

Lissenhall East

Draft Local Area Plan

August 2022

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Lissenhall East

Draft Local Area Plan

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1 Introduction and Background

1.1 The Purpose of a Local Area Plan (LAP)

A Local Area Plan (LAP) is a statutory document prepared in accordance with Part II, Section 20 of the Planning and Development Act 2000 (as amended).

The Act provides that a Planning Authority may, at any time, prepare a LAP for any particular area within its jurisdiction which the Planning Authority considers appropriate; in particular for areas which require economic, physical and social renewal, and for areas likely to be subject to large scale development.

Where there is any discrepancy between the LAP and the relevant statutory Development Plan, the written statement and corresponding maps and appendices of the Development Plan in force at the time will take precedence.

As a statutory document, the Planning Authority and An Bord Pleanála must take account of the provisions of the LAP when considering an application for planning permission for development. The provisions of a draft LAP may also be taken into consideration.

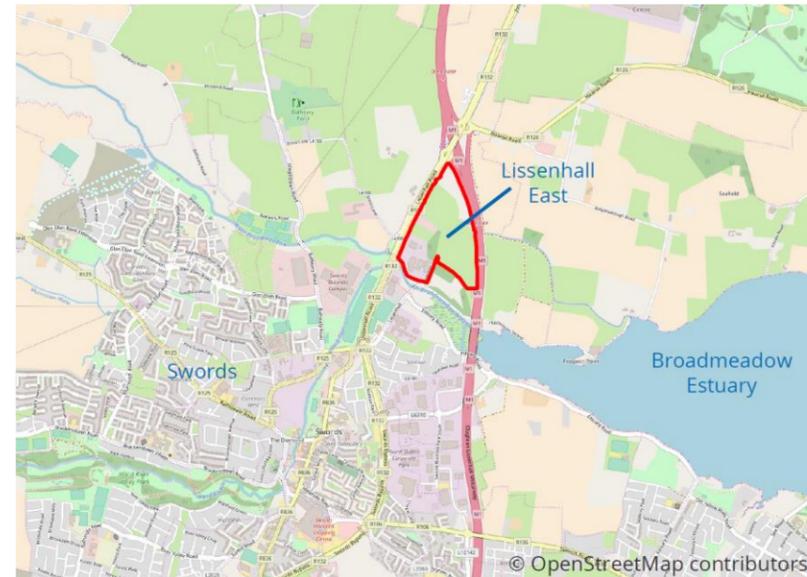
The purpose of an LAP is to examine a specific area in detail, identifying and analysing the various issues affecting the area and then setting principles and objectives for its future development.

An LAP is valid for six years from the date of adoption by the Council. Its validity may be extended, in year 5 of the LAP for a further 5 years, if deemed appropriate by a resolution of the Council.

The 2017-2023 Fingal County Development Plan identified Lissenhall East as lands for which a Local Area Plan was to be prepared during the lifetime of the Development Plan.

1.2 Lissenhall East

The Lissenhall East lands cover an area of ca. 27.7 hectares (ca. 68.4 acres) located east of the R132 (Old Swords Road), south of the M1 intersection and west of the M1 within the existing northern development boundary of Swords.

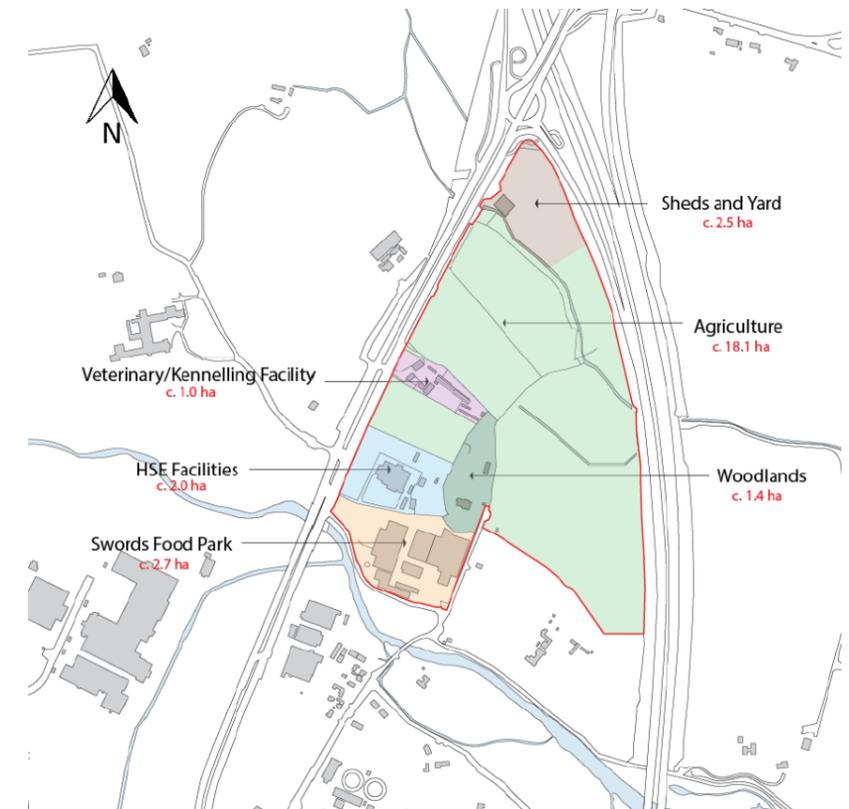


The lands are strategically located approximately 5km north of Dublin Airport and adjacent to the M1 within the Dublin-Belfast economic corridor. Planned significant public transport upgrades which will enhance the connectivity of the LAP lands include Bus Connects and the MetroLink project.

There are several existing buildings on the LAP lands which are accessed from the R132 including: the HSE Swords National Ambulance Service Base and day care facilities; a veterinary / kennelling facility as well as food storage and logistics facilities including a temperature-controlled storage facility.

In the northern section of the LAP lands there is an existing yard and sheds with access to the R132. This area was used as a depot during the construction of the adjacent M1 motorway. The remainder of the LAP lands are in agricultural use (approx. 18.1 ha / 44.7 acres).

Figure 1-1: Existing Land Uses



The lands are currently contributing to the local economy through the existing established business. Leveraging the lands further, with its pivotal location and employment generating potential, will provide new employment opportunities for Swords in accordance with national, regional and local planning policy.

1.3 Basis for a LAP for Lissenhall East

The Lissenhall East lands are identified for the preparation of a LAP under the following policy objectives of the Fingal Development Plan 2017-2023:

- Objective SWORDS 27: To prepare and/or implement the Local Area Plans and Masterplans during the lifetime of this Plan including “Lissenhall East Local Area Plan (see Map Sheet 8, LAP 8.B)”
- Objective ED94: To prepare LAPs and Masterplans within the lifetime of the Development Plan for

strategically important HT zoned lands in collaboration with key stakeholders, relevant agencies and sectoral representatives.

Objective ED94 above is relevant due to the fact that the lands are zoned High Technology (HT) in the Fingal County Development Plan 2017-2023. This zoning aims to:

“Provide for office, research and development and high technology / high technology manufacturing type employment in a high quality built and landscaped environment.”

As stated in Chapter 6 of the County Development Plan ‘Economic Development, the purpose of the HT zoning is to facilitate opportunities for major office, science and technology, and research and development-based employment within high quality, highly accessible, campus style settings.

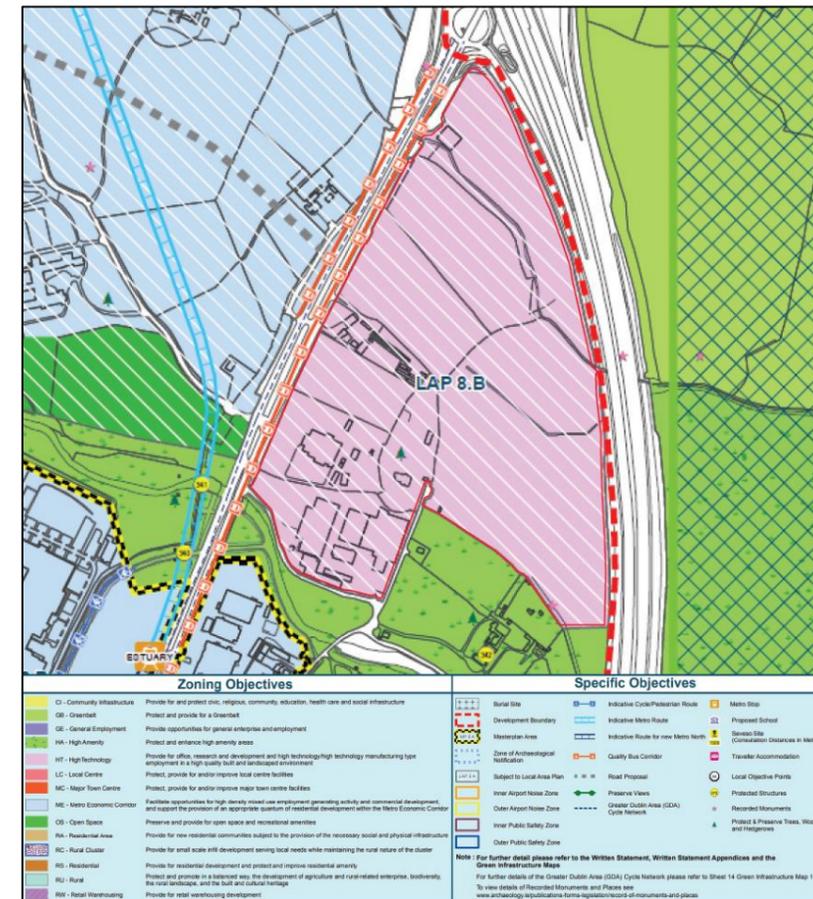
Another policy objective of relevance is Objective DMS121 which is to *“allow high-density development along the indicative route for the new Metro North corridor, in accordance with the land-use plans of the Council”*.

The LAP provides a policy context for the entire LAP lands to ensure that any development which takes place within the lifetime of the LAP is consistent with strategic planning policy, considers the future development of the MetroLink scheme (anticipated in 2035), and has regard to all relevant planning and environmental considerations.

The intention of the LAP therefore is to establish new employment development on site but within a framework which anticipates the delivery of MetroLink. This is to be achieved by focusing on one development area - the Initial Development Area (comprising ca. 13.8 hectares / 34.1 acres) located along the western boundary of the lands with the R132 (see Section 11.6 and Figure 11-2.)

The LAP provides a policy and development framework for the HT zoning at this location with appropriate employment and necessary supporting infrastructure. The LAP will also consider the indicative spatial framework for the entire LAP lands which anticipates the delivery of MetroLink (see Section 11.7 and Figure 11-5.)

Figure 1-2: Land Use Zoning (Fingal Development Plan 2017-23)



1.4 Pre-Draft Public Consultation

In November 2017, the Council published a Strategic Issues Paper for Lissenhall East LAP entitled ‘Having Your Say’. The consultation period ran for 6 weeks, concluding on Friday 22nd December 2017. A total of 12 no. submissions were received during this time, each of which has been considered in the making of this Draft LAP. A public drop-in information session was held in County Hall on 5th December 2017.

Submissions generally related to the following issues:

- the integration of the development of the LAP lands with the future alignment of MetroLink and location of the proposed Estuary stop;
- the careful consideration and co-ordination of vehicular access to the Lissenhall East LAP lands with planned improvements to the adjacent road network;
- the management of travel demand through the appropriate integration of land use and public transport;
- the need to safeguard the operation of existing enterprises;
- the need for high quality buildings to attract and accommodate new employment generating activities;
- the provision of adequate sewage treatment facilities prior to any significant development; and
- the need to carefully consider local biodiversity given proximity of the lands to the estuary.

The submissions received as part of the pre-draft public consultation exercise has informed the preparation of this Local Area Plan.

1.5 Structure and Contents of the LAP

1.5.1 Written Statement and Maps

This Draft LAP consists of a written statement with accompanying maps and appendices and has been prepared with regard to Local Area Plans – Guidelines for Planning Authorities (June 2013) as well as all other applicable guidelines issued under section 28 of the Planning and Development Act 2000 (as amended).

As required under the Planning and Development Act, 2000 (as amended), the LAP must be consistent with the objectives and core strategy of the County Development

Plan, in addition to any regional spatial and economic strategies that apply and to transport strategies within the Greater Dublin Area, (see policy and statutory context below).

Having regard to the above, the following chapters of this written statement address the following themes and issues:

- Vision Policy Context;
- Movement and Transport;
- Green Infrastructure and Nature Based Solutions;
- Infrastructure and Services; and
- Development Framework.

The written statement also includes a number of appendices as outlined below.

1.5.2 Environmental Assessments

The LAP has been subject to Strategic Environmental Assessment (SEA), Appropriate Assessment (AA) and Strategic Flood Risk Assessment (SFRA).

Strategic Environmental Assessment

The Strategic Environmental Assessment (SEA) process is the formal systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt the plan or programme.

It informs the plan-making process of the likely environmental impacts of alternative actions and contributes to the integration of environmental considerations into plan-making. The findings of the SEA are set out in the Environmental Report.

The Strategic Environmental Assessment Environmental Report, prepared by Brady Shipman Martin, is included as **Appendix 1** to this written statement.

Appropriate Assessment

It is a requirement of the Habitats Directive that any plan or project likely to have a significant effect on a Natura 2000 site or sites, either individually or in combination with other plans or projects, shall undergo an Appropriate Assessment (AA) to determine its implications for such sites.

The Lissenhall East LAP was screened for AA during its preparation at draft stage. Having regard to the proximity of the LAP lands to the Broadmeadow Estuary and local rivers, a Stage 2 Appropriate Assessment was identified as being required.

Accordingly, a Natura Impact Statement (NIS) has been prepared and published as a separate document in conjunction with this Draft LAP. The NIS was prepared by Brady Shipman Martin and, for ease of reference, is included as **Appendix 2**.

Flood Risk Assessment

A Strategic Flood Risk Assessment (SFRA) was undertaken for the LAP lands having regard to the requirements of The Planning System and Flood Risk Assessment Guidelines for Planning Authorities (2009) and Circular PL02/2014 (August 2014). The SFRA was prepared by RPS Group Ltd. and is included as **Appendix 3**.

The information and recommendations the SFRA have informed the development framework, policies and objectives of this Draft LAP, including specific provisions for the Initial Development Area.

1.5.3 Other Assessments / Evidence Base

A number of stand-alone documents also accompany this Draft LAP, providing for an evidence-led approach to the formulation of the written statement and development framework for the Initial Development Area, and an indicative overarching spatial framework for the entire LAP lands.

Sustainable Drainage Systems Report

Having regard to the findings of the SFRA, Molony Millar prepared a Sustainable Drainage Systems (SuDS) Report for the LAP lands. This report which informs the overall approach to SuDs for the area is included as **Appendix 4** to this Draft LAP.

Transport Assessment

In advance of the preparation of this LAP document, a Transport Assessment was carried out by Systra transport planning consultants on behalf of Fingal County Council in 2021 which has informed this Draft LAP.

This Transport Assessment focussed on establishing the development potential of the LAP lands in advance of MetroLink becoming operational (“Pre-Metro”) based on detailed analysis using the NTA’s Eastern Regional Model to identify future travel demand, patterns and modal splits based on overall projections for population and employment.

The process and results of this Transport Assessment have been summarised as part of the development of this LAP which is included as **Appendix 5**.

Cultural Heritage and Archaeology

An archaeological, architectural and cultural heritage appraisal of the Lissenhall East LAP lands was undertaken by Courtney Deery Heritage Consultancy in conjunction with J.M. Leigh Surveys which carried out a geophysical survey of the area.

The purpose of the study was to assess the significance of the receiving archaeological, architectural heritage and cultural heritage environment, and to identify areas of archaeological and cultural heritage potential which may provide constraints for any future development.

This study, which informed the development framework, policies and objectives of this Draft LAP is included as **Appendix 6**.

Ecology and Green Infrastructure

An ecological characterisation and green infrastructure assessment was undertaken by RPS Group Ltd. for the Lissenhall East LAP lands.

The findings of this assessment are set out in the Ecology and Green Infrastructure Report included as **Appendix 7** to this written statement. The report informed the development framework, policies and overall ecology and green infrastructure objectives of this Draft LAP.



2 Policy Context

This Draft LAP is informed by a hierarchy of European, national, regional and local planning policy documents and guidance. The following sections provide a high-level overview of the most relevant policies and documents for the purposes of this Draft LAP.

2.1 National Planning Policy

2.1.1 Project Ireland 2040

The *National Planning Framework* (NPF) together with the *National Development Plan* (2018 – 2027) provide a strategic development framework for Ireland up to 2040.

The NPF targets population growth of 340,000–349,000 for Fingal by 2040. National Policy Objective 5 (NPO5) is to, *“Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth and investment.”*

In adopting a tailored approach to urban development, the NPF promotes two inter-related objectives namely; encouraging population growth in strong employment and service centres of all sizes, supported by employment growth; and in more self-contained settlements of all sizes, supporting a continuation of balanced population and employment growth (NPO7).

The NPF identifies the delivery of MetroLink as a key future growth enabler for Dublin. It also identifies a limited number of accessible locations for significant people-intensive employment to complement the Dublin city-centre and docklands areas. In this respect, the NPF recognises the potential of Swords, stating:

“Swords served by MetroLink is identified as a location for compact development, such as infill or a sustainable urban extension, served by high capacity public transport and/or significant employment and amenity provision.”

The NPF goes on to state that:

“In identifying opportunities for leveraged employment and sustainable population growth, development must be supported by enhanced connectivity, quality of life, strengthened urban cores and more compact housing in urban settlements. This is to protect and manage the strategic capacity of transport infrastructure and to ensure that the distinctiveness of settlements and rural areas is maintained”.

2.2 Regional Planning Policy

2.2.1 Regional Spatial and Economic Strategy

The *Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region (EMRA) 2019 - 2031* provides a strategic plan and investment framework to shape future development throughout the Eastern and Midland Region.

The RSES incorporates the Dublin Metropolitan Area Strategic Plan (MASP). The MASP is an integrated land use and transportation strategy for the Dublin Metropolitan Area. In the spatial framework and hierarchy for the MASP area, Swords is identified as a ‘Key Town’.

The Development Strategy for Swords is for the consolidation, active land management, employment generation and residential development centred around regeneration of the town centre and high-quality transport in the form of MetroLink and BusConnects. Furthermore, development is to be appropriately managed through the provision of LAPs and Masterplans.

The MASP also identifies Key Strategic Development Areas in Fingal for employment and residential development and specifically identifies the development of high-tech research and development employment within a campus setting at Lissenhall East as a strategic employment area (as per Table 5.1 on page 105 of the RSES).

2.3 Local Planning Policy

2.3.1 Fingal Development Plan

The *Fingal Development Plan 2017 – 2023* seeks to develop and improve, in a sustainable manner, the social, economic, environmental and cultural assets of the County. The strategic policy objectives of the Council includes the following:

“Promote and facilitate the long-term consolidation and growth of the County town of Swords as provided for in the Swords Strategic Vision 2035.”

This vision is to develop Swords to become an emerging city – with a population of 100,000 and comparable increases in employment and services.

Core Strategy

Variation No.2 of the Development Plan has amended the Development Plan in accordance with the NPF and the Regional Spatial and Economic Core Strategy.

The making of Variation No. 2 has resulted in amendments to the Core Strategy and objectives/policies throughout the written statement and includes the reallocation of population growth within the Metropolitan Area Strategic Plan (MASP) to Swords from Dublin city and suburbs.

As per the RSES, Swords is a Key Town, and it is an objective within the Core Strategy of the Development Plan to focus population growth within existing urban centres (Objective SS01).

The Core Strategy also sets out objectives for the provision of employment within Swords to serve the growing residential population (Objective SS13).

Employment Lands

Variation No.2 of the Development Plan confirms the economic strategy for the Metropolitan Area, that Swords and Blanchardstown will continue to function as the

primary centres for economic development and for essential supporting infrastructure provision (Objective ED84).

Land Use Zoning

As outlined previously, the entirety of the LAP is zoned “HT” High Technology in the Development Plan, the stated objective of which is to:

“Provide for office, research and development and high technology/high technology manufacturing type employment in a high quality built and landscaped environment.”

The Vision Statement for the HT zoning is to:

“Facilitate opportunities for high technology, high technology and advanced manufacturing, major office and research and development-based employment within high quality, highly accessible, campus style settings. The HT zoning is aimed at providing a location for high end, high quality, value added businesses and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity.”

Objective EE30 guides the development of HT zoned lands:

“Encourage the development of corporate offices and knowledge-based enterprise in the County on HT zoned lands and work with Government agencies, and other sectors to achieve such development.”

As shown in Figure 1-2 above, the lands immediately to the west of Lissenhall East on the other side of the R132 are zoned ME – Metro Economic Corridor, with the objective to

“Facilitate opportunities for high-density mixed-use employment generating activity and commercial development and support the provision of an appropriate

quantum of residential development within the Metro Economic Corridor”.

This land is identified as being suitable for significant residential development and a sustainable, vibrant, attractive and well-connected mixed-use urban district on the northern side of Swords.

Figure 1-2 also shows that the lands to the immediate south (including Lissenhall House) are zoned HA – High Amenity, with the objective to “Protect and Enhance high amenity areas”.

Local Objectives

The Development Plan includes the following map based local objectives of relevance to the LAP:

- Within the LAP lands there is an objective to ‘Protect & Preserve, Trees, Woodlands and Hedgerows’.
- There is a Quality Bus Corridor objective along the R132 which makes up the western boundary of the LAP lands.

Road Objectives

There are several road upgrades near the Lissenhall East LAP lands provided for in the Fingal Development Plan 2017 – 2023. These proposals are to be constructed over time to meet the wider transportation demands and include:

- Swords Western Distributor Road – this road shall link north and south Swords, whilst relieving the Main Street of the town from through traffic;
- Swords Industrial Estate Link;
- Swords-Brackenstown Link;
- Completion of Airside to Feltrim Road Link;
- East-West Distributor Road: Malahide Road to Stockhole Lane; and
- East West Distributor Road: Stockhole Lane to Cherryhound.

Design of Business Parks

The Fingal Development Plan provides design guidelines for business parks and industrial areas to ensure high quality physical environments for businesses and industry.

The guidelines address matters such as access & circulation, pedestrian/cycle connections, permeability, lighting, signage, massing and form, building appearance and materials and colour palate, landscaping and boundary treatment and parking.

2.3.2 Draft Fingal Development Plan

The Draft Fingal Development Plan 2023 – 2029 was published in February 2022. While it is not expected that the Draft Development Plan will be adopted before the adoption of this Draft LAP, regard has been had to the relevant provisions of the Draft Development Plan.

Core Strategy

The Draft Development Plan Core Strategy supports the economic development of Fingal in line with the policies and objectives stipulated in the NPF and the RSES and use of active land measures such as LAPs as part of the development approach for Strategic Development Areas and Corridors (see Policy CSP3 – Strategic Development Areas and Corridors).

The Draft Plan notes that locations subject to LAPs and Masterplans relate to Fingal’s priorities for growth, and that these plans are intended to provide a development framework and phasing arrangements which will ensure the delivery of the required social and physical infrastructure in an appropriate manner.

Lissenhall East is identified in the Draft Development Plan as one of the LAPs to be commenced over the plan period (see Table 2.16).

Employment Lands

In respect of Employment Lands the Draft Plan states:

A key strategy for the future economic development of Fingal includes appropriately locating intensive employment uses adjacent to public transport networks, and where appropriate, residential developments; encouraging existing economic clusters and developing new clustering opportunities; and rejuvenating existing business and industrial parks, land, and buildings. The need to transition to a low carbon society and provide support for the circular and green economy is central to the County's economic strategy.

To attract new foreign direct investment (FDI) to the County along with other indigenous investment, there is a need for a sufficient supply of high-quality, marketable, serviced lands and premises. The identification of existing availability with regard to such sites and the future requirement for same is key to the future economic development of the County.

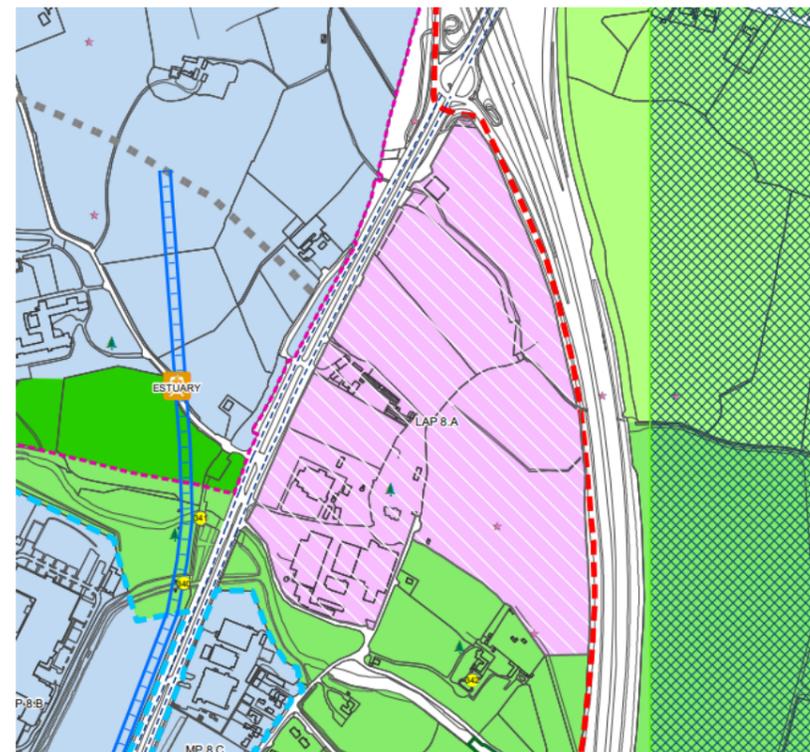
Other relevant policy objectives in the Draft Development Plan 2023 – 2029 include:

- Policy EEP11: Variety of Employment Lands: *“Consider the allocation of various sizes of land parcels for commercial, office, industrial uses in order to cater for a wide range of employment and enterprise formats.”*
- Objective EEO12: High Technology Lands: *“Encourage the development of corporate offices and knowledge-based enterprise in the County on High Technology zoned lands and work with key stakeholders, relevant agencies and sectoral representatives to achieve such development”.*

Draft Development Plan Land Use Zoning

The lands remain zoned “HT” High Technology in the Draft Plan and the Vision Statement for the HT zoning remains the same as in the current Development Plan.

Figure 2-1: Land Use Zoning (Draft Fingal Development Plan 2023 – 2029)



In the Draft Fingal Development Plan 2023 – 2029, Table 2.1 identifies the schedule of LAPs to be prepared during the period of the plan with Lissenhall East listed at the top of the schedule. These locations are described as:

“present substantial land-banks with significant redevelopment and regeneration potential, requiring a long lead in time to develop a workable framework for delivery as well as requiring significant social and physical infrastructure requirements”.

Local Policy Objectives

The Draft Development Plan includes a map based local objective centrally within the LAP lands to

“Protect & Preserve, Trees, Woodlands and Hedgerows”.

Connectivity and Movement Objectives

To ensure that the population and employment growth projected for Fingal occurs in a sustainable manner, the Draft Development Plan acknowledges that it is essential

that land-use and transport planning continue to be closely aligned.

The Draft Development Plan supports Transit-Oriented Development whereby development is consolidated around existing or planned public corridors at a scale or density that supports the viability of high-capacity public transport infrastructure.

A recurring theme of the Draft Development Plan is to maximise the opportunities presented by MetroLink, LUAS and DART+ proposals, as well as the existing and planned bus improvements under BusConnects (Policy CMP3 and CMO3).

There are several other Transportation Schemes near the Lissenhall East LAP lands provided for in the Draft Development Plan. These proposals are to be constructed over time to meet the wider transportation demands and include the Swords Western Distributor Road.

Design of Business Parks

Design guidelines for Business Parks and Industrial Areas are set out in Table 14.15 of the Draft Development Plan. They are intended to ensure high quality physical environments for businesses and industry reflecting the character of the County.

2.3.3 Swords Masterplans

In 2019, Fingal published Masterplans for three areas in Swords. The masterplan areas and their underlying zoning are as follows:

- Barrysparks & Crowcastle - Metro Economic Corridor and High Technology zoning;
- Fosterstown - Primarily Residential Zoning combined with a smaller element of Major Town Centre Zoning to the north of the site; and
- Estuary West - Metro Economic Corridor zoning.

The Masterplans were prepared concurrently so that the areas were considered in the context of Swords as a

whole and the quantum and form of development proposed for each area complements the other sites and work synergistically with Swords more broadly.

In terms of economic development, the Masterplans refer to the 'Your Swords: An Emerging City, Strategic Vision 2035', which envisages Swords as ultimately growing into a city of 100,000 people, and which set out how:

"This level of population growth will result in an increase in the resident worker population of approximately 20,000 people, up to a figure of 45-50,000 people. In order to achieve a neutral flow of workers (and reduce current commuting patterns) the current number of jobs located in Swords will need to triple from approximately 15,300 (2016 census)".

2.3.4 Sustainable Swords

The Sustainable Swords project is to produce a place-making strategy focused on the strategic regeneration and compact, sustainable development of Swords.

The initiative was an output of strategic documents, including Your Swords – An Emerging City – Strategic Vision 2035 and the Fingal County Development Plan 2017-2023.

From an employment perspective, it acknowledges that Swords is a dynamic town that has rapidly grown in recent decades due to its proximity to Dublin Airport, the city centre and major local investment and growth of employment hubs.

This growth is anticipated to continue, albeit acknowledging there is a heavy reliance on the implementation of MetroLink to catalyse development opportunities.

2.4 Relevant Transportation Policy

In addition to having regard to all relevant national, regional and local spatial planning policy, this Draft LAP

has also been prepared having regard to relevant transport planning policy.

2.4.1 Smarter Travel

'Smarter Travel, A Sustainable Transport Future 2009-2020', also seeks to promote sustainable development, by reducing emissions, through the promotion of cycling, walking and sharing car journeys.

2.4.2 Greater Dublin Area Cycle Network Plan

The 'Greater Dublin Area Cycle Network Plan' was published in 2013 and is a ten-year cycling strategy for Dublin, Kildare, Meath and Wicklow which has been incorporated into the Strategy. The proposed network for Swords shows an Inter Urban north south link along the R132 (F1 linking to F2) to the immediate west of the LAP lands and a Primary and Secondary Route / Greenway (FG2) running east west to the south of the LAP lands along the Broadmeadow River.

2.4.3 Transport Strategy for the Greater Dublin Area

The Transport Strategy for the GDA 2016-2035 provides a framework for the planning and delivery of transport infrastructure and services up to 2035.

Specific plans to significantly improve public transport services and connectivity within Fingal of relevance to the Swords area include MetroLink, the Swords – Airport – Drumcondra radial bus corridor, the Swords Western Distributor Road, Bus Rapid Transit; and the M1 via Dublin Port Tunnel bus network.

An updated Draft Transport Strategy for the Greater Dublin Area 2022-2042 was published in November 2021. In respect of forthcoming schemes, the Draft Strategy notes that a Railway Order application for MetroLink will be made in 2022 and it is in the list of projects to be completed between 2031 – 2042.

In respect of National Roads projects, the Draft Strategy identifies improvements to the Lissenhall junction on the

M1 to specifically support the delivery of a MetroLink Park and Ride facility at this location. In this regard, a 'bus based' type Park and Ride facility (1,000 no. spaces) is identified for Lissenhall (M1/N1) in the Draft Strategy.

2.4.4 South Fingal Transport Study

In this respect, this Draft LAP has had regard to the results of the South Fingal Transport Study (SFTS) prepared by Systra Consulting Engineers and published by Fingal County Council in January 2019.

The purpose of the SFTS was:

"to determine the key infrastructure measures required within Fingal and adjacent areas to tackle existing constraints in transport capacity, identify appropriate levels of development to facilitate growth in population and employment, and encourage sustainable travel in the county and wider region".

The SFTS set out a number of recommendations for the Swords Centre and East area (within which the Lissenhall East LAP lands are located) relating primarily to the need to provide more of a multi-modal function for the R132, balancing the needs of through and local movements.

With regard to the development of the LAP lands, SFTS Recommendation 13 is to:

"encourage higher density mixed use developments adjacent to the MetroLink stations with improved connectivity for pedestrians and cyclists and provide a controlled level of access to future developments along the R132 Swords Road".

3 Vision and Guiding Principles

3.1 Strategic Vision

This Draft LAP is underpinned by a strategic vision which is intended to guide the future growth of the Lissenhall East lands as a strategic employment area within the Dublin Metropolitan Area Spatial Plan (MASP) and consistent with its High Technology (HT) zoning objective which seeks to:

“Facilitate opportunities for high technology and advanced manufacturing, major office and research and development-based employment within high quality, highly accessible, campus style settings. The HT zoning is aimed at providing a location for high end, high quality, value added businesses and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity.”

3.2 Vision Statement

Having regard to the above, the vision statement for Lissenhall East can be expressed as follows:

To establish a location for high-end, high quality value-added businesses, blending sustainable urban design and architecture with nature to create a distinct, enjoyable sense of place.

It is the aim of this Local Area Plan to safeguard and promote the strategic employment potential of the Lissenhall East lands by providing a policy and development framework with appropriate employment and necessary supporting infrastructure which anticipates the delivery of MetroLink but is also reflective of current road network capacity.

3.3 Guiding Principles

Central to delivering the vision is to develop the lands in a sustainable manner, in a way that reflects its existing landscape, heritage and environmental assets. Any development on the LAP lands shall promote an urban design approach and built form which contributes positively to the quality of life of those who work in and visit Lissenhall East.

Figure 3-1: Existing Situation



Through evidence-based analysis of the environment and its strategic policy context, three key themes were identified in order to shape and inform the vision for the lands and act as guiding principles underpinning the policies, objectives, and actions in the LAP.

These themes reflect those contained in the Regional Spatial and Economic Strategy (RSES) for the East and Midlands Region (EMRA) 2019-2031 and include:

1. Economic Opportunity;
2. Healthy Placemaking; and
3. Climate Action.

3.3.1 Economic Opportunity

The Lissenhall East LAP lands have been zoned for economic development in consecutive Fingal County development plans since 2005, are identified as a strategic employment area in the MASP and have the potential to attract and deliver large scale employment opportunities for Swords.

This must be considered in the context of needing to triple the current number of jobs located in Swords from approximately 15,300 (2016 census) in order to achieve a neutral flow of workers and reduce current commuting patterns.

In terms of sustainable economic development, the challenge is to safeguard and promote the strategic employment potential of the lands in the intervening years between the adoption of this Draft LAP and the commencement of MetroLink services (anticipated in 2035), acknowledging the long lead in time to develop a workable framework for such lands.

Relevant considerations include:

- The capacity of the existing road network pre-MetroLink and in advance of other public transport and roads proposals. The Draft Transport Strategy for the Greater Dublin Area notes that a Railway Order application for MetroLink will be made in 2022 and it is in the list of projects to be completed between 2031 – 2042.
- The lead in time for establishing strategic employment locations and the need to establish a sustainable

quantum of development on site pre-MetroLink but within an indicative overarching spatial framework which anticipates the delivery of MetroLink. This includes:

- The optimal use of land through the development at an appropriate density, in particular having regard to proximity of the lands to the proposed Estuary MetroLink stop.
- A practical approach to delivering the infrastructure necessary to service an Initial Development Area in the first instance, but which can be extended to support the future development of the remaining LAP lands in the future.
- The need for a movement and transport strategy which minimises trip generation and promotes cycling, walking, public transport, and sustainable modes of transport.

The plan therefore promotes a profile and approximate quantum of employment generating uses appropriate to safeguard the potential of the lands.

3.3.2 Healthy Placemaking

As set out in the RSES, the principle of healthy placemaking is focused on promoting people’s quality of life through the creation of healthy and attractive places to live, work, visit, invest and study in.

The LAP lands include a range of existing natural features that greatly enhance the environmental quality, ecological biodiversity and landscape character, of the lands. The LAP promotes a framework that will seek to protect and integrate these features into the overall development of the LAP lands.

The Draft LAP will seek to maximise opportunities for open space, green connected networks and protection of

the natural environment as defining characteristics of the LAP lands.

Figure 3-2: Healthy Placemaking



Source: EMRA (2019) RSES

The LAP approach to building design also focuses excellent architecture and the creation of quality places and will be guided by Objective DMS103 (or Objective DMSO91 of the Draft Plan) which requires the design and siting of any new business park and industrial areas to conform to the ‘Design Guidelines’ as outlined in Table 12.7 (or Table 14.15 of the Draft Plan).

3.3.3 Climate Action

Climate change is one of the biggest issues facing Ireland today. The impacts of climate change can be significant and wide reaching and include health, social, economic and environmental effects.

The Climate Action and Low Carbon Development (Amendment) Act 2021 was signed into law in July 2021. The Act establishes a commitment for net-zero greenhouse gas emissions by 2050, through a ‘National

2050 Climate Objective’ – that the State will pursue the transition to a climate resilient and climate neutral economy by the end of the year 2050.

In November 2021 the Government published the Climate Action Plan 2021. It provides a detailed plan to achieve a 51% reduction in overall greenhouse gas emissions by 2030 and setting a path to reach net-zero emissions by no later than 2050, as committed to in the Programme for Government and set out in the Climate Act 2021.

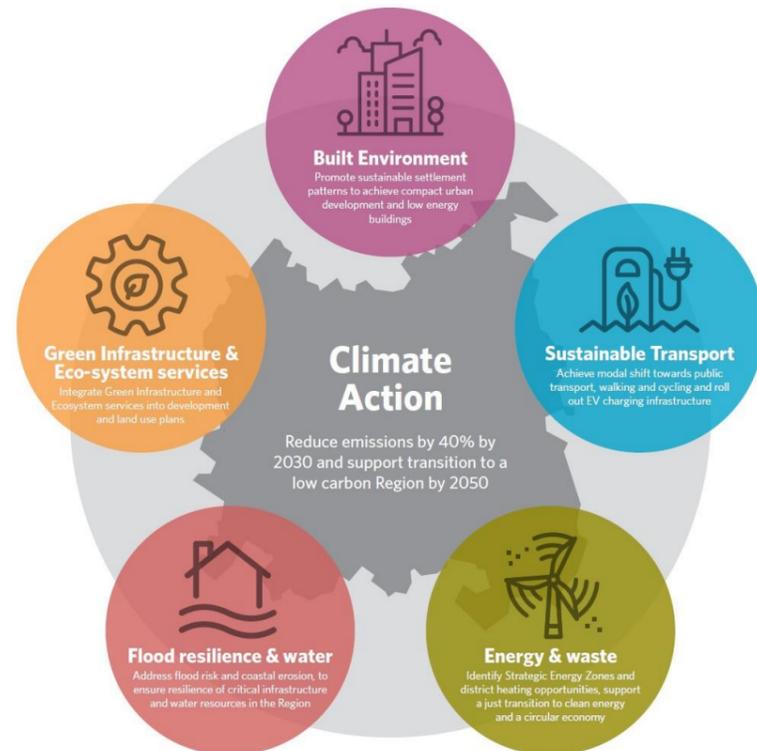
The plan sets out the detailed measures to cut emissions and meet our forthcoming targets by sector (electricity; homes & buildings; transport; agriculture; land use, forestry and marine).

Addressing the risks posed by climate change will require both adaptations to cope with the consequences of climate change and mitigation to offset or stop the human-caused drivers of climate change.

The integration of land-use and transport planning and the development of well-serviced and well-connected communities in the County are identified as critical climate change actions.

Establishing a framework for transport-oriented development at Lissenhall East Lands in anticipation of planned significant public transport upgrades including Bus Connects and the MetroLink project is an important proactive, plan led approach to integrated land-use and transport planning.

Figure 3-3: Climate Action



Source: EMRA (2019) RSES

The LAP will therefore promote public transport usage, walking and cycling. It will also implement the energy efficiency in site layout and building design, the use of renewable energy sources, surface water management and protection and integration of natural features including trees, hedgerows and existing flood plains to mitigate the effects of climate change.

3.4 Achieving the Vision

Having regard to the above, and to the nature of the Lissenhall East LAP lands themselves, the following sections of this Draft LAP address the most important issues relating to the sustainable development of Lissenhall East.

Many of the issues selected relate to the overall vision to provide for a high-quality business campus where green infrastructure and nature-based solutions are integrated

will be fully integrated into the development of the LAP lands.

Green Infrastructure is used to describe the network of green spaces and natural elements that intersperse and connect our cities, towns and villages, including open spaces, waterways, gardens, woodlands, green corridors, wildlife habitats, natural heritage and the open countryside. These areas both sustain environmental quality and enrich the quality of people’s lives.

Nature Based Solutions include infrastructure such as green roofs, tree pits, rain gardens and green walls. Both are important in optimising climate change adaptation and mitigation.

Objective GI17 of the *Fingal County Development Plan 2017 – 2023* requires all Local Area Plans to protect, enhance, provide and manage green infrastructure in an integrated and coherent manner and to address the five Green Infrastructure themes set out in the Development Plan, namely:

- biodiversity;
- parks, open space and recreation;
- sustainable water management;
- archaeological and architectural heritage; and
- landscape.

Each of these themes will be addressed in the following chapters of this report (Chapters 4 to 9) which will describe the existing situation, the proposed LAP approach and the relevant LAP objectives for each theme.

This in turn will inform the overall approach to the other key issues addressed by this Draft LAP document namely, Infrastructure and Services (Chapter 10) and Movement and Transportation (Chapter 10).

The final chapter of this Draft Local Area Plan document (Chapter 11) integrates the policies and objectives set out in the preceding chapters to present and overall

development framework for the development of the Lissenhall East LAP lands as illustrated below.

Figure 3-4: Lissenhall East LAP Development Framework



4 Biodiversity

4.1 Existing Situation

The Lissenhall LAP lands are relatively small in size, surrounded on most sides by development and infrastructure encroachments that isolate the lands. However, the lands are also proximate to a number of overlapping conservation designations and Fingal’s ecological network areas.

The biodiversity potential of the site is mixed influenced by the varied land use within the LAP lands including a number of existing commercial properties.

A large portion of the lands are given over to agriculture – mostly arable crops. The remainder of the lands are characterised by remnant woodland and scrub vegetation.

The main wooded areas are associated with a small watercourse crosses the site in the northern half as well as well-established copse immediately north of the largest commercial warehouse. These are remnant woodland patches that would have formerly been associated with Lissen Hall. It is a local objective of the Fingal County Development Plan 2017-2023 to protect and preserve this woodland.

The LAP lands are outside but proximate to the designated buffer zone of the Broadmeadow Estuary as designated in the 2017 - 2023 Development Plan, and the Fingal Biodiversity Plan as a Buffer zone (i.e., a zone that surrounds core sites where it is intended to protect the integrity of the designated sites for key flora and fauna).

Nearby Designated Estuaries	
European Site	Malahide Estuary SAC (000205) Malahide Estuary SPA (004025)
RAMSAR Site	The Broadmeadow Estuary (833)
National Sites	Malahide Estuary pNHA (000205)

Buffer zones, in this instance around designated estuaries, aim to protect the existing land uses and may provide opportunities for flood protection and erosion control.

Several ecological surveys were undertaken across the majority of lands. In general terms the floristic diversity of the site was not found to be exceptional, with agriculture dominating the central parts and variety of wood-rich assemblages around the perimeter except where the land is built upon. The flora is typical of similar habitats elsewhere in the county.

No rare or protected species were recorded. However, there are habitat corridors and stepping stones across the LAP lands. Evidence of mammal activity largely relates to non-protected species such as fox and to a lesser extent rabbit.

Despite the presence of a poorly constructed mammal underpass leading from the site under the M1 motorway, there is evidence of badger activity across the site, although no active setts were observed.

Bats make use of the site, commuting and foraging, although it would appear that for most of the LAP lands that roosting potential is limited (roosts are particularly associated with areas of well-developed woodland).

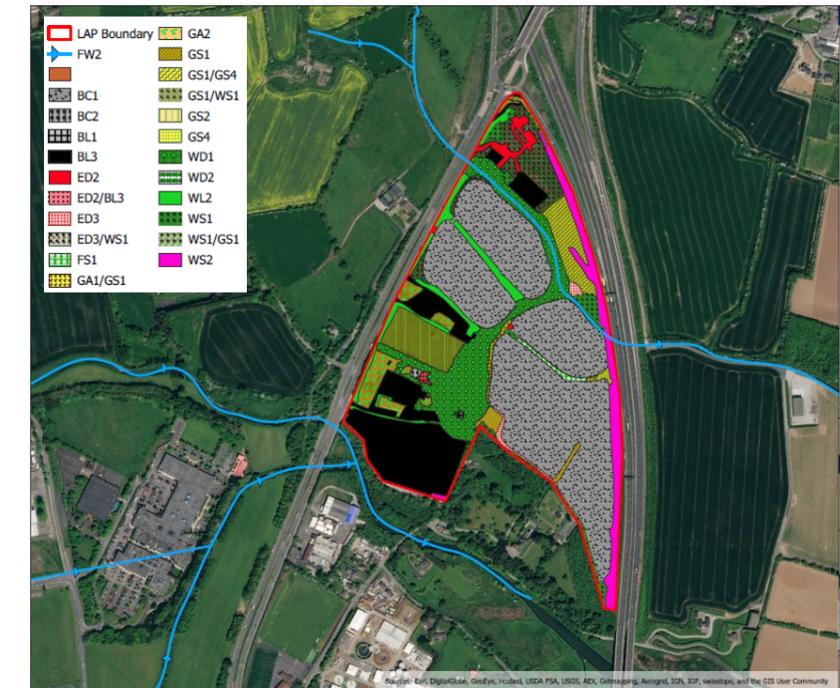
Owing to the proximity to Malahide Estuary, two seasons of observational wintering surveys were undertaken of the lands and adjacent parts of the Malahide estuary SPA to confirm the presence of the SCI species on the same day.

While the presence of SCI species including Brent Geese was confirmed from within SPA territory, there was no evidence of wintering wildfowl using the LAP lands.

Figure 4-1 below, which is an excerpt from the Habitat Map contained in Appendix 7 shows the overall pattern of habitats currently present onsite including arable crops (BC1), buildings and artificial surfaces (BL3), immature

woodland (WS2), (mixed) broadleaved woodland (WD1) and spoil/bare ground (ED2).

Figure 4-1: Habitat Map



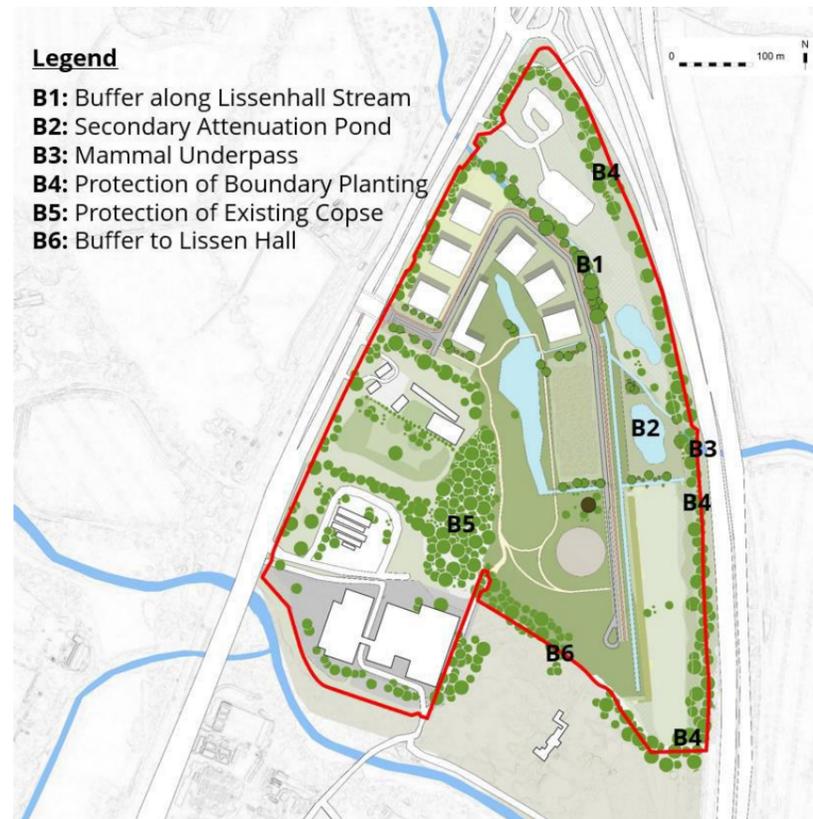
4.2 LAP Approach to Biodiversity

The overall approach to biodiversity adopted in this Draft LAP includes ensuring that all habitats will be protected appropriately according to their ecological value including retention, protection and enhancement of existing woodland and hedgerows, where possible.

Native species shall be integrated into new development and will be consistent with species found locally. Planting of riparian buffer zones will be required where development interacts with the Lissenhall Stream.

Having regard to this overall approach, any applications for development on the LAP lands shall in the first instance protect existing ecological receptors and where possible enhance or suitably manage the areas so that corridors/linkages to the wider environment are maintained.

Figure 4-2: Biodiversity Protection



4.3 Objectives

Objective BI1 – Conservation and Enhancement

Provide for the protection, conservation and enhancement of wild life habitats and natural resources, including the existing water courses on site and features such as ecologically important hedgerows and mature trees within the LAP area.

Objective BI2 – Bio-Diversity

Conserve, protect and manage the existing natural resources, where appropriate, in a sustainable manner and develop measures and provide conditions to enhance bio-diversity where possible.

Objective BI3 –Green Infrastructure Management Plan

A practical management plan for managing Green Infrastructure, open space, and ecologically valuable habitats within the LAP lands shall be prepared and submitted along with any initial planning application for the development of

the Initial Development Area and shall be updated with each subsequent application.

Objective BI4 – Pollinators

Identify areas of habitat and associated features, that could be practically managed, to benefit bees and other pollinators.

Objective BI5 – Planting and Screening

Reinforce planting and screening particularly around perimeter areas such as the western perimeter of the LAP lands. Careful consideration must be given to species selection and priority should be given to the use of species of local origin where possible.

Objective BI6 – Hedgerows and Watercourses

Protect the integrity of existing townland hedgerows and watercourses for their biodiversity and amenity value including surface water management. To this end, ensure that no development, including clearance and storage of materials, takes place within a minimum distance of 10-15 metres measured from each bank of the Lissenhall Stream.

Objective BI7 – Invasive Alien Species

Manage the potential for establishment of Invasive Alien Species (IAS) at all stages of development, so that the threat including outcompeting of retained vegetation including the woodland as well as water features.

Objective BI8 – Lighting Design and Bats

Ensure that the lighting design will be cognisant of bat commuting trails and follows the guidance of recent guidance (BCT 2018) including the location and type of lighting and the need for continuously lit areas.

Objective BI9 – Mammal Underpass

Rectify and maintain the existing mammal underpass along the eastern boundary.

Objective BI10 Environmental Assessments

All development proposals on the LAP lands will be subject to Screening for the requirement for Appropriate Assessment (AA), and the preparation of a Natura Impact Statement (NIS) if required, and to Screening for the requirement for Environmental Impact Assessment (EIA), and the preparation of an Environmental Impact Assessment Report (EIAR) if required.

5 Parks, Open Space and Recreation

5.1 Existing Situation

At present there is no publicly accessible, open ground associated with the proposed LAP territory, as part of it already developed or is privately owned and managed largely for agricultural purposes.

5.2 LAP Approach to Parks, Open Space and Recreation

In the context of a business park, both employees and employers value a green working environment. It benefits their health, reduces stress and boosts their well-being. A working environment that invites a lunchtime walk or an office with views overlooking a water feature, trees and or plants are all contributing factors.

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. The LAP promotes linkages between the Lissenhall East LAP lands and the other green infrastructure elements in and around Swords.

The main public open space provision within the LAP lands themselves will be centrally located, providing a green heart to the overall plan area.

It will be located to facilitate future connections to the wider LAP area and adjoining lands to the south at Broadmeadow. The mature tree stand and wooded areas, will form an important element of the open space while also providing for higher levels of biodiversity for the LAP lands.

The central open space will also be a focus for proposed east-west and north-south pedestrian and cycle facilities within and external to the lands (including with the Broadmeadow River and Swords Town Centre and in due course the future MetroLink Estuary stop).

It is proposed to manage the lands through a low intervention landscape approach. To this end, much of the open space lands will be retained as meadow and amenity grassland and will be managed to ensure that the open spaces are pollinator-friendly and provides more opportunities for biodiversity.

Figure 5-1: Parks and Open Space



5.3 Parks, Open Space and Recreation Objectives

Objective PO1 – Park and Protected Woodland

Provide open space in a new centrally located park and integrating the protected mature tree stand / woodland area as part of the Initial Development Area. This open space will be capable of being extended as future development is introduced into the rest of the LAP lands.

Objective PO2 – Meudon Ruins

Landscape proposals for the central open space and protected wooded area will be required to explore incorporating the ruins of Meudon House as a landscape feature, where practicable.

Objective PO3 – Open Space and SuDS

The open space provision will include surface water management [SuDS] and Nature Based Solutions (NBS) in line with the requirements of the Development Plan and best practice.

Objective PO4 – Biodiversity and Open Space

Ensure that the management of the proposed open spaces is pollinator-friendly, provides more opportunities for biodiversity, and is carried out without the use of pesticides where possible.

6 Sustainable Water Management

For the purposes of this Draft LAP, sustainable water management refers to three different yet interrelated aspects, namely: flood risk management, surface water manage and water quality.

6.1 Existing Situation

6.1.1 Flood Risk Management

The Initial Development Area lies predominantly within Flood Zone C. Some areas may be in areas sensitive to increases flood extents due to climate change.

6.1.2 Surface Water Management

The primary watercourse in the study area is the Lissenhall Stream which flows in a south-easterly direction through the lands running to the Broadmeadow Estuary.

Most of the surface water drainage network serving Lissenhall outfalls to this stream. The secondary watercourse in the study area (but outside of the LAP area) is the Broadmeadow River which flows in an easterly direction along the southern boundary of the LAP area before discharging to the Broadmeadow Estuary. The agricultural lands in the north-western section of the LAP study area drain to this river.

6.1.3 Water Quality

The LAP lands are located within the Nanny-Delvin Catchment (Hydrometric Area 08). EPA online mapping indicates that the Lissenhall/Staffordstown 08 stream is of poor status and at risk of failing to meet Water Framework Directive (WFD) objectives i.e. achieving good status, according to WFD monitoring results from the 2013-2018 period. This stream is classified as non-salmonid, by virtue of pressures of agricultural inputs, urban expansion and physical rearranging of the watercourse through culverting interfering with water

quality. The Broadmeadow river is also of poor status and at risk. However, the Broadmeadow river and the Ward river which flows into it, have both been identified by Inland Fisheries Ireland consultation as important salmonid systems in that they both support Brown trout populations, whilst the Ward supports Atlantic salmon, an Annex II EU Habitats Directive Species.

Figure 6-1: Example of Landscaped Pond and Roadside Swale



6.2 LAP Approach to Sustainable Water Management

Green infrastructure is multi-functional and has the potential to offer a working landscape and a sustainable alternative to the kind of traditional water services engineering solution, such as stormwater pipes, that we have historically relied upon to deal with surface water in urban areas.

The Sustainable urban Drainage Systems (SuDS) approach utilises a wide range of different techniques, including

green roofs, rainwater harvesting, permeable pavements, tree pits, wetlands and balancing ponds, to delay stormwater discharge. They provide an example of green infrastructure and an illustration of opportunities to achieve multiple benefits from the management of land.

Fingal is committed to nature-based surface water solutions through SuDS and will actively encourage and promote the use of green solutions such as swales, tree pits, green roofs, downpipe planters, ponds and wetlands for drainage, which minimise negative environmental impacts resulting from development. The Council has prepared a SuDS Guidance Document 'Green / Blue Infrastructure for Development' (Appendix 11 of the Draft Development Plan 2023 – 2029).

This Draft LAP facilitates sustainable approach to water management makes space for water and in doing so enhances biodiversity, recreation and local character. This will be achieved by incorporating a variety of measures including an attenuation pond, swales and landscaped areas.

The outline drainage strategy for the LAP lands includes attenuation primarily by a pond included part of the central open space. This will need to be advanced to include more details of attenuation sizing calculations as part a planning application for the Initial Development Area.

New development has the potential to exacerbate flood risk by increasing hardstanding areas and consequently increasing surface water runoff. It can also impact on water quality and on biodiversity

The management of surface water and protection of groundwater is therefore part of Fingal County Council's sustainable water services policy. Given the Council's commitments under the WFD to maintain or improve the quality of the water in the River Liffey and the international and national designations which apply to

Dublin Bay, the criterion of water quality is also a key factor in the design of the storm water system to serve the development.

It is an objective of the Council to incorporate sustainable urban drainage systems (SUDS) in all new developments throughout the County. SUDS offer a comprehensive approach to the management of water on a site, to delay and reduce run-off through infiltration, transpiration, evapotranspiration and re-use, whilst also providing improvements to water quality, amenity and biodiversity and reduce and prevent flooding.

The overall approach to sustainable water management for the Lissenhall East LAP is also in line with the Council's Climate Action-focused approach (as set out in the Draft Development Plan) which encourages the use natural flood risk mitigation or nature-based solutions including integrated wetlands, green infrastructure, and Sustainable Drainage Systems (SuDS) as part of wider adaptation and mitigation responses to achieve flood resilience.

6.2.1 Flood Risk Management

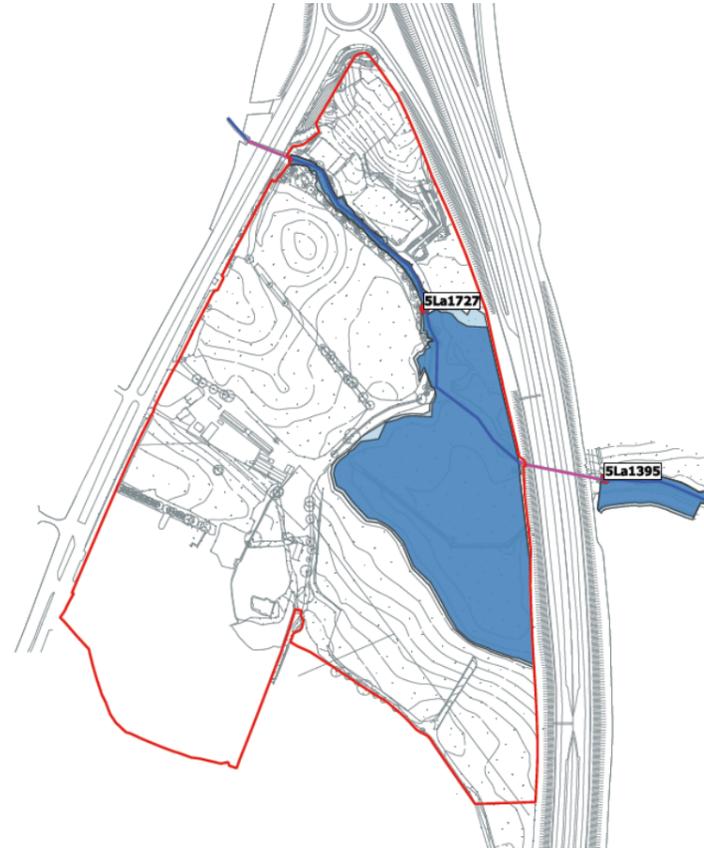
In accordance with the 'Planning Systems and Flood Risk Management Guidelines for Planning Authorities' (DoEHLG, 2009) and Circular PL02/2014, (August 2014), the preparation of the LAP was the subject of a Flood Risk Assessment completed by RPS Group in order to delineate the current flood extents across the LAP lands and to make recommendations for the future development of these lands.

Future development must comply with the objectives of this report to ensure impacts on water quality and increased flood risk are avoided.

The Initial Development Area lies predominantly within Flood Zone C. Some areas may be in areas sensitive to increases flood extents due to climate change therefore

their finished floor levels will be set at 0.5m above the flood zone levels.

Figure 6-2: Flood Risk Areas



The LAP will also require flood mitigation for the Lissenhall Stream comprising compensatory storage to be integrated into the landscape in this area.

6.2.2 Surface Water Management and Water Quality

Surface water runoff will be minimised through the use of rainwater harvesting and evaporation and transpiration from open channels / ponds and vegetation respectively. Attenuation will be required to store run off before discharge to the Lissenhall Stream.

The Broadmeadow Estuary is a designated SAC. To protect this environmentally sensitive area, runoff quality is of utmost importance.

It is expected that the infiltration capacity of the soil within the LAP will be low. New development will therefore require construction of new surface water drainage networks. However, where possible infiltration SuDS techniques will be implemented to minimise the effect of the development and replicate the natural hydrological process.

The proposed SuDS Strategy for the Lissenhall East LAP (see Appendix 4) implements a Management Train whereby runoff will pass through a series of SuDS techniques prior to outfall. Each technique will provide different treatment processes – settlement, filtration, removal of nutrients, removal of heavy metals and biological treatment through vegetation.

6.2.3 Water Quality

The key piece of legislation governing water quality in Ireland is the Water Framework Directive (WFD) (2000/60/EC) established by the European Community and came into force in Ireland in December 2000. The WFD requires that all Member States implement the necessary measures to prevent deterioration of the status of all waters - surface, ground, estuarine and coastal - and protect, enhance and restore all waters.

To implement the WFD, Ireland has been divided into river basin districts or areas of land that are drained by a large river or number of rivers and the adjacent estuarine/coastal areas.

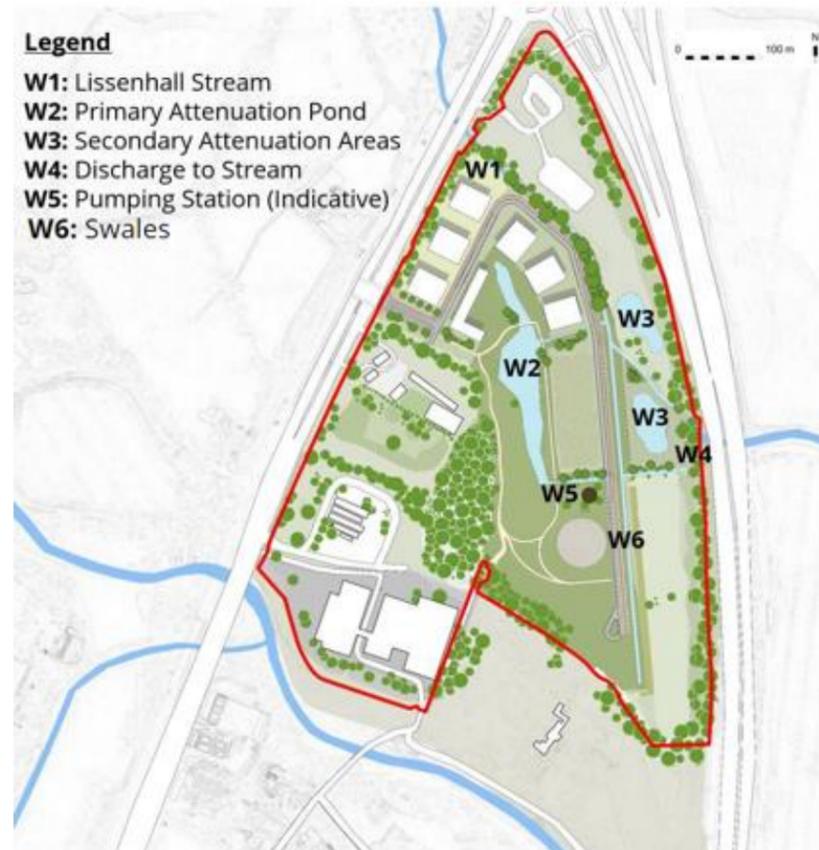
The River Basin Management Plan 2018 – 2021 identifies significant pressures and also specified a programme of measures to protect and enhance water bodies. The Lissenhall Stream is not an area for action, nevertheless it must not deteriorate further in water quality status and development must be cognisant of this.

Channelisation of existing water courses is a major cause of deterioration of water quality. Changes to the existing

hydro-morphological character of the Lissenhall Stream, should be minimised where practicable.

Construction management plans will be required as appropriate and will have due regard to the management of waters arising from the development of the LAP lands.

Figure 6-3: Sustainable Water Management



6.3 Sustainable Water Management Objectives

Objective SW1 – SuDS and NBS

Achieve best practice and innovation in SuDS design and nature based solutions including the successful co-ordination of surface water management with biodiversity features and amenity functions of open space and landscaped areas.

Objective SW2 – Flood Risk Management

To manage flood risk in Lissenhall East in accordance with the requirements of The Planning System and Flood Risk

Management Guidelines for Planning Authorities, DECLG and OPW (2009) and Circular PL02/2014 (August 2014).

Objective SW3 – Flood Risk Assessment

All development proposals within a flood zone as indicated in Appendix 3 – Strategic Flood Risk Assessment shall be required to provide an appropriately detailed site specific Flood Risk Assessment which should include (but not limited to) the following:

- An assessment of the reduction in flood volume storage,
- An assessment of impacts downstream of the M1,
- An assessment of climate change impacts,
- Any change of the site development framework (including roads, development parcels, buildings plots, landscaping) near flood zones A and B would necessitate the hydraulic modelling to be re-evaluated, and
- The drainage strategy for planning should comply with the recommendations from the SuDS Strategy for the Lissenhall East LAP as set out in Appendix 4.

Objective SW4 – Surface Water Drainage Network

The new surface water drainage network provided within the Lissenhall East LAP lands shall be designed in accordance with the SuDS Strategy set out in Appendix 4, Ciria C753 The SuDS Manual and the Greater Dublin Strategic Drainage Systems (GSDSDS).

Objective SW5 – Attenuation Pond Areas

The new surface water drainage networks should discharge at the proposed attenuation pond areas. Pond(s) should be constructed in the central eastern area close to the location of the culvert which drains under the M1. Attenuation volumes should be incorporated in the design of the pond(s).

Objective SW6 – Permeable Paving

Permeable Paving is recommended for use in all parking areas and landscaped areas to collect, clean, attenuate and store rainwater before discharging to the development's sustainable drainage system of the LAP lands.

Objective SW7 – Rainwater Harvesting

New buildings will incorporate rainwater harvesting for use within the building and planning applications for new development should include a consideration of the feasibility of green roofs and green walls for new buildings of the LAP lands.

Objective SW8 – Filter Drains

Subject to subsoil permeability, filter drains may be required to drain landscaped areas and other small green areas within the development. Runoff from green areas should, where possible, infiltrate directly to groundwater.

Objective SW9 – Swales

Swales shall be constructed adjacent to the proposed drainage route to provide conveyance and treatment of runoff from the carriageway. These swales can also be used to provide separation between footpaths / cycle tracks and the carriageway.

Objective SW10 – Runoff and Attenuation

Runoff from each development upstream of ponds should be limited to existing greenfield runoff rates. Attenuation should be provided for the 1% AEP rainfall event + 10% allowance for Climate Change.

Objective SW11 – Flood Plain and SuDS

Locate SuDS measures outside the predicted flood plain so that they can operate during extreme storm events.

Objective SW12 – Water Quality

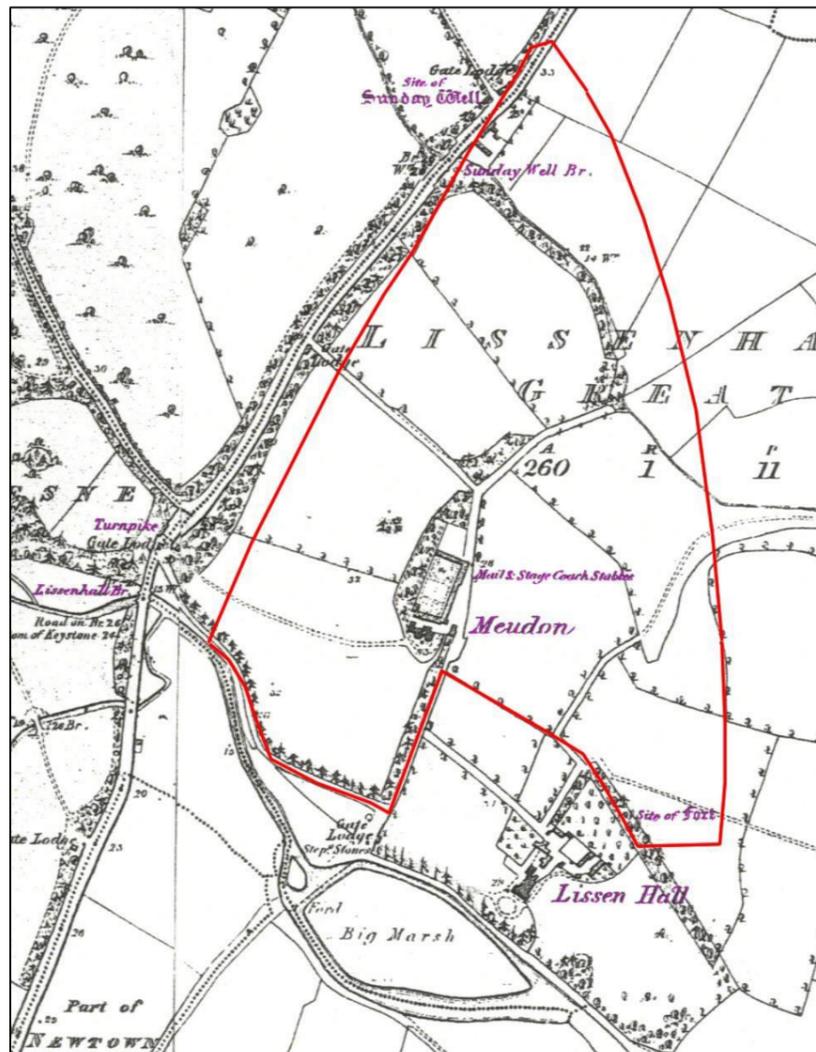
Protect and develop, in a sustainable manner, the existing groundwater sources and aquifers in the County and control development in a manner consistent with the proper management of these resources in conformity with the Eastern River Basin Management Plan 2009-2015 and the second cycle national River Basin Management Plan 2017-2021 and any subsequent plan and the Groundwater Protection Scheme.

7 Archaeological and Architectural Heritage

7.1 Existing Situation

There are no protected structures or structures listed in the National Inventory of Architectural Heritage Building Survey within the LAP lands.

Figure 7-1: Lissenhall East LAP on 1843 OS Map



However, there is a tear-drop shaped site covered in trees that contains the ruins of Meudon - a 19th century house.

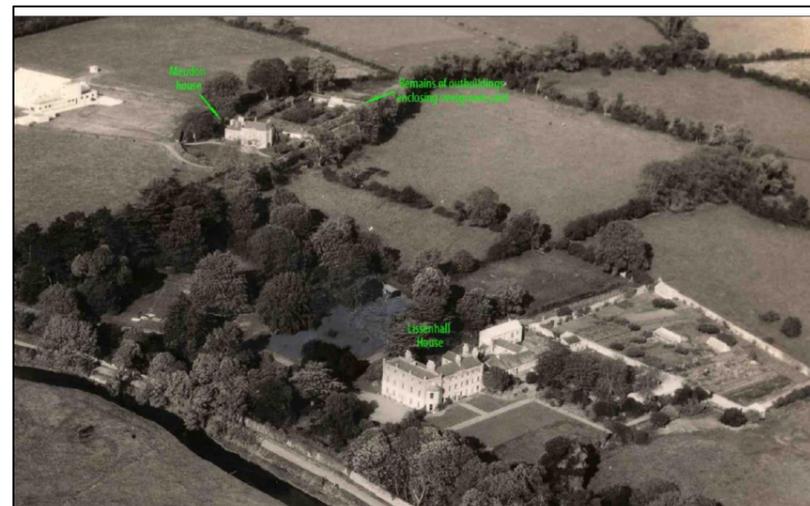
Figure 7-2: Current View of Meudon



Figure 7-3: Lissen Hall



Figure 7-4: Aerial View of Lissen Hall and Meudon from the 1950s



Lissen Hall, an 18th century house, outbuildings and entrance gates is a protected structure (RPS No. 0342) and is located outside the LAP lands to the south. No designed landscape elements associated with the late 18th / early 19th century Lissen Hall demesne are depicted within the LAP lands on the historic mapping. Lissenhall Bridge is a protected structure (RPS No. 341) and is also located outside the LAP lands to the east.

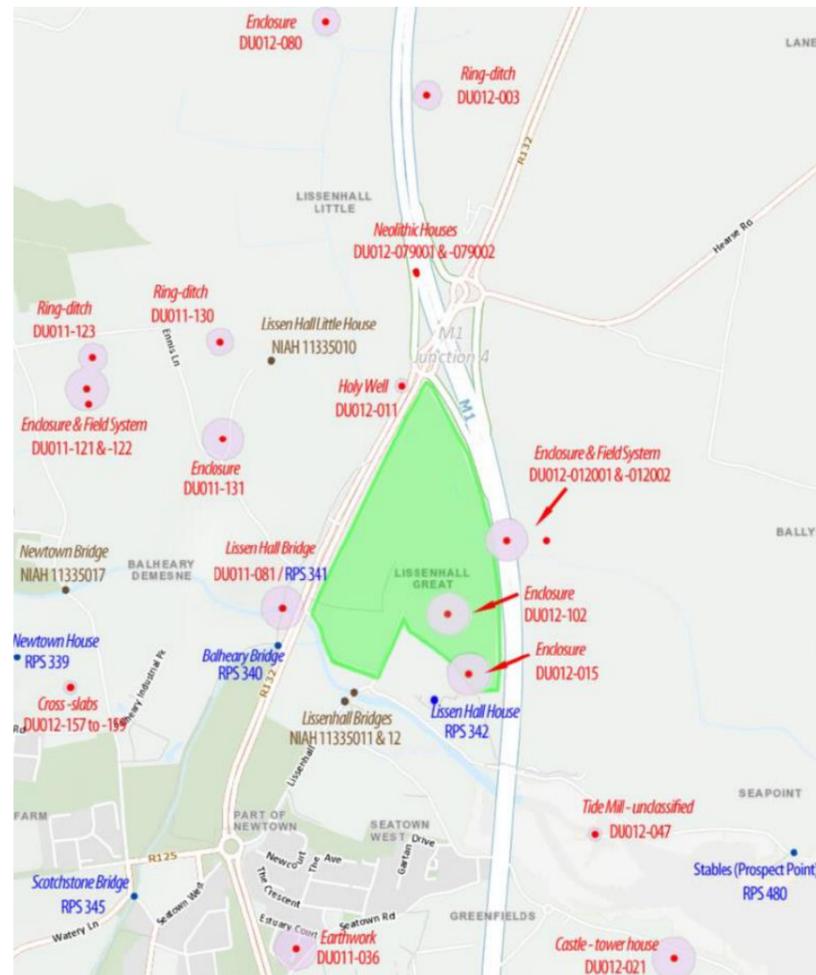
The archaeological constraints area of a recorded enclosure site extends partly into the LAP lands, straddling the boundary of the Lissen Hall estate (RMP DU012-015). This is not visible at ground level nor on aerial imagery. A geophysical survey was carried out for the purposes of identifying any responses at this location but no responses were found.

The survey did however identify a new rectilinear enclosure site located c. 185m northwest of the RMP location within the LAP lands. This enclosure has been added to the SMR for inclusion in the next revision of the RMP and has been designated SMR No. DU012-102.

The newly identified enclosure may correspond to the one indicated on the first edition map. It is also possible that there was more than one enclosure in the immediate area, with the RMP site representing one and another revealed by geophysical surveying.

The survey also identified several isolated potential archaeological features scattered throughout the area. An enclosure and field system are also recorded c. 65m east of the LAP lands, on the east side of the M1 motorway (RMP DU012-012001 & 012002).

Figure 7-5: RMP/SMR, RPS and NIAH Sites within 1km



7.2 LAP Approach to Archaeological and Architectural Heritage

Conserving and enhancing local heritage help to define the identity and sense of place and are key objectives of the LAP.

The ruins of Meudon shall be retained and incorporated into the proposed central open space.

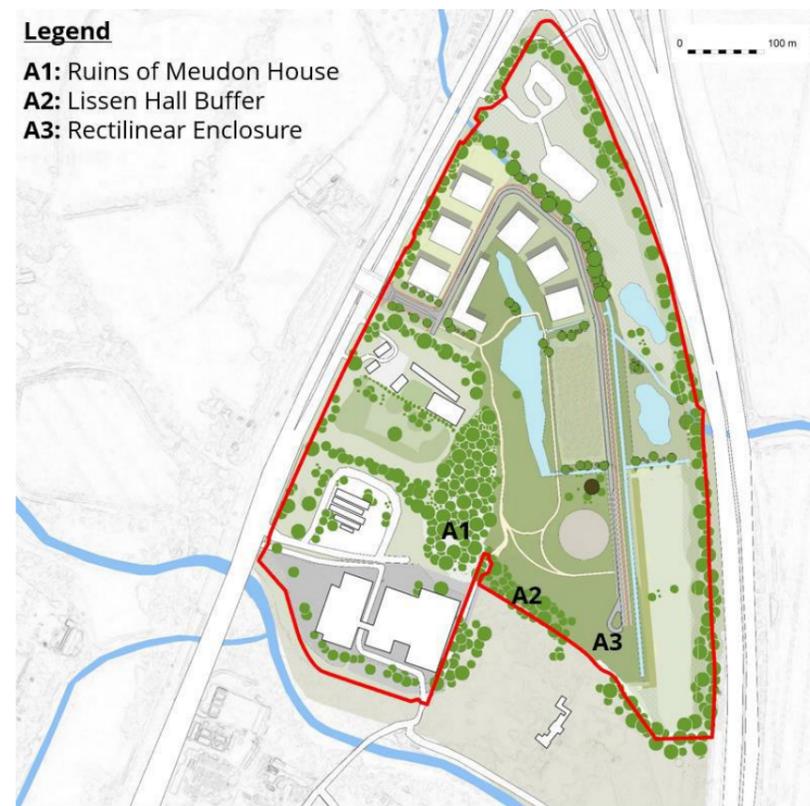
Lissen Hall, a protected structure, (RPS No. 0342) located adjacent to the LAP lands to the south is set behind an attractive boundary wall and trees.

Future development within the plan lands should be set back from this boundary to create an adequate buffer to protect this protected structure and its setting.

The location of the newly identified (by geological survey) rectilinear enclosure site located c. 185m northwest of the RMP location and the RMP DU012-015 should be investigated and recorded to inform future appropriate design in the immediate area.

There is the opportunity to reflect the sub-surface remains giving legibility to the sub-surface site within the overall green infrastructure approach for the lands. It is also important that future development proposals are cognisant of the potential of the lands to yield further archaeology.

Figure 7-6: Archaeological and Architectural Heritage



7.3 Archaeological and Architectural Heritage Objectives

Objective AAH1 – Meudon House

Landscape proposals for the central open space and protected wooded area will be required to explore

incorporating the ruins of Meudon House as a landscape feature, where practicable.

Objective AAH2 – Geophysical Survey

The rectilinear enclosure identified by the geophysical survey will be investigated and recorded to inform future development appropriate development in the immediate area.

Objective AAH3 – Townland Boundaries

Ensure trees, hedgerows and other features which demarcate townland boundaries are preserved and incorporated into the design of developments.

Objective AAH4 – Signage and Education

Promote and facilitate appropriate interpretative concepts and signage illustrating the archaeological, built and natural heritage features within and adjoining the plan area, thus facilitating opportunities for education and understanding.

8 Landscape

8.1 Existing Situation

The LAP lands are located within the designated 'Low Lying' character type as defined in the *Fingal Development Plan 2017-2023 and Draft Development Plan 2023-2029*. This character type has an open character combined with large field patterns, few tree belts and low roadside hedges and is categorised as being of modest value.

While much of the open lands are given over to agriculture with peripheral areas are managed/planted, much of recent origin, nonetheless, it is envisaged that the landscaping will focus on existing tree belts/hedges and water features as part of the wider landscaping recommendations reinforcing proposed green corridors and public open space.

The lands are generally flat. Most of the lands are characterised by a mix of arable farming, grassland and natural woodland with hedgerows in peripheral areas. The Lissenhall Stream runs west to the east across the lands (and is a dry ditch during much of the year). The Broadmeadow River is located adjacent to the LAP lands to the south.

There is one mature tree stand / wooded area located in the plan area which it is an objective of the *Fingal County Development Plan 2017-2023* and the Draft Plan 2023 – 2029 to protect and preserve.

8.2 LAP Approach to Landscape

The focus of this Draft LAP is on the retention and supplementation of key landscape features such as mature trees, hedgerows, water features and boundary treatments.

Not only do these landscape features add to the character of the area, and offer excellent biodiversity opportunities, they also can provide mature screening for the early

phases of development ensuring it will readily and cohesively integrate into the receiving environment.

The protected mature tree stand / wooded area located in the plan will become an important landscape feature within the proposed central open space.

The future development of the plan lands where feasible, incorporate and improve existing roadside boundary treatments, trees, water features and hedgerows.

Figure 8-1: Fields and Boundaries at Lissenhall East



All should be incorporated into future development proposals where reasonably practical, and all proposals should seek to conserve and enhance natural habitats and ecosystems to protect and improve biodiversity.

The overall approach to landscape protection set out above has been reflected in the approach to biodiversity, parks and open space, sustainable water management

and archaeological and architectural heritage as shown in each of the relevant diagrams in the preceding chapters.

8.3 Landscape Objectives

Objective L1 – Trees, Woodlands and Hedgerows

Seek to ensure key trees, woodlands and high value hedgerows are retained and contribute to the landscape character of the area insofar as practical and incorporate same into future development proposals.

Objective L2 – Protected Woodland

The protected mature tree stand / woodland area shall be assessed by a qualified arborist. The condition of the trees shall be recorded, and recommendations shall inform a conservation, replacement and management strategy for this protected woodland as part of proposals for this area.

Objective L3 – Hedgerows and Design

Ensure trees, hedgerows and other features which demarcate townland boundaries are preserved and incorporated into the design of development proposals.

Objective L4 – Native Planting

Require the use of native planting where appropriate in new developments. Indigenous, non-invasive species should be considered to provide habitat for locally occurring fauna ensuring, at a minimum, there should be no net loss of the tree and hedgerow resource.

9 Infrastructure and Services

Infrastructure and utilities are an essential component of the sustainable development of Lissenhall East.

Infrastructural services include water supply, wastewater and surface water removal and treatment as well as utilities including electricity supply, broadband, gas and telecommunications.

9.1 Existing Situation

9.1.1 Water Supply

The LAP lands fall within the Ballycoolin reservoir supply area. Pressure and capacity have been improved by delivery of the Blanchardstown High Level Water Supply Scheme which involved the construction of a new tower at Ballycoolin reservoir.

There is an existing 30" concrete water main extended with an 800mm ductile iron pipe watermain pipes on the west side of the R132. The HSE lands within the LAP are currently served with an existing 4" AC pipe which reduces to a 50mm MDPE (2001) under the R132. The existing logistics and storage facility within the LAP lands is served by an existing 3" C1 pipe.

9.1.2 Foul Drainage

There is no public foul drainage currently available on site. Existing development within the LAP lands relies on private wastewater services which includes a treatment plant on a raised bed percolation area.

The Swords Waste Water Treatment Plant (SWWTP) is located south of the Broadmeadow River which bounds the site and is approximately 200m from the river. It has a capacity of 90,000 P.E. The current usage is approximately 65,000 P.E. Plans to upgrade it to 120,000 P.E. have been abandoned in favour of the Greater Dublin Drainage Scheme.

This will incorporate an underground orbital sewer, a new treatment plant at Clonshaugh and a 6.0 km discharge to sea north-east of Ireland's Eye. It is currently estimated that these will be completed by 2024.

Figure 9-1: Swords Wastewater Treatment Plant



9.1.3 Other Utilities

Electricity and Gas

ESB Networks records show 10kV overhead lines traversing the lands and going underground at the HSE and food storage and logistics sites. Swords is served by the gas network.

Telecommunications

The Swords area is well served by an extensive telecommunications network, although as undeveloped lands, the LAP lands are not themselves serviced.

9.2 LAP Approach to Infrastructure and Services

All infrastructure and utilities must be planned to serve the requirements of the Initial Development Area within the lifetime of the LAP, and in a manner that can be extended to serve future development.

9.2.1 Water Supply

The LAP proposes a new watermain network to be installed throughout the site incorporating ring mains as development proceeds. A new 200mm ductile iron pipe

will be required across the R132 to connect with the existing 800mm ductile iron main on the west side of the R132.

New watermain layouts must be in accordance with most recent version of Irish Water's 'Code of Practice for Water infrastructure', subject to meeting the requirements of this Draft LAP and any conditions of planning permission for development within the LAP.

9.2.2 Foul Drainage

The LAP provides for a foul drainage network throughout the site which will discharge to the Swords WWTP. The land contours in general fall towards the east. The north and south boundaries also fall towards each other resulting in a low level of 2.50m OD roughly central at the eastern part of the LAP lands. The foul network can therefore drain by gravity to this location. The LAP also provides for a pumping station with 24 hour emergency storage capacity.

The LAP also provides for a rising main exiting the lands at the southern boundary via the public lane and road. This can cross the Broadmeadow River at Lissenhall and Seatown Lane Bridges, before continuing up Estuary Road to discharge at Swords WWTP.

Development will be dependent on the progress of the various improvement works and will be subject to the agreement of Irish Water. Interim solutions may be required to facilitate development in the short term.

All development must be drained on separate systems, i.e. foul and surface water flows should be directed to separate pipes. This reduces the possibility of flooding of the foul pipelines during times of extreme rainfall events.

Where connection of surface water to a combined network is unavoidable, surface water run-off must be attenuated and sustainable drainage systems utilised.

9.2.3 Other Utilities

Developments, in particular business parks, require robust and resilient power, energy and telecommunications services, including telephone services and broadband, which are provided by various service providers.

It is necessary to plan for all these elements to ensure adequate availability to support early and future phases of development, in a manner that is environmentally appropriate, cost effective and efficient.

Acknowledging the impact of utilities on visual amenity both existing and new infrastructure should be co-located and undergrounded where possible, in consultation with the appropriate statutory undertaker.

Electricity and Gas

The existing 10kV network will allow for the development of the Initial Development Area. Distribution routes shall be located adjacent to the road network required to service the Initial Development Area. This cabling shall be placed underground and routed along the paved footpath areas of roads. Either free standing enclosures or unit type sub stations will also be required.

In the long term the future development of the Subsequent Development Area of LAP lands will require an ESB network of MV and LV underground cables and ESB substations. ESB networks has indicated that a new ESB Networks 110kV substation is likely to be required. Its design, location and delivery would need to be considered and agreed with ESB Networks

It shall be a requirement to upgrade and enhance the existing network as necessary in consultation with Bord Gáis, including the installation of all necessary above ground installations (AGIs). A medium pressure infrastructure is available on the road adjacent to

Balheary Demesne. This location is relatively close and may be extended to Lissenhall.

Telecommunications

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

The primary distribution route shall be adjacent to the road network required to service the Initial Development Area. A universal ducting network to support telecommunications and broadband will serve the Initial Development Area and will be capable of being extended to service the wider lands in the future.

The services will be routed within underground ducting and access chambers in the paved footpath areas. Arrangement of exchange buildings, communications masts containing antennae, microwave dishes, etc., (if / as required) shall be considered as part of the design strategy for planning applications.

9.3 Infrastructure and Services Objectives

Objective IS1 – Public Sewer and Water Mains

Development shall connect to the public sewer and public water mains, subject to a connection agreement with Irish Water, in order to protect all waters in the plan area.

Objective IS2 – New Foul Sewer

Provide a new foul sewer to connect the LAP lands to the public foul sewer system discharging at Swords WWTP.

Objective IS3 – Pumping Station

Provide a pumping station with 24-hour emergency storage capacity.

Objective IS4 – Gas and Electricity

Ensure that gas and electricity infrastructure is provided for the Initial Development Area, in a manner that can be extended to service future development of the wider LAP lands in the future.

Objective IS5 – Gas and Electricity

Facilitate the provision of an adequate supply of electricity and gas to developments in the plan area, to the requirements of the relevant service provider and in accordance with the principles of proper planning and sustainable development. All future ESB services shall be undergrounded.

Objective IS7 –Telecommunications Infrastructure

Facilitate the provision of adequate telecommunication infrastructure within the plan area, including telephone and broadband services, to the requirements of the relevant services providers and in accordance with the principles of proper planning and sustainable development.

Objective IS6 – Strategic Telecommunications

Ensure that strategic telecommunications including fibre optic broadband links is provided for the Initial Development Area, in a manner that can be extended to service future development of the wider LAP lands in the future.

10 Movement and Transportation

For the purposes of this chapter, the overall theme movement and transportation will be considered under the different yet interrelated aspects of site access, public transportation, pedestrian and cycle links.

The overall approach to movement and transportation below will also address the issue of car parking and the need to provide mobility management plans for new development.

10.1 Existing Situation

The Lissenhall East LAP lands benefit from their proximity to the existing national motorway network and the R132 (Old Swords Road/Swords Bypass).

In addition, the lands are located in close proximity to significant road infrastructure projects including the proposed Swords Western Distributor Road and the R132 Connectivity Project.

In terms of active and sustainable modes of travel, the site is also close to a cycling tunnel at the M1 Lissenhall Interchange. It is also served by local bus service with nearby stops for the 33 and 33a Dublin Bus service from Dublin City Centre to Dublin Airport, Swords and Balbriggan and Skerries.

Significantly, the site is situated adjacent to the site of the proposed MetroLink Estuary park and ride.

10.1.1 Site Access

With regard to site access, the LAP lands currently have six vehicular access points. Three of the access points are for existing industrial/commercial uses and the remaining accesses are for housing or agricultural use. All existing exits on to the R132 are currently left turn out only. The R132 provides direct access to Swords and its environs.

There are additional access roads to the south of the LAP lands including Estuary Road leading to the laneway to the south.

The proposed Swords Western Distributor Road, which is an objective of the Fingal Development Plan 2017-2023, is expected to join the R132 opposite the Lissenhall East lands. This new road will also service the proposed MetroLink Park+Ride site.

In terms of capacity, some of the approaches to the M1 Interchange shows limited capacity; and Estuary Roundabout to the south of the lands also operates over capacity. An important aspect of the traffic context for the Draft LAP will be the protection of the M1 pre MetroLink, in line with national, regional and local public policy objectives including those within the Fingal Development Plan 2017-2023 to safeguard the strategic function of the national primary road network.

There are several road upgrades near the Lissenhall East LAP lands provided for in the *Fingal Development Plan 2017 - 2023* and outlined in Chapter 2.

The *South Fingal Transport Study (SFTS)* also identifies recommendations for the Swords East area (within which the Lissenhall East LAP lands are located).

10.1.2 Public Transportation

At present, there are several public and private bus services operating near the LAP Lands. Existing Dublin Bus/Go Ahead routes operating in the area serve the R132 regional road that runs adjacent to Lissenhall East LAP lands and include Route No's 33, 33N, 33A, 33B & 41N. The nearest bus stops (No. 3749 & 3714) are located on the R132 bordering the LAP lands. The bus stops along the R132 have limited and substandard footpaths and crossings to access the stops.

Bus Éireann also provide a regional service route 101 from the city centre to Drogheda via the R132 adjacent to

10 Movement and Transportation

the LAP lands. The Swords Express services the roundabout on the R132 directly south of the LAP lands.

Revisions to the existing bus network are proposed under Bus Connects which will see a core bus corridor provided between Swords and the City Centre. While this does not currently extend fully along the R132 to the LAP lands directly, the improvements will nevertheless enhance bus connectivity. Other relevant Bus Connects proposals include:

- L83 – Portrane – Donabate Swords - Airport.
- L85 –Balbriggan – Skerries – Rush/Lusk – Swords - Airport.

The National Transport Authority has published the Preferred Route for MetroLink which includes the Estuary station and line terminus to be located directly adjacent the LAP Lands on the opposite side of the R132. A MetroLink Park and Ride facility is also proposed opposite the Lissenhall East lands and is to be bus based. The timeline for delivery is 2035.

10.1.3 Pedestrian and Cycle Links

The existing pedestrian and cycle infrastructure to the LAP lands is limited, making travel by these modes to and from the area a less attractive option.

The R132 is the primary pedestrian access route to the LAP lands. At present, there is an incomplete footpath along the LAP lands road frontage. On the east side of the R132, there is a footpath at the southwest corner of the LAP lands which begins at the bus stop and continues south providing a direct link to Swords.

To the north, on the east side of the R132 there is a short section of footpath which links to the underpass beneath the M1 interchange which in turn links to extended pedestrian footpaths on the R132 north. The high speed (80kph) is also an issue.

There are limited pedestrian crossings along the R132 with the nearest located at the M1 Lissenhall Interchange signalised crossing to the north and a pedestrian bridge at the R132/R125 Estuary Roundabout to the south.

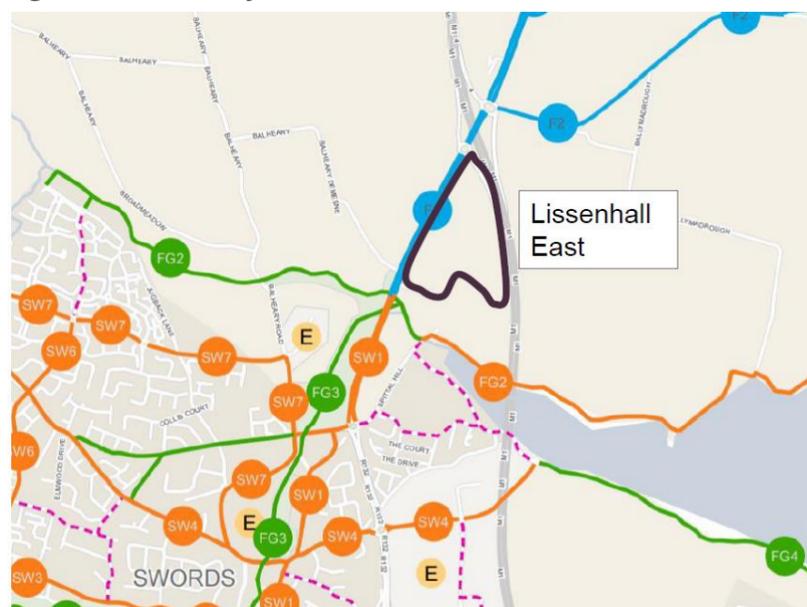
The interior of the Lissenhall East LAP lands is currently not accessible either by pedestrians or cyclists.

There are limited cycling facilities in Swords which predominantly consist of cycle tracks or lanes along new roads and the shared use of bus lanes. Most of the infrastructure is sub-standard and there is little to no continuity across existing cycle networks. Current issues along the R132 include:

- Lack of cycle facilities
- High Speed 80kph
- Existing Roundabouts

The *Greater Dublin Area Cycle Network Plan (2013)* proposes the provision of an inter-urban cycle way on the R132 directly fronting the LAP lands which will cross the M1 and continue north and connect to a network of primary and secondary routes throughout Swords to the south as well as several proposed Greenways.

Figure 10-1: GDA Cycle Network Plan and Swords



The R132 Connectivity Project was approved by An Bord Pleanála in 2021. This is a Fingal County Council scheme that is being developed with support from the NTA. It will run along the R132 from the Pinnock Hill Roundabout to north of Estuary Roundabout. It involves installation of new protected cycle and pedestrian facilities, retention of one bus and one general traffic lane in each direction, removal of hard shoulders and/or general traffic lanes, conversion of three roundabout junctions to signalised junctions and reduction in speed limit to 50km/h. It is expected that this scheme will significantly increase the attractiveness of walking and cycling across and along the R132 corridor.

Figure 10-2: Images of Proposed R132 Upgrades



10.2 LAP Approach to Movement and Transportation

10.2.1 Overall Approach and Transport Assessment

The delivery of MetroLink will provide for a frequent, high-capacity rail service, capable of sustainably taking thousands of people to and from Swords, Dublin City and the Lissenhall East LAP area.

Until MetroLink is delivered however, it will be necessary to ensure that an appropriate level of employment can be delivered to the LAP lands having regard to the existing transportation and roads infrastructure, having regard to the potential impact of new development on the M1 motorway, the R132 and the wider regional and local road and transportation network. In particular, the provision of suitable levels of sustainable transport options will be required to underpin the sustainable development of the LAP lands and avoid a development that is overly-reliant on private car use.

Having regard to the above, the overall strategic approach set out in this chapter of the Draft LAP is to provide a framework for the development of an appropriate level of employment related land-uses, having regard to the potential impact of additional development on the existing national and local road network but also having regard to the need to encourage sustainable modes of travel as much as is possible.

The strategy focuses on providing and facilitating improvements to non-motorised modes of transportation such as public transport, walking and cycling thereby ensuring traffic volumes on the local road network are minimised in accordance with the principles set out in the Smarter Travel policy document and other relevant transport policy documents at national and local level.

The overall strategy for the LAP lands, was devised having regard to the Transport Assessment carried out by Fingal County Council in 2020.



The Transport Assessment focussed on establishing the development potential of the LAP lands Pre-MetroLink based on detailed analysis using the National Transport Agency's (NTA) Eastern Regional Model to identify future travel demand, patterns and modal splits based on overall projections for population and employment.

The Transport Assessment, which was carried out by Fingal County Council in consultation with the NTA and Transportation Infrastructure Ireland (TII) considered a number of employment scenarios for the LAP lands and identified a number of potential additional measures to be implemented to improve access to the lands. These include:

- the extension of the R132 Connectivity Project to the LAP lands to increase accessibility by pedestrians and cyclists;
- improved bus facilities on the R132 including sheltered stops served by existing and future BusConnects routes;
- the integration of the LAP lands with existing and future BusConnects routes; and
- a new signalised junction permitting access to the LAP lands on the R132 (to be introduced as part of development of the lands)

The assessment recommended limiting the permissible development to between 1,000 – 2,000 employees.

This Draft LAP has adopted a conservative scenario included in the Transport Assessment of a maximum of ca. 1,000 employees for the pre-MetroLink scenario. This provides the basis for an appropriate quantum of new development in this Draft LAP.

10.2.2 Site Access

The external road network proposals are informed by the existing and proposed transport networks within the wider Lissenhall area including the M1 motorway, R132

regional road, and the future Western Distributor Road and MetroLink.

The main vehicular access into / out of the lands will be via a signalised junction and will align with the proposed Swords Western Distributor Road. This junction will prioritise pedestrian and cycle links to maximise links and accessibility with the location of the proposed MetroLink Estuary stop and have regard to the wider plans for the R132.

The long term intention is for the phased closure of other existing vehicular entrances onto the R132 as existing sites / businesses come forward for redevelopment.

The main vehicular access into / out of the lands shall provide a boulevard-style entrance from which most of traffic will be distributed in the first instance to the Initial Development Area and in future throughout the remainder of the LAP lands. The avenue will align with the proposed signalised junction onto the R132 and building design in this area will highlight the importance of this entrance.

10.2.3 Public Transportation

Facilitating improved bus services is a core consideration for any development of the LAP lands. This will be achieved by including a public transport interchange area as part of the Initial Development Area. This will include set down/collection and waiting locations as well as turning locations for buses. The interchange will support the future extension of bus services as part of the BusConnects Network Redesign and as part of the adjacent Park+Ride proposals.

Connectivity between the Lissenhall East LAP Lands and the future MetroLink Estuary Station will be a key objective. The access strategy and design of the junction with the R132 must ensure high quality connectivity to future public transport services on both sides of the R132

so that a high modal split towards public transport is achievable.

10.2.4 Pedestrian and Cycle Links

The strategic development framework seeks to facilitate strong pedestrian and cyclist connections through the site and onwards to Estuary Station, the Broadmeadow River and Swords Main Street.

The LAP looks to contribute to transformative proposals for the R132 from road to urban street, by creating a more active frontage with buildings facing onto the road, integrating footpaths and cycle facilities into the development of the lands and significantly enhancing connectivity across the street to the proposed Estuary stop.

Facilitating improved accessibility of the lands by pedestrians and cyclists is a key consideration of the Draft LAP. This will be achieved by the main entrance to the lands from the R132 including dedicated pedestrian and cycle crossing facilities and facilitating the upgrade of pedestrian and cycle infrastructure along the boundary of the lands with the R132 extending the work undertaken as part of the R132 Connectivity Project.

Financial contributions will be sought as part of the development management process for certain development under the provisions of Section 48 and Section 49 of the Planning and Development Act 2000, as amended.

Section 48 (general) schemes relate to proposed provision of public infrastructure and facilities which benefit development within the area of the planning authority and are applied as a general levy on development. A 'special' contribution under Section 48(2) (c) may be required where specific exceptional costs not covered by the general scheme are incurred by a local authority due to a specific development.

The Council will therefore utilise the provisions of Section 48 including Section 48 (2)(c) of the Planning and Development Act, 2000, as amended, to generate financial contributions towards the capital costs of providing local and strategic transport infrastructure, including the upgrade of pedestrian and cycle infrastructure along the boundary of the lands with the R132.

It is also proposed to open up the LAP lands to include a new north-south combined pedestrian/cyclist route. Access will be via an existing (but locked) access to a narrow laneway between the eastern boundary of the food logistics park and Lissenhall. The cycle route will be designed in accordance with the National Cycle Manual (NTA, 2011) and will integrate with the Greater Dublin Area Cycle Network Plan (NTA, 2013).

Cycle parking for the Initial Development Area will be provided as per standards set out in the Development Plan.

10.2.5 Car Parking

Car parking for the Initial Development Area will be as per the standards set out in the Fingal Development Plan. It will be a challenge to apply current parking standards to development pre-MetroLink given it will not be delivered until 2035.

An interim strategy will be required to address the short, medium and long-term parking requirements and form while having regard to the delivery of public transport. Notwithstanding this, it is imperative that the proposed parking provision is not such that it will undermine the attractiveness of more sustainable modes or fundamentally impact on the strategic function of the adjacent national and regional road network.

This Draft LAP also promotes the provision of EV charging points for electric vehicles as per the Development Plan requirements.

10.2.6 Mobility Management Plans

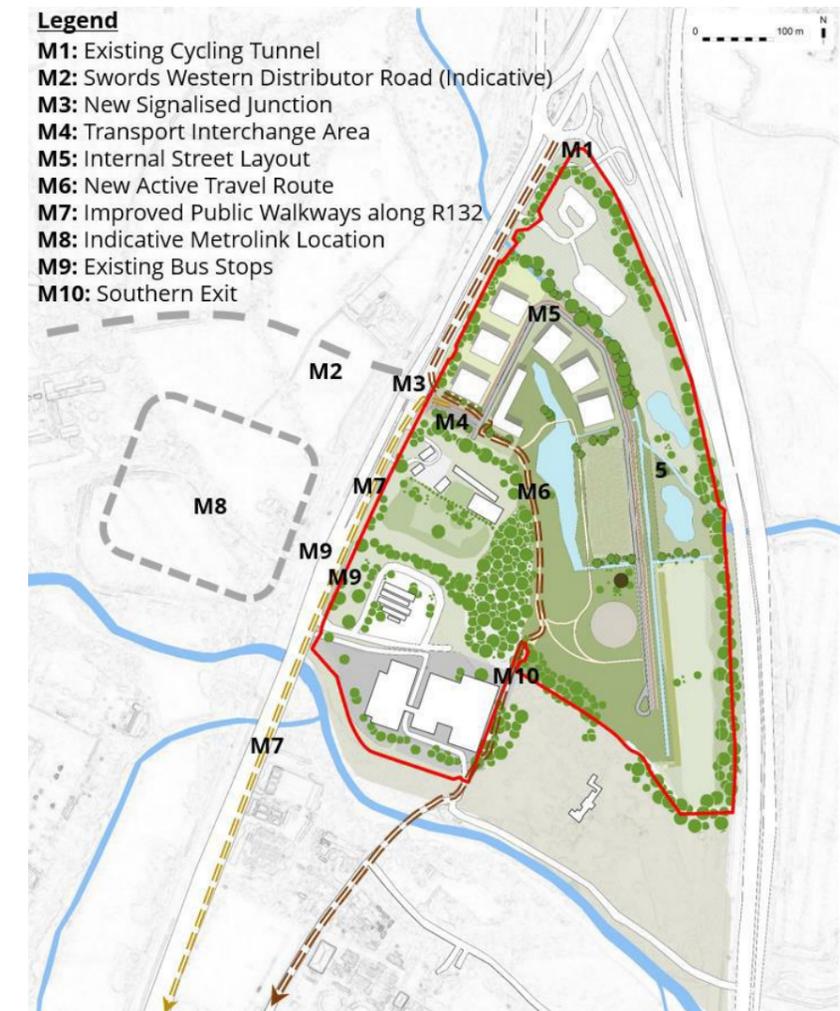
Mobility Management Plans set out measures which promote sustainable transport. They encourage users who have access to high quality public transport networks or those who can use active modes to change their travel patterns and behaviours.

Mobility Management Plans can include innovative solutions. In recent years, in addition to more traditional measures such as car sharing, bike to work schemes, annual travel tickets, etc many companies now have contracts with car sharing clubs for employees to use if / as required.

Mobility Management Plans should take cognisance of the guidance continued in the NTA Smarter Travel Programme. The measures put in place should be ambitious, innovative, site specific and realistic to maximise the potential for positive modal shift.

Mobility Management will be an important tool to promote sustainable travel to and from Lissenhall East LAP, particularly as new public transport alternatives, including bus and metro come on line. The development of the LAP lands should seek to incorporate hard measures built into the design which in turn can be complimented by soft measures.

Figure 10-3: Movement and Transportation



10.3 Movement and Transportation Policies

Objective MT1 – Lissenhall East [ABTATransport](#)

Assessment

Implement the recommendations of the Lissenhall East Transport Assessment in respect of the Initial Development Area. It shall be a requirement that any planning application clearly demonstrate compliance with the recommendations of the Transport Assessment.

Objective MT2 – South Fingal Transport Study

Implement the relevant objectives of the South Fingal Transport Study. It shall be a requirement that any planning applications that result in an increased demand for travel,

shall clearly demonstrate the required transport infrastructure and measures to accommodate the proposed increase in line with the recommendations of the South Fingal Transport Study.

Objective MT3 – Improvements along the R132 Frontage

Frontage

Ensure proposals for improvements along the R132 frontage integrate with existing public transport services as well as future services such as BusConnects and MetroLink to include:

- Improved bus facilities on the R132 including sheltered stops.
- Provide for the upgrade of pedestrian and cycle infrastructure on the R132 bordering the LAP lands. As existing sites / businesses come forward for extension and or redevelopment applicants will need to sufficient space along the boundary for such upgrades.

Objective MT4 – Special Development Contribution for Improvement Works

Implement the provisions of Section 48 including Section 48 (2)(c) of the Planning and Development Act, 2000, as amended to generate financial contributions towards the capital costs of providing local and strategic transport infrastructure, including the upgrade of pedestrian and cycle infrastructure along the boundary of the lands with the R132.

Objective MT5 – Junction with R132

Require the junction design to integrate and align with proposals for the R132 regional road, the future Western Distributor Road and MetroLink.

Objective MT6 – New Access Junction

Ensure the design of the new access junction to the lands from the R132 is capable of enhanced pedestrian and cycle connectivity across the R132 to link with a future MetroLink Estuary Stop and MetroLink Park and Ride.

Objective MT7 – Rationalise Existing Entrances

Rationalise existing vehicular entrances / exits onto the R132. As existing sites / businesses come forward for extension and or redevelopment applicants will need to provide alternative access arrangements to the R132 .

Objective MT8 – Internal Pedestrian and Cycle Routes

Facilitate the delivery of a new north-south combined pedestrian / cyclist route through the LAP lands; linking the main access on the R132, Development Area No. 1 with the laneway to the south the eastern boundary of the food logistics park and Lissenhall.

Objective MT9 – Cycling Facilities

All development proposals within the LAP lands shall be required to demonstrate provision of high-quality cycle facilities for employees, to include secure bike parking facilities, and changing and shower facilities to incentivise sustainable transport. Cycle facilities shall comply with the National Cycle Manual and shall be designed in accordance with best practice.

Objective MT10 – Parking Strategy

Require a parking strategy to be agreed with the Council prior to commencement of development; addressing the short, medium and long-term parking requirements having regard to the delivery of public transport.

Objective MT11 – Mobility Management Plans

All development proposals for the LAP lands will require a Mobility Management Plan to be submitted with planning application.

11 Development Framework

11 Development Framework

11.1 Introduction

The Development Framework for the LAP lands is derived from the overall approach to biodiversity, parks, open spaces and recreation, sustainable water management, archaeological and architectural heritage, landscape, infrastructure and services and landscape and transportation as outlined in previous chapters.

The Development framework also derives from, and is consistent with the overall approach to business park type development as set out in the existing Fingal County Development Plan.

11.2 Strategic Vision

This Draft LAP is underpinned by a strategic vision which is intended to guide the future growth of the Lissenhall East lands as a strategic employment area within the Dublin Metropolitan Area Spatial Plan (MASP) and consistent with its High Technology (HT) zoning objective which seeks to:

“Facilitate opportunities for high technology and advanced manufacturing, major office and research and development-based employment within high quality, highly accessible, campus style settings. The HT zoning is aimed at providing a location for high end, high quality, value added businesses and corporate headquarters. An emphasis on exemplar sustainable design and aesthetic quality will be promoted to enhance corporate image and identity.”

Central to delivering the vision is to develop the lands in a sustainable manner; in a way that reflects its existing landscape, heritage and environmental assets; and which promotes an urban design approach and built form which can contribute positively to the quality of life of its existing and future working community.

This vision aligns with the Council's firm commitment climate action by seeking to adopt robust, nature-based solutions to challenges such as flood risk, by seeking to encourage active mobility, and as will be detailed in this chapter, by seeking to integrate climate mitigation actions into the building design, construction and operation of new development on the LAP lands.

Development proposals shall be required to promote renewable energy use and generation including demonstrating reduced energy consumption in their design and construction.

Figure 11-1: Examples of High Quality Office Park Development



11.3 Proposed Uses

The uses classes relating to the HT zoning objective are set out in the Fingal County Development Plan 2017 – 2023 (and Draft Plan 2023 – 2029). The classes include uses ‘Permitted in Principle’ and uses ‘Not Permitted’. Uses neither ‘Permitted in Principle’ and uses ‘Not Permitted’ will be assessed in terms of their contribution towards the achievement of the Zoning Objective and

Vision and their compliance and consistency with the policies and objectives of the Development Plan.

Table 11-1: Uses Permitted in Principle in HT Zoned Lands

Uses in HT Zoned Lands Permitted in Principle
Enterprise Centre
High Technology Manufacturing
Hospital
Industry - Light
Office Ancillary to Permitted Use
Office <= 100 sqm
Office > 100 sqm and < 1,000 sqm
Office >= 1,000 sqm
Open Space
Research and Development
Restaurant/café ⁵
Retail Local < 150 sqm nfa ⁵
Sustainable Energy Installation ³⁵
Telecommunications Structures
Training Centre
Utility Installations

⁵ To serve the local working population only

The uses for the Lissenhall LAP include those specifically ‘Permitted in Principle’ and other uses which will make a positive contribution towards the achievement of the HT zoning objective. They are informed by the characteristics of other high-quality business campus developments across the Dublin region including:

- High quality business campus developments generally are serviced by a range of on-site amenities e.g., convenience store, pharmacy, dry cleaners, ATM, sandwich bars / cafés/restaurants.
- High quality business campus developments often provide childcare and early learning facilities. This

can make the child care drop off and pick up convenient for employees.

- High quality business campus developments often include a Health Centre. Having such a service on site means employees can more easily integrate health visits into their working day.
- High quality, highly accessible, business campus settings typically include a hotel. There are natural synergies between the business community and the hotel offering hospitality and accommodation facilities.
- High quality business campus developments usually include a range of amenity and ancillary services which can extend to include a fitness club / gym. Such facilities mean employees can easily avail of the facilities before work, during lunchtime, and in the evening.

The uses are also informed by the specific characteristics of the lands at Lissenhall East, including:

- The location of the Lissenhall East lands would require some level of on-site amenities to service office workers in the pre-Metro Link Phase.
- There are several established uses / developments within the Lissenhall East LAP and potential exists for the redevelopment / refurbishment / extension of these premises.

11.4 Quantum and Proposed Uses

As set out in Chapter 10, the strategic approach to the movement and transport for the Lissenhall East lands has been guided by the Lissenhall Area Based Transport Assessment and the delivery of a quantum of floorspace which allows for the economic provision of buildings, ancillary services and recreational opportunities, whilst

also being reflective of current road network capacity and modal split assumptions.

This Draft LAP has adopted a conservative quantum of floorspace pre-MetroLink (as recommended by the Transport Assessment) and based on employee nos.

As set out in the Transport Assessment, the recommended strategy is the scenario based on 1,000 jobs, as it would not have an undue negative impact on the local road network or the motorway junction.

The approximate quantum of floorspace will vary depending on the mix of uses brought forward as planning applications and their associated employment levels (e.g., employee per sq m).

However, the uses which allow for the economic provision of buildings, ancillary services and recreational opportunities, whilst also being reflective of current road network capacity and modal split assumptions are considered to be:

- Office, research and development and high technology/high technology manufacturing type uses.
- Ancillary retail, cafe and other service facilities to an appropriate level to support the local working community. These services may childcare facilities, gym, retail, concierge service, and café / sandwich bar, management offices, etc.
- Hotel use to complement the office, research and development uses and take advantage of the location of the lands relative to the Airport, and at the northern 'gateway' to Swords.
- Telecommunications, utility and services infrastructure (including sustainable energy installations) if / as required.
- Open space.

11.5 Strategic Development Framework

The strategic development framework the LAP lands has been influenced by several key elements as follows:

- The triangular shape of the lands.
- Existing business to the south of the lands along the R132 frontage.
- Vehicular access not being possible or desirable from the north and east (off the M1 / interchange) or from the south.
- Existing landscape and architectural and archaeological features including natural flood zones, woodlands, the Lissenhall Stream archaeology and the adjacent protected structure of Lissen Hall and its attendant grounds ((RPS No. 0342).
- The need for a progression of development within the LAP lands in an ordered way having regard to the eventual delivery of MetroLink in 2035.

These higher order elements influence the location of the main access to the LAP lands, the extent of the Initial Development Area (the focus of new development), the main open space provision and a logical internal road network.

Policy objectives informing the strategic development framework for the lands, as set out in previous chapters, are not repeated in this chapter. However, new or additional objectives are identified, where relevant.

11.6 Initial Development Area

This Draft LAP's focus for new development will be in the Initial Development Area on the western boundary and central area of the overall LAP lands.

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Figure 11-2: Initial Development Area (blue line)



This area is considered best placed to bring forward new development, establish the location for strategic employment, and is logical in terms of initial servicing and the extension of same, to facilitate the development of the rest of the lands in the future.

Table 12.7 of the *Fingal Development Plan 2017 – 2023* (Table 14.15 in the *Draft Fingal Development Plan 2023 – 2029*) provides design guidelines for Business Parks and Industrial Areas.

Objective DMS103 (or Objective DMS091 of the Draft Plan) requires the design and siting of any new business park and industrial areas to conform to the ‘Design Guidelines’ as outlined in Table 12.7 / Table 14.15.

These considerations, which have informed the approach to the Initial Development Area include the following:

- access and circulation;
- pedestrian / cycle connections;
- permeability;
- sustainability;
- building orientation and road frontage; and
- landscaping and boundary treatment.

All planning applications will be required to show how development proposals conform to the ‘Design Guidelines’ as outlined in Table 12.7 / Table 14.15 and informed by the specific requirements of this Draft LAP (as set out below).

11.6.1 Access and Circulation

Main Access

The main vehicular access into / out of the lands will be via a signalised junction and will align with the proposed Swords Western Distributor Road.

This junction will prioritise pedestrian and cycle links to maximise links and accessibility with the location of the proposed MetroLink Estuary stop and have regard to the wider plans for the R132.

The long term intention is for the phased closure of other existing vehicular entrances onto the R132 as existing sites / businesses come forward for redevelopment.

Main Entrance Avenue

The main vehicular access into / out of the lands shall provide a boulevard-style entrance from which most of traffic will be distributed in the first instance to the Initial Development Area and in future throughout the remainder of the LAP lands.

The avenue will align with the proposed signalised junction onto the R132 and building design in this area will highlight the importance of this entrance.

There is potential at this location for retail/café uses at ground floor level to serve the working population.

Provision will also be made for the public transport interchange area at this location. This will require adequate set down/collection and waiting locations as well as turning locations for buses to facilitate multiple services as appropriate.

Appropriate commuter waiting areas including shelters will also be required as appropriate, with high quality pedestrian linkages from the interchange to key areas throughout the lands.

11.6.2 Permeability - Pedestrian / Cycle Connections

The strategic development framework seeks to facilitate strong pedestrian and cyclist connections through the site and onwards to Estuary Station, the Broadmeadow River and Swords Main Street.

The LAP looks to contribute to transformative proposals for the R132 from road to urban street, by creating a more active frontage with buildings facing onto the road, integrating footpaths and cycle facilities into the development of the lands and significantly enhancing connectivity across the street to the proposed Estuary stop.

11.6.3 Sustainability and Building Design

The importance of adaptability in commercial buildings has increased due to Covid-19, new and innovative work place design and growing environmental concerns about building redundancy. Proposals for development on the LAP lands will need to show how buildings will be:

- Convertible – allowing for a change of function (e.g., type of office);
- Adjustable – allowing for a change of task (e.g., change office space to plant/machinery space);
- Scalable – allowing for a change in size (e.g., moving internal walls to create smaller or larger internal spaces);

- Refitable – allowing for a change of performance (e.g., providing upgraded services in line with innovations in technology); and
- Flexible – allowing for a change of layout (e.g., positioning electrical outlets in the floor to allow for reconfiguration of workstations).

The site layout of the Initial Development Area should be responsive to climatic factors in a manner that conserves the amount of energy used to light and heat buildings and creates sunlit and comfortable public open spaces. 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.

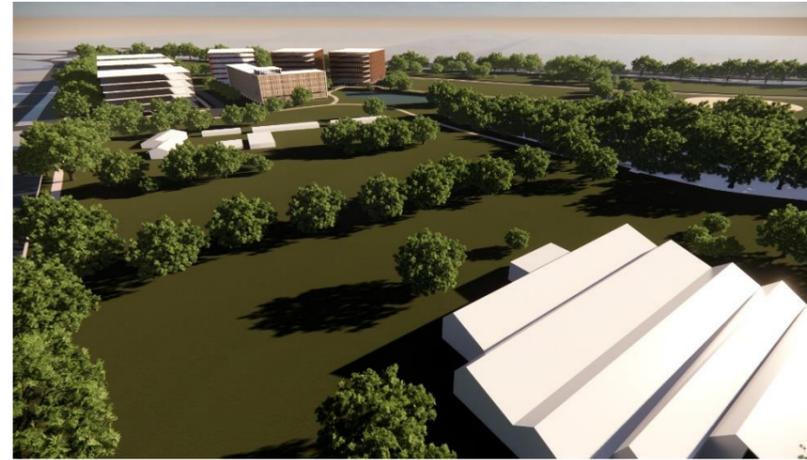
The site layout should also be developed to ensure natural ventilation availability for buildings throughout the development. Natural ventilation enables improved internal air quality and occupant control of the local environment.

The approach set out in this Draft LAP seeks to minimise car use in line with the principles of sustainable development. Nevertheless, it is recognised that the car remains the principal mode of travel for many people and that adequate levels of car parking will be required as per Development Plan standards, unless otherwise agreed with the Council.

There is now a requirement for all new buildings to become more energy efficient in line with the EU Energy Performance of Buildings Directive (2010/31/EU). This Directive also contains an objective that by 31st December 2020, all new buildings shall be nearly zero energy consumption buildings.

As stated above, climate mitigation will be required to be integrated into the building design, construction and operation of new development on the LAP lands.

Figure 11-3: Indicative Images of Development



In this regard, sustainable building design will include consideration of the building fabric, energy efficient services, energy generation and material resource conservation.

A key climate mitigation action which shall be implemented into all new development relates to the need to reduce energy demand, to increase energy efficiency and to provide renewable energy on-site if possible.

Built Form

The quality of the public realm and architectural design of buildings is of importance in the development of a new employment hub at Lissenhall.

This Draft LAP envisions a campus-style office development within a parkland setting with individual office buildings around the perimeter. The park creates the sense of place with the buildings orientated towards this.

Building heights for the Initial Development Area shall generally be five to six storeys.

The external façade of buildings is also a key determinant of successful urban environments. The building palette will need to ensure interest and variety in the architecture and avoidance of monotonous facades but present a cohesive design approach. Richness in detail, as viewed from any angle or distance is desirable. All materials should be durable and be suitable to withstand the climatic conditions.

Design at ground level should contribute to pedestrian vitality, interest and public safety. Blank walls and reflective or opaque glazing fronting the street and significant pedestrian routes at ground floor level, which hide the presence of activity within buildings and reduce casual overlooking, will not be appropriate.

11.6.4 Landscaping and Boundary Treatment

Development proposals shall contain landscaping schemes as an integral part of their design. These will include planting, green space, attractive boundary design

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and hard surfaced spaces. High quality materials should be used consistently.

Boundary with the R132

The development of the LAP lands provides an opportunity to appropriately address the R132 and integrate it with proposals to rebalance the provision of road space in favour of pedestrians, cyclists, and bus users as provided for in the R132 Connectivity Project.

The LAP envisages a strong edge and buildings fronting on the R132 up to the main access into / out of the lands.

Internal Boundary Treatments

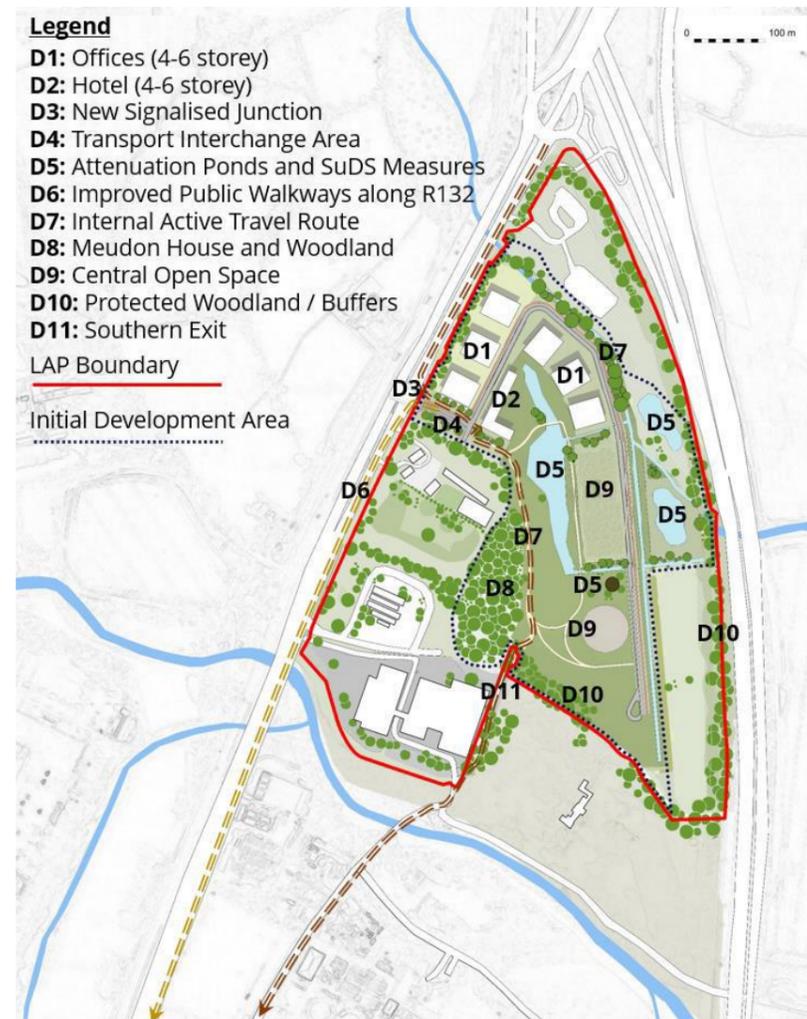
Technology campus settings are generally open in nature and do not generally consist of site boundaries. No high walls shall be permitted but rather subtle fencing of a high-quality design and finish within tree banks. Semi-concealed hedges or linear water features can also be provided to control access. Careful regard shall be had to the function, nature and visual impact of the perimeter boundary treatments.

Central Open Space

A central open space is proposed as a key green infrastructure feature and for the working community to enjoy. The open space area shall include existing woodland and the surrounding area landscaped to provide a high quality and useable open space for employees and visitors including seating / eating areas.

Generally, attenuation for flooding and surface water run off associated with development of the LAP lands shall be integrated with the proposed central water feature within the central urban park.

Figure 11-4: Development Framework



The open space area will link with the Entrance Avenue to encourage pedestrian and cycle permeability through the site and onwards to Estuary Road via the existing north south laneway between the eastern boundary of the food logistics park and Lissen Hall.

Planting

Planting adds value to the public realm by creating a visual and amenity resource, enhancing the design, integrating and complementing the plazas, streets, roads, and other spaces. It provides sensory interest and improves the microclimate and quality of air by reducing the effects of pollution. It can also improve biodiversity and provide habitats for wildlife, and it is imperative that

only non-invasive, preferably native species are planted. Planting will also be designed to provide spatial containment and separation, shade, shelter, privacy, and wayfinding.

11.7 Subsequent Development Areas

New HT development is directed to the Initial Development Area. However, it is acknowledged that other proposals may come forward for the rest of the lands including but not limited to proposals relating to the existing commercial premises located along the western boundary of the LAP lands.

These proposals will be considered on their own merits, assessed in terms of their contribution towards the achievement of the Zoning Objective and Vision and their compliance and consistency with the policies and objectives of the Development Plan.

The LAP provides a policy context for the entire LAP lands to ensure that development which takes place within the lifetime of the plan is consistent with strategic planning policy, considers the future development of the MetroLink scheme (anticipated in 2035), and has regard to all environmental considerations.

The intention of this Draft LAP is to establish new employment development on site (for in the region of 1,000 jobs as set out in the Transport Assessment but within a framework which anticipates the delivery of MetroLink.

This is to be achieved by focusing on one development area - the Initial Development Area (comprising ca. 10.7 hectares) located along the western boundary of the lands with the R132.

The LAP provides a policy and development framework for the HT zoning at this location with appropriate employment and necessary supporting infrastructure.

The LAP also considers the indicative spatial framework for the entire LAP lands which anticipates the delivery of MetroLink.

It is important to note that at this stage, given the forecast delivery period of 10-15 years for the completion of the MetroLink Project, it is acknowledged that any future additional development on the Lissenhall East LAP lands beyond what is currently specified in the Development Framework is indicative only and that any such potential future development will only occur having regard to all relevant environmental, transport, and planning assessment requirements.

Relevant considerations are set out below in the context of indicative considerations for future development of the remaining lands.

- There is potential for landmark buildings at key locations on the LAP lands where architectural punctuation and definition is required. There is an opportunity for taller buildings at the northernmost point of the site, where dominant structures may act as a landmark / gateway to North Dublin. In accordance with good conservation practice, buildings will be back from the boundary with Lissen Hall. Building height in this area need to be carefully considered.
- Lissen Hall, a protected structure, (RPS No. 0342) is located adjacent to the LAP lands to the south is set behind an attractive boundary wall and trees. Development within the plan lands should be set back from this boundary to create an adequate buffer to protect this protected structure and its setting.
- A soft, planted edge to the eastern boundary will contain the LAP lands and act as a sound buffer from the M1.

- Surface water attenuation ponds and dry detention basins will need to be incorporated as design features within open space areas along the boundary with the M1.

Figure 11-5: Potential Subsequent Development



11.8 Development Framework Objectives

Objective DF1

Applications for development proposals shall have regard to the detailed requirements set out in Sections 11.3 to Section 11.7 of this Draft Local Area Plan.

Objective DF2

Applications for development proposals for the Initial Development Area shall include a design statement

demonstrating how the proposal addresses the design guidelines for Business Parks and Industrial Areas.

Objective DF3

Applications for development proposals for the Initial Development Area shall provide details as to how the proposed development shall address, and provide for the requirements for biodiversity, open space, surface water management, archaeological and architectural heritage, landscape, infrastructure and services, and movement and transportation set out in this Draft LAP.

Objective DF4

The overall Design Statement should show how the proposal generally demonstrates/provides for:

- Building layout and design which maximises daylight, natural ventilation, active transport and public transport use;
- Sustainable building/services/site design to maximise energy efficiency;
- Sensitive energy efficiency improvements to existing buildings;
- Energy efficiency, energy conservation, and the increased use of renewable energy in existing and new developments;
- On-site renewable energy infrastructure and renewable energy;
- Minimising the generation of site and construction waste and maximising reuse or recycling; and
- The use of construction materials that have low to zero embodied energy and CO2 emissions.

Objective DF5

All proposals for the Initial Development Area will be required to submit a Climate Action Energy Statement as part of the overall Design Statement to demonstrate how low carbon energy and heating solutions, have been considered as part of the overall design and planning of the proposed development.

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Objective DF6

All proposals for the Initial Development Area will be required to submit an infrastructure masterplan showing how the proposed development will be serviced and how the infrastructure extended to service the future development of the LAP lands as a whole.

Objective DF7

Applications for development proposals shall provide details to avoid and mitigate potential adverse effects from noise, vibration, air quality, dust, and lighting during construction and operation as appropriate and with regard to national guidance.







