SUBMISSION TO FINGAL COUNTY COUNCIL

Fingal Development Plan 2017 – 2023

Lands at M1 Junction (Junction 4) Lissenhall, Swords

Prepared by Denis Burke

On behalf of

Landowners in Lissenhall

April 2016
## Contents

**Executive Summary**

1. **Introduction** .............................................................................................................................................. 1
2. **Site Description** ......................................................................................................................................... 1
3. **Potential Land Uses** ................................................................................................................................. 2
   3.1. **Strategic Location** ............................................................................................................................. 3
       3.1.1. Dublin-Belfast Economic Corridor ............................................................................................ 3
       3.1.2. Cycle way ....................................................................................................................................... 4
       3.1.3. Metro North .................................................................................................................................. 4
       3.1.4. Metro Dublin Proposal .............................................................................................................. 4
    3.2. **Adjoining Zoning** ............................................................................................................................. 5
    3.3. **Alternative Zoning Options** ............................................................................................................ 5
    3.4. **Master Planning** ............................................................................................................................... 6
4. **Public Utilities** ............................................................................................................................................ 7
   4.1. **Foul Drainage** ..................................................................................................................................... 7
   4.2. **Surface Water Drainage** .................................................................................................................. 7
   4.3. **Water Supply** .................................................................................................................................... 7
   4.4. **Power and Telecommunications** .................................................................................................... 7
5. **Site Observations** ...................................................................................................................................... 8
   5.1. **Topography** ....................................................................................................................................... 8
   5.2. **Flora and Fauna** ............................................................................................................................... 8
   5.3. **Visual Setting** ................................................................................................................................... 8
   5.4. **Cultural Heritage** ............................................................................................................................ 8
6. **Conclusions** ............................................................................................................................................... 9

**Appendix I** - Alternative Zoning Objective  FP: Food Park (Clustering Opportunity) ................................. 10

**References** .................................................................................................................................................... 11
Executive Summary

This submission seeks to promote the subject lands for large scale employment zoning to support economic development and job creation and prosperity. The purpose of this submission is to provide additional serviced lands for rezoning consideration by strategic rezoning of additional lands to the north-east of Swords Town.

The subject lands form part of one of the most strategic infrastructural locations in Fingal and are ideally located to attract high value employment opportunities to Fingal which has access to a large scale working population. Its location adjacent to the Lissenhall interchange (junction 4) of the M1 provides direct access to the M1, Dublin Airport, Port Tunnel, Dublin City, and M50 motorway (that link to the M2, M3, M4, M7 and M11). Suburban rail from Donabate station provides local services and access to DART and the Dublin-Belfast inter-city. This strategic location provides direct access to national and international markets by road, rail, air and sea.

The submission proposes HT: High Technology uses as it is particularly suitable in the context of the subject lands strategic location on the Dublin – Belfast Economic Corridor, access to a large scale working population and its close proximity to the proposed metro, national road networks and public utilities and services. From a design perspective the subject lands provide opportunities for high quality design with a landmark building(s) and a strong facade onto the M1.

The lands have significant road frontage both along the Hearse Road (R126) and M1 motorway and are entirely within the 1km line (East) of the proposed Metro North line. They are also within 1km of the future Metro stop at Lissenhall and within easy reach of Dublin Airport, Port tunnel, M50, Dublin Port. Development on these lands would be subject to the Section 49 Development Contribution Scheme.

Public utilities are available on site, or on lands immediately adjacent to, i.e. foul water drainage, surface water drainage, water supply and telecommunications infrastructure, therefore this site can be deemed to be fully serviced.

The proposed zoning is in keeping with the area as the subject site also directly adjoins the eastern development boundary of Lissenhall Great (Swords), whose adjoining lands are zoned HT. The subject lands are ideally located to expand and form a cluster with the adjoining High Technology zoning.

From a development perspective the subject lands could be considered as a ‘ready-to-go’ site, by virtue of their strategic location, extensive road frontage, overall size, contiguous shape and access to services. In this context the subject lands would also be ideally suited to other large scale projects in the areas of Food Park (Figure 5) Education, Healthcare, Biotechnology, ICT, Financial, Environmental, Professional or Public Services and provide key economic activity and employment opportunities for Fingal.

The subject lands slope gently to the southeast. However the lands are not visually prominent, there are no contours of any significance on the subject site and they contain no geographical features of note. The lands are contained within the “Low Lying Agricultural Character Area” in the Fingal County Development Plan 2005-2011 and are indicated as being: “a mix of pasture and arable farming land on level land or land with few views or prospects”. There is no flora or fauna of particular significance located on the subject lands and is not located in a zone of archaeological potential. A field survey and initial visual inspection did not reveal evidence of a significant archaeological site. Therefore its development for Science and Technology purposes or other suitable economic development and job creation zonings will not have a significant impact on the landscape or views in the area.

We would welcome an opportunity to discuss this submission further with Fingal County Council.

Denis Burke

Email: OakLodge@IrelandMail.net
1. **Introduction**

This submission seeks to promote the subject lands in Lissenhall for large scale employment zoning to support economic development and job creation. Lissenhall has been identified as a strategic development area and this submission proposes additional serviced lands to the north-east of Swords Town for rezoning consideration.

This proposal would provide employment and economic opportunities for Fingal, particularly to the expanding town of Swords and Donabate and to the surrounding areas of Portrane, Lusk and Skerries. In preparing this submission the proximity of the subject lands to the Dublin – Belfast Economic Corridor, Metro North and the proposed Dublin Metro expansion from Lissenhall to Malahide have been considered.

This submission was prepared by Denis Burke, Swords, Co Dublin on behalf of landowners Burke, Grimes, Fitzgerald and Shirran, who are the owners of an area of land identified in this submission, to the north-east of Swords town.

The relevant themes from the Draft Development Plan referenced in this submission are Economic Development, Movement and Infrastructure, Natural Heritage and Cultural Heritage (Section 5).

The landowners now wish to establish a new use for the lands given the dramatic changes that have taken place within the Swords area in recent years. This submission has been prepared in order to recommend that the subject lands Zoning Objective ‘GB’: ‘to protect and provide for a green belt’ be changed to Zoning Objective ‘HT’: ‘Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment’. This zoning would be in keeping with lands zoned HT to the south-west of the subject lands.

*Based on the strategic and infrastructural location of subject lands, it does not make economic or planning sense to leave the subject lands as agricultural.*

2. **Site Description**

Situated in Lissenhall, the subject lands are broadly rectangular in shape and subdivided by hedgerows (Figure 1). It is circa 21.5 hectares (53 acres) and located to the north of Swords, adjacent to the M1 Lissenhall interchange (Junction 4), which serves M1, Swords, Donabate, Skerries and Lusk. The subject lands comprise approximately three fields, currently in agricultural use, and four residential dwellings. Individual access to dwellings and for agricultural use is currently along Hearse Road (R126) which runs broadly east west across the northern boundary of the site. The subject lands have significant frontage both along the M1 motorway and Hearse Road.

---

1 Paul Reid, Chief Executive, Draft Fingal Development Plan 2017 – 2023 (DFDP) Forward & Glossary.
3. Potential Land Uses

The purpose of this submission is to provide additional serviced lands for rezoning consideration by strategic rezoning of additional lands to the north-east of Swords Town. There are a number of employment generating land use zonings in the Draft Plan that will facilitate business, enterprise and job creation over the coming Draft Plan period. These zonings, include HT: High Technology, FP: Food Park, RU: Rural, ME: Metro Economic corridor, GE: General Employment and RW: Retail Warehousing that allow for enterprise and employment growth opportunities across various economic sectors.4

In relation to Fingal’s economy, the Development Plan is responsible for a number of key functions which include:

- Provide a sufficient quantum of appropriately zoned lands to facilitate enterprise opportunities and employment creation;
- Ensure that such lands are logically and coherently located to maximise on existing and planned infrastructure, particularly in respect of public transportation, water services, and telecommunications;
- Identify the key business and industry sectors, anticipate their requirements in terms of building types, formats, and sizes and range of supporting and ancillary services;
- Encourage the creation of clusters within sectors thereby maximising associated economies of scale;

In this regard, the submission to promote the subject lands for large scale employment zoning to support economic development and job creation is in keeping with the functions above.

---

This submission proposes HT: High Technology uses as it is particularly suitable in the context of the subject lands’ strategic location, access to a large scale working population and its close proximity to M1 and M50 motorways, Dublin Airport, Rail Station, Dublin Port, Metro North and public utilities and services. From a design perspective the subject lands provide opportunities for high quality design with a landmark building and a strong facade onto the M1.

While the submission proposes HT zoning the subject lands could also be suitable for alternative employment zonings as noted. In this context we would welcome an opportunity to discuss further with Fingal County Council.

With regard to the potential of the subject lands, these can be explored under the following:

1. Strategic Location  
2. Adjoining Zoning  
3. Alternative Zoning  
4. Master Planning

### 3.1. Strategic Location
The subject lands form part of one of the most strategic infrastructural locations in Fingal and are ideally located to attract high value employment opportunities to Fingal, which has access to a large scale working population. Its location adjacent to the Lissenhall interchange (junction 4) of the M1 provides direct access to the M1, Dublin Airport, Port Tunnel, Dublin City, and M50 motorway (that link to the M2, M3, M4, M7 and M11). Suburban rail rail from Donabate railway provides local services and access to DART and the Dublin-Belfast inter-city. This strategic location provides direct access to national and international markets by road, rail, air and sea.

Typical access times from the subject lands are:

- M1 (200m, 1 min)
- Donabate suburban rail (4km 6 min)
- Dublin Airport (7km 7 mins)
- M50 (8km 6 min)
- N2/ M2 (14km 10min)
- Dublin Port (via the Port Tunnel – 16km 14min)
- N3/ M3 (18km 15 min)
- N4/ M4 (23km 18 min)
- N7/ M7 (27km 21 min)
- N11/ M11 (48km, 35 min)

It would not therefore make economic or planning sense to leave the subject lands adjoining this strategic junction as agricultural.

#### 3.1.1. Dublin-Belfast Economic Corridor
The lands are adjacent to the Dublin-Belfast Economic Corridor (DBEC) which is a spatial and economic concept included in the National Spatial Strategy 2002-2020 and in the 2011-2017 Development Plan. The strong performance of the Belfast city region in terms of investment attraction and high quality employment creation provide further employment opportunities for focused development with regard to these lands.6

---

6 Same, p30, p186.
3.1.2. Cycle way
Objective 16 (DONABATE) is to provide a pedestrian path and cycle lane on the Hearse Road to enable safe access to Donabate Village.\(^7\) The planned upgrading of Hearse Road to distributor road standard\(^8\) would provide opportunities to build a cycle way adjacent to the subject lands, which would facilitate a continuous cycleway between Donabate village and Swords utilizing the existing cycle underpass at Junction 4.

![Figure 2 – Lands (in red) within Metro North 1km Corridor](image)

3.1.3. Metro North
As part of the Lissenhall LAP, Objective 24 (SWORDS) seeks to facilitate and actively promote the provision of a Lissenhall Metro North Stop that would include significant Park and Ride capabilities and bus service facilities.\(^9\) In this context promoting the subject lands for large scale employment would help address An Bord Pleanála observations (with regard to the Lissenhall Metro stop) that there was an ‘absence of a statutory framework for future development north of Swords’.\(^10\)

As the subject lands are entirely within the 1km line (East) of the proposed Metro line and Metro stop at Lissenhall (Figure 2) any development on these lands would be subject to Section 49 Development Contribution Scheme.

![Figure 3 – Dublin Metro: Proposed Lissenhall to Malahide route.](image)

3.1.4. Metro Dublin Proposal
A private consortium Metro Dublin proposes to create and deliver a cost effective transit metro network for Dublin.\(^11\) One of their proposed routes is the LS2 Northern railway westward to the M1 at Lissenhall (new Metro stop East of M1). This proposed route sees the Metro extending from Lissenhall to Malahide with the proposed new Lissenhall Metro stop adjacent to the subject lands (Figure 3).

While Metro Dublin does not currently have the support of the NTA it is in talks with An Bord Pleanála. After presenting their Dublin Metro proposal to Dublin City Council, the Council adopted the following Order in February 2016: ‘Motion agreed that the City Council explores the potential for cooperation between Metro Dublin and Dublin City Council to secure the potential benefits of Metro Dublin for the city, and that the Council Engineers would meet with Metro Dublin to further this’ \(^12\)

---

8 Same, Appendix 6 - p123.
9 Same, p93.
12 Strategic Policy Committee Planning and International Relations and Property Development Meeting – 23rd February 2016, pages 2 and 3.
3.2. Adjoining Zoning

Adjacent to the subject lands, there is a range of residential and employment related zonings and developments (Figure 4). These include lands zoned High Technology (adjacent, to the West), Metro Economic, General Employment (North), Rural (North) and general industrial uses (further South) and residential (East and West).

The subject lands are ideally located to cluster with the adjoining High Technology zoning and would provide additional technology infrastructure for Swords in a timely and coherent manner.

From the perspective of Metro North it is essential to provide more employment zoned lands if Swords is to reach its critical mass to sustain the significant public transport infrastructure. Due to its strategically located position the subject lands are ideally located to provide additional employment zoned lands.

3.3. Alternative Zoning Options

As noted previously the subject lands could be considered for other employment zonings. Indecon identified key employment and economic activities for strategic sites in Swords and Lissenhall that are within the MNEC\(^{13}\) and noted the importance of attracting knowledge based industries. An indicative breakdown of potential economic activities for Swords and Lissenhall include:

- Higher Education – Lissenhall (with research and possibly new business/management school)
- Hospital and Health – new private hospital and ancillary services
- Biotechnology park at Lissenhall – Science Foundation Ireland (SFI) sponsored with DCU
- ICT Park at Lissenhall and/or Swords Business Park – SFI sponsored with DCU
- Financial and insurance services – Lissenhall, Lissenhall Great, Swords Business Park
- Environmental Services
- Professional services (business, legal etc.) – Lissenhall, Swords Business Park
- Public sector services – Lissenhall Great
- Leisure and recreational – Lissenhall
- Tourism – Lissenhall and town centre sites (e.g. Swords castle)
- International and other high value-added services

One focus of the Draft Development Plan is to maximise existing performing sectors by fostering growth opportunities and identifying areas for job creation. Along with High Technology the Agri-Food sectors have been identified as providing Fingal’s local economy with many opportunities for further development and expansion\(^{14}\) by virtue of the location of Dublin Airport and the County’s horticultural and agri-business sectors. Fingal’s objective (ED04) seeks to support and

---


promote new and emerging clustering opportunities across all economic sectors within the County.\textsuperscript{15} Due to the proven advantages of economic clusters, this approach to enterprise and employment location will be expanded as part of the National Clustering Initiative.\textsuperscript{16} In this context Food Wise 2025 launched an ambitious ten year plan for the agri-food sector,\textsuperscript{17} which includes an objective to increase agri-food exports by 85 per cent.\textsuperscript{18}

### 3.4. Master Planning

In terms of master planning there are opportunities to distinguish the subject lands strategic location in Swords. The subject lands provide opportunities for high quality design and build to create landmark buildings with strong facades onto the M1.\textsuperscript{19}

While this submission proposes the strategic rezoning of the subject lands for HT: High Technology other employment zonings (as previously noted) could also be considered. An alternative zoning (by virtue of the lands strategic location) would be to facilitate the clustering of existing and proposed Food Parks in Fingal (Appendix 1 – Figure 5).

We would welcome an opportunity to discuss this further with Fingal County Council.

---

\textsuperscript{15} Draft Fingal Development Plan 2017 – 2023, p187.  
\textsuperscript{17} Same, p 88.  
\textsuperscript{18} Same, p 83.  
\textsuperscript{19} Fingal County Councils (2008) Your Swords – An Emerging City Strategic Vision 203, p85.
4. Public Utilities
Public utilities are available on the subject lands, or on lands immediately adjacent to it (Table 1), i.e. foul water drainage, surface water drainage, water supply and telecommunications infrastructure (Figure 5)

<table>
<thead>
<tr>
<th>Table 1- Available Public Utilities Services</th>
</tr>
</thead>
<tbody>
<tr>
<td>Foul Sewage Drainage</td>
</tr>
<tr>
<td>✔</td>
</tr>
<tr>
<td>Surface Water Drainage</td>
</tr>
<tr>
<td>✔</td>
</tr>
<tr>
<td>Water Supply</td>
</tr>
<tr>
<td>✔</td>
</tr>
<tr>
<td>Power and Telecommunications</td>
</tr>
<tr>
<td>✔</td>
</tr>
</tbody>
</table>

4.1. Foul Drainage
The subject lands are served by mains drainage, which runs across the M1 National Primary Route (this was erected as part of an agreement with Mr. Grimes and the contractors for the M1 Lissenhall extension) to facilitate future developments on the subject lands. The Swords Wastewater Treatment Plant is located less than 0.5kms with access across the M1 motorway via a field which Mr. Grimes owns. There are 2 no. four inch ducts running alongside the M1 Motorway. Therefore, the subject lands can be deemed to be fully serviced (Figure 3).

4.2. Surface Water Drainage
At present the surface water from the lands drain via a stream to the south to a network of surface water courses along established field boundaries which ultimately drain to the Broadmeadow Estuary. There are several ditches in the area that have sufficient surface water capacity and as a result the lands are not subject to seasonal flooding. It will be necessary to provide surface water attenuation for any accelerated runoff from any new development on the site in order to ensure that such development will not contribute to downstream flooding. This can be achieved subject to the implementation of suitable attenuation measures.

4.3. Water Supply
The subject lands are served by an existing water main running from west to east. Also, there is permission for a 4 inch tapping to that main in the event of gaining planning permission on the subject lands. Accordingly water supply facilities are available to service the subject lands.

4.4. Power and Telecommunications
Fingal is well served in this regard with broadband infrastructure readily available, including 15-80 Gbit/s Dense Wavelength Division Multiplex (DWDM) and an Integrated Service Digital Network (ISDN) platform which allows for Digital Subscriber lines or DSL service from ISP (internet Service Providers). These facilities are available to the subject lands and will facilitate their development for employment purposes, especially employment related to High Technology.
5. Site Observations
Based on previous work by Ryan Walsh & Associates the following observations have been made.

1. Topography
2. Flora and Fauna
3. Visual Setting
4. Cultural Heritage

5.1. Topography
The subject lands slope gently to the southeast. However the lands are not visually prominent, there are no contours of any significance on the subject site and they contain no geographical features of note.

5.2. Flora and Fauna
The subject lands are bounded by typical native hedgerows and are currently under crop. There is no flora or fauna of particular significance located on the site. In relation to any fauna that may be present on the site there are sufficient habitats on adjoining lands to the south and west to sustain existing populations. There are no significant areas of heath land, rock outcrop, woodland or lichen colonies within the subject lands.

5.3. Visual Setting
The subject lands are contained within the “Low Lying Agricultural Character Area” in the Fingal County Development Plan 2005-2011 and are indicated as being: “a mix of pasture and arable farming land on level land or land with few views or prospects”. The lands are not overtly visually prominent, given the impact of the development of motorway, their topography and the presence of boundary planting. Therefore its development for High Technology purposes will not have a significant impact on the landscape or views in the area.

5.4. Cultural Heritage
The site is not located in a zone of archaeological potential and a field survey and initial visual inspection did not reveal evidence of a significant archaeological site.
6. Conclusions

From a development perspective the subject lands could be considered as a “ready-to-go” site, by virtue of their strategic location, extensive road frontage, overall size, contiguous shape and access to services.

The subject lands form part of one of the most strategic infrastructural locations in Fingal and are ideally located to attract high value employment opportunities to Fingal, which has access to a large scale working population. Its location adjacent to the Lissenhall interchange (junction 4) of the M1 provides direct access to the M1, Dublin Airport, Port Tunnel, Dublin City, and M50 motorway (that link to the M2, M3, M4, M7 and M11). Suburban rail rail from Donabate railway provides local services and access to DART and the Dublin-Belfast inter-city. This strategic location provides direct access to national and international markets by road, rail, air and sea.

The subject lands would be ideally suited to large scale projects as proposed for High Technology or alternatively for a Food Park (Appendix 1 – Figure 6), Education, Healthcare, Biotechnology, ICT, Financial, Environmental, Professional or Public Services and provide key economic activity and employment opportunities for Fingal.

Based on the subject lands’ strategic and infrastructural location it would not make economic or planning sense to leave the subject lands as agricultural.
Appendix I

Alternative Zoning Objective FP: Food Park (Clustering Opportunity)

Objectives RF76 and RF8 Support and facilitate the growth of the agri-food sector in Fingal by directing and encouraging agribusiness that rely primarily on imported food and produce into areas which have adequate road infrastructure and which are appropriately zoned. The lands are strategically located to play a key role with regard the clustering for High Technology, Pharmaceutical or a Food Park. Its location would for example facilitate the ‘anchoring’ of existing and proposed Food Parks in Fingal by providing commercial and financial location synergies and benefits with regard to Agri manufacturing, processing, transport logistics, supply chain consolidation, shared central services, joint purchasing, intertrading and joint ventures, innovation, research and development, sustainability, marketing, exhibition centre, and administration. The lands are within easy reach of existing and planned Food Parks and suppliers (Figure 6).

- Country Crest Lusk (11min 9.8km)
- Roslin Food Park (12min, 8km)
- Sam Dennigan Food Company (18min 14km)
- Coolrath (MP 3.B – 18mim 20.8 km)

Figure 6 – Food Map Clustering Map

References


Dublin County Council (2016) Strategic Policy Committee Planning and International Relations and Property Development Meeting – 23rd February 2016

Fingal County Council (2015) Draft Fingal Development Plan 2017-2023

Fingal County Council (2008) Your Swords – An Emerging City Strategic Vision 2035

Fingal County Council (May 2009) The Future Is In Your Hands


Metro Dublin http://www.metrodublin.ie/index_files/MetroDublinDesign.htm