having regard to the proposed nature and scale of development envisaged for Swords, and further considering the proximity of Swords Town development area to the Broadmeadow Estuary and to a lesser extent Rogerstown Estuary (both candidate Special Areas of Conservation, designated Special Protection Areas, a Proposed Natural Heritage Areas and Ramsar sites), and the fact that the Broadmeadow Estuary is the point of discharge for Swords treated effluent and much of its surface water, the preliminary screening concludes that an Appropriate Assessment in addition to a Strategic Environmental Assessment (SEA) will be needed for the overall comprehensive Swords Town LAP. The Council remains committed to producing a comprehensive LAP/series of integrated LAPs and accompanying SEAs and Appropriate Assessments (as per Circular SEA 1/08 and NPWS 1/08) for Swords and Lissenhall Strategic Development area. These requirements will result in some delay to the preparation and publication of the Swords LAPs and associated assessments, over and above those envisaged in October 2007 (i.e. when the planning authority first commenced public consultation).

The preparation of the comprehensive Swords LAP(s) is on-going, with the focus of attention on the preparation of an Appropriate Assessment and Strategic Environmental Assessment. It is likely that this will not be available until late 2008/early 2009. In the interim, the planning authority consider there to be merit in outlining and adopting a Strategic Vision for Swords which will inform the LAP(s) and which will provide a statutory context for Metro North.

The Railway Procurement Agency (RPA) proposes to apply to An Bord Pleanála for a Rail Order in respect of Metro North later in 2008. It is important that Metro North is considered within an appropriate and proactive planning context. In February 2005, Fingal County Council, in association with RPA and Dublin City Council produced the document, 'Metro North: A link to the future'. This document presented the rationale which preceded the Government's decision to bring Metro North to Swords. The document outlined the Council's strategic vision for Swords. The proposed Variations will give the Council's strategic vision for Swords a statutory context.

An elaborated Strategic Vision for Swords has been produced in tandem with the proposed Variations ('Your Swords – An Emerging City – Strategic Vision 2035') and this will inform future Swords LAP and future CDP Variations, as well as providing greater detail, background and reasoning for the current proposed Variations.

STATUTORY ENVIRONMENTAL ASSESSMENTS

This Strategic Vision (as outlined in proposed Objective SWORDS SV1 and Objective SWORDS SV2), in conjunction with associated proposed Variations to Fingal Development Plan 2005-2011 (detailed hereunder), outlines broad principles, which can only be implemented following the applicable statutory planning processes, such as future Variations to the County Development Plan, Future Local Area Plan(s) (LAP), Strategic Environmental Assessments (SEA), Environmental Impact Assessments (EIA) and Appropriate Assessments (AA), as applicable.

No element of the proposed Variations shall be assumed to pre-empt or prejudice the implementation of findings and recommendations arising from the SEA, AA, EIA or LAP processes, as may be applicable.

The proposed Variations have been screened in accordance with Directive 2001/42/EC, commonly known as 'SEA Directive' and the DEHLG Government Circular Letter SEA 1/08 & NPWS 1/08 (re. Appropriate Assessment).

Appropriate Assessment

On the basis of the Appropriate Assessment screening, it is the opinion of Fingal County Council that the proposed Variations to which this screening relates are, individually and cumulatively:

- i. not directly connected with or necessary to the management of the site, and
- ii. not likely to have a significant effect on a European site (in combination with other plans or projects).

Accordingly no Appropriate Assessment will be required at this stage, (cf. separate SEA screening report and Appropriate Assessment document).

Strategic Environmental Assessment

In addition, the screening of the proposed Variations in accordance with Directive 2001/42/EC or 'SEA Directive' to consider whether the proposed Variations require a Strategic Environmental Assessment (SEA) found that, with the exception of the proposed Variation to provide for a Swords Western Ring Road (SWRR), no other proposed Variation required a SEA.

In respect of the SWRR, it was concluded that the proposed Variation to provide for a Swords Western Ring Road (SWRR), by reason of its role as part of the strategic road network, the nature and scale of development facilitated by the proposed road, and its proposed crossing of the Broadmeadow River and Ward River Valley, would require a SEA to be carried out. A detailed Screening for Appropriate Assessment was carried out in conjunction with and in addition to the SEA process. This Variation will be issued separately for your consideration, but for completeness is noted below.

In relation to the other proposed Variations, singularly and having regard to the cumulative effect, it was concluded that they do not require the carrying out of an SEA.

CONCLUSION

On the basis of the above, the Planning Authority propose to vary the existing county development plan, Fingal Development Plan 2005-2011, to incorporate the Council's Strategic Vision for the Town, and associated minor amendments to the County Development Plan.

The proposed Variations are noted as follows, under 'themed' headings (for convenience purposes):

VARIATION 1: STRATEGIC VISION

Proposed New Objectives SWORDS SV1 and SV2 (in addition to Objectives SWORDS 1-16, Part X, 'Your Fingal' Written Statement)

Objective Swords SV1

'To develop Swords as an 'Emerging Green City'; to promote and facilitate the sustainable development of Swords as a vibrant consolidated major town with a thriving economy, an integrated public transport network, an attractive and highly accessible built environment, with the highest standards of housing, employment, services, recreational amenities and community facilities'.

Objective Swords SV2

'To target and facilitate the development of high tech, high intensity employment generating and service providing uses, in particular developments which include the provision of a hospital, 3rd/4th level educational facilities and major integrated sports facility.

Statutory Mechanism for Delivery of 'Strategic Vision Objective'

Proposed Objective Swords SV1 and proposed Objective Swords SV2 will be elaborated on and realised through the implementation of proposed comprehensive Swords Local Area Plan, which is subject to SEA and AA assessments.

VARIATION 2: RECREATION, LEISURE AND COMMUNITY DEVELOPMENT

Vary CDP Swords Map, SW1 to:

Rezone from GB to OS

'Rezone from 'GB' to 'OS' of approximately 65ha of agricultural land west of Oldtown and east of the proposed Swords Western Ring Road (SWRR), and adjoining and ultimately extending into the Broadmeadow River Valley Linear Park'.

Add Local Objectives (LO A, LO B and LO C) to CDP Swords maps, SW1, SW2, SW3 and SW4:

LO A

To develop a Regional Park in accordance with Objective SWORDS 17.

Mechanism for Delivery

In accordance with proposed Objective SWORDS 17, the development of the Regional Park, will necessitate the preparation and approval of a Landscape and Recreational Strategy, incl. Appropriate Assessment, and shall reflect the recommendations and conclusions of this Assessment.

LO B:

To prepare a Landscape and Recreation Strategy for the Broadmeadow River Valley Park in accordance with proposed Objective SWORDS 14.

The Strategy shall facilitate the planned extension of the Park into the proposed

Regional Park and provide for managed connectivity to the Broadmeadow Estuary. The Strategy will be required to address issues to improve passive supervision, accessibility and permeability of the park and to develop additional passive and limited active recreational facilities and amenities within the Broadmeadow River Park.

Mechanism for Delivery

The development of the Strategy shall require the preparation of an Appropriate Assessment, and shall reflect the recommendations and conclusions of this Assessment.

LO C:

To prepare a Landscape and Recreation Strategy for the Ward River Valley Park, to facilitate its planned extension westwards, to improve passive supervision, accessibility and permeability of the park and to develop additional passive and active recreational facilities and amenities within the Ward River Valley Park.

Mechanism for Delivery

The Strategy shall be screened for Appropriate Assessment (AA), and AA carried out, as may be required.

Proposed New Objectives SWORDS 17 (in addition to Objectives SWORDS 1-16, Part X, 'Your Fingal' Written Statement)

Objective SWORDS 17

To develop a Regional Park (of circa 65 ha) immediately west of Oldtown and east of the proposed Swords Western Ring Road (SWRR), and adjoining and ultimately extending into the Broadmeadow River Valley Linear Park. The Park shall serve Swords and its hinterland, and shall comprise active recreational and passive activities, commensurate with the Council's vision for the emerging city of Swords.

Mechanism for Delivery

The development of the Strategy pertaining to the proposed Regional Park, shall require the preparation of an Appropriate Assessment, and shall reflect the recommendations and conclusions of this Assessment.

Objective SWORDS 18

To develop a 'green necklace' of open spaces which are linked to each other and to the existing town centre of Swords, as well as to new development areas; thus promoting enhanced physical and visual connections to the Ward River Valley Park and the Broadmeadow River Valley Park from within the development boundary of Swords.

Mechanism for Delivery

Such linkages will be created and provided for within the context of the comprehensive Swords LAP and noted Recreational & Landscape Plans and Strategies (and shall be subject to Appropriate Assessment, as applicable).

Objective SWORDS 19

To facilitate and permit off-site provision of Class 1 open space on strategic sites within Swords, where it maximizes the opportunities of Metro North and advances the Council objective to develop a Regional Park (proposed LO A/proposed Swords Objective 17).

Class 1 open space shall be provided off site, by way of (a) direct acquisition of lands within the regional park itself and transfer of same to the Council, (b) payment of a financial contribution (to be identified through a review of the County s.48 Contribution Scheme), or (c) a combination of (a) and (b). Where Class 1 open space is provided off-site, there shall be a requirement on developers to provide a meaningful increase in Class 2 open space above the minimum level of Class 2 required in the County Development Plan. Class 2 open space will be provided, located, designed and constructed, to ensure that notwithstanding the introduction of higher density

schemes, high standards of residential amenity shall be maintained within individual schemes (e.g. on-site small children's playgrounds, street furniture such as seating, etc.).

Mechanism for Delivery

Proposed Objective Swords 19 shall be implemented through the proposed Swords LAP, and as such shall within the context of the Swords LAP be subject to SEA and AA and appropriate variations to the County Development Plan policies.

Existing CDP policies noted below remain applicable:

OS01

To provide facilities on a hierarchical basis throughout the County in order to achieve a choice of open space facilities, thus enabling greater accessibility to a variety of open space types.

Swords 14

To provide for a comprehensive network of pedestrian and cycle ways, linking housing and commercial areas to one another and to the town centre and linking the Ward River Valley, the Broadmeadow River Valley and the Estuary.

VARIATION 3: MEETING SWORDS FUTURE RETAIL NEEDS

Proposed Variations elaborate on existing County Development Objectives, and are consistent with the adopted County Retail Strategy (2004), merely providing greater detail and clarity as it relates to Swords, and its retail and shopping needs, for Town Centre shopping as well as shopping within local neighbourhood centres.

Existing Objective SWORDS 16

To promote the intensification of use and upgrading of the existing neighbourhood centres at Rathingle, Brackenstown and Rathbeale, on a scale that respects and is compatible with the surrounding established residential communities.

- No change to Existing 'Objective SWORDS 16'

In addition to the above retail related objective for Swords, the following new Objectives are proposed:

New Objective SWORDS 20 and 21 (Part X, 'Your Fingal' Written Statement)

Objective SWORDS 20

To develop a series of new Neighbourhood Centres, on strategic development areas and undeveloped zoned lands within Oldtown, Fosterstown, Seatown Development Area, Estuary Development Area and Lissenhall Strategic Development Area, in accordance with an approved Local Area Plan for Swords.

Objective SWORDS 21

To develop a series of District Centres, of appropriate scale and at suitable locations, to be determined and approved within the context of the proposed Swords Local Area Plan, albeit broadly identified as being located on sites within the general land banks of (i) Lissenhall Strategic Development Area, (ii) Oldtown-Mooretown LAP area (at Mooretown) and (iii) within the South East Quadrant of Swords.

Statutory Mechanism for Delivery of 'Retail Related Objective'

Proposed Objective SWORDS 20 and 21, shall be implemented through the proposed Swords LAP, and as such shall within the context of the Swords LAP be subject to SEA and AA.

VARIATION 4: TRAFFIC & TRANSPORTATION

The following existing Objectives are to be retained:

Objective SWORDS 2

To promote the development of Swords as a multi-modal transport hub.

Objective SWORDS 4

To develop an Integrated Traffic Management Strategy for the town.

Objective SWORDS 5

To maintain the operational capacity of Swords By-Pass.

Objective SWORDS 6

To promote the early development of a local bus service within the town linking residential areas to each other and to the industrial/employment areas and the town centre.

PROPOSED VARIATIONS

1 new Objective is proposed to augment Part X of the CDP Written Statement (Objective SWORDS 22) and 1 additional Local Objectives (LO K) will be included in the CDP Map. (SWRR as per Swords Objective 25 and LO J is identified as being proposed but will be considered separately in terms of SEA and AA screening, public display and by the elected Members in due course).

Proposed Objective SWORDS (Part X, 'Your Fingal' Written Statement)

Objective SWORDS 22

'To develop and augment the local road network to facilitate the optimum and sustainable development of Swords'.

Local Road Augmentations Proposed include:

- (a) Oldtown-Mooretown Western Distributor Link Road;
- (b) Oldtown-Lissenhall Link Road(s);
- (c) Highfield Link Road;
- (d) Seatown Development Area Link Road
(Swords Business Park to Mountgorry Roundabout)
- (e) Fosterstown Link Road;

In addition to local improvements already approved within the Development Plan:

- (f) Forest Road Improvement Scheme (ref. County Development Plan Written Statement, Table 6.1, no. 16)
- (g) Airside-Drinan Link Road (ref. County Development Plan Written Statement, Table 6.1, no. 17)

Mechanism for Delivery

The above road projects will be delivered through the proposed Swords Local Area Plan and/or shall be the subject of Part 8, EIA and AA legislation, as applicable.

New/Additional Local Objective on CDP Swords maps, SW1, SW2, SW3

LO K

To develop Oldtown-Mooretown Western Distributor Link Road, as part of a comprehensive package of local road improvements to facilitate the optimum and sustainable development of West Swords development area, in accordance with an approved LAP.

Mechanism for Delivery

The detailed design and development of the Oldtown-Mooretown Link Road will be advanced and realised during the preparation of the Local Area Plan for the area, which shall require the preparation of a SEA and an Appropriate Assessment, and shall reflect the recommendations and conclusions of this Assessment.

Future proposed SWRR related Objectives (part of separate variation) Objective SWORDS 25

To facilitate the development of Swords Western Ring Road (SWRR) linking the R132 (east of the M1 and North of Lissenhall) to the proposed 'airport box' road network.

Mechanism for Delivery

The proposed variation is subject to SEA and AA screening, as applicable (submitted and proposed separately).

LO J

To facilitate the development of Swords Western Ring Road (SWRR) linking the R132 (east of the M1 and North of Lissenhall) to the proposed 'airport box' road network (subject to a future Variation).

Mechanism for Delivery

In accordance with proposed Objective SWORDS 25, the proposed Variation for the SWRR is subject to SEA and AA screening, as applicable (submitted and proposed separately.)

LO K

To develop Oldtown-Mooretown Western Distributor Link Road, as part of a comprehensive package of local road improvements to facilitate the optimum and sustainable development of West Swords development area, in accordance with an approved LAP.

Mechanism for Delivery

The detailed design and development of the Oldtown-Mooretown Link Road will be advanced and realised during the preparation of the Local Area Plan for the area, which shall require the preparation of a SEA and an Appropriate Assessment, and shall reflect the recommendations and conclusions of this Assessment.

VARIATION 5: METRO NORTH

Existing Metro Objectives noted as:

Objective SWORDS 2

To promote the development of Swords as a multi-modal transport hub.

Objective SWORDS 3

To actively promote the early development of the Metro linking the town of Swords with Dublin Airport and Dublin City Centre.

PROPOSED VARIATIONS

Vary CDP Maps to show current Railway Procurement Agency (RPA) alignment on Fingal Development Plan 2005-2011 map, noting revised Metro route, six proposed Metro stops (namely Fosterstown stop, Swords stop, Seatown stop, Estuary stop, Lissenhall stop and Belinstown), the proposed Metro North depot and the proposed Park and Ride sites (at Belinstown, for c.2000 spaces and at Fosterstown for 300 spaces).

Proposed Additional Local Objectives (LO E, LO F, and LO G) indicated on CDP Swords maps, SW1, SW2, SW3 and SW4 (as applicable):

LO E

To facilitate the RPA's development of a strategic Metro North 'Park and Ride' facility [providing for a minimum of 2000 cars] in a multi storey complex at Belinstown (north of Lissenhall). This multi storey 'Park and Ride' facility shall be well designed and sited with particular attention given to the adequacy of vehicular access, connectivity to Belinstown (Metro) stop, elevational treatment, landscaping and mitigation of potential adverse impact on the amenity of existing residents.

LO F

To facilitate the RPA's development of a well designed Depot to serve Metro (North & West) on a site on north side of the proposed Swords Western Ring Road (SWRR). The depot shall be sited, designed, landscaped, constructed, operated and maintained into the future to ensure that any potential noise, air and/or light pollution, as well as visual impacts of this development in the landscape are minimised. The depot shall be screened on all sides. In particular the proposed landscaping scheme, which may include significant bunding shall provide for the mitigation of the visual impact of this development as viewed from the R132 and M1 to east and the SWRR and the future Lissenhall development area to the south.

LO G

To facilitate the development of a local Park and Ride facility [300 spaces] by the RPA at Fosterstown Stop.

Mechanism for Delivery of LO E, F and G

Railway Procurement Agency to apply for Railway Order to An Bord Pleanála under the Planning & Development (Strategic Infrastructure) Act 2006.

[Proposed Additional Objective SWORDS 23 (augmenting Metro North related Objectives for Swords contained in Part X, 'Your Fingal' Written Statement)]

Objective SWORDS 23

Within the context of the Planning & Development (Strategic Infrastructure) Act (2006), the Council shall seek to ensure that the Railway Procurement Agency (RPA) design, construct, operate and maintain Metro North, to the highest standards and ensure that all environmental impacts are minimised.

In particular, the Council shall seek to deliver the following:

- (a) Along the R132, Metro North shall be provided in a landscaped corridor punctuated only by proposed Metro North stops which will introduce a series of urban nodes/gateways to Swords Town. Any existing landscaping which has to be removed along the R132 to facilitate the construction of the Metro shall be fully replaced by the RPA as part of the Metro North scheme.
- (b) All elevated sections of the Metro shall be of high aesthetic design quality.
- (c) Track construction shall comprise grass-bed track through Lissenhall, along median on R132 and through Balheary Park; embedded track at stops, and ballast elsewhere along route.
- (d) All new footbridges [including those replacing existing bridges] along the R132 shall be of high aesthetic design quality and shall be sufficiently wide such that they provide for the comfort and safety of shared pedestrian/ cycle use.
- (e) All Metro stops, shall be well designed, and shall positively contribute to the architecture and urban design of the public realm in Swords and shall provide for pedestrian and cycle access; bus interchange facilities and adequate shelter.

- (f) Construction interface locations shall not adversely impact on or impinge the Council’s objectives as they may pertain to the delivery of significant elements of physical infrastructure. [eg SWRR]
- (g) RPA proposals, including construction timeframe, shall have regard to the Council’s proposals to delivery a pedestrian and public transport link/podium above the Swords stop and a vehicular conduit below (linking MC zoned lands east and west of the R132);

Mechanism for Delivery

Railway Procurement Agency to apply for Railway Order to An Bord Pleanala under the Planning & Development (Strategic Infrastructure) Act 2006.

Delete existing Local Objective LO 172 from CDP

LO 172 – to prepare a strategy for the Metro terminus which will provide for the optimum mix of uses..

Rationale

The Metro North terminus proposed by the Railway Procurement Agency is to be located outside the development boundary and surrounded by 2000 space park and ride facility and Metro North/Metro West Depot. As such it is no longer applicable to provide for mixed use development surrounding the depot, and this objective should therefore be removed and replaced with the proposed Local Objective for the Lissenhall Strategic Development Area (LO H).

VARIATION 6 ECONOMIC DEVELOPMENT & EMPLOYMENT

Vary CDP Map (SW1-4) to show potential development boundaries associated with the identified ‘strategic development areas’ of ‘Estuary Development Area’, and Seatown Development Area (LO D) and the proposed study area for Lissenhall (LO H).

Add new Local Objectives to CDP Swords Maps, SW1, SW2, SW3 and SW4 to incorporate local objectives below (LO D and LO H)

LO D

To provide for high intensity employment generating and mixed use development, including residential, in accordance with an approved Local Area Plan. The LAP shall be prepared having regard to the uses permissible under proposed land use zoning objective MEC (ref proposed Table 4.15) and will necessitate future CDP Variation(s).

Development which pre-empts or prejudices the preparation of the proposed LAP shall not be permitted, unless modest/minor extension or alteration to an existing permitted use on site.

Mechanism for Delivery

The LAP will be subject to necessary future Variation(s) of the County Development Plan, SEA and Appropriate Assessment.

Proposed new Objective SWORDS (additional to those contained in Part X, ‘Your Fingal’ /CDP Written Statement)

Objective SWORDS 24

Fingal County Council will target high density, high intensity, environmentally sound new development in the High-Tech, Science & Technology, Research & Development Sectors, encouraging their location to Swords, along the Metro North Economic Corridor (MEC).

Mechanism for Delivery

The above noted objective will be delivered through the proposed Swords Local Area Plan and/or shall be the subject of Part 8, EIA and AA legislation, as applicable.

Vary CDP Written Statement to include proposed new Metro related Land-use Zoning Objective, “MEC” (as per proposed Table No.4.15)

Background to MEC Land Use

Metro North and Metro West will provide high capacity, high frequency and first class quality public transport links between Dublin City, Dublin Airport and Swords by 2013 and similarly from west Dublin (at Tallaght) through to Dardistown stop (at Metropark, Santry). The Council, in accordance with best practices and the principles of sustainable development will seek to maximize the opportunities created by the arrival of these two key pieces of infrastructure. To this end the identification and promotion of **Metro Economic Corridor(s)** will be of strategic importance to the economy and well-being of the county’s residential and business/employment population.

Table No. 4.15 **Zoning Objective MEC Metro Economic Corridor**

Objective: To facilitate opportunities for high density mixed use employment generating activity and associated ancillary commercial and residential development within the Metro-Economic-Corridor.

Vision: The Metro Economic Corridor will provide for an area of compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the Metro within a setting of exemplary urban design public realm streets and places, which are permeable, secure and within a high quality green landscape. Landmark buildings will provide strong quality architectural features, which respect and enhance the character of the area into which they sit. The designated areas will form sustainable districts which possess a high degree of connectivity and accessibility and will be developed in a phased manner subject to the necessary provision of social and physical infrastructure.

Use Classes Related to Designation:

Permitted in Principle

ATM, Telecommunications Structures, Childcare Facility, Education, Enterprise/Training Centre, Offices less than 100 sq. metres; Offices 100-1000 sq. metres; Offices over 1000 sq. metres; Office Based Industry, Residential, Residential Institution, Residential Care Home; hotel; hospital; doctor/ dentist; public house; recreational buildings [commercial]; Open Space, Utility Installations, Local Recycling Facility, Science & Technology Based Enterprise, Research & Development Facilities, Tele-Services, Restaurants/Café, health centre; home based economic activity; community facility; Veterinary surgery; places of worship; Funeral Home; Betting Office; Small District/Suburban Centre*.

Not Permitted

Abattoir, Aerodrome/Airfield, Agri-Tourism, Boarding Kennels, Concrete/Asphalt etc. Plant, Golf Course, Heavy Vehicle Park, Holiday Home, Household Fuel Depot, Extractive Industry, Major Waste to Energy Uses (major indicates an annual input of greater than 10,000 tonnes from external sources), Refuse Landfill, Refuse Transfer Station, Scrap Yard, Special Industry, Shops – Major Sales Outlet, Cash & Carry/Wholesale Outlets, Retail Warehousing, Logistics, Motorsales Outlets, Transport Depot, Commercial Car Parks, Warehousing, Caravan Park – Holiday; Caravan Park – Residential, Burial Grounds.

* in accordance with the applicable Retail Strategy / LAP for the area.

Non-Conforming Uses

Throughout the County there are uses which do not conform to the zoning objective of the area. These are uses which were in existence on 1st October 1964, or which have valid planning permissions, or which are unauthorised but have exceeded the time limit for enforcement proceedings. Reasonable extensions to and improvement of premises accommodating these uses will generally be permitted within the existing curtilage of the development and subject to normal planning criteria.

VARIATION 7: OLDTOWN/MOORETOWN

Vary CDP Swords Map, SW1 to:

Rezone GB to RS1

To provide for the proposed rezoning of approximately 17 ha of land from GB to RS1 at Oldtown/Mooretown, thereby extending the development boundary of Swords westwards to provide adequate additional lands to support an improved road and public transport network in west Swords and to support the provision of a mix of uses at this location necessary for the creation of a strong, vibrant and well serviced community, including the proposed Regional Park (proposed Objective SWORDS 17).

Mechanism for Delivery

This area is subject to a Local Area Plan and associated AA and SEA.

VARIATION 8: LISSENHALL

Include new local objective for Lissenhall on CDP Swords Map, SW1, SW2, and Index Map 2:

LO H

To create a sustainable mixed-use urban environment to the north of Swords at Lissenhall, which will be fully integrated with the Metro North line traversing the development lands and its associated Stops and Park and Ride facility. (Lissenhall Strategic Development Area).

Mechanism for Delivery

This area will be subject to future CDP variation(s), a Local Area Plan and an Appropriate Assessment.



Fingal County Council
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