

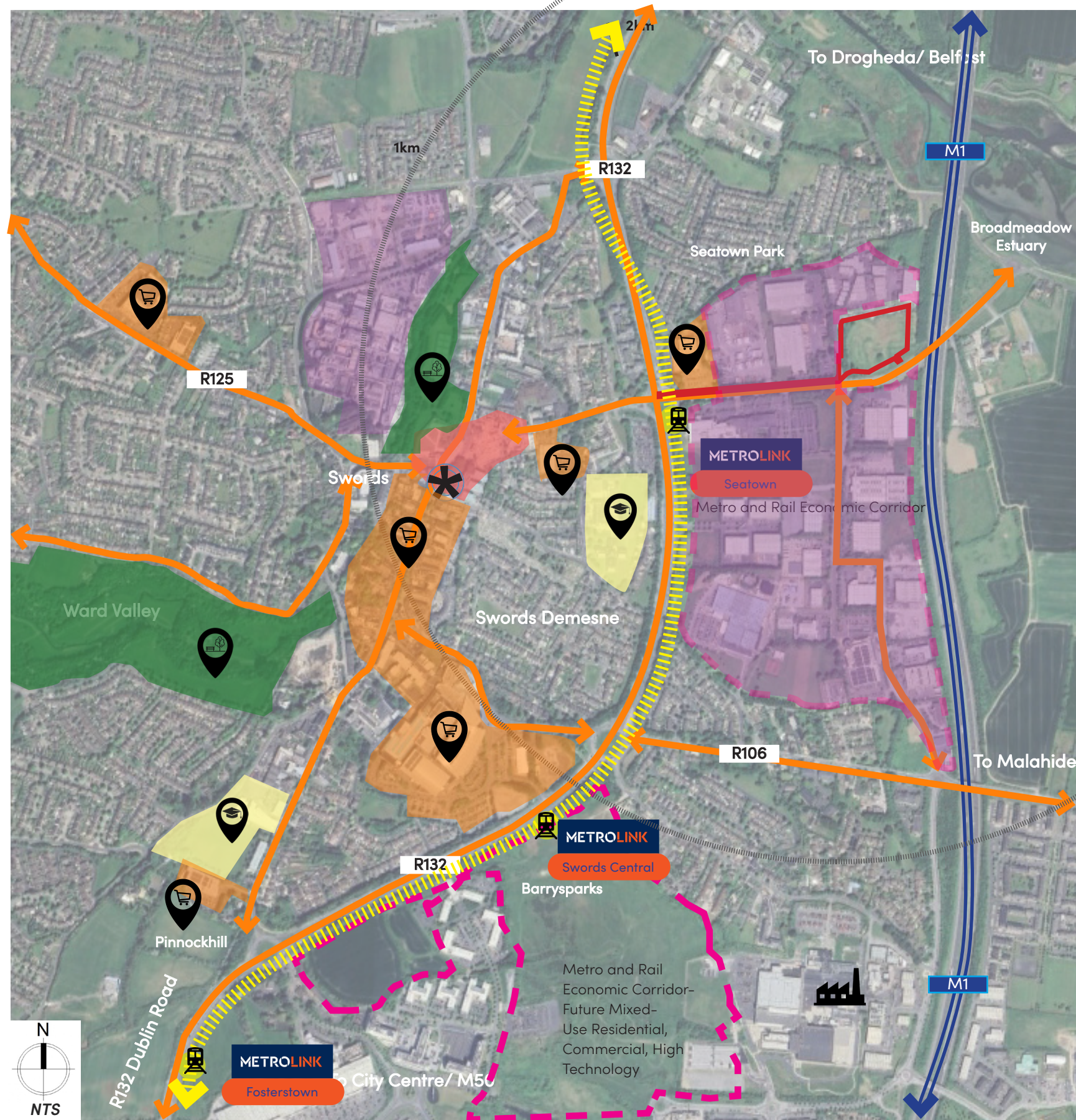


Figure 10. Diagram showing the relationship of the subject site with Swords town centre and environs. Source: MCORM, 2025.

2.2 SITE LOCATION & RELATIONSHIP WITH SWORDS TOWN

The application site is located to the east of Swords town centre.

Within a 1-1.5km radius, residents have access to the amenities of Swords town centre and several shopping and retail options. The historic Main Street is a c. 12 minute walk away with numerous convenience stores, coffee and other specialty shops, offering everyday essentials and services. 600m away is the nearest supermarket (Aldi) with the Pavilions Shopping Centre located 1km to the south.

850m from the site is the Swords Cultural Quarter, a 3.89 acre area around the junction of North Street, Seaview Road, Bridge Street and Main Street which includes Swords Castle, Fingal County Hall, Swords Courthouse and the Carnegie Library. Under construction at this location is the Culture House Fingal scheduled to open its doors in 2027, an innovative initiative by Fingal County Council which will see a library, theatre, gallery, maker space, arts spaces and a café all housed in an iconic building.

There are several educational institutions catering to different age groups. nearby, such as St. Colmcille's National Schools, Colaiste Choilm, St. Finian's Community College, Swords Community College and Loreto College.

The area boasts several public open spaces and recreational facilities that enhance the community's quality of life. Key green spaces within a 1km radius include:

- Swords Town Park
- Ward River Valley Park, a 40ha park providing numerous pathways for walking, cycling, and jogging, meadows and riverbanks that attract local flora and fauna, and adventure playground.
- Balheary Park, containing 2 full size GAA pitches and a full size soccer pitches
- Broadmeadow Estuary, a natural amenity between Swords and Malahide is one of the best bird watching sites in Dublin and nearby Special Area of Conservation at Lissenhall Great
- Numerous gyms

The proposed development is well served by public transport, both existing and planned. Several bus routes run nearby linking it with neighbouring towns, Dublin City Centre, Dublin Airport and the wider region, with planned improvements under the A-Spine of Busconnects. Also the recently approved Metrolink system, with a planned stop 400m from the site (Seaview). The M1 motorway between Dublin and Belfast is located to the east. Swords is equipped with essential community services, including a Primary Health Care Centre, HSE integrated Care Hub, and Community Centre, a hub for local events, classes, and community gatherings, fostering a strong sense of community of which the proposed planning application will benefit from and consolidate.

Legend

- | | | | |
|--|---|--|--|
| | Swords Town Centre | | Subject site- Greenfields LRD |
| | Railway- DART/ Future Metrolink | | Cultural Quarter |
| | Regional roads | | Green infrastructure/main public open spaces |
| | Main access & egress points | | Places of employment |
| | M1 (E01) National Motorway | | Retail |
| | "15-minute-city" perimeter - 1km radius | | Community, recreational and educational |

2.3 SITE PHOTOGRAPHS



Figure 11. Aerial Photo from North West; M1 Motorway in background



Figure 12. Aerial Photo from South West; M1 Motorway and Broadmeadow Estuary in background



Figure 13. Aerial Photo from South East; M1 Motorway and Business Park in foreground



Figure 14. Aerial Photo from North East; Swords Town Centre in background

2.4 SITE CONSTRAINTS AND OPPORTUNITIES

- Through analysis of the site and surrounding context, the proposed site possesses a number of key constraints and opportunities. These relate to the existing on-site physical features as well as the impact of surrounding roads infrastructure.
- The site itself is greenfield in nature and forms a parcel of undeveloped, however fully serviced land surrounded by the existing Swords Business Park and bounded by an elevated section of the M1 motorway along its eastern boundary. The site itself is defined by the local road network that has expanded over the past 30 years particularly along its southern flank running beneath the adjoining motorway overpass toward the Broadmeadow Estuary.
- Constraints consist of the existing underground services along the eastern and southern flanks of the site and this is taken account of in the evolving design process.
- The site presents an opportunity for among the first type of development under the MRE zoning, which covers the existing business park.
- It is located 850m east of the node of the historic Cultural Quarter of Swords, located at which is the castle, County Hall and new Culture House under construction. Along this route is situated the future Seatown Metrolink station.

Figure 16. Site constraints & opportunities map from northeast. Source: MCORM, 2026.

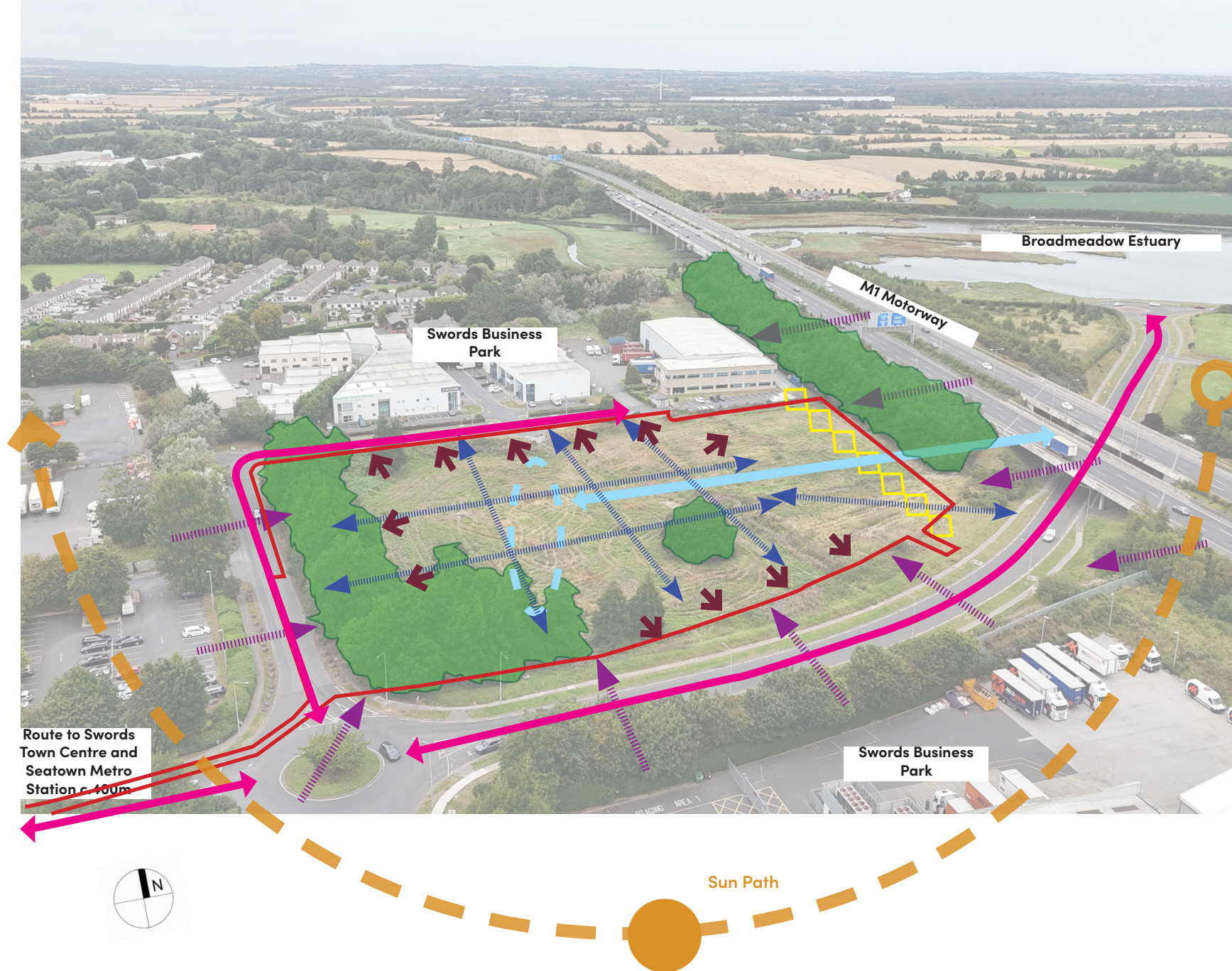
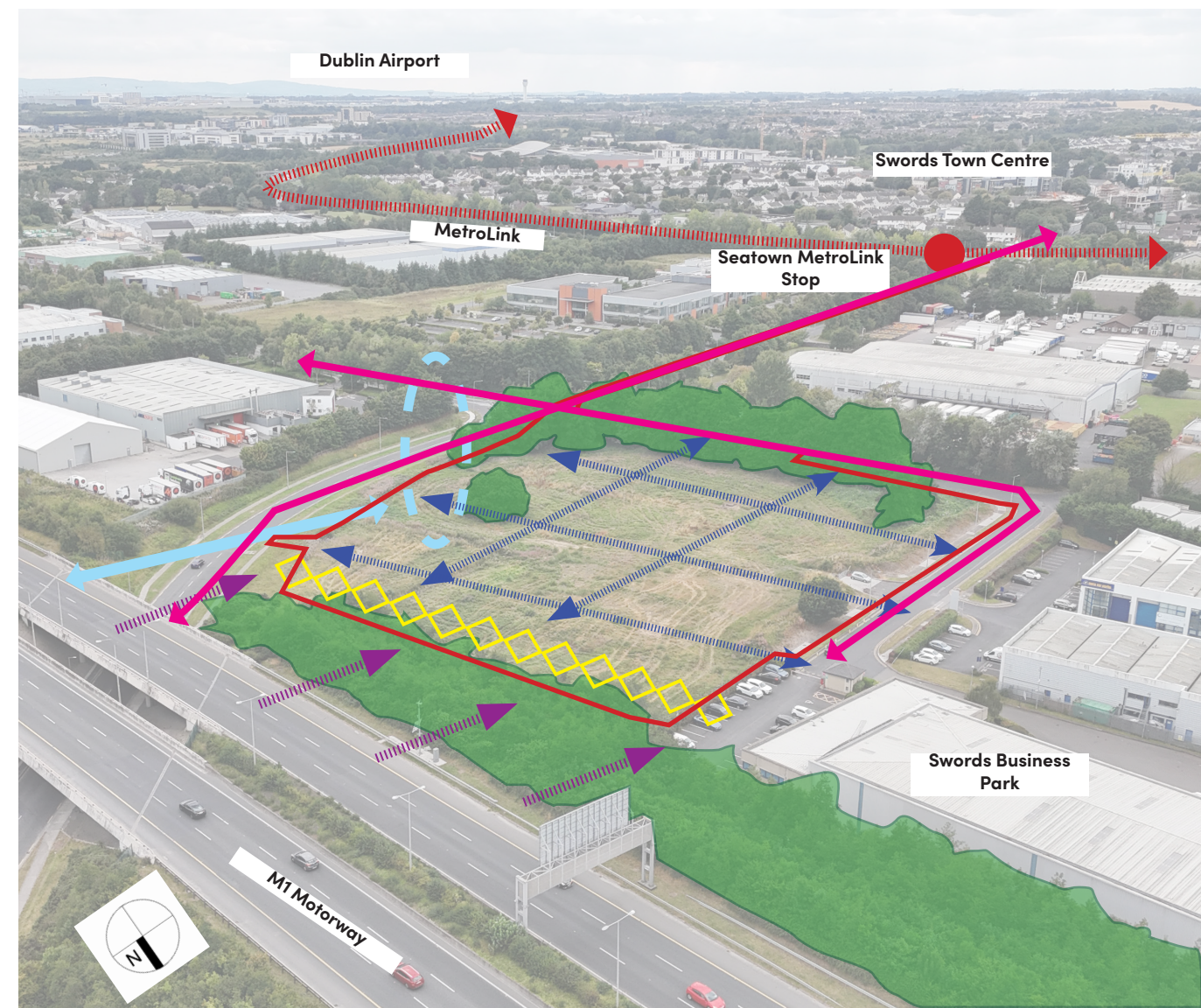
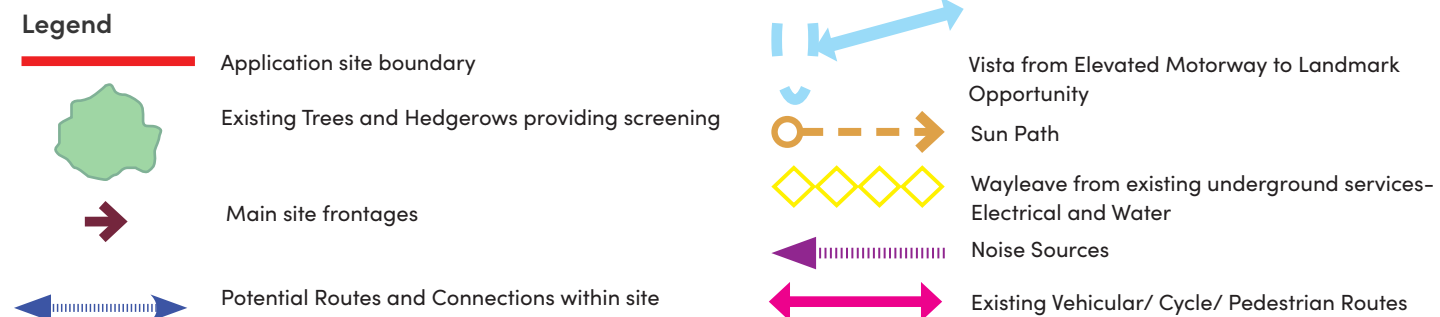


Figure 15. Site constraints & opportunities map from southwest. Source: MCORM, 2026.



2.5 SITE CONSTRAINTS AND OPPORTUNITIES

The layout for the proposed development has been informed by a number of criteria and existing site features, following a site visit by the design team a series of reports and studies were undertaken to inform the design development and subsequent site layout.

The topographic survey illustrates the relatively flat nature of the site, with a fall from south west to north east toward the estuary; the highest point on the site is c. +7.70 and is located at the most south westerly corner of the site in among the existing trees.

The lowest point on the site lies at the opposite corner of the site to the northeast at +5.05. Therefore there is a fall of c. 2.65m over a distance of c. 214 metres; 1 in 80.

A man-made berm is in situ along the northern boundary of the site.

Existing Trees and Hedgerows:

CMK Horticulture, carried out a tree condition survey and schedule outlining the key trees and hedge rows within the application site. The tree survey highlighted protection zones for existing trees and hedgerows which informed the design development and layout for the application site.

Field Ditch.

An existing field ditch exists to the south eastern corner of the site, being part of the field network that existed prior to the construction of the Mantua Road to the south.. Following site visits it has been established that this is a dry ditch no longer serving any function.

Underground Services

Both a 900mm diameter surface water pipe and electrical cables run roughly parallel to the eastern boundary of the site, creating a wayleave strip of c. 7.7 metres. A similar zone exists between the southern site boundary and back of footpath along Mantua Road, just outside the site boundary. This also contains a 900mm diameter surface water pipe.

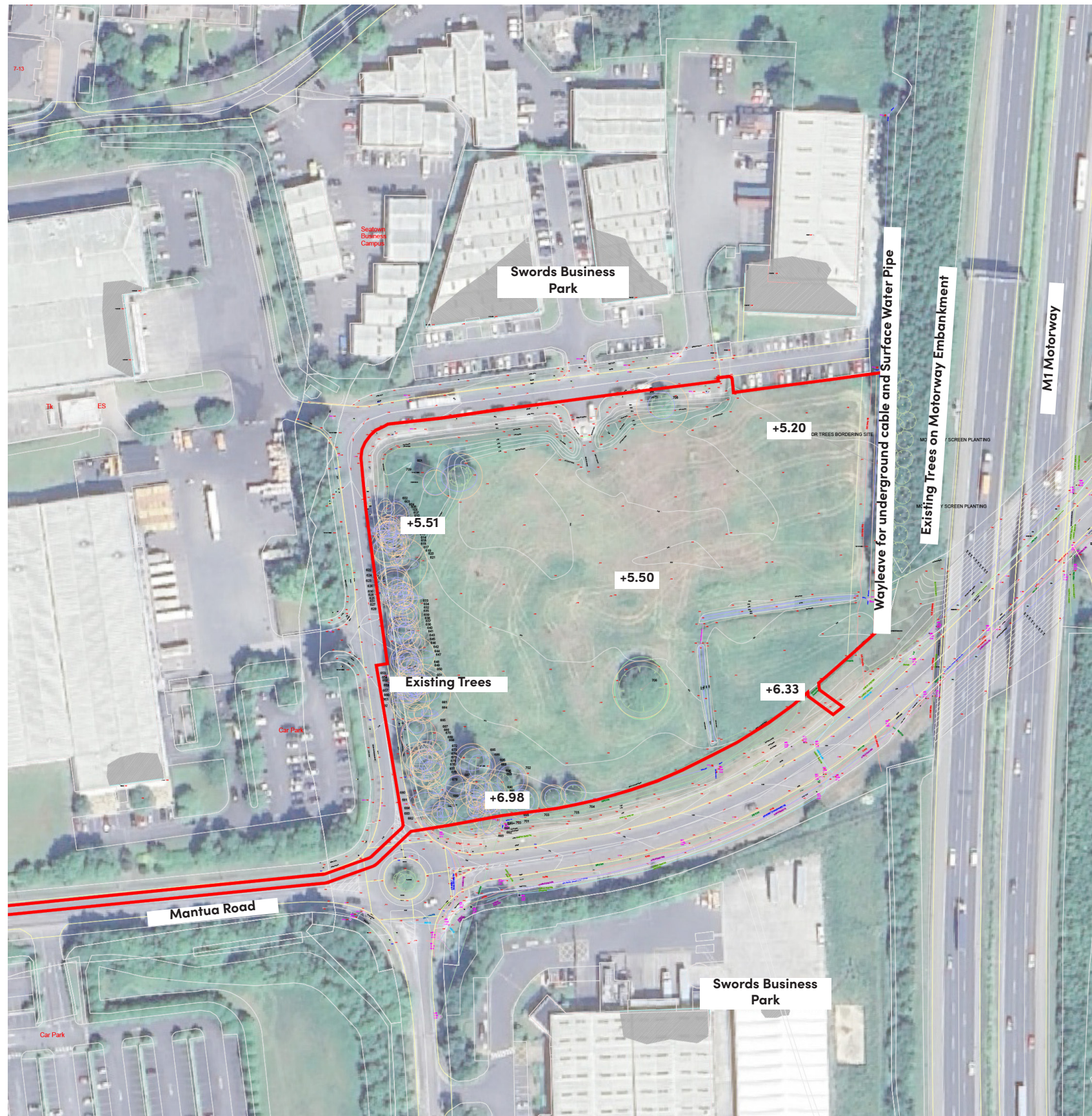


Figure 17. Existing topographical and tree survey of the site. Source: MCORM, 2026.

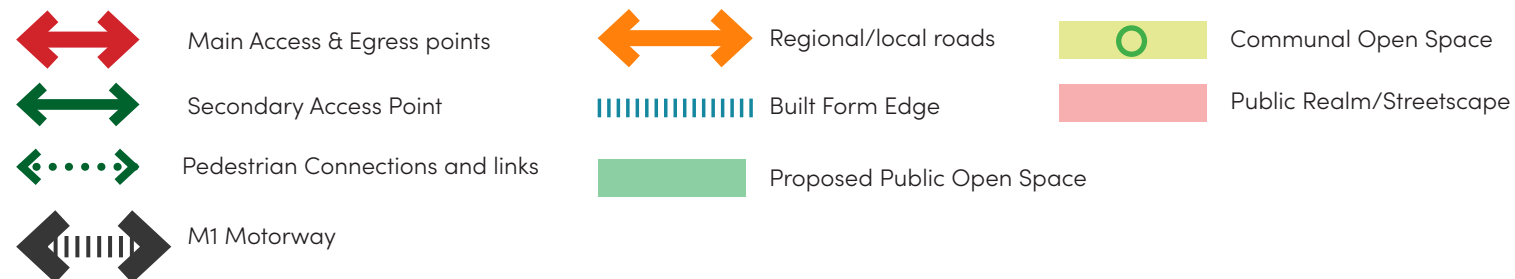
3 ARCHITECTURAL AND URBAN DESIGN RATIONALE





Figure 18. Site Layout indicating key movement routes and spaces. Source: MCORM, 2026

Legend



The urban design rationale outlined below identifies the key issues considered in the design process for the proposed residential scheme on the site, with regards to the 4 indicators set out in The Compact Settlement Guidelines, as follows:

3.1 SUSTAINABLE & EFFICIENT MOVEMENT

Connection and permeability opportunities have been thoroughly explored in the design development of the scheme. The lands are located between Swords town centre and future MetroLink station to the west and the amenity of the Broadmeadow estuary to the east, and the design maximises its connectivity with this east-west movement.

The opportunity to reduce car-reliance and through-vehicular routes in the scheme, maximise linkage opportunities and permeability within the proposed layout were key factors in the development of the proposed layout.

3.1.1 Strategic connections

The residential development has been designed to be highly permeable and legible layout, which prioritises a choice of routes for pedestrians and cyclists, both within the scheme and connecting with adjacent public routes and open spaces.

Pedestrian permeability is maximised further by creating routes that run beneath/ through the blocks at ground level. The resulting double-height undercroft areas become sheltered principal entrance points into these buildings.

Vehicular access is minimised and confined to 2 separate unconnected access points to undercroft and at-grade parking, promoting low speeds/ traffic calming, encouraging active travel modes.

Pedestrian connections are available at each side of the development allowing ease of access for pedestrians and cyclists onto Mantua Road.

3.1.2 Connection to Wider Context

The application site is currently bounded on 3 of its sides by existing roads infrastructure that provides accessibility to the wider area, Swords town centre and future MetroLink station to the west and the Estuary Road to the east. Multiple points of access have been created to maximise the connectivity of the scheme to this infrastructure primarily for pedestrians and cyclists and for car parking. Connections are facilitated to the new active travel route currently under construction along Mantua Road, adding cycle lanes on both sides of the road, giving higher priority to those cycling and walking in the area, girdening the footpath under the bridge to make room for those walking, and pgrading roundabouts at Swords Business Campus and Estuary Road to cycle-friendly roundabouts with safe pedestrian crossings on all exits

3.1.3 Street design (DMURS)

All streets, including carriageways and footpaths in the scheme have been designed in accordance with DMURS aiming to calm traffic within the development and enabling safe and comfortable movement of vulnerable users. Vehicular access is kept to an absolute minimum to the 2 allocated parking areas which are kept separate, while pedestrian routes traverse the entirety of the site without having to negotiate with vehicular traffic.

Please refer to Roger Mullarkey & Associates drawings and reports accompanying this planning application for further detail of DMURS compliant street design.



CAR PARKING		No.			
	RESIDENTIAL ON STREET PARKING SPACES	122		MOTOR BIKE PARKING (1 PER 10 NO. CAR SPACES)	13
	CRECHE SET DOWN SPACES	2		SECURE LONG STAY BICYCLE STORAGE AREAS	603
	COMMERCIAL SPACES	8		VISITOR/ SHORT STAY BICYCLE SPACES	179
TOTAL CAR PARKING		132	TOTAL BICYCLE PARKING		782
	OF WHICH 5% ACCESSIBLE SPACES	7		REFUSE/ BIN STORAGE	
	OF WHICH 20% EV SPACES (INC. MIN 10% OF CRECHE AND COMMERCIAL SPACES)	28			

3.1.4 Sustainable Car Parking

- The quantum of car parking in the development is minimised (132 spaces) and arranged into 2 areas, with 84 spaces located iaccessed from the northern access road to the east of Block C, and 48 no. at-grade parking spaces accessed from the west. between blocks A and E.
- The distribution of car parking seeks to minimise the visual impact of cars, and to help create an environment that both feels safe for and does not hinder vulnerable travel modes, such as pedestrians and cyclists.
- 7 no. car parking spaces are accessible (5% of total)
- The ratio of parking is informed by its location within 400m of the future MetroLink stop, and therefore falls within the category of a “High Capacity Public Transport Node or Interchange” as set out in Table 3.8 of the Sustainable and Compact Settlement Guidelines.
- The scheme will deliver a total of 28no. (min. 20%) EV Parking spaces upon completion, with the remainder of the spaces, being future-proofed for **Electric-Vehicle (EV) parking** via the provision of required space and ducting.

On street parking bays are grouped in accordance with DMURS and punctuated with street trees and areas of planting.

3.1.5 Sustainable Bicycle parking provision

Bicycle parking for apartments is provided having full regard to the Sustainable and Compact Settlement Guidelines for Planning Authorities (2024), including on the basis of 1 no. per bedroom long term for residents + 0.5 no. short term per unit for visitors.

Bicycle parking for the creche and commercial is provided in accordance with Table 14.17: Bicycle Parking Standards, Fingal Development Plan 2023-2029, Pre-school facilities/ creche- 1 space per classroom long stay; 5 spaces per clsroom, short stay and Commercial Long Stay- Based on Convenience Food/ Offices General- 1 space per 60m².

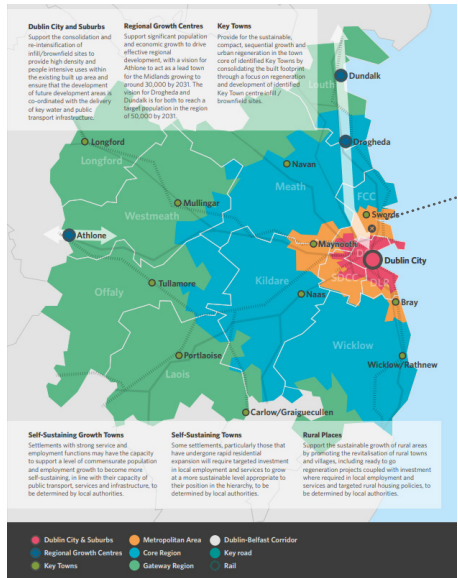
Based on the number of bedrooms in the proposed development, a total of 603 no. long term bicycle spaces are required for the residents, with 5 no. long stay spaces for the creche and 10 no. long stay for the commercial floorspace; a total of 592 no.

A total of 603 no. secure long term bicycle spaces for are provided in dedicated storage rooms within each of the blocks for residents, creche and commercial.

A total of 59no.(c.10%) Cargo/Heavy Bike Spaces will be provided on site.

Motorbike parking is provided for in the general parking areas on the basis of one motorcycle parking bay per 10 car parking spaces in accordance with paragraph 14.17.9: Motorcycle Parking, Fingal Development Plan 2023-2029. 13 no. spaces are provided.

Figure 19. Site Layout illustrating the distribution of bicycle and car parking. Also indicated are the locations of the refuse stores Source: MCORM, 2026..



Swords is located within Dublin's Metropolitan Area (Hatched in orange)

METROPOLITAN AREA

The development is within a suburban/urban extension at a metropolitan town. Swords sits within Dublin Metropolitan Area (RSES – Eastern and Midlands)

*It is a policy and objective of these Guidelines that residential densities in the range **50 dph to 150 dph (net)** shall generally be applied in the centres and in **urban neighbourhoods of Metropolitan Towns***

ACCESSIBLE LOCATION/ HIGH CAPACITY TRANSPORT NODE

The site is approx. 400m walking distance to Seatown MetroLink Stop with high frequency/ capacity, i.e. **“Existing or Planned High Capacity Public Transport Node or Interchange”** as described in Table 3.8: Accessibility.

LOCAL CHARACTER

The development is seen as setting a new urban precedent for an accessible location that is appropriate for the Metro Economic Corridor and proximity to town centre.

*“3.4.2 New development should respond to the receiving environment in a positive way and should not result in a significant negative impact on character (including historic character), amenity or the natural environment.
(a) The evaluation of impact on local character should focus on the defining characteristics of an area, including for example, the prevailing scale and mass of buildings, urban grain and architectural language, any particular sensitivities and the capacity of the area for change. While it is not necessary to replicate the scale and mass of existing buildings, as most urban areas have significant capacity to accommodate change, it will be necessary to respond in a positive and proportionate way to the receiving context through site responsive design.”*

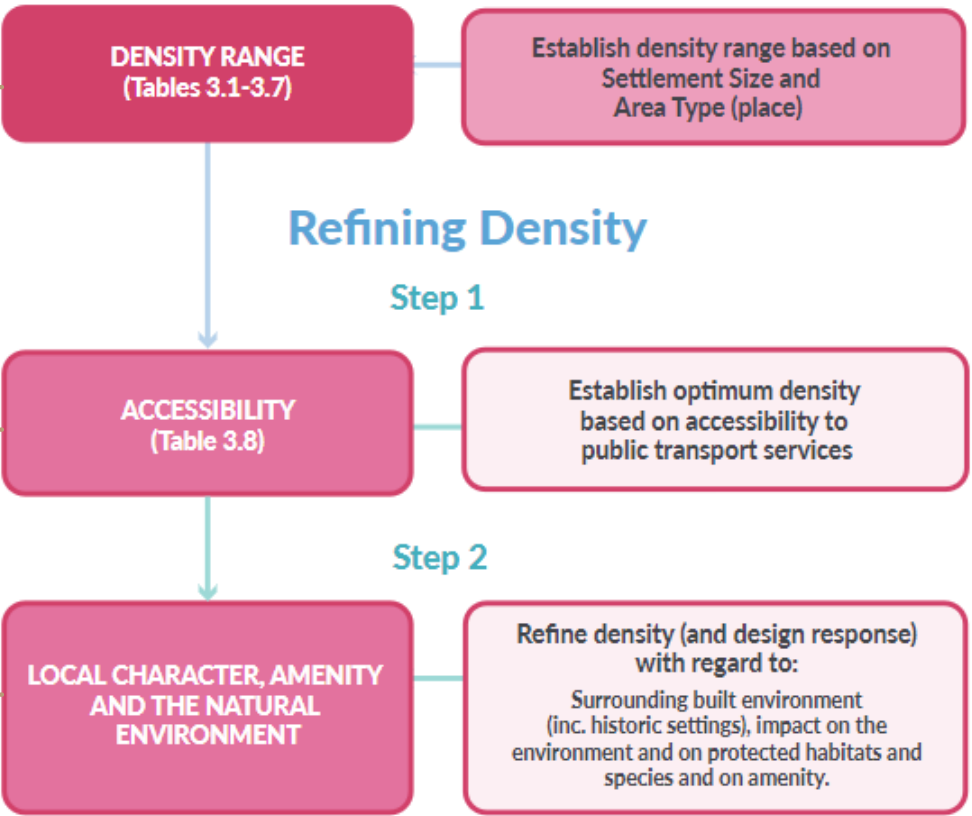
3.2 MIX OF LAND USES

3.2.1 Establishing appropriate density

There are 289 dwellings proposed in the scheme, therefore a density of 151.79 Units/ha. net for the lands based on the methodology set out in Appendix B of the Compact Growth Guidelines Calculations. Gross density, i.e. number of units divided by the red line application area is 145.2 Units/ha.

The final refined net density as proposed in this planning application has been arrived at following the methodological steps set out in the Guidelines. This comprised the establishment of an initial density range based on the Settlement Size and location which was then refined firstly on the basis of the accessibility of the site and thereafter on the character of the site including = the surrounding built environment and to establish a precedent for the area. This refinement led to a suitable design response for the site which gives rise to a density at a slightly higher level than those referred to in the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) but suitable for the site given its zoning, proximity to transport (Metro Economic Corridor) and to Swords town centre.

Establishing Density Range



Please refer to Thornton O'Connor Town Planning documents for complete information and demonstration of optimum density applied in the proposed development.

DESIGN RESPONSE RESULTS IN A DENSITY OF **151.79 DPH**