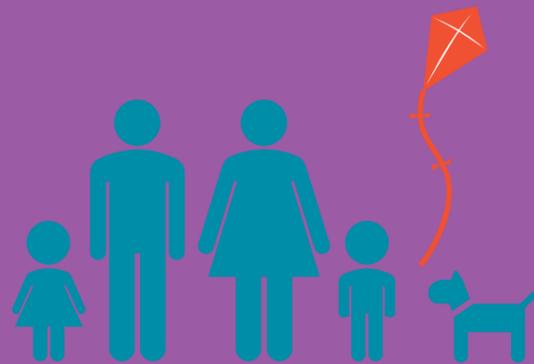
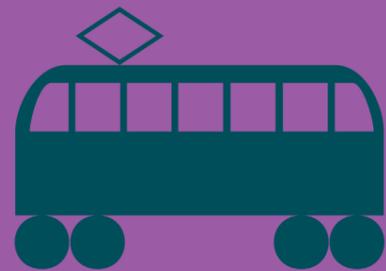


Swords Masterplans Part B: Barrysparks & Crowscastle

May 2019





Barrysparks & Crowscastle Masterplan

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3. Vision and Principles	5	The Masterplan should be read in conjunction with Part A, which sets out the background, context and key principles for the three Masterplan areas as well as in conjunction with Part E, which contains the appendices.
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Executive Summary

Introduction

Swords is the administrative capital of Fingal and it acts as a strategic focus for a range of services. It is home to some of the largest employers in the County, making Swords a high-functioning employment centre, where a number of existing business and industrial parks are located. The town has direct links to the national road network (M1 and M50) and is located on the Dublin/Belfast economic corridor. It is also located proximate to Dublin Port via the Port Tunnel and to Dublin Airport via the M1, two of the most important infrastructural assets in the Country. The Masterplan will provide a robust Development Framework for the long term sustainable development of a new mixed commercial and residential quarter in Swords.

The Vision

The lands at Barrysparks & Crowscastle will accommodate a mixed-use commercial and residential development that will grow into a key economic cluster both for Swords and the Greater Dublin Area. The vision for the Masterplan lands is the creation of a unique business campus with complimentary residential development, capable of attracting top-tier employers, set in a high quality green environment. Strong transport connections from MetroLink and BusConnects, coupled with the nature and scale of development envisaged, will enable the lands to play a key role in the economic life of the region.

A Growing Place

Swords has undergone a high level of growth in recent years, nearly doubling in size in the last two decades. The population targets in the Draft RSES see Swords as likely to reach 50,000 people by 2031. Targets may be exceeded as new transportation infrastructure (e.g. MetroLink) are developed and strategic employment and residential land banks are developed. Fingal's *Strategic Vision 2035* envisages Swords growing into a city of 100,000 people. This level of population growth will result

in an increase in the resident worker population of approx. 20,000 people, up to a figure of 45-50,000 people. In order to achieve a neutral flow of workers (and reduce commuting patterns), the number of jobs located in Swords will need to triple from approximately 15,300 (2016 census). The strategic employment land bank at Barrysparks & Crowscastle will play a key role, accommodating up to c. 180,00 sq.m of commercial space and c. 14,500-15,500 additional jobs over a period of 20 years, and providing for c. 700-750 new residential units.

A Connected Place

The MetroLink project is a high frequency/high capacity urban railway service that will run between Swords and Dublin City Centre, connecting key destinations such as Dublin Airport en route. The presence of the Swords Central Metro Station, as well as the upcoming BusConnects project, will enable the lands to compete with any other location around Dublin for investment.

At a glance...



Transport

Metro Station
BusConnects to City



Employment

180,000 sq.m
of commercial
floorspace



Housing

700-750 dwellings
1,750-1,850 people



Density

Net: 95-105 units/ ha



Jobs

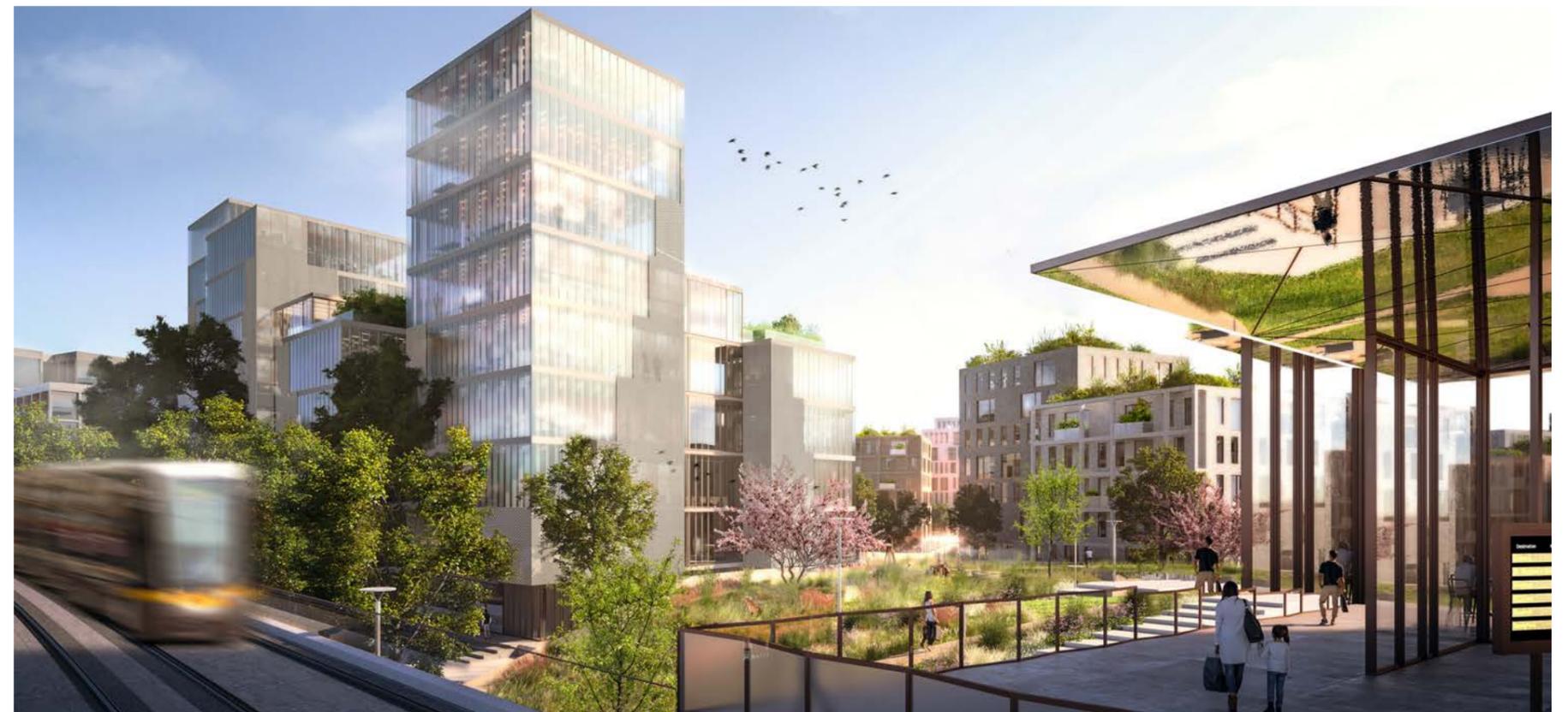
Space for up to
14,500-15,500
workers



Open Space

Green corridors
Landscaped setting
Games areas

Note: All figures are indicative.



Existing and proposed elements:

- 1 Holywell
- 2 Drynam Road
- 3 MSD Biotech
- 4 Ryanair
- 5 Pavilions Shopping Centre
- 6 Airside
- 7 Tesco Local Centre
- 8 Proposed Airside - Feltrim Link Road
- 9 North-south open space corridor connecting from the R125 to R132
- 10 East - west SuDS/ open space feature providing amenity to adjacent commercial areas
- 11 Green route from existing open space in Holywell
- 12 Commercial blocks in a high quality landscaped setting
- 13 Proposed Swords Central Metro Station
- 14 Pedestrian/ cyclist connection across R132
- 15 Proposed hotel
- 16 Proposed residential (apartments)
- 17 Proposed houses stepping height down to neighbouring development
- 18 Proposed north-south connection from R132 to proposed Airside-Feltrim Link Road
- 19 Proposed link road connecting R132 to Lakeshore Drive
- 20 Land subject to future site specific flood risk assessment



1 Masterplan Lands

Strategic Location

The Barrysparks & Crowscastle Masterplan lands consist of c. 35 hectares that are strategically located in the south eastern part of Swords, which is the main 'Gateway' to Swords, close to Dublin Airport and with excellent access to the national road network (M50 and M1). The R125 linking the R132 at Pinnock Hill to the M1 adjoins the Masterplan lands to the south. The R132 is the proposed route for MetroLink. The north-east and south-east boundaries are formed by the residential areas of Holywell and the Drynam Road. The MSD Biotech building is located to the eastern boundary of the site, while further commercial buildings are located on Lakeshore Drive to the west of the site and include Fujitsu and Ryanair. The strategic location of this substantial undeveloped landbank will enable the Masterplan lands to have a commercial competitive advantage within the Greater Dublin Area.

Features

The lands are primarily comprised of grassland, with a marsh/ woodland area to the southeast and two surface ponds to the south of the site. The Gaybrook stream flows through the centre of the lands, from west to east. There are no protected structures or NIAH structures located within or near the lands, however, there are two recorded monuments located in the boundary of the Crowscastle lands, a holy well (St. Werburgh's Well Ref. No. DU011-045) and a ring ditch (DU011-152).

Planned Infrastructure

The Masterplan lands will benefit from the proposed Swords Central Metro stop, which will be located to the north of the site and will also be served by new BusConnects to the city. With strong road links, the lands are strategically located for businesses who depend on easy access to the national road network. Excellent transport links will also make the area accessible to a broad employee and customer base.

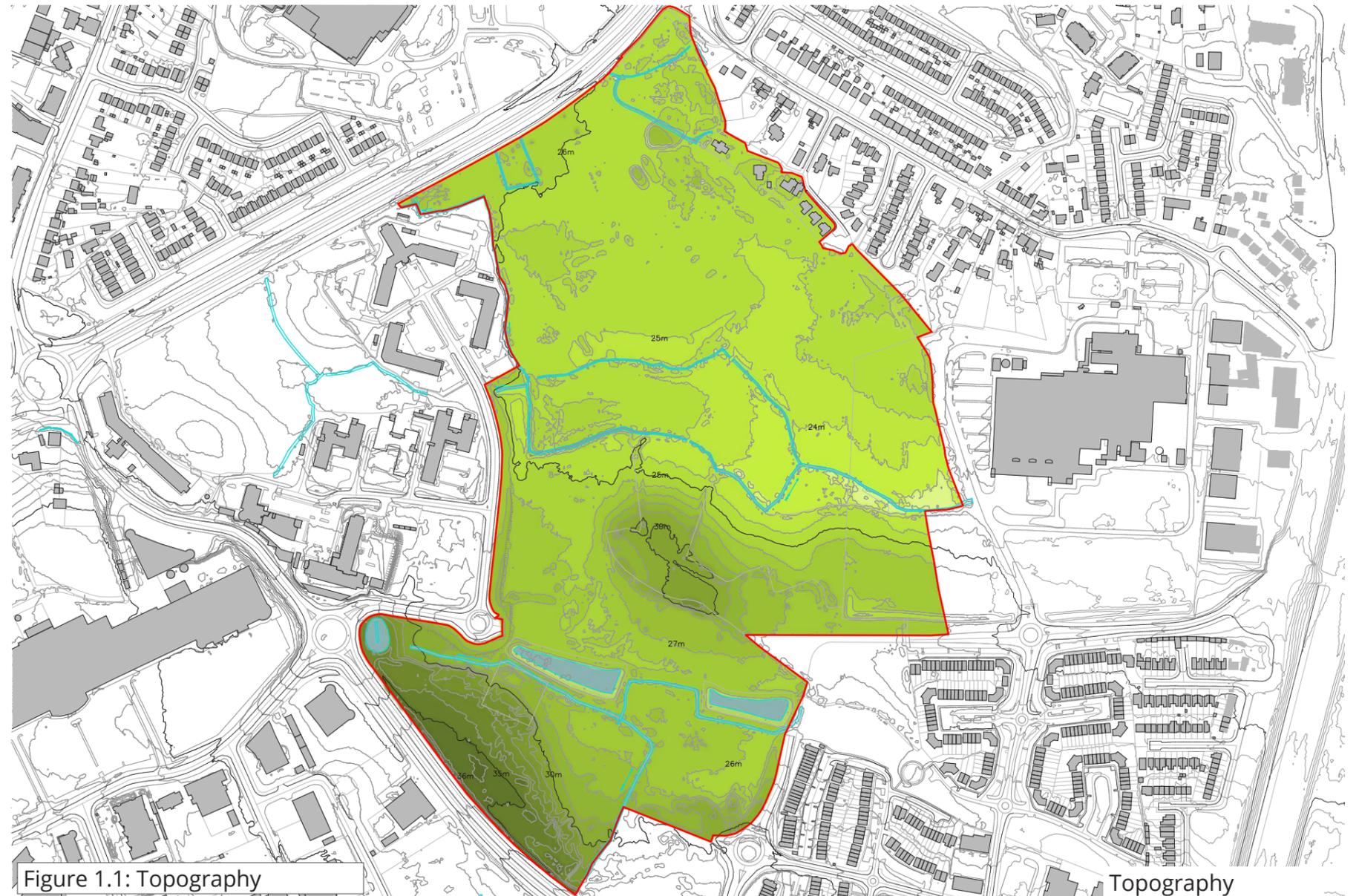


Figure 1.1: Topography

Zoning

The Masterplan lands comprise two zoning objectives. The northern portion of the site (Barrysparks area) is zoned Metro Economic Corridor (ME), while the southern portion of the site (Crowscastle area) is zoned High Technology (HT). The ME zoning provides for mixed use, high density employment generating activity with associated commercial and residential development, while the HT zoning is focused on employment uses such as office or research & development.

Statistics

- 34.65 Hectares total site area:
 - Barrysparks - 9.85 ha
 - Crowscastle - 24.8 ha
- Topography: 8 metre fall across site
- 4.5 km to Dublin Airport
- 6.5 km to Port Tunnel
- 12.5 km to City Centre

Issues	Opportunities
<p>Public Transport Public transport is relatively limited in Swords. While Dublin Bus and the Swords Express provide services which connect Swords to Dublin City and other areas, the provision of a new light rail system will significantly improve transport to and from Swords.</p>	<ul style="list-style-type: none"> • Access to the Metro station at ‘Swords Central’ will be facilitated by pedestrian and cyclist infrastructure throughout the Masterplan area. • The MetroLink will provide significant benefits for the Masterplan area, such as the provision of increased employment and investment opportunities which the Masterplan envisages will be in the form of commercial development.
<p>Open Space/Recreational Amenity The adjacent commercial and retail areas at Airside lack green infrastructure and public open spaces.</p>	<ul style="list-style-type: none"> • Green infrastructure will be a key feature of this Masterplan area. • Green corridors are envisaged to run north-south and east-west of the Masterplan lands, providing a key link for pedestrians/cyclists from the MetroLink station on the R132 to the Tesco Shopping Centre on the R125 and to the residential community of Holywell, and in time to Holywell Park to the south. • Necessary SuDS infrastructure will be incorporated into the green corridor. • Recreational sports courts and exercise equipment can be provided along the green corridor.
<p>Commercial Swords is relatively well-serviced by retail facilities, however, there is an opportunity to expand Swords’ commercial offer within the Masterplan lands.</p>	<ul style="list-style-type: none"> • The creation of a high-quality campus-style commercial development in the ‘Crowscastle’ area of the Masterplan lands. • Further commercial development and a hotel are envisaged along the R132, taking advantage of the strategic location beside the Metro and Swords Main Street.
<p>Road Management The Development Plan recognises the requirement for the provision of the Airside-Feltrim Link Road.</p>	<ul style="list-style-type: none"> • Provide a new link road connecting the roundabouts at Lakeshore Drive and Holywell, completing the required east-west Swords connection (Airside-Feltrim Link). • Two new entrances to the site will be provided off the R132. One will link to Lakeshore Drive and the other with the roundabout at Holywell. This will facilitate local access to the Masterplan lands.
<p>Poor Cycle and Pedestrian Facilities The nature of the Airside area means it is relatively car dependent. The Masterplan seeks to encourage active modes of transport.</p>	<ul style="list-style-type: none"> • The green corridor will facilitate pedestrian and cycling tracks, with links north-south and east-west linking into Holywell. • It is envisaged that active modes of travel will provide links to the Airside area and Swords Main Street.
<p>Community/Neighbourhood It is envisaged that the population of Swords can reach 100,000 people. The growing population of Swords will require additional residential dwellings, and the Barrysparks & Crowscastle area aims to create a new community of higher density residential dwellings.</p>	<ul style="list-style-type: none"> • Provide a new community of residential dwellings to the north of the lands, with close access to the MetroLink station and other local amenities such as the Pavilions Shopping Centre. New residents will be supported with access eastwards to link in with the existing school and local facilities in Holywell, and southwards to link into Holywell Park.

3 Vision and Principles

The Vision
 The lands at Barrysparks & Crowscastle will accommodate a mixed-use commercial and residential development that will grow into a key economic cluster both for Swords and the Greater Dublin Area. The vision for the Masterplan lands is the creation of a unique business campus with complimentary residential development, capable of attracting top-tier employers, set in a high quality green environment. Strong transport connections from MetroLink and BusConnects, coupled with the nature and scale of development envisaged, will enable the lands to play a key role in the economic life of the region.

Land Use
 The Masterplan lands are envisaged to be predominantly commercial in nature, creating a unique employment cluster of high-technology related businesses. It is intended that the Masterplan lands will be set in parkland, with a central green spine of open space that incorporates walking and cycling facilities. Residential dwellings will be located on the northern section of the lands to facilitate the active use of the proposed MetroLink station and Core Bus Corridor along the R132.

Green Infrastructure
 Green Infrastructure is a key component of the design and layout of development, with flood risk mitigated by SuDS features. A central route through the Masterplan site is proposed to create a link to the Pavilions. This green spine will form a connection between Swords Town Centre with the lands at Airside and Holywell.

Built Form, typologies and density
 This Masterplan envisions campus-style commercial development, with a mix of other commercial and residential building forms to facilitate the active use of the proposed MetroLink station. Lower density houses have been incorporated along existing residential communities to the north-east, while higher density dwellings are located at the northern end of the lands, where they are more appropriate. The Masterplan shall comply with all relevant Development Plan standards.

Interface Areas
 The building heights and typologies proposed have considered adjacent communities and structures. Density and height respectfully transition down at the existing residential dwellings along Drynam Road, with heights not exceeding three-storeys to reflect the current scale of development. Greater opportunity exists throughout the remaining lands and along the R132 to develop higher density building types, with the potential for landmark-buildings along this road.

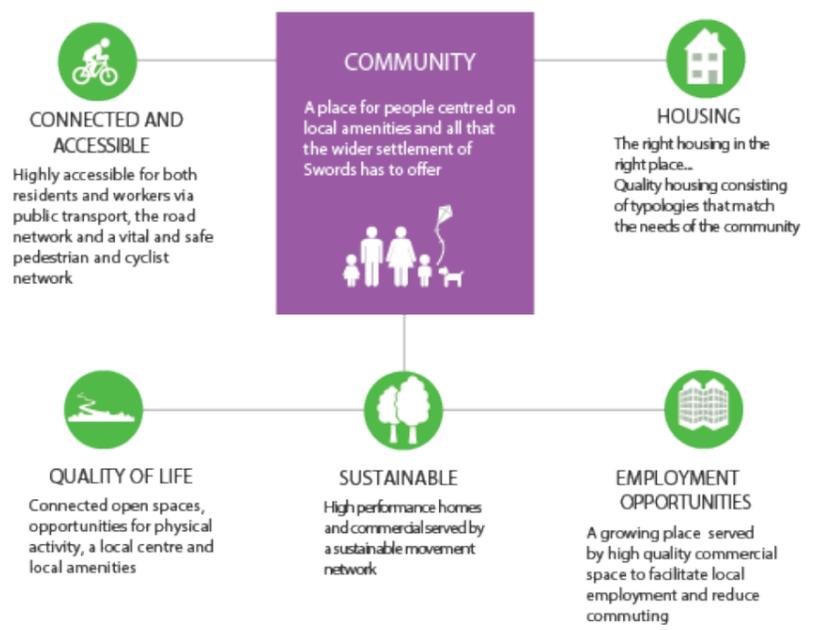
Heights
 Overall heights on the land will range from 2- to 9-storeys. Alongside the residential communities on Drynam Road building heights will remain below 3-storeys to protect the residential amenity of the area. It is considered that along the central green corridor through the lands and both the R132 and R125, that greater building heights would be appropriate.

Open Space
 Provide public open space in the form of green corridors which facilitate pedestrian and cyclist facilities and the linking of the Masterplan lands with the wider Swords area. The open space in the Masterplan lands will not only act to create sustainable connections for people and places, but will also incorporate the necessary SuDS requirements for this site.

Transport and Movement
 The Masterplan seeks to facilitate strong pedestrian and cyclist connections, as well as strong connections to the town centre and public transport infrastructure. Car dominance will be discouraged and active travel promoted. Pedestrian and cyclist connections have been incorporated to facilitate access to the Metro station and Swords Main Street.

Strategic Flood Risk Assessment (SFRA) and Sustainable Urban Drainage Systems (SuDS)
 Roughan & O'Donovan (ROD) Consulting Engineers have prepared SFRA and SuDS assessments for the Masterplan area, which is published alongside the Masterplan (Appendix C). The proposed layout of the Masterplan area has been informed by the assessments.

All proposed development within the Masterplan lands shall be fully informed by the Strategic Flood Risk Assessment and the SuDs Strategy prepared in conjunction with the Masterplan. All developers shall comply with the SFRA Recommendations, the SuDs Protocol and the SuDs Recommendations.





4 Transport and Movement

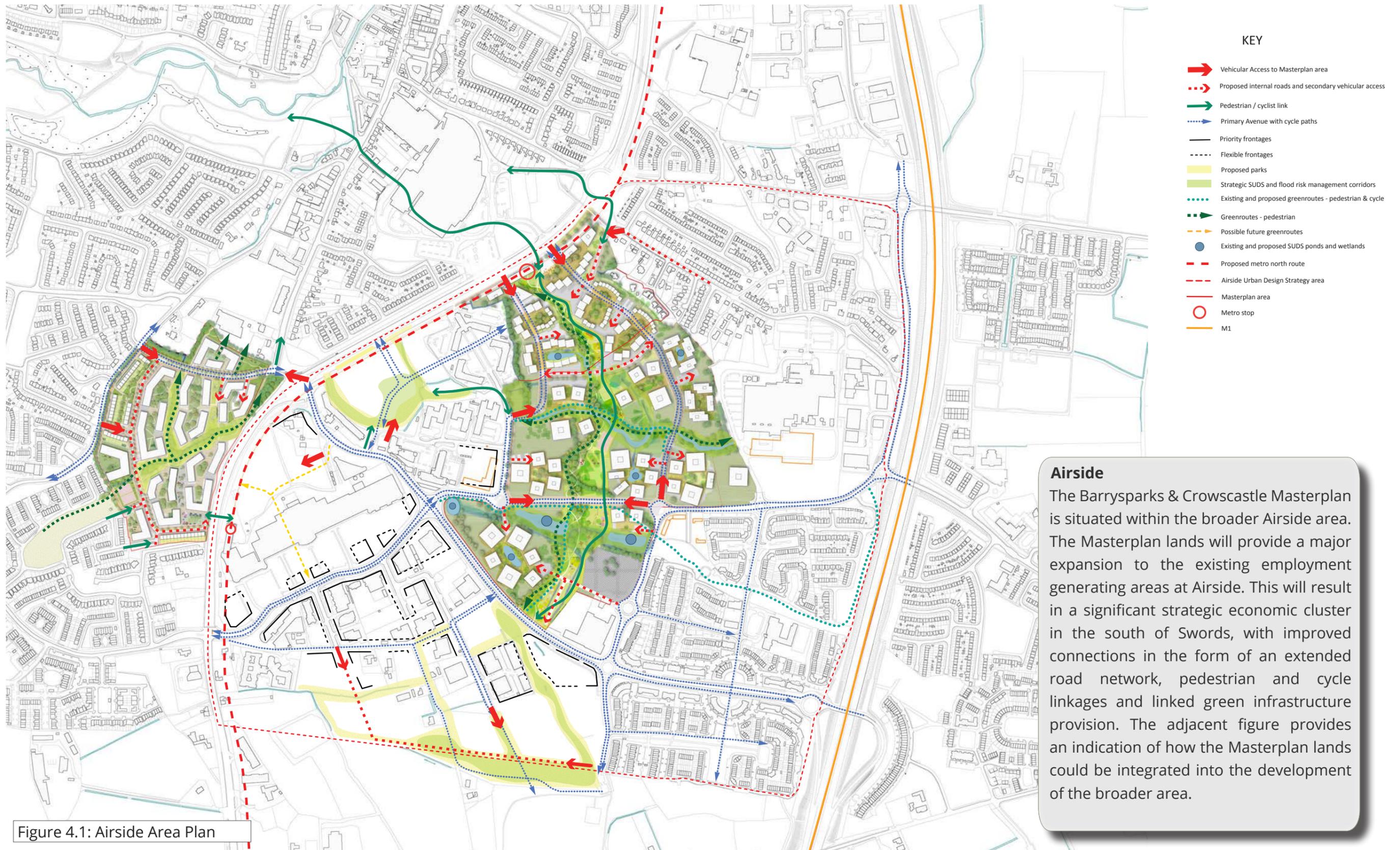
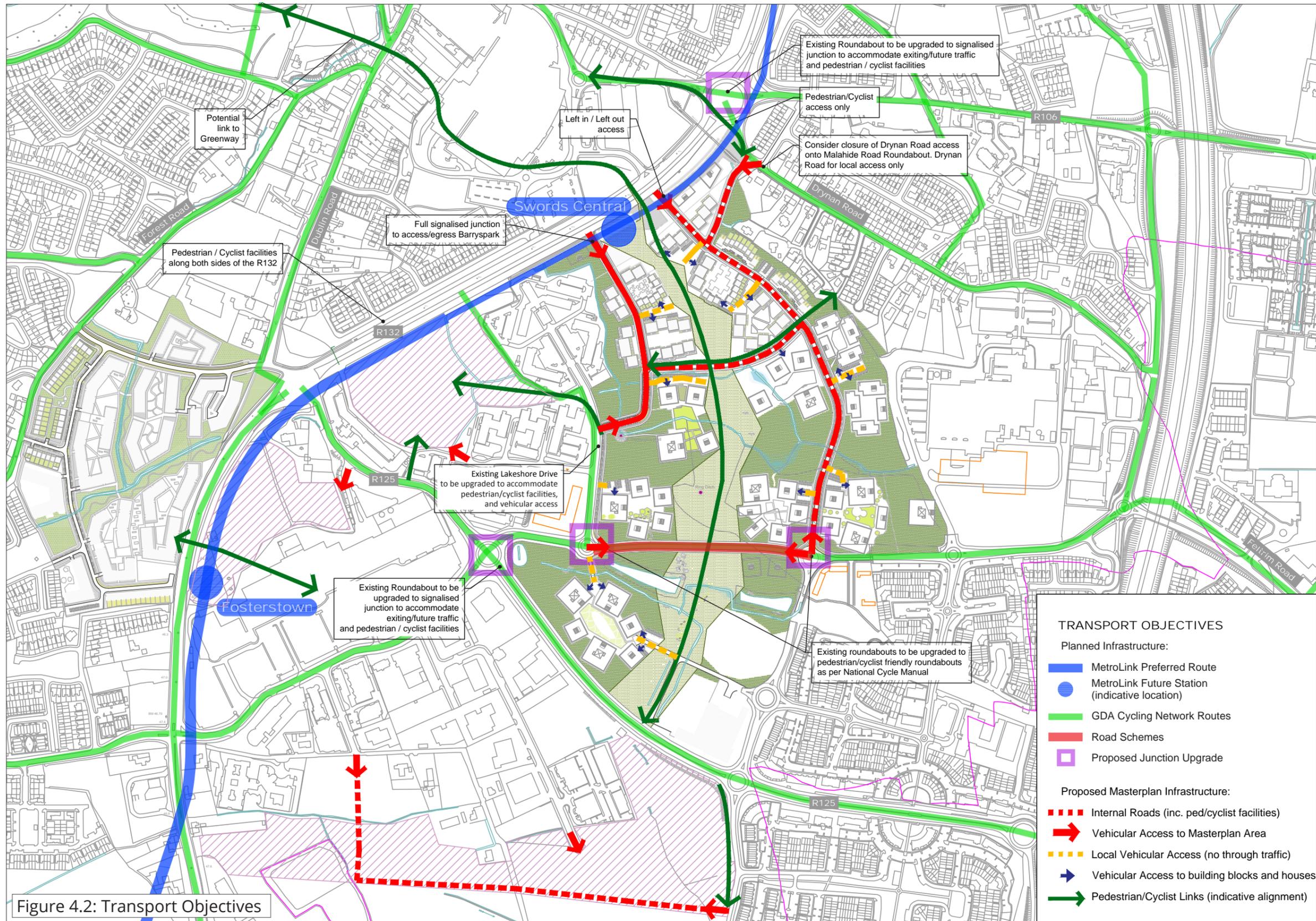


Figure 4.1: Airside Area Plan



4 Transport and Movement

Key Objectives

The following are the Key Transport and Movement Objectives for the Barrysparks & Crowscastle Masterplan lands:

- Reduce the need to undertake local car-based journeys by providing a high quality walking and cycling network.
- Ensure efficient internal vehicular movements through the provision of link roads, to connect the R132 to the north of the lands to the proposed Airside-Feltrim Link Road to the south.
- Ensure that pedestrian and cyclist facilities are designed in accordance with Section 5.8.3 of the NTA's *Transport Strategy for the Greater Dublin Area 2016-2035*.
- Improve road infrastructure in the area by ensuring the completion of the Airside-Feltrim Link Road, connecting Lakeshore Drive with the Holywell Roundabout.
- Ensure that the Masterplan lands are highly accessible by providing direct pedestrian/ cyclist connectivity to the proposed Swords Central Metro Station and the surrounding area, 2 no. new vehicular access points to the R132 (one full signalised controlled junction to the west and a left in/left out to the east), access from Lakeshore Drive, the Lakeshore Drive roundabout, the Drynam Road, and the Feltrim/ Holywell Roundabout.
- Ensure that the Masterplan lands are connected to the Pavilions Shopping Centre and Swords Main Street by providing pedestrian/ cyclist access across the R132 and facilitating movements through the lands from Holywell.
- Ensure that the necessary and required road improvements are in place to support development.
- Provide for the realignment of the Drynam Road.
- Ensure that parking for development in the Masterplan lands will be provided in underground/under-croft parking, with parking permissible at surface level to facilitate visitors and disabled parking only.



Figure 4.3: Road Hierarchy

- Prior to the delivery of MetroLink, in the initial phases of commercial development, 50% of the commercial parking requirement will be permitted in the form of temporary surface parking, adjacent to the buildings, with the remaining 50% accommodated in underground/under-croft parking. When the Metro becomes operational, temporary surface parking areas will be reverted to designated green open spaces or alternative permissible uses.

Car Parking

Through the development of a compact urban form centred on the MetroLink stations, coupled with strong pedestrian and cycle links to neighbouring centres; the Masterplans have sought to reduce the need for car-based journeys. Parking is an effective tool in managing travel demand which will also help encourage modal shift and reduce the impact of congestion on the network.

Within areas highly accessible to public transport (800m to a QBC or high quality bus service, or 1600m to an existing or planned Luas/DART/Metro/Rail station), the Fingal Development Plan seeks to encourage a mode shift in favour of public transport, by reducing the maximum car parking standard by 50%. In the case of commercial uses, this reduces the maximum parking ratios from 1 parking space per 30sq.m of commercial GFA, to 1 parking space per 60sq.m. It should be noted that these parking standards are still a 'maximum' and that further reductions in the provision of parking may be feasible within the Masterplan, subject to access to sustainable travel options and when supported by a Mobility Management Plan. Further reductions in parking provision will be at the discretion of the Local Authority.

To minimise the visual impact of parking, development parking will be provided in underground/under-croft parking. A quantum of parking will be permissible at surface level to facilitate visitors and disabled parking only. Hard and soft

landscaping and appropriate lighting will be required around surface carparking areas.

Prior to the delivery of MetroLink, it is acknowledged that the initial phases of commercial development will require parking in line with the maximum car parking standards set out in the Fingal Development Plan. In this interim phase, 50% of the commercial parking requirement will be permitted in the form of temporary surface parking, adjacent to the buildings,

with the remaining 50% accommodated in underground/under-croft parking. When the Metro becomes operational, temporary surface parking areas will be reverted to designated green open spaces or alternative permissible uses.



5 Green Infrastructure

Key Objectives

The following are the Key Green Infrastructure Objectives for the Barrysparks & Crowscastle Masterplan lands:

- 1 Provide a central north-south green corridor encompassing pedestrian and cyclist infrastructure and both active and passive open space amenities connecting from the R125 to the south of the site to the R132 to the north.
- 2 Provide a high-quality landscaped open space area adjacent to the proposed MetroLink station to the north of the Masterplan lands that connects to the central spine and facilitates pedestrian and cyclist movements.
- 3 Provide an open space area to the south of the proposed Airside-Feltrim Link Road which runs east-west, that both encompasses required SuDS features, as well as providing recreational amenities for workers in adjacent commercial blocks and residents of nearby areas.
- 4 Ensure that all open space areas are highly landscaped and well maintained in order to create a high-quality commercial and residential development, capable of attracting top-tier employers and talent.
- 5 Provide a pedestrian and cyclist connection from the proposed central spine to the existing open space area at Holywell Avenue to facilitate movements to the Pavilions, Swords Main Street and into a redesigned Ward River Valley Park as set out in Swords Masterplan 2009.
- 6 Protect archaeological monuments, including in the form of St. Werburgh's Well (DU011-045) and the Ring Ditch to its south east (DU011-152) and sensitively incorporate same into the open space provision.
- 7 Provide active open space facilities in the form of playing pitches and mixed use games areas (MUGA), available for use by workers and those residing in the local area.
- 8 Conserve, protect and enhance existing trees and hedgerows within the Masterplan lands to help foster biodiversity in the area.
- 9 Ensure that new or extended open space networks are designed to facilitate people with a broad range of ability.
- 10 Ensure that the proposed local access streets as shown on the road hierarchy are lined with trees planted in constructed tree pits.



Figure 5.1: Green Infrastructure

Built Form Key Objectives

The following are the Key Built Form Objectives for the Barrysparks & Crowscastle Masterplan lands:

- Provide a MetroLink station to the north-west of the Masterplan lands adjacent to the R132, or as required by the final MetroLink alignment as confirmed with the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII).
- Provide up to 180,000 sq.m of flexible commercial floorspace to facilitate a range of employment uses in keeping with the High Technology and Metro Economic zoning of the lands.
- Commercial floorspace should be provided in the form of clusters based around a central open space/ courtyard and should be arranged to provide overlooking/ passive surveillance of the adjoining open space areas.
- Provide c. 700-750 new residential units.
- Provide residential accommodation at a net density of 95-105 units per hectare, with an appropriate mix of houses and apartments to meet the needs of future residents of the area and to diversify Swords' existing housing stock.
- The overall unit-type mix for residential development in the Masterplan lands will broadly be within the following parameters, in line with the unit-mix standards set out in the Design Standards for New Apartment Guidelines, 2018 and the Development Plan:
 - 15-20% 1 bedroom units
 - 50-60% 2 bedroom units
 - 10-15% 3 bedroom units
 - 5-15% 4 bedroom units
- Densities will only be permitted at the higher end of the range where it can be shown that the proposed development contributes substantially toward the achievement of the principles and objectives set out in this Masterplan and will result in a high quality living environment.

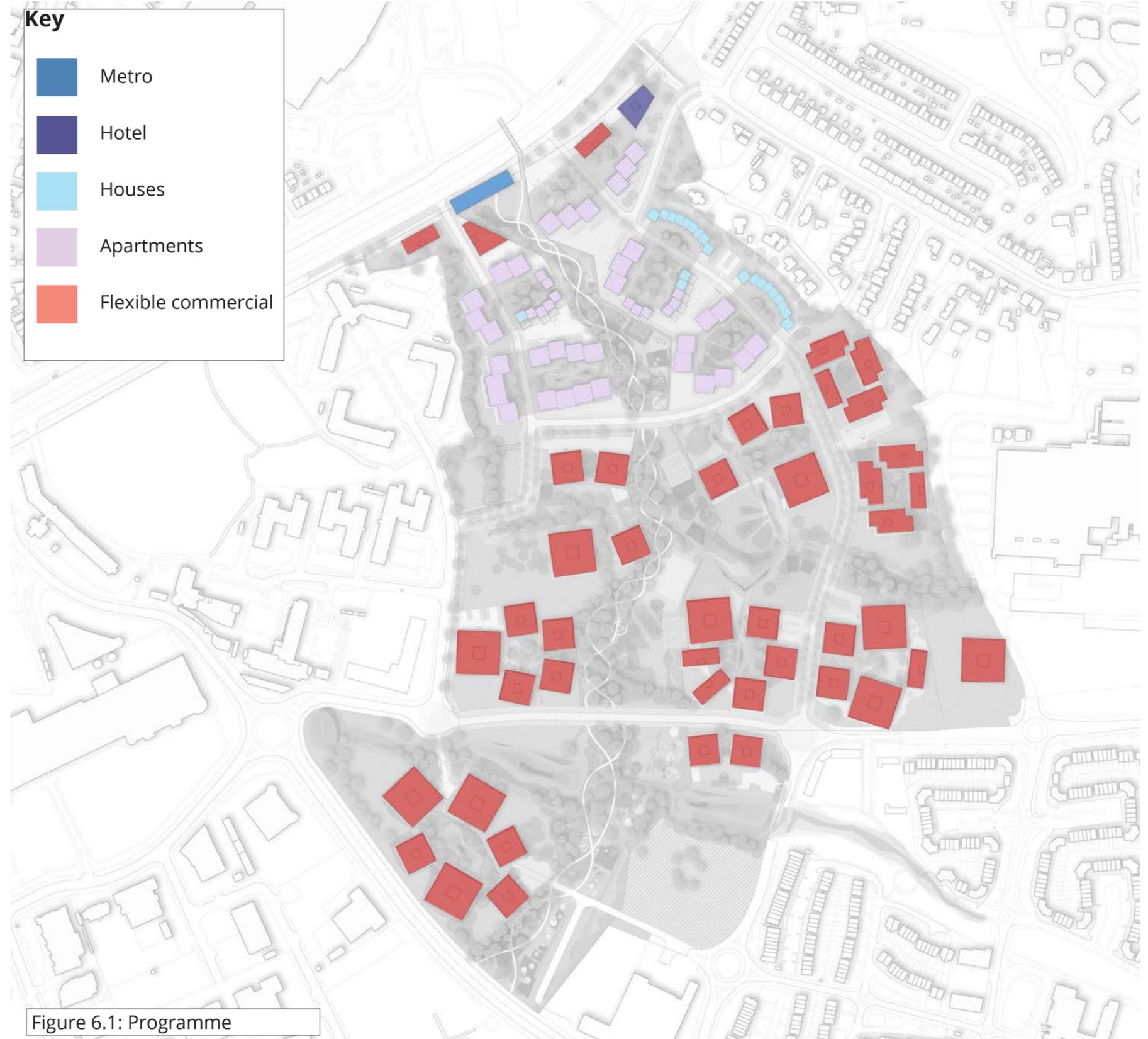


Figure 6.1: Programme

6 Built Form

- Build to rent units shall be monitored and assessed to ensure that they form an appropriate proportion of the overall development of residential units within the masterplan area.
- Provide a hotel with conference facilities to the north of the Masterplan lands to facilitate visitors to the area as well as business events.
- In order to protect existing residential amenities, proposed development immediately adjoining residential development shall not exceed 3 storeys in height.
- Support the provision of community facilities including a swimming pool.
- Provide for local services at a scale appropriate to serve the Masterplan lands.

Urban Design Key Objectives

The following are the Key Urban Design Objectives for the Barrysparks & Crowscastle Masterplan lands:

- Reinforce a sense of place at this strategic location along the main 'Gateway' to Swords, by providing high-quality public spaces and strong urban elevations along key road frontages.
- Reduce the visual impact of new development on adjacent residential properties through the use of appropriate heights and scaling, building typologies, and building orientation to ensure passive surveillance.
- Ensure the proposed 'Swords Central' Metro station and associated open space facilitates active travel and connections to the wider Swords area.

Height Key Objectives

The following are the Key Height Objectives for the Barrysparks & Crowscastle Masterplan lands:

- Provide a variety of heights throughout the Masterplan lands to create visual interest and to facilitate access to



Figure 6.2: Height Objectives

6 Built Form

light, generally in accordance with Figure 6.2.

- Provide lower heights adjoining existing residential areas in the form of 2 to 3 storey development adjacent to the residential dwellings accessed off the Drynam Road.
- Provide a strong urban edge to the R132 to the north of the site, where taller development will be supported in proximity to MetroLink.
- Provide a strong urban edge to the R125 to the south-west of the site, with a mixture of heights that address the road and provide overlooking and passive surveillance.

Relationship to MetroLink

The proposed alignment and design of MetroLink must provide an appropriate and satisfactory relationship to future planned development on key development areas adjoining MetroLink, including the Barrysparks & Crowscastle MP lands.

Future development proposals immediately adjoining any approved Metro link scheme within the Barrysparks & Crowscastle MP lands [and adjoining lands] shall ensure that the following requirements are met:

- Providing for full integration with MetroLink;
- Promoting strong and attractive urban elevations along the R132 at these locations;
- Ensuring good vehicular connectivity to the MP lands;
- Ensuring good and convenient permeability for pedestrians and cyclists from the Masterplan and adjacent lands across the R132 and Metro line.

Further to the above and with particular reference to the Swords Central Station the following requirements should be adhered to:

- Encourage and facilitate a MetroLink station that enables full permeability in order to realise the full development potential of the Masterplan lands and ensure a positive visual contribution which contributes to the objective to

provide a strong urban edge to the R132.

- Create a high quality public realm which fully integrates the MetroLink development, providing access to the Masterplan lands with a strong link to the Pavilions and Main Street. These high quality links should provide a safe, attractive and easily accessible link from the Masterplan lands to the Pavilions centre side.

- Provision of appropriate pedestrian and cycle crossings at ground level across the R132 as part of (a) the upgrade of the Malahide Road roundabout to a signalised junction and (b) as part of a future shared access between the Masterplan lands and the Pavilions Centre.



7 Commercial Typologies

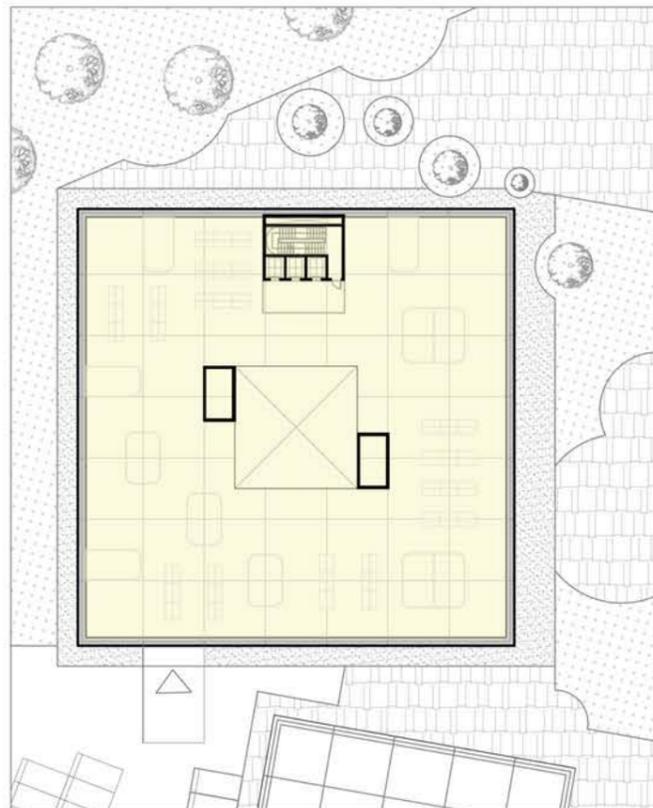
Design Approach

It is envisaged that commercial uses in the Masterplan will be primarily concentrated in the Crowscastle 'High Technology' zoning area. The layout should comprise of clusters of commercial buildings. While the proposed layouts are intended to be flexible in order to meet the needs of the end user, clusters should generally be based around an internal courtyard with amenity space for workers and visitors to enjoy.



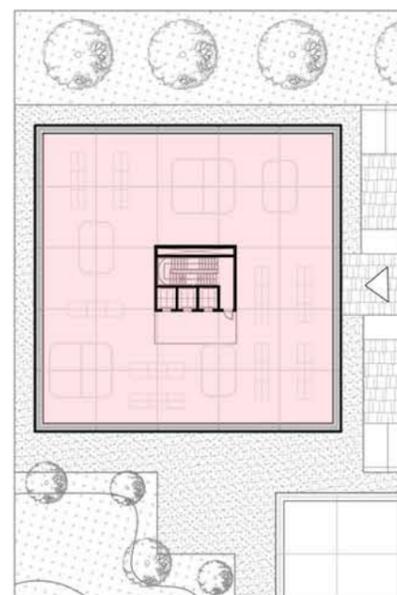
Commercial/ Office Typologies

While a range of commercial typologies may be utilised in the Masterplan area as the needs of businesses evolve, the nature and scale of typologies envisaged are generally designed around three typologies and should be combined in clusters to create interesting environments. Permanent car parking shall be provided either underground or undercroft and shall not be provided at surface level for any of the typologies, with the exception of disabled parking.



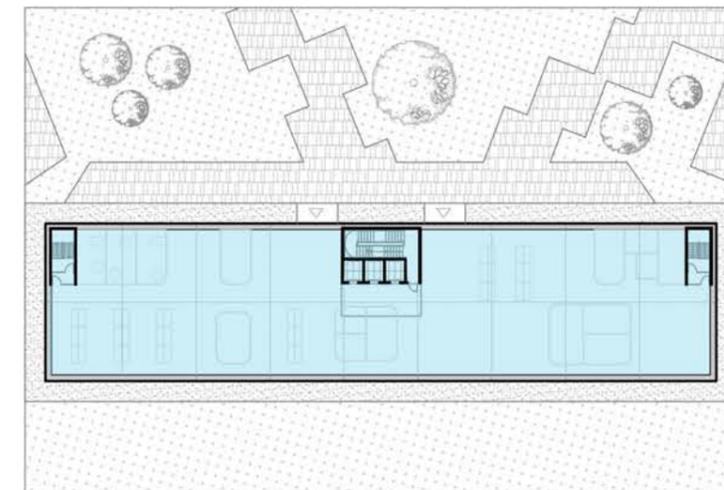
Type 1

- C. 1,750 sqm, two cores, deep workspace (11-19m) from core to perimeter
- High efficiency of usable area, high flexibility of space



Type 2

- C. 900 sqm, one core, medium depth workspace (6-11m) from core to perimeter
- High efficiency of usable area, high flexibility of space



Type 3

- C. 540 sqm, two/three cores, shallow depth workspace (4-6m) from core to perimeter
- Optimal daylight intake

8 Residential Typologies



Figure 8.1: Residential Typologies

Residential Typologies

While it is not the intent of the Masterplans to be overly prescriptive or to inhibit innovation, it is envisaged that the Masterplan lands will consist of a range of recommended residential typologies which have been selected to achieve an appropriate mix, given the proximity of the Masterplans to future high frequency transport infrastructure. The recommended typologies range from townhouses to duplex over duplex, to high density apartment style blocks. The individual Masterplan documents set out appropriate locations within each area for the proposed typologies. Private open space associated with future residential development shall be provided in accordance with Development Plan standards.



Typology 1: Three-Storey Townhouse

Three-bed townhouse with two stacked parking spaces in undercroft location. Private open space in the form of private rear garden.



Typology 3: Duplex over Duplex

Two-bed duplex apartment over a 1-bed duplex. Four storey blocks with one undercroft parking spaces and one on-street parking. Private open space in the form of rear garden or private balcony.



Typology 4: Apartment Type 1

Mix of bedroom sizes, with two to three units per block floor. Block heights range from three to six/nine storeys, with each apartment having a private balcony. Resident parking is provided underground, with ground level visitor parking.



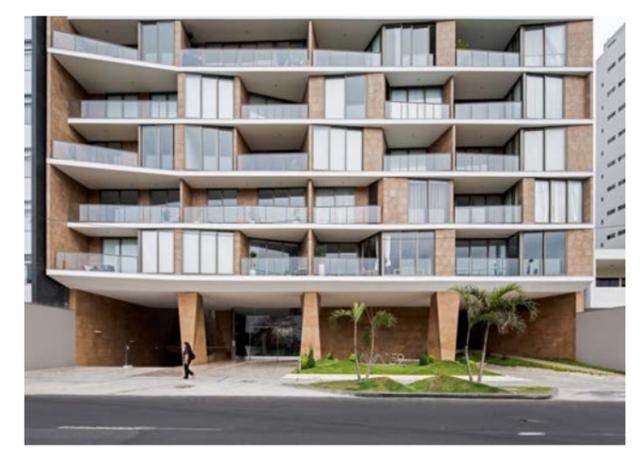
Typology 4: Apartment Type 2a/2b

Mix of bedroom sizes, with two to three units per block floor. Block heights range from three to six/nine storeys, with each apartment having a private balcony. Resident parking is provided underground, with ground level visitor parking.



Typology 4: Apartment Type 3

Typically a mix of 2-4 bedroom units (combination of singles and doubles) and 2 no. units per floor. Underground resident and ground floor level visitor parking. Private balconies.



Typology 4: Apartment Type 4

Mix of bedroom sizes with five or six units per floor. Block heights range from three to six/nine floors, with private open space in the form of balconies. Resident parking is provided underground, with ground level parking for visitors.

9 Phasing and Implementation

Development within the Masterplan area shall be phased in order to manage the impact of development on the surrounding area and in particular on existing transport infrastructure throughout Swords. The phasing schedule also seeks to provide community infrastructure, such as schools and open space, in the earlier phases of development in order to create a high quality living and working environment.

Table 9.1 sets out the infrastructure required to both create a high quality living/ working environment and to manage development on the surrounding area. The table is broken down into both essential and non-essential infrastructure. Essential infrastructure must occur within the phase of development where it is listed before subsequent phases can be constructed and occupied. Non-essential infrastructure lists infrastructure that is anticipated to occur in Swords in the same timeframes, but will not hold back future phases of development of the Masterplan should it fail to materialise.

Key Objectives

The following are the Key Phasing and Implementation Objectives for the Barrysparks & Crowscastle Masterplan area:

- Development within the Masterplan area shall be phased in order to manage the impact of the development envisaged on the surrounding area.
- No more than 25% of the overall quantum of development envisaged shall be constructed and occupied prior to the operation of Metrolink.
- Development within the Masterplan area shall be phased in accordance with Table 9.1 and Figure 9.1 contained herein.
- Undertake a 2 yearly progress review of the phasing proposals contained in this Masterplan to ensure that land activation is occurring in a timely manner.
- Ensure that residential development does not take place until such time as the developer has undertaken an Educational Needs Assessment which demonstrates to the

satisfaction of the Planning Authority that there is adequate school provision for the needs generated by the proposed development.

The Planning Authority may exercise discretion in respect of permitting future development within Phase 2 and 3, in order to allow appropriate development to proceed subject to a detailed Traffic Impact Assessment.

MSD and Ryanair are key and significant economic drivers in Swords and the importance of these facilities is recognised. Accordingly it is appropriate to facilitate the expansion of existing and adjoining enterprises. Two 'Key Opportunity Sites', will be identified on Figure 9.1 to facilitate the expansion of the existing facilities at these locations subject to a detailed and acceptable Traffic Impact Assessments. The Key Opportunity Sites will be located east of Lakeshore Drive and in the eastern section of the Masterplan lands.

An innovative approach to managing travel to and from employment uses can reduce impacts on the traffic network. This is achieved through the implementation of sustainable travel initiatives which encourage staff to travel by alternative modes to single occupancy car use. Through the planning process all developers/businesses will be required to develop a Mobility Management Plan, as part of a detailed Transport Assessment. Fingal County Council will actively engage with developers to identify appropriate measures which might include bespoke shuttle services, flexible working arrangements, parking management strategies, or the staggering of working hours etc, with the central aim of reducing vehicle trips on the network at peak periods.



Table 9.1: Phasing Schedule

Phase 1 (Pre-Metrolink)

Strategic Infrastructure

Development to be undertaken during Phase 1 (essential infrastructure):

- BusConnects service or similar enhanced bus service (required before commencement of Phase 2)
- Pedestrian access to designated BusConnects (or similar) stops
- Upgrade to Pinnock Hill roundabout (signalisation or similar)
- Swords Central Metrolink Station (required before commencement of Phase 2)
- SuDS measures and associated amenity area to the south of the Airside-Feltrim Link Road.
- Green link to eastern Masterplan boundary.
- Lakeshore Drive - R132 link including full signalisation of the access junction.
- North-south green corridor (50% width).
- Eastern north-south link road (portion as illustrated in Figure 9.1)
- Airside-Feltrim Link Road, including upgrading of existing roundabouts as follows: the existing R125-Airside roundabout to be upgraded to signalised junction to accommodate existing/future traffic and pedestrian/cyclist facilities; other existing roundabouts along the Airside-Feltrim Link Road to be upgraded to pedestrian/cyclist friendly roundabouts as per the National Cycle Manual.

Development anticipated in the broader Swords area during Phase1 (non-essential development):

- Western Distributor Link Road - Oldtown section
- Inner Ward River Crossing (Church Road)
- Town Centre Traffic Management (bus priority on main street and segregated cycle lanes)
- Upgrade to the R132 in the form of footpaths, segregated cycle paths
- Green infrastructure link to connect the high amenity area of the Broadmeadow River with the Ward Valley River Park
- Green infrastructure link to the south-west of the Pavilions Shopping centre to provide connectivity to the Main Street
- Fosterstown Link Road (New access road from the Forest Road to connect with the Pinnock Hill Roundabout)
- Upgrades to the Dublin Road (R836) including pedestrian/ cyclist/ green infrastructure amenities

Masterplan Development

Phase 1A

- 30,000 - 35,000 sq.m commercial floorspace

Phase 1B

- 350-375 residential units

9 Phasing and Implementation

Phase 2

Strategic Infrastructure

Development to be undertaken during Phase 2 (essential infrastructure):

- R132 upgrade - replace existing roundabouts with signalised junctions (or similar)
- R132 upgrade - segregated cycle lanes
- Malahide Roundabout upgrade (signalisation or similar)
- Barrysparks Link Road roundabouts to be upgraded to be cycle friendly

Development anticipated in the broader Swords area during Phase2 (non-essential development):

- Western Distributor Link Road - Mooretown section
- Forest Road Bus and cycle scheme
- Rathbeale Road bus and cycle scheme
- Cycle lanes on Brackenstown Road
- Western Distributor Link Road extension to metrolink P&R
- Western Distributor Link Road to Brackenstown Road
- Riparian connection along the Broadmeadow River to connect the proposed regional park to the north-west of Swords to the Broadmeadow Estuary
- Upgraded green infrastructure link through the Estuary Central Masterplan area

Masterplan Development

Phase 2A

- 30,000 - 35,000 sq.m commercial floorspace
- 5,500 - 6,500 sq.m hotel

Phase 2B

- 65,000 - 70,000 sq.m commercial floorspace

Phase 3

Strategic Infrastructure

Development to be undertaken during Phase 3 (essential infrastructure):

- Green infrastructure connections to the south from Barrysparks & Crowscastle Masterplan area
- Completion of Eastern Link Road (north-south connecting prior phases of development)

Development anticipated in the broader Swords area during Phase2 (non-essential development):

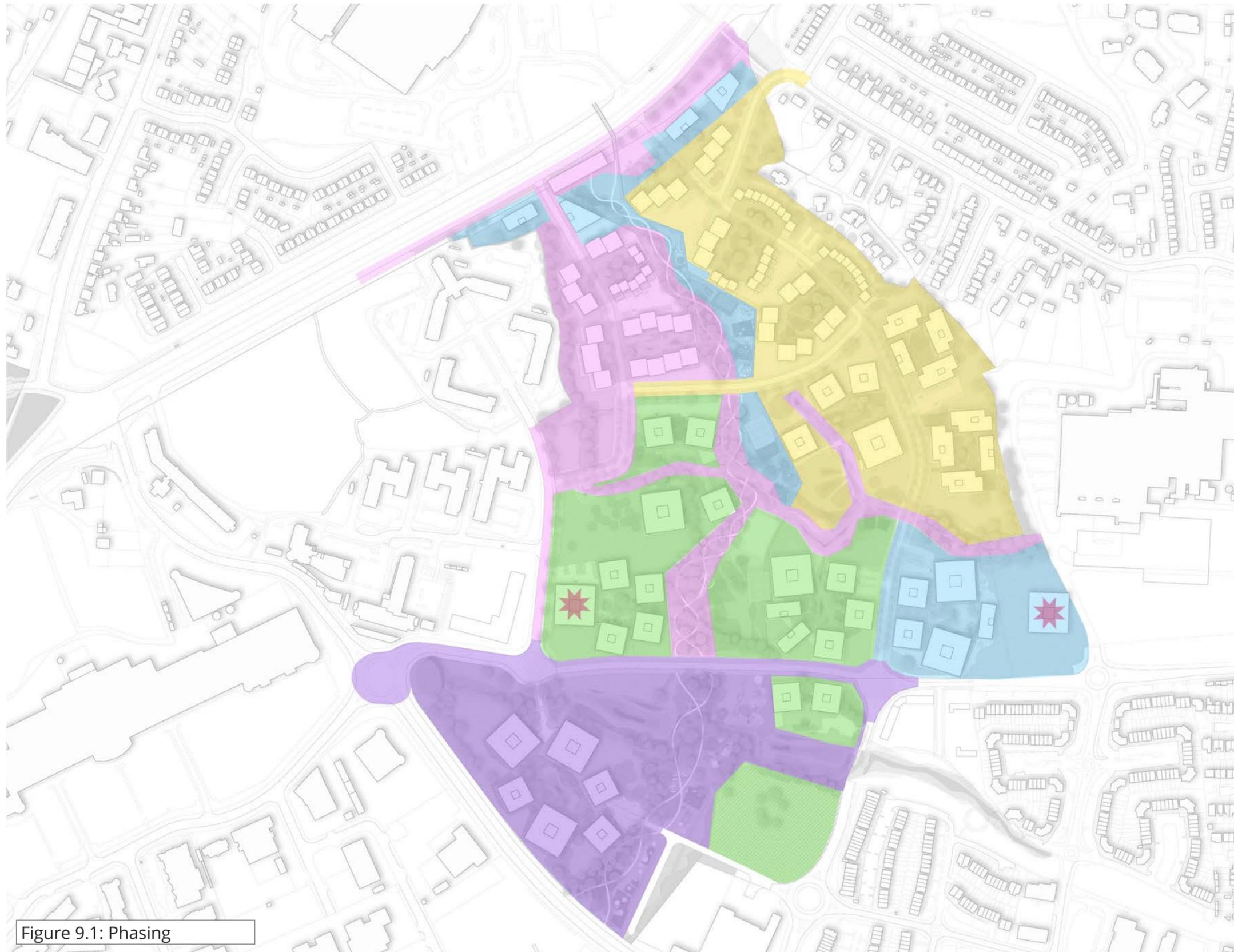
- Upgrade to Balheary Road including improvement of cycle lanes

Masterplan Development

- 35,000 - 40,000 sq.m commercial floorspace
- 350-375 residential units



9 Phasing and Implementation



DEVELOPMENT PRE-METRO

Phase 1A - 11.7%

Phase 1B - 15.2%

DEVELOPMENT POST-METRO

Phase 2A - 13.3%

Phase 2B - 25%

Phase 3 - 34.8%

Key Opportunity Site

Figure 9.1: Phasing