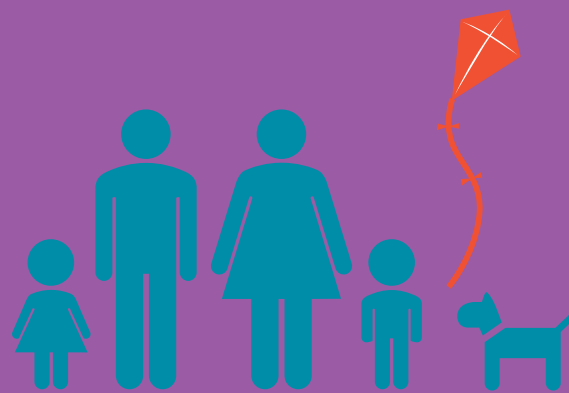
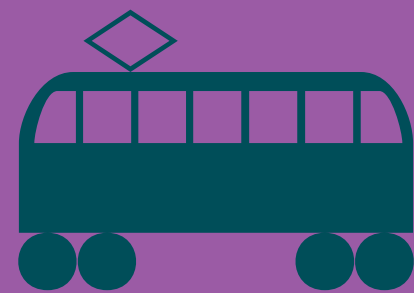


# Swords Masterplans Part C: Fosterstown

May 2019







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# Fosterstown Masterplan

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This Masterplan forms Part C of the overall set of three Masterplans prepared for locations in Swords as follows:

- Barrysparks & Crowscastle
- Fosterstown
- Estuary West

The Masterplan should be read in conjunction with Part A, which sets out the background, context and key principles for the three Masterplan area as well as in conjunction with Part E, which contains the appendices.



# Executive Summary

## Introduction

Swords is a settlement of 39,200 people and the administrative capital of Fingal. It is also the largest 'key town' in the Dublin Metropolitan Area, as defined in the Draft Regional Spatial and Economic Strategy (RSES).

Swords benefits from a range of amenities including the Pavilions Shopping Centre and has a high level of owner-occupied houses. As such, it is an attractive option for those seeking quality of life. As more local jobs become available, the need to commute into Dublin will also be reduced.

### The Vision

The vision for Fosterstown is 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 & Crowscastle area. The Fosterstown lands have a unique opportunity to utilise the new connections that will emerge in Swords via the MetroLink station and Core Bus Corridor on the R132.

## A Growing Place

Swords has undergone a high level of growth in recent years, nearly doubling in size in the last two decades (+76%). On the basis of the population targets presented in the Draft RSES, it is likely to reach 50,000 people by 2031 and may exceed any existing targets as new transportation infrastructure in the form of MetroLink is developed and as strategic employment and residential land banks are developed.

The *Your Swords: An Emerging City, Strategic Vision 2035* envisages Swords ultimately growing into a city of 100,000 people. This level of population growth will result in an increase in the resident worker population of approximately 20,000 people, up to a figure of 45-50,000 people.

A significant proportion of new employment in Swords will be

provided on the nearby Barrysparks & Crowscastle Masterplan lands (c. 180,000 sq.m of commercial floorspace).

A key aspect of the role for Fosterstown will therefore be to provide housing of a typology that will form a nexus with the employment generated on that site, in order to reduce inflows/outflows of people to/ from the area, as well as to maximise the value of the investment in MetroLink, a key piece of transport infrastructure in the Dublin region.

## A Connected Place

The MetroLink project is a high frequency/high capacity urban railway service that will run between Swords and Dublin City Centre, connecting key destinations such as Dublin Airport en route. The presence of the Fosterstown Metro Station, as well as the upcoming BusConnects project, presents a unique opportunity to create a community with excellent public transport links and reduced reliance on the private car.

## At a glance...

### Transport

Fosterstown Metro station  
BusConnects to City

### Commerce

10,000 sq.m of commercial floorspace

### Housing

Over 1,200 dwellings and 3,000 people

### Density

Net: 105 -115 units/ha

### Education

New primary school

### Open Space

Green corridors  
Landscaped setting  
Recreational areas

Note: All figures are indicative.



Fosterstown - Indicative layout



## Existing and proposed elements:

- 1 Boraimhe Laurels
- 2 Boraimhe Birches
- 3 Forest Road
- 4 Boru Court
- 5 Rivervalley
- 6 Cremona House
- 7 Lidl
- 8 R836 Dublin Road
- 9 Pinnock Hill Roundabout
- 10 Travelodge Dublin Airport
- 11 Airside Retail Park
- 12 R132
- 13 Proposed 'Fosterstown' Metro Link station
- 14 2 storey residential
- 15 Public plaza
- 16 Residential - primarily 2/3 storey with 4 storey corner block
- 17 Residential - 4-6 storey, with 7-storey corner block overlooking public plaza
- 18 Proposed school and open space
- 19 Residential 2-3 storey
- 20 Residential - 2-storey fronting Forest Road
- 21 Residential - primarily 3-5 storey
- 22 Residential - primarily 3-6 storey
- 23 Residential - primarily 3-6 storey



- 24 Residential - primarily 5-8 storeys
- 25 Hotel fronting the R132 and the Pinnock Hill Roundabout - primarily 5-8 storeys with 9-storey end-of-block
- 26 Central Green Corridor
- 27 Residential - 3-6 storeys with 7-8 storey element fronting the R132



# 1 Masterplan Lands

## Size & Location

The Masterplan incorporates approximately 13.14 ha of greenfield land in south-west Swords. The area is bounded by the R132 to the east, Forest Road to the west, Boroimhe housing estate to the south and Lidl to the north.

## Features

At present, the site is comprised of grassland with hedgerows, shrubs and trees. A stream crosses the lands, which is a minor tributary of the Gaybrook River, which ultimately discharges to the Broadmeadow Estuary, designated as an SAC and SPA. There are no recorded monuments or architectural heritage sites within the Masterplan land.

## Adjoining land

The character of the surrounding area is primarily residential with some commercial uses also occurring. The residential estates of Boroimhe, Ridgewood and Rivervalley are located to the immediate western and southern boundaries of the Masterplan area. The Airside Retail Park is located to the south-east of the site, while a Lidl supermarket bounds the lands to the north.

## Topography

The lands undulate significantly, with a fall across the site of approximately 13m from a high point in the south-west (+47m) to the north-east (+34m). There is a significant level change across the centre of the plan lands, where an existing east-west hedgerow and stream drop down within a small valley across the land.



## Planned Infrastructure

The Masterplan lands will benefit from the proposed Fosterstown Metro stop, which is located immediately adjacent to the Masterplan lands, along the R132. With additional strong road links, the Fosterstown lands are strategically located for businesses who depend on easy access to the national road network. Excellent transport links will also make the area accessible to a broad customer base.

## Statistics

- 13.14 Hectares total site area
- Topography: 13 metre fall across site
- 4.5 km to Dublin Airport
- 6.5 km to Port Tunnel
- 12.5 km to City Centre



Issues	Opportunities
<p><b>Open Space/Recreational Amenity</b> There is a disconnect between Swords Town Centre and the residential developments in south-west Swords.</p>	<ul style="list-style-type: none"> <li>• Provide a green riparian corridor which will incorporate existing green space at Boroimhe and necessary SuDS infrastructure for the site.</li> <li>• The green corridor will incorporate the existing stream network that runs through the lands.</li> </ul>
<p><b>Public Transport</b> Public transport is relatively limited in Swords. While Dublin Bus and the Swords Express provide services which connect Swords to Dublin City and other areas, the provision of a new light rail system will significantly improve transport to and from Swords.</p>	<ul style="list-style-type: none"> <li>• Ensure that the new MetroLink 'Fosterstown' station will be fully accessible to all in the new community, through the provision of pedestrian and cyclist infrastructure to the station and with the creation of a public plaza.</li> </ul>
<p><b>Walking and cycling infrastructure</b> Walking and cycling infrastructure is relatively poor along the R132, and improvements are required to link the new community with the existing neighbouring communities and with the wider Swords area.</p>	<ul style="list-style-type: none"> <li>• Facilitate walking and cycling through the site via green routes and the local road network.</li> <li>• Walking and cycling will be encouraged as the main form of transport, especially for the new primary school.</li> <li>• Links to the MetroLink station on the R132 have been provided for walkers and cyclists, to promote the continued active travel approach.</li> </ul>
<p><b>Commercial</b> Hotel accommodation in Swords is relatively limited, especially when considering its close proximity to Dublin Airport. With the new connection to the Airport that the Metro will provide, Swords has the opportunity to expand its hotel offer.</p>	<ul style="list-style-type: none"> <li>• Provide a hotel at the junction of the R132 and the Pinnock Hill Roundabout.</li> <li>• Creation of local employment opportunities.</li> <li>• Further opportunity for the hotel development to be a landmark building at the entrance to Swords' main retail and commercial area.</li> </ul>
<p><b>Schools</b> Residential development in the west Swords area has resulted in a shortage of school spaces for local children and has become an issue. A new primary school in Fosterstown will help support both the existing and new communities in this area.</p>	<ul style="list-style-type: none"> <li>• Provide a new school site within the Masterplan lands to serve the new population of Fosterstown and the existing surrounding communities.</li> <li>• Incorporate additional sports/recreational facilities to support the new school.</li> </ul>
<p><b>Community/Neighbourhood</b> It is envisaged that the population of Swords can reach 100,000 people. Additionally, the new Metro station at Fosterstown will enable the opportunity to create a new residential community.</p>	<ul style="list-style-type: none"> <li>• Provide a mix of residential typologies and sizes, to support the growing population of Swords.</li> <li>• Support new residential development with local amenities such as a public plaza and open space.</li> </ul>
<p><b>Road Management</b> The Development Plan recognises the requirement for the provision of the Fosterstown Link Road.</p>	<ul style="list-style-type: none"> <li>• Provide the new Fosterstown Link Road, which will link the Pinnock Hill roundabout with Forest Road.</li> <li>• This will enable the ease of access through the site, and for the residents at Rivervalley to access the R132.</li> <li>• Upgrade the Pinnock Hill roundabout to facilitate new road infrastructure.</li> <li>• Internal roads will provide access to the new school and other developments, with a secondary access onto the R132 also provided.</li> </ul>



# 3 Vision and Principles

**The Vision**  
 The vision for Fosterstown is 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 & Crowscastle area. The Fosterstown lands have a unique opportunity to utilise the new connections that will emerge in Swords via the MetroLink station and Core Bus Corridor on the R132.

**Land Use**  
 The lands at Fosterstown are envisaged to be residential in nature, reflecting the existing residential character of the surrounding area and aligning with the proposed MetroLink station at 'Fosterstown'. The Fosterstown lands will balance and connect with the scale of commercial development anticipated on the nearby Barrysparks & Crowscastle area.

**Open Space**  
 The majority of public open space shall be provided along the existing stream and it shall link into the existing public open space at Boraimhe. The riparian corridor will provide pedestrian and cycle facilities to facilitate the movement of people through the site and to the Metro station and wider Swords area.

**Transport and Movement**  
 The Masterplan seeks to facilitate strong pedestrian and cyclist connections, as well as strong connections to the town centre and public transport infrastructure. Car dominance will be discouraged and active travel promoted. Pedestrian and cyclist connections have been incorporated to facilitate access to the Metro station and Swords Main Street.

**Green Infrastructure**  
 Green Infrastructure is a key component of the design and layout of development, with flood risk mitigated by SuDS features. These proposed green corridors will provide significant pedestrian and cyclist linkages, and support a rich biodiversity in the area whilst reducing the carbon footprint of new developments.

**Built Form, typologies and density**  
 This Masterplan envisions a community that can adapt and grow with the changing needs of its residents, with a mixture of residential typologies (housing and apartments) and a mixture of bedroom sizes. This will ensure that the development can continue to grow with the population. Lower density housing has been incorporated along existing residential communities to the south and west, with higher density dwellings located through the centre and east of the lands.

**Heights**  
 The height rational for Fosterstown takes cognisance of all existing developments in the surrounding area, and its strategic position along the R132. Heights on the land will range from 2 to 9 storeys. Heights will not exceed 2 to 3 storeys along the Forest Road and fronting the houses at Boraimhe Willows.

**Interface Areas**  
 The building heights and typology proposed considered a development form and structure that is compatible with the adjacent communities. Density and height respectfully transition down towards the residential dwellings to the south and west. The R132 provides the opportunity to develop higher density building types, with the potential for a landmark-building at the Pinnock Hill Roundabout.

**Strategic Flood Risk Assessment (SFRA) and Sustainable Urban Drainage Systems (SuDS)**  
 Roughan & O'Donovan (ROD) Consulting Engineers have prepared SFRA and SuDS assessments for the Masterplan area, which is published alongside the Masterplan (Appendix C). The proposed layout of the Masterplan area has been informed by the assessments.

All proposed development within the Masterplan lands shall be fully informed by the Strategic Flood Risk Assessment and the SuDS Strategy prepared in conjunction with the Masterplan. All developers shall comply with the SFRA Recommendations, the SuDS Protocol and the SuDS Recommendations.





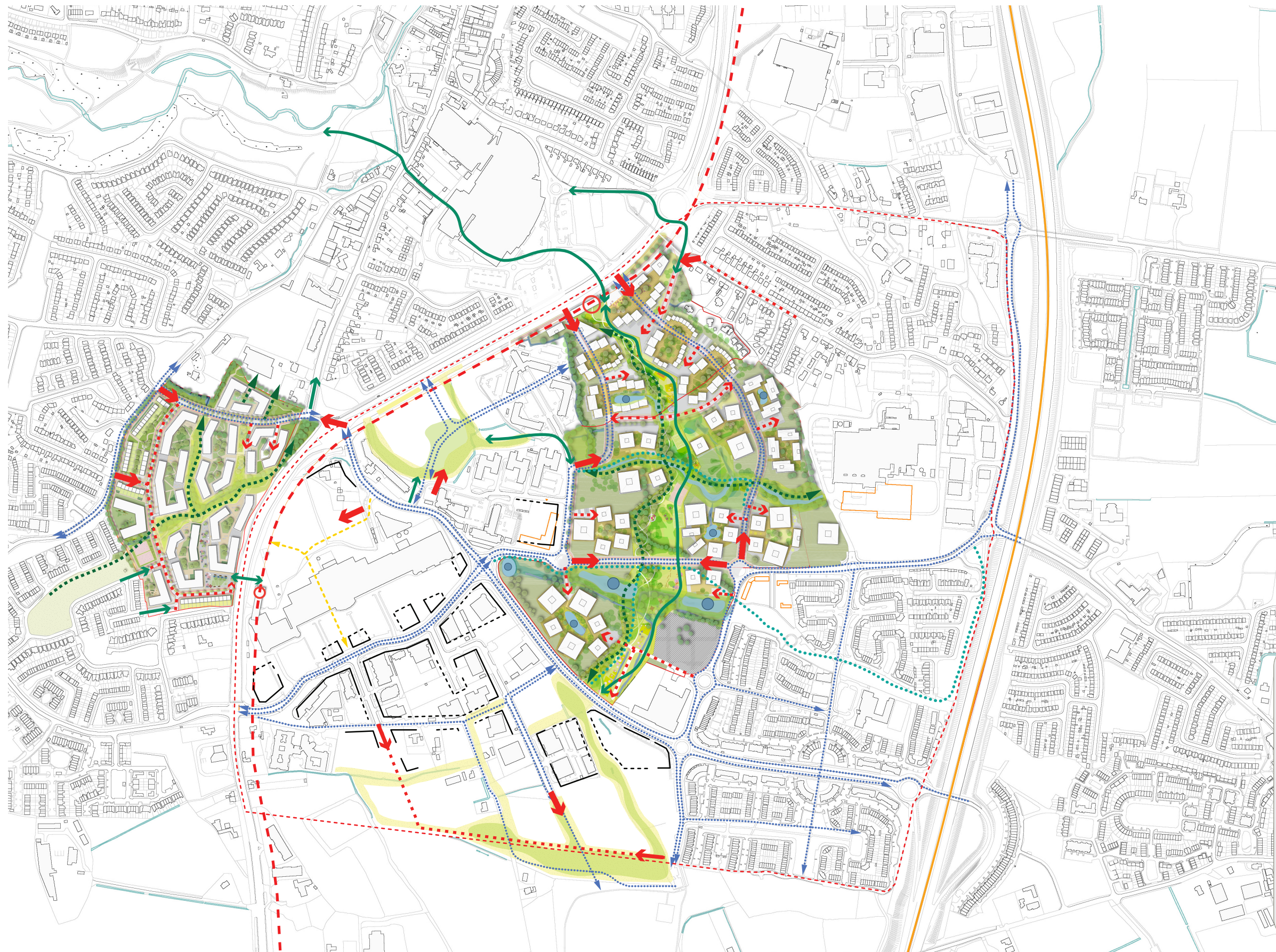


Fosterstown - Indicative layout

- 1 Fosterstown MetroLink station
- 2 Proposed school and open space
- 3 Civic space/ local centre opposite Metro station
- 4 Proposed hotel fronting R132
- 5 Internal north-south link road
- 6 Improved Forest Road interface
- 7 Residential presenting an 'urban edge' to R132
- 8 Fosterstown Link Road
- 9 Houses fronting Forest Road
- 10 Residential apartments



# 4 Transport and Movement

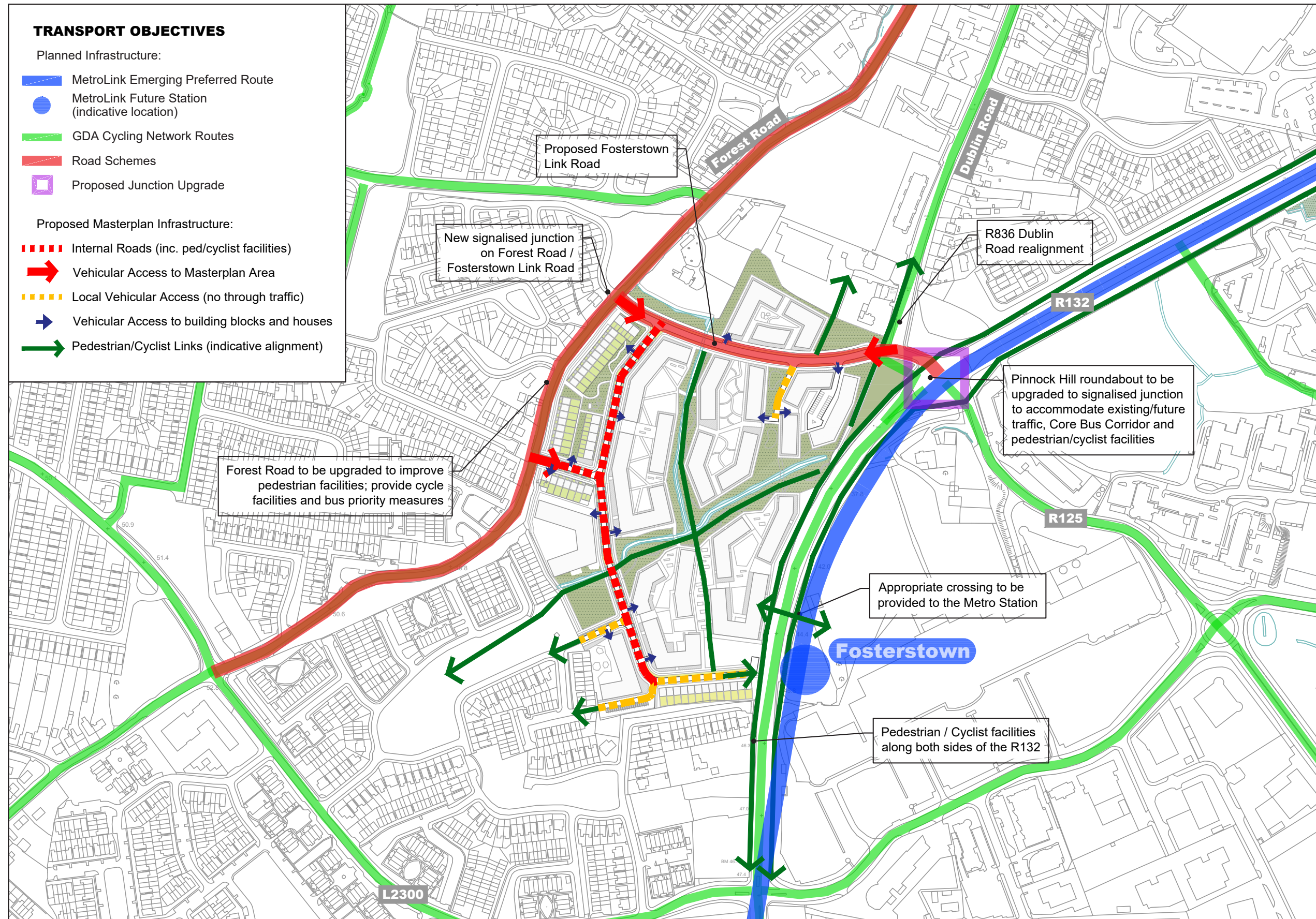


## KEY

- Vehicular Access to Masterplan area
- Proposed internal roads and secondary vehicular access
- Pedestrian / cyclist link
- Primary Avenue with cycle paths
- Priority frontages
- Flexible frontages
- Proposed parks
- Strategic SUDS and flood risk management corridors
- Existing and proposed greenroutes - pedestrian & cycle
- Greenroutes - pedestrian
- Possible future greenroutes
- Existing and proposed SUDS ponds and wetlands
- Proposed metro north route
- Airside Urban Design Strategy area
- Masterplan area
- Metro stop
- M1

**Airside**  
 The Barrysparks & Crowscastle and Fosterstown Masterplans are situated within the broader Airside area. The adjacent figure provides an indication of how the Masterplan lands could be integrated into the development of the broader area.







# 4 Transport and Movement

## Transport and Movement

The following are the Key Transport and Movement Objectives for the Fosterstown Masterplan lands:

- Main vehicular access to the Masterplan lands will be achieved via the new Fosterstown Link Road from the R132 to the Forest Road. The detailed design of the Fosterstown Link Road and junction layout will be subject to consultation through the planning consent process.
- The Pinnock Hill Roundabout on the R132 will be upgraded to accommodate the new link road.
- Secondary access to the site will also be via new entrances to the south of Forest Road.
- Smaller grade local link streets will facilitate access throughout the site.
- Priority pedestrian connections to the Fosterstown MetroLink station will be created through the emerging new residential developments, as opposed to the established communities of Boraimhe.
- Pedestrian and cyclist connections shall be incorporated along the riparian corridor.
- Provide cycle links along Forest Road.
- Provide appropriate bus priority measures for buses using the Forest Road.
- Ensure that pedestrian and cyclist facilities are designed in accordance with Section 5.8.3 of the NTA's *Transport Strategy for the Greater Dublin Area 2016-2035*.





## Car Parking

Through the development of a compact urban form centred on the MetroLink stations, coupled with strong pedestrian and cycle links to neighbouring centres; the Masterplan seeks to reduce the need for car-based journeys. Parking is an effective tool in managing travel demand which will also help encourage modal shift and reduce the impact of congestion on the network.

Within areas highly accessible to public transport (800m to a QBC or high quality bus service, or 1600m to an existing or planned Luas/DART/Metro/Rail station), the Fingal Development Plan seeks to encourage a mode shift in favour of public transport, by reducing the maximum car parking standard by 50%. In the case of commercial uses, this reduces the maximum parking ratios from 1 parking space per 30sq.m of commercial GFA, to 1 parking space per 60sq.m. It should be noted that these parking standards are still a 'maximum' and that further reductions in the provision of parking may be feasible within the Masterplan, subject to access to sustainable travel options and when supported by a Mobility Management Plan. Further reductions in parking provision will be at the discretion of the Local Authority.

To minimise the visual impact of parking, development parking will be provided in underground/under-croft parking. A quantum of parking will be permissible at surface level to facilitate visitors and disabled parking only. Hard and soft landscaping and appropriate lighting will be required around surface carparking areas.

Prior to the delivery of MetroLink, it is acknowledged that the initial phases of commercial development will require parking in line with the maximum car parking standards set out in the Fingal Development Plan. In this interim phase, 50% of the commercial parking requirement will be permitted in the form of temporary surface parking, adjacent to the buildings, with the remaining 50% accommodated in underground/

under-croft parking. When the Metro becomes operational, temporary surface parking areas will be reverted to designated green open spaces or alternative permissible uses.

## Cycle Parking

Secure cycle parking is to be provided at each Metro Station to enable efficient interchange. Secure and easily accessible residential cycle parking is to be provided for each residential and commercial block in accordance with the minimum standards set out in the Fingal Development Plan.



Indicative view of proposed school and public space



# 5 Green Infrastructure

## Key Objectives

The following are the Key Green Infrastructure Objectives for the Fosterstown Masterplan lands:

- 1 Provide an east-west green corridor along the existing stream encompassing pedestrian and cyclist infrastructure, connecting from existing open space at Boroimhe Birches to the west of the lands with the R132 to the east of the lands.
- 2 Provide a north-south green corridor along the existing stream encompassing pedestrian and cyclist infrastructure connecting from the proposed east-west corridor to the proposed Fosterstown Link Road.
- 3 Provide a high quality landscaped space/ square opposite the proposed MetroLink station on the R132.
- 4 Ensure that the proposed Fosterstown Link Road, as well as the proposed local access streets as shown on the road hierarchy, are lined with trees planted in constructed tree pits.
- 5 Provide active open space facilities in the form of playing pitches adjacent to the school site and available for use by local residents outside of school requirements.
- 6 Provide an area of high quality landscaped open space to the north-east of the lands, adjacent to the R132, to provide high-quality green space and provide a setback for the proposed hotel from the R132.
- 7 Conserve, protect and enhance existing trees and hedgerows within the Masterplan lands to help foster biodiversity in the area.
- 8 Ensure that new or extended open space networks are designed to facilitate people with a broad range of ability.





## Key Objectives

The following are the Key Built Form Objectives for the Fosterstown Masterplan lands:

- Provide residential accommodation at a net density of 105-115 units per hectare, with an appropriate mix of houses and apartments to meet the needs of future residents of the area and to diversify Swords' existing housing stock.
- Densities will only be permitted at the higher end of the range where it can be demonstrated that the proposed development contributes substantially toward the achievement of the principles and objectives set out in this Masterplan and will result in a high quality living environment.
- Apartment typologies shall include a range of typologies including duplex over duplex, as well as traditional apartment building forms.
- Provide housing in the form of two-storey/three-storey townhouses or housing over car parking.
- Provide a hotel to the north-east of the Masterplan lands to facilitate visitors to the area.
- Development Plan Objective DA07 - Strictly control inappropriate development and require noise insulation where appropriate within the Outer Noise Zone, and actively resist new provision for residential development and other noise sensitive uses within the Inner Noise Zone, as shown on the Development Plan maps, while recognising the housing needs of established families farming in the zone. To accept that time based operational restrictions on usage of a second runway are not unreasonable to minimize the adverse impact of noise on existing housing within the inner and outer noise zone.
- Build to rent units shall be monitored and assessed to ensure that they form an appropriate proportion of the overall development of residential units within the Masterplan area.





## 6 Built Form

- Residential accommodation shall provide an appropriate mix of 1, 2, and 3 bedroom units in line with the unit-mix standards set out in the *Design Standards for New Apartment Guidelines, 2018* and the Development Plan. The indicative unit mix is as per the below:
  - 20-25% 1 bedroom units
  - 45-55% 2 bedroom units
  - 20-30% 3 bedroom units
- Provide a 24 classroom school in an appropriate location within the Fosterstown Masterplan lands in consultation with the Department of Education Skills while taking into consideration the need to provide schools adjacent to local communities to ensure sustainable development in appropriate locations.

### Key Objectives

The following are the Key Height Objectives for the Fosterstown Masterplan lands:

- Provide a variety of heights throughout the Masterplan lands to create visual interest and to facilitate access to light, generally in accordance with Figure 6.2.
- Provide lower heights adjoining existing residential areas in the form of 2-3 storey development along the Forest Road and Boroimhe.
- Provide a strong urban edge to the R132 to the north of the site, where taller development, ranging from 5 - 9 storeys will be supported.

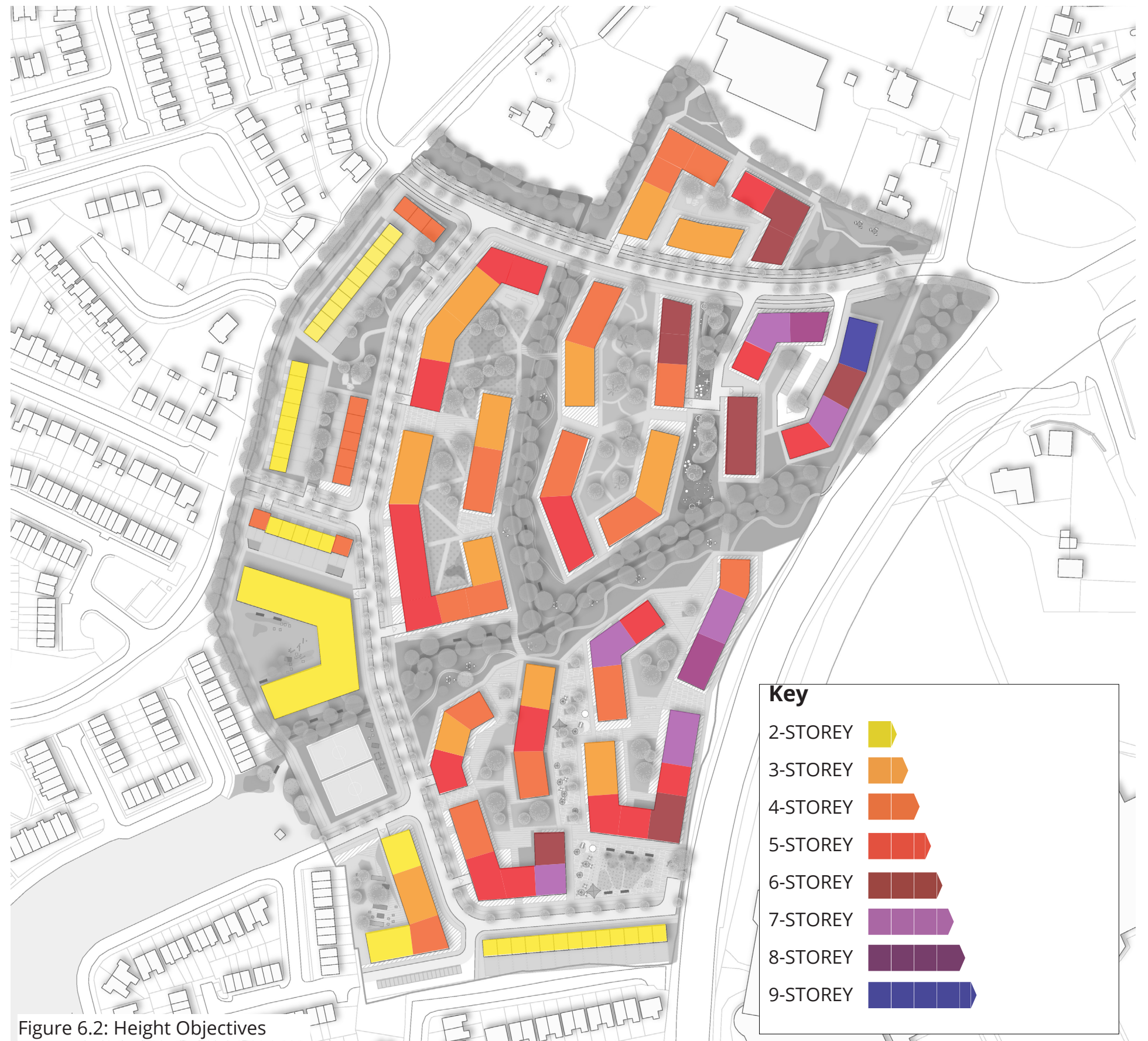


Figure 6.2: Height Objectives





Indicative view of public space opposite proposed Fosterstown Metrolink station



# 7 Residential Typologies



Note: Please see Appendix for full details of referenced typologies



## Residential Typologies

While it is not the intent of the Masterplans to be overly prescriptive or to inhibit innovation, it is envisaged that the Masterplan lands will consist of a range of recommended residential typologies which have been selected to achieve an appropriate mix, given the proximity of the Masterplans to future high frequency transport infrastructure. The recommended typologies range from townhouses to duplex over duplex, to high density apartment style blocks. The individual Masterplan documents set out appropriate locations within each area for the proposed typologies. Private open space associated with future residential development shall be provided in accordance with Development Plan standards.



### Typology 1: Three-Storey Townhouse

Three-bed townhouse with parking spaces in undercroft location. Private open space in the form of private rear garden.



### Typology 3: Duplex over Duplex

Two-bed duplex apartment over a 1-bed duplex. Four storey blocks with undercroft parking spaces and some on-street parking. Private open space in the form of rear garden or private balcony.



### Typology 4: Apartment Type 1/1B

Mix of bedroom sizes, with two to three units per block floor. Block heights range from three to six/nine storeys, with each apartment having a private balcony. Resident parking is provided underground, with ground level visitor parking.



### Typology 4: Apartment Type 2a/2b

Mix of bedroom sizes, with two to three units per block floor. Block heights range from three to six/nine storeys, with each apartment having a private balcony. Resident parking is provided underground, with ground level visitor parking.



### Typology 4: Apartment Type 4

Mix of bedroom sizes with five or six units per floor. Block heights range from three to six/nine floors, with private open space in the form of balconies. Resident parking is provided underground, with ground level parking for visitors.



## 8 Phasing and Implementation

Development within the Masterplan area shall be phased in order to manage the impact of development on the surrounding area and in particular on existing transport infrastructure throughout Swords. The phasing schedule also seeks to provide community infrastructure, such as schools and open space, in the earlier phases of development in order to create a high quality living and working environment.

Table 9.1 sets out the infrastructure required to both create a high quality living/ working environment and to manage development on the surrounding area. The table is broken down into both essential and non-essential infrastructure. Essential infrastructure must occur within the phase of development where it is listed before subsequent phases can be constructed and occupied. Non-essential infrastructure lists infrastructure that is anticipated to occur in Swords in the same timeframes, but will not hold back future phases of development of the Masterplan should it fail to materialise.

### Key Objectives

The following are the Key Phasing and Implementation Objectives for the Fosterstown Masterplan area:

- Development within the Masterplan area shall be phased in order to manage the impact of the development envisaged on the surrounding area.
- No more than 25% of the overall quantum of development envisaged shall be constructed and occupied prior to the operation of Metrolink.
- Development within the Masterplan area shall be phased in accordance with Table 8.1 and Figure 8.1 contained herein.
- Undertake a 2 yearly progress review of the phasing proposals contained in this Masterplan to ensure that land activation is occurring in a timely manner.
- Ensure that residential development does not take place until such time as the developer has undertaken an Educational Needs Assessment which demonstrates to the

satisfaction of the Planning Authority that there is adequate school provision for the needs generated by the proposed development.

The Planning Authority may exercise discretion in respect of permitting future development on potential opportunity sites located within Phase 2 and 3, in order to allow appropriate development to proceed subject to a detailed Traffic Impact Assessment.

Key to this Masterplan is the development of key significant economic opportunities. Lands suitable for a hotel development are identified as a 'Key Opportunity Site' on Figure 8.1, to facilitate this development at this location subject to a detailed and acceptable Traffic Impact Assessment.





Table 8.1: Phasing Schedule

**Phase 1 (Pre-Metrolink)**

**Strategic Infrastructure**

**Development to be undertaken during Phase 1 (essential infrastructure):**

- BusConnects service or similar enhanced bus service
- Pedestrian access to designated BusConnects (or similar) stops (required before commencement of Phase 2)
- Upgrade to Pinnock Hill roundabout (signalisation or similar)
- Fosterstown Metrolink Station (required before commencement of Phase 2)
- Fosterstown Link Road (new access road from the Forest Road to connect with the Pinnock Hill Roundabout)
- Provision of school and associated vehicular access
- Upgrade of the Forest Road to facilitate pedestrian and cycle movements
- North-south internal road linking school to the Fosterstown Link Road
- Realignment of Dublin Road to connect with Fosterstown Link Road, including pedestrian/ cyclist/ green infrastructure amenities.
- Pedestrian/ cyclist links to Fosterstown Metrolink station
- Upgrade Pinnock Hill Roundabout and provide improved links to Airside.

**Development anticipated in the broader Swords area during Phase1 (non-essential development):**

- Western Distributor Link Road - Oldtown section
- Inner Ward River Crossing (Church Road)
- Town Centre Traffic Management (bus priority on main street and segregated cycle lanes)
- Upgrade to the R132 in the form of footpaths, segregated cycle paths
- Green infrastructure link to connect the high amenity area of the Broadmeadow River with the Ward Valley River Park
- Green infrastructure link to the south-west of the Pavillions Shopping centre to provide connectivity to the Main Street
- Upgrades to the Dublin Road (R836) including pedestrian/ cyclist/ green infrastructure amenities
- Airside-Feltrim Link Road, including upgrading of existing roundabouts

**Masterplan Development**

- 240 - 260 residential units
- School

## 8 Phasing and Implementation

### Phase 2

#### Strategic Infrastructure

##### Development to be undertaken during Phase 2 (essential infrastructure):

- R132 upgrade - replace existing roundabouts with signalised junctions (or similar)
- R132 upgrade - segregated cycle lanes
- Malahide Roundabout upgrade (signalisation or similar)
- East-west green route including pedestrian and cyclist links

##### Development anticipated in the broader Swords area during Phase2 (non-essential development):

- Western Distributor Link Road - Mooretown section
- Forest Road Bus and cycle scheme
- Rathbeale Road bus and cycle scheme
- Cycle lanes on Brackenstown Road
- Western Distributor Link Road extension to metrolink P&R
- Western Distributor Link Road to Brackenstown Road
- Riparian connection along the Broadmeadow River to connect the proposed regional park to the north-west of Swords to the Broadmeadow Estuary
- Upgraded green infrastructure link through the Estuary Central Masterplan area
- Barrysparks Link Road roundabouts to be upgraded to be cycle friendly

#### Masterplan Development

- 510 - 530 residential units
- 9,000 - 10,000 sq.m Hotel

### Phase 3

#### Strategic Infrastructure

##### Development to be undertaken during Phase 3 (essential infrastructure):

- Public plaza adjoining Metrolink Station

##### Development anticipated in the broader Swords area during Phase2 (non-essential development):

- Upgrade to Balheary road including improvement of cycle lanes

#### Masterplan Development

- 420 - 440 residential units

