

PLANNING APPLICATION UNDER SECTION 175 OF THE  
PLANNING AND DEVELOPMENT ACT 2000 (AS  
AMENDED) FOR PHASE 2 OF MOORETOWN, SWORDS,  
Co. DUBLIN

PLANNING REPORT AND STATEMENT OF  
CONSISTENCY

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Environment**

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Environment.**

Client: Fingal County Council

Date: 01 June 2026

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Client: Fingal County Council  
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## APPENDIX A- MOORETOWN FRAMEWORK PLAN

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## 1 Introduction

Brady Shipman Martin (BSM) has been instructed by Fingal County Council (the Applicant, also referred to as FCC) to prepare this *Planning Report and Statement of Consistency* to submit to An Coimisiún Pleanála (ACP) regarding a planning application under Section 175 of the *Planning and Development Act 2000 (as amended)* for the Phase 2 development at Mooretown, Swords, Co. Dublin.

This application for residential development forms Phase 2 of the Mooretown lands (Phase 1 is under construction as per FCC Reg. Ref. LADP/002/24), under the ownership of Fingal County Council.

Phase 1 comprises 274 no. residential units on a total site area of c. 9.35 ha, and a net developable area of c. 7 ha., and combined now with Phase 2 proposed development of 360 no. residential units, brings a total development of 634 no. residential units to this important landbank (overall total site area c. 24.1 ha) in the Oldtown-Mooretown area, west of Swords Town Centre.

The subject site (hereafter referred to as 'the site') is located at Rathbeale Road, Swords Co. Dublin (see **Figure 1-1**), and comprises a total site area of c. 14.75ha with a net developable area of 8.77ha.

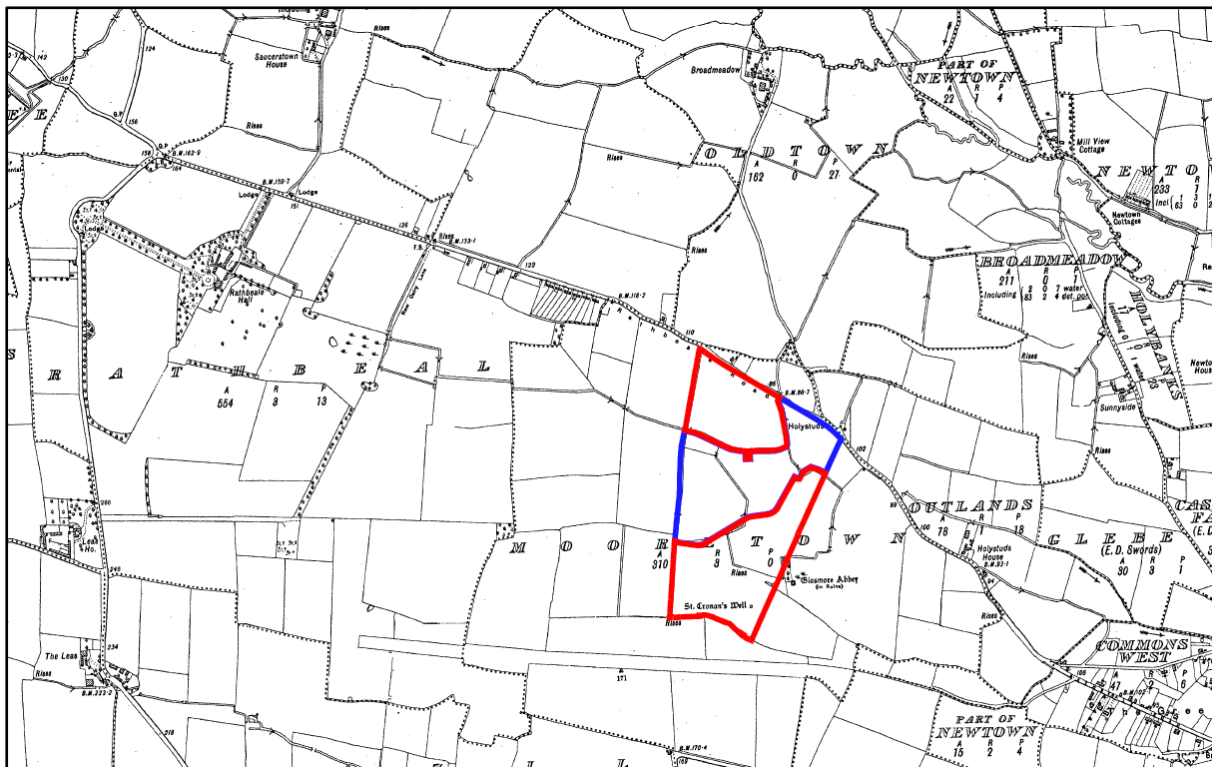


Figure 1-1: Site Location (Source: Architectural Design Statement, DG Architects, 2026)

The development for which this application is being made, as set out in the Statutory Notices, is as follows:

*The proposed development seeks the construction of 360 no. residential units, consisting of 305 no. houses, 20 no. own-door duplex units, and 35 no. apartments, ranging from 2-5 storeys in height. The development is set out as follows:*

### 1. The construction of:

- 305 no. two-storey and three-storey houses comprising 168 no. two-bedroom houses, 123 no. three-bedroom houses and 14 no. four-bedroom houses;

- 20 no. own-door duplex units comprising 6 no. two-storey two-bed units over 6 no. one-bed ground floor units, and 4 no. two-bed units over 4 no. two-bed units;
  - 35 no. apartments arranged within 1 no. 4-5 storey block, with balconies on all elevations and external amenity areas comprising 12 no. one-bed units, 15 no. two-bed units, & 8 no. three-bed units;
  - Communal amenity space of c. 1,070 sq.m associated with apartment and duplex units; and
  - A 2-storey crèche (c. 670 sq.m) and associated external play area, located at the southern area of the proposed development.
2. Landscape works including:
- a) Provision of c. 4.2ha of public open space throughout the site (Class 1 and Class 2), including archaeological parks, playgrounds and play areas, Multi-use Games Area (MUGA), in addition to ancillary open space areas of c. 2.3ha.
  - b) Pedestrian/cycle connections within the proposed development and to Baile na Móna and Rathbeale Road, with provision for future connections.
3. Provision of 580 no. car parking spaces (505 no. residential spaces, consisting of 209 no. in-curtilage residential spaces and 296 on-street residential spaces, and 75 no. visitor spaces), including 19 accessible spaces and 17 no. EV charging spaces; and 1,009 no. cycle parking spaces comprised of 809 no. secure spaces for house units and 110 no. secure spaces for apartment units (including 12 no. spaces for cargo cycles) and 72 no. spaces for the proposed crèche (including 12 no. secure spaces, of which 2 no. spaces are for cargo cycles, and 60 no. visitor spaces), and 18 no. short-stay visitor spaces throughout the development.
4. Associated site and infrastructural works including construction of a bus turn-around, provision for water services, foul and surface water drainage and associated utilities, vehicular, pedestrian/cycle connections to the permitted Mooretown Phase 1 residential development (permitted under Reg. Ref. LADP/002/24), and Sustainable Urban Drainage Systems (SuDS), including permeable paving and swales.
5. The proposed application includes all site enabling and development works, landscaping works, PV panels, bins stores, plant, storage, boundary treatments, ESB substations, lighting, servicing, signage, and all site development works above and below ground.

This report examines the site location, context, and planning history. It also has regard to issues of compliance with relevant legislation, the *Fingal County Development Plan 2023-2029* (including adopted variations), Section 28 Guidelines, and other relevant guidance against which the development will be considered having regard to principles of proper planning and sustainable development.

An *Environmental Impact Assessment Report* (EIAR) is submitted with the application.

This *Planning Report and Statement of Consistency* should be read in conjunction with the other documentation (reports and drawings) accompanying this application, set out in the schedule included in the Cover Letter to An Coimisiún Pleanála.

## 2 Site Location and Context

### 2.1 Site Location

The site of the proposed residential development is a greenfield site located at Rathbeale Road, Swords, Co. Dublin within the townland of Mooretown, c. 2.5km west of Swords town centre and c. 20km north of Dublin City Centre. The site extends to approximately 14.75ha and is currently characterised by greenfield lands. The subject lands are positioned within an established and expanding residential area and form Phase 2 of the Mooretown lands (Phase 1 is under construction as per FCC Reg. Ref. LADP/002/24), under the ownership of Fingal County Council.

The overall site is bound by several established residential communities including Oldtown to the north, Cianlea to the east and Swords Manor to the south. The existing residential surrounds are largely characterised by detached, semi-detached and terrace dwellings of two to three storeys. To the west, the site adjoins Swords Community College and several permitted development schemes, some currently under construction.

The site of the proposed development is divided into two parcels of land, see **Figure 2-1** below, which are located to the north and south of the current Mooretown Phase 1 residential development (Planning Ref. LADP/002/24) currently under construction. The main vehicular access is via a link road from the residential development of Mooretown Phase 1 (Planning Ref. LADP/002/24) located in the centre of the overall site, which is accessed via Rathbeale Road (R125), and the local street network at Phase 1, to access the northern residential parcel. The R125 provides connectivity to the wider road network, including R132 and the M1 to the east.

The northern parcel of the site is immediately opposite to Rathbeale Archaeological Park located along Rathbeale Road (R125). The eastern border of this parcel is enclosed by the Mooretown Phase 1 development, and the western border broadly comprises a residential estate (Cronan's Park).

The southern parcel is bordered by residential developments, Cianlea (to the east) and Ormond Crescent (to the south), with a permitted development (Planning Ref SHD/012/21), currently under construction located to the west. St Cronan's well is located within the southern site, which once provided water to the Glasmore Abbey ruins, located east of the site, beyond the site boundary. Both the northern and southern parcels contain archaeological remains, which will be retained as open space for the development.

The site is located within the administrative boundary of Fingal County Council (FCC), in the townland of Mooretown. In the *Fingal Development Plan 2023–2029*, the Mooretown lands are zoned RA - Residential Area, with the zoning objective to '*provide for new residential communities subject to the provision of the necessary social and physical infrastructure*'.

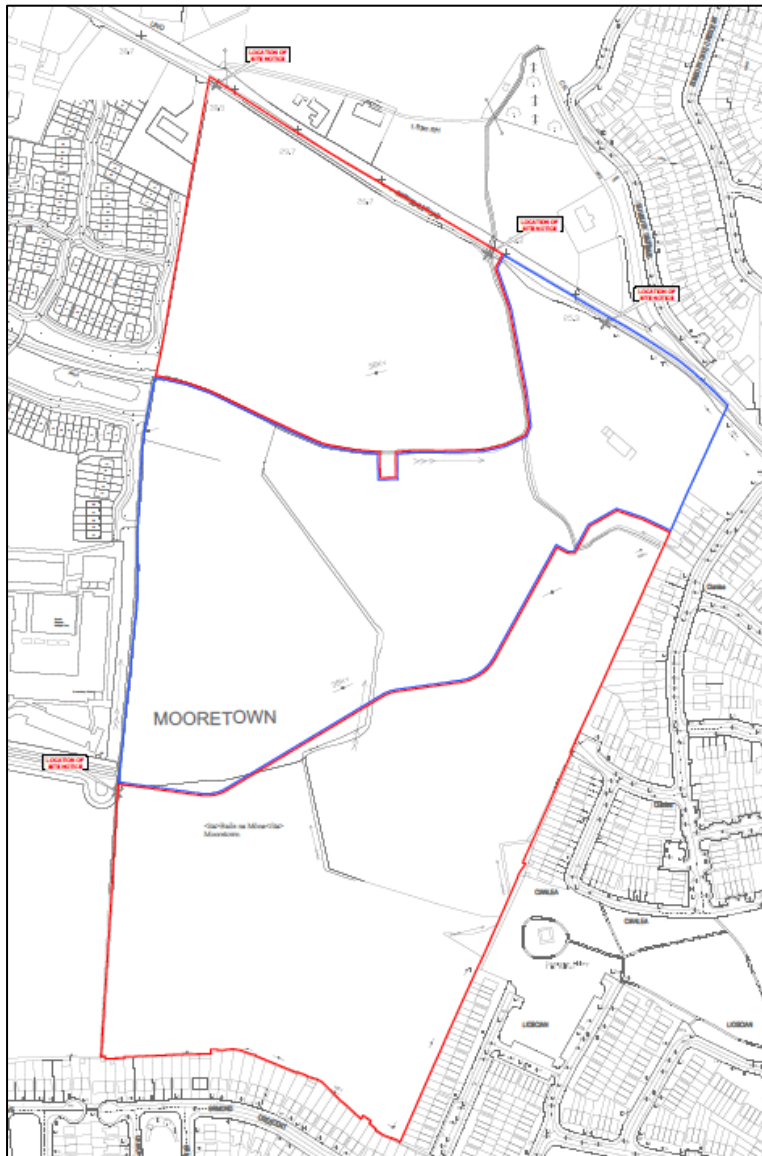


Figure 2-1: Site Location Map (Source: Deady Gahan Architects)

## 2.2 Site Context

Swords is recognised as a ‘Key Town’ within the Development Plan Settlement Hierarchy, with significant heritage and archaeological importance. Landmark features such as Swords Castle and the Round Tower reinforce the town’s historical identity. The area is also well-supported by green infrastructure, with the Ward River and its valley park to the south, and the Rathbeale Archaeological Park immediately to the north of the subject site, contributing to a high-quality natural amenity network.

The subject site is situated at Rathbeale Road, Swords, Co. Dublin, c. 20km north of Dublin City Centre and c. 4km north of Dublin Airport. Swords is considered a primary employment hub for the wider area.

The internal connections within the proposed development will provide easy access from the dwellings to the surrounding amenities. A pedestrian and cycle route is provided along the Link Street of the current Phase 1 of the Mooretown lands providing connectivity to Rathbeale Road for both

Phases 1 and 2 (as proposed), offering convenient access into the town centre, while the proximity of the M1 motorway ensures fast regional connections to Dublin and the northeast corridor.

The subject site is located approximately 2.5 km west of Swords town centre and benefits from strong public transport and road connectivity. The nearest bus stops are situated c. 200m away along Rathbeale Road, accessible via the Link Street delivered under Phase 1. Dublin International Airport lies just 15–20 minutes to the south by car, further strengthening the site's strategic position within a key economic and transport hub. With Swords supported by a comprehensive and expanding public transport network, including the planned Metrolink, the site is well placed to benefit from sustainable mobility options and long-term accessibility at both local and national levels.

The site has a number of archaeological features, notably in the northwest and southeast of the site, where Rathbeale Archaeological Park to the north of Rathbeale Road is proposed to continue into the subject site, and St. Cronan's Well in the southeast. Glasmore Abbey Church parklands lie to the east of the site boundary.

The following sites and monuments have been identified within the curtilage of the site using the NIAH Sites and Monuments Records (SMR):

- DU011-144004: Field system – North west of the site in The Rathbeale Archaeological Park South
- DU011-149: Settlement cluster – East of the site in Glasmore Archaeological Park
- DU011-018: Ritual site - holy well – Southeast of the site in Glasmore Archaeological Park South
- DU011-148: Fulacht fia – Southeast of the site in Glasmore Archaeological Park South.

(See EIAR Chapter 15 of the EIAR for details).

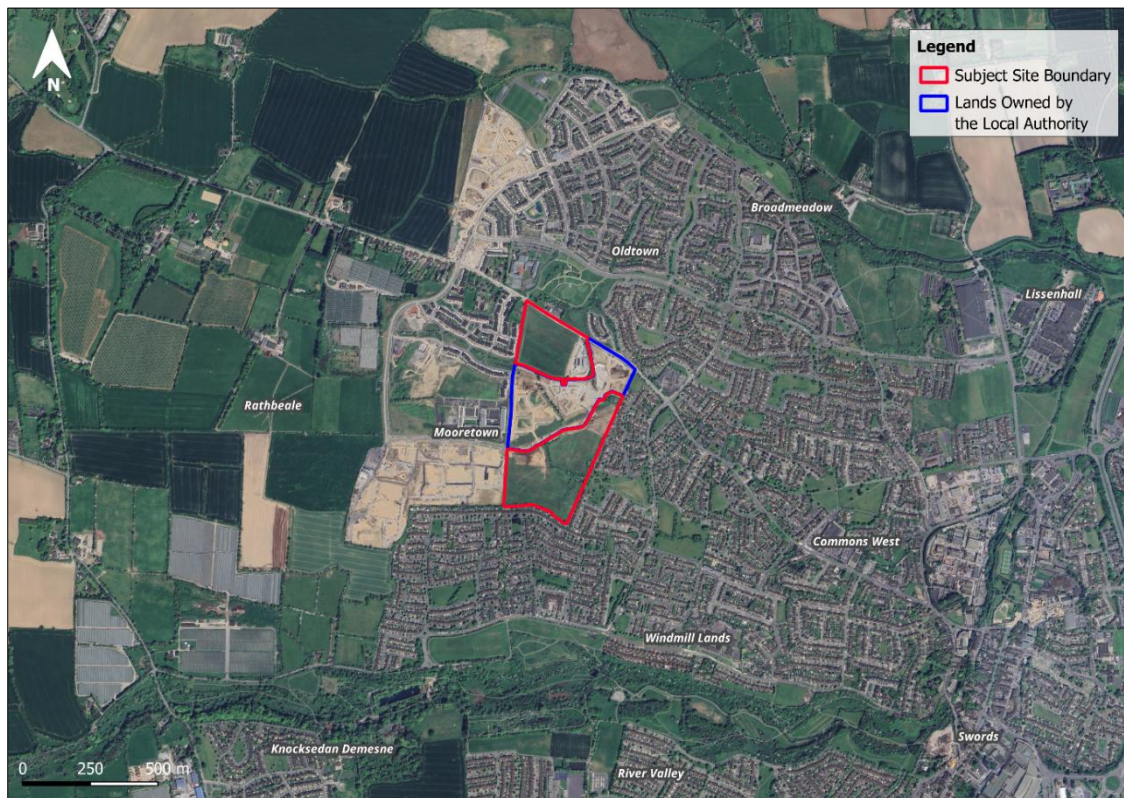


Figure 2-2: Site Location Map Wider Context (Source: QGIS, BSM 2026)

### 3 Planning History

The development of Mooretown reflects the wider growth and transformation of Swords from a historic town into a major suburban and economic centre within Fingal. This planning history review examines development and planning activity in Mooretown (the location of the subject site), and surrounding lands such as Oldtown. **Figure 3-1** below sets out relevant planning history for the area.

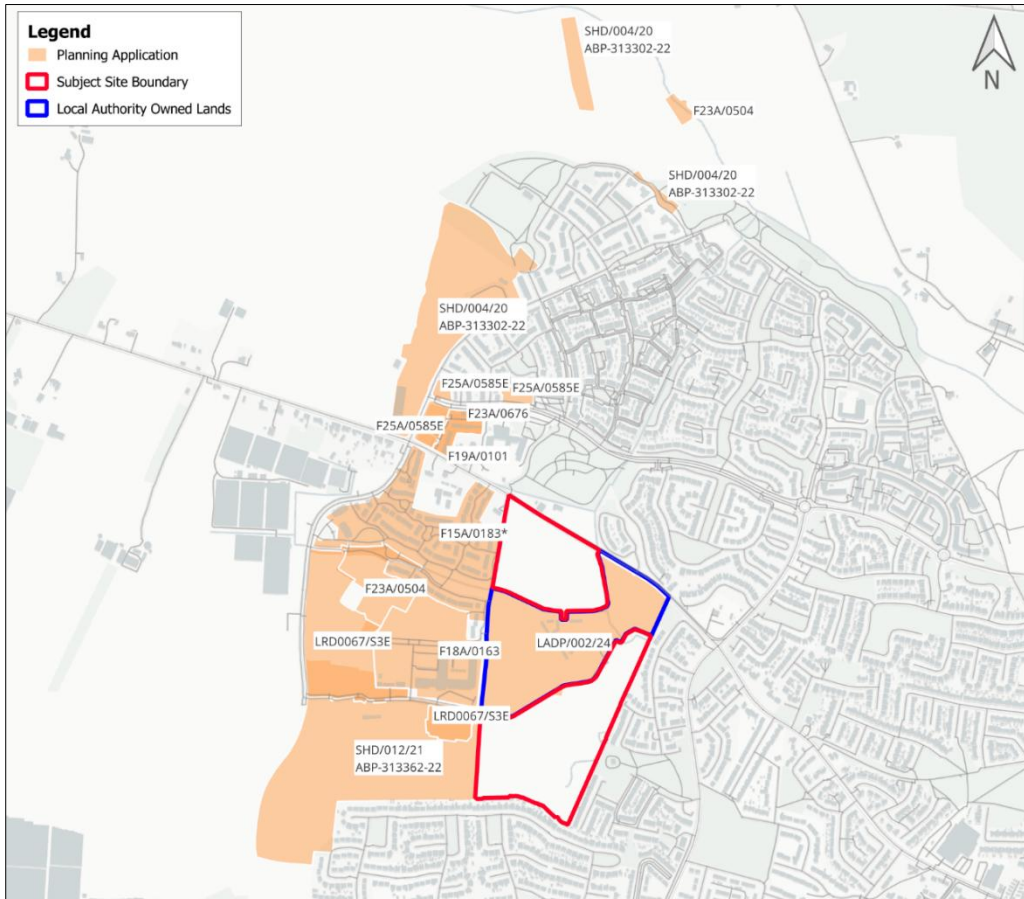


Figure 3-1: Map of planning history adjacent to the subject site (outlined in red). (\*please note that F15A/0183 is the parent permission and has subsequent amendments, as described in the planning history below). (Source: Geohive (DoHLGH, 2026), and QGIS (BSM, 2026)).

#### 3.1 Local Authority Owned Lands

##### 3.1.1 Phase 1 – FCC Reg. Ref. LADP/002/24 (Mooretown Phase 1)

Under Section 179A of the Planning and Development Act 2000, in 2024, Fingal County Council approved a Local Authority own housing development for Phase 1 development at the Mooretown Lands on Rathbeale Road, Mooretown, Swords, Co. Dublin.

The development comprises the construction of 274 no. residential units (187 no. houses and 87 no. duplex/apartments, 2-5 storeys) with a mix of 1–4 bed homes. It includes extensive landscaping with c. 18,065 sq.m of open space, eight pocket parks, and new pedestrian and cycle links. Provision is made for 415 no. car parking spaces and 1,143 no. bicycle spaces, site and infrastructural works, including drainage, SuDS measures, PV panels, utilities, and all associated landscaping and services.

The development was noted at a meeting of the elected representatives of Fingal County Council on 13<sup>th</sup> May 2024 and is currently under construction.

## 3.2 Surrounding Lands

### 3.2.1 FCC Reg. Ref. LRD0067/S3E (LRD & Amendments to Permitted Phase 2A, 3 Extension)

Glenveagh Homes Limited applied for permission on 3<sup>rd</sup> November 2025 for a Large-Scale Residential Development (LRD), including permission for amendments to previously permitted developments (FCC Reg. Ref. F23A/0504 and ABP Ref. 313362-22,) at these 2 no. sites totalling approximately 6.34 Ha in the townland of Mooretown, north-west of Swords, Co. Dublin.

Amendments to Phase 2A include the omission of 3 no. residential units (all 4-bed), the partial realignment of the permitted Cronan's Well Road; and alterations to car parking and landscaping.

Amendment to Phase 3 includes the omission of 196 no. residential units (43 no. 1-bed, 120 no. 2-bed and 33 no. 3-bed), comprising 8 no. houses and 188 no. apartments; and alterations to the internal road network, car parking, crèche drop-off spaces, open space and landscaping.

Permission was sought for a mixed-use development with a gross floor area of 34,055.2 sq.m and ranging in height from 1 no. to 5 no. storeys that principally comprises: 381 no. residential dwellings (89 no. 1-bed, 198 no. 2-bed, 88 no. 3-bed and 6 no. 4-bed) (29,704.9 sq.m), of which 156 no. are houses (84 no. 2-bed, 66no. 3-bed and 6 no. 4-bed) and 225 no. are apartment units (89 no. 1-bed, 114 no. 2-bed and 22 no. 3-bed) (including triplex typologies); 2 no. commercial units (totalling 257.6 sq.m); and a childcare facility (494.2 sq.m).

Permission was also sought for: internal road, cycle and footpath network; modifications to existing road, junction and car parking arrangements at Main Street, including omission of 2 no. crèche drop-off spaces (permitted as part of the Mooretown Phase 3 development), removal of an existing car parking zone and removal/relocation of 3 no. junctions at Main Street; 500 no. car parking spaces; 23 no. motorcycle parking spaces; cycle parking stores and spaces; hard and soft landscaping, including public open space, communal amenity space and incidental open space; private amenity space as gardens, and balconies and terraces facing all directions; public lighting; bin stores; plant rooms; rooftop PV panels, plant and lift overruns; green roofs; 4 no. sub-stations; and all associated works above and below ground.

FCC granted permission on the 6<sup>th</sup> January 2026.

### 3.2.2 FCC Reg. Ref. F25A/0585E (Extension of Duration for Oldtown Phases 2A, 2B and 2C)

Glenveagh Homes Limited applied for permission for development at these 3 no. sites with a combined site area of 1.2 Ha in the townlands of Oldtown and Rathbeale, north-west of Swords, County Dublin. The sites are identified as the remaining, undeveloped portions of the larger plots known as Oldtown Phases 2A, 2B and 2C. As part of the application, permission was sought for amendments to the public open space permitted under Reg. Ref. F23A/0676 at Oldtown Phase 2C.

In total, across all 3 no. sites, permission was principally sought for 74 no. residential units as duplex/triplex apartments (10 no. 1-bed, 54 no. 2-bed and 10 no. 3-bed) with a gross floor area of 6,339.9 sq.m.

Development at the Phase 2A site primarily comprises: 2 no. 3-storey blocks with a total of 20 no. residential dwellings (10 no. 1-bed and 10 no. 3-bed) with a gross floor area of 1,758.0 sq.m; access junction onto Westmill Lane; 3 no. pedestrian/cycle accesses onto Glen Ellan Road; 20 no. car parking spaces; changes to 6 no. existing car parking spaces at Glen Ellan Road to make them EV charging car parking spaces; cycle parking; bin stores; hard and soft landscaping, including communal amenity

space and incidental planting; private amenity space as terraces and balconies; boundary treatments; and all associated works above and below ground.

Development at the Phase 2B site primarily comprises: 1 no. 3-storey block with a total of 12 no. residential dwellings (all 2-bed) with a gross floor area of 1,018.2 sq.m; access junction onto Glen Ellan Road; pedestrian/cycle access onto Oldtown Avenue / Miller's Avenue; 12 no. car parking spaces; cycle parking; bin stores; hard and soft landscaping, including communal amenity space and incidental planting; private amenity space as terraces and balconies; boundary treatments; and all associated works above and below ground.

Development at the Phase 2C site primarily comprises: 2 no. 3-storey blocks with a total of 42 no. residential dwellings (all 2-bed) with a gross floor area of 3,563.7 sq.m; 2 no. access junctions with, and integration into, the earlier stages of Phase 2C development (now known as the Granary); pedestrian/cycle access onto Glen Ellan Road, Rathbeale Road, and Oldtown Avenue / Miller's Avenue; 42 no. car parking spaces; cycle parking; bin stores; hard and soft landscaping, including amendments to public open space permitted under Reg. Ref. F23A/0676, communal amenity space and incidental planting; private amenity space as terraces and balconies; boundary treatments; sub-station; and all associated works above and below ground.

The applicant submitted additional information on 23<sup>rd</sup> October 2025. The development was granted on 22<sup>nd</sup> January 2026 by FCC with 10 no. directives alongside 28 no. conditions requiring, in summary, changes to unit types, various design elements, and layout; a creche within Site 2C; as well as updated drawings and assessments. There is a total of 78 no. units granted as part of this permission.

### **3.2.3 FCC Reg. Ref. F23A/0504 (Phase 2A)**

Gerard Gannon Properties applied for permission on 24<sup>th</sup> August 2023 for development south of Rathbeale Road and to the North of Main Street and to the East of, Mooretown Distributor Road (Western Distributor Link Road), Mooretown, Swords, Co. Dublin.

The proposed development will comprise the construction of 96 no. residential units including 46 no. houses and 50 no. duplex units (25 no. apartment units and 25 no. duplex 'house' units) comprising 25 no. 1-bed units, 55 no. 3-bed units and 16 no. 4-bed units.

A total of 128 no. car parking spaces are proposed and 326 no. bicycle spaces located within external bike stores, landscaping, boundary treatments, public lighting, future pedestrian access to adjoining school lands and all associated site infrastructure are proposed.

Following a Request for Further Information issued by FCC on the 18<sup>th</sup> October 2023, permission was granted on 11<sup>th</sup> of June 2024.

### **3.2.4 FCC Reg. Ref. F23A/0676 (Oldtown Phase 2C Completion)**

Gerard Gannon Properties applied for permission on 8<sup>th</sup> November 2023 for development on lands to the south of Glen Ellan Road, to the east of Miller's Avenue, north of Rathbeale Road, Oldtown, Swords, Co. Dublin.

The proposed development comprised of completing construction from a previously permitted application Reg. Ref. F11A/0473 and its 3 no. subsequent amendments/extensions (F19A/0101 (ABP Reg. Ref. 307003-20), F11A/0473/E1, and F11A/0473/E2).

Following a Request for Further information (RFI), FCC granted planning permission on 19<sup>th</sup> March 2024.

### **3.2.5 FCC Reg. Ref. F18A/0701/E1 (Phase 1A Extension of Permission)**

Gannon Properties applied for permission to extend the duration of permission of Reg. Ref. F18A/0701 and is the first of 3 no. planning applications to revise the parent permission Reg. Ref. F15A/0183 (see **Figure 3-1**). The site is located on lands south of Rathbeale Road, east of Swords Western Distributor Link Road, and north of Watermill Park, Mooretown, Swords, Co. Dublin.

The permission included omission of 43 no. houses and 15 no. apartments (58 no. units in total) and the constructions of 39 no. houses and 60 no. apartments (99 no. units in total), a creche of c. 352 no. sq.m and 153 no. car parking spaces.

Planning permission originally granted under Reg. Ref. F18A/0701 ceased to have effect on 7<sup>th</sup> August 2024 and an extension was sought until 7<sup>th</sup> August 2026. It is noted that construction on the apartments could not proceed with construction due to funding issues.

FCC granted permission for the extension of duration on 8<sup>th</sup> December 2023.

### **3.2.6 FCC Reg. Ref. F15A/0183/E2 (Phase 1 – Watermill Park/Phase 1C Extension of Permission)**

Gannon Properties applied for planning permission on 1<sup>st</sup> November 2023 to extend the duration of permission of FCC Reg. Ref. F18/0701 (amended by F18A/0791, F18A/0752, and F19A/0029) on lands south of Rathbeale Road, Mooretown, Swords, Co. Dublin.

The permission included for the construction of 190 no. houses and 60 no. apartments including 72 no. 4-bedroom houses, 15 no. 3-bedroom houses (3 storeys) and 103 no. 3 bedroom houses (2 storeys). The apartments are within 4 no. blocks consisting of 15 no. apartments comprising 4 no. 1-bed units and 11 no. 2-bedroom units.

Planning permission originally granted under F15A/0183 ceased to have effect on 18<sup>th</sup> March 2024 and an extension was sought until 18<sup>th</sup> March 2026. It is noted in the application that the applicant was unable to commence works on the apartments due to funding issues caused by market volatility and material shortages.

FCC granted planning permission for the extension of duration on 8<sup>th</sup> December 2023.

### **3.2.7 ABP Reg. Ref. 313362 & FCC Reg. Ref. SHD/012/21 (Phase 3 SHD)**

Gerard Gannon Properties applied to An Bord Pleanála (ABP, now An Coimisiún Pleanála) for a Strategic Housing Development (SHD) on lands to the south of Rathbeale Road and to the north and south of Main Street, Mooretown Distributor Road, Celestica/Motorola Site, Swords, Co. Dublin.

The proposed development consists of 650 no. units (265 no. houses and 385 no. apartments), a crèche facility and associated site works.

ABP granted planning permission for the SHD on 30<sup>th</sup> March 2023.

### **3.2.8 FCC Reg. Ref. F18A/0163 (Swords Community College and Primary school)**

The Minister for Education and Skills applied for permission on 29<sup>th</sup> March 2018 for development of new school buildings on lands at Mooretown, off Rathbeale Road, Swords, Co. Dublin.

The development consists of 2 no. new school buildings with a total area of c. 15,913 sq.m including:

(1) Swords Community College – a new part 3, part 2 storey c. 11,397sq.m post-primary school including a new sports hall, 2 no. classroom special needs units and ancillary pupil and staff facilities

(2) A new 2-storey primary school (c. 4,516sq.m) with 24 no. classrooms, 2 no. special needs units, ancillary pupil and staff facilities and a GP hall.

The proposed development also includes for a total of 104 no. car parking spaces (40 no. primary school spaces and 64 no. post primary school spaces), landscaping, ball courts, and soft play areas.

FCC granted planning permission on 26<sup>th</sup> June 2018, and both schools are constructed and operating.

#### 4 Pre-Application Consultation

FCC worked closely with the Design Team throughout the pre-application stage of this significant public housing project. Extensive engagement took place with the various departments of Fingal County Council, including Architects, Planning, Heritage, Water Services, Transport, & Parks.

3 no. pre-planning meetings with FCC were held in total.

The first meeting was held on the 24<sup>th</sup> October 2025 via Microsoft Teams Call. Attendees at the meeting are detailed in **Table 4-1**.

*Table 4-1: Pre-planning Meeting No. 1 Attendees*

Fingal County Council	Applicant and Design Team
Deirdre Fallon (Planning)	T Burns/ P Byrne / R Nieznalski – BSM
Solomon Aroboto (Planning)	E Gahan / L Murphy – DG
Christine Baker (Heritage)	C Kennedy / D de Oliveira – AKM
Philip Grobler (Water Services)	E Munn – Transport Insights
Shane Comaskey (Transport)	S Deery – Courtney Deery
C Brennan (Architecture)	Simon Ronan / Emma – SRLA
F May (Architecture)	Karl Duffy / Colm McEldowney - GVH
D Vaughan (Architecture)	

A second meeting was held on the 27<sup>th</sup> November 2025 via Microsoft Teams call. Attendees at the meeting are detailed in **Table 4-2**.

*Table 4-2: Pre-planning Meeting No. 2 Attendees*

Fingal County Council	Applicant and Design Team
Deirde Fallon (Planning)	T Burns / P Byrne / R Nieznalski / D Ball / S Duffy - BSM
Solomon Aroboto (Planning)	E Gahan / L Murphy - DG
Shane Comaskey (Transport)	C Kennedy / D de Oliveira - AKM
C Brennan (Architecture)	E Munn – Transport Insights

D Vaughan (Architecture)	S Deery – Courtney Deery
A Meagher (Parks)	Simon Ronan – SRLA
	Karl Duffy / Colm McEldowney - GVH

A third meeting was held on the 5<sup>th</sup> February 2026 via Microsoft Teams call. Attendees at the meeting are detailed in **Table 4-3**.

*Table 4-3: Pre-planning Meeting No. 3 Attendees*

Fingal County Council	Applicant and Design Team
Deirde Fallon (Planning)	P Byrne / R Nieznalski / S Duffy - BSM
Solomon Aroboto (Planning)	E Gahan / L Murphy / P Corcoran - DG
Shane Comaskey (Transport)	C Kennedy / D de Oliveira - AKM
C Brennan (Architecture)	E Munn / C O'Reilly – Transport Insights
D Vaughan (Architecture)	S Deery – Courtney Deery
A Meagher (Parks)	S Ronan / A Oldakowski – SRLA
P Grobler (Water Services)	K Duffy / C McEldowney – GVH
C Baker (Heritage)	

## 5 Statement of Consistency

### 5.1 National Planning Policy

#### 5.1.1 Project Ireland 2040 – National Planning Framework (First Revision)

Project Ireland 2040 contains two key plans: the National Planning Framework (NPF) and the National Development Plan Framework (NDP) which in tandem seek to achieve ten strategic outcomes including:

1. Compact Growth;
2. Enhanced Regional Accessibility;
3. Strengthen Rural Economies and Communities;
4. Sustainable Mobility;
5. A Strong Economy, supported by Enterprise, Innovation and Skills;
6. High-Quality International Connectivity;
7. Enhanced Amenity and Heritage;
8. Transition to a Low Carbon and Climate Resilient Society;
9. Sustainable Management of Water and other Environmental Resources; and
10. Access to Quality Childcare, Education and Health Services.

In April 2025, the Houses of the Oireachtas approved the adoption of the First Revision of the National Planning Framework which builds on the NPF which was initially drafted in 2018, to reflect the changing needs of Ireland in the time that has elapsed since.

One of the key objectives of the revised NPF relates to compact growth. The plan seeks to achieve development in strategic areas in the existing residential footprint of cities, towns and villages in order to achieve effective density and consolidation, rather than more sprawl of urban development. In this regard, the following National Policy Objectives (NPOs) have been included:

NPO 8: *“Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints and ensure compact and sequential patterns of growth.”*

NPO 9: *“Deliver at least 30% of all new homes that are targeted in settlements other than the five Cities and their suburbs, within their existing built-up footprints and ensure compact and sequential patterns of growth.”*

NPO 13: *“Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.”*

NPO 20: *“In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.”*

NPO 42: *“To target the delivery of housing to accommodate approximately 50,000 additional homes per annum to 2040.”*

The proposed development seeks to provide sustainable growth in housing within the footprint of Swords, utilising appropriate compact development, whilst providing high-quality homes, of a suitable mix of tenure and household size.

The NPF requires homes to be constructed in places that can support sustainable development. This includes places that are accessible to a range of local services, can encourage the use of public transport, walking and cycling, and help tackle climate change. The proposed development is responding to the existing strong demand in the area and in a location that is highly accessible to both existing local facilities and public transport routes to the City Centre.

The proposed project is consistent with the objectives of the NPF in that it will deliver a high-quality residential development within the Dublin Metropolitan area, in proximity to public transport services providing access to Dublin City.

While the proposed development will be delivered on a greenfield site directly adjacent to an existing settlement, it is situated on lands that have been zoned by FCC for residential development of this nature. It will provide a mix of units in terms of tenure and housing typology, at a density permissible at Swords, and in accordance with the NPF NPOs.

### **5.1.2 Delivering Homes, Building Communities 2025-2030: An Action Plan on Housing Supply and Targeting Homelessness**

*Delivering Homes, Building Communities 2025-2030: Action Plan on Housing Supply and target Homelessness* is the Government’s latest housing plan (‘the Housing Plan’), launched in November 2025. This plan supersedes the previous *Housing for All* (2021) plan.

The Housing Plan's aim targets the construction of 300,000 no. homes up to 2030, including 72,000 no. social homes and 90,000 no. affordable housing supports and there is no upper limit on housing delivery envisaged over the plan period.

The Plan contains two key pillars:

### **1. Pillar 1: Activating Supply**

Activating supply centres on removing structural barriers to homebuilding, such as unlocking land, reforming planning, delivering infrastructure and creating conditions for investment. It also involves boosting construction capacity, adopting modern methods of construction and addressing vacancy and dereliction to bring homes back into use.

### **2. Pillar 2: Supporting People**

Pillar 2 is aimed at making homes accessible and affordable, particularly those who are most at-risk of homelessness or those waiting on housing lists around the country. It focuses on tackling homelessness and precarious living conditions, protecting children and families, increasing social and affordable housing output and improving rental security. It generally supports homeownership, seeking to give new buyers the opportunity to put down roots, while revitalising villages, towns and cities.

The Housing Plan identifies the need for the involvement of private developers to aid in the delivery of the required number of homes as outlined over the lifetime of the Plan. It seeks to support the delivery of a wide range of unit types suitable for different types of households and increasing housing supply.

The proposed development comprises a Part 10 (under section 175) residential scheme by FCC on Mooretown lands. As a local authority-led scheme, the development represents a direct response to identified housing need within the FCC administrative area and aligns with the objectives of the Housing Plan to increase the supply of social and affordable homes.

The scheme will deliver 360 no. residential units, comprising a mix of houses, apartments and duplexes, with varying quantities of bedrooms with each unit type. Please refer to **Section 6.2** for more details regarding unit mix.

#### **5.1.3 Planning Design Standards for Apartments: Guidelines for Planning Authorities 2025**

In July 2025, the Minister for Housing, Local Government and Heritage issued the *Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025* ('the Design Standards') under Section 28 of the *Planning and Development Act 2000, as amended*. The design standards supersede the previous guidelines in relation to apartment design; *Sustainable Urban Housing: Design Standards for New Apartments, Guidelines for Planning Authorities 2022 (updated July 2023)*, which are now revoked.

The Design Standards are cognisant of the latest updates to the NPF and increasing pressure to accelerate the delivery of housing. The matters dealt with in the guidelines include apartment mix, internal space standards, dual aspect ratios, floor to ceiling heights, apartment to stair/lift core ratios, storage space, and amenity space.

Please refer to the *Housing Quality Audit* prepared by Deady Gahan Architects for a detailed demonstration of the compliance of the proposed units with the relevant guidelines, design standards and SPPRs as appropriate.

Further details of the proposed development in accordance with the design standards are set out in **Section 6** of this Report.

It is noted that the Design Guidelines are currently subject of legal proceedings, however they remain in effect unless otherwise stated by any court rulings.

#### **5.1.4 Urban Development and Building Heights, Guidelines for Planning Authorities (December 2018)**

The Urban Development and Building Height Guidelines identify that as reflected in the *‘National Planning Framework ... that there is significant scope to accommodate anticipated population growth and development needs, whether for housing, employment or other purposes, by building up and consolidating the development of our existing urban areas’* and that *‘securing compact and sustainable urban growth means focusing on reusing previously developed ‘brownfield’ land, building up infill sites (which may not have been built on before) and either reusing or redeveloping existing sites and buildings, in well serviced urban locations, particularly those served by good public transport and supporting services, including employment opportunities’*.

The Guidelines reference NPO 13 (from the NPF), which states that:

*“...in urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well designed high quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected”* (page 5).

It recognises that in meeting the challenge set out above new approaches to urban planning and development are required and that securing an effective mix of uses within urban centres is critical. To bring about this increased density and increased residential development in urban centres the Guidelines state that *“significant increases in the building heights and overall density of development is not only facilitated but actively sought out and brought forward by our planning processes and particularly so at local authority and An Bord Pleanála levels”* (page 5).

As identified in the Guidelines:

*“newer housing developments outside city and town centres and inner suburbs, i.e. the suburban edges of towns and cities, typically now include town-houses (2-3 storeys), duplexes (3-4 storeys) and apartments (4 storeys upwards). Such developments deliver medium densities, in the range of 35-50 dwellings per hectare net. Such developments also address the need for more 1 and 2 bedroom units in line with wider demographic and household formation trends, while at the same time providing for the larger 3, 4 or more bedroom homes across a variety of building typology and tenure options, enabling households to meet changing accommodation requirements over longer periods of time without necessitating relocation”*.

The Guidelines identify that development proposals for more mixed heights can provide for a more attractive streetscape and should move away from 2-storey dominated approaches. Heights proposed in the development range from 2-5 no. storeys which effectively integrates with the surrounding existing context consolidating the development of this urban area. Please refer to the *Architectural Design Statement* prepared by Deady Gahan Architects for more detailed information regarding height, and also **Section 6.4** of this report.

### 5.1.5 Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

The *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* ('the Compact Settlement Guidelines') supersede the *Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities (2009)*. The Compact Settlement Guidelines set out policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.

Since the publication of the Residential Density Guidelines 1999 and subsequent 2009 guidelines, planning authorities have been recommended to promote increased residential densities at appropriate locations. The Compact Settlement Guidelines note that:

*"...given the NPF priorities for compact growth [...], the Government considers that it is necessary to expand on the number of density bands contained in the 2009 Guidelines in order to ensure that densities are efficient while, at the same time, tailored to settlement context."* (page 16).

Within the Compact Settlement Guidelines, area and density ranges are set out considering factors such as proximity to high-frequency public transport, to maximise the return on public transport investment. The Compact Settlement Guidelines further identify the importance of delivering higher densities based on site accessibility. The density of the proposed development reflects the overall size of the site, and the proximity to high frequency public transport routes, which facilitates denser development. The site for the Phase 2 development has a density of c. 41 dwellings per hectare (dph).

Within these guidelines, area and density ranges are set out as applicable. The Mooretown lands are considered an 'urban extension' of Swords as a Metropolitan Town of over 1,500 population, as follows:

*"Suburban areas are the low density car-orientated residential areas constructed at the edge of the town, while urban extension refers to greenfield lands at the edge of the existing built-up footprint that are zoned for residential or mixed-use (including residential) development. It is a policy and objective of these Guidelines that residential densities in the range 35 dph to 50 dph (net) shall generally be applied at suburban and edge locations of Metropolitan Towns, and that densities of up to 100 dph (net) shall be open for consideration at 'accessible' suburban / urban extension locations (as defined in Table 3.8)".*

The subject site achieves a density of c. 41 dph in accordance with the density parameters set out above. Please refer to **Section 6.4** of this report for further details on proposed density.

### 5.1.6 Urban Design Manual – A Best Practice Guide (2009)

The *Urban Design Manual – A Best Practice Guide (2009)* (the UDM) sets out a series of 12 no. criteria which it recommends should be used in the assessment of planning applications. The *Architectural Design Statement* prepared by Deady Gahan Architects and submitted as part of the documentation, sets out how the proposed scheme responds to these criteria in detail.

Neighbourhood:

- Context – How does the development respond to its surroundings?
- Connections – How well connected is the new neighbourhood?

- Inclusivity – How easily can people use and access the development?
- Variety – How does the development promote a good mix of activities?

Site:

- Efficiency – How does the development make appropriate use of resources, including land?
- Distinctiveness – How do the proposals create a sense of place?
- Layout – How does the proposal create people friendly streets and spaces?
- Public Realm – How safe, secure and enjoyable are the public areas?

Home:

- Adaptability – How will the buildings cope with change?
- Privacy & Amenity – How does the scheme provide a decent standard of amenity?
- Parking – How will the parking be secure and attractive?
- Detailed Design – How well thought is the building and landscape design?

The criteria above have been given due consideration in the design of the proposed development. A response to the UDM criteria and their relationship to the proposed development is set out in the *Architectural Design Statement* prepared by Deady Gahan Architects.

#### 5.1.7 Quality Housing for Sustainable Communities: Design Guidelines

The *Quality Housing for Sustainable Communities: Design Guidelines* (the ‘quality housing guidelines’) were published by the (then) Department of the Environment, Heritage and Local Government in 2007.

While the quality housing guidelines have not been directly superseded by any subsequent publications in their entirety, some elements have been changed by other publications, even where it may not directly note that it supersedes particular portions of the quality housing guidelines. Additionally, some elements of the housing quality guidelines have simply been rendered out of date by changing building standards or other national policies or guidelines, for example, the parts that relate to the provision of gas and oil boilers, and solid fuel storage and burning.

The quality housing guidelines are broken into 5 no. core sections:

1. Site Selection;
2. Design Brief, Procurement, and Cost Control;
3. Urban Design Objectives in the Provision of Housing;
4. Scheme Layout and Design; and
5. Dwelling Design.

The mission statement of the quality housing guidelines is stated as follows:

*“The purpose of these Guidelines is to assist in achieving the objectives for Delivering Homes, Sustaining Communities contained in the Government Statement on Housing Policy which focuses on creating sustainable communities that are socially inclusive by:*

- *promoting high standards in the design and construction and in the provision of residential amenity and services in new housing schemes;*
- *encouraging best use of building land and optimal utilisation of services and infrastructure in the provision of new housing;*
- *pointing the way to cost effective options for housing design that go beyond minimum codes and standards;*

- *promoting higher standards of environmental performance and durability in housing construction;*
- *seeking to ensure that residents of new housing schemes enjoy the benefits of first-rate living conditions in a healthy, accessible and visually attractive environment; and*
- *providing homes and communities that may be easily managed and maintained.”.*

Most relevant to the planning stage of the delivery of the subject scheme, are Sections 3, 4, and 5, relating to urban design, scheme layout and design, and dwelling design respectively.

With regard to urban design objectives and scheme layout, in summary the quality housing guidelines seek to create neighbourhoods that are “compact, energy efficient and high quality urban development; accessibility via public transport networks and also meeting the needs of the pedestrian and cyclist; provision of a good range of amenities and services within easy; and safe walking distance of homes”. The proposed development has been designed having regard to the best practices for urban design, with the layout having been informed largely by the *Mooretown Framework Plan* prepared by BSM and agreed with FCC (see **Section 5.3.2** for further details). This ensures that there is suitable balance of open space, massing, density, height and sensible cadastral patterns and street layouts. Please refer to the *Architectural Design Statement* prepared by Deady Gahan Architects.

The houses, apartments and duplex units proposed have been designed considering the principles outlined in the quality housing guidelines, where relevant. This includes ensuring that the proposed units are adaptable to different ways of living over the course of occupancy, sustainable design (utilising modern building standards and orientation for solar gain), include required and expected features, etc. Some of the design details have been superseded by publications including the *Sustainable Residential and Compact Settlements Guidelines for Planning Authorities* (see **Section 5.1.5**), and thus the proposed development is designed in accordance with the latest standards.

Please refer to the *Architectural Design Statement* prepared by Deady Gahan Architects, alongside the architectural drawings also prepared by DGA.

#### **5.1.8 Design Manual for Urban Roads and Streets (2019)**

*The Design Manual for Urban Roads and Streets* (DMURS) was adopted by the Department of Transport and the Department of Environment (now Housing) in 2013 and updated in 2019. It sets out design guidance and standards for constructing new and reconfiguring existing urban roads and streets in Ireland. It also outlines practical design measures to encourage more sustainable travel patterns in urban areas.

The proposed development is the outcome of an integrated urban design and landscaping approach to create lower traffic speeds through the development and thereby facilitating a safer environment for pedestrians and cyclists. Transport Insights, alongside the rest of the design team, has interrogated DMURS principles to ensure the final layout provides a high-quality urban development consistent with both surrounding existing and proposed development.

A DMURS Statement of Consistency (included within the *Engineering Infrastructure Assessment Report*) has been prepared by Transport Insights and is submitted as part of the subject planning application.

#### **5.1.9 Cycle Design Manual 2023**

*The Cycle Design Manual 2023* (CDM) was published by the NTA in 2023, superseding the *National Cycle Manual* (NCM) which had been published by the NTA in 2011. The CDM built upon developments and learning from the NCM, and details design standards and guidelines for the design of cycling

infrastructure, covering a broad range of applications and receiving environment conditions ensuring that a suitable solution is put in place.

The CDM outlines 5 no. main requirements that create cycle-friendly infrastructure:

- Safety;
- Coherence;
- Directness;
- Comfort; and
- Attractiveness.

Having regard to these requirements, there are 6 no. key design principles:

1. Safe system approach;
2. Promoters of cycle facilities should cycle;
3. Network approach;
4. Segregation;
5. Everyday mobility; and
6. Universal design and inclusive mobility.

The proposed development has been designed taking the CDM into account having regard to the provision of cycle facilities.

The subject site is well positioned within the strategic cycling framework set out in the Greater Dublin Area Cycle Network Plan, published by the National Transport Authority.

The R125 and Mooretown Western Distributor Link Road have been classified as a secondary cycle link. Murrough Road, to the east of the site, is classified as a primary radial cycle link. In addition, a feeder cycle route is indicated to run west from Murrough Road through existing residential areas and the proposed development to link with the Mooretown Western Distributor Link Road.

The proposed development shall facilitate this cycling link. Expansion of dedicated cycling facilities in Swords shall enhance options for sustainable local mobility, with the planned interurban routes enabling longer distance travel.

It is also noted that the Phase 1 access road shall include active travel facilities with pedestrian and cycle infrastructure present on both sides of the carriageway.

More detail about the proposed cycle infrastructure can be found in **Section 6.6** and *Traffic and Transport Assessment* by Transport Insights, and the *Infrastructure Report* prepared by AKM.

#### **5.1.10 Guidelines for Planning Authorities on Childcare Facilities (2001)**

The *Guidelines for Planning Authorities on Childcare Facilities (2001)* indicate that Development Plans should facilitate the provision of childcare facilities in appropriate locations. These include larger new housing developments where planning authorities should require the provision of a minimum of one childcare facility with 20 no. places for each 75 no. dwellings.

Childcare provision across Phases 1 and 2 of the Mooretown development will be facilitated within the childcare facility proposed in the Phase 2 development. This is in addition to existing and proposed childcare services within the surrounding area.

This is further set out in the *Community & Social Infrastructure Report, and Schools and Childcare Audit* prepared by BSM, which is submitted as part of this planning application.

#### **5.1.11 Guidelines for Planning Authorities on The Planning System and Flood Risk Management (2009)**

The *Guidelines for Planning Authorities on The Planning System and Flood Risk Management* introduce comprehensive mechanisms for the incorporation of flood risk identification and management into the planning process. In accordance with these guidelines, a Flood Risk Assessment (FRA) has been prepared for the current Part 10 (under section 175) planning application by AKM and is included in Section 8 of the *Infrastructure Report*. The primary objective of the FRA is to inform a site design that can manage the impacts of surface water across the site without negatively impacting areas off the site.

The FRA concludes that *“Whilst residential developments are considered highly vulnerable to flooding it has been determined that the residual flood risk from any source is low”*. Please refer to Section 8 of the *Infrastructure Report* prepared by AKM, submitted as part of this planning application documentation.

#### **5.1.12 EIA Directive (2014/52/EU)**

Environmental Impact Assessment (EIA) is derived from the EIA Directive of 1985 and its three amendments, which have been replaced and codified by Directive 2011/92/EU of 13th December 2011. Directive 2011/92/EU was amended in 2014 by Directive 2014/52/EU. Together these comprise the EIA Directive, which aims to afford a high level of protection for the environment and human health. It requires that an assessment of a project’s likely significant effects on the receiving environment, where relevant, before development consent is given. The EIA Directive is transposed into Irish legislation in the Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended).

The Environmental Impact Assessment Report (BSM, 2026) submitted with this planning application has been prepared in accordance with Section 175 of Part X of the Planning and Development Act 2000 (as amended) and Part 10 and Schedule 6 of the Planning and Development Regulations 2001 (as amended). Please refer to **Section 0** for more detailed information, and the EIAR submitted with the application documentation.

#### **5.1.13 Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities**

European sites (Special Areas of Conservation (SACs) and Special Protection Areas (SPAs)) make up a network of sites designated for nature conservation under Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (the ‘Habitats Directive’) and Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (the ‘Birds Directive’).

Under Article 6(3) of the EU Habitats Directive and Part XAB of the Principal Act of 2000, any plan or project not directly connected with or necessary to the management of a European site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site’s conservation objectives.

An *AA Screening Report* has been prepared by BSM to accompany this planning application, in accordance with the AA guidelines and relevant legislation, regulations and precedent. Please refer to

**Section 7.1** for more information regarding the AA screening process, and the Appropriate Assessment Screening Report submitted with this application documentation.

#### **5.1.14 Climate Action Plan 2025**

The Climate Action Plan 2025 (CAP25) is the third Climate Action Plan prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021. CAP25 was published on 15<sup>th</sup> April 2025 and implements carbon budgets, sectoral emissions ceilings and sets out a roadmap for taking decisive actions to halve emissions by 2030 and ultimately reach net zero emissions no later than 2050.

A supplementary Annex of Actions was approved and published on which sets out the measures and actions that will support the delivery of Ireland's climate action ambition. These actions are set across a range of chapters and disciplines.

The proposed development has been designed to assist in achieving actions and policies as set out in the CAP25 and is set out in documents supporting this Planning Application including the *Environmental Impact Assessment Report* prepared by BSM.

## **5.2 Regional Planning Policy**

### **5.2.1 Eastern & Midland Regional Assembly Regional Spatial & Economic Strategy 2019-2031 (2019)**

The *Regional Spatial and Economic Strategy* (RSES) is a strategic plan and investment framework to shape the future development of the Eastern & Midland Region to 2031 and beyond. The region is the smallest in terms of land area but the largest in population size and is identified as the primary economic engine of the State.

The Strategy identifies that the region *"is home to over 800,000 households, with 4 out of 5 living in conventional housing while apartments account for around 18% of our housing stock. One of the challenges facing the region is the continued growth rates of household formation coupled with a severe slowdown in the development of new housing stock during the economic recession, resulting in housing supply and affordability pressures in both sale and rental markets, particularly in Dublin and urban areas but affecting all of the region"*.

The subject site is located within the Dublin Metropolitan Area, as designated by the RSES. The Metropolitan Area Strategic Plan (MASP) which is part of the RSES seeks to focus on a number of large-scale strategic sites, based on key corridors that will deliver significant development in an integrated and sustainable fashion. The subject site is to the west of the planned Metrolink from Charlemont to Swords and will unlock significant long-term capacity in Swords - Lissenhall and in South Fingal - Dublin Airport.

Swords is identified as a 'Key Town' within the RSES which are described as *"large economically active service towns located within the Dublin Metropolitan Area, with high quality transport links and capacity for increased residential and employment densities at strategic nodes"* (page 72).

Policy Objectives relating to Housing Delivery include:

RPO 5.4: *"Future development of strategic residential development areas within the Dublin Metropolitan area shall provide for higher densities and qualitative standards as set out in the 'Sustainable Residential Development in Urban Areas' 'Sustainable Urban Housing; Design Standards for New Apartments' Guidelines, and 'Urban Development and Building Heights Guidelines for Planning Authorities"*.

As well as calling for increased residential density in the Dublin Metropolitan Area, the RSES emphasises the need for healthy placemaking, i.e. “*integration of better urban design, public realm, amenities and heritage to create attractive places to live, work, visit and invest in*” and “*sustainable communities to support active lifestyles including walking and cycling*”.

The proposed development provides a high-quality design integrating into the existing and proposed development at Mooretown and includes for a high-quality public realm incorporating soft landscaping and secure cycle and pedestrian routes.

### 5.2.2 Greater Dublin Area Transport Strategy 2022-2042

The *Greater Dublin Area Transport Strategy 2022-2042* (‘the transport strategy’), as prepared by the National Transport Authority (NTA), has arisen from a review of the original 2016 strategy and provides a framework for the planning and delivery of transport infrastructure and services in the Greater Dublin Area (GDA) over the next two decades. It also provides a transport planning policy around which statutory agencies involved in land use planning, environmental protection, and delivery of other infrastructure such as housing, water and power, can align their investment priorities. It is, therefore, an essential component, along with investment programmes in other sectors, for the orderly development of the GDA over the next 20 years.

The Strategy identifies the challenges for transport in the GDA as being:

- Climate change;
- Recovery from the COVID-19 Pandemic Development Patterns;
- Revitalisation of the City Centre and Town Centres;
- Transformation of the Urban Environment;
- Ensuring Universal Access;
- Serving rural development;
- Improving Health and Equality; and
- Delivery and Implementation of Transport Schemes.

It is considered that since the publication of the transport strategy in 2016, economic and population growth has continued to substantially increase and as such the objective of the plan are critical to ensuring a functional GDA region. The 2022-2042 transport strategy takes this growth into account accordingly.

The proposed development has been designed in proximity to existing public transport networks and supports proposed plans for expansion (such as BusConnects Dublin) thereby reducing the requirement on the car and encouraging a shift to more sustainable transport methods. The development will integrate into the existing fabric of Swords, including into the transportation network, through the provision of infrastructure such as bus stops and a bus turning point, to accommodate the expansion of public transport services into the area for future residents. The proposed development will support the transport strategy, through the provision of high-quality pedestrian and cycling infrastructure, and community services minimising the need to travel by private car.

For more information regarding the transportation arrangements of the proposed development, please refer to the *Traffic & Transport Assessment* prepared by Transport Insights.

### 5.3 Local Planning Policy

This section provides an overview of consistency with local planning policy.

It should be noted for context, that overall lands at Mooretown were previously subject of the Oldtown Mooretown Local Area Plan (2010-2016) (as extended to July 2020). The LAP included c. 111.5ha of Greenfield lands at the western development of Swords zoned to provide new residential communities. While this LAP has now expired, it informed the subsequent *Mooretown Framework Plan* (see **Section 5.3.2** for further details), prepared to inform the development of these lands.

### 5.3.1 Fingal Development Plan 2023 – 2029 (as varied)

The site is located within the administrative area of Fingal County Council and is therefore subject to the land use policies and objectives contained within the *Fingal Development Plan 2023-2029 (as varied)* ('the Development Plan'). The site is located within Swords, the county town of Fingal. The following areas are considered of relevance:

#### Strategic Vision

The Strategic Vision aims to “embrace healthy placemaking and economic prosperity through building cohesive and sustainable communities, where our cultural, natural and built environment is protected” (per Section 1.2 of Chapter 1 of the Written Statement of the Development Plan).

Section 1.4 of Chapter 1 of the Written Statement of the Development Plan sets out the Strategic Policy through a series of 13 no. Strategic Objectives delivering the main aims of the Plan. In particular, Objectives Nos. 2, 3, 7 and 12 relate to the Subject Site’s Development which aim to:

- Objective 2: *“Continue the development of a network of well-serviced, well-connected, sustainable neighbourhoods which have a range of facilities, a choice of tenure and universally designed acceptable house types, promote social inclusion and integration of all minority communities”.*
- Objective 3: *“Ensure new residential development is of the highest quality, endorsing the principles of healthy placemaking, enabling life cycle choices and physical, community, recreation and amenity infrastructure are provided in tandem, to create sustainable, healthy, inclusive and resilient communities”.*
- Objective 7: *“Ensure the highest quality of public realm and urban design principles are applied to all new developments, ensuring developments contribute to a positive sense of place and local distinctiveness of an area and facilitate the universal design approach into all developments.”.*
- Objective 12: *“Protect, conserve and enhance the built and cultural heritage of Fingal, through promoting awareness, utilising relevant heritage legislation and ensuring good quality urban design principles are applied to all new developments. The principle that well planned and integrated development enhances the sustainability, attractiveness and quality of an area should be at the centre of any proposal.”.*

The proposed development supports the achievement of these objectives through the delivery of a new residential community which is of a high-quality design, well-connected, provides high quality public and private open space and links to existing community uses, which will contribute to a sustainable community.

#### Core Strategy and Settlement Hierarchy

Chapter 2 of the Development Plan identifies the quantum, location and phasing of development for the Development Plan period that is consistent with regionally defined population targets and

settlement hierarchy (derived from the RSES – please see **Section 5.2.1**). It reflects the availability of existing services, planned investment, sequential development and environmental requirements (i.e. an evidence-based approach in determining the suitability of lands for zoning purposes).

Table 2.20 of the Development Plan identifies Swords as a “Key Town” which is defined as follows:

*“Large economically active service and/or county towns that provide employment for their surrounding areas and with high-quality transport links and the capacity to act as growth drivers to complement the Regional Growth Centres”.*

The Development Plan notes the town’s strategic location, strong connectivity to the national road network, the Dublin–Belfast Economic Corridor, and its links with Dublin Airport.

The Plan links the future sustainable development of Swords to the delivery of MetroLink, integrated public transport such as BusConnects, active travel networks, and town centre regeneration, emphasising compact growth, infill and brownfield development, the rejuvenation of Main Street, and the *Sustainable Swords Project* as key to public realm enhancement and healthy placemaking. (Page 81)

We note the following policies in relation to the Core Strategy and general settlement policy objectives:

- *Policy CSP1 – “Promote and facilitate housing and population growth in accordance with the overarching Core Strategy to meet the needs of current and future citizens of Fingal.”*
- *Policy CSP2 – “Support the implementation of and promote development consistent with the National Strategic Outcome of Compact Growth as outlined in the NPF and the Regional Strategic Outcome of Compact Growth and Regeneration as set out in the RSES.”*
- *Policy CSP18 – “Promote residential development addressing the current shortfall in housing provision and meeting target guidance figures, through a co-ordinated planned approach to developing appropriately zoned lands at key locations, including regeneration areas, and vacant and underutilised sites.”*
- *Objective CSO26 – “Promote development which incorporates a high quality, sustainable and inclusive approach to proposals in the Dublin City and Suburbs Area, which are supported by sustainable means of travel and which create locally distinctive neighbourhoods and positively contribute to the existing built and natural heritage.”*

Additionally, the following policies and objectives relate to Swords ‘Key Town’ designation:

- *Policy CSP26 – “Promote and facilitate the long-term consolidation and growth of Swords as a Key Town including the provision of key enabling public transport infrastructure, including MetroLink and BusConnects, in accordance with the relevant provisions of the NPF, RSES and the MASP.”*
- *Policy CSP27 – “Support objectives to achieve a minimum of 30% of housing in the Key Town of Swords by way of compact growth through the identification of key sites for regeneration.”*
- *Policy CSP30 – “Support the continued development of Swords as a vibrant Key Town with a thriving economy; an integrated public transport network; an attractive and highly accessible built environment with the highest standards of housing, employment, services, recreational amenities and community facilities.”*
- *Objective CSO44 – “As set out in Tables 2.15, 2.16, 2.17, 2.18 and 2.19:*

- *Implement existing Local Area Plans and Masterplans within Swords.*
- *Prepare and implement Local Area Plans for identified areas.*
- *Prepare and implement Masterplans for identified areas.*
- *Prepare and implement Frameworks for identified areas within Swords.”*

Having regard to the above, it is put forward that the proposed development is consistent with the core strategy of the Development Plan.

### **Sustainable Placemaking and Quality Homes**

The Development Plan states that, *“healthy placemaking seeks to promote quality of life through the creation of healthy and attractive places to live, work, visit, invest and study in.”* In this regard, Objective SPQHO1 of the Development Plan aims for creations of sustainable communities:

*“Ensure that proposed residential development contributes to the creation of sustainable communities and accords with the Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, DEHLG 2009 (and any superseding document) and companion Urban Design Manual – A Best Practice Guide, DEHLG 2009 and the Design Manual for Urban Roads and Streets (DMURS) (as revised).”*

Moreover, Objective SPQHO2 of the Development Plan sets the Key Principles, seeking to:

- *“Support development which enhances the quality of the built environment, promotes public health, and supports the development of sustainable, resilient communities. In particular development which supports the following key principles will be supported:*
- *Demonstrates compliance with the Guiding Principles for the creation of healthy and attractive places as set out in Healthy Placemaking, Regional Spatial and Economic Strategy (RSES) 2019–2031.*
- *Promotes the development of healthy and attractive places to live, work, socialise and recreate through the delivery of high-quality public realms and open spaces which encourage physical activity and support wellbeing.*
- *Is inclusive of all members of society, all genders, non-binary, or none, irrespective of age, or levels of mobility.*
- *Advocates a universal design approach and is socially inclusive.*
- *Prioritise sustainable, active transport modes by e.g., providing safe cycle lanes and by facilitating public transport services in conjunction with State agencies to meet the needs of the community and to provide access to local services.*
- *Encourages the development of car free neighbourhoods and streets, where appropriate.*
- *Contributes to our climate goals.”*

In addition to these design-led principles, FCC prioritises the delivery of a balanced housing stock under Objective SPQHO11, which aims to:

*“Ensure that adequate and appropriate housing is available to meet the needs of people of all incomes and needs including marginalised groups within our communities, including but not limited to, Traveller households, older persons, people with disabilities, and the homeless, through an appropriate*

*mix of unit types, typologies and tenures provided in appropriate locations and in a manner appropriate to specific needs".*

It is submitted that the proposed development is consistent with the above-mentioned criteria and contributes positively to the healthy placemaking goals of the Development Plan.

### **Community Infrastructure and Open Space**

Chapter 4 of the Development Plan outlines objectives and policies that support the development of community infrastructure and open space. The Plan focuses on ensuring that residents have access to a range of quality facilities and healthy environments to foster local identity and community spirit. In this regard, Objective CIOSO5 of the Development Plan requires that FCC:

*"Ensure proposals for large scale residential developments include a community facility, unless it can be established that the needs of the new residents can be adequately served within existing or committed community facilities in the area".*

Furthermore, the Plan establishes the provision of public open space to ensure a diverse network of attractive, sustainably managed open spaces. Under Objective CIOSO38, the Council seeks to:

*"Require a minimum public open space provision of 2.5 hectares per 1000 population. For the purposes of this calculation, public open space requirements are to be based on residential units with an agreed occupancy rate of 3.5 persons in the case of dwellings with three or more bedrooms and 1.5 persons in the case of dwellings with two or fewer bedrooms".*

Regarding community and social infrastructure, the Development Plan prioritises healthy placemaking by ensuring that residential growth is matched by the timely provision of social services. A requirement for developers of large-scale residential schemes (50 no. or more units) is the submission of a Community and Social Infrastructure Audit to identify existing service gaps and justify the need for new facilities. Community facilities are viewed as vital for social inclusion and reducing isolation.

Childcare and early learning facilities are identified as essential components for the economic and social wellbeing of Fingal's young population. The provision of appropriate childcare is a mandatory requirement for new residential and mixed-use developments, in accordance with the provisions of the *Childcare Facilities Guidelines for Planning Authorities 2001* or any superseding Guidelines.

The proposed development reflects a strong commitment to the delivery of a crèche, public open space, and cycle and pedestrian links throughout the development, supporting both the proposed residential development and neighbouring permitted and existing developments.

Childcare provision is appropriately addressed within the development, ensuring facilities are located where they can best serve the local population. A two-storey crèche is proposed, with an internal area of c. 670 sq.m and external play space.

A *Community and Social Infrastructure Report and Schools and Childcare Audit* has been prepared by BSM. It considers appropriate community facilities in line with the scale of the development and local context.

Public open space is thoughtfully planned and meets the required quantitative and qualitative standards. It is accessible, well-distributed throughout the development, and designed to be safe, inviting, and suitable for all age groups, with dedicated children's play areas incorporated where appropriate.

It is submitted that the proposed development is consistent with the above-mentioned criteria and provides for the timely delivery of community infrastructure and open space in accordance with the Fingal Development Plan.

### Connectivity and Movement

The Development Plan addresses the need for careful development and management of mobility infrastructure and behaviours, in accordance with national and regional plans and strategies such as the National Transport Authority's (NTA) *Transport Strategy for the Greater Dublin Area 2022-2042* and the *National Sustainable Mobility Policy*. It emphasises the strengthening of the integration of land-use and transport planning with a priority focus on increased provision of walking, cycling, and public transport infrastructure.

Policy CMP3 of the Development Plan aims for an integrated approach to land-use and transportation, seeking to:

*“Provide for an integrated approach to land-use and transportation aimed at minimising the demand for travel and prioritising sustainable modes of transport including walking, cycling and public transport”.*

Moreover, Objective CMO3 of the Development Plan supports high-density development along strategic corridors, seeking to:

*“Support and facilitate high-density, mixed-use development and trip intensive uses along public transport corridors and to ensure the integration of high-quality permeability links and public realm in conjunction with the delivery of public transport services through plan frameworks to generate and reinforce sustainable patterns of compact growth and development in the County”.*

The Plan prioritises the increased provision of high-quality, walkable, and accessible public realm and safe, attractive cycling facilities to make active travel the natural choice for everyday shorter trips. It seeks to maintain and improve the pedestrian and cyclist environment by promoting a network of routes which link residential areas with schools, employment, and public transport stops. These measures are underpinned by universal design to ensure that all aspects of the built environment are safe and accessible to all regardless of age or ability.

The proposed development is fully consistent with FCC's sustainable transport and mobility policies and objectives. It promotes a compact, well-connected urban form that encourages a shift towards more sustainable modes of transport, such as walking, cycling, and public transport. The location and layout of the development minimises the need for private vehicle travel and supports active and low-carbon mobility options. The proximity to the town centre of Swords and key public transport nodes encourages active travel and public transport use.

High-quality pedestrian and cycle infrastructure is prioritised throughout the scheme, promoting a highly permeable, safe and accessible space for people of all ages and abilities. The strategy provides active travel connections within the site and also enabling connections beyond the development site including public transport nodes and local amenities, building on potential linkages set and facilitating cycle connections set out in the GDA Cycle Network Plan.

As part of the proposed development, a bus turning facility is proposed. The facility has been requested by the NTA to support the potential future provision of bus service(s) directly to the site. In addition, bus parking facilities are also proposed. The proposed bus facilities layout has been designed in collaboration with the NTA including in line with the NTA's Bus Stop Guidance document.

Furthermore, swept path analysis of the proposed layout has been undertaken (as per NTA guidance) to ensure suitability to accommodate the NTA's design vehicle (a single deck bus model).

The proposed development includes a sustainable approach to urban mobility, land use, and street design, and supports the delivery of an accessible, climate-resilient, and vibrant community. As such, the proposed development is consistent with the connectivity and movement policies and objectives.

### Land Use Zoning

The subject site is zoned 'RA – Residential', pursuant to Zoning Map No.8, which, as per Chapter 13 of the Written Statement of the Development Plan, has an overall objective to 'provide for new residential communities subject to the provision of the necessary social and physical infrastructure.'. Please refer to **Figure 5-1**.

The vision for 'RA – residential' zoned lands is to 'ensure the provision of high quality new residential environments with good layout and design, with adequate public transport and cycle links and within walking distance of community facilities. Provide an appropriate mix of house sizes, types and tenures in order to meet household needs and to promote balanced communities.'

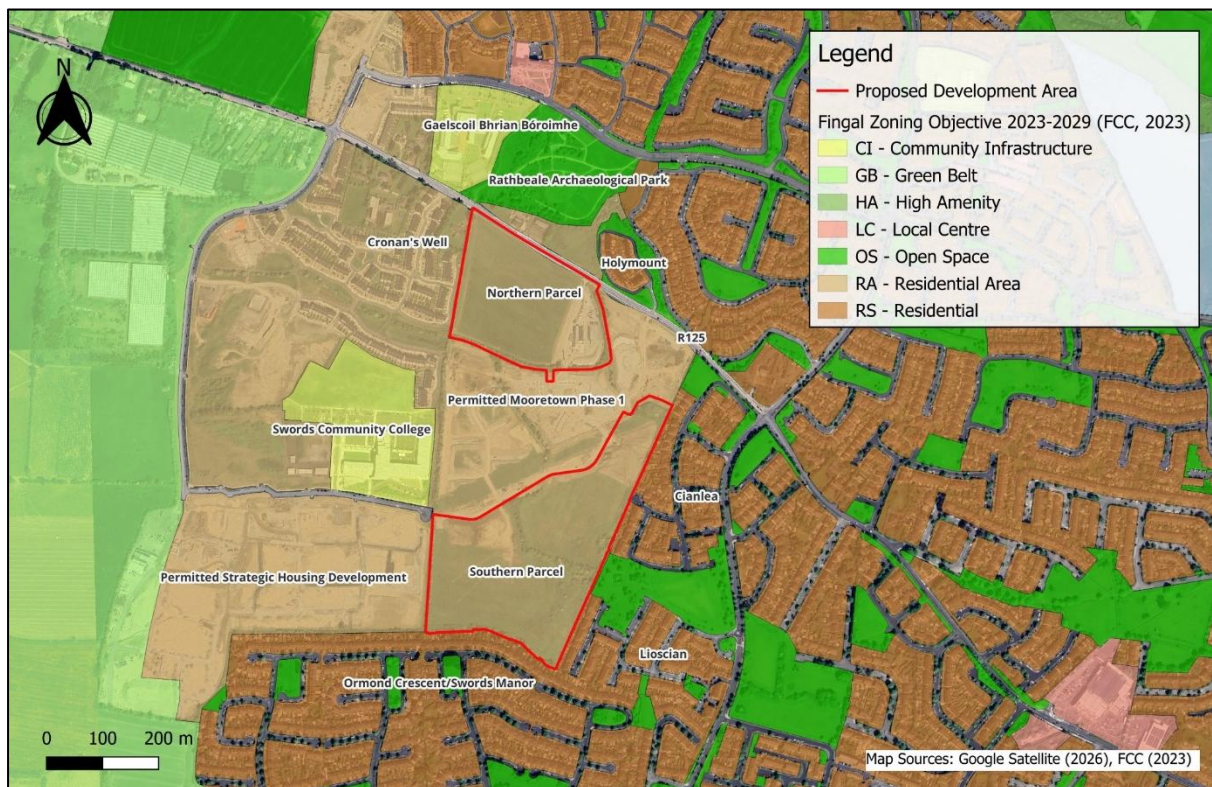


Figure 5-1: Land Use Zoning Map of Mooretown, zoned RA – Residential Area (Source: FCC Development Plan 2023-2029, BSM Annotation, 2026)

Uses permitted in principle on 'RA – Residential' includes the following:

Bed and Breakfast, **Childcare Facilities**, Community Facility, Education, Guest House, Office Ancillary to Permitted Use, **Open Space**, **Residential**, Residential Care Home/Retirement Home, Retirement Village, Sheltered Accommodation, Traveller Community, Accommodation, Utility Installations (**emphasis** added by BSM).

The proposed development is therefore in accordance with the 'RA – Residential' land use zoning objective of the Development Plan.

There is 1 no. recorded monument located to the northwest, and 2 no. to the south-east of the site. The recorded monument is a classified Field System (SMR number DU011-144004) as per Appendix 6 of the Development Plan. Please refer to the EIAR Chapter 15 *Cultural Heritage, Archaeology, and Architectural Heritage* prepared by Courtney Deery for further details.

A dashed green line runs along the northern boundary of the subject site and refers to preserving views.

The Development Plan notes *'when assessing views and prospects it is not proposed that this should give rise to the prohibition of development along these routes, but development, where permitted, should not hinder or obstruct these views and prospects and should be designed and located to minimise their impact'* (page 360).

In accordance with Objective GINHO60, the proposed development has been designed with respect to the preserved views designation. See Chapter 14 of the EIAR for further details.

### Green Infrastructure Themes

Green infrastructure and natural heritage are deeply connected to planning policy, and the Development Plan aims to address relevant environmental issues and protect and preserve the natural heritage of the county.

All proposals for development must take account of the Fingal's Strategic Green infrastructure (GI) resources and ensure that these are protected, managed and enhanced as new development takes place. Development proposals must seek to provide for the protection and provision of green infrastructure which addresses the GI themes identified in the Development Plan in a coherent and integrated manner.

The 5 no. GI themes set out in the Development Plan include Biodiversity, Parks, Open Space and Recreation, Sustainable Water Management, Archaeological and Architectural Heritage, and Landscape. The following themes are set out below:

The Council has identified a number of key Green Infrastructure (GI) themes which are further reinforced through the following objectives:

*Objective GINHO3 – "Make provision for biodiversity within public open space and include water sensitive design and management measures (including SuDS) as part of a sustainable approach to open space design and management."*

*Objective GINHO7 – "Provide a range of accessible new parks, open spaces and recreational facilities accommodating a wide variety of uses (both passive and active), use intensities and interests."*

*GINHO8 – "Provide attractive and safe routes linking parks and open spaces and other related features such as cultural sites and heritage assets as an integral part of green infrastructure provision, where appropriate and feasible."*

*Objective GINHO12 – "Ensure the provision of new green infrastructure addresses the requirements of functional flood storage, the sustainable management of coastal erosion, and links with provision for biodiversity, Sustainable Drainage Systems (SuDS) and provision for parks and open space wherever possible and appropriate."*

GINHO14 – “Seek the provision of green roofs and green walls as an integrated part of Sustainable Drainage Systems (SuDS) and which provide benefits for biodiversity, wherever possible.”

GINHO15 – “Limit surface water run-off from new developments through the use of appropriate Sustainable Urban Drainage Systems (SuDS) using nature-based solutions and ensure that SuDS is integrated into all new development in the County.”

GINO17 – “Protect, conserve and enhance landscape, natural, cultural and built heritage features, and support the objectives and actions of the Fingal Heritage Plan.”

GINO18 – “Ensure, wherever possible and appropriate, that elements of the archaeological and heritage landscape are fully integrated into proposals for new developments at the project design stage.”

GINHIO20 – “Where new residential development is proposed, seek, where appropriate to maximise the use and potential of existing parks, open spaces and recreational provision, by upgrading and improving the play and recreational capacity of these existing facilities through development contributions in lieu of new open space or play provision.”

Objective GI36 – “Promote biodiversity gain by allocating a proportion of Council owned land currently leased for farming for the purposes of rewilding and biodiversity initiatives over the lifetime of this Plan.”

FCC provides a number of ‘Green Infrastructure Maps’ (Map Sheet 14, 15 and 16) within their Development Plan. We note the following objectives in **Table 5-1** which are reflected on these maps.

Table 5-1: Green Infrastructure Map Objectives (Source FCC Development Plan 2023-2029)

Map	Objectives
Green Infrastructure 1 – Map 14	Map 14 does not identify any specific Green Infrastructure objectives on the site.
Green Infrastructure 2 – Map 15	Map 15 does not identify any specific Green Infrastructure objectives on the site.
Green Infrastructure 3 – Map 16	Map 16 identifies a ‘river’ and associated potential flood risk to the north of the site.

Green Infrastructure 1 – Map 14 sets out Landscape Character Areas for the County. In relation to these areas, Policy GINHP9 – Landscape Character sets out:

*“Ensure green infrastructure provision responds to and reflects landscape character including historic landscape character, conserving, enhancing and augmenting the existing landscapes and townscapes of Fingal which contribute to a distinctive sense of place.”*

Section 9.6.14 of the Development sets out the Development Plan’s Landscape Character Assessment for Fingal which assess Fingal’s landscape by types, values and sensitivities. The subject site, as shown below in **Figure 5-2**, is within Rolling Hills with Tree Belts landscape character lands and the Development Plan notes *“The protected views (R108 (St Margaret’s to Naul Road) and R125 (Swords to Ashbourne Road), tree belts and undulating lands also add value to the area. An important quality is the archaeological heritage in Swords”*. This landscape character is categorised as having a modest value and low in landscape sensitivity.

Key principles of the landscape strategy involve:

- Protect
- Preserving existing tree belts
- Establishing riparian corridors along watercourse
- Preserving natural boundaries

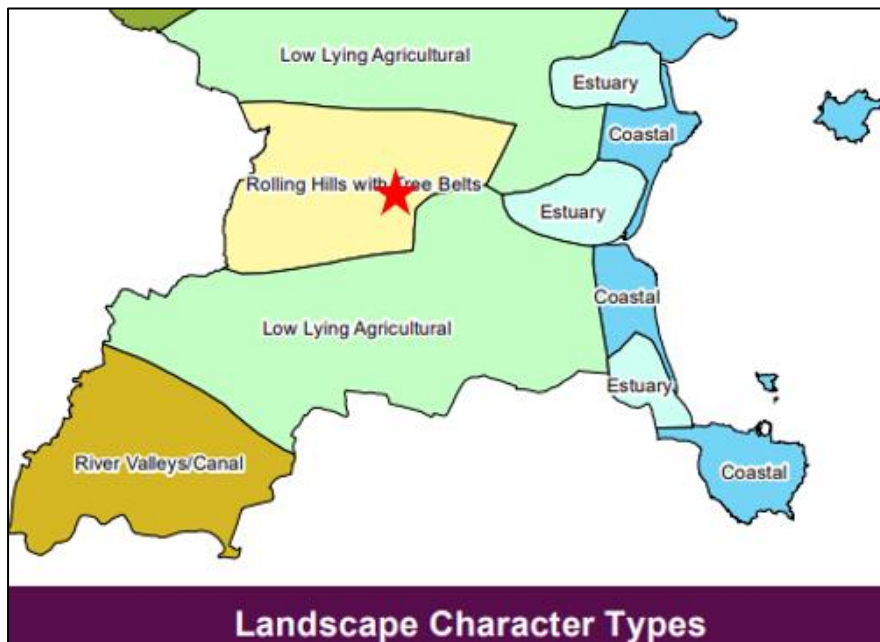


Figure 5-2: Extract from Fingal Green Infrastructure Map 1 (Source: FCC Development Plan 2023-2029) (Red Star indicate Mooretown lands).

For further details relating to Green Infrastructure please refer to the *Landscape Design Statement* and Landscape Drawings prepared by Simon Ronan Landscape Architects and *Infrastructure Report* prepared by AKM.

### Heritage, Culture and Arts

The Development Plan clearly outlines the priorities of Fingal County regarding the preservation, protection and enhancement of heritage, culture and arts, particularly with regard to future proposed development. The site holds archaeological features that contribute to its cultural significance and sense of identity. Therefore, it is important to have sufficient regard to the policies and objectives related to heritage for the proposed development.

FCC recognises heritage as a finite and irreplaceable resource that contributes significantly to the identity, wellbeing, and sense of place within Fingal. The strategic aims for the County include integrating good heritage management into planning and promoting heritage-led regeneration to ensure that new developments respect and enhance the historical urban fabric.

Regarding the archaeological value of the subject site, Policy HCAP4 and Objective HCAO1 of the Development Plan favour the preservation in-situ (or at a minimum, preservation by record) of all sites and features of historical and archaeological interest.

In this regard, Objective HCAO7 aims to:

*“Ensure archaeological remains are identified and fully considered at the very earliest stages of the development process, that schemes are designed to avoid impacting on the archaeological heritage”.*

Furthermore, where a site holds identified archaeological potential, Objective HCAO8 and accompanying standards require the submission of an Archaeological Impact Assessment to ensure remains are fully considered before any works commence.

To protect the setting of such assets, Objective HCAO10 seeks to:

*“Ensure that development within the vicinity of a Recorded Monument or Zone of Archaeological Notification does not seriously detract from the setting of the feature and is sited and designed appropriately”.*

Beyond physical remains, the Plan emphasises the importance of intangible and linguistic heritage in new developments. To support the Irish language and local identity, Objective HCAO63 requires the Council to:

*“Ensure that the naming of mixed residential and mixed-use schemes reflect local history, folklore and/or place names and are stated in the Irish language”.*

It is submitted that the proposed development is consistent with the above-mentioned criteria and provides for the sensitive management and celebration of the site’s heritage value in accordance with the Fingal Development Plan. Chapter 15 of the EIAR provides an assessment of the proposed development on the Cultural Heritage, Archaeology, and Architectural Heritage of the area.

## Development Management Standards

The Development Plan (Chapter 14 of the Written Statement) sets out development management standards and criteria to promote sustainable and efficient development. Objectives relevant to the proposed development are set out below:

### **High Quality Urban Design & Healthy Placemaking**

‘Objectives DMS04 - Key Principles to consider in the achievement of Healthy Placemaking’ and ‘DMS05 - Design Statement’ as set out in Section 14.4 of the Development Plan seek to ensure that a quality of place is designed for delivery from early planning stages. In this regard, the *Architectural Design Statement* prepared by Deady Gahan Architects addresses each of these objectives.

In particular, ‘Objective DMS05 – Design Statement’ of Chapter 14 of the Written Statement of the Development Plan states (Section 14.4.2, pg. 526) *“All medium to large scale planning applications (in excess of 5 residential units or 300 sq.m of retail/ commercial/office development in urban areas) or as otherwise required by the Planning Authority shall be accompanied by a Design Statement to address the contextual and design issues which have been taken into consideration as part of the scheme”.*

It is further provided that a Design Statement shall:

- *Explain the design principles and design concept of the scheme.*
- *Demonstrate how the twelve urban design criteria (as per the Urban Design Manual – A Best Practice Guide) have been considered when designing schemes in urban areas. Each of the twelve criteria is of equal importance and must be considered in an integrated manner.*

- *Outline how the development meets the Development Plan Objectives, and the objectives of any Local Area Plan, Masterplan, Framework Plan or other similar Plan affecting the site.*
- *Include photographs of the site and its surroundings. Include other illustrations such as photomontages, perspectives, sketches.*
- *Outline detailed proposals for open space and ensure the provision of open space is designed in from the beginning when designing a new scheme.*
- *Outline a detailed high quality open space and landscape design plan including specifications, prepared by suitably qualified professionals.*
- *Outline how Green Infrastructure integrates into the scheme.*
- *Demonstrate how the proposed scheme contributes in a positive manner to the public realm and to the local context.*
- *Provide detail in relation to all intended finishing materials to be applied throughout the scheme, including an overall materials palette demonstrating sustainability for the scheme, its context and the streetscape.*

Please see *Architectural Design Statement* and *Housing Quality Assessment* and drawings prepared by Deady Gahan Architects, and *Landscape Design Statement* and drawings prepared by Simon Ronan Landscape Architects, for details in compliance with the above.

#### **Design Criteria for Residential Development**

Section 14.6 of 'Chapter 14 – Development Management Standards' of the Development Plan, sets out design criteria for Residential Development in Fingal. The following areas have been carefully considered by the Design Team:

- *Design and Layout:* The proposed layout of the scheme has been designed in accordance with the national, regional and local policy as set out in Chapter 3 of this Report and in accordance with section 14.6.1 of the Plan.
- *Mix of Dwellings:* The development will provide a sustainable mix of unit types, sizes and tenure enabling a choice of housing for a broad range of the population.
- *Residential Density:* The proposed density has been carefully considered in the context of the established urban area in accordance with Guidelines for Planning Authorities on Sustainable Residential Development and Compact Settlements (2024).

#### **Qualitative Residential Development Standards**

The Development Plan (Section 14.6.4) sets out a range of quantitative standards including minimum size of habitable rooms for all houses/ apartments and flats in accordance with national guidelines and standards.

The following general standards apply:

- Objective DMSO19 – New Residential Development Require that applications for residential developments comply with all design and floor area requirements set out in:
  - *Quality Housing for Sustainable Communities – Best Practice Guidelines 2007,*
  - *Sustainable Residential Developments in Urban Areas (SRDUA) (2009)*

- *Sustainable Urban Housing: Design Standards for New Apartments 2022*
- *Objective DMSO20 – Schedule of Accommodation All planning applications for residential development shall be accompanied by a Schedule of Accommodation to demonstrate compliance with housing and apartment standards.*
- *Objective DMSO21 – Floor Plans for Residential Development Require that all planning applications for residential development include floor plans for each room indicating typical furniture layouts and door swings.*

The proposed development has been designed in accordance with national, regional and local planning policy including the Fingal Development Plan 2023- 2029, *Sustainable Urban Housing: Design Standards for New Apartments 2025* (superseding the Design Standards for New Apartments Guidelines 2022, and subsequently updated in 2023) and the *Sustainable Residential Development and Compact Settlement Guidelines 2024* (superseding the Sustainable Residential Development in Urban Areas Guidelines 2009 as set out above).

A *Schedule of Accommodation* has been prepared by Deady Gahan which sets out in tabular format demonstrating the proposed development meeting or exceeding standards set out in planning policy. A complete set of proposed floor plans for each unit type has been prepared by Deady Gahan.

#### **Other Residential Development Standards**

All other residential development standards are fully considered within the proposed development, which is in accordance with the Development Plan, the *Planning Design Standards for Apartment Guidelines for Planning Authorities, 2025* and *Sustainable Residential Development and Compact Settlements Guidelines 2024*.

Objective DMSO24 of the Development Plan states:

*“All applications for apartment development are required to comply with the Specific Planning Policy Requirements (SPPRs), the standards set out under Appendix 1 and general contents of the Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities 2020 (or updated guidance as may be in place at the time of lodgement of the planning application).*

Since the adoption of the Development Plan, the ‘*Planning Design Standards for Apartments-Guidelines for Planning Authorities, July 2025*’ [“the 2025 Guidelines”] have replaced the *Sustainable Urban Housing: Design Standards for New Apartments- Guidelines for Planning Authorities 2020*’, and are therefore considered in the context of this planning application.

The 2025 Guidelines state:

*‘Planning authorities and An Coimisiún Pleanála are required to have regard to the Guidelines and are also required to comply with any specific planning policy requirements (SPPRs) of the Guidelines, within the meaning of Section 28 (1C) of the Planning and Development Act 2000 (as amended) in carrying out their functions under the Act. Accordingly, where SPPRs are stated in this document, they take precedence over any conflicting policies and objectives of statutory plans’.*

As such the proposed development has been assessed against the 2025 Guidelines which take precedence over Development Plan standards. Therefore, accordance with the Apartment Guidelines (2025), as per Objective DMSO24, is set out fully in **Section 6.3**, and within the accompanying documentation.

### 5.3.2 Mooretown Framework Plan

The Phase 1 Development at Mooretown is framed under the *Mooretown Framework Plan*, an overall Framework Plan for the lands, prepared to guide development. (See **Appendix A** setting out the Mooretown Framework Plan prepared by Brady Shipman Martin).

The Framework Plan proposes a new link road through the site connecting the Rathbeale Road to the education hub to the west, in addition to a clear road and access hierarchy to facilitate residential development. It also sets out a series of green corridors and pedestrian and cycle networks across the site which connect to surrounding lands, while protecting archaeological remains. The Framework Plan draws on the Oldtown Mooretown Local Area Plan (2010-2016 as extended to July 2020), with regard to these lands, incorporating linkages and connectivity objectives, in addition to key opportunities and constraints identified. As this LAP is now expired, Fingal County Development Plan 2023-2029, in addition to national policies and objectives, inform the development framework proposals, including proposed density, approach to archaeology, open space considerations, and sustainable drainage strategies.

## 6 Proposed Development

### 6.1 Overall Design Rationale

This application for residential development forms Phase 2 of the Mooretown lands (Phase 1 is under construction as per FCC Reg. Ref. LADP/002/24), under the ownership of Fingal County Council.

Phase 1 comprises 274 no. residential units on a total site area of c. 9.35 ha, and a net developable area of c. 7 ha, and combined now with Phase 2 proposed development of 360 no. residential units, brings a total development of 634 residential units to this important landbank (overall total site area c. 24.1 ha) in the Oldtown-Mooretown area, west of Swords Town Centre.

This application for development proposes 360 no. residential units comprised of 305 no. houses and 55 no. apartment/duplex units (ranging from 2- to 5- storeys), a two-storey crèche (c. 670 sq.m), provision of c. 30,134 sq.m Class 1 open space to the north, and c. 13,200 sq.m Class 2 open space throughout the site including playgrounds, Multi-Use Games Area (MUGA), and natural play areas, in addition to ancillary open space areas (1,280 sq.m), and new pedestrian/cycle links, and all associated services required. All on a total site area of c. 14.75ha with a net developable area of 8.77ha.

The proposed development has been designed to provide high-quality houses and apartments that will contribute positively to Rathbeale Road and deliver much needed housing to Swords and Co. Dublin. The housing mix provides a range of unit types and includes 360 no. residential units comprising:

- 305 no. 2- and 3-storey houses (168 no. 2 beds, 123 no. 3 beds, & 14 no. 4 beds);
- 20 no. own-door duplex units (6 no. 2-storey 2-bed units over 6 no. 1-bed ground floor apartments, and 4 no. 2-bed apartments over 4 no. 2-bed apartments);
- 35 no. apartment units arranged within 1 no. 4-5 storey block, with balconies on all elevations and external amenity areas (12 no. 1-bed units, 15 no. 2-bed units, & 8 no. 3 bed units);

(See Section 1 for full description as per statutory notices).

The proposed site layout, designed by Deady Gahan Architects (DG Architects), is shown in **Figure 6-1** below. **Figure 6-2** and **Figure 6-3** shows the proposed development at each land parcel. Detailed



Planning Application Phase 2 of Mooretown, Swords, Co. Dublin  
 Planning Report and Statement of Consistency



Figure 6-2: Proposed Layout for Development of North Parcel (Source: DG Architects, 2026)



Figure 6-3: Proposed Layout for Development of South Parcel (Source: DG Architects, 2026)

## 6.2 Residential Mix

The proposed scheme provides for 360 total no. residential units comprising of 305 no. houses, 35 no. apartments and 20 no. duplexes (own door). **Table 6-1** details the provided mix in terms of bedrooms per dwelling.

Table 6-1: Proposed Residential Mix

Unit Type	Quantity Proposed	% of Overall Proposed Development
4-Bed	14	3.9%
3-Bed	131	36.4%
2-Bed	197	54.7%
1-Bed	18	5%
<b>Total:</b>	<b>360</b>	<b>100%</b>

All houses, duplexes and apartment units have been designed to achieve a high standard of residential amenity, with careful consideration given to minimising overlooking, providing appropriate separation distances, and ensuring a varied mix of house types to create a visually diverse and attractive streetscape.

The overall proposed layout prioritises permeability, passive surveillance and landscape integration, ensuring that dwellings benefit from good levels of sunlight and passive overlooking of public and communal spaces, while maintaining a sensitive relationship with neighbouring properties.

The proposed unit mix contributes positively to the overall housing mix on Mooretown lands and delivers a balanced range of housing types and densities, supporting sustainable growth and long-term community cohesion in Swords.

Further Development Plan policies relevant to housing mix include:

### Policy SPQHP30 - Social, Affordable and Cost Rental Housing

*“Promote the provision of social, affordable and cost rental housing in accordance with the Fingal County Council Housing Strategy, Part V of the Planning and Development Act 2000, (as amended) by the Affordable Housing Act 2021 and government policy as outlined by the Department of Housing Local Government and Heritage Housing for All – A new Housing Plan for Ireland to 2030.”*

In accordance with Policy SPQHP30, a total of 360 no. residential units are proposed, in accordance with Fingal housing policies.

### Objective SPQHO22– Accessible Housing

*“Fingal County Council recognises the importance of social inclusion and aims to make 30% of social housing should be fully accessible and built with a universal design approach which will mean that the property will be flexible and changed as needed over the course of the occupant’s lifetime.”*

### **Objective DMSO37 – Age Friendly Housing**

*“Require new residential developments in excess of 100 units provide 10% of the units as age friendly accommodation.”*

In total, there are 41 no. Universal Design / Age Friendly units within the development. These are broken down into 35 no. apartments (12 no. 1 beds, 15 no. 2 beds & 8 no. 3 beds) within the apartment block and 6 no. 1 bed ground floor apartments. The 41 no. Universal Design / Age Friendly units equates to 11% of the total number of units in the scheme. This allocation exceeds the 10% target under Objective DMSO37 (Age Friendly Housing) of the Fingal Development Plan.

The proposed unit mix of 1-, 2-, 3-, and 4-bed units, including apartments and house types, enable the creation of a sustainable residential development that provides a greater housing choice and responds to the needs of single people, families, older people and people with disabilities.

Please refer to the *Architectural Design Statement* and the Universal Design Statement prepared by Deady Gahan Architects for further details of the overall housing mix.

## **6.3 Residential Development Standards**

The proposed development has been designed in accordance with the Development Plan standards, as set out in Chapter 14 of the Development Plan (please refer to **Section 5.3.1**), with the *Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities* (‘the Compact Settlement Guidelines’) (see Section 5.1.5), and with the *Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025* (please refer to **Section 5.1.3**) as applicable. Please also refer to the *Architectural Design Statement* prepared by Deady Gahan Architects.

### **6.3.1 Houses**

Details of the design of the proposed houses can be found in the *Architectural Design Statement* and the *Housing Quality Assessment*, both prepared by Deady Gahan Architects, alongside the relevant architectural drawings also prepared by Deady Gahan Architects.

The houses proposed have been designed to comply with relevant standards relating to accessibility, and can facilitate future adaptations by the occupier.

Continuity with Phase 1 of the Mooretown development is maintained through similar house types and material selections in central areas, while an alternative typology is positioned to the east and south, providing a different character. By providing variety in the form of scale, typology, materiality and public realm design, smaller neighbourhoods will be formed within the overall scheme.

The proposed houses are adaptable to respond to potential changing needs over their lifetime. The units are strategically designed to allow the owner to extend into the attic and/or to the rear if they wish as there is sufficient spatial allowances. The scheme uses a mix of house types to adapt to future market changes and to create clearly defined character areas.

Every proposed house on site has been allocated a private amenity space in the form of rear gardens. The layout has been designed to ensure each unit gets a usable garden in line with requirements. The size and depth for private amenity spaces are dictated by the *Compact Settlement Guidelines*, with minimum back-to-back garden depths of 16m achieved (for units with habitable rooms at first floor that overlook the rear garden) and the minimum area requirements for gardens of houses as follows:

- Minimum 30 sq.m. for 2 bed houses;
- Minimum 40 sq.m. for 3 bed houses; and
- Minimum 50 sq.m. for 4 bed houses.

Please refer to the *Housing Quality Assessment* which highlights the compliance of each unit within the development based on the ‘*Quality Housing for Sustainable Communities, Department of the Environment, Heritage and Local Government (2007)*’, the ‘the ‘*Planning Design Standards for Apartments - Guidelines for Planning Authorities (2025)*’, and the ‘*Sustainable Residential Development and Compact Settlements, Guidelines for Planning Authorities (2024)*’.

Please refer to the *Architectural Design Statement* prepared by Deady Gahan, alongside the accompanying architectural drawings, for more information on the proposed houses.

### 6.3.2 Apartments / Duplex Units

Since the adoption of the Development Plan, the ‘*Planning Design Standards for Apartments-Guidelines for Planning Authorities, July 2025*’ [“*the 2025 Guidelines*”] have replaced the *Sustainable Urban Housing: Design Standards for New Apartments- Guidelines for Planning Authorities 2020*’, and are therefore considered in the context of this planning application.

The 2025 Guidelines state:

*‘Planning authorities and An Coimisiún Pleanála are required to have regard to the Guidelines and are also required to comply with any specific planning policy requirements (SPPRs) of the Guidelines, within the meaning of Section 28 (1C) of the Planning and Development Act 2000 (as amended) in carrying out their functions under the Act. Accordingly, where SPPRs are stated in this document, they take precedence over any conflicting policies and objectives of statutory plans’.*

As such the proposed development has been assessed against the 2025 Guidelines which take precedence over Development Plan standards. This section of the Planning Report sets out compliance with these standards in tandem with the detail set out in the *Housing Quality Assessment*, and *Architectural Design Statement*, both prepared by Deady Gahan Architects.

The following Specific Planning Policy Requirements (SPPRs) set out in the 2025 guidelines, are complied with in this proposed development, and further elaborated on below:

SPPR	Meeting / Exceeding Criteria
SPPR 1 – Unit Mix SPPR1 does not identify any restrictions on unit mix	Compliant
SPPR 2 - Minimum apartment floor areas The proposed residential units meet or exceed the minimum standards for apartment sizes under SPPR 2	Compliant (see HQA)
SPPR 3 – Aspect A minimum of 25% of units within a development shall be required to be dual aspect.	Compliant (see HQA)
SPPR 4 – Floor to Ceiling Heights	Compliant (see Apartment Building drawings booklet)

Ground level apartment floor to ceiling heights shall be a minimum of 2.7m.	
SPPR 5 – Lift & Stair Cores There shall be no requirement within statutory plans or within an individual scheme in respect of a minimum number of units per floor per core.	Compliant (see Apartment Building drawings booklet)

The proposed apartment/duplex units meet or exceed the **requirements regarding floor area**. **SPPR 2** of the *Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025* specifies the minimum permissible floor area, as shown in Error! Reference source not found..

*Table 6-2: SPPR 2 Minimum Floor Area Guidelines*

Apartment Type	Minimum Floor Area
Studio apartment (1 person)	32 sq.m
1-bedroom apartment (2 persons)	45 sq.m
2 bedroom apartment (3 persons)	63 sq.m
2-bedroom apartment (4 persons)	73 sq.m
3-bedroom apartment (4 persons)	76 sq.m
3-bedroom apartment (5 persons)	90 sq.m

*Exceedance of minimum floor areas*

Additionally, the apartment guidelines state that at **least 25% of units in any proposed scheme of 10 no. or more apartments** shall exceed the minimum floor area standard for any combination of the relevant 1- (including studios), 2- or -3 bed units, by a minimum of 10%.The proposed development has achieved this by providing 85 no. such units ie. 45% of the overall no. of units exceed the minimum floor area of 10%.

Please see both the *Architectural Design Statement* and the *Housing Quality Assessment*, prepared by Deady Gahan Architects for further detail regarding the compliance with floor area requirements.

*Aspect*

The majority of all apartments are dual or triple-aspect (51 no. of 55 no. which equates to 92% of the apartment / duplex units), exceeding the standards set out in the Planning Design Standards for Apartments, Section 3.4 and SPPR 3. Most of the proposed single aspect units are west-south or south-east facing, overlooking an open space and are located within Apartment Block 01. Please see the *Architectural Design Statement* and *Housing Quality Assessment* prepared by Deady Gahan Architects for further detail.

A *Daylight and Sunlight Analysis* has also been prepared by Modelworks and is included within the application documentation.

**Private amenity space** is also provided for each apartment/duplex unit proposed in accordance with the *Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025*.

The Guidelines identify that *'private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments and balconies or terraces at upper levels. Where provided at ground level, private amenity space shall incorporate boundary treatment appropriate to ensure privacy and security'*.

Private amenity space has been provided for all units, and in all cases meets or exceeds the minimum standards for private open space as per the 2025 Guidelines.

The guidelines state the following with regard to private amenity space:

- Studio 4 sq.m
- 1-bed 5 sq.m
- 2-bed (3 no. people) 6 sq.m
- 2-bed (4 no. people) 7 sq.m
- 3-bed (4 no. people) 7 sq.m
- 3-bed (5 no. people) 9 sq.m

The guidelines also require **that communal amenity space** must be provided within a scheme which can be in the form of courtyards, gardens, roof gardens etc. Both the apartments and duplexes have access to Communal Amenity Space (CAS). Where duplexes are standalone units, they are provided with rear gardens/terraces. The proposed development provides for c. 1,070msq of communal open space, which exceeds the requirement as per the Guidelines of 355msq, as set out in *the Architectural Design Statement*, Schedule of Accommodation, and the *Housing Quality Assessment* prepared by Deady Gahan Architects.

The guidelines require the following minimum communal amenity space areas:

- Studio 4 sq.m
- 1-bed 5 sq.m
- 2-bed (3 no. people) 6 sq.m
- 2-bed (4 no. people) 7 sq.m
- 3-bed (4 no. people) 7 sq.m
- 3-bed (5 no. people) 9 sq.m

Details of the communal amenity space design are included in the *Landscape and Green Infrastructure Report* prepared by Simon Ronan Landscape Architects, and accompanying drawings, including drawing no. L-100 (General Landscape Plan).

In relation to **waste management**, the apartments have access to a communal bin store located externally, in close proximity to the building. Please see AWN Operational Waste Management Plan at Appendix 19.2 of the EIAR, and Deady Gahan *Architectural Design Statement* for further details.

All proposed apartment/duplex units also have sufficient **internal storage space** provided to meet or exceed the standards set under the apartment guidelines, which are as follows:

- Studio 3 sq.m
- 1-bed 3 sq.m
- 2-bed (3 no. people) 5 sq.m
- 2-bed (4 no. people) 6 sq.m
- 3-bed (4 no. people) 6 sq.m
- 3-bed (5 no. people) 9 sq.m

Please see the *Housing Quality Assessment* prepared by Deady Gahan Architects for further detail on storage provided for the proposed units.

#### 6.4 Height & Density

The proposed development is guided by national and local planning policy, delivering a scheme aligned in design, scale and urban structure with its context. A diverse mix of residential typologies supports a balanced community, with higher density development concentrated along the Link Street, including a 4–5 storey apartment block adjacent to a 2-storey crèche to enhance streetscape and accessibility. Continuity with Phase 1 is maintained through similar house types in central areas, while alternative typologies to the east and south provide a distinct character.

The development occupies a total site area of c. 14.75ha with a net developable area of 8.77ha, with a proposed density of c. 41 units/ha, providing 360 no. residential units in total, comprising 305 no. houses, 20 no. own-door duplex apartments and 35 no. apartments.

Height and density are arranged to respond to landscape, ecological and archaeological features, with open spaces and buffer zones integrated into the layout and overlooked by surrounding dwellings. Overall, the proposal delivers a balanced mix of housing types and densities, supporting sustainable growth and long-term community cohesion in Swords.

Please refer to the *Architectural Design Statement* provided by Deady Gahan Architects for more details on height and density.

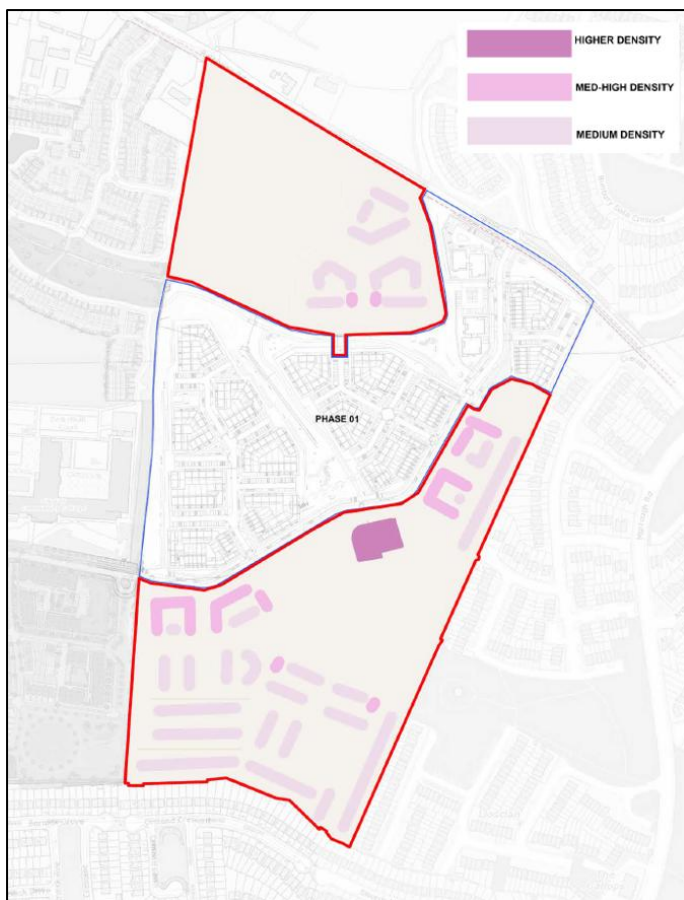


Figure 6-4: Proposed Density (Source: Architectural Design Statement, Deady Gahan Architects 2026)

## 6.5 Open Space and Play Provision

The proposed landscaping layout is landscape-led and heritage-responsive, with a network of open space distributed throughout the site and positioned around retained ecological and archaeological features, protected by buffer zones and overlooked by surrounding homes to ensure passive surveillance.

The proposed development will create 3 no. parks for the use of residents and the public. Rathbeale Archaeological Park South will be located to the north of the site, Glasmore Archaeological Park to the east of the site, and St. Cronan's Well Archaeological Park to the south.

The Rathbeale Archaeological Park South represents a logical extension to Rathbeale Archaeological Park to the north of the Rathbeale Road, into these lands, acknowledging the rich archaeological landscape in this area. This new park represents a Class 1 Open Space of c. 3ha. which is overlooked on two sides, promoting natural surveillance, safety, and a strong sense of place. A pedestrian route runs along the perimeter of the park, improving permeability and connectivity.

The design of the open space in the proposed development incorporates a variety of social spaces to support community interaction, recreation and informal gathering. These spaces accommodate seating areas, play zones, open lawns and kickabout areas, and are designed to be flexible, accessible and safe, with clear sightlines and integration into pedestrian-first routes.

Larger parks provide space for recreation and community use, while smaller pockets of landscape offer variety within the built environment. The Glasmore Archaeological Park includes both informal and formal play areas such as a kickabout lawn, basketball court, play area including play equipment, a mix of soft and hard landscaping, and landscape furniture, respecting the archaeological remains on site. These features establish the open space as a key social hub that integrates with the overall layout of the scheme.

St. Cronan's Well Archaeological Park accommodates both active and passive recreation, providing opportunities for play, relaxation and informal exercise.

Play provision is delivered through a mix of natural incidental play spaces integrated within pathways, landscapes and green corridors, alongside designated play areas that provide safe and stimulating environments for children of all ages. Play areas are located within reasonable proximity to homes to ensure passive surveillance, prioritise safety and support community ownership, whilst not being so close as to create noise disturbance for residents. Multiple pocket parks can be found around the site so that each resident is within walking distance of a public open space. Please refer to *Illustrative Masterplan* prepared by Simon Ronan Landscape Architects for more details. **Figure 6-5** shows an extract of the Illustrative Masterplan identifying the features and locations of the proposed public open spaces.

Approximately 15% (c. 1.32ha) of the developable site area is provided as Class 2 public open space, with additional public amenity spaces also provided that are excluded from this calculation (as they are below 500sq.m as per Development Plan), which complies with the 15% required in the Development Plan. A further Class 1 public open space area (c. 30,134 sq.m) is provided at the northwest of the site, as an extension to the Rathbeale Archaeological Park, already established to the north of Rathbeale Road.

The open space is also delivered in accordance with Objective CIOSO38 of the Fingal Development Plan which states:

*“Require a minimum public open space provision of 2.5 hectares per 1000 population. For the purposes of this calculation, public open space requirements are to be based on residential units with an agreed occupancy rate of 3.5 persons in the case of dwellings with three or more bedrooms and 1.5 persons in the case of dwellings with two or fewer bedrooms.”*

The proposed development includes 215 no. units with two or fewer bedrooms, and 145 no. units with three or more bedrooms. Using the quantities noted in the objective, the expected population for the purposes of open space requirements is c. 830 no. people. This would require c. 2.08ha of open space provision, comprising, as per Development Plan stated intent that *“In general this shall be provided at a ratio of 75% Class 1 and 25% Class 2”*, c.1.56 of Class 1 open space and c. .52ha of Class 2 open space. Noting this requirement, it is proposed to provide c. 3 ha of Class 1 and c.1.32 ha of Class 2 public open space on the site, far exceeding requirements under this Objective (See **Figure 6-6**).

Please refer to *the Landscape and Green Infrastructure Report* and accompanying landscape drawings prepared by Simon Ronan Landscape Architects.



Figure 6-5: Proposed Open Spaces and Amenities (Source: Illustrative Masterplan, SRLA 2026)

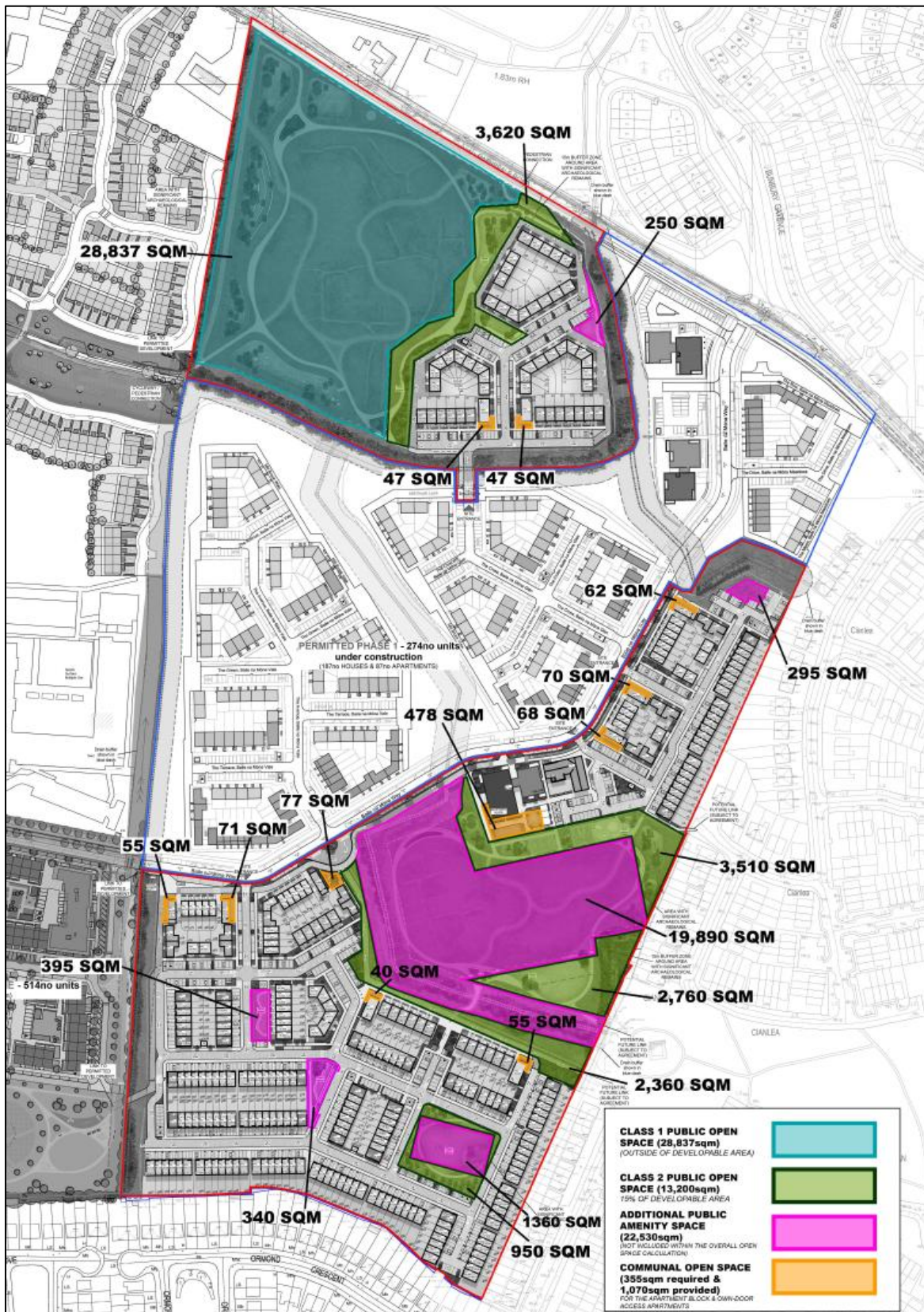


Figure 6-6: Open Space Strategy (Source: Housing Quality Assessment, DG Architects, 2026)

### **6.5.1 Trees and Arboriculture**

Trees provide both valuable amenity and wildlife habitat. They provide visual interest and amenity to an area, softening the visual impact of development on the landscape, while also fulfilling an important role in the improvement of air quality in urban areas, providing wildlife habitats, and screening noise. *The Forest of Fingal – A Tree Strategy for Fingal* sets out the Council’s policy for street tree planting, management and maintenance, which has been considered during the preparation of this application.

Surveying by a qualified arborist has taken place, and a detailed pack of arboricultural inputs have been prepared by Charles McCorkell Arboricultural Consultancy. The proposed development seeks to protect, preserve and incorporate existing trees, hedgerows and vegetation into the proposed scheme, where feasible, whilst providing additional mixed tree planting and maintaining existing hedgerows where possible.

For further information please refer to the *Arboricultural Report* produced by Charles McCorkell.

## **6.6 Access, Public Transport, Car Parking and Bicycle Parking**

### **6.6.1 Pedestrian & Cyle Access**

The proposed development sits within the overall Mooretown site comprising Phase 1 (under construction) and Phase 2 (current proposal) residential development, as promoted by Fingal County Council.

The link street (constructed in Phase 1) running through the middle of the site is designed as a key movement corridor, incorporating shared pedestrian and cycle tracks on either side of the carriageway. This arrangement places active travel at the heart of the development and ensures that walking and cycling are the most direct, convenient, and legible means of moving through the site. By providing generous, continuous routes on both sides of the street, the design accommodates movement in all directions.

The shared tracks seamlessly connect residential areas, public spaces, and key destinations across the wider development, supporting clear desire lines and intuitive navigation. This permeability encourages everyday walking and cycling by making active travel routes more attractive than indirect or vehicle-dominated alternatives. The dual-sided provision also enhances resilience and flexibility, allowing the street to comfortably manage varying levels of pedestrian and cycle activity throughout the day.

Overall, the link street functions as a unifying spine within the site, stitching together different character areas and land uses. Its integrated pedestrian and cycle infrastructure promotes inclusive, sustainable movement and helps create a cohesive development where active travel is a natural and integral part of daily life. This is further enhanced by the connections and linkages provided in this proposed development, providing pedestrian and cycle linkages northwards to the Rathbeale Road, from the northern parcel of housing, and from the west of the northern open space area (extension to Rathbeale Archaeological Park, as set out above). Future potential connections are also provided for in the proposed layout.

### **6.6.2 Car Parking**

The proposed car parking provision has been designed to ensure balance between the mobility needs of residents with the focus on alternative modes of transport, while being cognisant of the site’s

locational and accessibility characteristics. **Figure 6-7** contains a table extracted from the TTA prepared by Transport Insights providing a breakdown the proposed quantity of parking spaces.

Land Use		No. Of Units	FCC Development Plan		Compact Settlement Guidelines		Proposed	
			Resident	Visitor	Resident	Visitor	Resident	Visitor
Apartments	1-Bed	18	18	3.6	720	18	75	
	2-Bed	19	19	3.8		19		
	3-Bed	8	16	1.6		16		
Duplexes	2-Bed	10	10	2		10		
Houses	2-Bed	168	168	33.6		168		
	3-Bed	123	246	24.6		246		
	4-Bed	14	28	2.8		28		
Creche		12	-	6*		-		-
<b>Total</b>			<b>505</b>	<b>72</b>		<b>720</b>		<b>505</b>

\*6 no. proposed visitor parking spaces along the Phase 1 Access Road are intended to be utilised by creche staff during operating hours (reverting to visitor parking outside these hours).

Figure 6-7: Proposed Car Parking Space Allocation (Source: TTA by Transport Insights)

In summary, it is proposed to provide an overall total of 580 no. residential car parking spaces. A breakdown of requirements, considering all relevant guidelines regarding car parking can be found in the *Traffic and Transportation Assessment* prepared by Transport Insights.

The proposed 580 no. spaces consists of 505 no. residential spaces, and 75 no. visitor spaces. This equates to a residential parking ratio of c. 1.6 per unit, which is less than the maximum ratio stipulated for a development in an intermediate location (i.e lands located greater than 500 metres away from an existing or planned 10-minute peak frequency individual bus service) per the Compact Settlement Guidelines.

For the 55 no. apartments that are proposed, 63 no. communal parking spaces (2 no. per 3-bed and 1 no. per 1-2 bed) have been allocated. Within the proposed 75 no. visitor parking spaces are 19 no. accessible spaces (i.e. 5% of the not within curtilage/ visitor spaces) and 17 no. EV charging spaces. Please refer to the *EV Charging Strategy* prepared by ENX for more detail about the provision of EV charging spaces.

In relation to the proposed creche, the proposed development will require 6 no. car parking spaces based on the Development Plan standards of 0.5 spaces per classroom. It is noted that the proposed crèche is expected to serve a local demand with sustainable travel modes expected to serve a considerable portion of this potential travel demand.

A vehicle drop off area is provided directly adjacent to the crèche building. Two-way circulation is provided through the car parking area which enables a vehicle to access the creche drop off area in the appropriate direction so that a car door can be opened onto the footpath, providing safe access for parent/child.

6 no. proposed visitor parking spaces along the Phase 1 Access Road are intended to be utilised by crèche staff during operating hours (reverting to visitor parking outside these hours). The 6 no. spaces intended to serve the creche (during operating hours) shall be identified by signage.

For further details regarding car parking allocations to the proposed development, please refer to the *Architectural Design Statement* produced by Deady Gahan Architects and the *Travel and Transport Assessment* produced by Transport Insights.

### 6.6.3 Bicycle Parking

The proposed cycle parking provision has been designed to encourage cycling as a key mode of transport to and from the proposed development and reduce the reliance of residents and visitors on private car use. The Development Plan Standards and Compact Settlements Guidelines have been consulted in order to determine a suitable amount of cycle parking to be accommodated within the proposed development.

To meet the residents' cycle parking demand, 919 no. covered and secure spaces are proposed including 809 no. spaces for standard housing units along with 110 no. cycle spaces to be provided for the apartment units.

In relation cycle parking provision for the proposed crèche, a total of 72 no. cycle parking spaces are proposed including 20 no. spaces located within a store southwest of the crèche building for employees, and the remaining provided as Sheffield stands adjacent to the building for visitors. It is also noted that the cycle parking provision is inclusive of non-standard cycle parking spaces (e.g. cargo bicycles), with 12 no. spaces provided within the apartment communal bike store and 2 no. spaces provided within the crèche bicycle store.

A total of 1,009 no. cycle spaces is to be proposed throughout the development and aligns with cycle parking requirements set out in the Compact Settlement Guidance and the Development Plan.

**Figure 6-8** below indicates the bicycle parking schedule and locations of the different types of bicycle parking provided, which can be found in the *Architectural Design Statement* produced by Deady Gahan Architects.

**Figure 6-9** also presents the proposed cycle parking allocations for the apartment block and own door / duplex apartments within the development and also notes the standard the provision is based on.

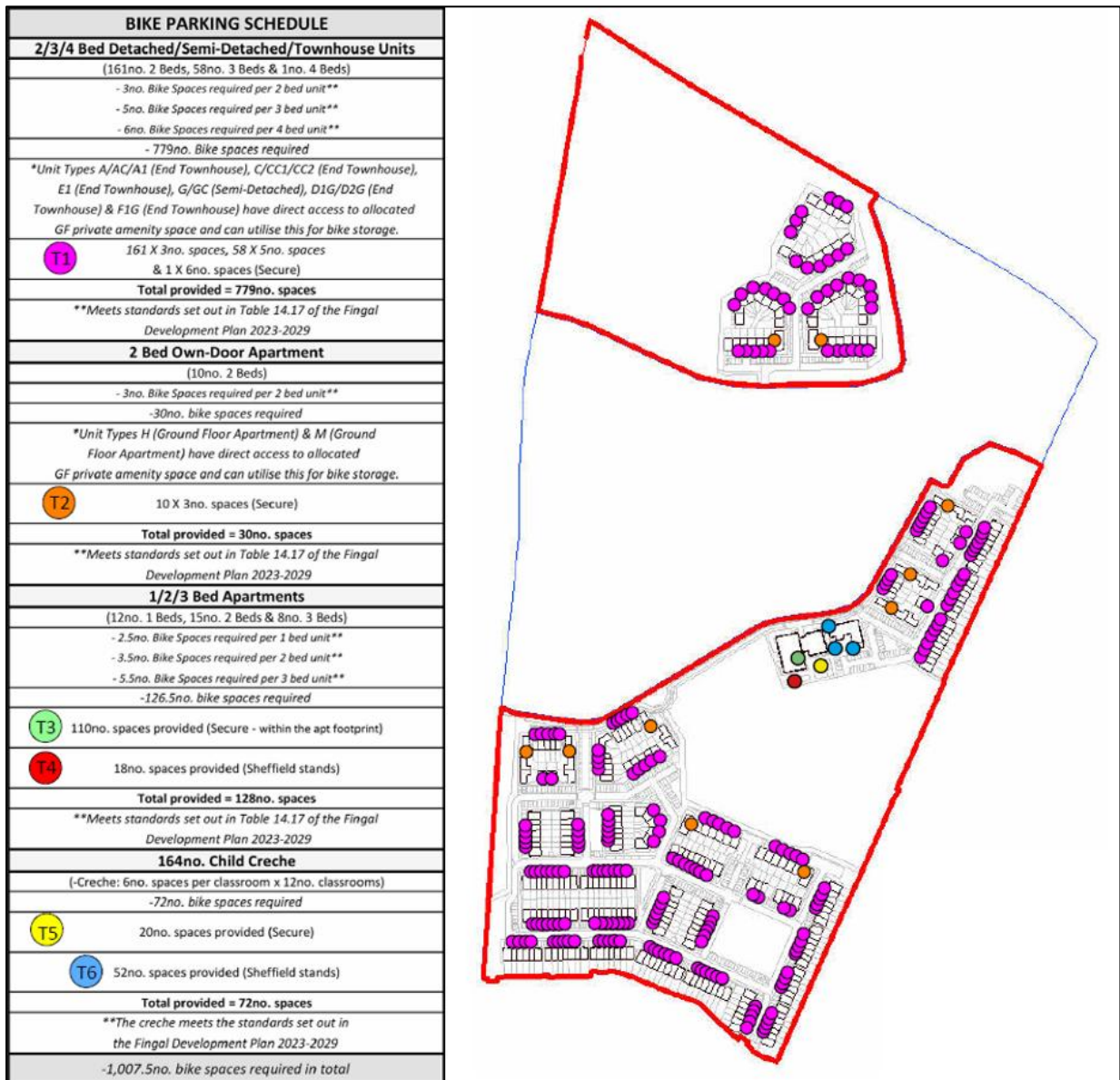


Figure 6-8: Bicycle Parking Schedule and Locations (Source Architectural Design Statement, Deady Gahan Architects 2026)

Land Use		No. Of Units	FCC Development Plan		Compact Settlement Guidelines		Proposed		
			Long Stay	Short Stay	Long Stay	Short Stay	Long Stay	Short Stay	
Apartments	1-Bed	12	24	6	12	"Visitor Parking Should be Provided"	24	6	
	2-Bed	15	45	7.5	30		46	8	
	3-Bed	8	40	4	24		40	4	
Duplexes	2-Bed	10	30	-	20		30	-	
Standard Houses (Detached/Semi-Detached/Mid-Townhouse*)	2-Bed	161	483	-	322		483	-	
	3-Bed	58	290	-	363		290	-	
	4-Bed	1	6	-	4		6	-	
Creche		12	12	60	-		-	12	60
<b>Total</b>			<b>930</b>	<b>77.5</b>	<b>775</b>		<b>-</b>	<b>931</b>	<b>78</b>

Figure 6-9: Proposed Cycle Parking Space Allocation (Source: TTA by Transport Insights)

#### 6.6.4 Motorcycle Parking

The proposed development is to provide 36 no. motorcycle parking spaces. This equates to 10% of the proposed car parking provision that is not within curtilage, in line with section 14.17.9 of the FCC Development Plan standards.

#### 6.6.5 Vehicular Access and Public Transport Arrangements

Vehicular access to the proposed development will be via the Phase 1 Link Street, and the local street network at Phase 1, to access the northern residential parcel. This Phase 1 Link Street provides access to the R125 to the north and the Mooretown Western Distributor Road to the west via the School Access Road (and the R125). Three new vehicular access points (junctions) to the proposed local road network are proposed on the southern side of the access road to enable access to the southern and northeastern parts of Phase 2.

The design of each of these junctions has been informed by DMURS design guidance (e.g. raised crossing point, tightened corner radii, etc.) and design guidance contained within the CDM. Visibility splay requirements for a 50 kmph road, as per DMURS, are achievable from each access point. The

northern part of Phase 2 is accessed via the permitted Phase 1 road network and has also been informed by DMURS guidance.

The Phase 1 link street is a single carriageway 2-way road and includes pedestrian and cyclist facilities on both sides of the carriageway. On-street parking is also available on the Phase 1 access road.

Refuse collection vehicles and emergency vehicles are proposed to access/ egress the site using all vehicular accesses. Refuse collection truck routes will be planned to minimise turning movements, with waste bins being taken to designated collection locations prior to the waste contractor arriving. A set of swept path analysis drawings produced by AKM Design Group have been included in this application package demonstrating these movements.

As part of the proposed development, a bus turning facility is proposed located southwest of the site, situated on the southern side of the Phase 1 access road carriageway. The facility has been requested by the NTA to support the potential future provision of bus service(s) directly to the site. In addition, bus set-down areas are also proposed on the southern side of the Phase 1 street.

The proposed bus facilities layout has been designed in consultation with the NTA and has been designed in accordance with the NTA's *Bus Stop Guidance* document. Furthermore, swept path analysis of the proposed layout has been undertaken (as per NTA guidance) to ensure suitability to accommodate the NTA's design vehicle (a specified single-deck EV bus model).

## 6.7 Sunlight and Daylight

The overall configuration and design of the proposed development have been influenced by the need to achieve the best possible levels of sunlight and daylight penetration into the development. The proposed orientation of the units represents the best response to the site context in terms of day light and sunlight availability as a result of the density and height proposed.

A *Daylight and Sunlight Analysis* has been carried out by Modelworks which informed the design of the proposed development and is submitted as part of this planning application documentation.

## 6.8 Childcare Provision

The *Guidelines for Planning Authorities on Childcare Facilities (2001)* ('the childcare guidelines') indicate that Development Plans should facilitate the provision of childcare facilities in appropriate locations. These include larger new housing developments where planning authorities should require the provision of a minimum of 1 no. childcare facility with 20 no. places for each 75 no. dwellings.

However, the *Planning Design Standards for Apartments: Guidelines for Planning Authorities, 2025* state that:

*"Notwithstanding the Planning Guidelines for Childcare Facilities (2001), which are subject to review, and which recommend the provision of one child care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development, the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. One-bedroom or studio type units should not generally be considered to contribute to a requirement for any on-site childcare provision and subject to the factors above, this may also apply in part or whole, to units with two or more bedrooms".*

The proposed scheme contains 18 no. 1-bed units, which as per the above, are discounted in the calculation of the requirement for childcare spaces. Therefore, the proposed development comprises 342 no. 2-, 3- and 4- bed residential units and the demand for childcare spaces is calculated below:

**342 no. units (total units less 1-bed units) / 75 dwellings = 4.6 X 20 (minimum spaces required) = c. 92 no. childcare spaces.**

Applying the childcare guidelines to the proposed development, a total of c. 92 no. childcare spaces will be required. The proposed crèche will be c. 670 sq.m in area, with an external play area. Using a range of approximately 4-6 sq.m per childcare place, this would provide c. 168 childcare places.

This proposed creche therefore provides for both Phase 1 and Phase 2 childcare requirements, which total c. 159 childcare places (Phase 1 generating a requirement for c. 67 no. places).

As such, the proposed crèche will meet the anticipated demand for childcare facilities for this development.

Please refer to the *Community & Social Infrastructure Report, with Schools and Childcare Audit* prepared by BSM which examines childcare provision in the area, and the proposed crèche which forms part of the proposed development.

## 6.9 Drainage and Flooding

A Surface Water Management Plan is included in the *Infrastructure Report* prepared by AKM for the proposed development. It is proposed to incorporate SuDS measures such as permeable block paving, bioretention system/rain gardens/tree pits and detention basins/swales throughout the site, to minimise the impact of any run-off that is altered by the proposed development. Please see Section 3 of the *Infrastructure Report* prepared by AKM for further information relating to surface water drainage.

A Flood Risk Assessment has been prepared by AKM and is included as part of the *Infrastructure Report* enclosed with the application documentation. In summary, it is determined that residential development is appropriate for the site, and “not at risk” has been afforded in the event of a 100-year return event.

## 7 Environmental Considerations

### 7.1 Appropriate Assessment (AA) Screening

European sites (Special Areas of Conservation (SACs) and Special Protection Areas (SPAs)) make up a network of sites designated for nature conservation under Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora (the ‘Habitats Directive’) and Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (the ‘Birds Directive’).

Under Article 6(3) of the EU Habitats Directive and Part XAB of the Principal Act of 2000, any plan or project not directly connected with or necessary to the management of a European site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site's conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the

site concerned and, if appropriate, after having obtained the opinion of the general public. A screening for Appropriate Assessment is required of the proposed development under Section 177U of the Principal Act of 2000. Under subsection (5) of section 177U, the relevant competent authority shall determine that an Appropriate Assessment (AA) of a proposed development is not required if it can be excluded, on the basis of objective information, that the proposed development, individually or in combination with other plans or projects, will have a significant effect on a European site. Under subsection (4), the competent authority shall determine that an AA is required if it cannot be excluded, on the basis of objective information, that the proposed development, individually or in combination with other plans or projects, will have a significant effect on a European site.

An Appropriate Assessment (AA) Screening Report prepared by Brady Shipman Martin accompanies this application. Regard was had in the preparation of the AA Screening Report to the European Commission 'Assessment of plans and projects in relation to Natura 2000 sites – Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC (2021)' and the OPR Practice Note PN01 Appropriate Assessment Screening for Development Management (2021). It concludes that, in view of best scientific knowledge, the proposed development, individually or in combination with another plan or project, will not have a significant effect on any European site. This conclusion was reached without considering or taking into account measures intended to avoid or reduce any impact on European sites. The conclusion of the AA Screening Report is as follows:

*"In view of best scientific knowledge this report concludes that the proposed development at Mooretown (Phase 2) in Swords, Co. Dublin, individually or in combination with another plan or project, will not have a significant effect on any European sites. This conclusion was reached without considering or taking into account mitigation measures or measures intended to avoid or reduce any impact on European sites.*

*It is considered that this report provides sufficient relevant information to allow the Competent Authority (An Coimisiún Pleanála) to carry out an AA Screening and reach a determination that the proposed development will not have any likely significant effects on European sites in light of their conservation objectives."*

It is considered that the AA Screening Report provides sufficient relevant information to allow An Coimisiún Pleanála to carry out an AA Screening under Section 177U of the Principal Act of 2000 and reach a determination that the proposed development will not have a significant effect on a European site.

Please refer to the *Appropriate Assessment Screening Report* prepared by BSM for further detail and information.

## **7.2 Environmental Impact Assessment (EIA) Screening**

Environmental Impact Assessment (EIA) is derived from the EIA Directive of 1985 and its three amendments, which have been replaced and codified by Directive 2011/92/EU of 13th December 2011. Directive 2011/92/EU was amended in 2014 by Directive 2014/52/EU. Together these comprise the EIA Directive, which aims to afford a high level of protection for the environment and human health. It requires that an assessment of a projects likely significant effects on the receiving environment, where relevant, before development consent is given. The EIA Directive is transposed

into Irish legislation in the Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended).

Parts 1 and 2 of Schedule 5 of the 2001 Regulations list the classes of development for which EIA is required. Project types listed in Part 1 comprise major developments (e.g. industrial, chemical, energy, waste, infrastructural and intensive agricultural projects) for which EIA and the preparation of the Environmental Impact Assessment Report (EIAR) is a mandatory requirement. Project types in Part 2, include specific thresholds, which if met or exceeded, EIA and preparation of the Environmental Impact Assessment Report (EIAR) is also a mandatory requirement.

The proposed development is not of a class of development listed in Part 1 of Schedule 5 of the 2001 Regulations and, therefore, EIA is not required under this provision. In Part 2 of Schedule 5, the proposed development does correspond with classes of development listed under 'Infrastructure Projects' under paragraphs 10(b)(i) and 10(b)(iv) relating to urban developments. The two paragraphs and the associated threshold at or above which EIA is required are:

- *“10(b)(i) Construction of more than 500 dwelling units;*
- *10(b)(iv) Urban development which would involve an area greater than 2 hectares in the case*

*of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.”*

Note: The site is not located within a business district and as such 10ha is the applicable threshold under 10(b)(iv) for the subject development.

The Mooretown Phase 2 development comprises 360no. residential units on a total site area of c. 14.75ha. While the net developable area is 8.77ha, public open space related works are proposed across the full site. In addition, when combined with the Mooretown Phase 1 development (under construction and permitted under FCC Reg. Ref.: LADP/002/24) which comprises 274 no. residential units on a total site area of c. 9.35ha, (net developable area of c. 7ha), the total development on this Mooretown landholding extends to 634 no. residential units on a total site area c. 24.1ha (net developable area 15.77ha) in the Oldtown-Mooretown area, west of Swords Town Centre.

Therefore, taking the overall site area of the Phase 2 development (i.e. 14.75ha) or the overall total Phase 1 and Phase 2 residential development (i.e. 634 no. units), the proposed development exceeds the stated thresholds under Project Type 10(b)(i) and 10(b)(iv), of Part 2 of Schedule 5 of the 2001 Regulations and therefore an EIA is required and an Environmental Impact Assessment Report (EIAR) has been prepared.

The *Environmental Impact Assessment Report* (BSM, 2026) submitted with the Part X planning application has been prepared in accordance with Section 175 of Part X of the Planning and Development Act 2000 (as amended) and Part 10 and Schedule 6 of the Planning and Development Regulations 2001 (as amended).

## **8 Conclusion**

It is respectfully submitted that the proposed development will provide an appropriate form of high-quality residential development for this zoned strategic residential site. The proposed development will provide for a total of 360 no. residential units comprising 305 no. housing units and 55 no.

apartment/duplex units on a site of c. 14.75ha total gross site area and net developable area of c. 8.77 ha.

This report demonstrates that the proposed development is in accordance with the *Fingal County Development 2023-2029 (as varied)*, and all relevant government policy and guidelines, and forms an appropriate continuation of the permitted Phase 1 development, thus constituting proper planning and sustainable development of the area.

Planning Application Phase 2 of Mooretown, Swords, Co. Dublin  
Planning Report and Statement of Consistency

## **APPENDIX A- MOORETOWN FRAMEWORK PLAN**

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