

# BARRYS PARKS

## Local Area Plan

### July 2011







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**JULY 2011**

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## EXECUTIVE SUMMARY

Barrysparks Local Area Plan (LAP) lands are located contiguous to Swords town centre, east of the R132, and adjoining the planned Metro rail line/'Swords Town Centre' Stop. The development of Barrysparks LAP (approx 10 ha in area) will facilitate Swords' consolidation and growth as a vibrant multi-functional town centre, with a thriving economy, along a sustainable high quality transport route. This LAP will promote town centre development comprising a mix and density of uses and services, appropriate to its strategic location within Swords and the county at large. The lands enjoy a highly accessible location and will be developed in a sustainable manner to maximise opportunities afforded by proximity to the Metro North rail line and planned public transport interchange.

### Key Guiding Principles

- **Expansion and Consolidation of Swords Town Centre**

The Barrysparks LAP lands are strategically located on the southeastern edge of Swords and are zoned 'Major Town Centre', the objective of which is 'to protect, provide for and/or improve major town centre facilities'. The development of the Barrysparks LAP area will support the consolidation and sequential expansion of Swords over time, providing for a high density and high quality range of uses and activities that complements the function of the town centre, whilst supporting and enhancing the social and economic base. Proposed land uses include comparison retail offer, limited convenience retail, office development, residential units, and community and amenity uses. The LAP aims to support the continued growth of Swords and develop a sense of community within this new urban quarter, supporting a high quality of life for shoppers, employees, residents and visitors alike.

- **Connectivity to Swords Town Centre, Metro North and Strategic Transportation Network**

For the Barrysparks LAP to be successful, the lands must maximise upon their location adjoining the existing town centre, with a high level of connectivity east-west over the R132 to Swords Main Street/Pavilions development area, ie the existing town centre. The Barrysparks lands suitability for high density sustainable development are emphasised by their location not only adjoining the town centre, but adjoining the high quality planned Metro North rail line.

All modes of transport will be accommodated, with particular emphasis from the outset on integration of development with Metro North, bus network improvements, and cyclist/pedestrian movement. The urban structure, street layout, and connectivity proposed in this LAP, is informed by the need to integrate Barrysparks with the existing urban core and proposed Metro North/public transport interchange at Swords 'Metro Plaza'.

The following key infrastructural elements will be developed as part of the LAP:

- ♦ Integration of land uses with adjoining Metro North.
- ♦ Internal hierarchical street network.
- ♦ 'The Rise' public transport route and Metro Plaza public transport interchange.
- ♦ Strategic improvement to the external road network, including Airside-Feltrim Link Road and connection to Airside-Drinan Link Road; Seatown Business Park to Malahide Link Road; upgrade of Pinnockhill and Malahide Road roundabouts to signal controlled roundabouts.
- ♦ Pedestrian/cyclist movement and connectivity with the wider Swords green network.



- ♦ Mobility Management/Smarter Travel.

- **High Quality Urban Quarter**

The quality of the public realm and architectural design of buildings will be important in the determination of this urban area as a high-quality, high-density, mixed-use location/destination.

The urban structure of the LAP provides for a legible street hierarchy, appropriate block sizes, scale and massing. 2 urban squares will be developed within a network of well connected routes and a high quality landscape. Streets will be designed with regard to passive security through an appropriate combination of uses and creation of areas of attraction/differing functions, particularly about the public squares, for day and evening activity. Uses proposed will also be designed to protect amenity of existing residential properties and businesses. The urban squares will be linked to each other, to the proposed small Urban Park and to public space within the Pavilions and on Swords Main Street.

- **Green Infrastructure**

The Barrysparks LAP addresses the various areas associated with green infrastructure development, namely biodiversity, parks, open space and recreation, sustainable water management, archaeological heritage, and landscape.

The landscape strategy for the lands aims to:

- ♦ Protect and enhance existing environmental features, in particular trees and hedgerows along the eastern boundary; existing woodland/marsh area southeast of the plan lands; and Gaybrook Stream, also to the southeast.

- ♦ Develop a network of urban spaces and public parks.
- ♦ Develop a series of green routes for pedestrian/cyclist priority, connected internally and to the surrounding area.
- ♦ Develop landscaping (hard and soft) for all streets within the development, particularly tree lined boulevards of Western and Eastern Avenue.

- **Phasing**

A phasing programme is set out as part of this LAP, which indicates the number of phases proposed, the amount of development in each phase, and the associated physical infrastructure (such as roads, water services infrastructure) and the appropriate social facilities (such as childcare, community and recreational facilities) required. It is important that key infrastructural projects, in particular Metro North and upgrade of Swords Waste Water Treatment Plant, are undertaken in a phased manner to support Swords long term growth into the Barrysparks area.

An Urban Design Masterplan in conjunction with a Landscape Masterplan for each phase of development will be required prior to/ in support of planning applications for that phase. These plans shall be submitted for the agreement of the Planning Authority.

This LAP shall remain in force for a period of 6 years from the date of adoption<sup>1</sup>, provided the objectives of the local area plan remain consistent with the development plan in force.

- **SEA and Habitats Directive**

An Environmental Report, in accordance with the requirements of the Strategic Environmental Assessment (SEA) process, is published as a separate document, accompanying this LAP.

In accordance with Article 6.3 of the Habitats Directive and Planning and Development Act 2000-2010, the LAP was screened and it was determined by the planning authority that an Appropriate Assessment was not required. The screening for appropriate assessment is published in conjunction with this plan.

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<sup>1</sup> Unless otherwise extended, as provided for under Section 12 of the Planning and Development (Amendment) Act 2010

# Barrysparks LAP

## Legend

- LAP Boundary
- Pavilions (including proposed Phase 3 expansion)
- Retail
- Offices
- Offices above Retail
- Residential
- Residential above Retail
- Public Square and Pedestrian / Cycle Route
- Urban Park and Open Green Spaces
- Existing Marsh and Woodland

- ① A community / leisure facility shall be accommodated within this area
- ② Protect existing residential amenity
- ③ A crèche shall be accommodated in this area
- ④ Cafes/Restaurants
- Ⓑ SUDS Detention Basin
- Ⓟ SUDS Retention Pond
- ↔ Public Transport link - 'The Rise'
- ⋯ 'Metro Box' underpass

**Director of Services:** Gilbert Power

**Senior Planner:** Rachel Kenny

**Executive Planner:** Una O'Neill

Prepared by: Una O'Neill | Drawn By: BGA

**Adopted July 2011** | Scale: 1:2000







## Section 1.0 Introduction

Barrysparks LAP comprises 10 ha of greenfield lands strategically located southeast of Swords town centre, east of the R132, adjacent to the planned Metro North rail line.

The development of Barrysparks will be important in supporting Swords status as a Metropolitan Consolidation Town, as set out in the Regional Planning Guidelines for the Greater Dublin Area, and its position as a level 2 major town centre in the Retail Planning Strategy for the Greater Dublin Area.

This LAP has been prepared in the context of the Fingal Development Plan 2011-2017, in compliance with zoning objective MC 'protect, provide for and/or improve major town centre facilities' (see figure 1). Development of the LAP lands will result in the sequential expansion of the existing town centre area and its function, with provision for a range of mixed uses and services including retail, office, residential, and community facilities. This high density well-designed urban environment will be supported by the planned Metro North rail corridor through Swords.

Significant population growth alongside economic and retail activity is envisaged for Swords, with additional growth anticipated with the arrival of Metro North. The following key issues have been examined as part of the development strategy for Barrysparks and will further the objectives/vision for Swords and the town centre area, as supported by Fingal Development Plan 2011-2017, Your Swords An Emerging City Strategic Vision 2035, and Swords Masterplan:

- Expansion and consolidation of Swords town centre through development of a sustainable high density mixed use urban quarter at

Barrysparks to support existing and proposed population, build upon the economy, and strengthen the retail core.

- Accessibility and connectivity of the Barrysparks area to the wider town through integration of appropriate high density uses with Metro North, improved local and regional bus network, and proposed Metro Plaza and Metro Box<sup>2</sup> infrastructural projects; and provision of a legible hierarchical street network with new attractive and safe pedestrian/cyclist routes. These networks will link the LAP lands to Swords town centre and the wider area.
- Legible and attractive urban quarter to be created through detailed design of the public realm, high quality architecture, and creation of a sense of place and community, with an overall focus on achieving a high quality of life for business community, residents, employees, and visitors.
- Support for a green infrastructure strategy, incorporating elements of the existing environment and enhancement of biodiversity, building upon existing landscape features, development of new landscapes/open space areas.
- Promotion of sustainable building design.

<sup>2</sup> Metro Plaza will accommodate +1 level pedestrian/vehicular connection over the R132 to existing Town Centre and Pavilions developments. Metro Box is an underground vehicular network providing for east-west connections beneath the R132, including access ramps.



- Ensure the coordinated development of the area having regard to the efficient and timely delivery of key infrastructure to support the physical, economic and social development of Barrysparks and the wider Swords town centre.

### 1.1 Statutory Requirements

The LAP is consistent with the objectives of the Fingal Development Plan 2011-2017 (see section 2.2.1). The LAP has been prepared in accordance with sections 18, 19 and 20 of the Planning and Development Act 2000-2010, which set out the provisions for the preparation of Local Area Plans.

This LAP shall be valid for a period no greater than 6 years from the date of adoption<sup>3</sup>, provided the objectives of the local area plan are consistent with the objectives and core strategy of the development plan in force.

### 1.1.2 Strategic Environmental Assessment

A Strategic Environmental Assessment (SEA) has been carried out in compliance with the requirements of Directive 2001/42/EC of the European Parliament, the objective of which 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'. A Scoping Report was prepared and circulated to the relevant environmental authorities. This Scoping Report informed the level and detail of the information contained in the Environmental Report which in turn has informed the content of this LAP. The Environmental Report is published as a separate document accompanying this LAP.

### 1.1.3. Habitats Directive Assessment

The requirement for Impact Assessment of plans or projects originates from Article 6(3) and (4) of European Union (EU) Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora, commonly known as the 'Habitats Directive'. The purpose of an appropriate assessment of local authority plans is to ensure the protection of the integrity of European 'Natura 2000' sites is included as an integral part of the planning process at a local level.

A screening for appropriate assessment has been undertaken in accordance with Article 6.3 of the Habitats Directive, and Planning and Development Act 2000-2010, and is attached as Appendix 1 to this LAP. Following on from the screening report, the planning authority has determined that an appropriate assessment is not required, as the LAP will not individually or in combination with other plans or projects have a significant effect on a European site.

### 1.2 Sustainability Framework

The built environment both affects and is affected by the natural environment, using water, energy, land and materials, providing goods and services, and generating wastes and emissions. High density urban development has the potential to offer economies of scale, and can achieve environmental, social and economic sustainability with good planning and design, and lower consumption of resources. Mix of land uses, promotion of higher densities, integration of land use and transportation, in addition to the formulation of

policies on the use of natural resources and the preservation of cultural heritage reinforces sustainable development.

This LAP has been prepared in the context of a Sustainability Framework which has been developed to ensure that concepts of sustainable development underpin all elements of the Plan. It addresses economic, social and environmental sustainability for development in the LAP area:

- Climate Change – Ensure developments mitigate and are adapted to climate change impacts.
- Transport – Promote a transport strategy which minimises trip generation and promotes cycling, walking, public transport and other sustainable modes of transport.
- Resources – Conserve natural resources and promote the sustainable use of water, energy, materials and waste, both in construction and operation.
- Natural Environment – Preserve and enhance the ecological value of the lands.
- Placemaking – Develop a sense of place through incorporation of natural environmental features, layout, high quality urban design and good architecture.
- Business – Promote sustainable economic development.
- Community – Promote sustainable communities, which are self sustaining and vibrant, and ensure development integrates with surrounding communities.
- Buildings – Ensure that buildings in their design, construction and operation contribute to the sustainability of the overall development.

<sup>3</sup> Unless otherwise extended, as provided for under Section 12 of the Planning and Development (Amendment) Act 2010



This approach has informed the LAP.

### 1.3 Layout of the Plan

The Local Area Plan is set out in 9 sections:

Section 1 establishes the legal framework and purpose of the plan.

Section 2 establishes the statutory planning context from national down to local level and identifies other relevant plans which address development issues and potential in Swords.

Section 3 sets out the key characteristics of the existing environment, existing land uses and services network, including physical and social infrastructure.

Section 4 establishes the vision for the LAP following on from an analysis of sections 2 and 3. This section establishes a development strategy for the LAP lands, which seeks to expand upon and consolidate the town centre core to support existing and future population; provide for a mix of uses and services integrated with a high quality public transport system; support the arrival of Metro through integration of land use and transportation proposals; build upon the economy from a local and international base; strengthen the retail core; develop a sense of community and support a high quality of life for residents, employees, and visitors alike.

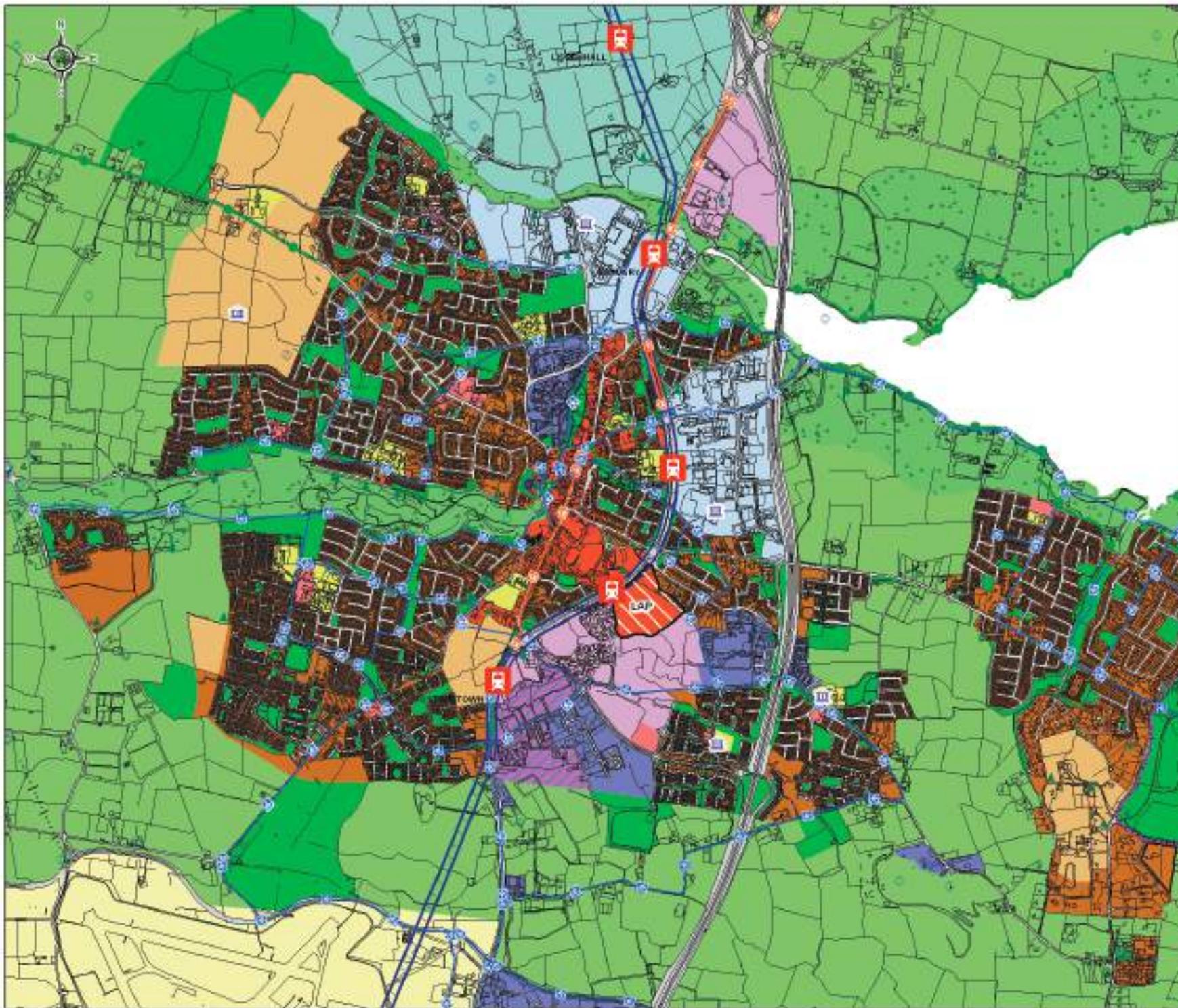
Section 5 examines in detail the transportation network improvements, necessary to support the development of the Barrysparks lands.

Section 6 provides a urban design framework within which the LAP lands will be developed to ensure the creation of an attractive and sustainable town centre core under the headings of urban form, scale and massing, street network, public realm, and sustainable design.

Section 7 addresses issues surrounding green infrastructure, open space development, and biodiversity and landscape.

Section 8 establishes the water infrastructure needs of this newly developing area.

Section 9 looks in detail at how the development strategy and infrastructural requirements of the area will be delivered and implemented.



**Fingal Development Plan  
2011-2017**

**Local Area Plan  
Barrysparks, Swords**

**Context Map**

**Legend**

-  Local Area Plan Boundary = 10 Ha
-  Metro Line
-  Protect, provide for and/or improve major towncentre facilities.

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

Director of Services:	Gilbert Power
Senior Planner:	Rachel Kenny
Drawn by: c.c	Prepared By: U. O'Hall
HTS	Date: April 2011



## Section 2.0 Planning Context

The Barrysparks LAP is prepared in the context of national, regional and local planning policy and in accordance with the provisions of Fingal Development Plan 2011-2017.

### 2.1 National and Regional Context

Some of the key policy documents include the following:

#### 2.1.1 National Spatial Strategy 2002-2020

The National Spatial Strategy (NSS) sets out a vision for the balanced regional development of the country, with a particular focus on sustainable social, economic and physical development. The NSS seeks to establish a framework for appropriate development at the regional level, making provision for strategically located urban centres, particularly “Gateways”, with the critical mass required to drive wider regional development. Local level planning frameworks are required to reflect the objective of building sustainable communities at locations consistent with the NSS.

#### 2.1.2 Regional Planning Guidelines for the Greater Dublin Area 2010-2022

The Regional Planning Guidelines (RPGs) for the Greater Dublin Area (GDA) 2010-2022 provide a strategic planning framework for the GDA within the context of the Planning and Development Act 2000-2010 and the National Spatial Strategy 2002-2020.

The RPG’s distinguish between the Metropolitan and Hinterland areas. The strategy for the Metropolitan area in general is to follow a development path which will:

- (a) Consolidate development within the region
- (b) Increase overall densities and population within the region, in conjunction with

- (c) An enhanced public transport system and links to high quality public transport networks
- (d) Allow future expansion of the existing built footprint only in tandem with planned, committed development of high quality heavy or light rail based public transport projects and in tandem with a phased plan for delivery of other services.

Swords is identified as a ‘Metropolitan Consolidation Town’ within the Metropolitan Area. The guidelines allow for long term growth in a planned and phased manner, with a potential population of 100,000.

The Planning and Development (Amendment) Act 2010 requires all County Development Plans to set out a Core Strategy indicating how the County’s housing units and population allocation is consistent with the Regional Planning Guidelines. All LAPs shall be consistent with the Core Strategy, which is outlined in the respective County Development Plans.

#### 2.1.3 Retail Strategy for the Greater Dublin Area 2008-2016

The Retail Strategy for the GDA confirms Swords position as a Level 2 (major town centre) within the retail hierarchy for the region. It is an objective of the strategy:

“To continue the improvement of Swords in line with its position in the hierarchy, through incorporating a variety of uses including civic, entertainment, office and residential uses, as well as a high quality range of convenience and comparison retail facilities, served by and supporting the provision of high quality public transport including new rail based public transport (Metro North).”



The retail strategy identifies in Fingal, a projection of gross lettable floorspace need of up to 58,115 sqm for convenience floor area and 105,774sqm (low projection) or 144,238 sqm (high projection) of comparison floor space for the period up to 2016. This includes 20% headroom to allow for the delivery of planned floor area after 2016.

#### 2.1.4 Transport 21 and the National Development Plan

Announced in November 2005, Transport 21 sets out a 10 year transport investment programme to 2015 covering both Exchequer and Public Private Partnership (PPP) capital investments in national roads and public transport. Metro North linking St. Stephens Green, the Airport and Swords, is included in the programme.

#### 2.1.5 Platform for Change - Strategy 2000-2016

This Strategy, prepared by the Dublin Transportation Office (DTO) outlines an integrated land use and transportation strategy for the Greater Dublin Area and includes the Metro North project. The Strategy is currently being reviewed by the National Transport Authority for the period 2010 to 2030.

#### 2.1.6 Smarter Travel, A Sustainable Transport Future, A New Transport Policy for Ireland 2009-2020

'SmarterTravel, A Sustainable Transport Future', is the transport policy for Ireland for the period 2009-2020. The document recognises the vital importance of continued investment in transport to ensure an efficient economy and continued social development. The five key goals are (i) to reduce overall travel demand; (ii) to maximize the efficiency of the transport network; (iii) to reduce reliance on fossil fuels; (iv) to

reduce transport emissions; and (v) to improve accessibility to transport and improve our quality of life.



#### 2.1.7 National Cycle Policy Framework 2009-2020

This document aims to deliver a new culture of cycling in Ireland by 2020, with 10% of all trips to work being made by bicycle within the next twelve years.

#### 2.1.8 National Guidelines

The LAP has taken account of best practice guidance available. In particular, the following guidelines have been taken into account:

- Assessment of the Effects of Certain Plans and Programmes on the Environment – Guidelines for Planning Authorities, 2004
- Retail Planning – Guidelines for Planning Authorities, 2005
- Sustainable Urban Housing: Design Standards

for New Apartments – Guidelines for Planning Authorities, 2007

- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, and accompanying document Urban Design Manual – A Best Practice Guide, 2009
- The Planning System and Flood Risk Management, Guidelines for Planning Authorities (November 2009)
- The Provision of Schools and the Planning System – Code of Practice, 2008
- Childcare Facilities – Guidelines for Planning Authorities, 2001

## 2.2 Local Context

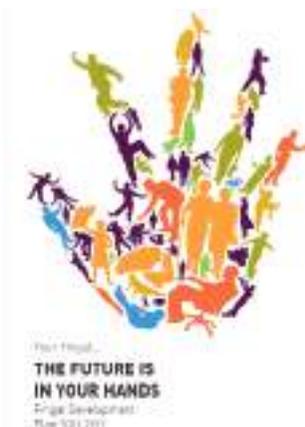
The LAP has been prepared in the context of the Fingal Development Plan 2011-2017. Some of the key policies and objectives from the Development Plan are highlighted hereunder.

### 2.2.1 Fingal Development Plan 2011-2017

The Development Plan contains a Core Strategy, which sets out how the Settlement Strategy, the Housing Strategy and the Retail Strategy objectives within the Development Plan are consistent, in as far as practicable, with the development objectives of the National Spatial Strategy 2002-2020 (NSS) and the Regional Planning Guidelines. The LAP is consistent with the Core Strategy as set out within the Development Plan.

The LAP lands are zoned MC, where the objective is "Protect, provide for and/or improve major town centre facilities".

The Development Plan map of Swords comprises 4



specific local objectives related to the LAP lands (see figure 2):

- 322 Prepare a Local Area Plan accommodating high-density high-quality mixed-use development, which ensures connectivity between Major Town Centre lands east and west of the R132 and facilitates a multi-modal interchange at Swords Metro Stop, via Swords Metro Plaza (Metro Plaza comprises a well-designed architectural bridge over the R132, connecting lands east and west of R132 to each other and to Swords Metro North Stop; and a vehicular connection under the R132).
- 323 Require a minimum 10% of the proposed development site area be designated for use as public open space. The Council has the discretion to allow provision of the remaining public open space requirement to be located outside of the development site area, or to accept a financial contribution in lieu, in order to provide or to upgrade small parks, local parks, urban parks, Swords Regional Park and/or

recreational/amenity facilities, subject to the open space or facilities meeting the open space 'accessibility from homes' standards for each public open space type specified in Table OS1.

- 313 Promote the development of a multi-modal transport interchange, providing for strong vehicular and pedestrian links between the historic Town Centre, Pavilions development area and Barrysparks LAP area.
- 335 Develop a detailed road design for Airside-Feltrim Link Road within the corridor and ensure the delivery of this road in tandem with/prior to development of adjoining RS and HT lands.

**Development Strategy**

A long-term development strategy for Swords 'Your Swords An Emerging City Strategic Vision 2035' was published by the Council in 2009 in which the vision is:

'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'.

The Fingal Development Plan 2011-2017 recognises the position of Swords as one of the county's main urban centres and one of the main aims within the Strategic Policy section of the plan is to:

- Promote and facilitate the long-term consolidation and growth of the County town of

Swords in accordance with the Swords Strategic Vision 2035.

Swords is recognised as a key town for population growth and economic and retail activity. Swords town and suburbs has a population of just over 40,000 and the long term vision is for it to grow with the arrival of Metro to a town of 100,000.

The following main aims of the Strategic Policy section relating to Swords are set out hereunder:

- Promote enterprise and employment throughout the County, including the Metro North Economic Corridor and Blanchardstown, and work with the other Dublin Local Authorities to promote the Dublin City Region as an engine of economic recovery and growth for the Region and the country.
- Protect, maintain and enhance the natural and built heritage of the County.
- Seek the development of a high quality public transport system throughout and adjoining the County, including the development of Metro North and Metro West, improvements to the railway infrastructure and the facilitation of QBC's, together with enhanced facilities for walking and cycling and a roads infrastructure geared to the needs of the County.
- Secure the timely provision of the water supply and drainage infrastructure necessary to facilitate the sustainable development of the County.
- Secure the timely provision of other infrastructure essential to the sustainable development of the County, in particular in the areas of waste disposal, energy supply, renewable energy generation and ICT.



- Ensure the timely provision of schools, recreational facilities, roads, waste water treatment facilities and emergency services, commensurate with the number of housing units proposed for construction on lands zoned for residential development.

The Development Strategy is to promote the planned and sustainable development of Swords as follows:

- Consolidate existing and future development within well-defined town boundaries separated from the agricultural hinterland by designated greenbelt areas.
- Provide for a much-expanded employment, retail, commercial, civic and cultural base.
- Develop high quality public transport links to Dublin City, Dublin Airport and the Greater Dublin area, with a particular emphasis on Metro North.
- Target and facilitate the development of high tech and advanced manufacturing and other high intensity employment generating uses and service providing uses, in particular developments which include the provision of a hospital, 3rd/4th level educational facilities and major integrated sports facility.
- Promote the development of high quality living and working environments.
- Develop Swords, in the long term, in accordance with the 'Your Swords An Emerging City Strategic Vision 2035'. This Strategic Vision is contingent on Metro North coming to Swords.

#### **Objective SWORDS 1**

Encourage a range and quality of retail, commercial, civic, cultural, leisure and other services commensurate with the role of Swords Town Centre as a Metropolitan Consolidation Town.

#### **Objective SWORDS 2**

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

#### **Objective SWORDS 3**

Actively promote and support the early development of Metro North linking Swords with Dublin Airport and Dublin City Centre.

#### **Objective SWORDS 4**

Prepare and implement an Integrated Traffic Management Strategy in tandem with the development of a public realm strategy for Swords town centre.

#### **Objective SWORDS 5**

Maintain the operational capacity of Swords Bypass, the R132.

#### **Objective SWORDS 6**

Promote the early development of a town wide bus service within Swords linking residential areas to each other, to Metro stops, to the town centre and to the industrial/ employment areas.

#### **Objective SWORDS 7**

Promote the development of lands within Swords town centre in accordance with the principles and guidance laid down in the Swords Master Plan (January 2009).

#### **Objective SWORDS 8**

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 its role as the core area of the town centre, by promoting the development of active ground floor uses and limiting the expansion of certain non-retail

and inactive street frontages including financial institutions, betting offices, public houses and take aways/fast food outlets.

#### **Objective SWORDS 9**

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

#### **Objective SWORDS 10**

Provide for a comprehensive network of pedestrian and cycle ways, linking housing to commercial areas, to the town centre and to the Metro stops and linking the three water bodies (the Ward River Valley, the Broadmeadow River Valley and the Estuary) to each other subject to Habitat's Directive Screening for Appropriate Assessment and full Appropriate Assessment if required.

#### **Objective SWORDS 11**

Develop a Regional Park (of circa 65 ha) immediately west of Oldtown, and adjoining and ultimately extending into the Broadmeadow River Valley Linear Park, to serve Swords and its hinterland, and to comprise active recreational and passive activities, commensurate with the Council's vision for the emerging city of Swords.

#### **Objective SWORDS 12**

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 13**



Facilitate the development of Swords Western Ring Road (SWRR) linking the R132 (east of M1 and north of Lissenhall interchange) to the N2 via the proposed 'Dublin Airport Box' road network.

**Objective SWORDS 14**

Develop an appropriate entrance to the Ward River Valley from the town of Swords so that access to the amenities of the valley is freely and conveniently available to the people of Swords.

**Objective SWORDS 15**

Promote and enhance the identity of the town centre through the identification of a Civic Quarter (at the junction of Main Street/North Street) and Cultural Quarter (located along Dublin Street, linked into Pavilions Development Area and Ward River Valley Park). These two key activity nodes/focal public spaces will build on the existing character areas within the Town Centre and link existing retail/commercial areas.

With regard to employment, the Development Plan recognises the need to provide for employment opportunities in sustainable locations. The Regional Planning Guidelines 2010-2022 identify Blanchardstown and Swords as Metropolitan Consolidation Towns and they will be the main growth areas within the Metropolitan Area of Fingal.

**Metro North and Road Network Improvements**

Three metro stops are provided for within Swords, at Fosterstown (adjacent to Airside Retail Park), Swords Town Centre (at Pavilions/Barrysparks) and Estuary (at Balheary Park). Local Park and Ride facilities are proposed at Fosterstown (circa 300 spaces).

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 County. Such proposals will also promote use of sustainable modes of transport, while recognizing the ever- present demand for private car use.

Metro North is necessary for the development of Swords in future years and the Council will maximize 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.

**Objective TO 28**

Support and develop the Council's long-term vision contained within the document Your Swords- An Emerging City – Strategic Vision 2035.

**Objective TO 29**

Support the development of a new improved rail based transportation system including a Metro rail link from the City to Lissenhall via the Airport.

With regard to bus corridors, the Development Plan identifies one of the main QBC corridors to be implemented for Swords as the 'R132 Swords Northern QBC Extension'.

A number of key road improvements are required to facilitate the movement of goods and people throughout the County and to ensure ease of access. Any works undertaken will include as an aim enhanced provision for public transportation, cyclists and pedestrian and will be subject to environmental and conservation considerations.

Section 65 of the Dublin Transport Authority Act requires a Local Traffic Plan to be prepared. Following the publication of the National Transport Authority's Transport Strategy for the Greater Dublin Area the Council will prepare a Local Traffic Plan within which the following road network proposals relating to Barrysparks will form a part:

- Swords Western Bypass
- Swords Industrial Estate Link
- Swords Relief Road at Lord Mayors
- R132 Swords Town Centre Car Park Access Scheme
- Swords Town Centre Access (Airside)
- Completion of Airside to Feltrim Road Link
- Swords Traffic Management Enhancement

**Wastewater Treatment**

It is envisaged that within the lifetime of the Fingal Development Plan 2011-2017, Swords Wastewater Treatment Plant will be initially expanded to serve a p.e. of 90,000 and then further expanded to serve a population of 140,000 p.e. This is required to cater for the existing flows from Swords and to allow for its planned growth.



## 2.3 Other Relevant Plans and Policies

### 2.3.1 Your Swords, An Emerging City, Strategic Vision 2035 (non-statutory guidance document, June 2008)

A long term development strategy for Swords was published in 2008, 'Your Swords An Emerging City Strategic Vision 2035' and will be implemented over the next 25 years or so. This document examines how Swords, in conjunction with the delivery of the high quality public transport network of Metro North, will become a thriving, vibrant, consolidated major town – an emerging city – with a population of 100,000 and comparable increases in employment and services. This will be achieved in a proactive and sustainable manner with key services and infrastructure delivered in tandem with development.

Barrysparks is identified in the Strategic Vision document as a strategic development area within the metro economic corridor.

### 2.3.2 Swords Masterplan (2009)

The Swords Masterplan has been prepared pursuant to local objective 8 in the Fingal Development Plan 2005-2011 and relates to MC (major town centre) zoned lands, including the Barrysparks lands. The Masterplan outlines a vision of a thriving sustainable town centre, with a high quality of life and an attractive public realm. It is the aim of the Masterplan to inspire confidence in and guide development proposals for Swords town centre and ensure the continued protection and development of a high quality town centre and urban environment. There are six strategic development areas and focal public spaces identified in the Masterplan: Main Street and North Street, proposed Civic Quarter, proposed Cultural Quarter,

Pavilions town centre Expansion area, Barrysparks LAP area, and proposed Metro Quarter.

Relevant strategic objectives for the Barrysparks LAP include:

- Facilitate the growth and development of Swords town centre as a multifunctional highly accessible destination.
- Encourage the growth and expansion of the range and mix of town centre uses within the Pavilions development area and Barrysparks development area.
- Ensure the integration of the town centre expansion areas of the Pavilions and Barrysparks, with the Main Street area and activity nodes, through the creation of a permeable and legible street network with active 24 hour streets.
- Facilitate the development of a multi-modal transport interchange within the Metro Quarter, linking Metro North with local and regional bus networks and surrounding vehicular network.
- Provide for the integration of Swords Metro Stop with developments east and west of the R132 (Pavilions and Barrysparks) and with the town centre.
- Encourage the development of Landmark Buildings at the Swords Metro Stop location, which will be the gateway entrance to Swords.

Section 8 of the Masterplan outlines a framework for development of the Barrysparks lands, outlining guidelines on movement, density, mix of uses, heights and massing, urban form and open space. This LAP seeks to put this development framework into a statutory format in accordance with the Fingal Development Plan 2011-2017:

*'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'.*

#### 2.3.2.1 Swords Masterplan – Retail Study

As background to the Swords Masterplan, a re-examination of the County Retail Strategy 2004 as it relates to Swords was undertaken. The assessment indicated that Swords currently underperforms as a designated Major Town Centre. Although the Pavilions Shopping Centre and the Pennys scheme have significantly enhanced the retail offer, there is limited representation of international comparison retailers and there is no opportunity to accommodate modern development within the existing retail core. An extension to the town centre to cater for demand was identified as necessary and those areas most suitable to cater for growth are the Pavilions development area and the Barrysparks LAP lands.

The quantum of floor area delivered in any one scheme will need to have regard to:

- i) The capacity of the transportation system
- ii) An appropriate mix and quality of retail offer.

In accordance with the Swords Masterplan, permission was granted in mid 2009 for a significant expansion of the Pavilions site, catering for approximately 64,000sqm retail and 15,600sqm office, as well as a number of residential units. In terms of sequential development, Barrysparks is the next



appropriate location for further expansion of the retail core to support the growth of Swords as a Level 2 centre within the Retail Strategy for the Greater Dublin Area (2008-2016).

### **2.3.3 Part XI - Metro North and associated Public Transport Interchange**

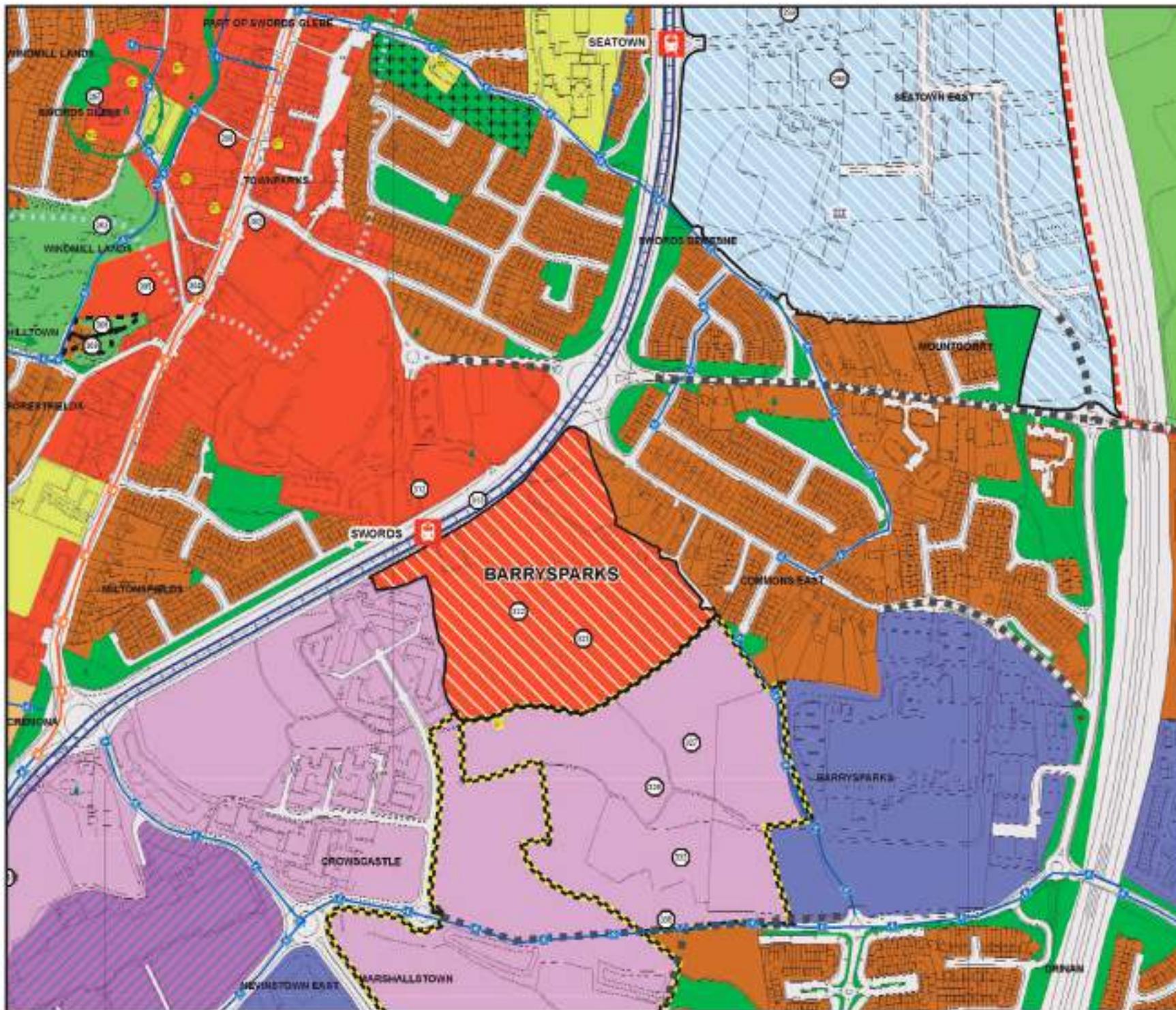
The Swords Metro Stop will be located along the median of the R132, providing access to Pavilions and Swords town centre to the west, and to Barrysparks LAP lands east of R132.

One of the key challenges to be overcome in the successful integration of Metro North with the town centre zoned lands on either side of R132, is the resolution of vehicular, pedestrian and rail conflicts. To ensure that Metro North is fully integrated with Swords town centre, plans have been developed for 2 key infrastructural projects, namely 'Metro Plaza' and 'Metro Box', which will support development of a high quality multi-modal transport interchange at Swords Stop. Plans have been adopted by FCC (in accordance with Part XI of the Planning and Development Act 2000) for the 'Metro Plaza' and 'Metro Box', which are outlined further in Section 5.

### **2.4 SUMMARY**

The Barrysparks Local Area Plan seeks to help realise the development potential of Swords as identified in the plans and strategic policy documents outlined above. The long term development strategy for the town will be prepared on the basis of these strategic objectives whilst examining the local physical characteristics and issues that are currently being experienced within the town and on the LAP lands. This will result in a plan that complements the function of the town, through the creation of a

sustainable urban quarter in a coordinated and planned manner, attractive to the established and new resident population, whilst supporting and enhancing the existing social and economic base.



  
**Fingal Development Plan 2011-2017**

**Local Area Plan  
Barrysparks, Swords**

**Zoning Map**

**Legend**

-  Local Area Plan Boundary ( 90 Hts )
-  Local Objectives
-  Protect, provide for and/ or improve major town centre facilities
-  Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment
-  Provide opportunities for general enterprise and employment
-  Provide for residential development and protect and improve residential amenity
-  Indicative Cycle/Pedestrian Route
-  Master Plan Area
-  Road Proposal
-  Metro Line
-  Indicative Metro Stops
-  Quality Bus Corridor
-  Protected Structures
-  Monuments\_Fingal

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

Director of Services:	Gilbert Power
Senior Planner:	Rachel Haney
Drawn By: C.C	Prepared By: S. O'Neil
NTS	Date: April 2011

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**Figure 2 Zoning**



## Section 3.0 Existing Environment and Context Appraisal

### 3.1 Location

The Barrysparks LAP lands, which are approximately 10 ha in area, are located on the south-eastern edge of the existing Swords town centre area. The lands are predominantly grassland (not in active use) with a small number of dwellings located along the north-eastern edge of the lands, with the access to these dwellings through a cul-de-sac entrance from Drynam Road. There is an additional direct access to the majority of the Barrysparks lands at the northern corner of the lands from Drynam Road, proximate to the Malahide Road roundabout.

The LAP lands are bound to the northwest by the R132 and the Pavilions Shopping Centre; to the southwest by Airside business park and office complex; to the northeast by housing accessed from the Drynam Road; and to the southeast by undeveloped greenfield land, which is proximate to a local distributor road at Airside Retail Park and Holywell residential development. Nearby, to the east lies the M1 motorway, while the Swords Metro North Stop will be located immediately adjacent to the lands along the median of the R132. At their furthest point, the lands are no greater than c. 350 metres (5 minutes walking distance) of Swords Metro Stop (see figure 3).

### 3.2 Natural Environment

The nearest site with environmental designations (pNHA, SAC, SPA) is the Broadmeadow/Malahide Estuary, which is 1.5km to the north east (see figure 4 at end of this section). There are no Natura 2000 sites within the Barrysparks LAP boundary or adjoining a boundary with the LAP, however, the Gaybrook stream is located to the southeast of the lands and this stream ultimately leads to the Broadmeadow/Malahide Estuary. A screening for appropriate assessment has



**Figure 3 Swords Metro Stop and Plan Lands**

been undertaken in accordance with Article 6.3 of the Habitats Directive and Planning and Development Act 2000-2010 (see Appendix 1). A full appropriate assessment is not required, as the LAP will not individually or in combination with other plans or projects have a significant effect on a European site.

The dominant soil type is Grey Podzolics, Brown Earths, which covers most of the LAPs lands and are deep well drained mineral soils. The dominant subsoil



in the area is Limestone till.

The topography of the surrounding area is gently undulating. The LAP lands slope away gradually from the R132 to the watercourse on the adjoining lands to the southeast.

Most of the LAP lands have been cleared of hedgerows, with the existing hedgerows primarily located around the perimeter of the LAP area. The lands consist mostly of abandoned agricultural land, where some clearance has occurred. There is a marsh area and woodland on the eastern portion of the lands to the southeast of the LAP boundary, which has a varied biodiversity (see figure 5 at end of this section). The strategic road network through the LAP lands (see section 5) and the continuation of 'Eastern Avenue' through the adjoining marsh/woodland area, has been located so as to avoid as much of this natural environment as possible.

A bat study was undertaken for the LAP lands. While nothing of significance was discovered, a bat survey will be undertaken prior to development to ensure any potential impact is mitigated

Protection of the natural environment and biodiversity enhancement are outlined further in section 7.

### 3.3 Cultural Heritage

The LAP area is located in the townlands of Barrysparks and Crowcastle in the parish of Swords. It is believed that St. Columcille founded the town in the sixth century.

A Historic Landscape Characterisation (HLC) study was undertaken for Swords town and surrounding

hinterland in 2007, as part of the work of the Fingal Heritage Plan 2005-2010. The study area included the townland of Barrysparks and identified the LAP lands as an area where the predominant land use is 'Enclosure' (enclosed agricultural lands) and the lands are identified as part of a medieval landscape, given the discovery of wells in the area. It is noted that this area has been influenced by modern developments of large scale housing, particularly that of Holywell residential development.

The archaeological potential of the LAP lands and adjoining lands to the southeast was initially assessed in an Archaeological Heritage Appraisal (desk based study and walk over study) by Margaret Gowen and Co Ltd., with 2 areas of potential noted. A geophysical survey was subsequently undertaken by Archer Heritage Planning Ltd., with test trenching along the route of the proposed strategic road network and a further assessment of the 2 areas of potential identified in the study by Margaret Gowen & Co. Ltd (see Appendix 2).

1 archaeological site, which is believed to be a circular ring ditch (or barrow), was recorded along the western route of the proposed western avenue road. In consultation with the Department of the Environment, Heritage and Local Government, it is intended to excavate and preserve by record the remains of this circular ring ditch. The route of the road as otherwise proposed is considered acceptable from an archaeological perspective, with no significant archaeological discoveries.

There are two holy wells, which are recorded monuments, just outside the Barrysparks LAP boundary. One is on the zoned lands to the southwest,

St. Werburgh's holy well (RMP-DU011-045) and one off Drynam Road (RMP-DU012-22). St. Werburgh's holy well is located outside the LAP area, however part of the archaeological constraints area of this monument is within the study area and a suitable buffer will be required to be maintained during works.

Additional archaeological monitoring of topsoil stripping at site clearance stage of development will be required by the National Monuments Section of the Department of Environment Heritage and Local Government. This will have to be carried out by a suitably qualified archaeologist under licence to the Department and the National Museum of Ireland.

### 3.4 Population and Demographic Profile

The 2006 Census indicated that Swords Town has a population of 33,998, an increase of 6,823 (25.1%) since 2002. These figures compare with the Fingal County population figures, which increased from 196,413 in 2002 to 239,992 in 2006, an increase of 43,579 or 22.2%. It is estimated that Swords currently has a population of approximately 40,000 and Fingal's population is 250,000.

The Barrysparks LAP lands are located in the Swords-Seatown DED. The census figures show that the more established areas of the town (Swords Village and Swords-Glasmore) have actually lost population or grown by a small amount, while the newer residential areas on the edges of the town have experienced significant growth with the completion of new development in the period to 2006. The Swords town part of the Seatown DED experienced an increase in population from 2,559 persons to 3,056 persons (19.4%) between 2002 and 2006.



Swords has a high proportion of persons in the 25-44 age cohort. This indicates that a relatively large work force exists in the town, reflective of its role as the county town. In contrast, the town has a lower than average proportion of persons in the 45-64 age cohort while it has a very small percentage of persons over 65. These figures indicate a relatively young population in Swords.

Swords position within the urban hierarchy and location along the proposed high quality Metro North rail line, makes it an appropriate location for growth in the areas of economic and social development.

### 3.5 General Access and Movement

#### 3.5.1 Road Network

The existing road network is illustrated in figure 6. The principal roads and junctions in proximity to the Barrysparks LAP lands are:

- R132
- M1 Motorway
- Malahide Road roundabout
- Malahide Road (R106)
- Drynam Road
- Pinnock Hill Roundabout
- Main Street/Malahide Road junction
- R125 Airside to Drinan link road connecting the R132 and M1 motorway

There is one main access to the LAP lands from the

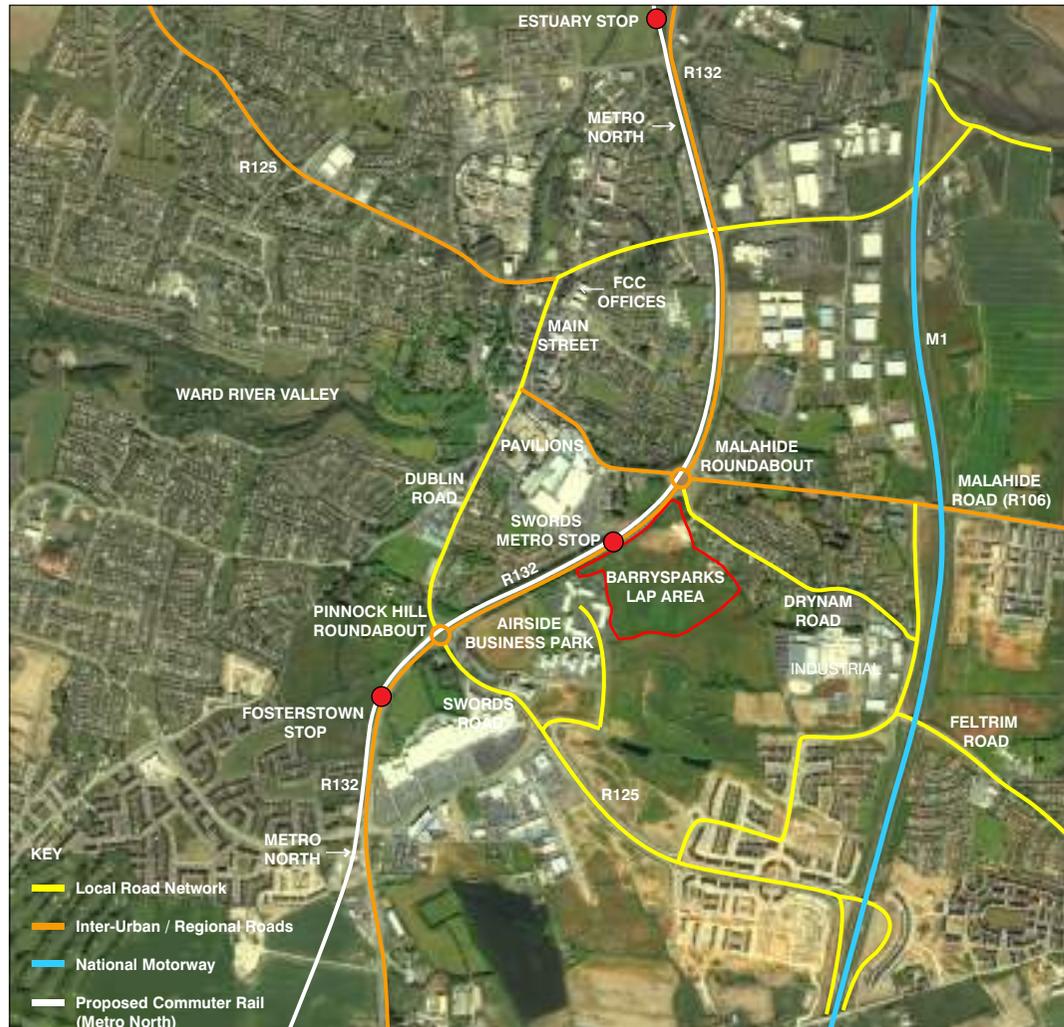


Figure 6 Existing Road Network



Drynam Road and an additional local access serving the existing dwellings off Drynam Road.

It is an objective of the Fingal Development Plan to provide for a link road from Airside to Feltrim (see figure 2).

### 3.5.2 Swords Transportation Network Study

Swords Transportation Network Study (ROD, July 2009), and an associated traffic model, was prepared for Swords as part of the document 'Your Swords, An Emerging City, Strategic Vision 2035' (FCC, 2008). A fundamental objective of the transportation study is to ensure the success of Swords as a Metropolitan Consolidation Town through the integration of land use and transportation planning. In terms of outside connectivity, the delivery of the Metro North light rail system is important in this regard. A network of transportation infrastructure and service improvements are required to complement the Metro North proposal, support its patronage and reduce car dependency.

The Swords Transportation Network Study examines the existing transportation network in the context of Swords' land use strategy, identifies short term improvements to minimise existing traffic congestion and proposes new road links and public transport services to cater for the expanding population.

Section 5 of this LAP identifies specific transportation capacity issues, network proposals and expands upon the findings of the Swords Transportation Network Study. A number of infrastructural improvements will be necessitated by development of the LAP lands and these improvements must be delivered in a phased manner, in tandem with development.

### 3.5.3 Metro North

One of the key public transport projects affecting Swords and the Barrysparks LAP is the proposed Metro North public transport system, which will connect Swords to the airport and Dublin City. The Barrysparks LAP lands are contiguous to the proposed Swords Metro Stop, which will be located in the median of the R132 between Pavilions and Barrysparks development areas. Access to the LAP lands from the Swords Stop will be via a proposed 'Metro Plaza' bridge structure at +1 level over the R132. Access from the Metro platform to the plaza will be via escalator/stairs/lift. Details in relation to the Metro Plaza are outlined further in section 5.

### 3.5.4 Existing Bus Service

The main bus corridor accessing the area is along the R132. Bus routes originate in Balbriggan, Dublin City Centre, Swords, Portrane, Rolestown, Belfield and Portmarnock. Currently there are 10 different Dublin Bus routes serving the Swords area and these include the 33, 33A, 33B, 41, 41A, 41B, 41C, 41X, 43 and 102.

In addition there are regional Bus Eireann bus routes and private operators such as Urbus and Swords Express.

Public transport proposals are examined in more detail within section 5.

### 3.5.5 Cycle and Pedestrian Facilities

A pedestrian overbridge located immediately south of the Malahide Road roundabout junction with Malahide Road caters for pedestrian movements across the R132. An additional footbridge is located approximately 200m to the north of the Malahide Road roundabout.

There are currently no cycle lanes or footpaths along either side of the R132 between Pinnockhill roundabout and Malahide Road roundabout.

The cycle network in Swords mainly exists in the town centre with limited cycle lanes in outlying residential areas. The Fingal Development Plan contains proposals to increase the number of cycle lanes in the vicinity of Swords and facilitate the development of a connected network of routes. The proposed Metro North alignment through Swords provides for pedestrian and cyclist facilities on both sides of the R132.

Pedestrian/cyclist facilities are examined in more detail within section 5.

## 3.6 Existing Water Services Infrastructure

### 3.6.1 Water Quality

Ireland is divided into River Basin Districts under the Water Framework Directive. Fingal County Council participates in the Eastern River Basin District (ERBD). On a local level the ERBD is divided into Management Units (WMU).

The Barrysparks LAP lands are within the Donabate WMU, which includes the Broadmeadow Estuary (Natura 2000 site) within its catchment area. The Donabate WMU and Broadmeadow Estuary have been designated as 'moderate' status by the EPA under the Water Framework Directive.

Maintaining and improving water supply to a 'good status' is a key consideration in development of the LAP lands.



### 3.6.2 Gaybrook Stream and Fingal East Meath Flood Risk Assessment and Management Study (FEM FRAMS)

The majority of the LAP lands drain to the Gaybrook Stream, which flows from west to east south of the plan lands, combined with several drainage ditches running through the plan lands. The Gaybrook Stream eventually discharges to the Broadmeadow Estuary, which is designated as a Natura 2000 site under the EU Habitats Directive.

Fingal County Council is currently carrying out the Fingal East Meath Flood Risk Assessment and Management Study (FEM FRAMS), in conjunction with Meath County Council and Office of Public Works. This is a catchment-based flood risk assessment and management study of rivers and streams within the county area. As part of FEM FRAMS, flood extent maps will be produced for the Gaybrook stream (drafts currently available) for the 1% (1 in 100) and 0.1% (1 in 1000) probability of flooding. There is no flood extent currently identified on the draft maps.

### 3.6.3 Surface Water Drainage

There is an existing 600mm diameter surface water drain running along the western verge of the R132 and a 375mm diameter surface water drain running along the central median of the R132, the western boundary of the subject site. There is also a 225mm diameter surface water drain running along the Drynam Road, which joins the above mentioned 375mm diameter surface water drain running along the central median of the R132, at the Malahide Road Roundabout.

A SuDS strategy has been undertaken for the LAP lands. This is outlined further in section 8 and appendix 3.

### 3.6.4 Wastewater

Swords is currently served by the Swords Wastewater Treatment Plant (SWWTP) located at Spittal Hill immediately east of the R132 Estuary Roundabout. The existing treatment plant is currently operating at its design capacity of 60,000 PE. There is Part VIII EIS approval to expand the facility up to 90,000 P.E. There are existing 375mm, 600mm and 750mm diameter sewers in the R132.

### 3.6.5 Water Supply

There is an existing 300mm diameter watermain along the Drynam road to the north western boundary of the site and a 150mm diameter watermain at the western boundary of the LAP at Lakeshore Drive. The Airside-Drinan Link Road contains a 300mm diameter watermain.

Swords, including the subject lands, receive its potable water supply from the Leixlip Water Treatment Plant adjacent to the River Liffey in County Kildare. Plans for a substantial upgrade to increase output from this water treatment plant are well advanced and are expected to be completed by end of 2013.

### 3.6.6 Groundwater

The Geological Survey of Ireland has recently completed a Ground Water Protection Scheme for Fingal. Development in this area shall have regard to this scheme.

### 3.7 Utilities

There is an existing overhead 10kv electricity cable traversing the site. While there is no existing telecommunications cabling within the LAP development lands, there is ducting in the surrounding road network. In relation to gas supply there is a 250mm

diameter gas mains in the R132.

### 3.8 Existing Open Space Provision

The Swords Strategic Vision<sup>4</sup> document and Swords Masterplan highlight the key areas of open space in Swords town centre at present. The key existing class 1 recreational facilities are Ward River Valley Park, Swords Town Park and Balheary Park. The Ward River Valley Park comprises a number of pathways, a playground and informal kick-about areas. Swords Town Park comprises Swords Castle, a tennis club, a childrens playground and a number of pathways. Balheary Park comprises a number of pitches, a skate park and pathways. The Fingal Development Plan 2011-2017 provides for a Swords Regional Park along the Broadmeadow River Valley to the northwest of Swords town centre, adjoining the Oldtown-Mooretown LAP area. This represents a major significant addition to the open space provision for the town.

The closest park to Barrysparks LAP is the Ward River Valley Park, which is also one of the largest amenity resources in the town, with potential for further enhancement. Local amenity space also exists south of the lands, serving the Holywell area.

With regard to urban spaces/squares within Swords, the Swords Strategic Vision document and Swords Masterplan highlight the future strategy envisaged for the town centre, whereby there will be 3 nodes of activity/attraction in the town centre. The proposed

<sup>4</sup> Full title of document: 'Your Swords, An Emerging City, Strategic Vision 2035'.



nodes are:

- Civic Quarter
- Cultural Quarter
- Metro Quarter

These areas are to be developed within the existing town centre, with provision for a link from the Metro Plaza to the Barrysparks LAP area, linking in with urban spaces proposed within the Barrysparks LAP lands.

### 3.9 Urban Analysis and Opportunities

Swords is a medieval town, which developed in a linear pattern along the Main Street in a north-south direction. Swords has one of the best examples of this settlement pattern in the Dublin region. The town centre has been developed over the years with Fingal County Hall at the northern end of the Main Street and the Pavilions Shopping Centre at the southern end. The area immediately surrounding is suburban in character with a mix of suburban residential housing, retailing and business park uses (see figure 7).

The following are the key elements arising from an urban analysis of the plan lands, which have influenced the development context (see figure 8):

- Landscape Setting and Urban Context – The context of the R132 will change considerable with the development of the Barrysparks LAP lands, Pavilions expansion, Metro North route, and the Metro Plaza area. There is a strong landscape corridor setting on either side of the R132 at present. This is a feature which requires

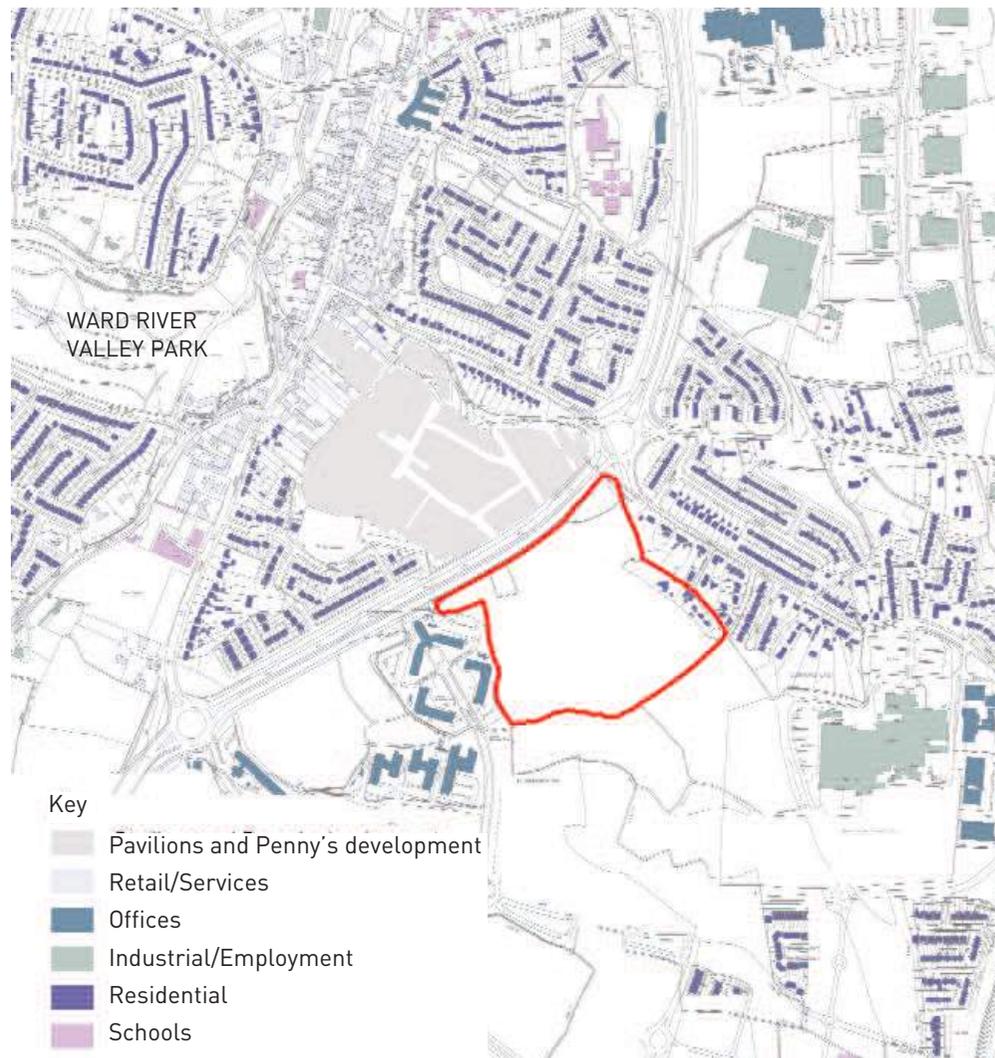


Figure 7 Existing Land Uses



strengthening in the future, with facilitation of urban nodes at Metro North Stops along this corridor, in particular at the key entry point to Swords town centre at Swords Metro Stop adjoining Barrysparks and Pavilions. It is important to develop seamless, east-west, connectivity between the LAP and the town centre west of R132. There will be opportunities to develop landmark buildings of high quality architectural and environmental standards around Swords Metro Stop.

- Gateways – The existing Malahide Road and Pinnock Hill roundabouts provide the principal gateways to the town centre. The Metro Plaza at Swords will in the future form a key architectural entry point to Swords, accommodating a high quality public transport interchange, and providing multi modal access to Barrysparks. It will be important to develop the Barrysparks lands as a high quality urban quarter, an integral part of the town centre area, which will enhance the attractiveness of the town centre.
- Severance and Connections – Currently, there is no permeability through the development lands to the wider southeastern area of the town, and the R132 acts as a barrier. A key opportunity exists to integrate development with the proposed Metro Plaza and proposed Swords MetroNorth Stop, and thereby improve connectivity with the town centre by all modes of transport, particularly bus, pedestrians and cyclists. There is also an opportunity to complete the road network in this area, with a focus on routes which will traverse the LAP lands and connect with adjoining lands and the Holywell

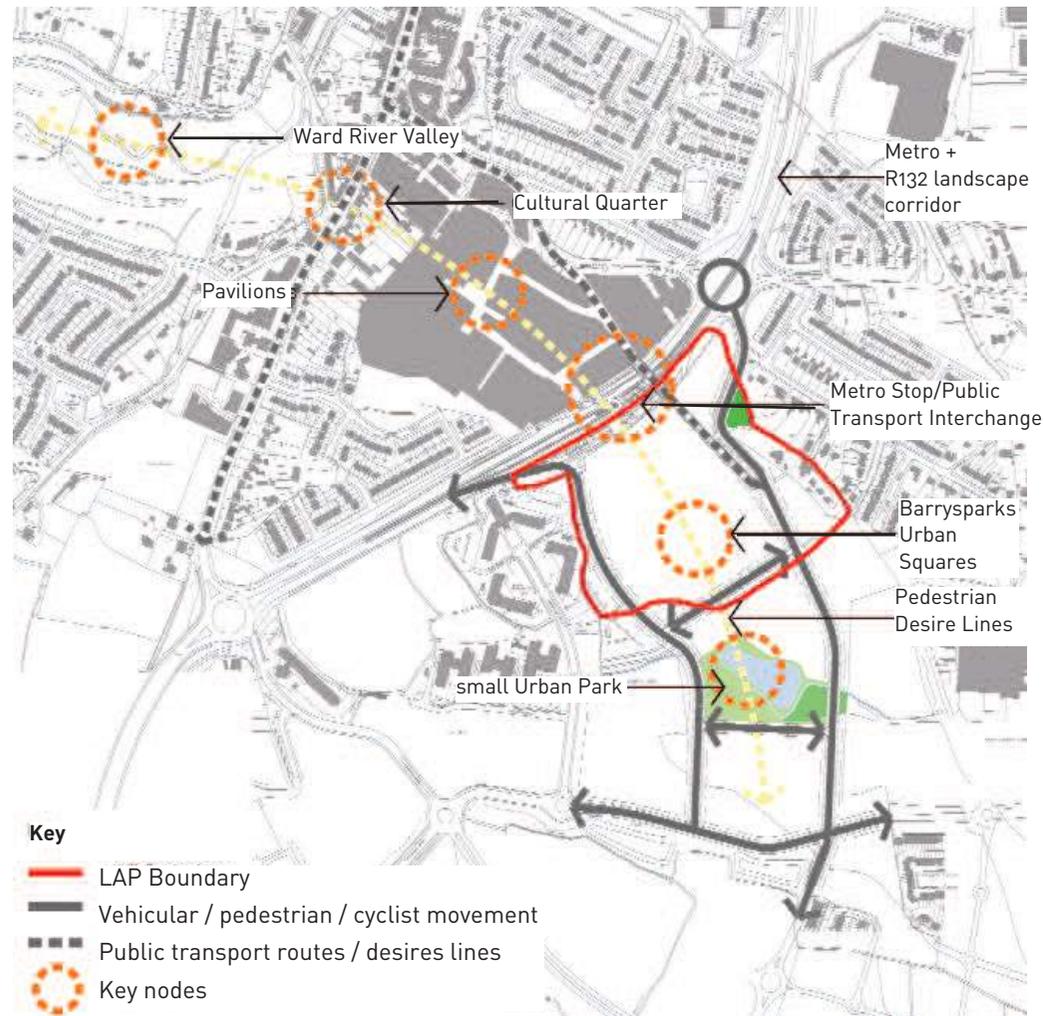


Figure 8 Development Nodes



area.

- Existing Development - Housing to the east and the business park to the west will be retained. Development within the LAP lands must be designed sensitively with due regard to these areas and provision, where desirable, for pedestrian connectivity between the areas.

### 3.10 Summary of Main Issues Arising From Public Consultation

As part of pre-plan consultation, Fingal County Council invited submissions on the proposed Barrysparks Local Area Plan. 9 submissions were received. The key issues raised are summarised hereunder:

- Protection of amenity of existing residential properties.
- Protection and enhancement of biodiversity.
- Protection of Gaybrook stream, which connects to Broadmeadow/Malahide Estuary, (a Natura 2000 site).
- Requirement for increased capacity at Swords wastewater treatment plant.
- Consideration of higher density close to Metro Stop to aid in providing critical mass to support the metro system.
- Pedestrian permeability, accessibility and connectivity to Swords Metro Stop.
- Scale and quantum of retail development supportive of Swords



**Fingal Development Plan  
2011-2017**

**Gaybrook Stream & Estuary**

**Legend**

-  Local Area Plan = 10 Ha
-  Gaybrook Stream
-  Metro Line

**Planning Department**  
 Coombe Hall, Main Street,  
 SWORDS, CO. DUBLIN.

Director of Services:	Robert Power
Senior Planner:	Richard Feeney
Drawn by: H.M.	Prepared by: U. O'Neil
NTS	Date: February 2011

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Figure 4 Gaybrook Stream & Estuary





## Section 4.0 – 8.0

### Development Strategy

#### 4.0 Strategic Vision and Land Use Objectives

##### 4.1 Vision

The development of Barrysparks LAP has a role to play in ensuring Swords' growth as a vibrant major town, strategically located alongside a high quality public transport corridor. The Barrysparks LAP will support economic development within this modern new quarter and will exemplify the highest standards of civic and urban design, creating a unique sense of place, within an attractive public realm.

##### **Vision:**

Create a coherent, sustainable and high-density mixed-use urban quarter at Barrysparks, which will form an extension to the existing Swords town centre, at a highly accessible location supported by planned high quality Metro North and bus public transport improvements. Development will maximise connectivity between 'Major Town Centre' zoned lands east and west of the R132, and facilitate development of a multi-modal interchange at Swords Metro Plaza. Barrysparks LAP will accommodate a range of mixed uses and services appropriate for a growing town centre, including retail, office, residential, and community facilities, with a focus on the development of a high density well-designed urban environment, to be developed in tandem with Metro North.

##### 4.2 Strategic Objectives

The overall vision for Barrysparks LAP is articulated through a number of strategic objectives. The concepts of sustainability (as set out in section 1.2) underpin all objectives. These objectives are grouped under four themes:

- Expansion and consolidation of Swords town centre;
- Accessibility and connectivity;
- Legible and attractive urban quarter;

- Green infrastructure and sustainable development.

##### **S0 - Strategic Objectives:**

##### **Expansion and Consolidation of Swords Town Centre**

1. Contribute to the consolidated development and expansion of Swords town centre, through the creation of a new high-density urban quarter, maximising upon the LAP's town centre location and proximity to planned Swords Metro Stop.
2. Support a mix of uses and services within this new urban quarter, which will support the day and evening economy, within a vibrant street environment.
3. Facilitate the long term development of Swords as a Level 2 Major Town Centre and ensure the location of comparison retail anchors in Barrysparks complements the existing retail areas of Main Street and Pavilions development area and consolidates Swords retailing function.
4. Promote a mix of employment opportunities, including those in offices, retailing, enterprise, recreational and community sectors. Barrysparks will strive to provide a sustainable level of employment in terms of the number and quality of jobs available in Swords town centre.
5. Contribute towards the future housing needs of Swords and the wider Fingal area, accommodating a range of high quality residential options, proximate to a high quality public transport corridor.

##### **Accessibility and Connectivity**

1. Ensure full integration of the LAP lands with the existing town centre, proposed Swords Metro Stop, improved bus network, and public transport interchange at Swords Plaza, thereby reducing



car dependency and supporting sustainable modes of transport/smarter travel.

2. Ensure development of LAP lands provides for improvements/connections to surrounding road infrastructure as well as development of new permeable and legible internal street network.
3. Promote the development of well-designed, safe, direct and attractive pedestrian and cycle routes linking the LAP lands to the Swords Metro Stop, Pavilions development area and Swords Main Street, as well as areas southeast of the LAP lands, which will be connected via the proposed Airside-Feltrim Link Roads.
4. Develop a parking and vehicular access strategy which will support the objective of maximising connectivity to the site, while promoting use of public transport.

**Legible and Attractive Urban Quarter**

1. Create a sense of place having regard to the incorporation of natural environmental features, context, layout, scale, and quality urban design.
2. Promote development of a strong urban form within a network of streets and attractive public spaces, with a focus on high quality architectural design and finishes to the development, with particular focus on those buildings fronting onto the R132 and Swords Metro Plaza.
3. Develop a high quality public realm that adds value to public places and is supportive of public life and encourages walking.
4. Implement an urban design framework which provides an appropriate height and massing framework for the LAP area and provides guidance to direct and support development.

**Green Infrastructure and Sustainable Development**

1. Develop and enhance existing green infrastructure, create new habitat areas where any are lost, and develop a new high quality well landscaped public realm, connecting into the wider green network in Swords.
2. Contribute to the creation of a ‘green city’ at Swords through the formation of a sustainable urban quarter which makes efficient use of existing resources and promotes sustainable design.
3. Ensure a development framework which has due regard to environmental and micro-climatic conditions.
4. Phase development in a sustainable way, in line with the availability of supporting infrastructure, including Metro North rail line and upgrade to Swords waste water treatment plant.

The strategic objectives examined above have guided the development strategy set out hereunder.

**4.3 Land Use Strategy and Mix of Uses**

Significant population growth, economic development, and retail activity is envisaged for Swords, supported by the arrival of Metro North. An appropriate mix of uses is required within the LAP lands to continue support for the multi-functional role of Swords town centre and to create a sustainable community in a place that is attractive to, work, shop, live, visit and recreate in (see LAP map page 3).

It is an objective of this LAP, in accordance with best practice and principles of sustainable development, to maximise the opportunities available within the town centre zoning of these LAP lands, which are within the economic corridor of Metro North, through integration

of high quality mixed land uses within a high quality public transport network.

The following mix of uses is considered appropriate for a growing urban core: retail, non-retail services, residential, office, hotel, social, community, cultural, and amenity uses. The mix of uses and the quantum of this mix are important to the overall vitality and viability of Swords town centre, as well as to the creation of a sustainable mixed use development. This section addresses the mix and quantum of development envisaged and preferred location for the lands uses proposed (see LAP map page 3).

**LU - Key Objectives**

1. Secure the phased and sequential expansion of Swords town centre at Barrysparks and position land uses so as to maximise proximity of people intensive uses to transport and services, in particular Metro North and improved bus network.
2. Develop a high density mixed use quarter comprising retail, office, residential, social and community uses, complying with highest standards of design and the development of a quality living and working environment, with provision of supporting community/leisure facilities for those living and working in the area.
3. Ensure the location and scale of retail development supports the existing core retail areas within Swords town centre. Anchor stores (no more than 2) shall be located in proximity to R132/Metro Plaza area, with direct linkages to the Pavilions development area and Swords Main Street. Retail units shall be designed to address the street and avoid creation of large



blank frontages. A mid-term review of retail impact shall be undertaken prior to receipt of applications for phase 3 to ensure continued vitality and viability of town centre is being achieved.

4. Ensure all office development is designed in a flexible manner, to allow future subdivision of floor space in response to market changes. Offices shall address the street and avoid creation of large blank frontages. A finer grain of use shall be required where office buildings have a ground floor presence to maximise the number of entrances and maintain an active streetscape.
5. Promote the development of high density attractive residential development, comprising units of varying size, type and tenure.
6. Ensure residential uses within the LAP lands are located to address and overlook key streets and have prominent entrances from the street thereby providing activity, surveillance and security both during the day and in the evening outside of standard retail/office hours.
7. Ensure the protection of residential amenities of existing dwellings within/bounding the development and in particular address issues of overlooking, daylight/sunlight analysis, over shadowing, noise, and distance from boundaries.
8. Support the location of active retailing, cafes and civic use frontages around public squares and open space to support vibrancy around these spaces and ensure the provision of active frontages onto the R132/Metro Plaza.

**4.3.1 Quantum and Mix of Uses**

The quantity or density of development and the mix of uses are expressed as a range (i.e. minimum and maximum) in table 1 below. Development at an

indicative plot ratio of 2:1 would yield approx. 135,000 sqm of floor area. The exact quantum envisaged may alter depending on the achievement of a high quality environment and high standards of urban design. Upper quantums are given as guidance and are not mandatory. The maximum is also specified having regard to carrying capacity of infrastructure to support development. Development will be linked to the timely provision of the required supporting infrastructure, including transport, services and community infrastructure. This is addressed in section 9, 'Delivery and Implementation'. The issue of heights associated with development is addressed in section 5.

Development Type	Minimum Extent (sqm, gross)	Maximum Extent (sqm, gross)	% of Development (maximum)
Retail, comparison and convenience, including non-retail services and community uses	35,000 (10% of this quantum shall be designated for community facilities & 10% for non-retail services)	55,000 (10% of this quantum shall be designated for community facilities & 10% for non-retail services)	41%
Office based uses	20,000	30,000	22%
Residential	45,000 (c400 units)	50,000 (c500 units)	37%
<b>Total</b>	100,000	135,000	100%

**Table 1: Quantum and Mix of Uses**

\* Figures are proximate and may alter, depending on ability to achieve a high quality environment and high standards of urban design.

The land use strategy as set out hereunder and outlined on the LAP map, (see page 3) gives guidance in broad terms as to the appropriate location for particular uses having regard to:

1. Achievement of an appropriate mix of uses and quantum across the development.
2. Requirement to integrate development with existing town centre and Metro Plaza.
3. Location of active frontages at street level and passive surveillance of key pedestrian streets from residential uses at upper levels, particularly onto R132/Metro Plaza and key pedestrian streets.
4. Need to maximise accessibility of Metro North for high trip generation employment and retail uses.
5. Location of residential adjoining existing housing areas.
6. Location of retail services, cafe and civic uses around public squares or open space.

Minor alterations or additional uses within the land use blocks indicated on the LAP map may be assessed on their merits at development management/planning application stage, having regard to the above principles being protected.

**4.3.2 Retail Strategy**

Swords is designated as a Level 2 Major Town Centre in the Retail Strategy for the Greater Dublin Area 2008-2016, however it underperforms at this level in terms of retail provision. Barrysparks, owing to its town



centre location, zoning, and high level of accessibility by various transport modes (Metro, bus, bicycles, and private car) is suitable for retail development. The Fingal Development Plan identifies the need for improvement of higher order comparison and large scale convenience floorspace in Fingal. There is currently very limited representation of the key international comparison retailers and no opportunity within the historical urban grain of Swords (ie Main Street/North Street area) to accommodate a modern retailing and commercial format. In this regard, it is necessary to extend the traditional town centre core to meet the needs of the growing population of Swords and to develop Swords' role and function as a designated Level 2 Major Town Centre.

In terms of its location, the Barrysparks lands are considered to be edge of centre, with priority for sequential development of Pavilions lands and subsequently the Barrysparks LAP area. The Pavilions and Barrysparks areas will support a variety of retail provision by providing for the scale of sites required by medium to larger comparison retailers, which cannot be accommodated within Swords Main Street and which will be complementary to the function of Swords town centre.

This LAP sets out a broad assessment of future retail floorspace potential. This strategy is in compliance with the Retail Strategy for the Greater Dublin Area 2008-2016 and the current Fingal Development Plan.

The retail element of the Barrysparks development will consist principally of comparison retailing and non-retail services, with limited provision for convenience retailing. To ensure the location and scale of retail development does not have a significant



Figure 9 Street Network



negative impact on the existing compact focus of the core retail area within Swords, no more than 2 retail anchor stores shall be accommodated. These anchor stores will be located adjoining the R132/proposed Swords Metro Stop and the Main Square, with residential/office uses above.

Convenience retailing of no greater than 3,500 sqm net may be permitted within the LAP area. Any convenience retailing components shall be designed to integrate with the development, with office/residential units above. The construction of a standalone unit shall not be permitted.

It is important that a permeable block form is created to accommodate anchor stores, therefore block sizes, as indicated on the LAP map shall largely be complied with. There is provision for a Local Centre to the southwest of the Barrysparks LAP lands, which will cater for the wider convenience retailing needs of the catchment area.

Within the street network proposed (see figure 9), there are two main retailing streets, which for the purposes of the LAP are named Arc Street and Central Street. These streets run northwest-southeast, connecting into the Metro Plaza/R132 and the street network within the proposed Pavilions extension. Arc Street and Central Street are crossed by Meridian Way, The Cut and Cross Street<sup>5</sup>. The character of Arc and Central streets will vary from pedestrian and cyclist only, to restricted vehicular movement. A series of active frontages will be accommodated along the

<sup>5</sup> Street names are given here for ease of reference. An official street naming scheme will be required prior to the development and marketing of this area.

length of these streets and residential units will be provided above retail/office units to provide supervision, thereby ensuring viability and vibrancy along these primarily pedestrian routes outside of standard retail/office hours. Arc Street and Central Street accommodate a transition in levels from the Metro Plaza at +1 (over the R132) to Main Square,



returning to at-grade at Main Square. These streets will accommodate 2 floors of retail. Upper retail floors will be accessed through a combination of arcades and from within individual shops.

The Main Square and Barrysparks Place will provide a focus of activity during shopping hours and in the evenings as a location of restaurants, bars and cafés – a place to linger and rest. Of primary importance is the maintenance of a pedestrian friendly and active vibrant place. The key retail / commercial frontages are illustrated in figure 10.

Development at this location must complement the town centre and not have a material adverse impact on the vitality and viability of the existing town core.

Retail impact assessments in accordance with the Retail Planning Guidelines 2005 (or as amended) shall be required to assess retail development proposals and ensure the scale of retail proposed is appropriate. A sequential approach to the expansion of the town centre and development of MC zoned lands shall be enforced.

A mid-term review of retail development in Barrysparks (both convenience and comparison) shall be undertaken by the Planning Authority, to ensure the vitality and viability of the town centre is being maintained with the expansion of the traditional core from west of the R132 into this area. Any amendments arising as a result of the review shall be incorporated as appropriate into the phasing programme or where material shall require a review of the LAP.

Parking will be provided in accordance with Development Plan requirements, taking into account proximity to Metro North and the development's town centre location.





Figure 10 Key Frontages

#### 4.3.3 Non-retail services

Complementary non retail services (e.g. cafes, restaurants, bars, beauty services) will be required and shall comprise approx 10% of the quantum of retail

space (see table 1). In particular, bars and cafes should be primarily located around the key public spaces of Main Square and Barrysparks Place and onto Metro Plaza area.

#### 4.3.4 Community Facilities

A range of community and leisure facilities will be required to support the resident and working populations in this area. At least 10% of the retail allowance (see table 1) shall be provided for community/leisure uses.

It is an objective to provide for a multi-purpose community or leisure centre to serve the LAP area. Such a facility shall be located toward the south, within the LAP boundary, and in close proximity to the proposed Urban Park. Such a facility will benefit existing residential development within the wider area, as well as proposed residential development within the scheme, local employees and shoppers/visitors.

The details of the community/leisure centre required and floor area of building to be constructed shall be determined in consultation with the local community in this area, including local sports clubs and community organisations, and Fingal County Council, in order to achieve an appropriate mix of facilities for the area. An example of a community/leisure facility which would benefit Swords is the provision of a swimming pool available to the public. It is important that any community/leisure facility has a flexible design to ensure accessibility by a number of users and community organisations.

The exact location, design rationale and details of consultations in relation to the community/leisure centre, shall be submitted with any planning



application for such a proposal within phase 4 (see section 9 on Delivery and Implementation).

#### 4.3.5 Childcare Facilities

The Department of the Environment, Heritage and Local Government 'Childcare Guidelines for Planning Authorities' indicate that one childcare facility should be provided for every 75 dwellings. It is an objective of this LAP to ensure that childcare facilities are provided in accordance with current guidelines and also take account of existing geographical distribution of facilities, in consultation with local childcare committees.

Appropriate locations for childcare facilities include public transport nodes, shopping areas and residential areas. A drop-in childcare facility within the retail core would complement the retail element of the development. Proximity to the public park on the adjoining zoned lands should also be fully utilised. All premises must be capable of providing outdoor play space or have safe or easy access to a safe outdoor play area. The internal space standards contained in the government childcare guidelines will be applied.

#### 4.3.6 Primary Health Care

A primary health care facility provides a one stop shop accommodating doctors, physiotherapists, pharmacists, dental surgeries. Such a use can be accommodated within this town centre zoned area, should the Health Service Executive determine that one is required in the future, taking account of existing facilities in the area.

#### 4.3.7 Schools Provision

Existing primary schools within the area include:

- Holywell Temporary School (24 class school).

- Gaelscoil An Duinnigh, Feltrim Road.
- St. Colmcilles Boys NS and Girls NS on Chapel Lane.
- Old Borough School on Church Road.
- Proposed primary school as part of Fosterstown LAP.

At the post primary level, the area is served by Coláiste Choilm on the Dublin Road, Loreto College, Fingal Community College and St. Finian's Community College.

An assessment of school need has been undertaken in consultation with Department of Education and Skills. Given the level of residential development proposed, the high density nature of this site and the proximity of existing primary schools, there is deemed to be no specific requirement for a primary or post primary school arising from the development of the LAP lands. This position shall be reviewed as part of phase 3 of development (see section 9).

#### 4.3.8 Office Development

In support of the range of functions of a town centre, office development is considered a suitable component of the land-use mix for this area. Barrysparks LAP is an attractive location for office space given its high level of accessibility by public transport (Metro North) for employees and visitors, with the additional benefit of reduced car dependency. It is an objective of this LAP to locate office floor space principally in the following locations:

- Adjoining the R132 at the Swords Metro Stop.
- At the north eastern section of the LAP lands.
- Adjacent to existing commercial development in Airside Business Park.
- Along the western and eastern avenues within



the LAP lands.

A range of office types will be encouraged, with larger floor plates located adjacent to the R132/proposed Swords Metro Stop. The LAP lands can accommodate between 20,000 to 30,000 sqm of office floor space. It is an objective of this LAP to ensure all office development is designed in a flexible manner, to allow future subdivision of floor space in response to market changes. A finer grain of use shall be required where office buildings have a ground floor presence. Offices shall address the street, avoiding unfriendly and unattractive blank frontages. Parking will be provided in accordance with Development Plan requirements, taking into account proximity to Metro North and the development's town centre location.

#### 4.3.9 Residential Development

Located within the town centre zoned area and within a 5 minute walk of a strategic high quality transportation corridor, the subject lands are an appropriate location for higher density residential development, subject to qualitative standards being met. It is important to incorporate residential use



within the LAP area to ensure vibrancy and activity in the area after standard opening hours of retail/office units, as well as to maximise upon proximity to Metro North and reduce car dependency. The mix of residential with commercial/retail will contribute to an attractive self-sustaining urban quarter.

It is an objective of this LAP to promote the development of high quality spacious residential units, providing for housing choice in terms of tenure, unit size and type (i.e. apartments/ houses/ multi-unit buildings), in order to promote the development of a stable and balanced community and to allow people to trade up or down within their own community.

It is an objective of this LAP to provide for residential development primarily at the following locations:

- Above commercial/retail developments along the LAP boundary with R132, proximate to the proposed Swords Metro Stop.
- Overlooking key pedestrian and vehicular streets within the development.
- On the eastern edge adjoining the housing off Drynam Road, with priority for protection of existing residential dwellings.

- On the south eastern edge, adjoining Cross Street.

The LAP lands can accommodate approximately 500 residential units, with an approx population of 935. This will be principally in the form of apartments and townhouses, above commercial/retail units with a mix of unit sizes. Accommodation for single people and couples will be focused around the R132/proposed Swords Metro Stop, while accommodation for larger family units will be located in the eastern and southern portion of the LAP lands.

The Development Plan standards in relation to open space provision shall be met both on site and off site. The provision of play facilities for children shall be in accordance with the provisions of the document 'Sustainable Urban Housing Design Standards for New Apartment, Guidelines for Planning Authorities' (DOEHLG, 2007). Open Space is addressed further under section 7. Parking will be provided in accordance with Development Plan requirements, taking into account proximity to Metro North and the development's town centre location.



**Quality of the residential environment for future residents**

It is an objective of this LAP to promote the development of high quality residential development for future residents providing for a stable community over time. Residential developments at this location shall be models of good practice and deliver high quality homes.

**Adaptability:** It is an objective of Fingal County Council to ensure all new residential schemes are designed so that residential units are easily adaptable in the future. All homes, whether apartments, duplexes, traditional houses or otherwise, should be adaptable to the life stage of those living there. While the needs of a family with children are very different to those of an elderly couple, the basic structure of the home should be easily adaptable to accommodate these different life stages.

**Dual aspect:** Dual aspect shall be incorporated into the design of all apartment /residential blocks. Single aspect north or northeast facing units will not be permitted. Dual aspect provides for inter alia, cross-ventilation, better views, better daylight/sunlight and more adaptability within residential units.

**Daylight and sunlight:** Daylight and sunlight is a key residential amenity and all buildings should receive adequate daylight and sunlight. The internal layout of residential units shall be designed to maximize use of natural daylight and sunlight. Daylight and sunlight levels, as a minimum, should be in accordance with Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice (B.R.E. 1991) and British Standard (B.S.). 8206 Lighting for Buildings, Part 2 2008: Code of Practice for Daylighting or any update on these documents.



**Overlooking:** Overlooking of all residential units shall be minimised and shall be within acceptable standards.

**Gated communities:** Proposals for residential developments shall not provide for the creation of gated communities.



**Additional requirements for Apartments**

**Floor to ceiling heights:** A minimum floor to ceiling height of 2.7 metres shall be required, measured from finished floor level to finished ceiling level in all apartments.

**Acoustic privacy:** People in apartment developments live in close proximity to one another, therefore effective sound insulation/acoustic privacy is most important within apartments, between apartments, and between apartments and common areas. Developers shall give consideration to the provision of higher levels of noise insulation than in the current Building Regulation or any updated standards.

**Entrances and lobbies:** Entrances and lobbies are important quality issues in apartments. Entrances shall be clearly identified and accessed off main streets within the scheme. Lobbies shall be spacious and welcoming as they are a form of communal space.

**Communal facilities:** Communal facilities [e.g. a community room] shall be provided in all apartment schemes in excess of 100 units for the communal use of the residents as deemed appropriate by the Council. In addition a manager's office and store shall be provided as appropriate.

**Communal laundry rooms and storage facilities:** Communal laundry rooms and storage facilities shall be provided in apartment blocks where deemed appropriate.

**Residential Unit Sizes**

The floor area of an apartment or house is the critical measure of its liveability. It is the envelope within which all the other qualities can be delivered such as spacious living and dining areas, kitchens suitable for cooking for a family, functional storage and laundry areas.

Given the proximity of the lands to the proposed Metro North, their suitability for higher density residential development, and the need to provide for a greater mix of house types to reflect different and changing household sizes over time, the housing mix shall comprise as follows:

- One bed residential units shall be limited to a maximum of 15% of the total number of units. All one bed residential units shall have a minimum overall floor area of 55 sq. metres.

- Two bed residential units shall not exceed 75% of the total number of units. All two bed residential units shall have a minimum overall floor area of 80 sq. metres.
- Not less than 10% of the total number of residential units shall comprise 3 bed or more residential units. All three bed residential units shall have a minimum overall floor area of 100 sq. metres.

**Social and Affordable Housing**

Social and Affordable housing shall be delivered in accordance with the provisions of the adopted Fingal County Council Housing Strategy in place at the time of the submission of planning applications. Social and affordable housing shall be delivered jointly by Fingal County Council, private developers and the voluntary housing sector. In order to promote and facilitate social integration, it is an objective of the Council to ensure that social and affordable housing is spread throughout the LAP lands.

**Existing Residential Development**

It is an objective of this LAP to ensure that development proposals immediately adjoining existing housing shall provide for the protection of existing residential amenities. Applications for development in proximity to boundaries with existing residential dwellings shall undertake a massing and height study (taking account of overall height of proposal and distance from boundary of existing dwellings); daylight and sunlight analysis, having regard to criteria established in the BRE publication: 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice', or any updated version of this document; visual analysis of impact on existing residential properties; assessment of potential acoustic measures to minimise any increased noise from traffic.



## 5.0 Movement Strategy and Transportation Infrastructure

A comprehensive multi-modal strategy is required to cater for the development of Barrysparks. Taking cognisance of the Swords Transportation Network Study (July 2009), Roughan & O'Donovan have undertaken a specific transportation study of the impact of the proposed Barrysparks development and associated traffic volumes on the road network in the area and detailed the infrastructure required to support the development. A tiered and phased approach to the improvement of the road network and creation of an internal movement strategy has been developed in conjunction with Roughan & O'Donovan. This strategy is set out hereunder.

### TR – Key Objectives

1. Facilitate and ensure integration of development with Metro Stop, Metro Plaza/Public Transport Interchange and Metro Box infrastructure, as well as improved local and regional bus routes, in particular the development of The Rise, public transport street.
2. Ensure connection of LAP lands to the surrounding road network through new street and pedestrian/cyclist links, in particular link from Western Avenue and Eastern Avenue to Airside-Feltrim Link Road, thereby improving the capacity of the road network, reducing overall car dependency and increasing accessibility to support public transport routes.
3. Ensure all streets within the Barrysparks development area facilitate 24 hour public access, are not enclosed and are landscaped, in particular Western and Eastern Avenues, which will be tree-lined boulevards.
4. Ensure the provision of active frontages at ground level and residential units at upper levels onto public spaces/nodes within the

development area, key pedestrian streets, and onto Metro Plaza.

5. Require a Mobility Management Plan/Smarter Travel Plan to be submitted with planning applications for proposed trip intensive developments, including retail and commercial proposals.
6. Ensure that transport infrastructure is appropriately phased and implemented in tandem with development of LAP lands, in accordance with section 9.
7. A mid-term review shall be undertaken prior to receipt of applications for phase 3 to ensure assumptions applied to the traffic modelling and analysis undertaken as part of the Transport Network Study by Roughan O'Donovan are valid and remain appropriate.

The following key infrastructural elements are explored further in this section (see figure 11):

- ◆ Metro North and Metro Plaza Public Transport Interchange.
- ◆ Bus Network and Metro Plaza.
- ◆ Strategic Infrastructure: External Network Capacity and Improvements (including Airside-Feltrim Link Road and connection from this to Airside-Drinan Link Road; Seatown Business Park to Malahide Link Road).
- ◆ Internal Street Network.
- ◆ Pedestrian and Cyclist Movement.
- ◆ Mobility Management/Smarter Travel.

### 5.1 Metro North and Interchange

The Fingal Development Plan 2011-2017 provides for accommodation of the Metro North rail alignment through Swords and a new multi-modal interchange

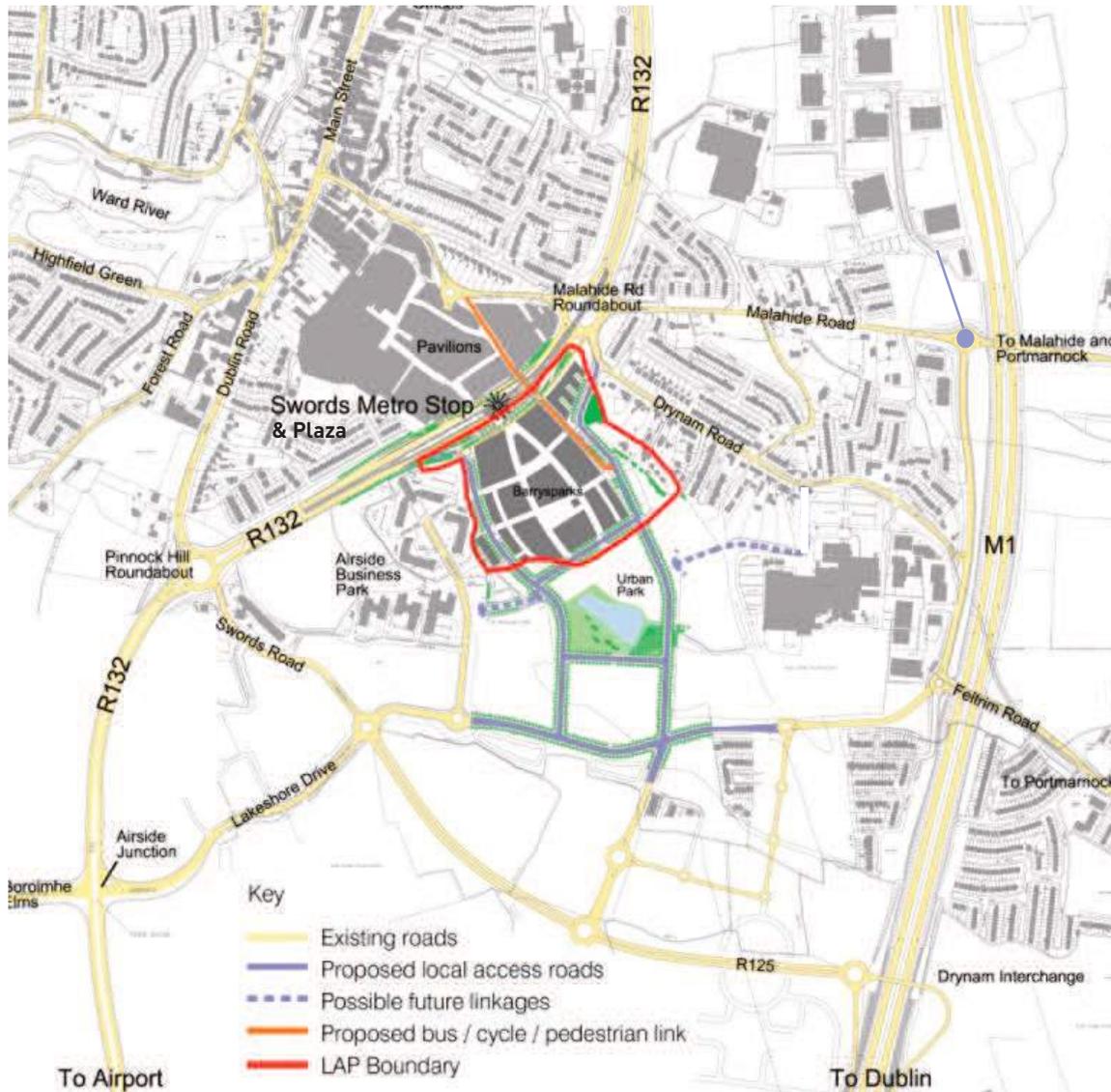


Figure 11 LAP Road Network

BARRYPARKS  
LOCAL AREA PLAN

at Swords, interlinking Swords Metro Stop with improved bus network and pedestrian/cyclist network facilities. In support of Metro North and the development plan objective for a multi-modal interchange at Swords, plans for 2 key infrastructural projects, integrated with Metro North, have been advanced by Fingal County Council - Metro Box and Metro Plaza.

**(i) Metro North**

One of the key public transport projects affecting Swords and the Barrysparks LAP lands is Metro North, which will connect Swords to the airport and Dublin City. The Swords Metro Stop, which is closest to Barrysparks LAP, will be located in the median of the R132 between Pavilions and Barrysparks development areas. This stop will be the principal transport node serving the LAP and informs all other elements of the movement strategy. A multi-modal interchange will be created around the Swords Metro Stop at the Metro Plaza. Metro Plaza facilitates interchange between Metro, bus, cyclists/pedestrians, taxi and private car. New connections to and from this interchange and the wider bus/road network in the area will be accommodated within the LAP. The provision of bus stops and facilities at appropriate locations, along with a high frequency and quality public transport system involving Metro North, will ensure and promote a high modal split in favour of public and non-motorised transport.

**(ii) Swords Multi-Modal Interchange**

Two key infrastructural projects will be developed to support the proposed Swords Metro Stop, Metro Plaza and Metro Box. These projects are necessary to deliver a high quality multi-modal interchange to serve town



centre lands at this location:

**- Metro Plaza**

Metro Plaza comprises a bridge structure connecting over the R132 linking into an internal street network within Pavilions and Barrysparks developments, east and west of R132. The Plaza has two crossing points over the R132 catering for a mix of pedestrians, cyclists, bus and taxi connections. Both connections are joined by a central plaza area directly over the R132 for individuals connecting down to the Metro platform level or wishing to cross from one area of the Plaza to another in order to access buses, taxis, town centre, etc. The northern most bridge element, referred to here as The Rise, is the key public transport route connecting to the Metro Plaza. The second crossing point will be for pedestrian/cyclists only with connectivity to adjoining lands facilitating seamless movement to ground level within the development areas on either side of R132.

Metro Plaza will also be a key ‘identifier’/gateway for the town centre offering an appropriate sense of place/arrival for a modern thriving city via a high quality architectural structure. Plans for the Metro Plaza, in accordance with Part XI of the Planning and Development Act 2000, were adopted by Fingal County Council in March 2009. The Metro Plaza and associated bus route, The Rise, are illustrated in figure 12 and 13.

**- Metro Box**

Metro Box is a movement network provided for below the R132 and Swords Metro Stop, connecting vehicular traffic east and west of R132, via the proposed below ground car park levels of developments at Pavilions

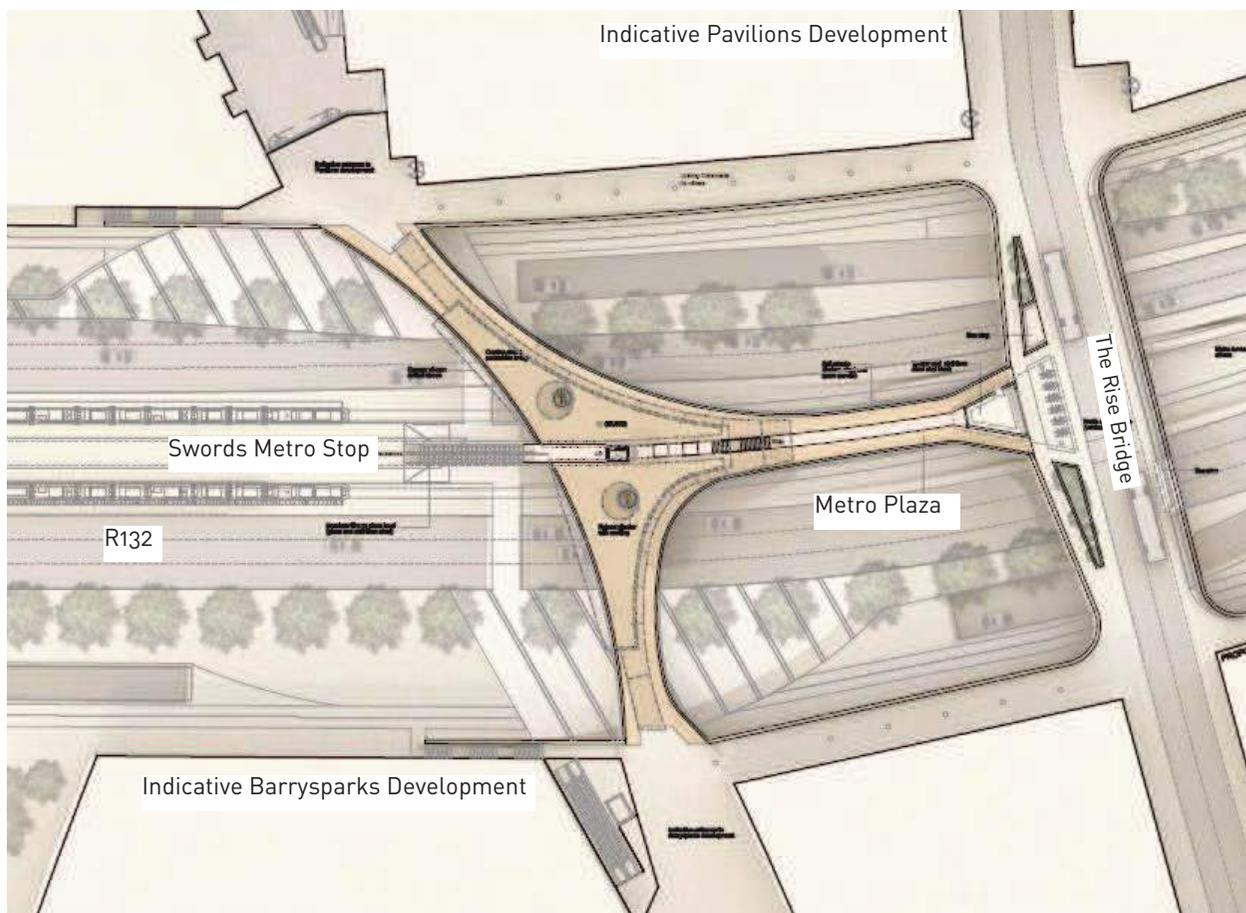


Figure 12 Metro Plaza and the Rise

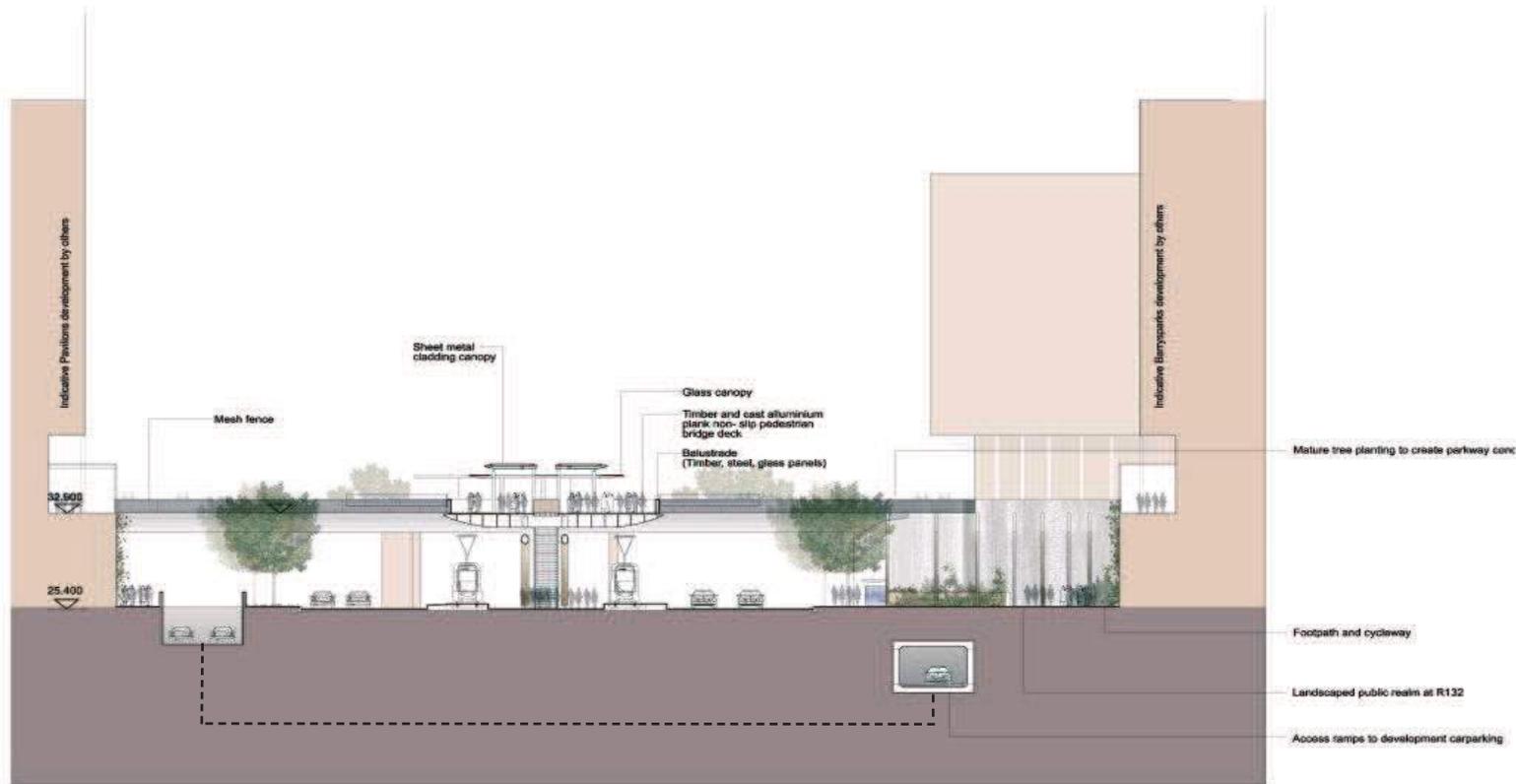


Figure 13 Metro Plaza

and Barrysparks. This infrastructural project will eliminate conflict between the Metro and cars entering and leaving the town centre in the future, leading to a more efficient management of traffic in the area. Plans for the Metro Box, in accordance with Part XI of the Planning and Development Act 2000, were adopted by Fingal County Council in April 2008. The alignment of the proposed Metro Box is illustrated in figure 14.

## 5.2 Bus Network and Interchange

There is sufficient scope to extend and improve the current service through enhanced connectivity and through-routes from the LAP lands and the wider southeastern area to the town centre. This will support the sustainable transport needs of the existing and expanding population of Swords. The arrival of Metro North will be complemented with a comprehensive network of feeder bus services.

The following four principal bus routes shall be developed to enhance the bus network:

- The Rise street and Metro Plaza: this will be a public transport link over the R132, linking Swords Main Street and Pavilions to the LAP lands. The Rise Street, which will accommodate pedestrian/cyclists/buses/taxis, is required to facilitate connectivity between town centre lands and to allow for interchange with Swords Metro



Figure 14 Metro Box

Stop and to expand upon the existing bus network.

- Direct access from R132 with left in via Drynam Road and left out access arrangements.
- Local connection through LAP lands to Airside-Feltrim and Airside-Drinan Link Roads, which will connect the population in Airside/Holywell to the town centre via the LAP lands.
- Bus route along the R132 which will support regional services, as well as local services.

### 5.3 Strategic Infrastructure: External Network Capacity and Improvements

As part of the Barrysparks LAP, the existing transport network shall be upgraded on a phased basis in tandem with development (see section 9 for details on phasing). Improvements are required to upgrade road capacity, provide for improved bus priority, and also new strategic routes and connections to improve traffic movement. The Swords Transportation Network Study, in conjunction with a detailed traffic study for

this LAP, both by Roughan & O'Donovan, have highlighted the following road/street connections and improvements will be required on a phased basis (see section 9) to support development of Barrysparks:

#### *The Airside-Feltrim Link Roads (R14a & R14 b):*

The Airside-Feltrim link roads (a and b) will serve the development of the Barrysparks lands and shall be delivered in tandem with this development. These links will remove pressure on the roundabouts at the Malahide Road and at Seatown, as well as on Holywell.

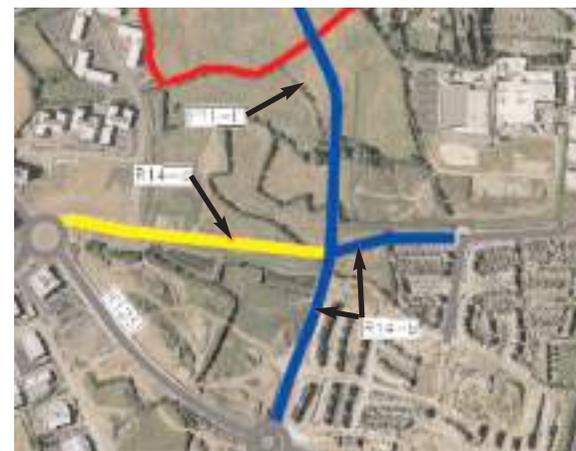


Figure 15

#### *Seatown Business Park to Malahide Road Link (R15):*

The existing road connecting the Malahide Road with the Feltrim Road provides a north-south connection parallel to the M1, however there is a missing element to this north-south connectivity. The construction of a northern extension of this road will provide additional connectivity from the Malahide Road to Estuary Road, improve access to Swords Business Park, and will provide a continuous connection from the Feltrim Road to Seatown Road, as an alternative to the R132.



This link road would lead to traffic reductions and hence positive impacts on the surrounding roads.



Figure 16

*The Rise Public Transport Route (PT1-F):*

A robust and effective public transport strategy is a crucial requirement for the future development of Barrysparks LAP and to draw patronage into the Metro service from its surrounding catchment. A bridge link over the R132, called The Rise (shown here in pink) will provide for bus/taxi/cyclist/pedestrian movement, which will connect Swords Main Street with the LAP lands, and ultimately to the the Airside-Drinan and Airside-Feltrim Link Roads. The Rise is a critical element of the bus network and will provide for improved permeability between all town centre lands, including a high level of accessibility to Swords Metro Stop and multi-modal interchange point.



Figure 17

*Malahide Road and Pinnockhill Roundabouts*

As part of Metro North scheme and Fosterstown LAP, the Malahide Road and Pinnockhill roundabouts will be upgraded to signal controlled junctions. The design of these junctions will take into account similar redesign of other roundabouts along the R132 being undertaken as part of the Metro North project. The timeframe for these upgrades is considered in the phasing scheme for the lands (see section 9).

**5.4 Internal Street Network**

A network of permeable and legible internal streets (see figure 18) shall be constructed to serve Barrysparks LAP. These streets shall be easy to move

around and shall facilitate connectivity with adjoining areas.

The proposed internal road network will include five connections to the external road network as follows:

- a) Drynam Road to Malahide Roundabout;
- b) South-eastern corner to Feltrim Road and R125 onto the M1 at Drinan Interchange;
- c) Southwest to Airside
- d) R132 left on / left off plus underpass to Pavilions Shopping Centre
- e) Long term potential with development of adjoining land for connection west to Lakeshore Drive.

The internal road layout should be adaptable to permit future access to adjoining undeveloped lands to the east and south.

Each of the internal streets is provisionally named as part of this LAP for ease of reference; an official street naming scheme will be required prior to the development and marketing of this area. The character and design parameters for each street are outlined in detail in section 6.2.2 of this document.

The primary 24 hour pedestrian streets through the scheme are called *Arc Street and Central Street* which traverse the site northwest-southeast. The streets connect at +1 with the Metro Plaza, linking up with the Pavilions development and with the existing town centre/Swords Main Street.

*Western Avenue and Eastern Avenues* are the primary vehicular routes traversing the site northwest-southeast and these will connect the R132 to the R125 Airside-Drinan and Airside-Feltrim routes (via the

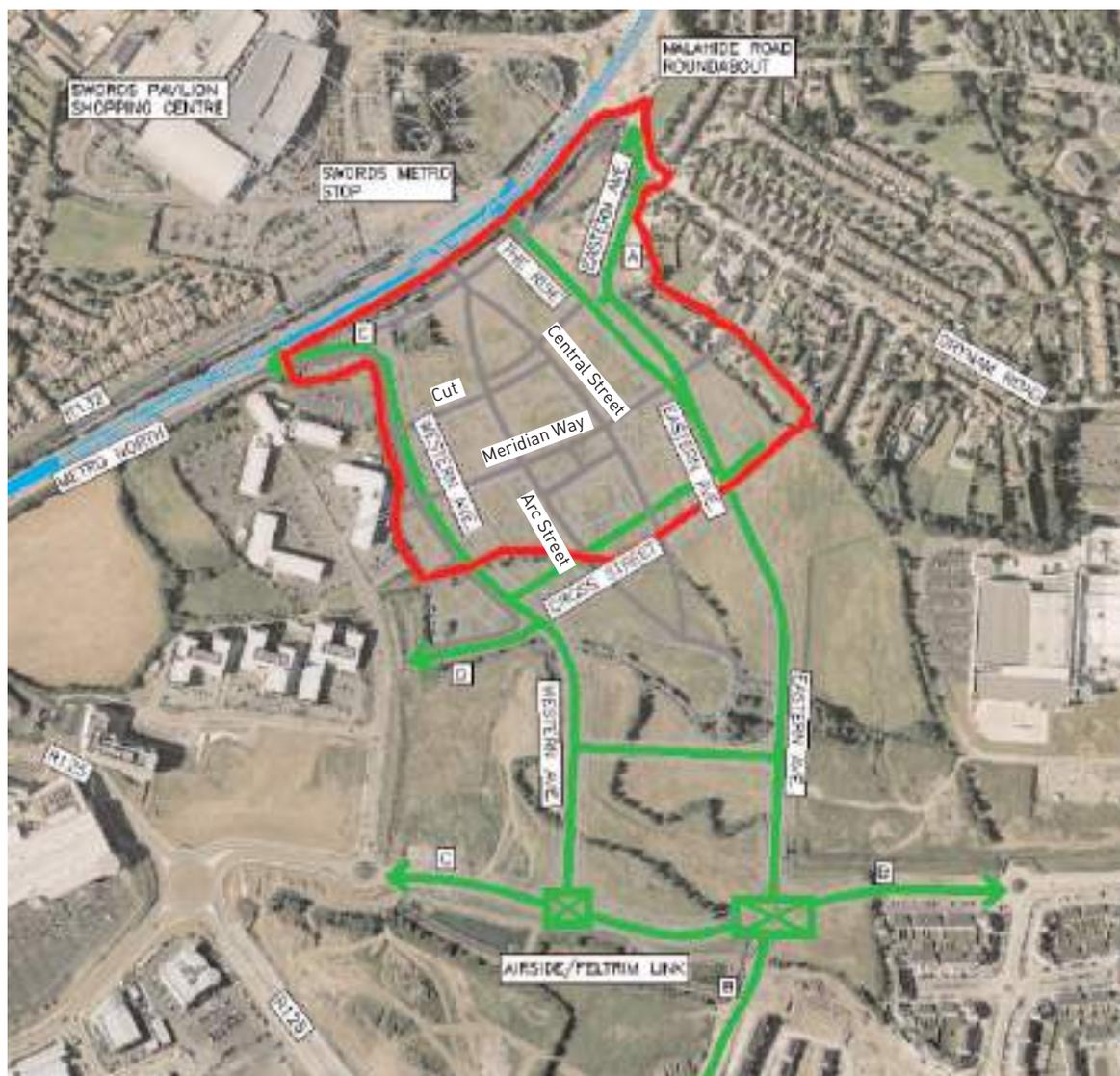


Figure 18 Street Connectivity

adjoining zoned lands) and connect also with proposed public transport route, The Rise. These avenues will be lined with rows of trees on both sides creating visually strong, formal and linear elements.

*The Rise* will be an important street, offering 24 hour public transport/pedestrian/cyclist connection between Barrysparks through the Pavilions to Swords Main Street and supporting public transport interchange with Metro North. The Rise will be an inclined street (with an average gradient of less than 1:20) and will climb from existing ground level within Barrysparks, to level +1 at the Metro Plaza, traverse Pavilions site, returning to ground level at Malahide Road. This route will play an important part in the public transport (bus/taxi) system and will allow pedestrian connection from +1 level to the Metro platform at the proposed Swords Metro Stop.

A number of secondary link streets are proposed within the development to support the primary northwest-southeast pedestrian routes of Arc Street and Central Street. *The Cut* is a 24 hour secondary pedestrian route offering a link from The Rise to Central Street, across to Arc Street and Western Avenue. This street will also accommodate entrances to residential units above ground floor units. *Meridian Way*, traverses the site, linking Western and Eastern Avenues/The Rise and is a 24-hour street predominately for the use of cyclists, pedestrians and service vehicles.

*Cross Street* also traverses the site, providing 24 hour access between Western and Eastern Avenues. This is predominately for vehicles and cyclist/pedestrian modes. In the evenings its use will help bring activity to the central parts of the development and the Main Square.



### 5.5 Connection to Metro Plaza

To ensure integration with the Metro Plaza and adjoining Pavilions development, Arc and Central Street will slope from at grade at Main Square to +1 at the Metro Plaza (+7.5m) at a gradient of 1:30. Where Arc Street and Central Street link to the Metro Stop, vertical circulation between levels will be provided. Another stair and lift will be provided at the Main Square linking the ground level to arcaded routes. Other stairs and lifts will be incorporated along this upper route as required.

The Rise will move from ground level within the Barrysparks lands to +1 over the Metro Plaza and connect through the Pavilions lands to the Malahide Road. This transition will occur over a slope of less than 1:20, capable of accommodating buses and pedestrians/cyclists (subject to confirmation of detailed traffic engineering design).

There will be 3 vertical circulation nodes from Swords Metro platform to Plaza level, to facilitate ease of movement from the platform to the Metro Plaza and from here to Barrysparks and Pavilions areas.

### 5.6 Pedestrians and Cyclists

Barrysparks LAP shall accommodate a new network of permeable, safe, secure and high quality pedestrian/cyclist routes, as well as additional connections to existing/proposed routes in the wider area. The development will be constructed to a high standard, which will promote this form of transport through the provision of a secure environment with passive supervision from adjoining developments and a reduction in vehicular flows/slow movement of vehicles where possible. The development shall provide

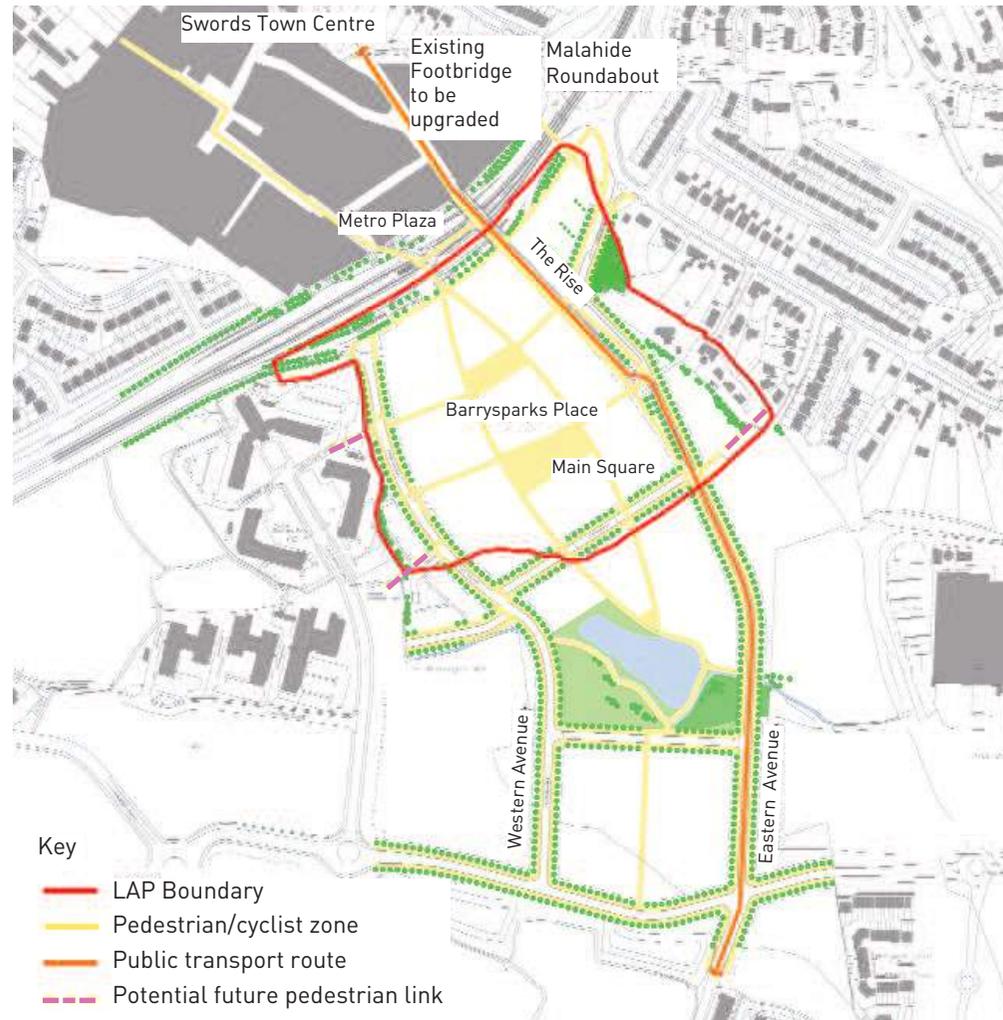


Figure 19 Pedestrian and Cyclist Routes



for adequate bicycle stands and shelters at secure and convenient locations.



The new Metro Plaza will be a pedestrian/cyclist permeable area. One bridge link from this area will cater for pedestrians/cyclists only, while the public transport link will in addition provide for bus/taxi facilities. This will enhance connectivity between the existing Swords town centre, and its extension into the Barrysparks LAP area and the wider residential population at Holywell. Pedestrian and cycle accessibility will be a key design consideration in the final layout and construction of the Metro Plaza. In addition to this an existing pedestrian over-bridge adjacent to Malahide Road roundabout will be upgraded and will also provide those wishing to utilise Metro with an alternative crossing point of the R132.

Pedestrian/cyclist routes shall be provided to connect into existing adjoining landbanks (see figure 19).

### 5.7 Mobility Management/Smarter Travel

The high levels of good quality public transport proposed for this area, coupled with the high-density mix of uses, will ensure that a high modal split in favour of public and non-motorised transport can be realised. It is an objective of this LAP to ensure maximum integration of land use and transportation to minimise trip generation, optimise the use of public transport and reduce travel by private cars.

The future modal split following completion of Metro North is predicted to be as follows:

**Table 2: Swords Residential Trip Patterns – Modal Split**

Scenario	Modal Split				
	Car Driver	Car Passenger	Public Transport	Walk / Cycle	Other PM
Existing	68%	4%	11%	10%	7%
With Metro	59%	3%	22%	13%	4%

**Table 3: Swords Office Trip Patterns – Modal Splits**

Scenario	Modal Split				
	Car Driver	Car Passenger	Public Transport	Walk / Cycle	Other
Existing	65%	5%	18%	8%	4%
With Metro	50%	4%	31%	12%	3%

A mid-term review of the LAP shall be undertaken to specifically look at traffic impact assessment. As part of this, the modal split targets identified shall be reviewed in tandem with development to ensure

sustainable modes of transport are being utilised.

Mobility Management Plans (MMPs) shall be developed to influence travel patterns so that they may become more efficient and sustainable. A Mobility Management Plan/Smarter Travel Plan shall be submitted with planning applications for proposed trip intensive developments, including retail and commercial proposals.

The following are just some of the measures which a MMP/Smarter Travel Plan may contain:

*Travel Information and Journey Planning* – To promote the use of public transport, individuals will be provided with up-to-date travel information including timetables, VMS Signage at public transport nodes, etc.

*Discount on Public Transport Fares for Employees and Customers* - To encourage public transport usage the introduction of a discount on travel for customers who arrive by public transport should be accommodated (similar to current car parking discount at large retail developments).

*Improve and Provide Non-Motorised Transport Facilities* - Provision of pedestrian and cyclist facilities, in particular parking, as well as shower and changing facilities will encourage employees to cycle/walk. Fitness campaigns would also promote the benefits of healthy transport.

*Flexible Working/Opening Hours* - To reduce the need to commute and or shop at peak hours, flexible working and opening hours will reduce peak traffic periods.



*Behavioural Transport Planning Initiatives* - For those individuals working and residing in the scheme, the introduction of travel plans will be required to help improve mode split in favour of sustainable forms of transport.

### 5.8 Parking

A Multi Functioning Car Parking (MFCP) strategy shall be developed, which will ensure the optimum use of parking provision by ensuring multiple use of the same parking spaces for different uses at different times. In addition, consideration will be given to the application of a car park pricing strategy across the Swords town centre area, including within Barrysparks LAP in order to manage car park availability and to discourage excessive travel.

Figure 20 illustrates the proposed car park access points, and the general service access arrangements. The principal access routes are from Western and Eastern Avenues. Access to underground car parks and service areas will be from the perimeter of the development. The central area, including Arc Street and Central Street, will (except for light service vehicles) form a traffic free zone.

The precise quantum of parking required will be determined having regard to the Fingal Development Plan standards and having regard to the mode split targets established in the MMP, the impact upon the local road network, the availability of public transport, and the parking use profile of the different uses proposed. The Council may impose a reduction of 50% from the maximum car parking standards set out in the Fingal Development Plan 2011-2017, where it facilitates 'smarter travel' and is supported by the accompanying MMP and/or TIA.

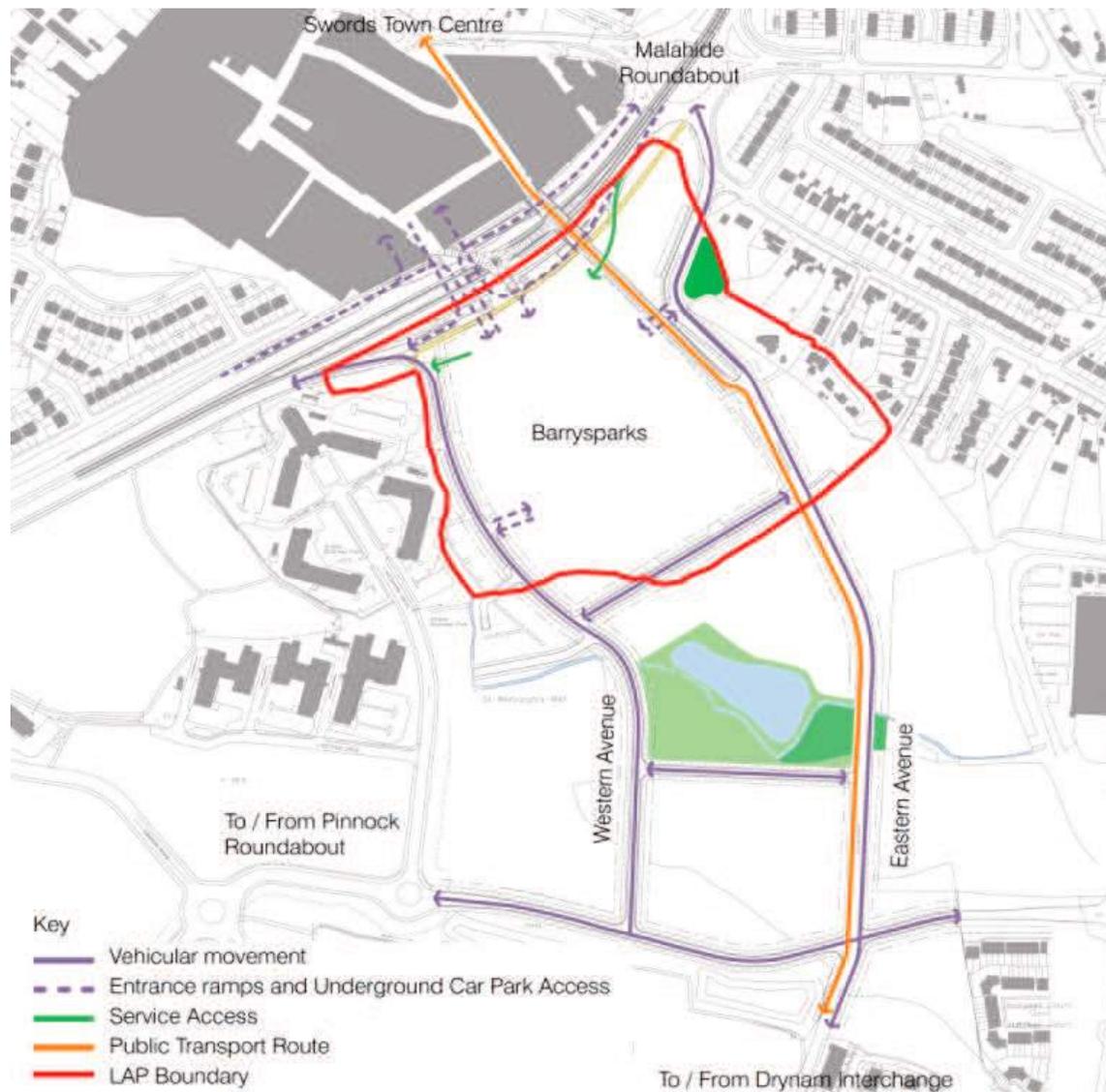


Figure 20 Car Park Access and Movement



## Section 6.0 Urban Design Framework

The quality of the public realm and architectural design of buildings is important in the development of an urban area which is high-density and has a variety of urban spaces and mixed-uses. This LAP sets out the urban design framework, providing guidance on the urban structure, street layout, and scale/massing of development.

### UD – Key Objectives

1. Prior to the commencement/in support of planning applications for each phase of development (see section 9), a detailed Urban Design Masterplan for that phase (and incorporating previous phases) shall be submitted to the Planning Authority for agreement.
2. The design of new streets and block structures shall generally comply with the sections illustrated in figures 22-26 and accord with the criteria outlined in section 6.2.2. New streets shall remain permeable to the general public 24 hours a day and all routes will where possible have alternative access points so cul-de-sacs are avoided.
3. Create a network of 3 high quality public spaces as identified on the LAP map ensure connectivity to the wider open space network in Swords.
4. Provide a number of land mark buildings to reinforce a sense of place in the LAP area.
5. Arrange uses to ensure activity throughout the day and into the evening in the LAP area.
6. Ensure a high quality and variety of architectural design and finishes for buildings, ground finishes, street furniture, landscaping and signs.
7. Planning applications for significant elements of development within the area shall be accompanied by a detailed design appraisal (in accordance with Fingal Development Plan), to ensure a high architectural quality in design and a coherence to the heights strategy and location of landmark structures.
8. Planning applications shall be accompanied by an assessment of the daylight, sunlight, over shadowing, privacy, and amenity impacts of new development upon existing as well as new development areas, in addition to details of noise mitigation measures to protect existing and new residences.
9. Applications for substantial building elements shall be accompanied by a sustainability report addressing sustainability in building design and building energy ratings, in addition to energy efficiency, water conservation and waste management measures.
10. Require details of the requirements for alternative renewable energy systems, for buildings greater than 1000sq m or residential schemes above 30 units, under SI 666 of 2006 European Communities (Energy performance of buildings) to be submitted at pre planning stage for consideration. These should take the form of an Energy Statement or Feasibility Study carried out by qualified and accredited experts.
11. A waste management strategy and a construction waste management strategy shall be submitted with all applications for substantial development.



## 6.1 Urban Structure

The provision of a robust urban structure for the LAP is based upon creating a clear hierarchy of routes and spaces in the area. As these are greenfield development lands, the urban structure is not determined by a pre-existing street pattern. The urban structure and street layout is informed by the need to integrate with Swords Metro Stop, the Pavilions development area, Swords Main Street and the future development of the greenfield lands to the southeast.

As the development of the LAP lands will cater for a town centre development, the urban form will reflect this in terms of density, scale, block size, street pattern and design.

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. It is important to ensure blocks or plots are of an appropriate size to accommodate a mix of uses and also provide for adequate natural light, privacy and amenities for the users.

## 6.2 Scale and Massing

### 6.2.1 Building Heights

Building heights and massing will be controlled within a height strategy which responds to:

- The existing site context and neighbouring areas.
- The creation of 2 public squares and the need to create an appropriate scale of enclosure.
- Provision of a modulated or graded profile away from R132 and the buildings about the major public spaces, which indicates a hierarchy of space.

Building heights (see figure 21 at end of this section) are indicated as a maximum guide having regard to the

potential uses within each building and the need to minimise any potential of overshadowing<sup>6</sup>. Buildings of up to 40m/7-10 storeys will be located along the R132 to provide a sense of enclosure for Metro Plaza. There is an opportunity here for the location of a landmark building adjoining the proposed Swords Metro Stop, tying in with the proposed Pavilions expansion. This responds also to the desire to increase density adjacent to a public transport node.

Surrounding Metro Plaza, building heights are gradually reduced into the site. Building heights between Eastern and Western Avenue vary up to 12-28m/3-7 storeys. Buildings along Arc Street and Central Street will similarly vary between 12m-28m/3-7 storeys, depending on widths of streets, need for enclosure, shadow studies and visual appraisal.

Townhouses/residential buildings along the eastern edge of Eastern Avenue are further reduced in height and shall respond sensitively to existing houses located along the eastern boundary. A range of building heights from 2-3 storeys along the eastern boundary will be considered, depending on proximity to existing residential dwellings. Heights will be dependant on the protection of the visual amenity of existing residential properties and perceived overlooking/overshadowing.

Commercial buildings along the western edge of

<sup>6</sup> Visual appraisal and massing studies shall be required to determine exact heights at planning application stage. Commercial buildings are assumed to have floor heights of 6m floor to floor and residential floor heights are assumed to be 3m floor to floor.

Western Avenue will be approximately 3-5 storeys, depending on the proximity and impact on existing buildings at Airside Business Park.

Visual appraisal, shadow and daylight studies will be conducted to ensure that the height and mass of buildings are appropriate and do not have a negative impact within the site or on the surrounding areas.

### 6.2.2 Street Pattern and Characteristics

The scale and character of each street, its width, and the height of buildings along it shall relate to its position in the hierarchy.

The following principles shall apply in considering an appropriate street pattern/character:

- Width of street to building height proportions will reflect the primacy of the streets within the scheme, eg primary retail streets will be wider than secondary retail streets to cater for differing volumes of pedestrians and to have legibility for the shopper.
- Urban design and daylight criteria will influence the width-height relationship. It is important that pedestrian streets are not overshadowed for large portions of the day.
- Primary use, for example retail, residential access, office use etc, will result in differing street widths and materials.
- All streets will be designed with passive security in mind.
- Key streets will have residential units over retail/office units to support passive surveillance.
- Vehicular traffic will be managed to ensure that car parks are accessed from the perimeter.

A permeable and legible street network is provided for



within the LAP, ensuring ease of movement internally and connectivity to the surrounding environment. The hierarchy of the street network is set out in Section 5.4, Movement Strategy and Transportation Infrastructure. The design of the streets is described in detail hereunder. In all cases, building height, orientation and width of the street shall ensure daylight and sunlight within the street, while minimising overshadowing. Ground floor uses shall have active frontages to enliven streets. Secondary routes within the scheme shall have entrances and frontages organised to ensure activity along the street. Uses over the retail streets (residential/office) shall form part of the street facades creating points of focal interest and passive supervision of streets.

**Central Street**

*Character*

Central Street shall be the primary and central 24 hour pedestrian route traversing the LAP lands (see figure 22). This route will connect Metro Plaza to the main public space within the scheme, Main Square to the southeast, and connect into the street network within the proposed Pavilions extension to the northwest. At present Metro Plaza is designed at level +1 and Central Street will be designed to tie in with the final level of Metro Plaza, returning to at grade to tie in with the Main Square at level +0.

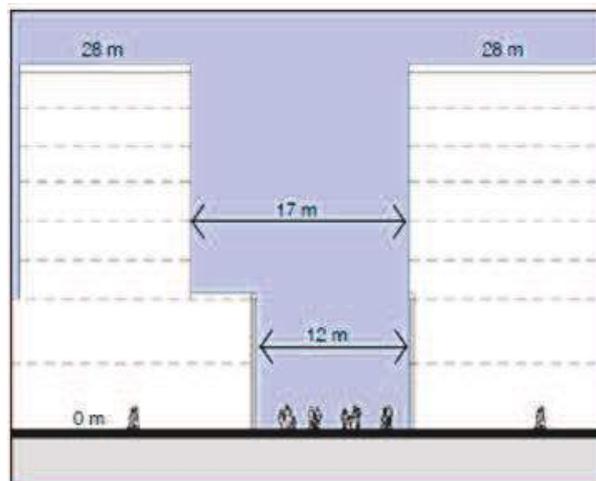
Central Street will be a principal shopping street with residential and/or commercial over ground floor retailing.

*Design*

The street shall be 10-12m in width. The buildings along this route shall generally vary in height from 12m to 28m with the taller buildings (up to 7 storeys,

depending on use) being located where the street widens around public spaces. Materials and finishes to the street shall be designed to reflect the character of an external street.

Central Street shall be co-ordinated with the Central Street within the Pavilions in terms of materials, finishes and character, where appropriate.



**Figure 22 – Illustrative section through Central Street**

**Arc Street**

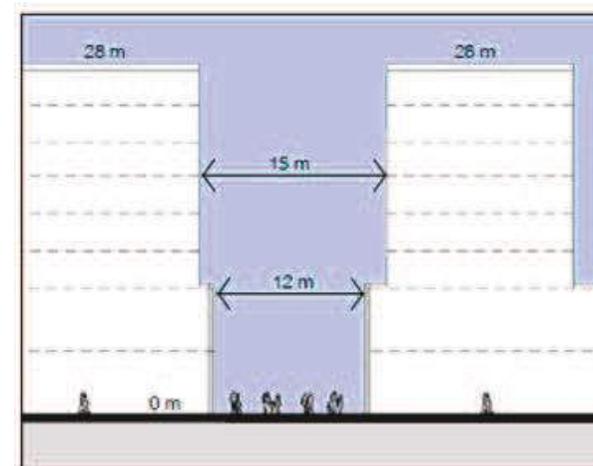
*Character*

Arc Street is an important 24 hour pedestrian route through the development, running parallel to Central Street (see figure 23). It will be principally retail at ground floor level with commercial and residential over.

*Design*

It shall be 10-12m wide and will be at grade, parallel

to Central Street. Building Heights will generally vary between be 12-28m/3-7 storeys. Canopies and arcades will provide protection for pedestrians.



**Figure 23 – Illustrative section through Arc Street**

**Eastern Avenue**

*Character*

Eastern Avenue will provide access to the LAP lands for all vehicles/pedestrians/cyclists from the R132 and will principally be a residential street with potential hotel (see figure 24). This route shall connect into the proposed Airside-Feltrim and Airside-Drinan Distributor Road network beyond the LAP lands to the southeast. This avenue shall also connect to The Rise, which is an important part of the public transport system. Eastern Avenue will be a tree lined avenue/boulevard.

*Design*

Eastern Avenue shall be generally 27-30m wide from building to building, depending on building height. The



carriageway width will be 7-8m, with footpaths and cycleways separated from the vehicular carriageway on either side. Buildings adjoining this street shall generally range in height from 12-28m/3 to 7 floors on either side.



Figure 24 – Illustrative Section of Eastern Avenue

**The Rise**

*Character*

The Rise shall be a 24 hour public transport street and shall cater for cyclists, taxi and bus traffic (see figure 24). This route will rise from Barrysparks over the R132, into the proposed Pavilions extension and return to grade at Malahide Road.

*Design*

The width of The Rise street shall be 12-14m, with buildings ranging from 12-28m. Its vertical alignment shall tie in with the Metro Plaza proposals and proposed Pavilions extension. The slope of the street shall be 1:20, subject to confirmation of engineering requirements for bus access.

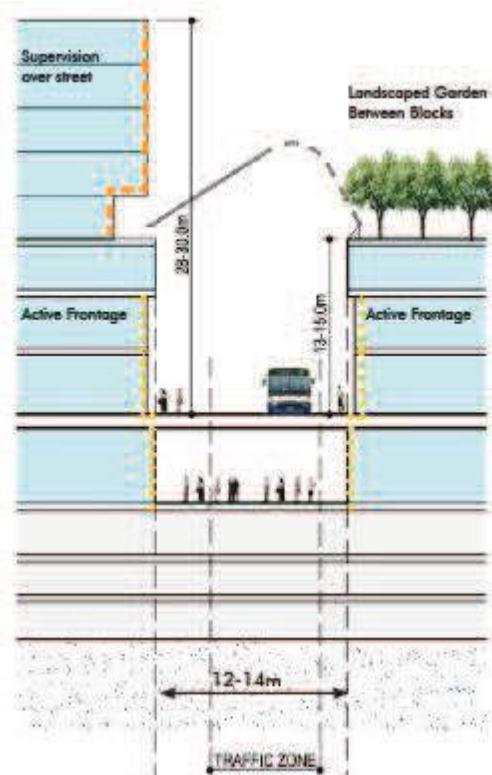


Figure 25 The Rise

**Western Avenue**

*Character*

Western Avenue shall be accessed by all vehicles, facilitating permeable access through the site (see figure 26). It will be the main access road for vehicles travelling from the north and shall connect with the Airside-Feltrim and Airside-Drinan Link Road network, providing access to the southeast of Swords

and the surrounding road network. This street will accommodate a mix of office, ground floor retail and residential uses.

*Design*

The carriageway width shall be 7-8m with footpaths and cycleways separated from the carriageway on either side. The width from building to building shall generally be 27-30m. This tree lined avenue shall have buildings ranging in height from 12-28m/3 to 7 floors on either side reinforcing the street's importance as a major route. Building height, orientation and width of the street shall ensure daylight and sunlight within the street, while minimising overshadowing.

**The Cut**

*Character*

The Cut shall be a secondary 24 hour pedestrian/cyclist route linking Arc Street, Central Street and The Rise. It shall consist principally of retail at ground floor level with residential and/or commercial above.

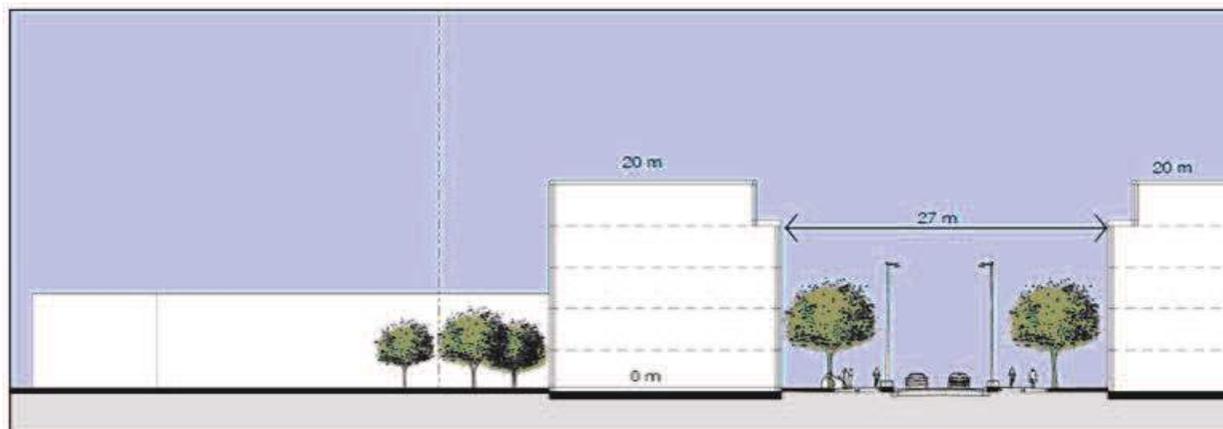
*Design*

The Cut shall be 6m wide. Building heights shall generally be 10-28m.

**Meridian Way**

*Character*

This 24 hour street shall link Western and Eastern Avenues and is predominately for the use of cyclists, pedestrians and restricted vehicular access/service vehicles. It will accommodate retail on the groundfloor with residential above.



**Figure 26 Illustrative section through Western Avenue**

*Design*

This street shall be 14-15m wide. Building heights shall generally be 10-28m. A small public space, 'Barrysparks Place', shall be provided halfway along its length.

**Cross Street**

*Character*

Cross Street provides 24 hour access between Western and Eastern Avenues and is predominately for the use of cyclists, pedestrians and at limited days of day it may also be used by cars. The primary public space within this area 'Main Square' adjoins Cross Street and shall be addressed by active frontages. It shall have retail at ground floor with residential over.

*Design*

This street shall be 14-15m wide. Building heights shall

generally be 10-28m.

**6.3 Urban Design Masterplan**

An Urban Design Masterplan for each phase of development (see section 9) shall be submitted to the planning authority for agreement, prior to/in support of planning applications relevant to that phase. The Masterplans shall comply with the provisions of this LAP.

The Masterplans will be three dimensional plans which present proposals or aspirations for the development of buildings, street blocks, public spaces, streets and landscape. They shall include detailed design of character areas/buildings in terms of materials and design styles for each phase/element of the scheme. The Masterplans shall define massing, heights, street widths, and orientation of buildings, the proposed street and block structures; the suggested relationships between buildings and public spaces as well as movement routes for both vehicles and pedestrian/ cyclists. Details in relation to the co-

ordination and design of the public realm (see section 6.5) shall also be addressed in each Masterplan. All buildings in the LAP area will be expected to be of high architectural quality and display a clear design concept, to encourage outstanding and well-conceived architecture.

The following design principles shall apply to all buildings:

- All new development shall respect the privacy and amenities of existing and future residents.
- All new development shall be designed to promote safety and security in the built environment. Streets and spaces shall be readily visible from a development and appropriately lit at night. Public spaces and building layout shall have regard to crime prevention measures.
- Street widths and building heights shall be carefully considered to create enclosure within a streetscape and develop a quality public realm.
- Principal streets and public spaces shall be overlooked by residential and other uses at first floor level.
- All new development shall clearly define and articulate public space, semi-public open space and private open space.
- All buildings shall have front doors onto the street, to encourage active and lively streets.
- All buildings shall have well-designed, prominent entrances, to provide interest on the street and assist way finding.
- All non-residential buildings shall have a taller ground-floor storey height, to create attractive and appropriately scaled entrance, reception and living spaces.
- All residential units shall be dual aspect.
- Within the LAP area, parking shall generally be



provided at a sub level, unless there are justifiable reasons otherwise, to ensure car parking does not dominate the street space nor provide inactive frontages onto streets.

- No element of the buildings adjacent the streets shall project over the street width, except intermittent bays less than 10% of the street width.

#### 6.4 Finishes and Materials

The external façade of buildings is a key determinant of successful urban environments. High quality new materials and natural old materials shall be used in new developments and they may be combined to contribute to visual diversity. Materials to be used can include stone, brick, render, steel and glass. Natural colours should be used.

The building palette used shall vary across the scheme to ensure interest and variety in the architecture and avoidance of monotonous facades.

All materials should be durable and be suitable to withstand the climatic conditions. The use of natural and recovered, sustainably-sourced, safe and durable materials with low embodied energy will be promoted.

#### 6.5 Co-ordination and Design of Public Realm

A number of elements within the public realm and streetscape require coordination in order to reduce visual clutter and create a coherency. Detailed design of the public realm (including streets, squares, and public spaces areas) shall be addressed within the urban design masterplans for each phase of development (see section 6). The following areas shall be addressed:

- Street furniture – continuity in terms of design and location of street furniture will reduce visual clutter and enhance the public realm. Co-ordinating street furniture with planting will assist in creating an attractive environment,



while minimising visual intrusion.

- Signage – signage shall be consistent and co-ordinated across Swords town centre. High quality information/orientation signage will be required at the Metro Plaza to highlight direction for the existing town centre and for Barrysparks. Signage shall be coordinated with street furniture and with information boards to avoid an over proliferation. Swords' town centre identity will be supported in Barrysparks area through consideration of the detail of signage, including typeface, colour, materials, shape/proportion/height, and use of logos.
- Lighting – streets and spaces shall encourage activity and provide safe and welcoming environments in the evening as well as during the day. Lighting can be effective in helping to

create interesting environments by illuminating buildings or key routes and enhancing the setting of public spaces. Lighting shall be sensitively designed and coordinated to avoid clutter and reduce pollution. It should be coordinated with lighting across the town centre.

- Public Art – public art can create visual interest and encourage commercial and social activity, aiding in the creation of a sense of place and identity. A series of artwork and bespoke urban elements shall be encouraged throughout the development, in particular as part of the design of the urban squares and key pedestrian streets of Arc Street and Central Street. Public art shall be considered in conjunction with other elements of the public realm to create visual interest and avoid clutter.



- Paving finishes – the continuation of a uniform quality paving material will reflect the character of the future development. Finishes shall take account of those to be used at Swords Metro Plaza. The use of an agreed palette of materials will aid in defining the hierarchy of streets and spaces.



## 6.6 Landmark Building

The proposal for the Metro Stop at Swords and the need to extend the town centre provides an opportunity to create a landmark building at Barrysparks. Allied to this is the need to increase density within close proximity of a public transport node.

A site(s) adjacent to Metro Plaza would be a suitable location for a landmark building, acting as a gateway entrance to Swords as well as to Barrysparks (see figure 21). This important site addresses the southeastern side of the plaza and its massing will have regard to the development on the opposite side at the Pavilions site. Although landmark buildings do not necessarily have to be high to achieve their objectives in urban design terms, the planning authority will at its discretion accept an increase in building height, where it can be demonstrated that there is a strong urban design rationale for doing so.

## 6.7 Edge Conditions

The boundaries with existing residential and commercial developments to the west and east are considered as edges and shall be co-ordinated with neighbouring lands to respond to the existing scale, use and character. The strategy adopted when dealing with adjacent buildings is to gradually reduce the scale and tier the height and massing of the proposed development. This will help ensure that issues relating to overshadowing and overlooking are mitigated. Visual appraisal and shadow studies, addressing protection of amenity of existing dwellings/businesses and measures to address traffic noise will be conducted as part of the planning application process.

## 6.8 Daylight, Sunlight and Wind

Ensuring adequate daylight and sunlight to new buildings, in addition to public and private open spaces is important in securing a high standard of amenity and design. In addition, development which takes into account good access to natural light will also reduce energy consumption and it is therefore an important element of sustainable building design. An initial sun path model for the development has been created for the LAP scheme to indicate the level of shading and overshadowing. In general the model indicates that the scheme achieves a relatively good level of sunlight throughout the year.

Each individual application for substantial elements of the development will need to be assessed against the daylight and sunlight criteria established in the BRE publication: 'Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice' (or any update to this publication). Such assessments consider the impact upon existing and future residences. The Council will seek the provision of dual aspect residential units in order to maximize the utilisation of natural light.

Consideration of wind impacts is also important in ensuring a good quality local environment. Layouts and landscaping design shall be investigated to provide shelter from prevailing winds to ensure comfortable conditions are maintained for the proposed activity in each area.

## 6.9 Sustainable Design

The importance of implementing more sustainable design in construction has been identified as a key part of supporting sustainable development overall. In their life cycle, energy is used in buildings in a number

of different ways:

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

Developers will be required to have regard to the provisions of the following sections.

### 6.9.1 Building Design and Construction

Fingal County Council is committed as a priority to encouraging more sustainable development through energy-end-use-efficiency, and increasing the use of renewable energy in all new building projects in the LAP area. This will be achieved by improving the requirements as set out in Part L of the Building Regulations 2007 (or any updated version) and application of Building Energy Rating standards. (i.e. that all dwellings to achieve a minimum BER (Building Energy Rating) of A3, all non domestic buildings to achieve a minimum BER of B2). These targets will be reviewed and revised by Fingal County Council and it is a requirement of the LAP to meet current Fingal Development Plan standards in this regard.

Embodied energy is the energy consumed by all of the processes associated with the development of an area, from the acquisition of natural resources to product delivery, including mining, manufacturing of materials and equipment and transportation. The Council will promote the use of low embodied energy materials.

In addition to the specific environmentally-related standards, developments will be required to provide sustainable living and working environments, adhering to standards for the creation of comfortable and safe buildings and surroundings. All buildings shall be accessible to persons with disabilities, have comfortable internal environments in terms of daylight



and sunlight, noise protection standards and shall be designed to minimise the opportunities for crime.

### 6.9.2 Energy Efficiency

The design of the building services presents opportunities for energy saving throughout the life of the building by reducing carbon emissions through the careful selection of plant, controls and management of services. New development proposals shall be required to demonstrate reduced energy consumption in their design and construction and should incorporate where possible alternative energy technologies such as bio-energy, solar energy, heat pumps, heat recovery and wind energy. The following are just some measures which should be promoted to increase the efficiency of buildings within the development:

- Heat Recovery - Incorporation of heat recovery into ventilation systems to allow the reclaim of energy.
- Free cooling - Plant and equipment optimised for use of free cooling for air and water systems when suitable external conditions exist.
- Lighting - The lighting in the development will incorporate low energy lamps with lighting controls incorporating daylight saving.
- Variable speed pumping and fans - The air and water systems will be designed using variable speed drives.
- Condensing Boilers - The boiler plant providing low temperature hot water will include for flue gas reclaim by condensing the 'latent' heat from the flue gas for use in these systems for space heating and air preconditioning.
- CO monitoring - The car park ventilation will incorporate CO monitoring to control the

ventilation rate. The system uses less energy as the fans are set to operate at a lower extract rate using variable speed drives and only increase to full extract when the CO levels exceed certain values.

- Building Management System - BMS will be used to efficiently control and monitor the services within the development. The systems will incorporate optimal routines, night set back and weather compensation.

### 6.9.3 Water Conservation

Water conservation measures shall be incorporated into future developments. The amount of water used in the development will be limited through the use of water conserving devices such as low flush, dual flush systems and automatic cut off devices, in order to prevent continuous unattended drawing of water.

Other water conservation measures may include:

- Grey Water Recycling - Involves the reuse of waste water from sinks and showers.
- Rain water harvesting - Involves the collection of rainwater for reuse in WC and urinal flushing.

### 6.9.4 Sustainable Waste Management

An integrated waste management strategy shall be undertaken to ensure that the waste strategy makes a positive contribution to the overall sustainability of any development. All new developments shall comply with Fingal County Council Waste Management Plan with regard to 3 bin collection system and bottle bank / textile sites, etc. Alternative infrastructural systems which deliver an equivalent level of recycling, e.g. vacuum waste collection systems will also be encouraged.

A waste strategy shall accompany all applications for substantial development and shall address:

- Maximising the recovery of valuable resources, for reuse or recycling, before further treatment or disposal.
- Design and development of an integrated process with the objective of significantly reducing total direct and indirect emissions, particularly CO<sub>2</sub>, methane and dioxins.

### 6.9.5 Construction Waste Management

Developer(s) shall be required to submit a construction and demolition waste management plan setting out a programme for the management/recovery/disposal of construction/demolition waste material generated at the site during the excavation and construction phases of development, in accordance with the relevant national waste management legislation, at planning application stage. It is an objective of this LAP that Developers shall ensure that all waste is removed from the plan lands by approved waste disposal contractors to approved waste disposal facilities. In addition, it is an objective of this plan that developers shall take adequate measures to minimise the impacts of traffic, noise and dust during construction phases.

### 6.10 Access for the Disabled

People with disabilities shall have complete freedom to enjoy and have access to all buildings, streets, amenities and public spaces provided. Designers will consciously seek to apply the optimum standards when designing for such access.

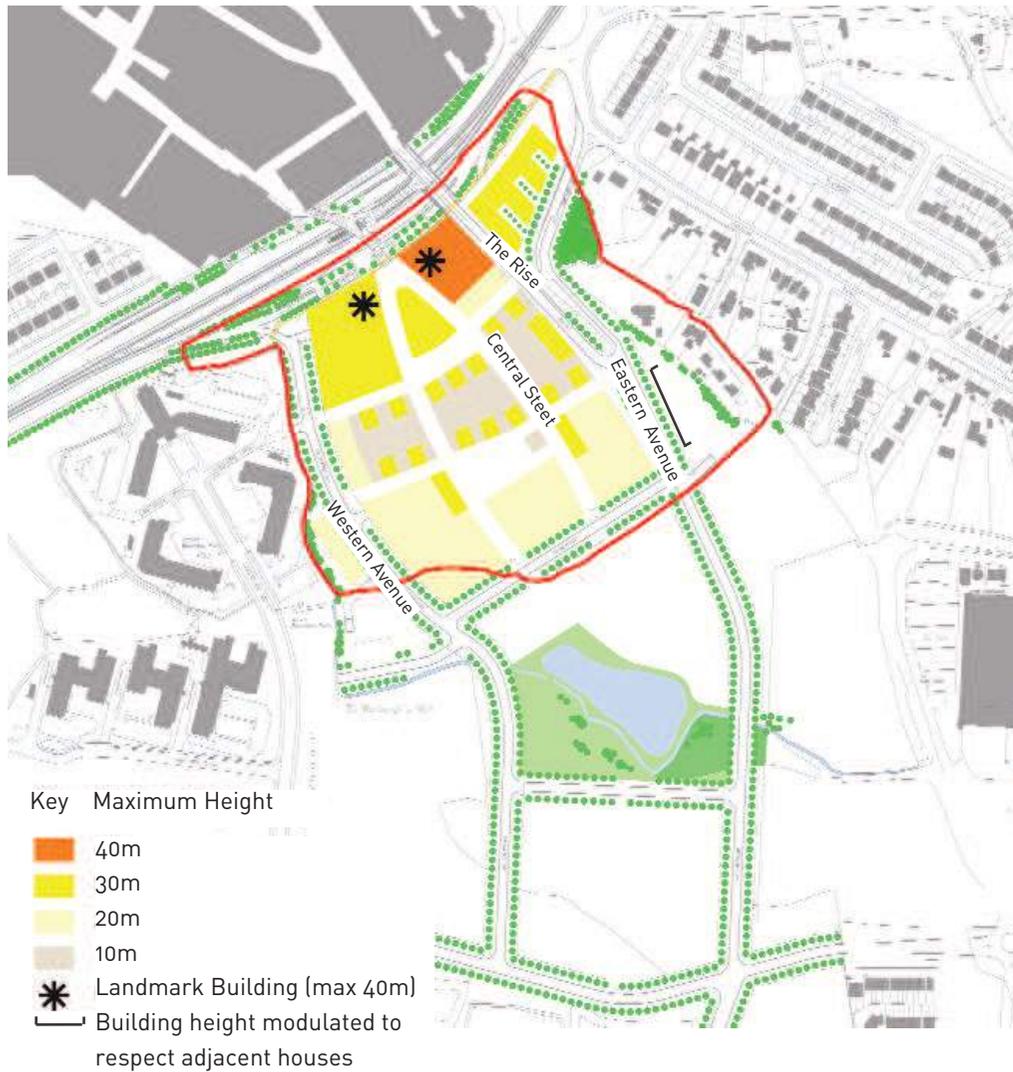


Figure 21 Building Heights



## 7.0 Green Infrastructure

This LAP addresses the issue of green infrastructure through the development of a strategy in relation to the following key areas:

- Development of open space and amenity network within the LAP and on adjoining lands
- Connectivity to the wider green network
- Sustainable water management through SUDS initiatives
- Protection of archaeological heritage
- Landscape and Biodiversity enhancement

### GI - Key Objectives

1. Develop a Landscape Masterplan for each phase of development to provide a coherent 'green' structure throughout the LAP area, including hard and soft landscaping, providing a range of open space types, with their function and facilities identified. These plans shall be submitted to the planning authority for agreement prior to/in support of applications for each phase of development.
2. All development proposals shall maximise opportunities for enhancement of existing ecology and biodiversity, through incorporation of existing trees/hedgerows (particularly along boundary with existing housing); protection of woodland and marsh southeast of plan lands; protection of Gaybrook stream, which links to the Broadmeadow/Malahide Estuary (Natura 2000 site); and bat survey in accordance with Bat Assessment Study (see SEA).
3. Develop a sufficient number of local play grounds/amenity spaces to serve the area in accordance with Fingal Development Plan standards.
4. Develop a Landscape and Recreational Masterplan for the small Urban Park, which

shall be designed to fulfil a dual role in terms of its function as a high quality amenity space and sustainable water management resource.

5. Ensure that the public realm is characterised by coordinated and integrated elements of high standard design, planting, finishes and treatments. 2 high quality urban squares shall be developed and shall be designed with adjoining buildings to ensure passive supervision and active frontages.
6. Encourage the provision of high quality, innovative, works of art within the public realm and park areas.
7. Seek to preserve and/or record, as appropriate, the archaeological and cultural heritage of the area, including recording by excavation of the ring ditch along the route of Western Avenue and inclusion of a protection buffer in vicinity of St Werburgh's Well during construction.
8. Archaeological monitoring of topsoil stripping at site clearance stage of development shall be carried out by a suitably qualified archaeologist under licence to DoEHLG and the National Museum of Ireland.
9. Promote and implement the SuDS strategy undertaken for the LAP lands and ensure no impact on the Gaybrook Stream and consequently the Broadmeadow/Malahide Estuary Natura 2000 site.



### 7.1 Open Space Network

Open Space is one of the key elements in defining the quality of a place, and the value associated with open spaces is greatly enhanced if they are interlinked with a wider network.

It is an objective of this LAP to facilitate connectivity to the wider open space network in Swords through green corridors and/or pedestrian/cycle links via the street network. The Strategic Vision Document for Swords<sup>7</sup> establishes a vision for a green infrastructure necklace of open spaces around Swords (figure 27). The strategic open space destinations from Barrysparks LAP include:

- ◆ Ward River Valley Park
- ◆ Town Park at Swords Castle
- ◆ Broadmeadow River Valley Park

The strategic element closest to the Barrysparks lands is the Ward River Valley Park. Connectivity will be facilitated through the Metro Plaza link via the Pavilions Development, where it is intended to have a direct link from the Pavilions into a redesigned Ward River Valley Park, as set out in Swords Masterplan (FCC, 2009).

It is an objective of this LAP to support connectivity to the wider green network of open space in Swords, including connectivity to local amenity areas south of the plan lands serving existing residential areas.

#### 7.1.1 Landscape Strategy

The overall Landscape Strategy for the area is prescribed by several essential factors:

- **Site Characteristics** - An appreciation of the natural features of the site, including the hedgerows and watercourses in the immediate



**Figure 27 Strategic Network of Open Space**

vicinity.

- **Surrounding Context** - Proximity to the existing town centre facilities, links to Pavilions development area and the availability of existing and proposed open space.
- **Route-ways and permeability** - Development of additional routes and access points through the proposed development and along the bounding areas.

<sup>7</sup> Full title of document is 'Your Swords, An Emerging City, Strategic Vision, 2035', FCC, June 2008.

- **Strategic Transport Corridor (R132) and Metro North** - Alteration of the R132 to accommodate Metro North and Metro Plaza and landscaping context.
- **R132 Green Corridor and Arrival** - Visual appearance and arrival sequence by cars along the R132 and arrival by Metro North.
- **Pedestrian Comfort and Usability** - Where the road network comes in contact with the pedestrian realm, it is essential that the landscape treatment responds in such a way that the public space is adapted or treated in a manner that protects the users of the development, while avoiding an unnecessary interruption to the vehicular flow.

The principal elements of the landscape and open space structure are illustrated in figure 28 and are as follows:

- Small Urban Park
- Public open space for residents
- Urban squares
- Co-ordinated streetscape design, in particular tree-lined Eastern and Western Avenues
- Green roofs

A Landscape Masterplan shall be undertaken for each phase of the development of Barrysparks LAP and submitted prior to/in support of planning application related to that phase, being updated as appropriate. The Landscape Masterplan shall identify the range of open spaces, their function, and facilities within them, as part of the overall strategy for the area.

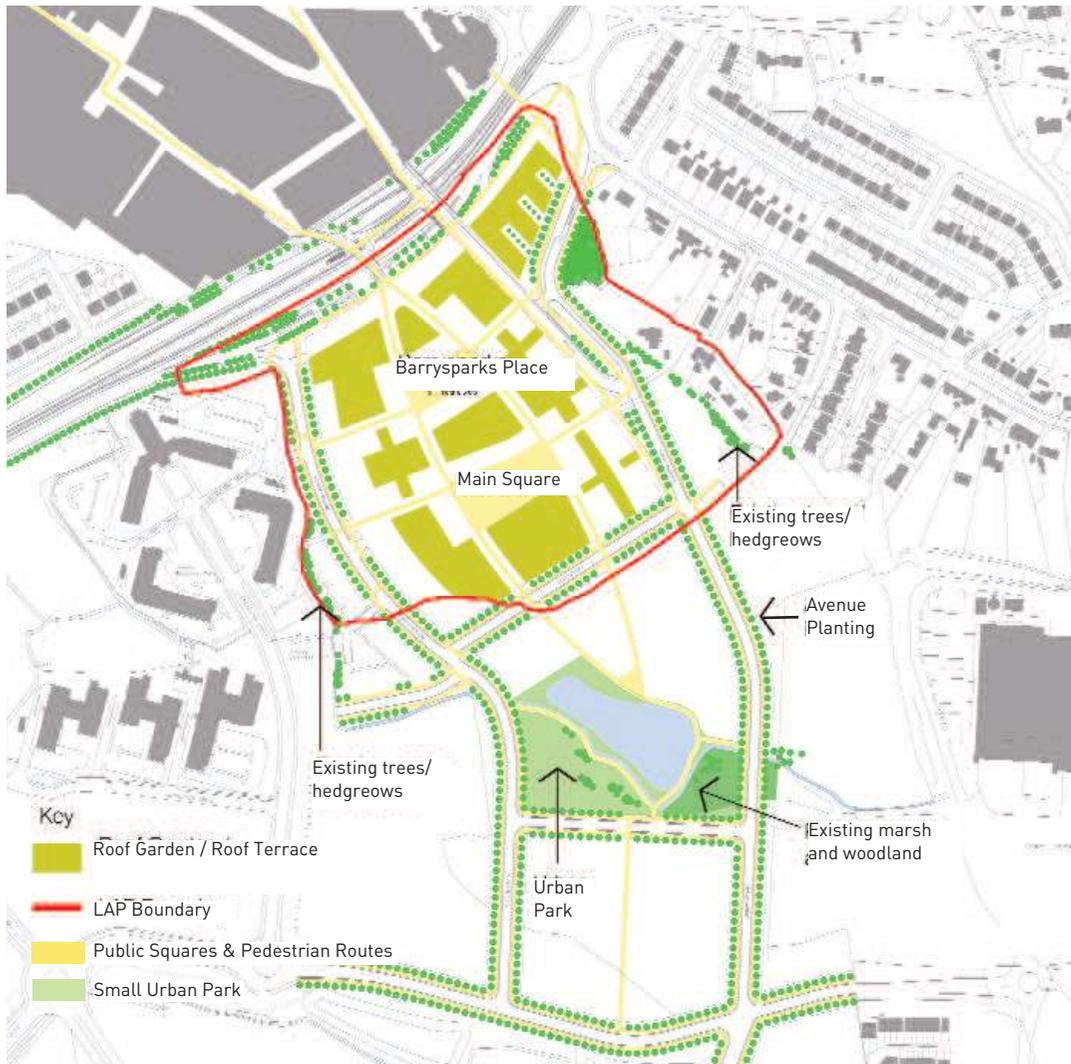


Figure 28 Landscape & Open Space

## 7.2 Quantity and Location of Open Space

The LAP shall comply with Fingal Development Plan policies and standards in relation to open space. Given the high density nature of this site in proximity to Metro North, larger open space requirements (e.g. playing pitches) shall be provided off site, while small parks/pocket parks shall be provided in close proximity to the residents they serve.

It is estimated that Barrysparks LAP will accommodate approximately 500 residential units, which would give rise to a resident population of approximately 935 persons. This yields a requirement for approx 2.5 ha of open space. The exact quantum generated by the proposed development of the LAP lands and location of this space will be determined at planning application stage.

Open space within the LAP area must be designed to a high quality, with an emphasis on detail of materials for both hard and soft landscaping.

### 7.2.1 Ward River Valley Park

In relation to provision of larger open space amenities, Development Plan standards and provisions shall be complied with. Standards may be met by way of financial contribution toward the upgrading of active facilities in the Ward River Valley Park, at the discretion of the Council.

### 7.2.2 Small Urban Park

A small Urban Park of approximately 1.7 ha in size will be located on the lands south of Barrysparks LAP and will serve the resident and working population in the Barrysparks area.

This local park will facilitate small scale active and



passive pursuits. A key facility required in this park will be a high quality playground and provision for ball games. The biodiversity of the existing landscape will be carefully integrated into the design of the new park, in particular there shall be a 10m riparian corridor alongside the Gaybrook Stream and enhancement of the woodland/marsh area to the southeast. Pedestrian and cycle access to and from the surrounding area shall be provided for.

An integral part of the design shall be the provision of a retention pond as part of the SUDS proposals. This will provide an attractive water feature at the centre of the park, alongside the Gaybrook Stream. The retention pond shall be designed to ensure safety measures are incorporated, without the need to



provide for high railings around the pond, where feasible/practicable. It is important that the pond is designed as a safe amenity space.

As the drainage infrastructure is required to serve the lands from the outset, the design of the SUDS scheme and the associated park shall be provided as part of

the first phase of development in the Barrysparks LAP area. A Landscape and Recreational Masterplan shall be developed for the small urban park.

### 7.2.2 Pocket Parks

The exact quantum and location of smaller pocket parks/open space will be determined at planning application stage and shall comply with Fingal Development Plan standards.

Pocket parks shall be creatively incorporated within residential schemes and overlooked by adjoining developments so as to optimise natural supervision and encourage its use. Amenity space for dwellings may be in the form of courtyards, terraces, balconies and roof gardens. The issue of overshadowing of open space shall be carefully considered to ensure the space can be utilised.

The provision of play facilities for children shall be in accordance with the provisions of the document 'Sustainable Urban Housing Design Standards for New Apartment, Guidelines for Planning Authorities' (DOEHLG, 2007), in particular section 5 of these guidelines which states '...play needs for children around apartment buildings should be catered for:

- within the private open space associated with individual apartments.
- within small play spaces (about 85 – 100 sq. metres) for the specific needs of toddlers and children up to the age of six, with suitable play equipment, seating for parents/guardians, and within sight of the apartment building, in a scheme of 25 or more units.
- within play areas (200–400 sq. metres) for older children and young teenagers, in a scheme of 150 or more apartments'.

### 7.2.3 Upper Realm Open Space

Roof gardens shall be developed with the dual function of meeting the open space needs of residential and office units, as well as contributing to the ecological value of the LAP area. A selection of spatial requirements shall be fully considered in the design of these spaces, for example green space and shelter/screen planting as well as barbeque and outdoor eating areas, to create an animated living environment.

Landscaping must be carefully co-ordinated with engineering requirements to take into consideration the loading, drainage and irrigation issues. Plants must be selected taking account of harsh exposed growing conditions for the roof area. It is critical that there is a sufficient layering of planted material and build-up to allow for the installation of large tree species and associated planting. The availability of an





interstitial layer at below the residential layers allows for the development of a much more dynamic and proportioned landscape treatment than a standard 'loaded' roof terrace.



#### 7.2.4 Urban Squares

The retail/office element of the development will require the provision of public space areas to provide a leisure space for those shopping/working/living within the area.

Two main public squares shall be developed, which will aid in the legibility and attraction of the area. The primary square is called 'Main Square' and is located at the southern edge of the scheme, with an additional smaller square, 'Barrysparks Place', which is located closer to the R132.

These public squares shall be attractively landscaped, incorporate bicycle parking and seating arrangements, have a high quality paving finish, and

include public art features to enliven interest in these spaces. It is important that active frontages address these spaces to ensure activity and passive supervision.

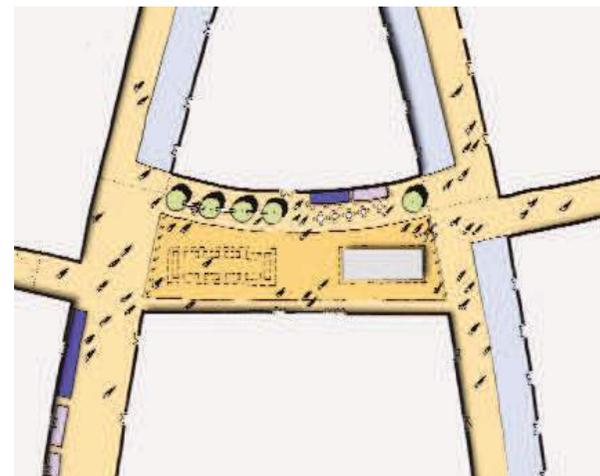
- **Barrysparks Place**

Barrysparks Place (see figure 29) is a smaller public space formed at the junction of Meridian Way, Arc Street and Central Street. This intimate space shall also comprise active ground floor frontages, e.g. cafes, restaurants, provision of outdoor seating etc, to enliven this space and make it attractive. The careful selection of paving materials, street furniture, lighting and signage shall contribute to this public space becoming a quality meeting space.

Barrysparks Place shall be approximately 0.2 ha. The height of buildings around the square may vary in height from 22m up to 30m – building heights shall be carefully considered within the context of daylight/sunlight levels within the space and impact of overshadowing.

- **Main Square**

'Main Square' (see figure 29A) shall be a major 24 hour public space within the Barrysparks area, with direct pedestrian, cycle and bus links to the Metro Plaza area. It is a place for gathering, eating and socialising. It will also provide a location for events such as farmers' markets, seasonal fairs, street theatre, concerts etc. The location and orientation of Main Square has been carefully considered to ensure that it will receive sunlight throughout most of the year. Active ground floor frontages onto this urban space,



**Figure 29 Barrysparks Place**

e.g. cafes, restaurants, provision of outdoor seating etc, shall be required to enliven this space and make it attractive. The careful selection of paving materials, street furniture, lighting and signage shall contribute to this public space becoming a quality meeting space.

Main Square shall be approx 0.4 ha in area. Subject to detail with respect to daylight/sunlight and issues of overshadowing, the buildings around the square may vary in height from 22m to 30m.

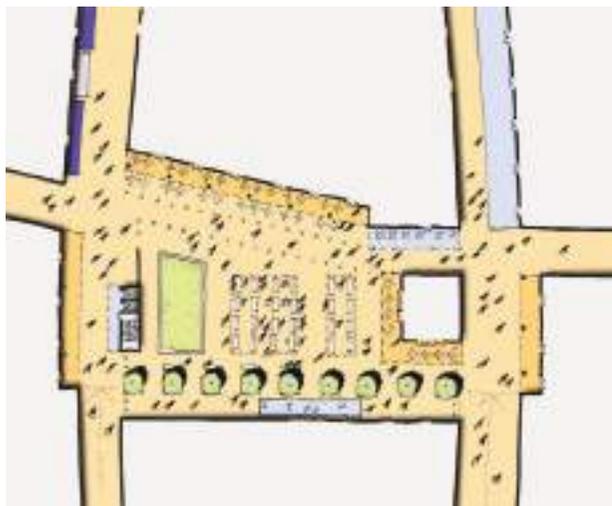


Figure 29A Main Square

### 7.3 Biodiversity and Landscape

Green corridors shall be developed within the LAP lands prioritising direct pedestrian/cyclists routes (both as part of vehicular streets as well as pedestrian only routes) to open spaces/urban nodes within the LAP lands and connecting these with the wider area, in particular Metro Plaza, Ward River Valley Park and open space provision southeast of LAP lands. This will ensure permeability and ease of access for all to recreational amenities and will support improved biodiversity through detailed landscaping strategies for these routes.

#### 7.3.1 Landscaped Avenues

Western and Eastern Avenues will be boulevards, lined with rows of trees on both sides creating visually strong, formal and linear elements. The tree species will be limited to one or maximum two species for

coherency and continuity creating a strong identity throughout the site. The row of trees will be interrupted by site accesses and visibility splays etc., and where unobstructed views are desired.

A band of low ground cover in the verge will separate the combined pedestrian/cycle path from vehicular traffic thus providing a safer and more attractive experience when using the road network. An intermittent band of low ornamental planting or low hedging beneath the avenue trees will allow pedestrian movement between footpaths and pedestrian access points along building façades etc.

#### 7.3.2 Landscaped Streets

The east-west and north-south central axis are for pedestrian/cyclist movement only and will therefore experience a high volume of pedestrians. A carefully selected palette of high quality paving materials and street furniture will be chosen to ensure continuity, visual calmness and coherency throughout, as well as a high quality soft landscaping plan.

The streets form an essential part of the extensive pedestrian and cyclist network which will help to successfully integrate the development with the surroundings and encourage an influx of people to the outdoor and indoor amenities.

#### 7.3.3 Existing Biodiversity

Development shall seek to enhance the ecology and biodiversity value of the area. Existing trees and hedgerows shall be retained and enhanced where feasible. The Gaybrook stream shall be protected and a 10m riparian corridor on either side maintained. A water retention pond will be created as part of the SUDS strategy within the small Urban Park in

proximity to the stream, which will further strengthen biodiversity in this area. The existing marsh and woodland area near the proposed small Urban Park shall be maintained and enhanced. Eastern Avenue, which traverses a small section of the marsh area will be constructed to minimise impact on existing biodiversity.

The developer shall have regard to the Green City Guidelines (UCD Urban Institute Ireland, 2008) which provides advice for the protection and enhancement of biodiversity in medium to high density urban developments.





## 8.0 Water Services Infrastructure

### WS – Key Objectives

1. Ensure the implementation of a stormwater management system in the detailed design of the plan lands, following the principles of Sustainable Urban Drainage Systems (SUDS) undertaken for the LAP.
2. Ensure surface water attenuation ponds and dry detention basins are well designed and incorporated as a design feature within open space areas, particularly within the local urban park.
3. Support the Water Framework Directive in implementing the Eastern River Basin District Management Plan 2009-2015, the Program of Measures for the Broadmeadow River, and the Fingal Ground Water Protection Scheme.
4. Ensure there is an adequate water supply network to cater for the proposed development of the LAP lands.
5. Ensure that strategic telecommunications including fiber optic broadband links and utilities (gas and electricity) infrastructure is provided for within the LAP area.
6. Require, prior to the commencement of all development, that a Sediment and Water Pollution Control Plan be submitted, in accordance with the Fingal Development Plan.
7. Require the development and submission of a water management and conservation plan, in accordance with the Fingal Development Plan.
8. Ensure incorporation of water conservation measures in the design of proposed developments.
9. The Eastern Regional Fisheries Board shall be consulted in relation to any works in relation to the diverting or crossing of a river/stream.
10. A Trade Effluent Discharge Licence under the

- 1977 & 1990 Water Pollution Acts shall be obtained by all companies involved in development from Fingal Water Services Department to ensure all discharges to surface waters do not compromise water quality in the Gaybrook Stream or any tributaries or drainage ditches discharging to the Gaybrook Stream and subsequently the Broadmeadow Estuary.
11. A 10 metre riparian corridor shall be maintained along both sides of the Gaybrook Stream in order to protect and manage this existing watercourse.

### 8.1 Water Quality

The Gaybrook Stream, which discharges to the protected Broadmeadow Estuary, is the main water body in the area of the LAP lands. This stream and the estuary are within the Donabate Water Management Unit (WMU), for which there exists a Programme of Measures to facilitate a return to good status for these water bodies. In addition Fingal's Water Pollution Control Section issue Trade Effluent Discharge Licences during the construction phase of a development to all companies involved, to ensure all discharges to surface waters do not compromise water quality.

Developers of the LAP lands shall be required to comply with the Programme of Measures for the Donabate WMU and obtain Trade Effluent Discharge Licences.



## 8.2 Gaybrook Stream and FEMFRAMS

As noted in section 3.6, the Gaybrook Stream flows from west to east, southeast of the plan lands. As part of FEM FRAMS, flood extent maps will be produced for this stream (drafts currently available) for the 1% (1 in 100) and 0.1%(1 in 1000) probability of flooding. There is no flood extent currently identified on the draft maps.

A flood risk screening has been undertaken as part of the SEA accompanying this LAP. Given the existing drainage of the lands, and the fact that they are not within a flood risk area, the development will not give rise to a risk of flooding and potential impacts on the Gaybrook Stream will be mitigated with the implementation of a SuDS strategy.

As part of any future application on these lands, the results of FEM FRAMS shall be adhered to. In any event, no development shall be permitted in a 1 in 100 or 1 in 1000 flood probability, as defined by FEM FRAMS.

In order to protect, improve and enhance the natural character of the watercourses and rivers in the county, and promote access, walkways and other recreational uses of associated public open spaces, a 10-15 metre riparian corridor must be maintained either side of the Gaybrook Stream, measured from the top of the bank.

## 8.3 Surface Water Drainage and SuDS

It is proposed to discharge the majority of surface water from the LAP area by gravity to the Gaybrook watercourse, before discharging to an outfall on the southeastern boundary. A portion of the lands slope toward the R132/Malahide Road roundabout, therefore some of the development will be drained to the existing piped surface water sewer network near the

Malahide Road roundabout.

The surface water run-off from the LAP area and the zoned development lands to the south east will be designed in accordance with the Greater Dublin Strategic Drainage Study (GSDSDS) requirements. The surface water run-off will be limited to the equipollent existing agricultural run-off rate.

A SUDS strategy has been outlined for the LAP lands to ensure development proposed can be dealt with adequately (see Appendix 3). A Surface Water Treatment Train will be applied to the design of the surface water on the LAP lands, through techniques of pollution prevention, source control, site control and regional control.

### Water Quality:

- ♦ The storm flows from the proposed development will be retained in an overground/exposed flood attenuation detention basin to the northeast and a retention pond southeast of the LAP lands. These areas will be located in the green landscaped open space areas.
- ♦ Green roofs will be used as a source of reducing the surface water run-off from the area site, the design of which will be determined at planning application stage.
- ♦ Within the internal street layout it is proposed to use a tanked permeable paving system to collect, clean, attenuate and store rainwater before discharging to the developments surface water system. It is intended that open streets and podium levels will use this method of paving.
- ♦ A rainwater harvesting system will be incorporated into the scheme design which will

reduce the overall potable water demand for the development. Tanked permeable paving system will be used to collect, clean, attenuate and store rainwater before discharging same into the developments' storm water system.

- ♦ All surface water outfall locations will have the appropriate silt trap, debris removal and petrol interceptors incorporated into the pipelines up stream of the discharge points, where appropriate.

### Water Quantity:

- ♦ Surface water attenuation will be provided in the locations previously identified. Design of surface water attenuation will be based on the requirements of the GSDSDS. Particular reference shall be made to Volume 2, Appendix E, which provides guidance on attenuation design.

Culverting of watercourses will generally not be permitted, in accordance with the Fingal Development plan which aims to restrict, where feasible, the use of culverts on watercourses in the County. Section 50 of the Arterial Drainage Act 1945 requires that, any proposal to construct or alter any bridge over a watercourse must be submitted to the Office of Public Works for their approval. Any such proposal must be previously agreed with both the Water Services and Transportation Departments. It is important to note that drainage ditches (whether dry or not) are considered watercourses under the 1977&1990 Water Pollution Acts.



#### 8.4 Wastewater

At present, Swords WWTP is operating at its design capacity of 60,000 p.e. Fingal County Council intends to upgrade the plant to 90,000 p.e. in the medium term and to 140,000 in the long term. Works on the medium term upgrade to 90,000 p.e. are expected to be completed by end of 2013. The upgraded facility will have sufficient capacity to cater for the development of these lands. The development would discharge by gravity feed into the foul sewer in the R132, which will need to be upgraded.

At present the WWTP does not have capacity to accommodate development of the LAP lands. Development will only be allowed where capacity is available (see section 9). Prior to development of each phase/any application being made, written confirmation from Fingal Water Services Department shall be required to state that capacity is available and extent of that capacity.

#### 8.5 Water Supply

There is an existing 300mm diameter watermain along the Drynam road to the north eastern boundary of the site and a 150mm diameter watermain along Lakeshore Drive which forms part of the western boundary.

It is planned that the development will interconnect these existing separate watermains to form a loop watermain across the development lands.

#### 8.6 Utilities

##### Electricity

It is anticipated that a 110kV/38kV substation will be required to serve future development in Swords. This

may be located within the LAP lands provided it is appropriately designed to integrate with development, and does not compromise the urban design/urban quality of the LAP area.

The existing 10kV line will be placed underground in the new system.

##### Telecommunications

The development shall accommodate the provision of a universal open access ducting network to support telecommunications, broadband and digital television.

An underground ducting network shall be required to provide distribution to local exchanges and buildings located throughout the development. This distribution shall be routed within underground ducting and manhole chambers in the paved footpath areas to minimise future health and safety risks. Arrangement of exchange buildings, communications towers containing antenna, microwave dishes etc. shall be agreed in advance such that their location, design and access thereto are compatible with the design strategy for the area.

##### Gas Supply

It shall be a requirement to upgrade and enhance the existing network as necessary in consultation with Bord Gais, including the installation of all necessary above ground installations (AGI's). This distribution pipework shall be routed in line with the main infrastructure in the paved footpath areas or roadways dependant on the pressure of the mains.

#### 8.7 SEA and Habitats Directive

An Environmental Report has been prepared for this LAP in accordance with the Strategic Environmental

Assessment (SEA) Directive (2001/42/EC), the objective of which 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'. The Environmental Report is published in conjunction with this LAP.

A screening for appropriate assessment has been undertaken and is published in conjunction with this LAP. It has been determined that an appropriate assessment is not required.

At detailed planning application stage all developments which could impact on the Gaybrook Stream, and consequently the Broadmeadow Estuary, will be subject to the requirements of the Habitats Directive.



## Section 9.0 Delivery and Implementation

### 9.1 General Approach

Development shall be phased to ensure that physical and social infrastructure required is provided in tandem with development. The development will likely occur over a 10-15 year period, having regard to market demands for the various elements of this mixed use development and taking account of the requirement for a sequential expansion of the town centre from Pavilions to Barrysparks.

The Swords Waste Water Treatment Plant will not be operational and the necessary foul drainage network improvements will not be completed before 2013, therefore any development within the LAP lands will be dependant on the delivery of this infrastructure. Prior to development of each phase/any application being made, written confirmation from Fingal Water Services Department will be required to state that capacity is available and extent of that capacity.

Town centre development shall occur in a sequential manner, therefore a significant component of the permitted Pavilions extension (within the Phase 3 land bank) shall be operational, prior to the commencement of development on Barrysparks LAP lands. Retail impact assessments shall be undertaken for retail development applications, in accordance with Retail Planning Guidelines 2005 (or as amended). Where it can be demonstrated that parts of phase 1 of the Barrysparks development are necessary to ensure that a comprehensive and integrated public transport interchange to support Metro North is developed, advancement of phase 1 (or part thereof) may be considered at planning application stage, but shall in any event have regard to any Retail impact Assessment for the Town Centre.

An Urban Design Masterplan for each phase of development shall be submitted to the planning authority for agreement, prior to/in support of planning applications relevant to that phase. A Landscape Masterplan shall also be submitted prior to/in support of planning applications for each phase of development. The Masterplans shall be updated as development progresses.

A mid-term review of the LAP shall be undertaken by the Planning Authority and a report prepared and submitted to the Members before commencement of phase 3. The review shall in particular focus on infrastructural requirements and phasing. The review will be undertaken to ensure assumptions applied to the traffic modelling and analysis undertaken as part of the Transport Network Study and LAP transportation assessment by Roughan O'Donovan are valid and remain appropriate. The review shall also consider in detail the retail impact assessments to date, to ensure the vitality and viability of the town centre is being maintained with the expansion of the traditional core from west of the R132 into this area. Any amendments arising as a result of the review shall be incorporated as appropriate into the phasing programme or where material shall require a review of the LAP.

### 9.2 Phasing Programme

Development of the LAP shall occur in 4 phases. Development will be phased from northwest to southeast across the LAP area. Figures 30-33 illustrates the location of the different phases.

The quantum of development within each phase is subject to the achievement of high quality design for that phase and will vary moderately depending on site specific constraints and design solutions chosen.



Planning applications shall be in accordance with the phasing programme set out hereunder. All permission(s) shall be obtained for each phase within the applicable land bank, prior to the submission of the next application for the following phase.

Development shall generally take place in a sequential manner. However, having regard to the nature and scale of uses proposed in phase 2, market demands may delay its delivery, therefore there may be merit in advancing phase 3 ahead of phase 2 having regard to the need to enhance vitality of the area, delivery of Main Square, and provision of additional residential/open spaces amenities. The planning authority must be satisfied that the necessary infrastructural requirements of the previous phases have been complied with in its assessment of this alteration of phasing. Phasing offers guidance, and in assessing any proposals for alterations to phasing the Planning Authority shall have regard to the overriding development principles relating to the area, specifically that development of the lands shall support and facilitate Metro north and shall not result in 'leapfrogging'/non-sequential town centre retail development.

The following table sets out the broad phasing strategy based on the key infrastructural and supporting development requirements at particular thresholds of development:

Phase	Quantity of Floor Area	Enabling Infrastructure	Supporting Development
Prior to Phase 1	Prior to Phase 1	<ul style="list-style-type: none"> <li>- Fingal Water Services Department shall confirm there is capacity in Swords Waste Water Treatment Plant prior to lodgement of any planning applications</li> <li>- Fingal Water Services Department shall confirm there is sufficient water supply available prior to the lodgement of any planning applications</li> <li>- The exact location of realigned utilities from the centre of R132 to accommodate Metro North shall be determined prior to the lodgement of any planning applications</li> </ul>	<ul style="list-style-type: none"> <li>- No development shall commence within the LAP lands until the Government approves the awarding of the main infrastructural contract by the RPA for the construction of Metro North to Swords</li> </ul>



Phase	Quantity of Floor Area	Enabling Infrastructure	Supporting Development	Phase	Quantity of Floor Area	Enabling Infrastructure	Supporting Development
Phase 1 (see figure 30)	Approx 30,000 sqm, retail/office/residential (including approx 150 residential units), subject to achievement of qualitative standards.	<p>External Transport Network, which must be completed prior to occupation of phase 1*:</p> <ul style="list-style-type: none"> <li>- Metro Plaza</li> <li>- Metro Box</li> <li>- Access/egress onto R132</li> <li>- Airside-Feltrim Link Road (section b) and connection to R125 (Airside-Drinan) Road (R14) must form part of the first planning application for development on these lands. The road must be delivered prior to occupation of phase 1.</li> <li>- Seatown Business Park to Malahide Link Road (R15)</li> </ul> <p>Internal Transport Network, which must be completed prior to occupation of phase 1:</p> <ul style="list-style-type: none"> <li>- Eastern Avenue, including tree planting, and link to external road network of Airside-Feltrim Link Road (section b) and connection to R125</li> <li>- Internal street network and pedestrian/cyclist links and facilities relevant to the phase</li> </ul>	<p>Pavilions extension (phase 3) to be operational prior to commencement of Barrysparks phase 1, to ensure sequential development of Swords Town Centre*. It is also important that The Rise street and Metro Plaza public transport interchange are developed in an appropriate context and are completed at an early stage</p> <p>Open Space to be completed prior to occupation of phase 1:</p> <ul style="list-style-type: none"> <li>- Barrysparks Place</li> <li>- Small Urban Park and associated SUDS infrastructure (as identified on LAP map)</li> </ul>			<ul style="list-style-type: none"> <li>- Cyclist and pedestrian routes and connections relevant to this phase</li> </ul> <p>Public transport routes, which must be commenced prior to occupation of phase 1:</p> <ul style="list-style-type: none"> <li>- Metro North construction commenced</li> <li>- The Rise Street commenced</li> </ul> <p>Water Services, which must be completed prior to occupation of phase 1:</p> <ul style="list-style-type: none"> <li>- SUDS system within local urban park and additional facilities required to ensure this phase operates efficiently and effectively</li> </ul>	<p>Private open space associated with residential development</p> <p>Pocket play areas associated with residential development</p> <p>Community Facilities</p> <ul style="list-style-type: none"> <li>- Childcare facilities, in accordance with guidelines</li> </ul>

\*Where it can be demonstrated that parts of the Barrysparks development are necessary to ensure that a comprehensive and integrated public transport interchange to support Metro North is developed, advancement of phase 1 (or part thereof) may be considered at planning application stage, but shall in any event have regard to any Retail Impact Assessment for the Town Centre.

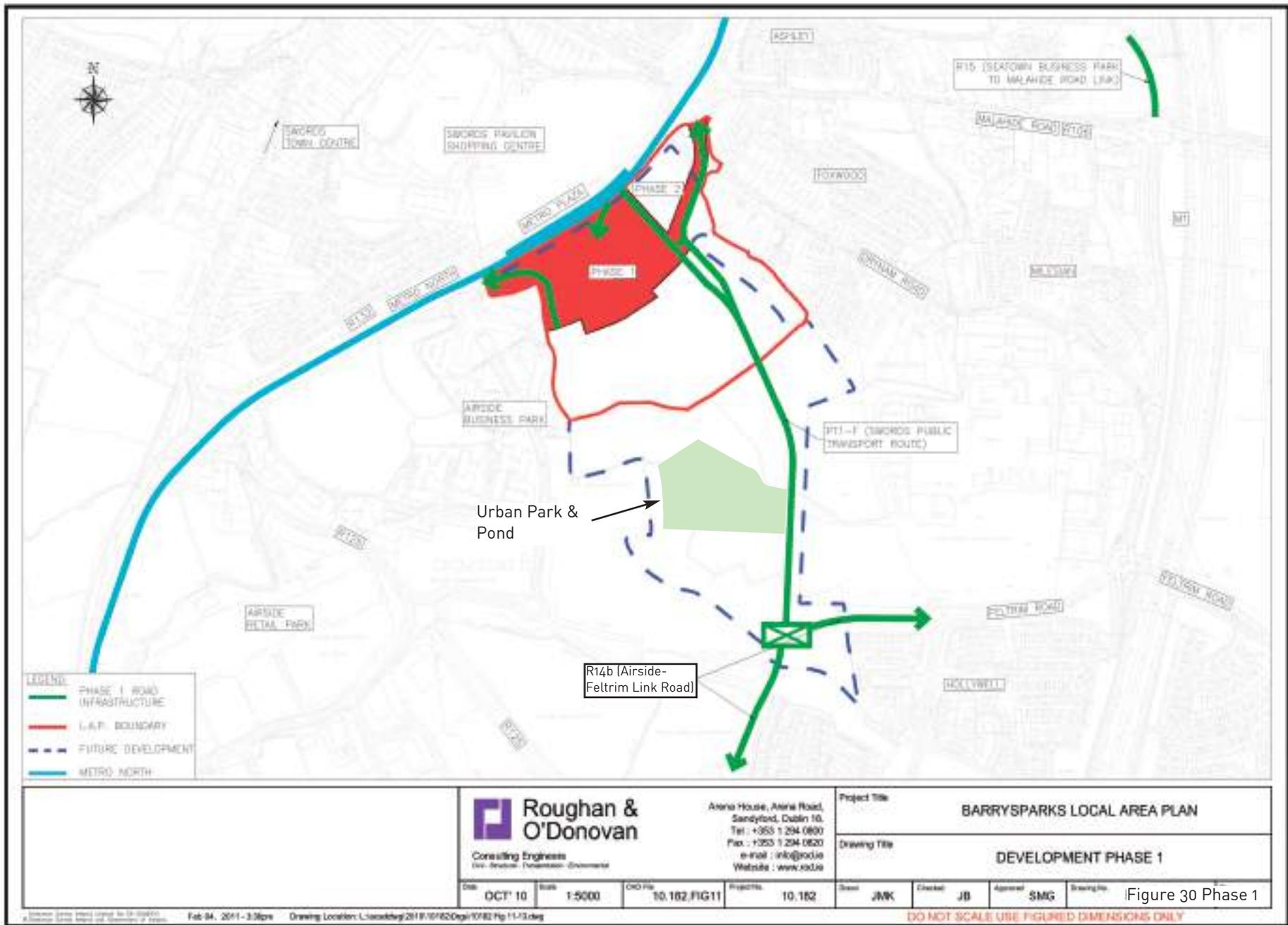


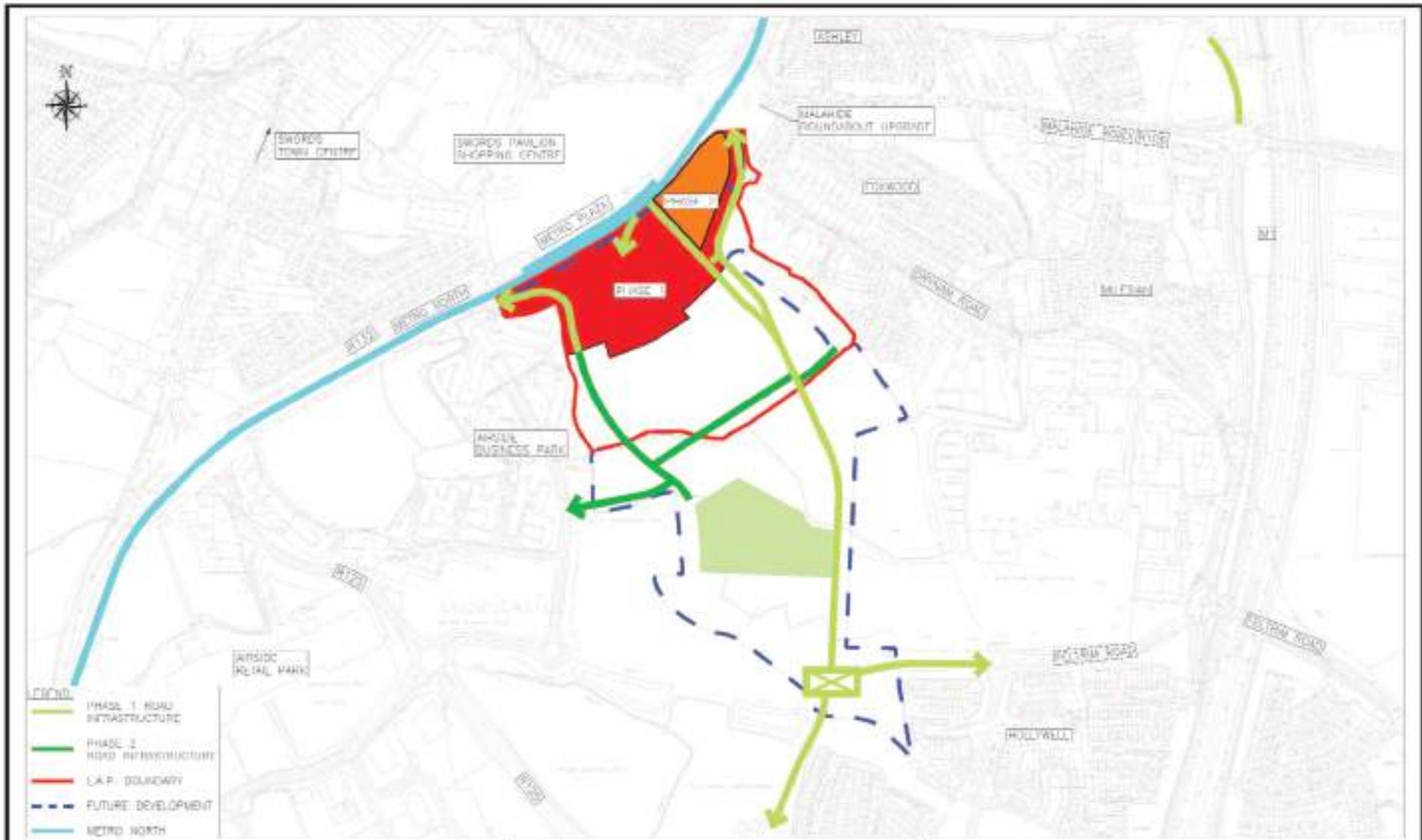
Phase	Quantity of Floor Area	Enabling Infrastructure	Supporting Development
Phase2 (see figure 31)	Approx 15,000 sqm including retail/office/residential, subject to achievement of qualitative standards.	<p>Internal and External Street network:</p> <ul style="list-style-type: none"> <li>- Completion of The Rise Street, from Malahide Road, through Pavilions lands, over R132 via Metro Plaza, and link into Eastern Avenue in Barrysparks lands</li> <li>- Cycle/pedestrian crossing over Metro Plaza and cycle parking facilities</li> <li>- Additional cycle/pedestrian priority routes and cycle parking facilities necessary to support this phase</li> </ul>	Open space requirements associated with the development of this phase.

Phase	Quantity of Floor Area	Enabling Infrastructure	Supporting Development
Phase 3 (see figure 32)	Approx 40,000 sqm retail/office/residential (including approx 200 residential units), subject to achievement of qualitative standards	<p>External Transport Network:</p> <ul style="list-style-type: none"> <li>- Upgrade of Malahide Road Roundabout to a signalised junction</li> </ul> <p>Internal Transport Network</p> <ul style="list-style-type: none"> <li>- Internal street network relevant to the phase, including part of Western Avenue (including tree planting) and Cross Street</li> <li>- Cycle/pedestrian facilities</li> </ul> <p>Public Transport:</p> <ul style="list-style-type: none"> <li>- Metro North operational prior to occupation of Phase 3</li> </ul>	<p>Open Space</p> <ul style="list-style-type: none"> <li>- Main Square &amp; private open space associated with residential development</li> <li>- Play areas associated with residential development</li> </ul> <p>Educational facilities</p> <ul style="list-style-type: none"> <li>- Review and confirmation of availability of places within local schools (as outlined in section 4.3.7) will be undertaken</li> </ul>

Phase	Quantity of Floor Area	Enabling Infrastructure	Supporting Development
Phase 4 (see figure 33)	Approx 50,000 sqm retail/office residential (including approx 150 residential units), subject to achievement of qualitative standards	<p>External Transport Network: Airside-Feltrim Link Road (section a) and connection to R125 (Airside-Drinan) Road.</p> <p>Completion of Western Avenue into Airside-Feltrim Link Road (see diagram). Upgrade of Pinnockhill Roundabout to a signalised junction</p>	<p>Community Facility: - Community/Leisure Centre to be completed at the beginning of this phase.</p> <p>Open Space: - Private open space associated with residential development - Play areas associated with residential development</p>



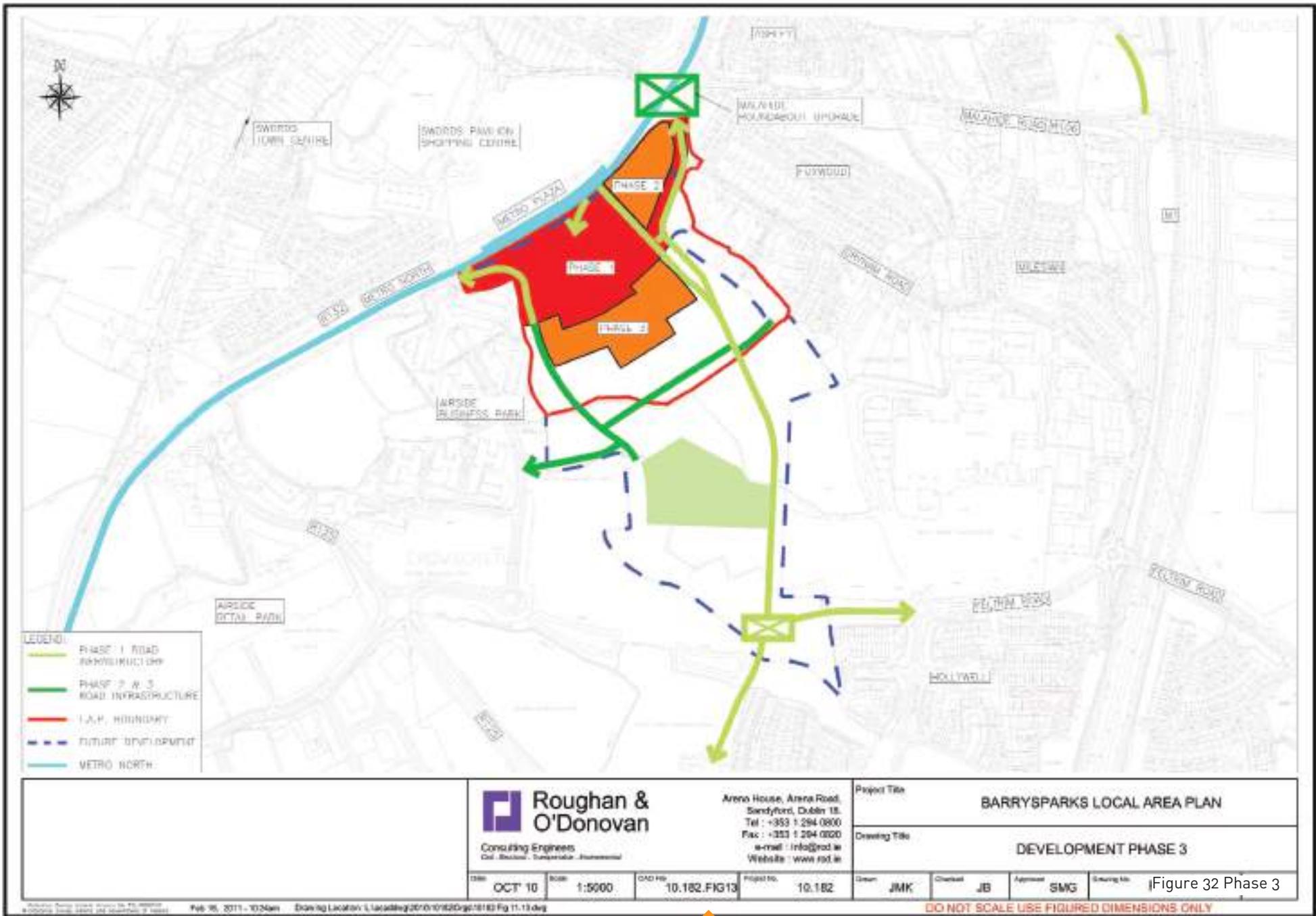


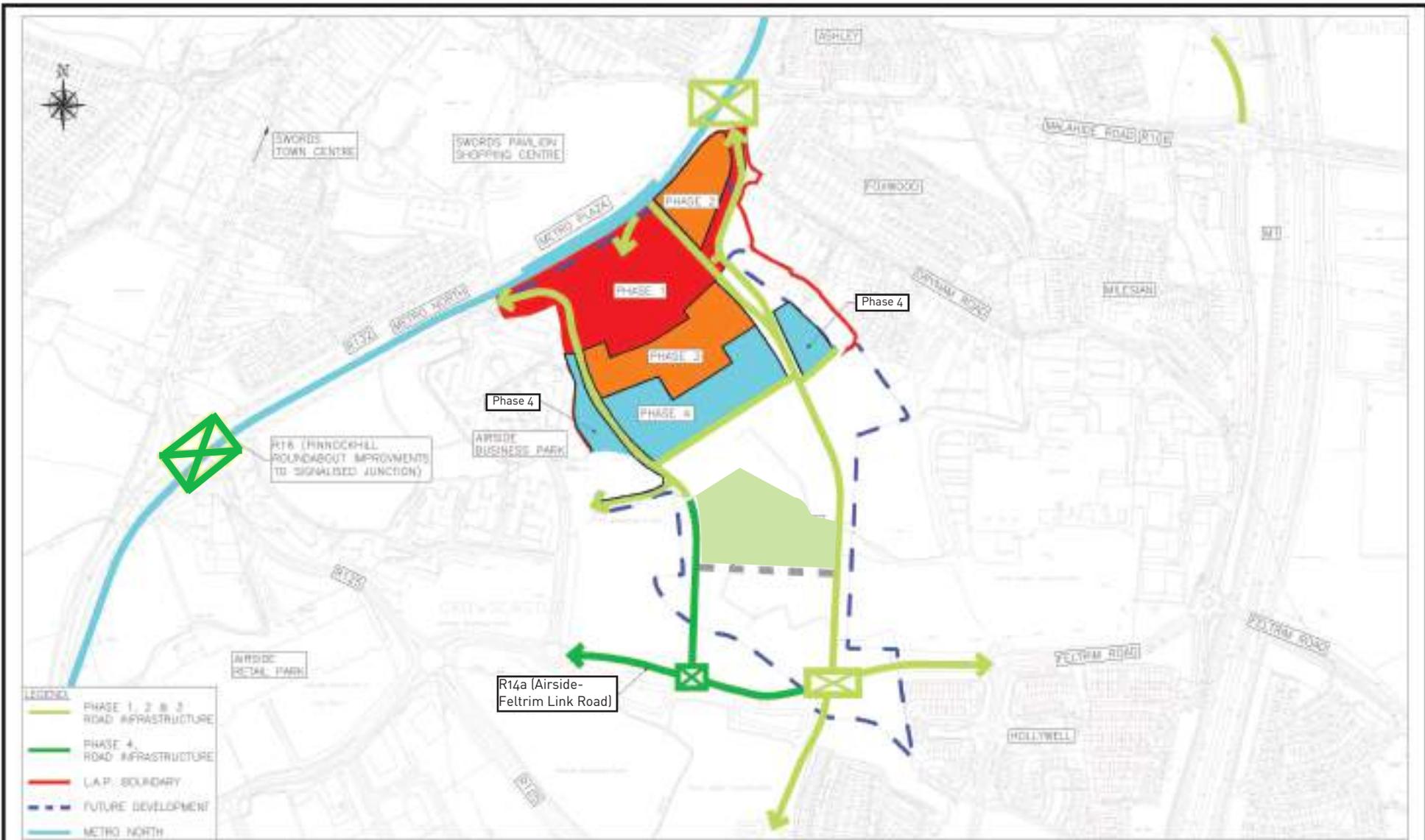


- LEGEND**
- PHASE 1 ROAD INFRASTRUCTURE
  - PHASE 2 ROAD INFRASTRUCTURE
  - L.A.P. BOUNDARY
  - FUTURE DEVELOPMENT
  - METRO NORTH

<b>Roughan &amp; O'Donovan</b> Consulting Engineers <small>Civil - Structural - Transportation - Environmental</small>	Arena House, Arena Road, Sarsfield, Dublin 15. Tel : +353 1 294 0800 Fax : +353 1 294 0820 e-mail : info@rod.ie Website : www.rod.ie	Project Title	<b>BARRYSPARKS LOCAL AREA PLAN</b>				
		Drawing Title	<b>DEVELOPMENT PHASE 2</b>				
Date	Scale	CAD File	Project No.	Drawn	Checked	Approved	Drawing No.
OCT '10	1:5000	10_182.FIG12	10_182	JMK	JB	SMG	Figure 31 Phase 2

DO NOT SCALE USE FIGURED DIMENSIONS ONLY





LEGEND	
	PHASE 1, 2 & 3 ROAD INFRASTRUCTURE
	PHASE 4 ROAD INFRASTRUCTURE
	L.A.P. BOUNDARY
	FUTURE DEVELOPMENT
	METRO NORTH

<b>Roughan &amp; O'Donovan</b> Consulting Engineers <small>DM - structural - transport - environmental</small>		Arena House, Arena Road, Sandymount, Dublin 18. Tel : +353 1 254 0600 Fax : +353 1 254 0620 e-mail : info@rod.ie Website : www.rod.ie		Project Title <b>BARRYS PARKS LOCAL AREA PLAN</b>	
		Date: <b>OCT 10</b> Scale: <b>1:5000</b> CAD File: <b>10.182.FK214</b> Project No.: <b>10.182</b>		Drawing Title <b>DEVELOPMENT PHASE</b>	
Date: <b>JMK</b> Checked: <b>JB</b> Approved: <b>SMG</b> Drawing No.:		Figure 33 Phase 4			

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

# Barrysparks LAP

## Legend

- LAP Boundary
  - Pavilions (including proposed Phase 3 expansion)
  - Retail
  - Offices
  - Offices above Retail
  - Residential
  - Residential above Retail
  - Public Square and Pedestrian / Cycle Route
  - Urban Park and Open Green Spaces
  - Existing Marsh and Woodland
- ① A community / leisure facility shall be accommodated within this area
  - ② Protect existing residential amenity
  - ③ A crèche shall be accommodated in this area
  - ④ Cafes/Restaurants
- B SUDS Detention Basin  
P SUDS Retention Pond
- ↔ Public Transport link - 'The Rise'  
⋯⋯⋯ 'Metro Box' underpass

**Director of Services:** Gilbert Power

**Senior Planner:** Rachel Kenny

**Executive Planner:** Una O'Neill

Prepared by: Una O'Neill | Drawn By: BGA

**Adopted July 2011** | Scale: 1:2000





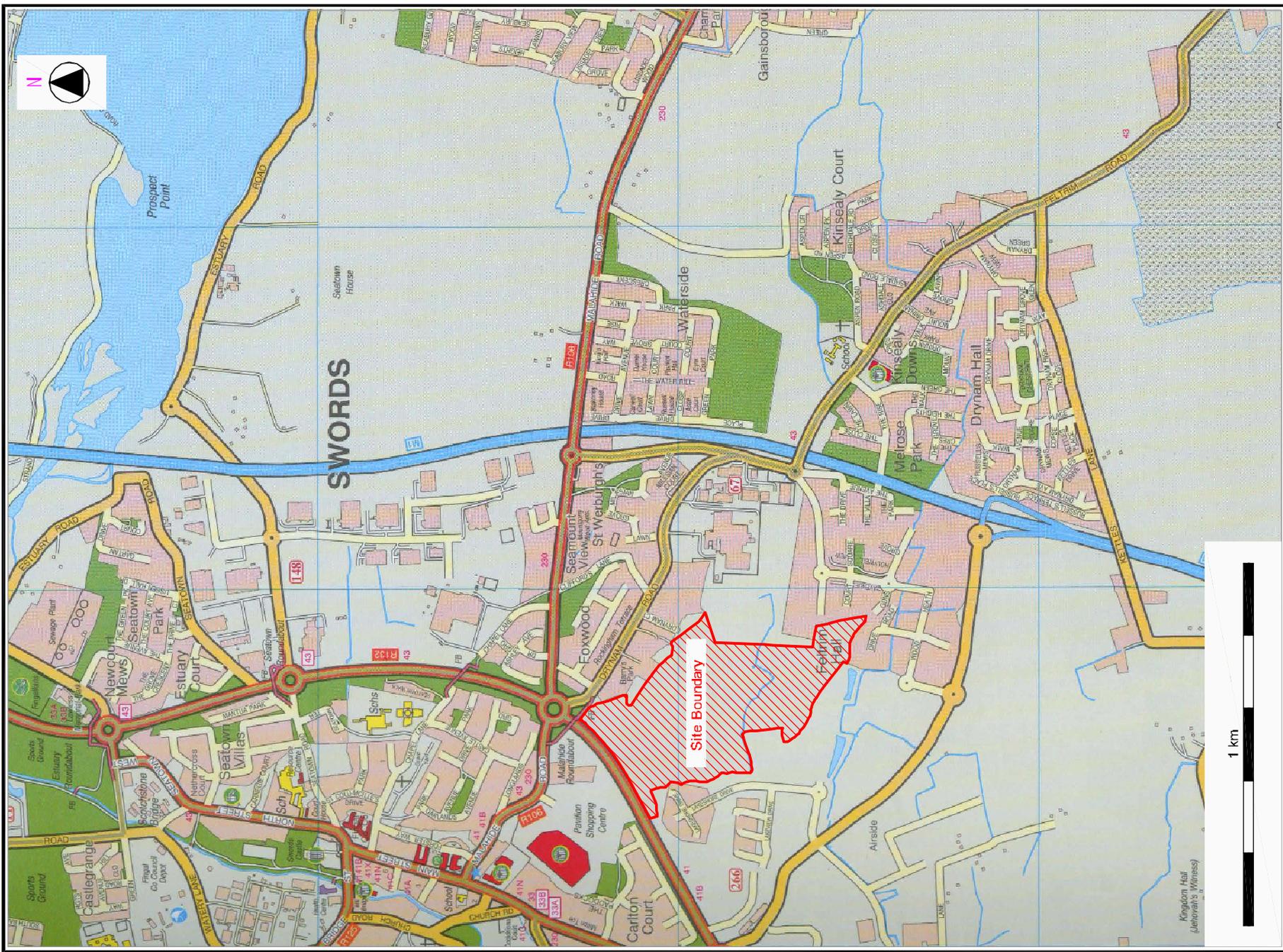
## Appendix 1

Habitats Directive Assessment:  
Screening.  
(Note: This report is published as a  
separate document accompanying this  
LAP)



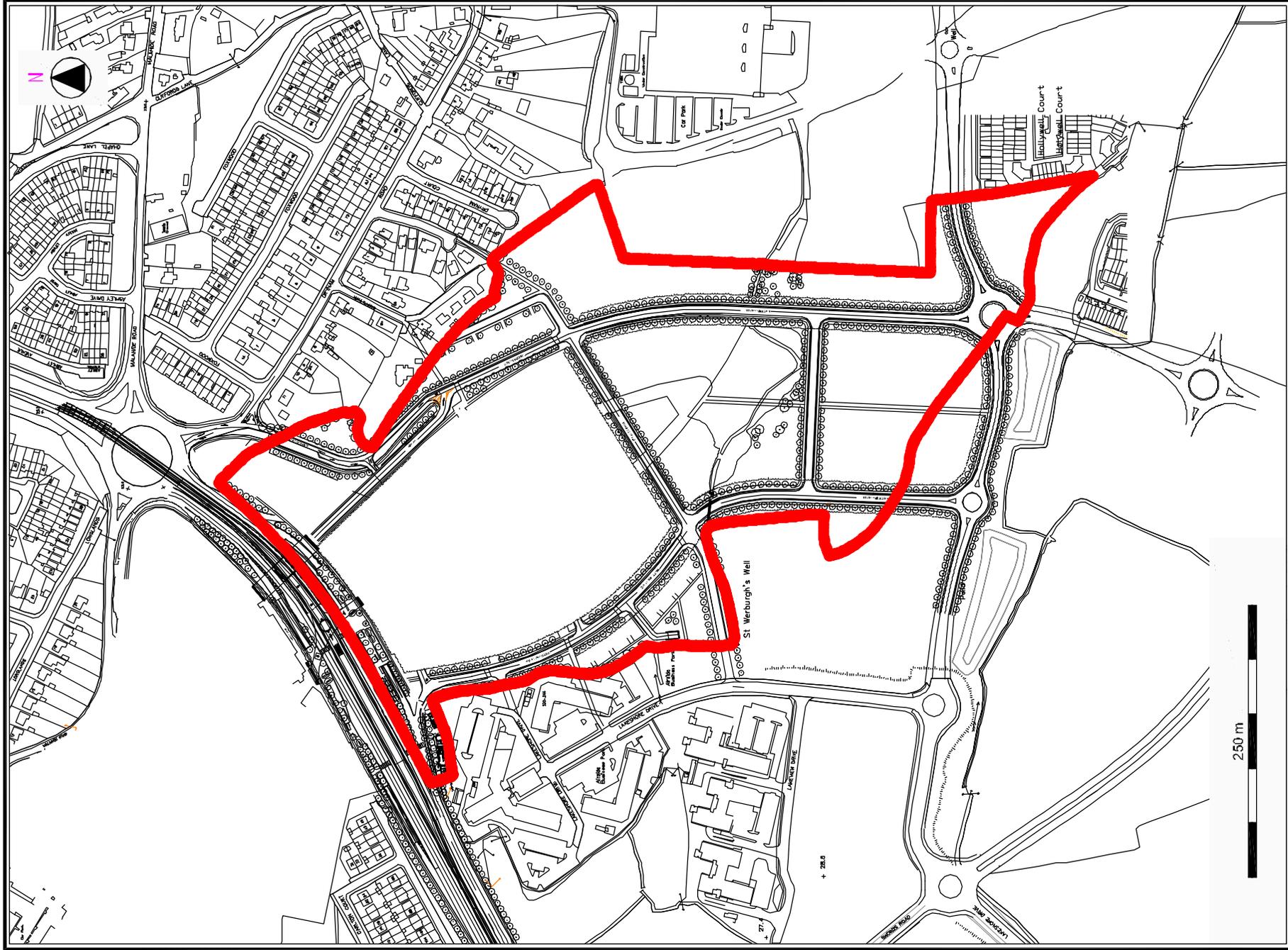
## Appendix 2

### Archaeological Maps



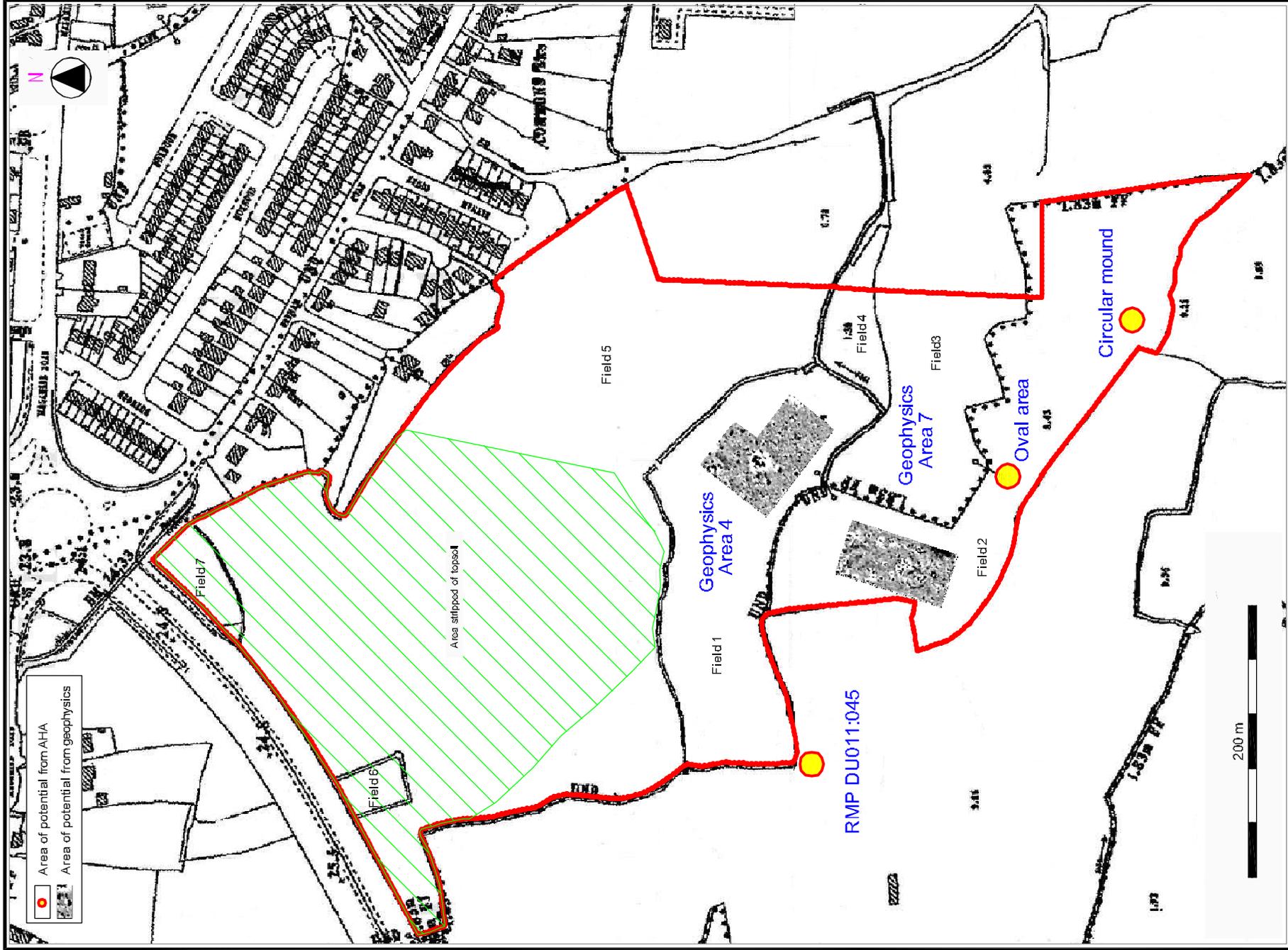
<p>archer heritage planning          Unit 8 BEAT Centre          Stephenstown          Balbriggan          Co. Dublin</p>		<p>Job/Site: Barrysparks LAP          Test Trenching</p>	<p>Scale: 1:15,000 A4</p>
		<p>Client: Mac Cabe Durney Barnes</p>	<p>Date: Aug '10          Origin: OSI          Drawing no.: 2009_09_C2001</p>

Figure 1: Site Location



 <p><b>archer heritage planning</b> Unit 8 BEAT Centre Stephenstown Balbriggan Co. Dublin</p>	<p><b>Job/Site:</b> Barrysparks LAP Test Trenching</p>	<p><b>Scale:</b> 1:5,000 A4</p>
	<p><b>Client:</b> Mac Cabe Durney Barnes</p>	<p><b>Date:</b> Feb '10</p>
		<p><b>Origin:</b> OSii client</p>
		<p><b>Drawing no.:</b> 2009_09_C2002</p>

Figure 2: Proposed road network

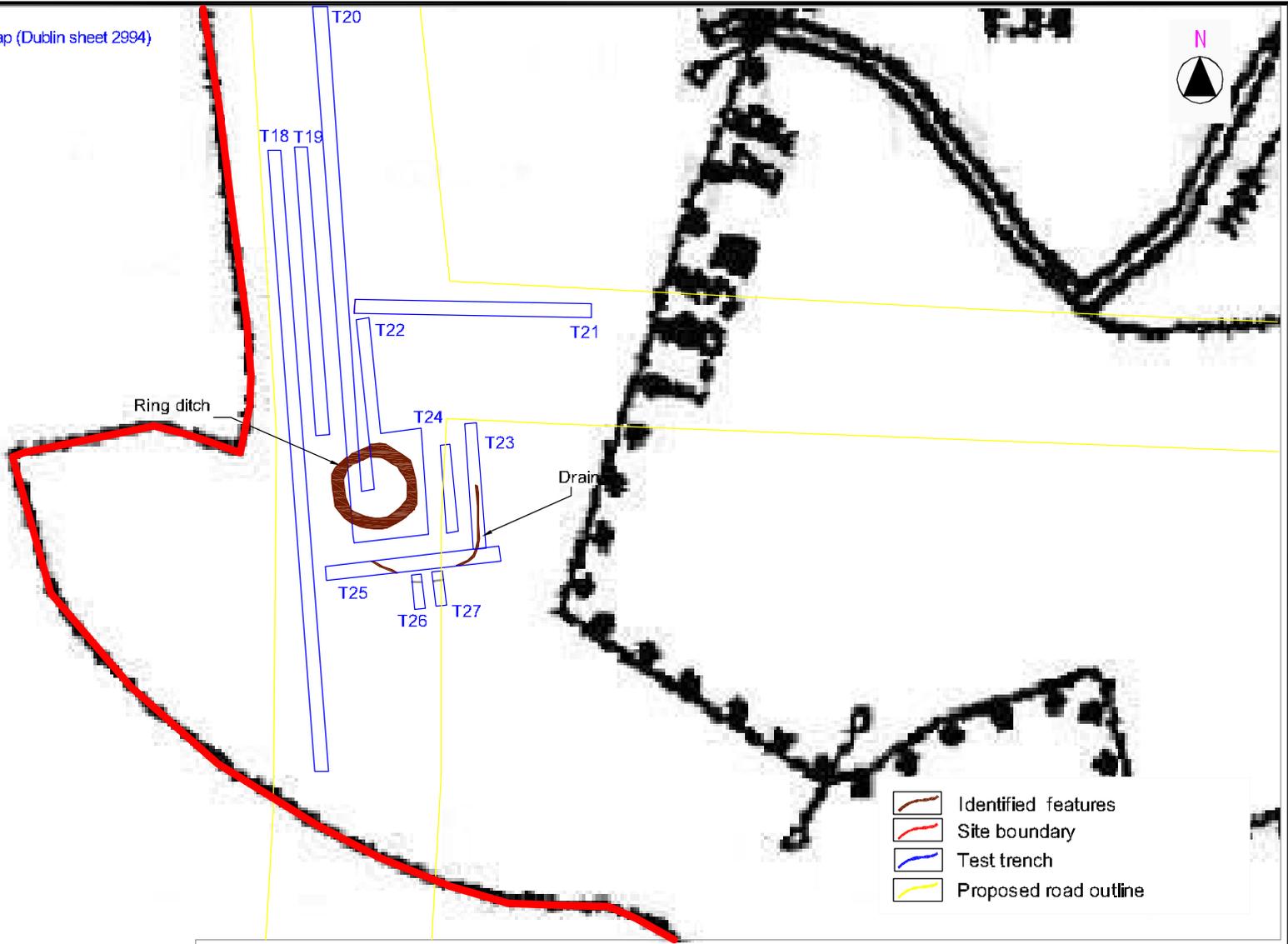


<b>archer heritage planning</b> Unit 8 BEAT Centre Stephenstown Balbriggan Co. Dublin		Job/Site: Barrysparks LAP Test Trenching	Scale: 1:4000 A4
		Client: Mac Cabe Durney Barnes	Date: May '10 Origin: OSI/RMP 1998 Drawing no.: 2009_09_C2003

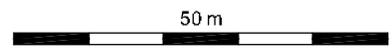
Figure 3: Location of potential archaeological sites from previous surveys



\*Reproduced from RMP constraints map (Dublin sheet 2994)

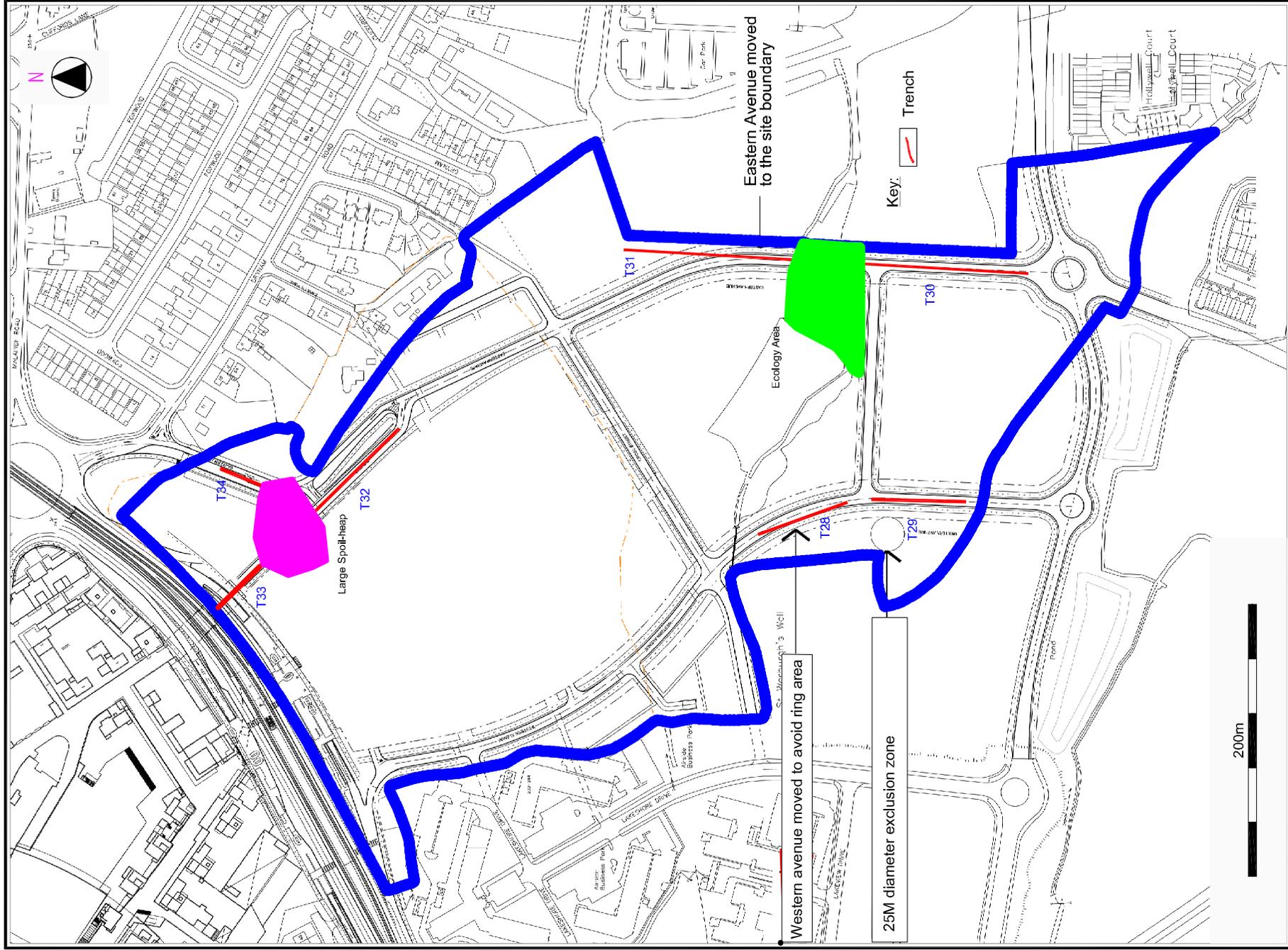


- Identified features
- Site boundary
- Test trench
- Proposed road outline



<b>archer heritage planning</b> Unit 8 BEAT Centre Stephenstown Balbriggan Co. Dublin		<i>Job/Site: Barrysparks LAP Test Trenching</i>	<i>Scale: 1:1,000 A4</i>
		<i>Client: Mac Cabe Durney Barnes</i>	<i>Date: Feb '10</i>
			<i>Origin: RMP/ Archer</i>
			<i>Drawing no.: 2009_09_C2005</i>

Figure 5: Detail of archaeological features



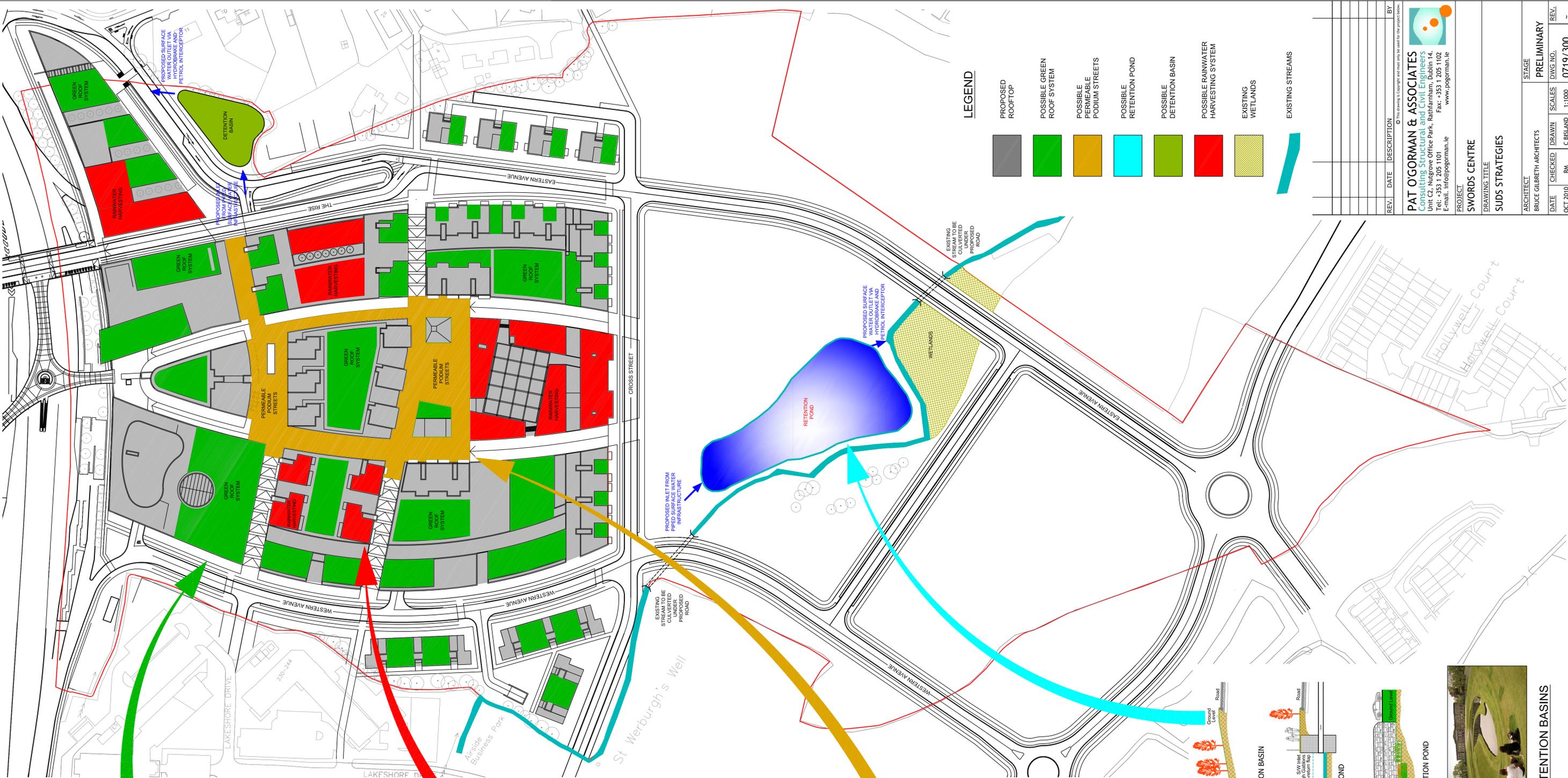
<b>archer heritage planning</b> Unit 8 BEAT Centre Stephenstown Balbriggan Co. Dublin	<b>archer heritage planning</b>	<b>Job/Site:</b> Barysparks LAP Test Trenching	<b>Scale:</b> 1:4,000 A4
	<b>Client:</b> Mac Cabe Durney Barnes	<b>Date:</b> Aug '10 <b>Origin:</b> OSI/ client	<b>Drawing no.:</b> 2009_09_C3002

Figure 6: Revised Road Layout and Additional Phase II Test-Trenches



## Appendix 3

### SUDS Strategy Map



**LEGEND**

- PROPOSED ROOFTOP
- POSSIBLE GREEN ROOF SYSTEM
- POSSIBLE PERMEABLE PODIUM STREETS
- POSSIBLE RETENTION POND
- POSSIBLE DETENTION BASIN
- POSSIBLE RAINWATER HARVESTING SYSTEM
- EXISTING WETLANDS
- EXISTING STREAMS

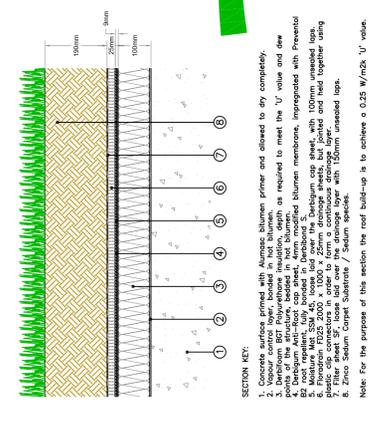
REV.	DATE	DESCRIPTION	BY

© This drawing is Copyright and must only be used for the project below.

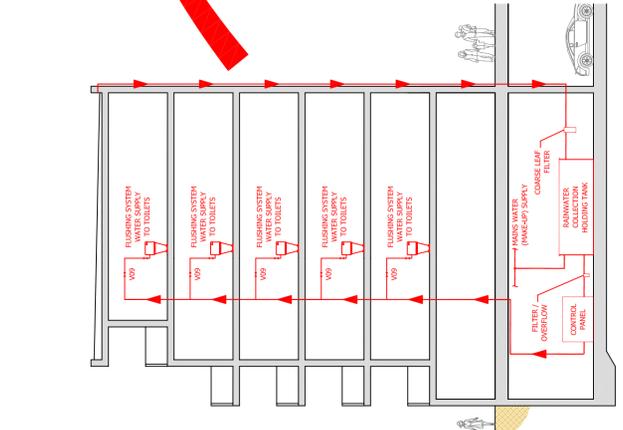
**PAT O'GORMAN & ASSOCIATES**  
 Consulting Structural and Civil Engineers  
 Unit C2, Nuagrove Office Park, Rathfarnham, Dublin 14.  
 Tel: +353 1 205 1101 Fax: +353 1 205 1102  
 E-mail: info@pogorman.ie www.pogorman.ie

PROJECT: **SWORDS CENTRE**  
 DRAWING TITLE: **SUDS STRATEGIES**

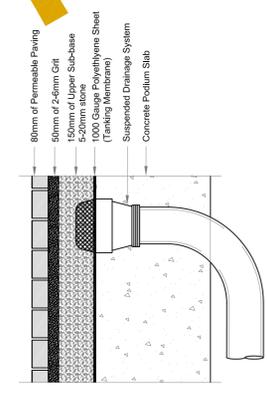
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DATE	OCT 2010	CHECKED	RM
SCALE	1:1000	DRAWN	C BRISLAND
DWG NO.	0719/300	REV.	-



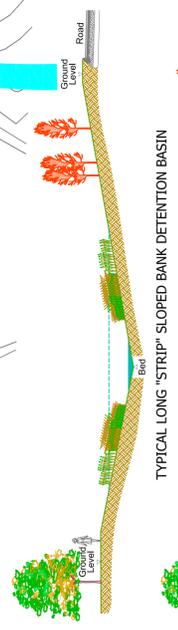
**EXAMPLE GREEN ROOF SYSTEM**



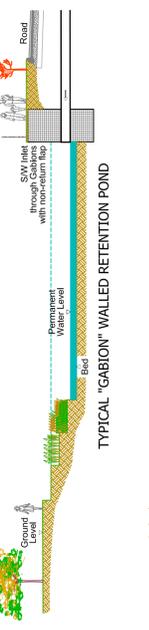
**EXAMPLE COMMERCIAL RAINWATER HARVESTING SYSTEM**



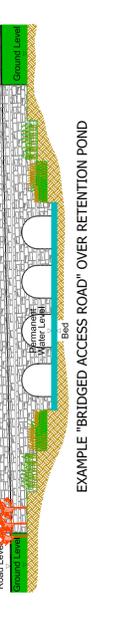
**EXAMPLE PERMEABLE PODIUM STREETS**



**TYPICAL LONG "STRIP" SLOPED BANK DETENTION BASIN**



**TYPICAL "GABION" WALLED RETENTION POND**



**EXAMPLE "BRIDGED ACCESS ROAD" OVER RETENTION POND**



**EXAMPLE RETENTION PONDS AND DETENTION BASINS**





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