

CHAPTER 2

PROJECT DESCRIPTION AND ALTERNATIVES EXAMINED

2.0 PROJECT DESCRIPTION & ALTERNATIVES

2.1 INTRODUCTION & TERMS OF REFERENCE

This section of the EIAR has been prepared by **John Spain Associates, Planning & Development Consultants**, and provides a description of the proposed development and also explains the evolution of the scheme design through the reasonable alternatives examined. This chapter of the EIAR was prepared by Kate Kerrigan, BA, MRUP, MIPI, and approved by Paul Turley, Executive Director, BA, MRUP, Dip Environmental & Planning Law, MIPI, of John Spain Associates, Planning and Development Consultants. The description of the proposed development is one of the two foundations upon which an EIAR is based (the other being the description of the existing environment described in this chapter and by each of the specialist consultants in the subsequent chapters). It is also a requirement of the EIA Directive (as amended) to present an outline of the reasonable alternatives considered and a justification of the final proposed development.

The Directive requires an EIAR to contain:

“A description of the reasonable alternatives (for example in terms of project design, technology, location, size and scale) studied by the developer, which are relevant to the proposed project and its specific characteristics, and an indication of the main reasons for selecting the chosen option, including a comparison of the environmental effects.”

A systematic approach in accordance with the Draft Guidelines on the Information to be Contained in EIARs (2017), Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (2018), and other EIA guidance documents was used to ensure all relevant aspects of the development are accurately and fully described. The objective is to provide a description of the proposed development in sufficient detail, which when taken together with the description of the existing environment provided, will allow an independent reader without acquired technical environmental knowledge, to understand the significant impacts likely to arise from the proposed development.

The description of the proposed development is set out in this chapter and the following chapters by each specialist consultant in terms of those environmental topics which will form the basis of the impact assessment process and the characteristics of the proposed development which could potentially affect population, human health, cultural heritage and archaeology, biodiversity, landscape and visual impact, land and soil, water, air quality, climate, noise, vibration, microclimate, and material assets, and transportation. The EIA Directive also requires that the description of the site, design, size or scale of the development, considers all relevant phases of the existence of the project from its construction through to its existence and operation (and where applicable its restoration or decommissioning).

This EIAR document fully reflects the key environmental impacts of the proposed development which were recognised from the scoping carried out by the design team and the level of detail required will vary considerably according to the sensitivity of the existing environment and the potential of the project for significant effects.

2.2 SITE LOCATION AND DESCRIPTION

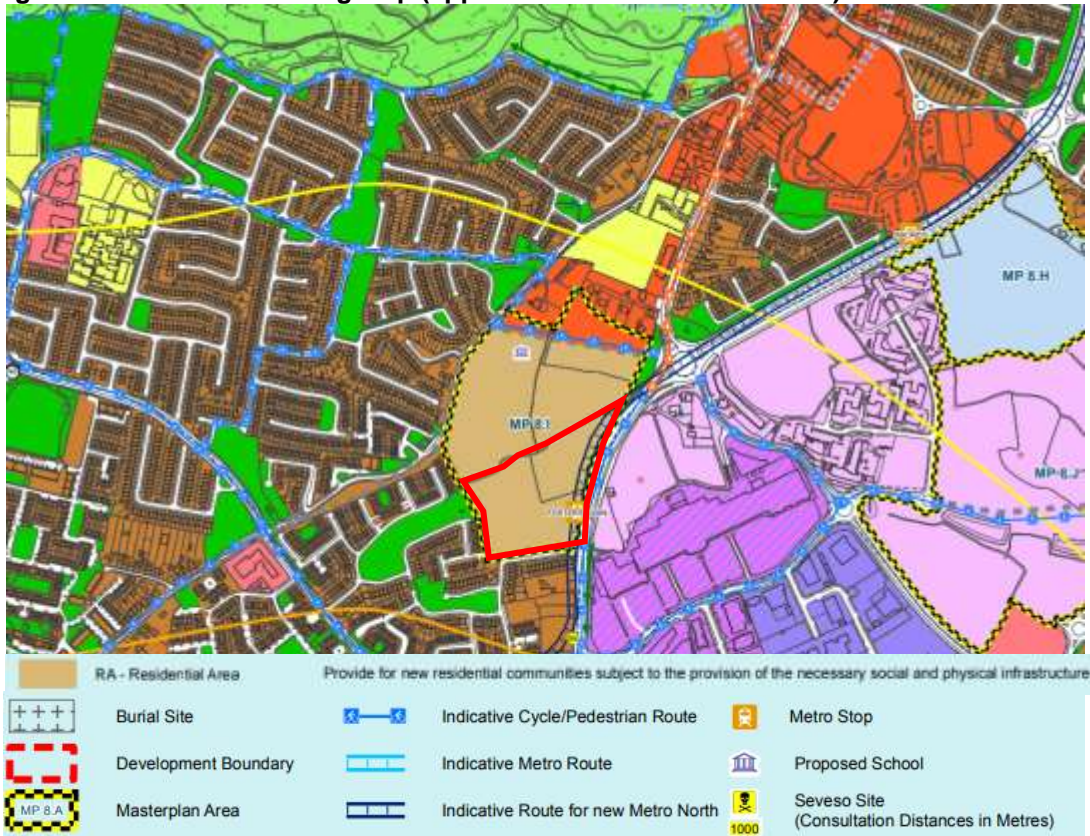
2.2.1 Site Location and Description

The subject lands are located less than 1km south of Swords Town Centre, on lands at Fosterstown North, Swords, Co. Dublin. The site is in an accessible location, with existing high frequency, high capacity public transport located on the adjacent R132 / Dublin Road, and further public transport enhancements planned adjacent to the site including Metrolink and Bus Connects. The site is also in close proximity to several employment areas.

The subject lands are zoned RA – Residential Area, which has an objective to ‘Provide for new residential communities subject to the provision of the necessary social and physical infrastructure’, as per the Fingal County Development Plan 2017-2023. The proposed uses (residential, commercial, i.e. retail/retail services/restaurant/café/gym/office, a community facility and a childcare facility) are permitted in principle under this zoning objective, therefore the proposed development is consistent with the land use zoning objective under the County Development Plan.

The subject lands are also contained within the Fosterstown Masterplan 2019 area, consisting of the southern portion of the Masterplan lands. Prior to the adoption of the Fosterstown Masterplan in May 2019, the lands formed the southern section of the former Fosterstown Local Area Plan which lapsed in December 2017.

Figure 2.1: Extract of Zoning Map (approximate site outlined in red)



Source: Zoning Map Extract from Fingal County Development Plan 2017-2023

The subject site has an area of c. 4.635 hectares, and it is currently greenfield, surrounded by low hedgerows, trees and boundary fencing. The site at present is accessible via the Dublin Road / R132 via an agricultural gate.

The subject site is bounded to the north by additional greenfield lands which are within the overall Masterplan area. The lands to the north are under separate ownership. The land to the north is separated from the subject site by an existing field boundary and an existing stream (Gaybrook Stream) along the northern boundary.

The site is bound to the east by the Dublin Road (R132), with Airside Retail Park situated on the opposite side of the Dublin Road. To the south and the west and south of the subject site is the Borimhe residential area and public open space, which consists of a range of two storey detached, semi-detached and terraced residential housing units.

Figure 2.2: Satellite Image of the subject site (approximate location marked in red)



Source: Google Maps

The site represents one of the last remaining undeveloped landbanks zoned for residential use located between Swords and Dublin Airport and the city boundary. The site is also in close proximity to several employment intensive areas, including Dublin Airport and Airside Business Park.

Swords is the County Town of Fingal, situated at the top of the county settlement hierarchy and is designated as a Metropolitan Town in the Fingal Development Plan (FDP) (as amended under Variation 2). This reflects the EMRA RSES which identifies Swords as one of the three 'Key Towns' in the Metropolitan Area Strategic Plan (MASP) area, alongside Bray and Maynooth. These Key Metropolitan Towns are important in a regional and a county context and the FDP identifies they have capacity and future potential to accommodate above average growth in the Region. The FDP sets out that Swords currently provides for a significant employment base, reflecting its location proximate to the M1, M50 and Dublin Airport. The Development Strategy for the town is for consolidation, active land management, employment generation and residential development centred around regeneration of the town centre and high quality public transport in the form of Metrolink and Bus connects, which the proposed residential development is consistent with.

The site is well serviced by public transport with high capacity, frequent service, and is located directly adjacent to a major public transport corridor being the Swords Quality Bus Corridor (QBC). A number of bus stops located within 30m-450m walking distance to the site, providing for a high capacity and frequent service to the city centre, along with direct links with Dublin Airport, Dublin City Centre, and UCD. This includes the Swords Express bus services (including routes 500, 501, 502, 503, 504, 505, 500X, and 501X), a range of Dublin Bus services and a GoAhead service (including routes the 33, 33a, 41, 41b, 41x and 101). The Public Transport Capacity Assessment prepared by Waterman Moylan demonstrates the existing bus network in the area has sufficient capacity to accommodate passenger trips generated by the proposed development and it confirms the peak frequency of bus

services is 39 no. buses per hour equivalent to an average frequency of one bus per 1.5 minutes. A copy of the capacity report is included in under separate cover.

Future proposals for public transport in the area include the MetroLink and Bus Connects. The preferred route for MetroLink was published for public consultation on the 26th of March 2019. The MetroLink line will run along a corridor linking Swords, Dublin Airport and the City Centre, and will terminate at Charlemont. A MetroLink stop is proposed on the opposite side of the R132/Dublin Road, north of and partially within the footprint of Airside Retail Park, and opposite the subject site at Fosterstown North, as set out within the preferred route details published.

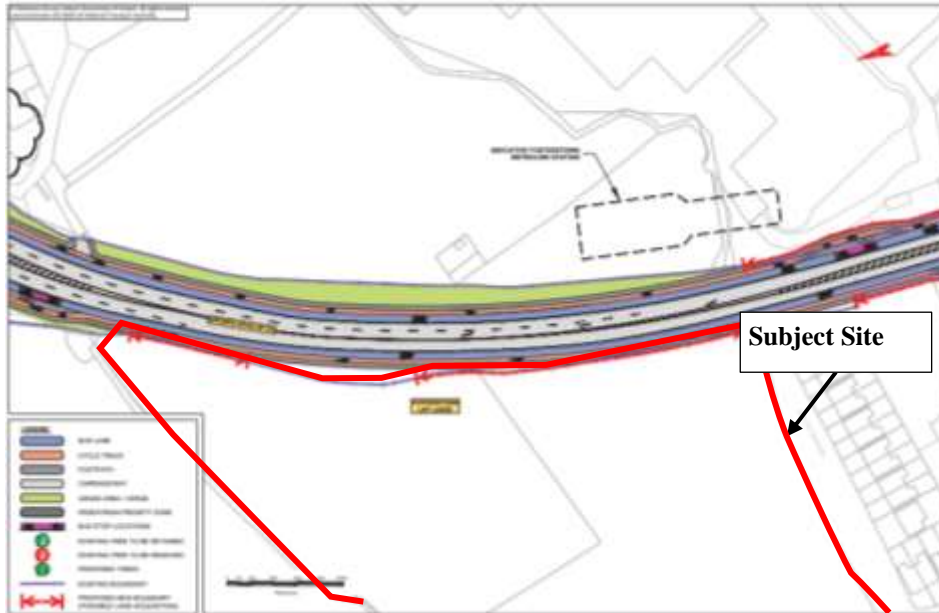
Bus Connects aims to introduce ‘next generation’ bus services and corridors in Dublin. With the aim of significantly cutting existing journey times and ensuring that services are predictable and reliable. A section of the Core Bus Corridor 2 preferred route passes directly by the site to the east, along the R132 / Dublin Road. These corridors will have continuous bus priority, along with segregated cycle lanes where possible. The route will provide a service to the City Centre, and key destinations along that route including the Airport, running every 10-15 minutes.

Figure 2.3: Map of proposed Metrolink route with site identified



Source: National Transport Authority; MetroLink Preferred Route, March 2019

Figure 2.4: Map 2 Core Bus Corridor 2 from Swords to City Centre (extract)



Source: *BusConnects Preferred Route Consultation 2020*

The site is adjoined in part by the Boraimhe housing estate built over the last two decades and consisting in the main of three and four bedroom detached and semi-detached houses. Thus, there is an opportunity with this proposed apartment development to rectify the imbalance in housing types in the Swords area, and provide a suitable density of development adjacent to a high quality public transport corridor and within walking distance of Swords town centre.

2.2.2 Relevant Planning History / Cumulative Assessment

Further detail on the planning history of the subject site and surrounding area is included in Appendix 2.1, including details of permissions adjacent to the subject site, and permissions in the vicinity of the site. The details of these permissions / applications were provided to the EIAR consultancy team and have informed the cumulative impact assessment undertaken as part of the preparation of this EIAR, with each consultant considering and undertaking their own planning history search in respect to their cumulative impact assessment where necessary. The identification of relevant existing and permitted developments in terms of cumulative impacts has been undertaken based on a qualitative review of the planning history of the surrounding area and site visits and desktop analysis of the area undertaken by the EIAR team. Site visits have informed the consideration of potential cumulative effects, allowing for identification of developments which are currently under construction or recently completed in the vicinity.

Relevant developments have been identified with regard to their size and scale, their use mix and composition, and their proximity to the proposed development, in particular to identify any substantial / strategic residential development or larger scale commercial development. Applications of a minor nature were discounted from the planning history search, for example applications for under 10 no. dwellings, or applications relating to minor extensions, works to existing dwellings, applications for commercial development of less than 1,000 sq.m, and change of use applications. The planning history search focussed on relevant permitted developments in the last 5 years, with a search also undertaken for permitted longer term permissions (i.e. with a 10 year permission).

A zone of influence of c. 500 metres was initially used for the desk-based identification of relevant development in close proximity to the site and given the limited planning permissions identified in this zone, this was subsequently extended to c. 1,000 metres. Larger developments with potential for in-combination construction or operational impacts have also been considered in the wider area beyond the 500 metre and 1,000 metre radius including

permitted strategic housing developments. The 500 metre and 1,000m radius from the centre of the subject site was generated on the Fingal County Council online planning enquiry map.

This qualitative approach to the identification of relevant developments is effective in scoping the potential for cumulative impacts / in combination effects and has informed the EIAR chapters and the accompanying application reports prepared by specialist consultants, which assists in the consideration of potential cumulative impacts as part of this EIAR. However, it should be noted that, depending on the particular environmental factor, some of the accompanying chapters / reports may consider other developments either within the immediate surrounding area or further afield (for example more distant development that may be relevant for some factors such as traffic / noise, may be less relevant to other environmental factors such as, for example, archaeology and cultural heritage).

2.3 PROJECT OVERVIEW

A seven year permission is sought for development described as follows in the public notices:

“The proposed development comprises a Strategic Housing Development of 645 no. residential units (comprising 208 no. 1 bedroom units, 410 no. 2 bedroom units, and 27 no. 3 bedroom units), in 10 no. apartment buildings, with heights ranging from 4 no. storeys to 10 no. storeys, including undercroft / basement levels (for 6 no. of the buildings). The proposals include 1 no. community facility in Block 1, 1 no. childcare facility in Block 3, and 5 no. commercial units (for Class 1-Shop, or Class 2- Office / Professional Services or Class 11- Gym or Restaurant / Café use, including ancillary takeaway use) in Blocks 4 and 8.

The development will consist of the following:

- *Block 1 comprises 29 no. residential units, within a four storey building (with a pitched roof), including 8 no. 1 bedroom units and 21 no. 2 bedroom units. A community facility (191.8 sq.m) is provided at ground floor level.*
- *Block 2 comprises 23 no. residential units, within a four storey building (with a pitched roof), including 8 no. 1 bedroom units and 15 no. 2 bedroom units.*
- *Block 3 comprises 24 no. residential units, within a four storey building (with a pitched roof), including 6 no. 1 bedroom units and 18 no. 2 bedroom units. A childcare facility (609.7 sq.m) is provided at ground floor level.*
- *Block 4 comprises 93 no. residential units, within a part seven, part eight, and part nine storey building, with an undercroft level, including 34 no. 1 bedroom units, 54 no. 2 bedroom units, and 5 no. 3 bedroom units. 3 no. commercial units (with a GFA of 632.2 sq.m) are provided at ground floor level.*
- *Block 5 comprises 91 no. residential units, within a part six, part seven, and part eight storey building, with an undercroft level, including 34 no. 1 bedroom units, 55 no. 2 bedroom units, and 2 no. 3 bedroom units.*
- *Block 6 comprises 54 units, within a part eight, part nine storey building, with an undercroft level, including 13 no. 1 bedroom units, 38 no. 2 bedroom units, and 3 no. 3 bedroom units.*
- *Block 7 comprises 117 no. residential units, within a part seven, part eight, and part nine storey building height, over a basement level, including 40 no. 1 bedroom units, 76 no. 2 bedroom units, and 1 no. 3 bedroom unit.*
- *Block 8 comprises 94 no. residential units, within a part six, part seven, part eight, and part nine storey building, over a basement level, including 33 no. 1 bedroom units, 58 no. 2 bedroom units, and 3 no. 3 bedroom units. A commercial unit (with a GFA of 698.2 sq.m) is provided at ground floor level.*
- *Block 9 comprises 75 no. residential units, within a part seven, part eight, part nine, and part ten storey building, over a basement level, including 23 no. 1 bedroom units, 48 no. 2 bedroom units, and 4 no. 3 bedroom units.*
- *Block 10 comprises 45 no. residential units, within a part nine, part ten storey building, including 9 no. 1 bedroom units, 27 no. 2 bedroom units, and 9 no. 3 bedroom units.*

The development includes a total of 363 no. car parking spaces (63 at surface level and 300 at undercroft / basement level). 1,519 no. bicycle parking spaces are provided at surface level, undercroft / basement level, and at ground floor level within the blocks / pavilions structures. Bin stores and plant rooms are located at ground floor level of the blocks and at undercroft / basement level. The proposal includes private amenity space in the form of balconies / terraces for all apartments. The proposal includes hard and soft landscaping, lighting, boundary

treatments, the provision of public and communal open space including 2 no. playing pitches, children’s play areas, and an ancillary play area for the childcare facility.

The proposed development includes road upgrades, alterations and improvements to the Dublin Road / R132, including construction of a new temporary vehicular access, with provision of a new left in, left out junction to the Dublin Road / R132, and construction of a new signalised pedestrian crossing point, and associated works to facilitate same. The proposed temporary vehicular access will be closed upon the provision of permanent vehicular access as part of development on the lands to the north of the Gaybrook Stream. The proposal includes internal roads, cycle paths, footpaths, vehicular access to the undercroft / basement car park, with proposed infrastructure provided up to the application site boundary to facilitate potential future connections to adjoining lands.

The development includes foul and surface water drainage, green roofs and PV panels at roof level, 5 no. ESB Substations and control rooms (1 no. at basement level and 4 no. at ground floor level within Blocks 2, 4, 7 and 8), services and all associated and ancillary site works and development.”

The application site area is c. 4.635 hectares. The red line on the site location map and site layout plans indicates the overall extent of the proposed development and associated works which are the subject of this application. The application site takes in an area of the public road (R132) to the east of the main application site, in order to provide for entrance arrangements and public realm works. A letter of consent has been provided by the Planning Authority to include the area of the public road outside the applicant’s ownership within the red line boundary.

The proposed development has been designed to maximise the use of the site whilst mitigating impact on the existing residential areas adjoining the site of the proposed development. The height and massing have been designed and positioned to provide an appropriate transition in scale to the lower density residential dwellings with a variety in massing, concentrating the taller elements along the R132, away from the existing lower density residential dwellings, whilst achieving a higher density appropriate for such locations in proximity to existing high capacity, high frequency public transport, and also proximate to further planned high quality public transport infrastructure and given the proximity to the town centre of Swords, a Key Town and the County Town of Fingal.

As discussed in greater detail in the Statement of Consistency and Planning Report and the Architectural Design Statement, this application also responds to feedback from the Planning Authority and the Board during pre-application consultations. The final scheme has been revised from the pre-application iterations and via the consideration of alternatives as documented within this chapter of the EIAR.

2.4 STATUTORY PLANNING CONTEXT

2.4.1 National, Regional and Local Planning Policy Context

The planning application in respect of the proposed development on the subject lands is subject to national, regional, and local planning policy. The following outlines the key planning documents of relevance to the future development of the subject lands. This section will not address the detailed policies and objectives contained in the various plans which are relevant to the proposed development, as these are addressed in a separate bound Statement of Consistency and Planning Report prepared by John Spain Associates, which accompanies the planning application.

National Policy

- National Planning Framework 2018;
- Housing for All 2021;
- Rebuilding Ireland – Action Plan for Housing and Homelessness, 2016;
- Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities 2020;
- Urban Development and Building Height Guidelines 2018;

- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (2009), and the accompanying Urban Design Manual;
- Delivering Homes, Sustaining Communities (2008) and the accompanying Best Practice Guidelines – Quality Housing for Sustainable Communities;
- Quality Housing for Sustainable Communities (2007);
- Design Manual for Urban Roads and Streets (2019);
- Guidelines for Planning Authorities on Childcare Facilities (2001);
- Smarter Travel – A New Transport Policy for Ireland (2009-2020);
- The Planning System and Flood Risk Management (2009);

Regional Policy

- Eastern and Midland Regional Assembly – Regional Spatial & Economic Strategy (RSES), (2018);
- Transport Strategy for the Greater Dublin Area 2016 – 2035; and
- Draft Transport Strategy for the Greater Dublin Area 2022-2042.

Local Policy

- Fingal County Council Development Plan 2017-2023; and
- Fosterstown Masterplan (2019).

The Fingal County Development Plan 2017-2023 sets out the planning policy context for future development in the County up to 2023, including land use and development objectives, settlement hierarchy, development control standards and policies and objectives for the protection of the built and natural environment.

The subject site is zoned Residential Area (RA) with the objective “*Provide for new residential communities subject to the provision of the necessary social and physical infrastructure*” in the Fingal County Development Plan 2017 – 2023. We note that Fingal County Council (FCC) have published the Draft Fingal County Development Plan 2023-2029 which is not due to come into effect until March 2023, and therefore the subject application will be considered by the Board under the current Plan.

The site is also located within an area subject to the Fosterstown Masterplan (2019), which was adopted by Fingal County Council in May 2019. In respect to the subject site, the Fosterstown Masterplan supports the delivery of residential development. The Fosterstown Masterplan is Part C to the Swords Masterplans prepared in response to Objective SWORDS 27 of the Development Plan.

The proposed development accords with the vision for Fosterstown to create a residential community that is mixed and balanced and forms a clear nexus with the scale of commercial development anticipated on the nearby Barrysparks and Crowcastle area. The Vision recognises the unique opportunity to utilise new connections that will emerge in Swords via the Metrolink station and Bus Connects, and this is integrated as part of the proposed development. It is considered the proposed development aligns with the key principles of the masterplan, including:

- The proposed development reflects the land use which is envisaged to be residential in nature aligned with the proposed Metrolink station;
- Open space is provided along the existing stream, with potential for future links to the existing public open space at Boraimhe;
- Further details on the transport and movement principles are discussed below, however, the proposed development seeks to facilitate strong pedestrian and cyclist connections;
- Green infrastructure forms a key component of the design, with SUDs features, along with the green corridors providing pedestrian and cyclist linkages, which support biodiversity;
- The proposed development provides a mixture of unit sizes, with lower density 4 storey apartment blocks incorporated along the southern and south western section of the site adjoining the existing residential community to the south and west, with higher density dwellings located in the centre and east of the lands;

- The proposed heights take cognisance of existing developments in the surrounding area and the strategic position of the site along the R132 and proximity to Swords town centre. It is recognised the heights exceed that envisaged by the Masterplan and this is discussed further below;
- The building heights and apartment typology is considered compatible with the adjacent communities, The density and height respectfully transition down towards the residential dwellings to the south and west, and the R132 provides an opportunity to develop higher density building types;
- The proposed development is supported by a Site Specific Flood Risk Assessment, and the SuDS strategy has been informed by the information contained in the Masterplan.

2.5 ALTERNATIVES EXAMINED

2.5.1 CONSIDERATION OF ALTERNATIVES

Article 5 of the EIA Directive (as amended by Directive 2014/52/EU) states that the information provided in an EIAR should include a description of the reasonable alternatives studied by the developer, which are relevant to the project and its specific characteristics, and an indication of the main reasons for the final choice, taking into account the environmental effects.

Accordingly, the presentation and consideration of various alternatives considered by the developer and its project design team is an important requirement of the EIA process. This section of the EIAR document provides an outline of the main alternatives examined throughout the design and consultation process, and This serves to indicate the main reasons for choosing the development proposed, taking into account and providing a comparison the environmental effects. For the purposes of this exercise, alternatives are described at three levels:

- Alternative Locations.
- Alternative Designs.
- Alternative Processes.

The DHPLG 2018 EIA Guidelines state:

“Reasonable alternatives may relate to matters such as project design, technology, location, size and scale. The type of alternatives will depend on the nature of the project proposed and the characteristics of the receiving environment. For example, some projects may be site specific so the consideration of alternative sites may not be relevant. It is generally sufficient for the developer to provide a broad description of each main alternative studied and the key environmental issues associated with each. A ‘mini- EIA’ is not required for each alternative studied.”

Pursuant to Section 3.4.1 of the Draft 2017 EPA Guidelines, the consideration of alternatives also needs to be cognisant of the fact that *“in some instances some of the alternatives described below will not be applicable – e.g. there may be no relevant ‘alternative location’...”*

The Draft 2017 EPA Guidelines are also instructive in stating:

“Analysis of high-level or sectoral strategic alternatives cannot reasonably be expected within a project level EIAR... It should be borne in mind that the amended Directive refers to ‘reasonable alternatives... which are relevant to the proposed project and its specific characteristics’”.

A ‘do-nothing’ scenario would result in not delivering this substantial residential development and associated uses and infrastructure and therefore not responding to the demand for housing in the area. The site would remain greenfield in nature and underutilised when considered in the context of its accessibility profile. Accordingly, a do-nothing scenario would leave a suitably zoned, serviced and accessible site empty, which is considered to be an inefficient use of the site and contrary to the implementation of the policies and objectives of the Government and national, regional and local planning policy documents.

Alternative design and layouts for the subject lands were considered and discussed by the design team over an approximately three year period up to the finalisation of the scheme. This process was informed by pre-application discussions with the Planning Authority, the publication of the Fosterstown Masterplan and the tripartite pre-application consultation with the Planning Authority and An Bord Pleanála.

The key environmental and practical considerations which influenced the design of the proposed development and alternative layouts on the subject lands included the following:

- Consideration of the Gaybrook stream which follows the northern boundary of the site, and the need to protect and enhance the setting of this watercourse and ensure that no development is at risk of flooding;
- The need to retain mature trees and hedgerows along the southern, western and northern site boundaries;
- The need to consider the interaction of the proposed development with existing adjacent developments, and the need to preserve the amenity, privacy and security of these properties;
- The need to consider the relationship and integration of the proposed development with the surrounding context while providing for a development of exceptional architectural quality and achieving a sustainable density of development;
- The quality of the urban environment to be delivered and the associated potential impact on human health;
- The need to consider the proposed heights, local streetscape impacts and visual impacts from the surrounding area;
- The requirement for public open space, and the need to differentiate between communal and public;
- The elevational treatment, massing and scale of the proposed development, which seeks to provide for a high quality development stepping up in scale to the R132;
- Provide for access, permeability and connectivity with surrounding areas and land uses, and creating potential for future connections where it is beyond the control of the applicant to deliver such connections.

The following sections of this chapter of the EIAR contains an analysis of the alternative development options for the site, describing design options and changes which were incorporated into the scheme as the proposals progressed. The key considerations and amendments to the design of the scheme, having regard to and comparing the key environmental issues, are set out and discussed.

2.5.2 Description of Alternative Locations

As outlined above the site is zoned “RA – Residential Area” uses and the proposed uses (residential, commercial units, a community facility, and a childcare facility) are permitted in principle under this zoning objective in the Fingal County Development Plan 2017 – 2023. The Development Plan and Fosterstown Masterplan 2019 both support and promote the delivery of residential development on the subject site, which the subject application will deliver. Thus, the consideration of alternative sites for the proposed residential units was not considered necessary.

The 2018 DHPLG Guidance on the preparation of EIARs notes specifically that the consideration of some types of alternatives, such as alternative locations, may not be appropriate in all cases. EIA is concerned with projects and the Environmental Protection Agency’s draft guidelines (2017) state that, in some instances, neither the applicant nor the competent authority can be realistically be expected to examine options that have already been previously determined by a higher authority, such as a national plan or regional programme for infrastructure which are examined by means of a Strategic Environmental Assessment (SEA), the higher tier form of environmental assessment. As the subject site has been identified to accommodate the uses proposed, it is not considered appropriate to evaluate alternate locations in the EIAR.

However, the SEA Environmental Report for the Fingal County Development Plan considered a range of alternatives in relation to the pattern of development (and in particular residential development) in the county as a whole. The options considered included the following:

- *“Alternative 1: Development concentrated around settlement hierarchy favouring high density expansion in areas nearest to existing and/or planned public transport corridors/nodes.*
- *Alternative 2: Development promoted in accordance with the settlement hierarchy favouring expansion in areas nearest to available water services infrastructure capacity.*
- *Alternative 3: Preservation of the greenbelt and natural heritage (including protection of horticulture/agricultural resource) through focusing development on existing settlements.”*

The SEA considers each of these alternatives in turn, before defining the preferred alternative, which is as follows:

“Consolidation of development within existing settlements, to preserve the greenbelt, favouring high density expansion in areas nearest to existing and or planned public transport corridors/nodes and in areas nearest to available/planned improvements to water services infrastructure capacity.”

The selected alternative was considered to allow for an avoidance of unnecessary greenfield development, enhanced uptake of more sustainable transport modes, and making use of existing services provision.

The proposals contribute positively to the development of the wider area and optimises underutilised land at an appropriate location which is well serviced by infrastructure, transport and local facilities, as further demonstrated in the standalone Social and Community Infrastructure Audit / Assessment accompanying this application.

The subject site and the surrounding area have the environmental capacity to accommodate the proposed development without any significant risk of impact upon environmental sensitivities due to the site location.

2.5.3 Description of Alternative Uses on the site

The subject site is zoned appropriately for residential use, as per the County Development Plan. It is located in close proximity to a broad range of social infrastructure, in addition to the existing and planned high quality transport infrastructure located nearby. There is already an extensive range of commercial, retail and office activity located in the area. In light of these nearby uses, the sites zoning, and current demand for high quality residential units, it is put forward that other land uses on site would not be considered viable alternatives or would not be in accordance with the planning policy context pertaining to the lands.

In this context, as noted above, the SEA for the Fingal County Development Plan considered alternate patterns of development for the county. The proposed use of the site is considered to accord with the selected alternative set out within the SEA, in that the proposals represent development at a sustainable density on an accessible, serviced site that is located on a public transport corridor served by existing high capacity, high frequency services, in addition to being located directly adjacent to a planned public transport node.

2.5.4 Description of Alternative Designs

This section provides an overview as to how the proposed development has evolved to date by way of consideration of alternative designs and the iterative nature of the proposal now before the Board. Various options were considered as the scheme progressed and key considerations were incorporated into the evolving project design, having regard to the key environmental issues pertaining to the lands.

Option 1- Pre-Application Meeting No. 1

The first pre-application meeting with the Planning Authority was held on the 25th of January 2019, with the pre-application documentation finalised and submitted to the Planning Authority in December 2018.

The development presented to the Planning Authority consisted of the construction of 710 no. residential units (284 no. 1-bed apartments, 390 no. 2-bed apartments and 36 no. 3-bed apartments) in 13 blocks from 4 to 10 storeys in

height, and an element of small-scale shops, cafes, office uses and a creche located generally at the ground floor level in the area around the proposed civic space.

Figure 2.5: Site Plan of the Proposed Development Pre-Application Meeting No.1 (December 2018)



Source: PCOT Architects

The Planning Authority expressed concerns with regard to the access, to the consistency of the plan with the Fosterstown Masterplan in term of site layout, density, height and access, and to the residential amenities such as open spaces.

Further details were required about how the subject lands could be accessed via a signalised junction from the R132, in particular in the context of roads infrastructure on the northern part of the Fosterstown Masterplan area and also in relation to the BusConnects proposals.

It was identified that the Site Layout Plan should better reflect the masterplan, the overall density, heights, and the proposed access from the R132 differed from the Masterplan.

Further points discussed related to links/connections to adjoining areas, open space provision, location of playgrounds, tree and hedgerow survey, reduced car parking and the need for high quality cycle infrastructure and that cycle parking should not be in the open space.

The applicant and design team reviewed the responses received from the Planning Authority and developed the scheme further to take account of the issues raised during the course of pre-application consultations, discussed further below.

Option 2- Scheme Submitted to An Bord Pleanála for Pre-Application Consultation (May 2020)

The scheme was revised to address comments raised by the Planning Authority during the first pre-application meeting.

The pre-application request submitted to the Board related to a Strategic Housing Development comprising of 705 no. residential units in 11 no. blocks with heights ranging from 4 no. storeys to 11 no. storeys over a basement

level. The proposals included 1. no childcare facility (Block 3), 2 no. retail / retail services units (Blocks 4 and 9), and 1 no. resident amenity facility (Block 11). The proposed development would provide balconies/terraces for all units and includes provision of communal and public open space (including playing fields).

A summary of the revisions to the proposal from the first pre-application meeting can be summarised as follows:

- The number of blocks reduced from 13 blocks to 11 blocks.
- This has resulted in the reduction of units from 710 no. units, comprising 284 no. 1 bed (40%), 390 no. 2 bed (55%) and 36 no. 3 bed (6%)., to 705 no. apartments comprising 179 no. 1 bed (26%), 21 no. 2 bed (3 Person) (3%), 453 no. 2 bed (4 Person) (64%) and 52 no. 3 bed (7%).
- The gross density reduced from 161 units/ha to 160 units/ha.
- The public open space increase from 10,220 sq.m (23%) to 13,415 sq.m (30%).
- Introduction of communal open spaces and play areas.
- The general layout of all the blocks, with the exception of blocks 1 and 11, was altered, allowing the addition of a pitch to the northwest of the site, and the redesign of the roads to provide a pedestrian area in the central and northeast of the site.
- Revisions were made to the pedestrian and cycle access strategy to improve resident safety and experience by reducing the number of car parking spaces along the road and adding cycle paths.
- Bin and bicycle store were added.
- Addition of 1 no. floor at eleventh level of the block no. 11 to form a landmark at this location.
- Increase in the number of dual aspect units.

The resulting scheme provided for improvements in environmental impact when compared to the previously discussed design for the first pre-application meeting with the Planning Authority. The layout and design of the scheme ensured improvements in terms of permeability and enhanced amenity (resulting in likely improvement in terms of human health for future residents), while also allowing for a significant increase in public open space provision, representing an opportunity for greater mitigation and improvement in terms of impact on biodiversity. The design and interface of the scheme with the Gaybrook Stream was also afforded more detailed consideration, providing for a likely improvement in terms of impacts on water and hydrology vis-a-vis the first alternative already discussed.

Figure 2.6: Site Plan of the Proposed Development ABP Pre-Application (May 2020)



Source: PCOT Architects

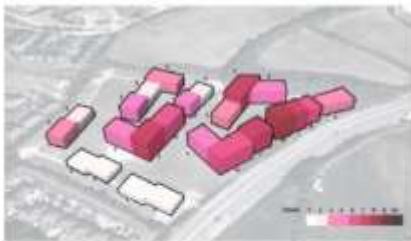
Option 3- Fosterstown Masterplan 2019 Alternative

As set out in the Architectural Design Statement and Statement of Consistency and Planning Report, the proposals for the subject site have been refined through the pre-application process to align more closely with the Fosterstown Masterplan which was adopted in May 2019, as discussed under the preferred option below. However, the primary differences in respect to environmental impacts are as follows, which are considered justified in the context of national planning policy:

- Increased height and density along the R132
- Heights of four storeys with substantial setbacks along the south and west compared to the three storey recommendation in the Masterplan
- The delivery of the development in advance of the Metrolink, having regard to the high quality public transport already serving the site and the shorter term improvements planned under Bus Connects
- The delivery of a temporary left-in, left-out vehicular access from the R132.

Please refer to Section 1 and 2 of the Architectural Design Statement which illustrates how the architects considered the requirements of the Masterplan in terms of responding to the Board’s Opinion and finalising the scheme design.

Figure 2.7 & 2.8: Extracts from the Architectural Design Statement illustrating the consideration of the Fosterstown Masterplan and Scheme Evolution



Fingal County Council Masterplan massing (485 units)
Significant density reduction and value evaluation.



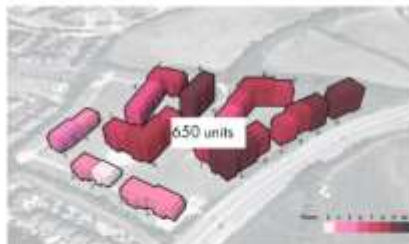
Initial scheme's massing (705 units) (As submitted in 2020)

2.6 Improved massing strategies

2.6.1 Based on the initial massing studies and analysis of the masterplan further opportunities to improve the scheme have been investigated. Building heights have been carefully considered to respond to both the masterplan and project's objectives.



1. First scheme alteration- reduced heights (650 units).
Number of levels have been reduced throughout all buildings. The extra units could be achieved by filling some gaps and extending some buildings.



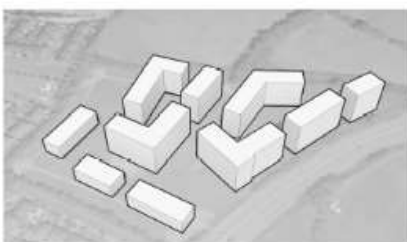
2. Second scheme alteration- revised heights and massing (650 units)
This study seeks to break the scale of the largest blocks and revise the location of the lowest/ highest buildings on site.



Following the heights principle shown as per Fingal County Council Masterplan (2019), while maintaining the current massing and layouts it is possible to achieve around 650 units.

Ground Floor is to be animated by the series of both Commercial and Amenity spaces.

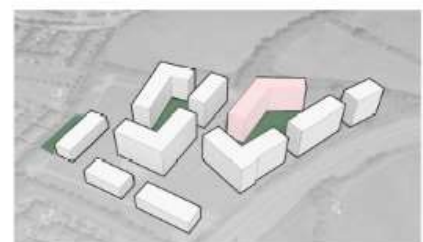
2.7 Further Design Evolution



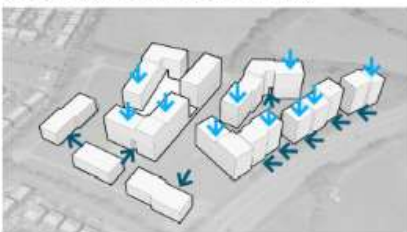
START - ISSUES: Public Square, Communal Courtyards need stronger definition, definition of public/semi public & private space, Establish strong infrastructure hierarchy.



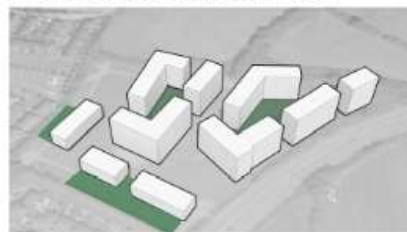
STEP 1 - PLACEMAKING
Frame the urban space, increase square frontage.



STEP 2 - COMMUNAL SPACE
Frame the courtyards and define ownership boundaries.



STEP 4 - BUILDING HEIGHT AND SET OUTS
Break the scale by using varying heights & explore massing options by creating set outs.
Fig 2.10: Site Diagrams by Arrow Architects



STEP 5 - COURTYARDS AND GARDENS
Create a permeable pedestrian area and providing a mix of the activated varied public realm and green spaces.



STEP 6 - MATERIALITY
Reinforce individual block's identities using varied materials, colour, texture and design character.

Preferred Option - Development Submitted for Approval

The subject scheme is described in detail in the following sections, in the Statement of Consistency and Planning Report and the Architectural Design Statement which accompanies this application. It is considered that the finalised design as assessed in this EIAR takes account of the key environmental factors relevant to the proposed development. The final scheme design has been informed by the pre-application meetings with the Planning Authority and with the Board. The current proposals provide the optimal form of development on this part of the Fosterstown Masterplan lands and help deliver a development that provides residential units and supporting infrastructure in a high-quality development, whilst protecting the amenities of neighbouring properties and providing for a reduction in negative environmental impacts vis a vis the alternative layouts and designs previously set out.

The Opinion issued by An Bord Pleanála at the end of the pre-application consultation process on the 3rd of December 2020 identified three items requiring further consideration / amendment, in addition to 17 no. items of specific information. The standalone Statement of Response Report prepared by John Spain Associates, which accompanies this application, provides a concise response to each of these items requiring further consideration / amendment and the items of specific information, and identifies the relevant documents in the application documentation where the individual issues raised are addressed in greater detail.

Having carefully considered all relevant factors, the number of proposed units has decreased compared to the scheme submitted for pre-application consultation with the Board, from 705 to 645 no. residential units. For the avoidance of doubt, there is no legal requirement under the 2016 Act which mandates that the quantum of units in the final application must be the same as the proposal submitted at the pre-application stage.

The key issues from an environmental perspective which influenced the final design included:

1. The site area increased from 4.392 hectares to 4.635 hectares to add a portion of the R132 for proposed improvement and public realm works, including construction of a new temporary left-in, left-out vehicular access to / from the R132.
2. The proposal provides for revised massing and scale to provide for a greater graduation in the vicinity of neighbouring properties. There has been a change in height for all blocks except Blocks 1 and 2. The blocks along the R132 and Blocks no. 3 and 7 have been reduced in height and these blocks have been segmented so the blocks have different heights to reduce their massing, which is broken down, thereby mitigating visual impacts, overlooking, and overshadowing on the surrounding area.
3. The layout has developed to broadly reflect the Fosterstown Masterplan 2019, with longer angular blocks to form high quality urban spaces with distinctive environments, each with its own unique identify. It is considered the proposals now provide the optimal urban design and architectural solution with an exceptional variety of high quality materials and a variety of building heights and design elements to create quality architecture, and as a result providing a positive contribution to the character of the subject site and the surrounding area, resulting in improved visual impact and a better quality environment which will improve resident's amenity and consequently affect human health favourably when compared to previous alternatives considered.
4. The number of car parking spaces is reduced from 500 to 363 no. car parking spaces in total and the access and circulation strategy has been carefully considered with pedestrian and cycle movements along the new access road and within the pedestrian area to the northeast of this road to improve resident safety and experience. This will represent a reduced impact in relation to traffic and transportation.
5. The façade designs and treatments, including materiality, of the proposed buildings have been subject to significant update and reworking, in order to improve the appearance of the scheme, break down the perceived scale and massing of the buildings, and add to the visual interest of the development. These changes from the previously considered alternatives represent an improvement in terms of the visual, urban design and landscape impacts of the development.
6. The proposals reflect further detailed consideration and design in terms of the relationship of the development with the Gaybrook Stream to the north, allowing for an improvement in impacts with regard

to biodiversity and water, due to enhanced measures to provide for appropriate landscape treatment and sensitive design at that location within the scheme.

7. The setbacks from existing mature trees and hedgerows has been improved to provide for the retention of these biodiversity corridors as illustrated in the Arboricultural Report and accompanying drawings. The wider landscape scheme for the development has also been further developed, with a significant level of consideration given to proposed planting, landscape layout and species, resulting in improvements in terms of landscape impact *vis a vis* the previously considered alternatives.

In summary, the design of the proposed development takes into account all environmental issues raised in respect to previous design alternatives and provides for a development that has been optimised to amplify positive environmental effects whilst reducing negative environmental impacts wherever possible. The final proposed scheme also responds to the characteristics and constraints of the subject site *vis a vis* the previous iterations of the scheme and the alternative layouts considered. Figure 2.9 to 2.11 below provide illustrations of the final scheme design.

| Likely Effect | Design Option 1 – Draft Layout for FCC Pre-Application | Design Option 2 – Pre-Application Consultation Scheme ABP | Preferred Option – Final SHD Scheme (which has regard to the Fosterstown Masterplan, discussed as Option 3) |
|---|---|--|--|
| Connectivity (Material Assets) | | | |
| Pedestrian and cycle accessibility (Population and Human Health) | | | |
| Visual Impact on Adjoining Areas and architectural detailing (Landscape and Visual Impact) | | | |
| Incorporation of SUDS (Water and Material Assets) | | | |
| Design of Communal and Public Open Space (Landscape impact and human health) | | | |
| Traffic and Transportation | | | |

Table 2.1: Comparison of Environmental Effects (note – qualitative comparison provided in the preceding text) – Orange indicates increased / negative impact, green indicates reduced / positive impact, with design option 1 taken as the baseline.



Figure 2.9: Proposed view from R132 to the southeast of the site



Figure 2.10: CGI view within the proposed development

2.6 CHARACTERISTICS OF THE PROJECT

The description of the development as set out within the public notices has been provided in Section 2.4 above. The following provides a summary of the key characteristics of the project of most relevance to the EIAR, which should be read in conjunction with all accompanying application documents and reports. Each chapter of the EIAR includes details of the characteristics of the project of most relevance to that particular aspect of the environmental assessment.

The following table sets out the key figures and quanta associated with the proposed Strategic Housing Development.

Table 2.2: Proposed development metrics

| | Proposed |
|--|---|
| Application Site Area (red line boundary) | 4.635 ha |
| Land in applicants' ownership (excluding FCC lands on the R132) | 4.405 ha |
| Net Development Area | 3.7592 ha |
| No. Residential Units | 645 no. units (GFA 61,467.3 sq.m) |
| Non-residential units | Block 1 – Community Facility: 191.8 sq.m Block 3 – Childcare facility: 609.7 sq.m Block 4 – Commercial Units*: 632.2 sq.m Block 8 – Commercial unit*: 698.3 sq.m *Commercial Units: Class 1-Shop, or Class 2- Office / Professional Services or Class 11 Gym or Restaurant / Café use, including ancillary takeaway use |
| Mix | - 208 no. 1 Beds (32%) - 410 no. 2 Beds 4 Persons (64%) - 27 no. 3 beds (5%) |
| Floor Areas | - 1 beds: 50.4 sq.m – 69.8 sq.m - 2 beds: 81.3 sq.m – 107.3 sq.m - 3 beds: 98.3 sq.m – 130.1 sq.m |
| Site Coverage | 25% (11,020 sq.m) |
| Plot Ratio | 1.54 (67 864.8/4.405ha) |
| Density | Gross Site Density (645 units /4.405 Ha): 146.4 u/Ha Net Site Density (645 units /3.7592 Ha): 171.5 u/Ha |
| Building Heights | 10 no. apartment blocks ranging from 4 to 10 no. storeys over an undercroft / basement level |
| Dual Aspect | 69% (447 no. units) |

| | |
|--|--|
| Car Parking | <p>363 no. car parking spaces, including:</p> <ul style="list-style-type: none"> • 300 no. residential parking at undercroft / basement • 30 no. surface residential car parking spaces • 10 no. surface spaces for the childcare facility • 23 no. surface spaces for the commercial units <p>330 no. spaces in total for the residential accommodation, which equates to a ratio of 0.51 spaces per apartment</p> |
| Cycle Parking | <ul style="list-style-type: none"> - 347 no. surface spaces - 244 no. ground floor secure - 100 no. store secure - 828 basement spaces - Total- 1,519 bicycle parking spaces |
| Public Open Space | <p>9,779 sq.m (excluding the Riparian Strip)</p> <p>22% of the site area (excluding FCC lands) / 30% including riparian strip</p> |
| Communal Open Space | 6,724 sq.m |
| Riparian Strip | 3,355.4 sq.m |
| Childcare Facility Outdoor Area | 930 sq.m |
| Children’s Play Area | <p>Playing pitches: 2,506 sq.m</p> <p>Older children play areas:</p> <ul style="list-style-type: none"> • Adjacent to the playing pitches: 245 sq.m <p>0-6 years play area:</p> <ul style="list-style-type: none"> • Block 3: 115 sq.m • Upper Podium Courtyard: 115 sq.m • Block 1 and 2: 157 sq.m • Block 10: 113 sq.m • Adjacent to Block 9: 124 sq.m <p>Total play areas (excluding playing pitches): 754 sq.m</p> |

Duration of Permission

As set out in the public notices and having regard to the scale of the proposed development, the proposed phasing, the fact that the application is subject to an EIAR, a seven year permission is sought for this development having regard to the provisions of Section 41 of the Planning and Development Act 2000, as amended.

Residential Density

The proposed development of 645 no. units equates to a net density of 171.5 uph on a net site area of 3.7591 ha and a justification of same has been included in the Statement of Material Contravention in the context of the Fosterstown Masterplan. The density and building height respect the adjoining areas, transitioning downwards towards the existing residential dwellings to the south and west.

The application site area includes FCC owned lands along the R132, for which a letter of consent has been provided by the Planning Authority. This area of the site includes for upgrades, alterations and improvements to the R132. However, this area is excluded from the net site area for the purposes of calculating density.

The net development area also excludes the riparian strip along the northern boundary of the site and also the playing pitches. This accords with the Sustainable Residential Development in Urban Areas Guidelines (2009), where Appendix A sets out that open spaces serving a wider area and significant landscape buffer strips should be excluded from net density calculations.

The Guidelines for Sustainable Residential Development in Urban Areas provide guidance on the appropriate level of residential density for such sites, with a minimum net residential density of 50 units per hectare recommended for such locations. Higher density development is also supported in the Apartment Guidelines 2020 and the Building Height Guidelines 2018. The proposed density accords with the location of the subject site on a public transport corridor, within a Key Town in the Metropolitan Area, i.e. Swords, the County Town of Fingal, and with high level of accessibility with the surrounding area and Dublin City Centre.

Building Height

The proposed building heights range from part 4 to part 10 no. storeys across the development, with a transition in height and scale, coupled with substantial separation distances, to the surrounding properties to the south and west. Heights range from 4 storeys along the western and southern boundaries of the subject site near the adjacent residential properties of Boroimhe rising to 10 storeys in the central and north-eastern corner of the site.

Apartment Units

The proposed development will have a total of 645 no. apartment units, broken down as follows:

- 208 no. 1 Beds (32%)
- 410 no. 2 Beds 4 Persons (64%)
- 27 no. 3 beds (5%)

The apartments are compliant with the Apartment Guidelines 2020 in respect of floorspace, layout, private open space and parking. Please refer to Section 6 of the Statement of Consistency and Planning Report and the Housing Quality Assessment prepared by PCOT Architects for further details.

Commercial Units and Community Facility

Three no. commercial units will be provided at ground floor level in Block 4 (632.2 sq.m) and 2 no. commercial units will be provided at ground floor level in Block 8 (698.3 sq.m). The proposed commercial units are located around the proposed public plaza, which is an objective of the Fosterstown Masterplan. It is envisaged that these units would be suitable for a range of uses and therefore permission is sought for Class 1-Shop, or Class 2- Office / Professional Services or Class 11 Gym or Restaurant / Café use, including ancillary takeaway use.

The proposed development provides for a community facility located on the ground floor of Block 1 with an area of 191.8 sq.m. It is intended that the community facility will have a multi-functional use and will not be used exclusively by one group. It is envisaged that this space would be offered to the Council for use by the local community or alternatively could be managed by the developer / operator with a structure in place for use by the local community. This space will contribute to the supporting uses proposed as part of the development, including the childcare facility and commercial units, and the significant public open space.

These uses will provide for a level of animation at the ground floor of the proposed development. They have been sized to meet the localised needs of the development itself as the site is located within 200m of a supermarket and

Airside Retail Park, and within a 15 minute walk of Swords main street, and to have regard to the emerging context of the Bus Connects and Fosterstown Metrolink located adjacent to the application site.

Childcare Facility

The proposed development includes a childcare facility with a GFA of 609.7 sqm located on the ground floor of Block 3 to be delivered as part of Phase 1 of the proposed development. The childcare facility also includes an outdoor play area, with an area of 930 sq.m, in addition to 10 no. parking spaces (including 5 no. spaces within a drop off zone). The childcare facility has been estimated as being capable of accommodation c. 138 childcare spaces based on the classroom sizes and the requirements of Appendix 1 of the Childcare Facility Guidelines for full-day care childcare services, as illustrated on the ground floor plan for Block 3. It is considered that this facility will be able to accommodate the demand for childcare spaces generated by the proposed development with potential additional capacity to accommodate demand from the surrounding area.

Landscape and Open Space

A landscape design for the proposed development has been prepared by Mitchell and Associates, and we refer to the Landscape Design Report and accompanying landscape drawings for further details. In summary, provision is made for extensive public and communal open space, and the aim of the landscape design is to create a high quality attractive environment with amenity facilities for the proposed apartments and the surrounding area.

The landscape scheme protects and enhances biodiversity through the following:

- The inclusion of the riparian corridor along Gaybrook Stream into the open space network
- Protection of hedgerows and existing trees along the boundaries
- An appropriate planting pallet selection and landscape planted structure to mitigate loss of habitat and create ecological linkages

The landscape strategy creates a network of external spaces that allows for flexibility in recreation activity, social interaction and active play, as well as spaces that are quiet and calming, and connects to and utilises existing green infrastructure for walking cycling and running. The proposed landscaping has been fully co-ordinated in respect of SUDS and public lighting.

All apartments are provided with private amenity spaces in the form of balconies and terraces. The landscape strategy includes provision of a privacy strip planting to ground floor apartments and play facilities, in accordance with the Apartment Guidelines 2020.

Public Open Space and Riparian Zone

The proposed development provides for 9,779 sq.m of public open space (excluding the riparian strip) which equates to 22% of the land in the applicant's ownership (4.405ha). This increases to 13,134 sq.m in total when including the riparian strip, equating to c. 30% of the total site area in the applicant's ownership. The linear open space along the edge of the Gaybrook Stream accommodates pedestrian and cycle movement as well as recreation use. It should also be noted that there is an additional area of incidental open space of 2,150 sq.m.

The Public Open Space includes provision of 2 no. playing pitches (c. 3,706 sq.m) that can also be used by the future school identified for the lands to the north of the Gaybrook Stream. Provision is also made for a basketball hoop and outdoor gym equipment.

The POS also includes a central tree lined route between Blocks 6 and 7, linking the riparian strip to the public plaza, this area will be open to the public, but is above a basement / undercroft car park and therefore will not be offered for taking in charge (i.e. it will be under the control of the management company). The public plaza provides

a flexible use paved area with a raised lawn. Raised planters frame the circulation and seating spaces, in addition to short term cycle parking. The high quality paved areas allow for free pedestrian movements and accommodation of café style seating areas associated with the proposed commercial units. The location and size of this plaza area is in keeping with the Fosterstown Masterplan and provides a key connection to the future Metrolink station and existing Airside Retail Park with a proposed controlled pedestrian crossing.

In relation to the northern boundary, it is proposed to reprofile the southern bank of the Gaybrook Stream, with a knee top rail located at the riparian zone. This will be a planted bank, graded into marginal terraces for a variety of habitats capable of withstanding a changing water level and incorporates seating terraces. The knee rail allows for visual permeability to the stream but demarcates the bank and stream environment. Development is set back by a minimum of 10m from the steam bank.

Communal Open Space

Provision is made for 6,724 sq.m of communal open space, exceeding the Apartment Guidelines 2020 minimum requirement of 4,153 sq.m based on the proposed unit mix and numbers. The communal open space is provided in courtyard spaces, with lawns, outdoor seating, garden areas, communal dining, play facilities, picnic areas and outdoor gym equipment.

Connectivity and Permeability

The proposed development will enhance the connectivity and permeability of the site and its surrounding area. a pedestrian / cycle way is provided along the northern boundary, and also along the eastern boundary with the R132. The proposals allow for a pedestrian crossing to the future MetroLink station.

The proposals also allow for potential future links with the adjoining residential development to the west, which will need to be facilitated / delivered by the Planning Authority due to a strip of intervening land not in the applicant's control. The roads layout and pedestrian linkages have been designed in consultation with the adjoining landowner to the north to ensure connections are provided to these lands when that development comes forward, at this time the temporary vehicular access from the R132 can be closed. The public realm strategy also focuses on prioritising pedestrians and cyclists throughout the site.



Figure 2.12: CGI view within the proposed development Transport and Access

It is proposed to construct a temporary left in/left out junction to access from the R132 which can be closed off when the roads infrastructure set out in the Fosterstown Masterplan is constructed and access via this infrastructure is available to connect to the public roads.

Vehicles exiting the proposed development who wish to travel southbound towards Dublin will be able to turn at the Pinnock Hill Roundabout to access the southbound side of the R132. In the event that this junction is upgraded to a signal-controlled junction (currently proposed by Fingal County Council) those wishing to travel southbound can turn right into Airside and travel through Airside to the R132 at Boroimhe. Vehicles arriving from the north will turn left at Pinnock Hill roundabout and travel through Airside.

Further details are set out in the Traffic Impact Assessment (TIA) prepared by OCSC, in associated with Waterman Moylan, and the Engineering Assessment Report, supporting reports, and associated drawings by Waterman Moylan. The reports demonstrate that the proposed access will operate well within normal capacity limits under a left in / left out junction layout, associated with the pedestrian crossing, and there will be no negative impact on the operation of the local road network or the future BusConnects or Metrolink proposals, whilst ensuring much needed residential development can be delivered on the subject lands.

Sufficient sight lines are provided, and the development will be compliant with the Design Manual for Urban Roads and Streets as confirmed in the documentation prepared by Waterman Moylan.

As noted, the proposed access from the R132 will be temporary and can be closed following the completion of the Fosterstown Link Road and associated road infrastructure to service the site via the lands to the north, as identified in the Fosterstown Masterplan (May 2019). The Site Layout Plan includes the internal road to the northern site boundary, which could facilitate future access to the adjoining residential zoned lands to the north. This is also illustrated on the engineering drawing and the landscape masterplan includes details of how the proposals relate to the masterplan proposals for the lands to the north, prepared by that landowner.

Car Parking

The development proposal contains a total of 363 no. car parking spaces, 300 no. car parking spaces at undercroft / basement and 63 no. car parking spaces at surface level, including accessible spaces and EV charging spaces.

Parking at undercroft / basement level is proposed for 300 no. cars to serve the residential element of the proposed development. A parking ratio of 0.51 spaces per residential unit is proposed for the residential units.

23 no. car parking spaces at surface level will be provided to serve the commercial units. Additional parking at surface level includes 10 no. car parking spaces for the childcare facility, and 30 no. car parking spaces for visitors.

Bicycle Parking

The proposed development provides a total of 1,519 no. bicycle parking spaces. This includes 828 no. bicycle parking spaces at undercroft / basement level, 244 no. secure bicycle parking spaces within the ground floor of building, 100 no. secure bicycle parking spaces in separate storage buildings and 347 no. external bicycle spaces at surface level throughout the site.

The proposed development will provide for a high quality cycle infrastructure throughout the site. The proposed entrance includes the provision of footpath and cycle lane facilities.

Site Services

In relation to foul water drainage, 2 no. proposed foul water connection points are proposed, one to the northeast of the subject site and one to the southeast, separating the foul drainage into 2 no. networks or catchments.

Blocks 1, 2 and 3 (Southern Catchment) will be connected to the east of the development on R132. The remainder of the development (Northern Catchment) will be connected to the same public sewer on the R132 to the northeast of the site. The existing 300mm diameter sewer discharges foul water to the Swords Wastewater Treatment Plant (WWTP).

The Swords WWTP was recently upgraded to increase treatment capacity from a population equivalent of 60,000 to a population equivalent of 90,000. The upgraded treatment plant will protect and improve quality of receiving waters at the inner Broadmeadow Estuary, using tertiary treatment by filtration, and disinfection using ultra-violet treatment.

An updated Confirmation of Feasibility was received from Irish Water on the 17th February 2021, which confirmed that a connection is feasible subject to localised upgrades to the surrounding wastewater network. As set out in Waterman Moylan's Response to ABP'S Opinion relating to Transportation and Drainage, Irish Water have confirmed that the upgrade works will be carried out by Irish Water and will be funded by the applicant. The upgrade works can be delivered in a timely manner as they are to be delivered by or on behalf of Irish Water under their exempted development rights, but do not form part of this application. They require Irish Water to confirm the cost and the applicant to provide the requisite finance, which would be completed as part of the Connection Application Process subject to a grant of permission for the proposed development.

In relation to water supply, as part of the COF, Irish Water has stated no further upgrades are required for the water supply network and that a connection is feasible. It is proposed to service the development via a 200mm diameter PE watermain laid in a loop around the building blocks and within the internal road and footpath arrangement. 2 no. connections will be made onto the existing watermain within the R132, one on the south at the entrance to the development, and one on the north. Each connection will include provision for an Irish Water Bulk Meter.

In terms of surface water, the site currently drains unrestricted into the Gaybrook Stream located to the north of the subject site. The proposed surface water drainage system for this development has been designed as a SUDS system and uses filter drains, green roofs, permeable surfacing, detention basins, and an attenuation tank in the basement together with flow control devices and a petrol interceptor to treat run-off and remove pollutants to improve quality, restrict outflow and control quantity.

2.7 THE EXISTENCE OF THE PROJECT

2.7.1 Introduction

The purpose of this section is to provide a description of the proposed development which considers all aspects of the project life cycle both during construction and post construction (and decommissioning if applicable). These include the following:

- Construction Stage (Land Use Requirements, Construction Activity & Significant Effects);
- Operation Stage (Processes, Activities, Materials Used);
- Changes to the Project; and,
- Secondary and Off-Site Developments

2.7.2 Description of Construction Stage

This section of the EIAR summarises the construction and phasing of the proposed development and summarises the measures to be taken to ensure that the impact of construction activity is minimised. The *Construction and Environmental Management Plan* and *Resource and Waste Management Plan*, which are included as standalone reports with this application, should be referred to for a more detailed assessment of the construction, waste and indicative construction phasing proposals for this development.

Construction Stage

The construction of the development is anticipated to take place over a c. 36-48 month period approximately. The development is proposed to be constructed on the following basis:

- Site preparation;
- Erection of security fencing/perimeter fencing;
- Setting up a secure site compound including wash down area; Site clearance including topsoil stripping;
- Construction of infrastructure including access road, footpaths, drainage and services; Provision of road upgrades and pedestrian links;
- Construction of 10 apartment blocks, providing 645 residential units, a childcare facility, community facility and commercial units in three no. phases.

Construction Activities

The Construction and Environmental Management Plan [CEMP], prepared by Waterman Moylan Consulting Engineers, sets out the provisions for the construction phase of the proposed development. The main construction activities pertaining to traffic generation relate to the excavation stage when soil is removed off site, transporting constructing materials to the site, and concrete transport to build to site superstructure. In general, the stages of construction activity on site can be broken down as follows:

- Site Set Up: Set up site perimeter hoarding, maintaining existing pedestrian and traffic routes around the site.
- Removal of Services: Prior to any works a utility survey shall be carried out to identify existing services. All services on site shall be disconnected, diverted or removed as agreed with service providers;
- Clearance: Site Clearance and removal of undergrowth and debris on site to make it ready for the commencement of enabling works;
- Excavation and Enabling Works: This includes a bulk excavation and removal of material when forming the basement;
- Site Service Installations: Drainage, power, water and the like shall be installed to serve the proposed development;
- Substructure: the development includes the provision of a basement / undercroft level to accommodate car and bicycle parking, bin stores, and ancillary space along with stair and lift cores and circulation areas. The foundation for the basement / undercroft consists of a shallow foundation design, comprising of reinforced concrete strip and pad footings between 600 to 1000mm deep. The lower ground floor and basement level will be formed in reinforced concrete. This will require a 300mm thick reinforced concrete retaining wall to uphold the site levels. The reduced level will be constructed using open-cut battered excavation, with the excavation back-fill using well compacted engineered fill material behind the formed retaining walls. The ground bearing floor slabs at Basement Level and Ground Level are 350mm and 300mm thick reinforced concrete and suspended between the strip and pad footings. The slabs are formed on 50mm T3 Blinding with minimum 225mm T2 hardcore to SR:21 requirements. We refer to the Waterman Moylan Consulting Engineers Planning Stage Structural Report for further details.

- **Below Ground Waterproofing:** In habitable areas, core lobbies, electrical rooms and lift-pits, the basement waterproofing performance will need to be BS 8102:2009 Grade 3. Current proposals to achieve this required environment will be developed over the detailed design stage. The Waterman Moylan Planning Stage Structural Report sets out that a “white tank” system by Rascor or Dryteck is considered suitable.
- **Superstructure:** The construction of the superstructure shall involve complex sequencing of activities. The Waterman Moylan Planning Stage Structural Report states that it is proposed to use a hybrid precast concrete hollow-core floor slabs with reinforced concrete cross-walls for the superstructure. The structural solution provides economy of design and speed of construction, whilst achieving the Architectural aspirations for minimum transfer structures at Ground Floor. A hybrid precast concrete and in-situ cross-wall construction has a number of benefits over a conventional concrete frame approach:
 - High strength to weight ratio
 - Greater opportunity for off-site prefabrication
 - Higher quality of finish due to off-site construction
 - Less requirement for temporary works and back-propping slabs
 - Less formwork and shuttering on site
 - Faster construction time on site (early stage first-fix MEP)
 - Longer achievable floor spans for shallow floor zone.

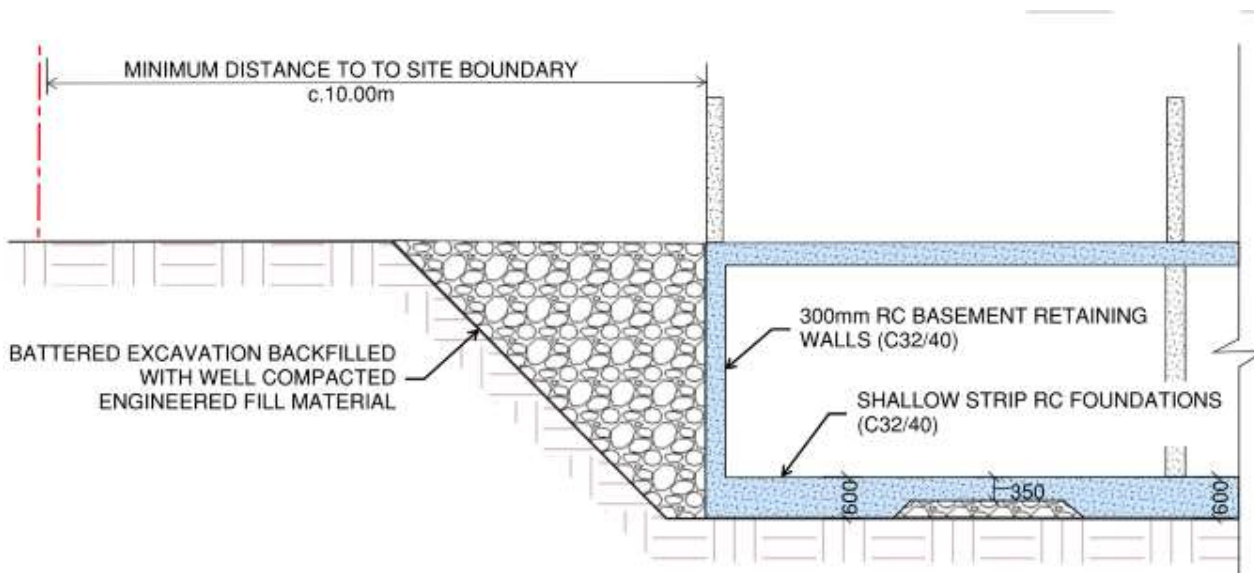


Figure 2.13: Typical basement section (Waterman Moylan Planning Stage – Structural Report)

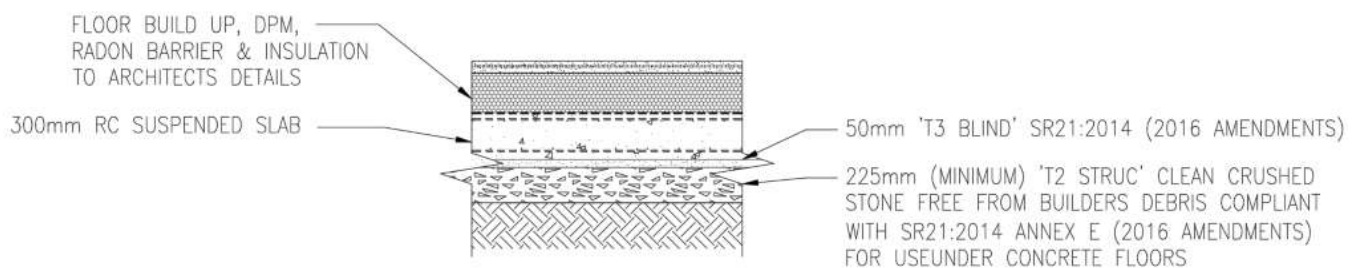
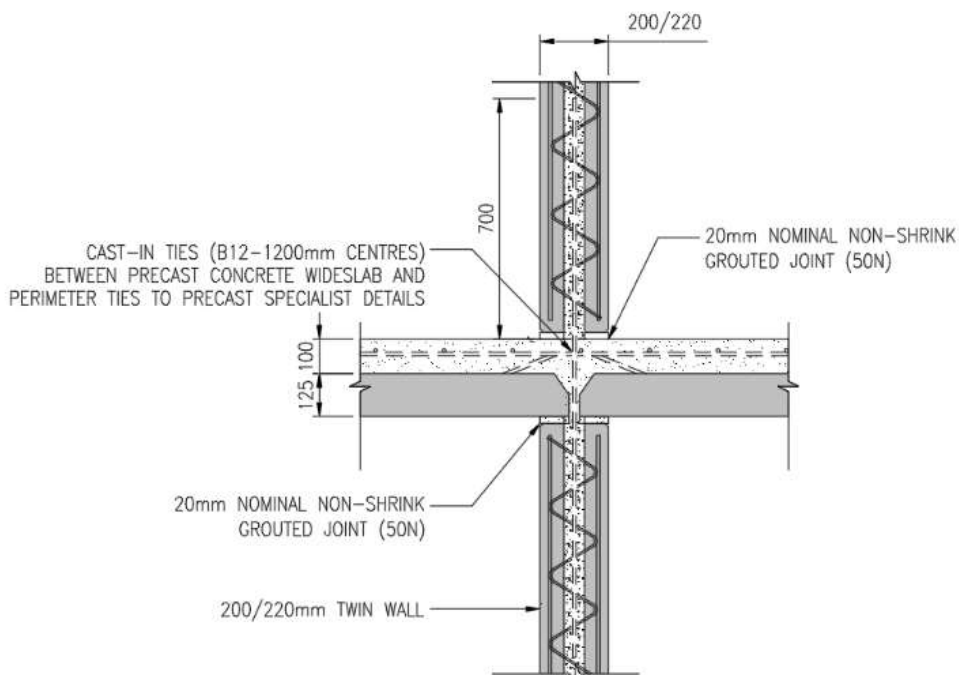


Figure 2.14: Typical ground bearing basement slab detail (Waterman Moylan Planning Stage – Structural Report)



**Figure 2.15: Typical superstructure slab to wall detail (Waterman Moylan Planning Stage – Structural Report)
Geotechnical Investigation**

The ground conditions are described in further detail in Chapter 7 - Land and Soils and Chapter 8 - Water. A site investigation report is included as an appendix to Chapter 7 of the EIAR.

Potential Impacts of the Construction Stage

There are a number of impacts that may arise during the construction phase, and which are subject to assessment in the relevant chapters of the EIAR and related application documentation. This list is non-exhaustive but covers the major issues to be considered in the assessment of potential impacts of the development:

- Construction methods – duration and phasing;
- Construction traffic, parking and site working hours;
- Health and Safety issues;
- Noise & Vibration due to construction work;
- Air quality (principally dust);
- Construction waste management (see separate standalone report which accompanies this application).

Construction Methods

The construction methodology that will be utilised on the site will have three main attributes to minimise the impact of the construction phase:

- Phasing of construction;
- Efficiency;
- Minimisation of waste generated;

Construction Traffic, Parking and Site Working Hours

The CEMP addresses these issues in greater detail and considers that the works associated with the proposed development will develop additional traffic on the public road network associated with the removal of excavated material and the delivery of new materials and concrete trucks, focused on the R132 given the proposed site access shall be from the existing roadway.

It is proposed that standard construction working hours will apply, between the hours of 08:00 and 19:00 Monday to Friday, and 08:00 to 14:00 on Saturday, with no work on Sunday or Bank Holidays.

Onsite deliveries will be sufficiently planned to avoid high volume periods. No Sunday work will generally be permitted. The above working hours are typical; however, special construction operations may need to be carried out outside these hours in order to minimise disruption to the surrounding area. Weather restrictions may apply, i.e. no cement pouring during heavy rainfall.

Health and Safety Issues

The proposed development will comply with all relevant Health and Safety legislation and best practice during the construction of the project. Where possible potential risks have been omitted from the design so that the impact on the construction phase is reduced.

Noise and Vibration due to Construction Work

The potential impacts associated with noise and vibration due to construction work, are addressed in Chapter 10 Noise & Vibration. The CEMP includes measures to monitor, reduce and eliminate where possible the noise and vibration levels.

Air Quality and Climate

The potential impacts associated with air quality due to construction work are addressed in Chapter 9 Air Quality and Climate. The CEMP includes dust and dirt monitoring and mitigation measures, and complaints procedures to be taken should they be necessary.

Construction Waste Management

A standalone Resource and Waste Management and an Operational Phase Waste Management Plan have been prepared by AWN for the proposed development and are included with this application and have informed the relevant assessments included in this EIAR. The purpose of both reports is to ensure the best practice is followed in terms of waste and environmental management during the construction and operational phases of the proposed development, and to ensure adverse impacts on the receiving environment – including local residents - are minimised. The plans aim to ensure maximum recycling, reuse and recovery of waste with diversion from landfill, where possible. They also provide guidance on the appropriate collection and transport of waste from the site to prevent issues associated with litter or more serious environmental pollution (such as contamination of soil and/or water).

2.7.3 Description of the Operation Stage of the Project

Pursuant to the EIA Directive an EIAR document is required to set out a description of the project processes, activities, materials and natural resources utilised; and the activities, materials and natural resources and the effects, residues and emissions anticipated by the operation of the project.

The proposed development is primarily a residential development, with minor elements of commercial use including a childcare facility, and 5 no. commercial units. The primary direct likely significant environmental effects will arise during the construction stage. As a result, post-construction, the operation of the proposed development is therefore relatively benign and not likely to give rise to any significant additional impacts in terms of activities, materials or natural resources used or effects, residues or emissions which are likely to have a significant impact on population and human health, biodiversity, soils, water, air, climate, or landscape. This is further outlined in subsequent chapters of this EIAR.

The primary likely and significant environmental impacts of the operation of the proposed development are fully addressed in the EIAR document.

The proposed development also has the potential for cumulative, secondary and indirect impacts, particularly with respect to such topics as traffic. Each chapter within this EIAR addresses the cumulative, secondary and indirect impacts which the development may have. On the basis of the assessment carried out as part of this EIAR, it is considered that all cumulative secondary and indirect impacts are unlikely to be significant; and where appropriate, have been addressed in the content of this EIAR document.

2.7.4 Description of Changes to the Project

The *Draft Guidelines on the information to be contained in Environmental Impact Assessment Reports*, EPA, 2017 state in relation to change:

'Very few projects remain unaltered throughout their existence. Success may bring growth; technology or market forces may cause processes or activities to alter. All projects change and- like living entities - will someday cease to function. The lifecycles of some types of projects, such as quarries, are finite and predictable. Such projects often consider their closure and decommissioning in detail from the outset, while for most projects a general indication of the nature of possible future changes may suffice. While the examination of the potential consequences of change (such as growth) does not imply permission for such growth, its identification and consideration can be an important factor in the determination of the application.

Descriptions of changes may cover:

- *Growth*
- *Decommissioning*
- *Other Changes*'.

As per the *Draft Guidelines on the information to be contained in Environmental Impact Assessment Reports*, EPA, 2017 and in the interests of proper planning and sustainable development it is important to consider the potential future growth and longer-term expansion of a proposed development in order to ensure that the geographical area in the vicinity of the proposed development has the assimilative carrying capacity to accommodate future development.

Given the nature and layout of the proposals included in this application, it is considered that there is limited potential for further significant expansion, however, any such proposals will be subject to separate planning application and environmental assessments. Appendix 2.1 includes details of nearby planning history and adjacent developments of relevance, which have informed the cumulative impact assessments undertaken as part of this EIAR process.

The parameters for the future development of the area in the vicinity of the subject site are governed by the Fingal County Development Plan 2017-2023 (and any subsequent Development Plan(s) adopted thereafter), Section 28 Guidelines and the Fosterstown Masterplan 2019.

2.7.5 Description of Secondary and Off-Site Developments

No significant secondary enabling development is necessary to facilitate the proposed development, with the exception of the Irish Water foul sewer upgrades discussed above and in the Engineering Assessment Report, and which will be delivered by or on behalf of Irish Water and therefore do not form part of this application.

The planning application includes details of the necessary road infrastructure works along the R132, which are required to facilitate this development and which will be delivered by the application. These works are assessed within this EIAR, and are minor in nature.

2.8 RELATED DEVELOPMENT AND CUMULATIVE IMPACTS

Each Chapter of the EIAR includes a cumulative impact assessment of the proposed development with other existing, permitted, and planning projects in the immediate area. As noted in Section 2.2 above and Appendix 2.1 the EIAR team has been advised of the relevant planning history on the application site and in the surrounding area, and also undertook their own relevant planning history research. The potential cumulative impacts primarily relate to traffic, dust, noise and other nuisances from the construction of the development, with other planned or existing projects, and each of the following EIAR chapters has regard to these in the assessment and mitigation measures proposed.

As such, with the necessary mitigation for each environmental aspect, it is anticipated that the potential cumulative impact of the proposed development in conjunction with other planned developments will be minimal.

2.9 MITIGATION MEASURES

As Chapter 2 is generally concerned with providing a description of the proposed development and setting out the alternatives considered, no specific mitigation measures are required, with the remaining chapters of this EIAR providing mitigation for identified impacts under each of the relevant environmental topics.

As described in this chapter, the consideration of reasonable alternatives by the applicant and design team has allowed for the selection of the most appropriate development proposal, with cognisance and comparison of the likely environmental effects of the alternatives considered assisting in the consideration of these options. Thus, an element of mitigation by design is inherent in the final scheme now proposed.

Each individual chapter deals with specific aspects of the proposed development and includes mitigation and monitoring measures were considered appropriate.

2.10 CONCLUSION

This chapter of the EIAR has provided a description of the development proposal and outlined the reasonable alternatives considered by the developer and design team.

In summary, the development relates to comprises a Strategic Housing Development of 645 no. residential units (comprising 208 no. 1 bedroom units, 410 no. 2 bedroom units, and 27 no. 3 bedroom units), in 10 no. apartment buildings, with heights ranging from 4 no. storeys to 10 no. storeys, including undercroft / basement levels (for 6 no. of the buildings). The proposals include 1 no. community facility in Block 1, 1 no. childcare facility in Block 3, and 5 no. commercial units (for Class 1-Shop, or Class 2- Office / Professional Services or Class 11- Gym or Restaurant / Café use, including ancillary takeaway use) in Blocks 4 and 8, and all associated development.

This chapter has outlined the reasonable alternatives considered as required under the 2014 EIA Directive and Irish planning legislation. This chapter has explained that the consideration of alternative locations was not considered

reasonable or appropriate, however details have been provided of considerations of alternative designs. The reasons for the choice of the preferred design proposed have been set out.

2.11 REFERENCES

- European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, August 2018
- Draft Guidelines on the information to be contained in Environmental Impact Assessment Reports, EPA, 2017
- Environmental Impact Assessment of Projects – Guidance on the Preparation of the Environmental Impact Assessment Report (2017) – European Commission
- Implementation of SEA Directive (2001/42/EC): Assessment of the Effects of Certain Plans and Programmes on the Environment Guidelines for Regional Authorities and Planning Authorities DOELG, 2004
- Authorities Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems - Key Issues Consultation Paper, Department of Environment, Community and Local Government, 2017
- Circular letter PL 1/2017 - Advice on Administrative Provisions in Advance of Transposition (2017)
- The requirements of Part X of the Planning Acts, and Part 10 of the Planning Regulations
- National Planning Framework 2018
- Regional Spatial and Economic Strategy (RSES) 2019-2031 for the Eastern and Midland Region
- Building Height Guidelines 2018
- Apartment Guidelines 2020
- Fingal County Development Plan 2017-2023
- Fosterstown Masterplan 2019

APPENDIX 2.1- REVIEW OF SURROUNDING DEVELOPMENT AND PLANNING HISTORY

This appendix provides further detail on the planning history of the subject site (no relevant planning history) and the surrounding area, including current live applications and permissions in the vicinity of the site to inform the assessments undertaken in each chapter.

The EPA Guidelines on Information to be contained in Environmental Impact Assessment Reports (draft, 2017) defines 'Cumulative Effects' as:

“The addition of many minor or significant effects, including effects of other projects, to create larger, more significant effects.”

The cumulative impacts of the proposed development in combination with other relevant existing or approved projects have been considered during the preparation of this SHD application to determine whether these would give rise to significant impacts on the environment. This EIAR includes a cumulative assessment of existing and permitted development in the area.

The details of these permissions / applications, along with the planned development adjoining the current proposals, have been provided to the EIAR consultancy team and inform the cumulative impact assessment undertaken as part of the preparation of this EIAR, with each consultant considering and undertaking their own planning history search in respect to their cumulative impact assessment where necessary.

Existing and Permitted Development

The identification of relevant existing and permitted developments in terms of cumulative impacts has been undertaken based on a review of the planning history of the surrounding area. Site visits have also informed the consideration of potential cumulative effects, allowing for identification of developments which are currently under construction or recently completed in the vicinity.

Relevant developments have been identified with regard to their size and scale, their use mix and composition, and their proximity to the proposed development, in particular to identify any substantial / strategic residential development or larger scale commercial development. Applications of a minor nature were discounted from the planning history search, for example applications for under 10 no. dwellings, or applications relating to minor extensions, works to existing dwellings, applications for commercial development of less than 1,000 sq.m, and change of use applications. The planning history search focussed on relevant permitted developments in the last 5 years, with a search also undertaken for permitted longer term permissions (i.e. with a 10 year permission).

A zone of influence of c. 500 metres was initially used for the desk-based identification of relevant development in close proximity to the site and given the limited planning permissions identified in this zone, this was subsequently extended to c. 1,000 metres. Larger developments with potential for in-combination construction or operational impacts have also been considered in the wider area beyond the 500 metre and 1,000 metre radius including permitted strategic housing developments. The 500 metre and 1,000m radius from the centre of the subject site was generated on the Fingal County Council online planning enquiry map.

This qualitative approach to the identification of relevant developments is effective in scoping the potential for cumulative impacts / in combination effects and has informed the EIAR chapters prepared by specialist consultants, which assists in the consideration of potential cumulative impacts as part of the EIAR. However, it should be noted that, depending on the particular environmental factor, some of the EIAR chapters may consider other developments either within the immediate surrounding area or further afield (for example more distant development that may be relevant for some factors such as traffic / noise may be less relevant to other environmental factors such as archaeology and cultural heritage).

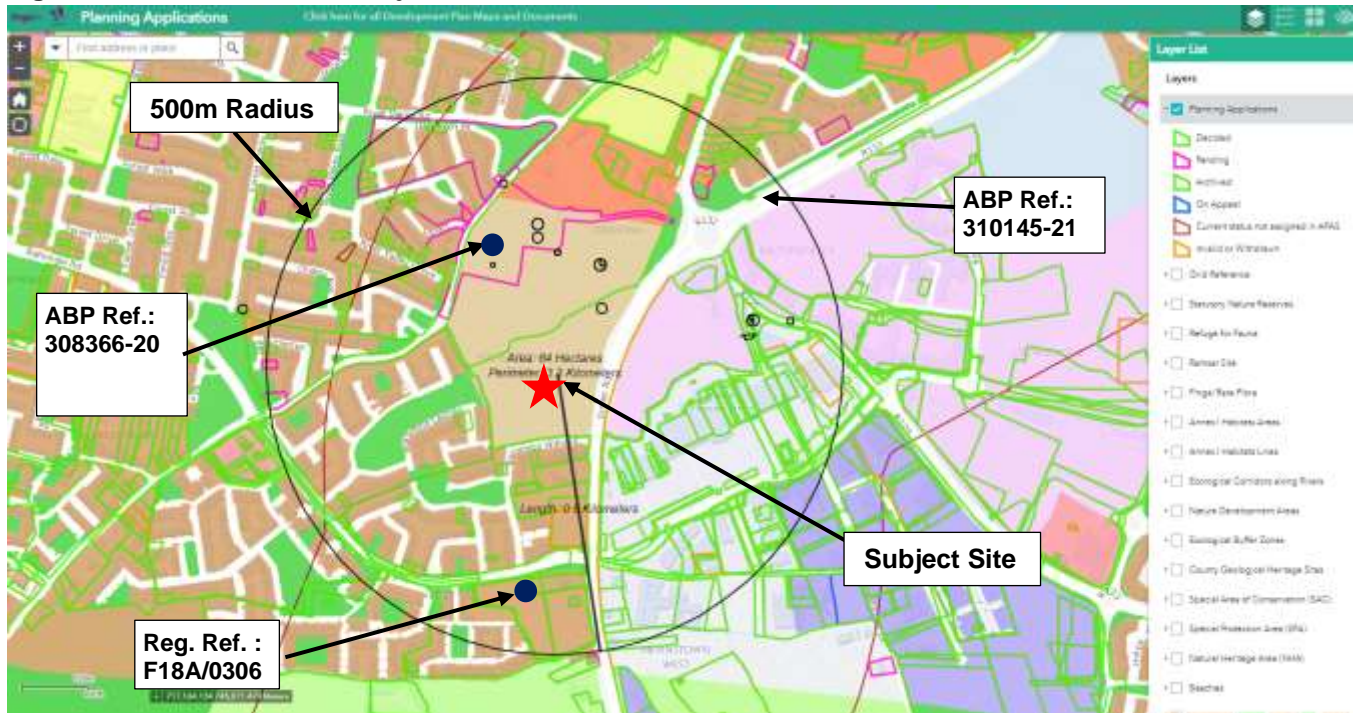
Subject Site

Based on a planning history search, there have been no recent applications for any form of development on the subject site.

Within 500m Radius of the Subject Site

There are 3 no. relevant planning applications within 500m radius (area illustrated in the figure below) from the centre of the site and set out in Table A.1 below.

Figure A.1: 500m radius of subject site

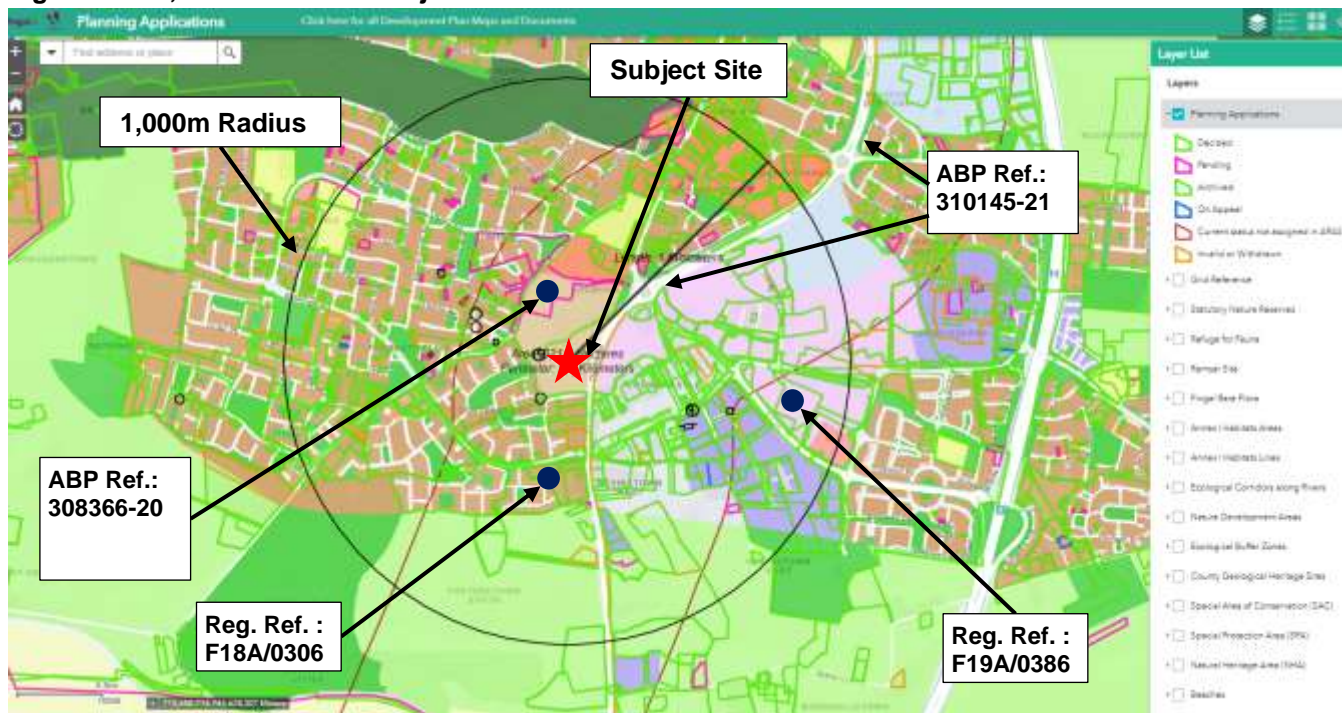


Source: Fingal County Council Online Planning Enquiry System

Within 1,000m Radius of the Subject Site

Given the limited relevant applications within 500m of the subject site, the zone of influence was subsequently extended to a 1,000m radius from the centre of the site, as illustrated below.

Figure A.2: 1,000m radius of subject site



Source: Fingal County Council Online Planning Enquiry System

Table A.1 sets out the 4 no. relevant planning applications identified within the 500m and 1,000m radius of the subject site. The first application relates to R132 Connectivity Project which relates to the section of the R132 to the north east. The second application relates to the permitted Strategic Housing Development (currently the subject of a Judicial Review) to the northern part of the Fosterstown Masterplan lands. The remaining 2 no. applications relate to smaller scale residential and commercial development.

Table A.1: Relevant Planning Permissions in Proximity to the Application Site

| <u>Reg. Ref.:</u> | <u>Location</u> | <u>Description</u> | <u>Decision</u> | <u>500m/1000m radius</u> |
|-------------------------|---|---|---|--|
| ABP Ref.: 310145-21 | R132 between Lissenhall Interchange and Pinnockhill Junction | R132 Connectivity Project - Road alterations works along the R132 between Lissenhall Interchange and Pinnockhill Junction | Approved 20 th January 2022 | Partly within 500m of the subject site |
| ABP Ref.: 308366-20 | Phase 1 lands, Townlands of Fosterstown North and Cremona, Swords, Co. Dublin | 278 no. residential units (apartments) no. houses, 216 no. apartments, 52 no. duplexes), childcare facility, retail unit and associated site works. | Granted Permission 3 rd Feb 2021 | Within 500m of the subject site |
| Reg. Ref.: F19A/0386 | Lands to the north of the R125 road, access off Holywell Link Road and Lakeshore Drive, | Hospital/healthcare facility with hospital services/primary care, day hospital (20 no. beds), associated facilities. | Final Grant 7 th April 2020 | Within 1,000m of the subject site |

| | | | | |
|-------------------------|--|---|--|---------------------------------------|
| | Swords, Co. Dublin. | | | |
| Reg. Ref.: F18A/0306 | Lands at Fosterstown North, Boroimhe Link Road, Swords, Co Dublin | 36 residential units (30 no. houses, 6 no. apartments) | Final Grant 29 th May 2019 | Within 500m of the subject site |