

3.3 GREEN AND BLUE INFRASTRUCTURE

Blue and green infrastructure, constraints and opportunities have informed the development since initial stages of design. The urban design proposed is well-informed by a multidisciplinary design team of consultants and specialists with an essential input on how nature is integrated in the overall layout and on a careful approach addressing sustainable urban drainage in both the public realm and private/semi-private outdoor and indoor areas.

3.3.1 Integration of nature and biodiversity

The site is currently a greenfield site, the topography which is fairly flat, with a gentle fall from the south west (+6.98 to +5.2) to north east. There is a significant bank of existing mature trees running along the eastern flank of the site with a large grouping at the southwestern corner, which provide screening to the site from the adjacent road. Please refer to the arborist and landscape report for further details. A wayleave strip of c. 7 metres runs along the western boundary of the site, beneath which runs both an existing surface water pipe and electrical cables. Beyond this boundary is the embankment to the M1 motorway which is heavily planted with screen trees.



Figure 44. Proposed Landscaping Siteplan, Ground Level CSR, left



3.3.2 Open Space Network

- The designated public open spaces are distributed along the existing tree line to the western flank of the site in front of blocks A and E, at which the childcare facilities and commercial uses are located at the main entry point into the scheme. The public open space is centrally located between blocks D and E, where it is proposed to maintain an existing Willow tree as the main feature at this location.
- The public open space flows eastward within which a pedestrian route runs to a point on the southeastern boundary of the site to connect with the Mantua Road active travel route and further toward the Broad meadow Estuary amenity beyond.
- Communal Amenity Space is comprised of the fully supervised courtyard areas between Blocks A, B and C, through which a pedestrian route is located that runs under the 3 blocks providing a principal axis to the entrances to each of these blocks. This route terminates beneath Block C at the entrance point to the landscaped parking courtyard
- It is also proposed to provide communal roof terraces accessible from the fifth floor of block D and sixth floor of Block E. These terraces offer expansive views to the south and east from the site.
- The landscaping design has been prepared by Cunnane Stratton Reynolds (CSR) Land Planning & Design. The landmarking of the development through the open spaces is highlighted by the variety of layouts and routes finished with high quality hard and soft landscaping. All public areas proposed are clearly defined by façades, providing clarity between public and private realm, ensuring full passive surveillance and a safe environment for residents. All residential units are within short walking distance of an open space area. All open spaces proposed are fully overlooked by the apartments with elevations facing landscaped areas providing strong passive surveillance.
- It is proposed that the proposed open spaces along with the development will reinforce and consolidate the sustainability of the area through the introduction of various green and blue infrastructure on the site.

Figure 45. Proposed Landscaping Siteplan, Roof Level illustrating roof terraces to Blocks D and E CSR, left

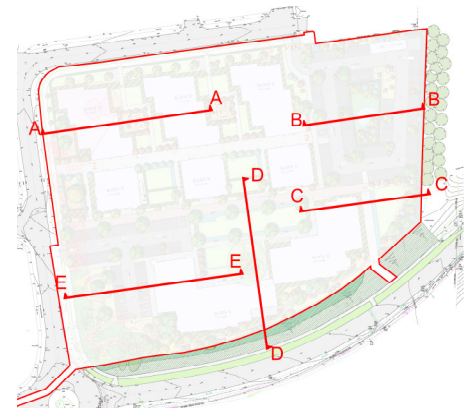
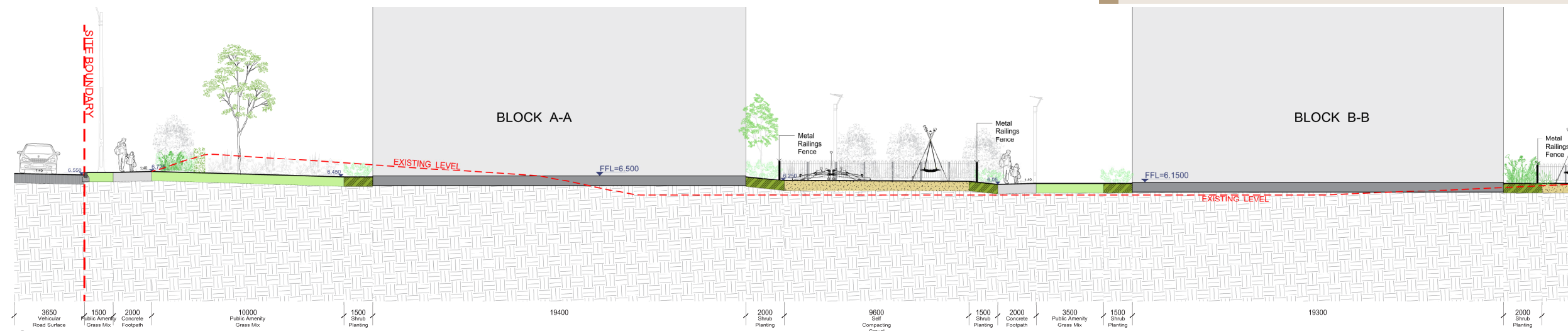


Figure 46. Proposed Landscaping Site Section AA, Open Space between Blocks A and B through creche external play space , from CSR drawing no. 25154-2-201

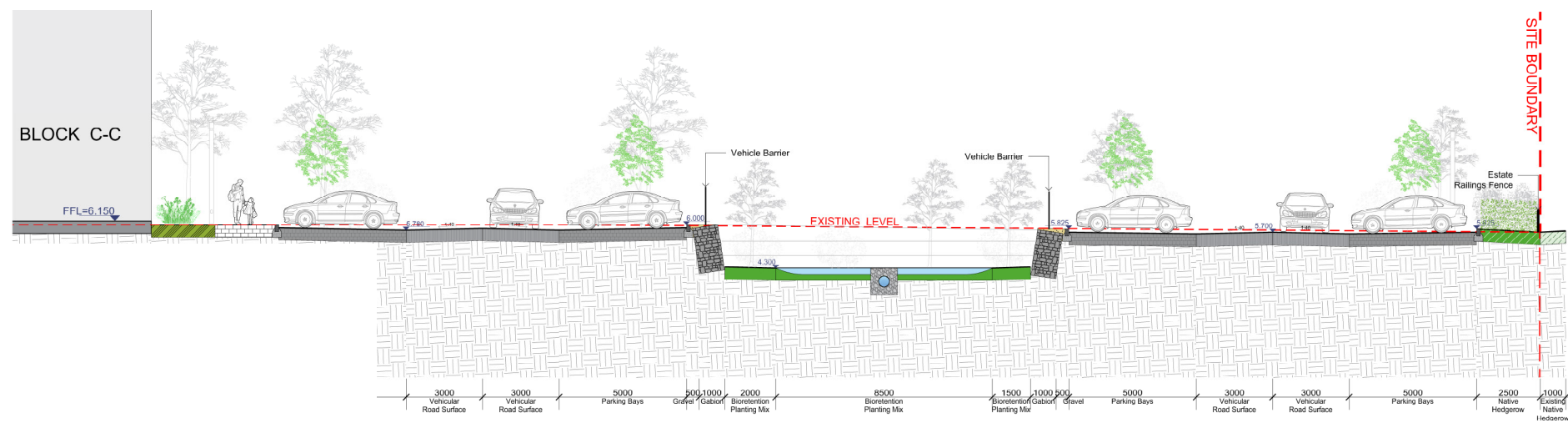


Figure 47. Proposed Landscaping Site Section BB, Block C and adjacent parking with bioretention area, from CSR drawing no. 25154-2-201

Section B
SCALE: 1:100 @ A1

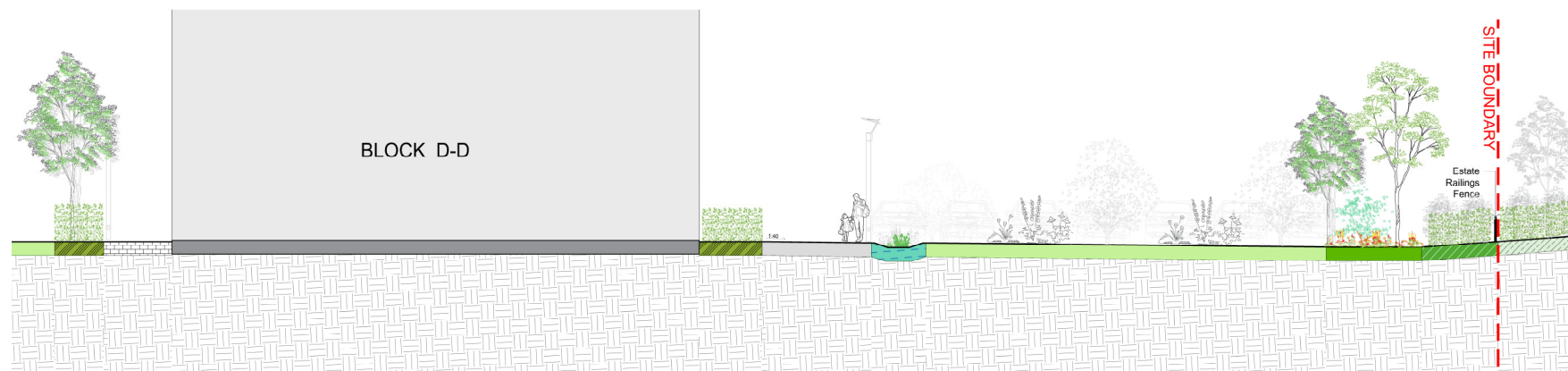


Figure 48. Proposed Landscaping Site Section CC Block D and adjacent popen space area, from CSR drawing no. 25154-2-201

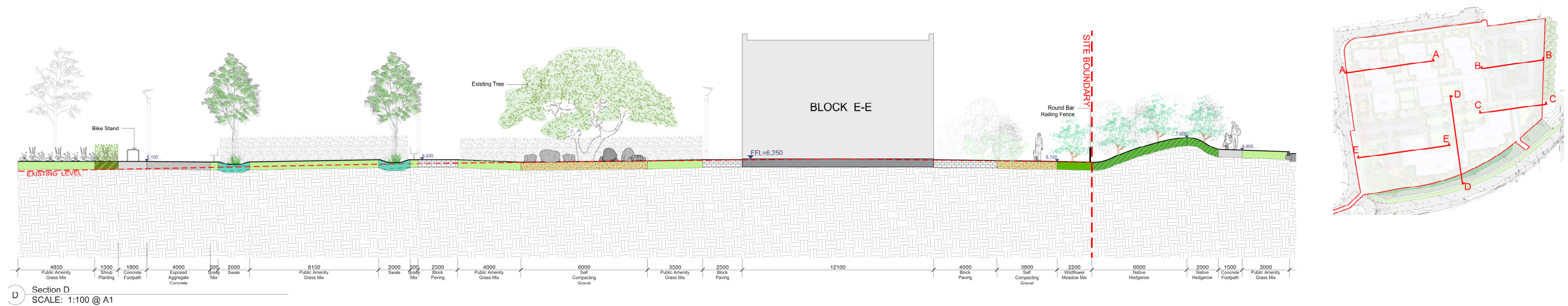


Figure 49. Proposed Landscaping Site Section DD, Central Open Space between B through Block D and the frontage to Mantua Road, from CSR drawing no. 25154-2-202

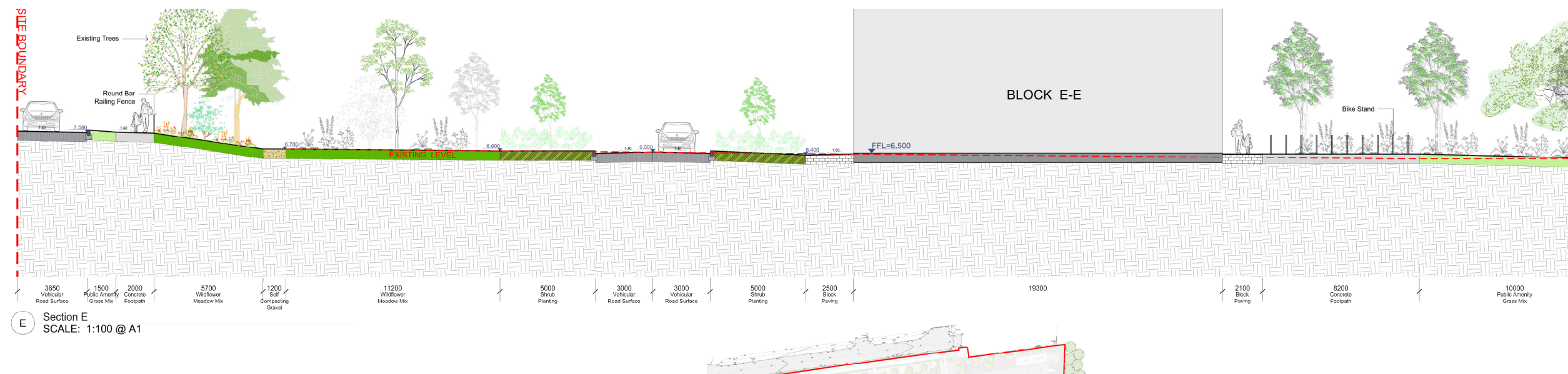
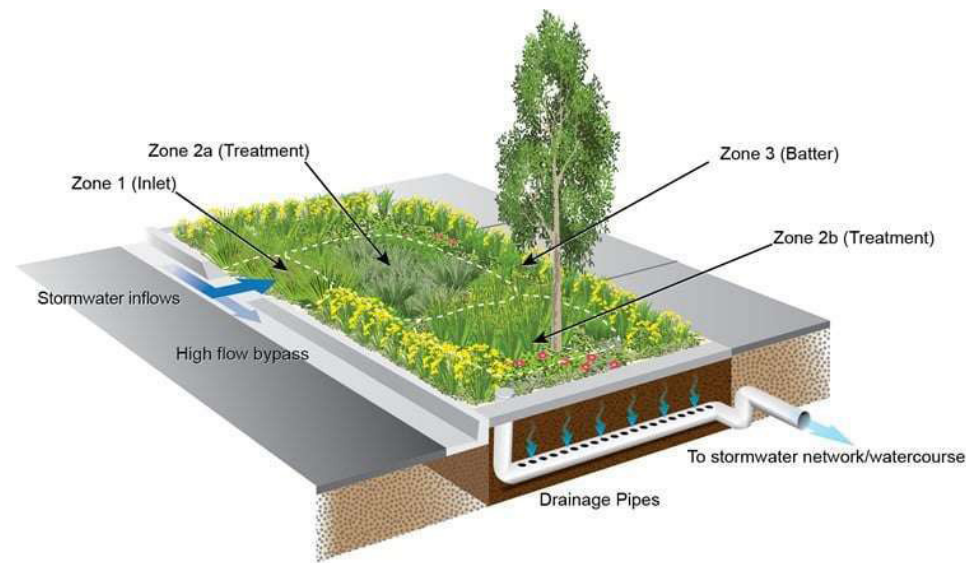


Figure 50. Proposed Landscaping Site Section EE, Block E and adjacent open space at the south west corner of the site, from CSR drawing no. 25154-2-202



SEDUM ROOF



INDICATIVE RAIN GARDEN SYSTEM

3.3.3 Nature-based Urban Drainage (SUDS)

In accordance with the GDSDS it is proposed to use Sustainable Urban Drainage systems (SUDS) for managing storm-water for the proposed development. The aim of the SUDS strategy for the site will be to:

- Attenuate storm-water runoff.
- Reduce storm-water runoff.
- Reduce pollution impact.
- Replicate the natural characteristics of rainfall runoff for the site.
- Recharge the groundwater profile

The SUDS strategy has been carefully designed with an interdisciplinary approach among the consultants involved in the design team, resulting in an integration of nature-based SUDS engineering in the masterplanning, urban design and landscaping of the proposed development.

An assessment of the potential SuDS that could be incorporated within the site was conducted using the SuDS Manual, CIRIA 753. The SuDS elements which were found applicable to the proposed scheme design and layout include the following:

- Intensive Green Roofs provided
- Permeable paving to all parking spaces
- Tree pits
- Bio-Retention areas
- Silt-trap/catchpit manholes
- Hydrobrake limiting flow to the drained area Qbar greenfield rate
- Stone lined voided arch retention storage
- Open detention Basins

Please refer to Roger Mullarkey & Associates Consulting Engineers drawings and reports accompanying this application for further detail on the SUDS layout and surface water management specifications.



INDICATIVE: PERMEABLE PAVING TO HARD LANDSCAPED AREAS

Figure 51. Indicative images illustrating the measures included in the proposed SUDS strategy across the site Source: MCORM, RMCE, CSR, 2026



Figure 52. CGI showing the southwestern corner of the development viewed as approached from Swords town centre along Mantua Road. Source: 3DDB 2026.



Figure 53. CGI showing the northwestern corner of the development, illustrating the 3 repeating blocks A, B and C with the existing tree planting along its western facade. Source: 3DDB, 2026.

3.4 RESPONSIVE BUILT FORM

3.4.1 Layout coherence and legibility

The layout of the proposed development is informed by two factors.

The first consists of the existing features and constraints of the site, in particular the location and distribution of the existing mature trees along its western edge and services wayleave on the eastern side. In addition the introduction of a new pumping station within the eastern part of the site brings its own technical requirements and constraints in terms of offsets from built structures.

Secondly, the scheme seeks to create a new context for a prominent location within the Metro Economic zoned lands adjoining Swords town centre and the opportunities created by the approval of the MetroLink line connecting the area to Dublin city and airport. The scheme will be visible from the adjoining M1 motorway, and will be a gateway marker for the entrance to both Swords and the greater Dublin urban area from the north.

The proposed scheme comprises an assembly of 5 distinct blocks, three of which form a rigorous composition of repeating elements across the northern portion of the site, Blocks A, B and C, each 6 and 7 storeys in height; the southern portion of the site consist of two L-shaped blocks (D and E) in a composition with each other of varying height (each 6-9 storeys) linked by a single storey commercial plinth that provides protective enclosure to the central open space.



Figure 54. CGI showing the massing and height of the 5 blocks in the scheme viewed from the south west. Source: MCORM, 2026.