

# Collinstown Strategic Employment Lands

## Masterplan

July 2024





# Collinstown Strategic Employment Lands Masterplan

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## **Introduction and Context**

### **1.1. Overview and Policy Context**

This non-statutory Masterplan has been prepared to guide the development of a high-quality, attractive and sustainable business campus environment at Collinstown, Leixlip in North Kildare, which shall be characterised by comprehensive pedestrian/cycle friendly infrastructure and shall also facilitate the efficient functioning of business and enterprise activities within this zone. The preparation of the Masterplan for the subject lands is a specific objective of the Leixlip Local Area Plan 2020- 2023 (as extended to 2026) (Leixlip LAP) and also an action of the Kildare County Development Plan 2023-2029. The Draft Masterplan has also been prepared in the context of the National Planning Framework (NPF), the Regional Spatial and Economic Strategy (RSES) and the Greater Dublin Area Transport Strategy 2022-2042.

Kildare County Council is committed to facilitating the creation of employment in North Kildare, and the broader Dublin Metropolitan Area (DMA) and the zoning of the strategically located lands at Collinstown for enterprise, employment and light industrial uses, in the immediate vicinity of existing and proposed national strategic transport infrastructure, represents an opportunity to develop a cluster of complementary enterprises and more generally a larger and robust economic basis for the town, county and the entire region.

The Collinstown Masterplan is intended to serve as an overarching strategy to effectively guide and manage the proper planning and sustainable development of the Collinstown Strategic Employment lands to assist in the implementation of the objectives of the Leixlip Local Area Plan 2020-2023 (as extended). Kildare County Council will have regard to the provisions of the Kildare County Development Plan, Leixlip Local Area Plan and this Masterplan when assessing development proposals for the subject and adjoining lands, through the Development Management process.

### **1.2. Purpose and Aims**

The primary purpose of this Masterplan is to provide a comprehensive design response which expands on the Vision for the Collinstown Strategic Employment Lands, as outlined in the Leixlip Local Area Plan (LAP), in order to advance the physical development of these strategic lands. The Masterplan ensures that development will be carried out in a plan-led, sequential and integrated manner, linked to the delivery of key infrastructural requirements and service supports, including public transport provision along with road network and water services improvements. The Masterplan provides for the phasing of development to ensure that the scheme is realised in a sustainable manner that protects against piecemeal or haphazard development within the landbank which could undermine its potential to contribute to the long-term economic development of both northeast Kildare and the Dublin Metropolitan Area as a whole.

Critically, while building on the principles set out in the Leixlip LAP, the role of the Masterplan is to provide a level of certainty and clarity for residents, developers and landowners regarding the future development of these lands, as well as assisting the Planning Authority in its assessment of planning applications for development at this location.

In preparing the Masterplan, Kildare County Council also seeks to achieve a number of important identified aims. It will:

- Deliver high quality planning and design outcomes on the Collinstown lands in the creation of a well-connected, attractive and sustainable business campus that is of high architectural quality design, construction and finish, featuring a fully integrated, responsive and well-defined series of open spaces.
- Contribute to the successful implementation of the Metropolitan Area Strategic Plan (Chapter 5, RSES), in supporting the role and function of Dublin as a city of international scale.
- Assist in the implementation of the Kildare County Development Plan 2023-2029 and the Leixlip LAP with regard to their respective economic development objectives.
- Establish sustainable transport patterns within the site by maximising opportunities in terms of access and usage of high frequency and high-capacity public transportation investment projects such as DART+ West, the proposed new railway station at Collinstown, the rail-based Park and Ride facility and BusConnects.
- Maximise active travel opportunities by ensuring the development of a comprehensive and high-quality pedestrian and cyclist infrastructure within the Collinstown lands and provide for enhanced access to the Royal Canal Greenway.
- Seek to protect and enhance the overall green infrastructure network within the lands and provide for a comprehensive surface water management scheme which prioritises best practice nature-based drainage (NBS) solutions.
- Ensure that any development within the lands protects the integrity and carrying capacity of the nearby Junction 6 of the M4 Motorway, in keeping with the provisions of the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012).



**Figure 1.1: Collinstown Strategic Employment Lands, as highlighted (Google Earth, 2022)**

### **1.3. Spatial Planning and Policy Context**

The preparation of this Masterplan was guided by a range of pertinent policies both at national and regional levels, as outlined in the sections below. It is also informed by Kildare County Council's economic development strategies, and the relevant Ministerial Guidelines issued under Section 28 of the Planning and Development Act 2000 (as amended) together with European Union (EU) requirements regarding Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA).

#### **1.3.1. National Policy**

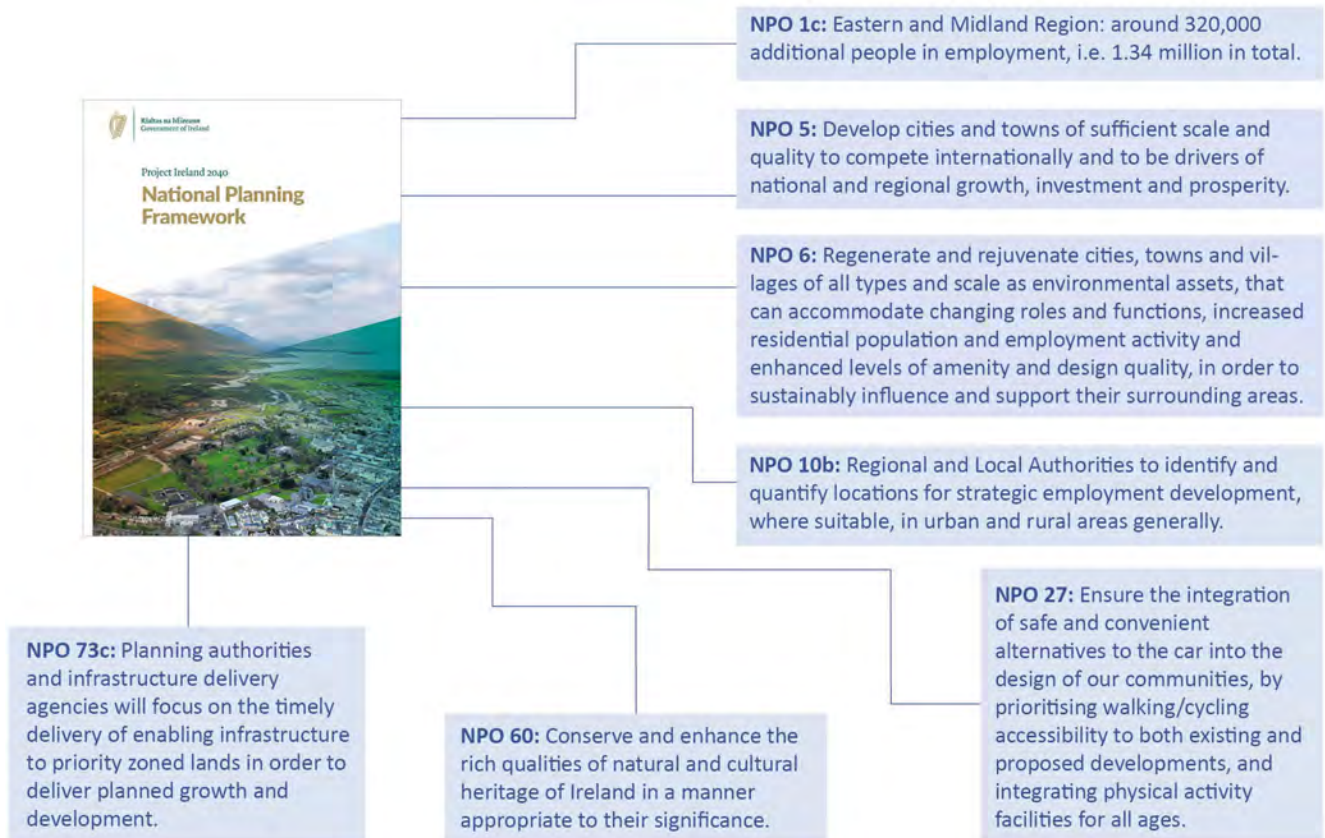
##### *Project Ireland*

At a strategic planning level, the National Planning Framework (NPF) together with the National Development Plan (2021-2030) was published in 2018 under Project Ireland 2040. The primary aim of Project Ireland 2040 is to improve the quality of life in Ireland for all its citizens by creating and promoting opportunities for people and protecting and enhancing our environment.

The NPF sets a number of goals for Ireland which the development of the Collinstown lands will contribute to achieving and these are expressed as National Strategic Outcomes (NSOs). In particular, the development of the Collinstown Strategic Employment lands will assist in achieving the aim of creating a Strong Economy supported by Enterprise, Innovation and Skills (NSO 5) and will also deliver on the goals of achieving Sustainable Mobility (NSO 4) and a Transition to a Low Carbon and Climate Resilient Society (NSO 8).

The NPF advises that planning for urban employment growth at regional, metropolitan and local levels should take into consideration a number of factors including, current employment locations, locations for new enterprises, land take, presence of infrastructure and services and skills availability. Furthermore, the NPF outlines a range of National Policy Objectives (NPOs), which set out its long-term intentions within specific areas. The NPOs of most relevance to the preparation of this Masterplan relate to the promotion of employment growth and investment opportunities within identified locations, the creation of attractive, liveable, well-designed and integrated urban places, along with supporting low carbon development and the circular and bio economy.





**Figure 1.2: National Policy Objectives relevant to the Collinstown Masterplan**

*Climate Action Plan 2023 (CAP23)*

The Climate Action Plan 2023 (CAP23) seeks to implement the provisions of the Climate Action and Low Carbon Development (Amendment) Act 2021 by setting out a pathway towards achieving a 51% reduction in carbon emissions by 2030.

*National Sustainable Mobility Policy 2022-2025*

The National Sustainable Mobility Policy (SMP) 2022-2025 establishes a strategic framework for active travel and public transport to 2030, to help Ireland meet its climate targets. The associated action plan to 2023 contains a range of actions to improve and expand sustainable mobility options across the country by providing safe, green accessible and efficient alternative to car journeys. The policy’s targets are aligned to Climate Action Plan targets to increase daily active travel and public transport journeys by 2030, and to deliver a 10% reduction in the number of kilometres driven by fossil-fuelled vehicles.

The policy approach to achieve a more sustainable transport sector is based on the *Avoid-Shift-Improve* Principle and implementing measures to:

|          |  |
|----------|--|
| Avoid:   | Reduce the frequency and distance of trips.  |
| Shift:   | Move towards more environmentally friendly modes of transport, such as walking, cycling or using public transport. |
| Improve: | Promoting efficient fuel and vehicle technologies.   |

The Masterplan shall establish sustainable transport patterns on the site in terms of access and usage of high frequency and high-capacity public transportation by supporting the development of the proposed Collinstown Rail Station and rail-based Park and Ride facility on the Business Campus and shall provide linkages to the BusConnect routes adjacent to the site.

### 1.3.2. Regional Policy

#### *Regional Spatial and Economic Strategy (RSES) 2019-2031*

The Regional Spatial and Economic Strategy for the Eastern and Midland Assembly sets out a framework to direct future growth of the region over the medium to long term. The Strategy, which seeks to implement the provisions of the NPF at regional level is underpinned by key people-focused principles that reflect the three pillars (social, environmental and economic) of sustainable development.

The RSES outlines in greater detail the parameters for delivering sustained economic growth in the Eastern and Midland Region and provides an economic strategy based on smart specialisation, clustering, placemaking, orderly growth and future proofing. Similar to the NPF, RSES contains a number of Regional Strategic Outcomes (RSOs) of which there are a number relevant to the development of the Collinstown lands including:

RSO 6 relating to the promotion of an integrated approach to land uses and transport planning; RSO 12 relating to the development of a strong economy within the region that is supported by enterprise and innovation; and RSO 14 which seeks to promote Dublin as a Global City Region and gateway to the rest of Ireland.

#### *Dublin Metropolitan Area Spatial Plan (Chapter 5, RSES)*

Whilst the NPF notes that the performance of the Dublin City and Metropolitan Area is critical to the competitiveness of the country as a whole, the RSES expands upon this and incorporates an integrated land use and transport strategy for the Dublin Metropolitan Area. The Dublin Metropolitan Area Strategy Plan (MASP) identifies several strategic residential and employment corridors within the Dublin Metropolitan Area of which Leixlip is located on the North-West Corridor (Maynooth/Dunboyne line and DART expansion). The aim of such corridors is to focus the development of sustainable compact communities along high quality public transport routes, providing people with increased housing choice along with improved access to services, amenities and economic opportunities. Furthermore, the MASP contains specific provisions relating to the spatial location of future development, along key servicing infrastructure required in the town over the short to medium term. In this regard, it identifies the Collinstown lands as a location *‘to strengthen the employment base for North Kildare’*.

The RSES also contains a range of Regional Policy Objectives (RPOs) including RPO 5.6, which relates to the development of employment lands within the MASP as follows:

**RPO 5.6:** The development of future employment lands in the Dublin Metropolitan Area shall follow a sequential approach, with a focus on the re-intensification of employment lands within the M50 and at selected strategic development areas and provision of appropriate employment densities in tandem with the provision of high-quality public transport corridors.

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

The Greater Dublin Area (GDA) Transport Strategy 2022–2042 provides a framework to implement and expand upon the sustainable movement objectives outlined in both the NPF and in the Regional Spatial and Economic Strategy (RSES) 2019–2031. Furthermore, it sets out how the transport sector in the GDA will be rebalanced in order to comply with the substantial reductions in greenhouse gas emissions required over the period to 2030 and beyond. The projects provided for in the strategy include the DART+ Programme, the on-going roll out of cycle tracks / greenways and investment in bus priority and bus service improvements including BusConnects. The strategy includes measures to foster sustainable development and to fully integrate land use planning and transport planning, as a means of reducing travel demand both in terms of numbers of trips made and the length of trips.

A number of provisions contained in the strategy which particularly relate to the development of the Collinstown Strategic Employment Lands are outlined, as follows:

**Measure RAIL1 – DART+:** The DART+ Programme will be implemented, providing electrified services to Drogheda in the north and Maynooth plus Celbridge in the west, in addition to an enhanced level of service to Greystones. The programme will include additional fleet, aligned with higher passenger demand, and a higher frequency of services on all lines.

**Measure RAIL6 – New Rail Stations:** The NTA, in conjunction with Irish Rail, will develop new rail stations at Cabra, Glasnevin, Heuston West, Kylemore, Woodbrook, west of Sallins, west of Louisa Bridge and west of Maynooth. Kishogue Station will also open in the short term as development of the Clonburris SDZ is realised. Other stations will be considered where development patterns support such provision.

**Measure Bus11 – Regional Core Bus Corridors:** It is the intention of the NTA, in collaboration with TII and the relevant local authorities, to continue to provide enhanced levels of bus priority on the Regional Core Bus Corridors, in particular addressing sections where bus delays are caused, or will be caused in the future, by traffic congestion.

**Measure INT3 – Park & Ride:** It is the intention of the NTA to secure the development of a network of regional level bus and rail-based Park and Ride facilities in the GDA at appropriate locations where the national road network meets, or is in close proximity to, high-capacity bus and rail services.

**NOTE:** The Park and Ride Strategy for the Greater Dublin Area provides for a rail-based park and ride facility to be developed at either Maynooth Depot or Collinstown with an initial 500 parking spaces with potential for up to 1,000 spaces (Figure 9.1, Greater Dublin Area Transport Strategy 2022-2042).

### 1.3.3. Local Policy

#### *Kildare County Development Plan 2023-2029*

The Kildare CDP sets out an overarching strategy for the proper planning and sustainable development of the functional area of County Kildare over the period 2023-2029. The CDP takes into regard the provisions and development parameters of the spatial planning hierarchy, as set out in the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES). As per the provisions of the RSES, the Development Plan identifies Leixlip as a ‘*Self-sustaining Growth Town*’ which are described as towns with ‘*a moderate level of jobs and services. Such settlements include sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining*’.

#### *County Development Plan - Economic Development Hierarchy*

Chapter 4 of the Plan (Resilient Economy and Job Creation) contains the Economic Development Hierarchy for the county. It identifies the Metropolitan Strategic Plan (MASP) area within Kildare as an economic cluster. The MASP Economic Cluster which encompasses the settlements of Maynooth, Leixlip, Celbridge and Kilcock, seeks to acknowledge and expand upon the existing relationships and synergies that have developed between these settlements, and in particular, the role that certain towns within the cluster have as strategic employment or education destinations. The hierarchy seeks to achieve critical mass within the MASP area and outlines provisions for both Leixlip and the lands at Collinstown, as follows:

| Hierarchy  | Description   | Locations  | Sectoral Opportunities  |
|--|---|--|---|
| Strategic Development Areas in the Metropolitan Area Strategic Plan (MASP) | Leixlip – former Hewlett Packard site and Collinstown site to strengthen employment base in North Kildare | North-west Corridor – (Maynooth/Dunboyne commuter line/DART) | Business Parks comprising knowledge-based economy focusing on high-tech/biotechnology, research and development, ICT, and manufacturing.                    |
| Self-Sustaining Growth Towns   | Moderate level of jobs and services   | Newbridge, Leixlip, Kildare Town, Athy                       | Biotechnology, ICT, professional services, high-tech manufacturing and research, bloodstock, tourism manufacturing, logistics, food, and beverage products. |

**Table 1.1: Extract from Table 4.1 – Economic Development Hierarchy Table (Kildare County Development Plan 2023-2029)**

Other relevant economic provisions in the CDP include objectives RE O2, RE O4, RE O6, RE O9, RE O26 and actions RE A1 and RE A2. The CDP includes a range of objectives seeking to promote and facilitate economic development within the Collinstown lands, including objectives relating to innovation, enterprise and entrepreneurship (RE O4), enterprise and industry (RE O6), Biotechnology, ICT, high-tech manufacturing and research employment (RE O26), economic clusters in MASP area (RE O33), promote and develop business parks (RE O55), and business start-up companies (RE O68).

### *County Development Plan - Sustainable Mobility and Transport*

Section 5.3 of the CDP states that the plan is committed to focusing on the need to underpin the planning process with an integrated approach to sustainable modes of transport. It is the policy of the Council to “*promote sustainable development through facilitating movement to, from, and within the County that is accessible to all and prioritises walking, cycling and public transport*” (TM P1). Furthermore, the CDP states that it is an objective of Kildare County Council to “*support the NTA Transport Strategy for the Greater Dublin Area (2022-2042) and facilitate and secure the implementation of projects identified within the Strategy*” (TM 01).

The CDP includes a range of provisions relating to the achievement of sustainable mobility within the Collinstown lands, including objectives relating to accessibility (TM O2, TM O3), active travel (TM O6 RE O8), public transport (TM O10, TM 041), permeability (TM 020, TM 021) and car parking (TM 0111).

### *Kildare 2025 - Economic Development Strategy*

The Kildare 2025 Economic Development Strategy is a five-year plan that has been prepared to frame a longer-term vision for County Kildare. Kildare 2025 aligns with the NPF and also aligns across several key areas of the RSES. Kildare 2025 sets out high-level objectives under eight key focus areas including Foreign Direct Investment, Small and Medium Enterprises and the development of the knowledge economy.

### *Leixlip Local Area Plan 2020 - 2023 (as extended)*

The Leixlip Local Area Plan (LAP) came into effect on 5 February 2020 and was extended to 30 March 2026 on foot of a resolution by the Elected Members of Kildare County Council at a meeting on 24 October 2022. The LAP contains a range of provisions relating to the development of the Collinstown Strategic Employment Lands, including objective EDT1.1 which seeks ‘*to promote enterprise and employment development at Collinstown, focusing on the high tech, bio tech, research and development, ICT and manufacturing sectors*’ and objective ‘*EDT1.2: To promote the enterprise and employment development at Collinstown, focusing on the high tech, bio tech, research and development, ICT and manufacturing sectors.*’

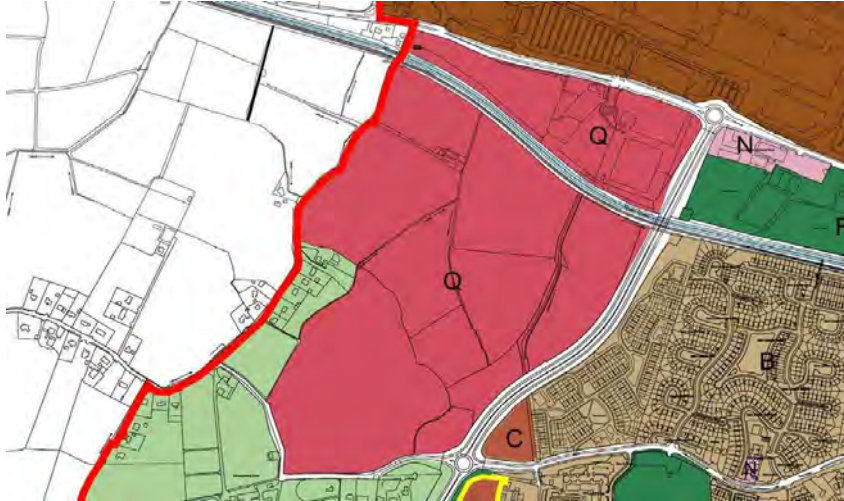
Chapter 12 of the LAP includes specific reference to the development of the Collinstown site and sets out an overarching vision for the lands along with more detailed provisions relating to Design Principles and Priorities.

In addition, Chapter 12 contains the following specific objective, as follows:

**COL 1.1:** To require the preparation of a masterplan (to be developed with relevant traffic/transport assessments) for Collinstown giving full consideration to the type and intensity of development relative to future transport options and in particular public transport provision (the potential for a rail station at Collinstown, park and ride facilities, bus network revisions and the principles and priorities set out in Section 12.6.3) and to work with the NTA in this regard. Individual applications for smaller sections of these lands will not be considered until such time as a single masterplan has been prepared and agreed in writing with the Planning Department of Kildare County Council.

Notwithstanding the provisions of COL 1.1 it is noted that action UD A2 of the Kildare County Development Plan 2023-2029 provides for the option of preparing a masterplan **or** an urban

design framework for Collinstown. The entirety of the lands at Collinstown are zoned 'Q: Enterprise and Employment' to 'provide for and facilitate the provision of high-generating uses' (see Figure 1.5, right).



**Figure 1.5: Extract from Land Use Zoning Objectives Map, Leixlip LAP 2020-2023 (as extended).**

With regards to transport issues, it is noted that Objective MT3.11 seeks to 'ensure that all significant development proposals for KDAs and Masterplan lands at Collinstown, Confey and Liffey Business Campus (former Hewlett Packard site) are subject to Transport Impact Assessments (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines (NRA, 2014) and informed by the 'Area Based Transport Assessment Advice Note (TII and NTA 2018)'.

### *Land Use Zoning Matrix*

The Land Use Zoning Matrix contained in Table 13.1 of the Leixlip LAP illustrates the range of land uses together with an indication of their broad acceptability in each of the land use zones. Table 1.2 below contains an excerpt from Table 13.1 and sets out the land uses that are 'Open for Consideration' on the Collinstown Employment lands.

| Collinstown Employment Lands<br>Land Use Zoning Matrix |                            |
|--|----------------------------|
| Zoning   | Q: Enterprise & Employment |
| Land Use   | O: Open for Consideration  |
| Car Park (other than ancillary)                        | O                          |
| Creche/Playschool                                      | O                          |
| Industry (light)                                       | O                          |
| Medical Consultant/Health Centre                       | O                          |
| Offices  | O                          |
| Park and Ride Facility                                 | O                          |
| Petrol Station   | O                          |
| Playing Fields   | O                          |
| Restaurant   | O                          |
| Shop (Convenience)*                                    | O                          |
| Utility Structures                                     | O                          |

\*No single unit shall exceed 200 sqm of the net retail space to a maximum number of three units. The total net retail space shall not exceed 300 sqm.

Table 1.2: Extract from Table 13.1 – Land Use Zoning Matrix (Leixlip LAP 2020-2023 (as extended)).



Concept Image to inform envisioned business campus at Collinstown.

## 2. Site Analysis and Development Constraints

### 2.1. Locational Context

Located near the north-eastern corner of the county, the Collinstown Strategic Employment Lands are situated 2.5 km south-west of Leixlip town centre, 4.4 km east of Maynooth Town Centre, 15 km west of Dublin City Centre and close to the borders of Meath County Council, Fingal County

Council and South Dublin County Council administrative areas. As noted previously, the lands are located with the Dublin Metropolitan Area of Kildare in proximity to a number of fast-growing settlements (see Figure 2.1, below).

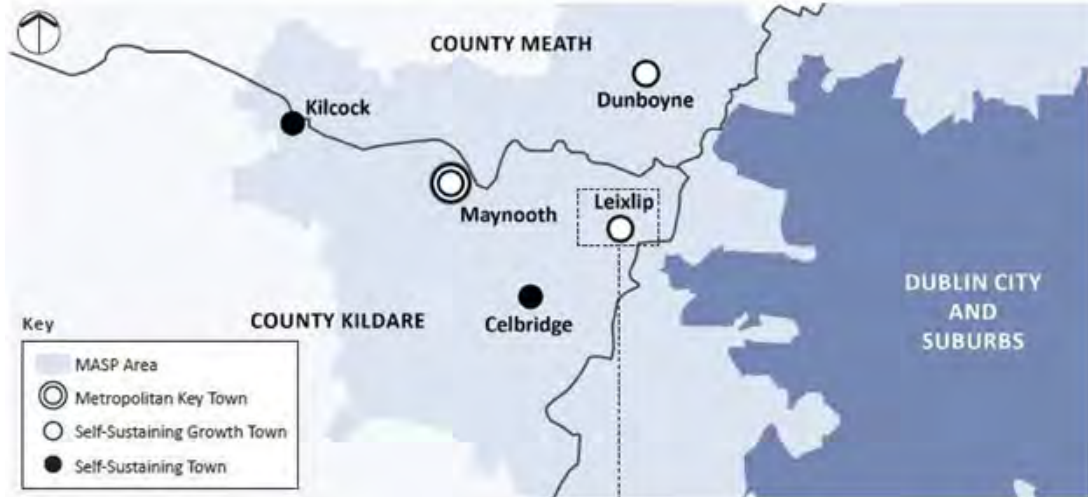


Figure 2.1: Dublin Metropolitan Area Strategic Plan Area

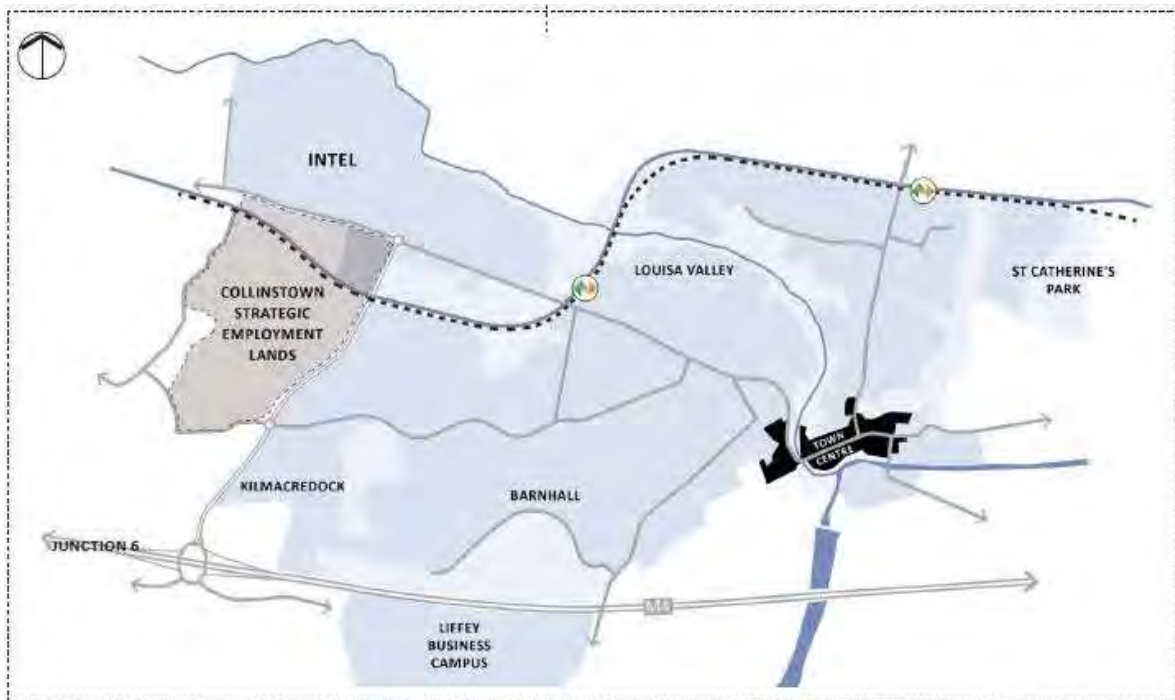


Figure 2.2: Collinstown Strategic Employment Lands.





**Concept images to inform envisioned business campus at Collinstown Masterplan lands.**

## **2.2 Site Location and Characteristics**

The Collinstown Strategic Employment land bank comprises 56.9 hectares that is located directly to the south of the Intel manufacturing facility. The lands are transected by the Royal Canal and the Dublin-Sligo railway line which currently form an impermeable barrier within the site. The lands to the north of the Canal are partially developed and currently accommodates a number of warehousing facilities and 'spin-off' logistical operations associated with Intel and are accessed from the R148 regional road which forms the northern boundary of the lands. The majority of the subject land bank is located south of the railway line and are agricultural in nature, featuring a generally flat topography.



Figure 2.3: Collinstown Strategic Employment lands (as delineated by red line)

### 2.2.1. Site Access

The eastern boundary of the lands is defined by the R449 regional road, which has a modern vehicular bridge (with segregated pedestrian/cycle lanes) over the Royal Canal and rail line and joins the R148 at the north-eastern corner of the site. The R449 provides access from the M4 Motorway to Leixlip’s western environs, as well as the Kildare Innovation Campus on the south side

of the M4. The western boundary is defined by the L81206 road, which crosses the rail line at the existing Blakestown level crossing and the adjacent Deey Bridge over the Royal Canal. The L5057 (Green Lane) local road forms the southern boundary of the site. The lands adjoining the western and southern boundary are in agricultural or 'rural' residential use with low density residential development adjoining the western boundary of the lands.

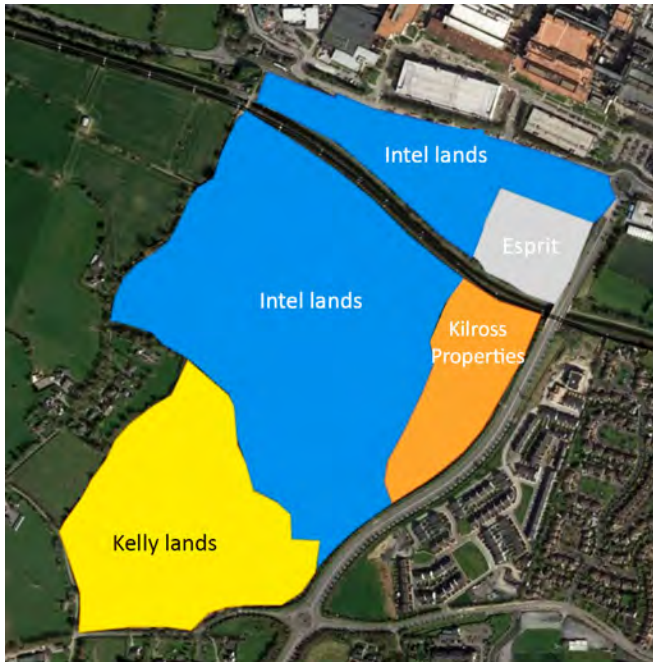


### 2.3. Land Ownership

Ownership of the Collinstown Masterplan lands is under the control of the following parties:

1. Intel Ireland
2. Esprit Investments Ltd.

3. Kilross Properties Ltd.
4. Kelly Lands.



**Figure 2.4: Land Ownership**

Additionally, the Royal Canal and its towpath is controlled by Waterways Ireland and the railway infrastructure by Irish Rail.

## **2.4. Development Constraints**

### **2.4.1. Natural Heritage and Green Infrastructure**

#### **Royal Canal proposed National Heritage Area (pNHA)**

The Collinstown Lands are traversed by the Royal Canal proposed National Heritage Area (site code: 002103) which transects the heart of the town, comprises the canal channel and the banks on either side of it. Natural Heritage Areas (NHAs) are designated under the Wildlife (Amendment) Act 2000 for their national conservation value for ecological and or geological and or geomorphological heritage. They cover nationally important semi-natural and natural habitats, landforms or geomorphological features, wildlife plant and animal species or a diversity of these natural attributes. The Royal Canal pNHA while the Rye Water Valley pNHA (site code: 001398) is also designated as the Rye Water Valley/Carton SAC.

### Green Infrastructure

A Habitat and Green Infrastructure Mapping Survey was carried out in 2015, the outputs of which informed the preparation of the Leixlip LAP. This exercise partially covered the Collinstown lands and shows that the section of the site that was surveyed is characterised by moderate and low value hedgerows. Additionally, there is one high value hedgerow traversing the land along the boundary with the rail line. It is noted that Objective GI1.1 of the Leixlip LAP requires that development within ‘masterplan’ areas shall be subject to site specific ecological surveys as part of the planning consent process. Furthermore, Objective GI1.2 requires that all identified high value hedgerows be retained and integrated into the design of new developments where appropriate.

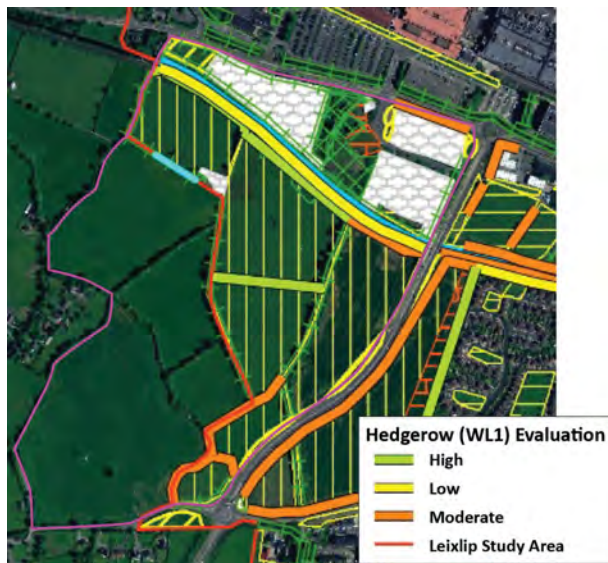


Figure 2.5: Extract from Habitat Mapping Survey of Leixlip (Collinstown lands outlined in pink).

### 2.4.2. Built Heritage

There is one structure within the Collinstown townlands (mapped in Figure 2.5) which is listed on the Register of Protected Structures (RPS) of the Kildare County Development Plan 2023-2029, as follows.

| RPS No. | NIAH No.  | Structure Name and Description   | Townland    |
|---------|-----------|--|-------------|
| BO6-14  | 119-00602 | Deey Bridge – single-arch rubble stone road bridge over canal, dated 1793, with ashlar voussoirs and cut-stone/plaque. | Collinstown |

Table 2.1: Description of RPS B06-14 – Deey Bridge.

### 2.4.3. Development Constraints

#### Overhead Power Line

A 100kV double circuit line runs through the southern section of the Collinstown land bank in a southwest to northeast direction, in close proximity to the eastern boundary of the lands. This may

act as a localised constraint to development, particularly with regard to the need to set back any built form from the four pylons that are located on the lands.

### Connectivity

It is an objective of the Leixlip LAP to improve permeability and access in and around the Collinstown lands. However, the DART+ West Railway Order application proposes that the existing Blakestown level crossing on the L81206 local road, which runs along the northwest boundary of the lands, shall be permanently closed. Alternative infrastructure is not proposed at this location. The site is further constrained by the lack of active travel infrastructure linking the lands located north and south of the Royal Canal and rail line.

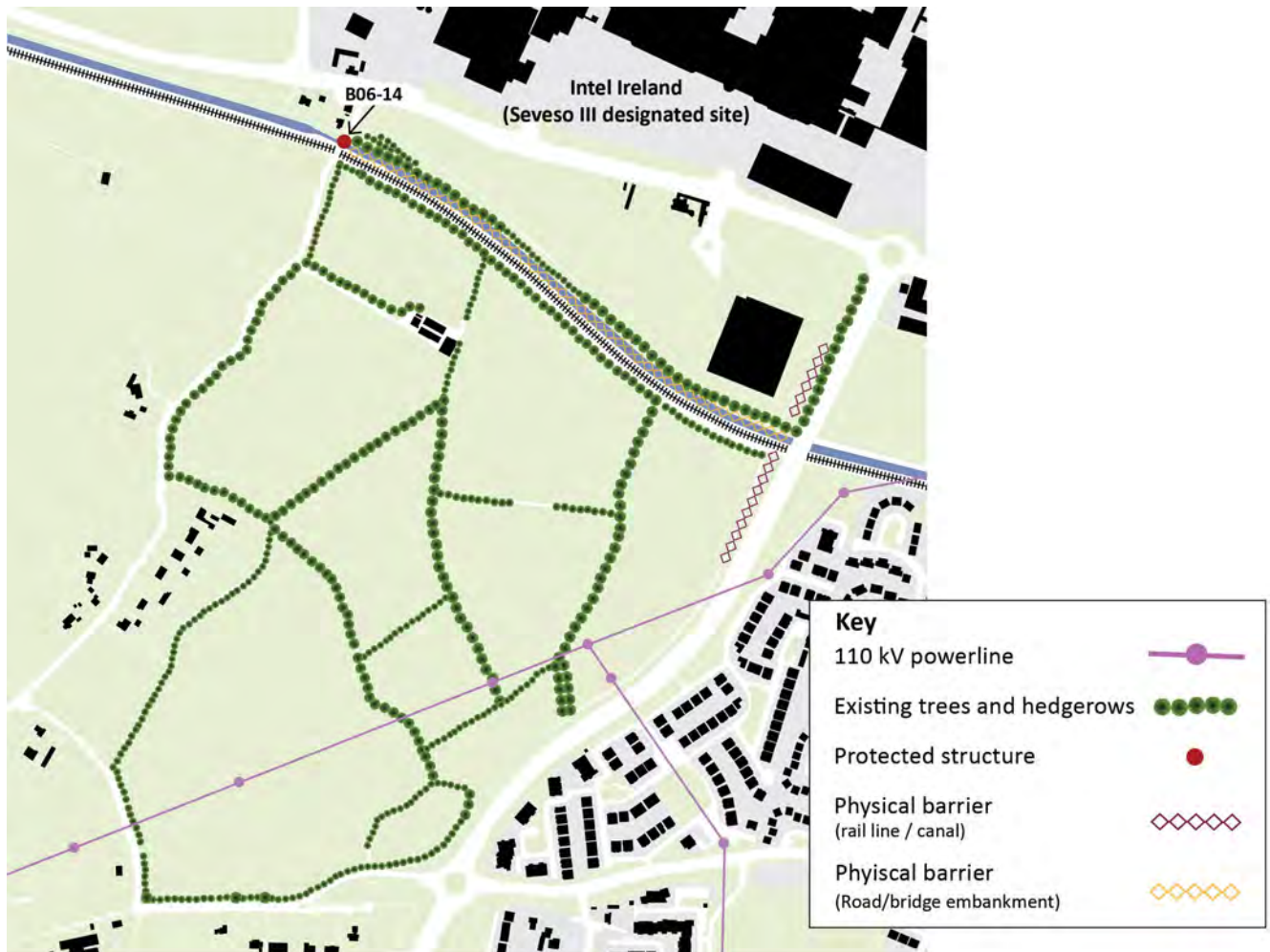


Figure 2.6: Collinstown Strategic Employment lands – Development Constraints Map.

### Seveso Site

The Intel (Ireland) Campus is a designated site under the Seveso III Directive. The Consultation Distance (CD) for the site is 1000m from the boundary and there are no off-site effects from any of the major accident hazard scenarios within the establishment. Any development within the Intel footprint will not have any effects off site so should not be a major factor in relation to planning applications for development within the CD of the site.

## 2.4.4. Existing Infrastructure

### Water

The Leixlip Water Treatment Plant is located to the east of Leixlip town centre. Uisce Eireann, in partnership with Fingal County Council, has recently completed essential upgrade works at the Plant. There is an 800mm and a 450mm watermain running along the R148 regional road on the northern boundary of the lands. A 315mm watermain runs along the R449 on the eastern boundary of the site.

### Wastewater

The Collinstown lands are served by the Leixlip Wastewater Treatment Plant. Uisce Eireann has completed the construction of the Leixlip Transfer Pipeline Project which connects to 9c sewer. There are two trunk 450mm sewers traversing the lands immediately north of the Royal Canal.

### Surface Water

There is a 900mm surface water main located south of the rail line at the north-eastern corner of the land bank.

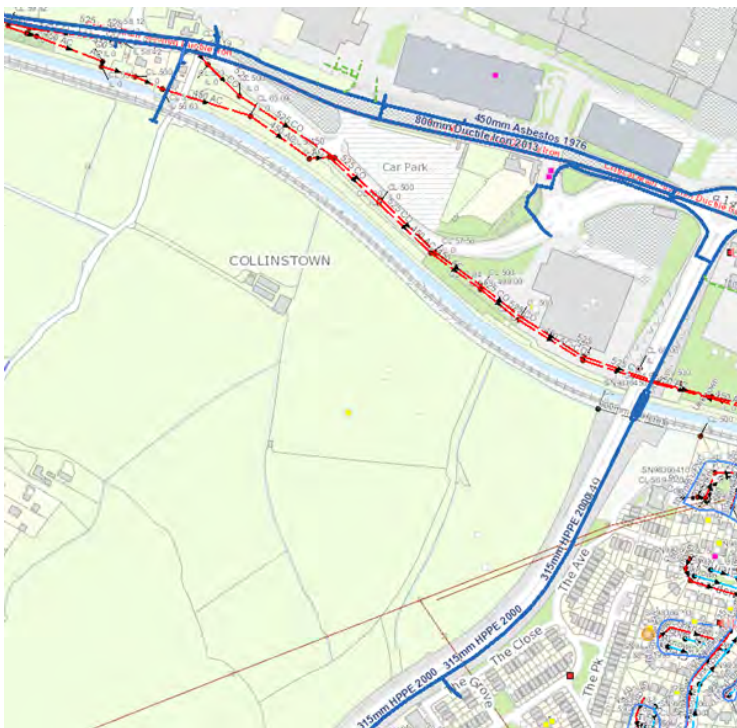


Figure 2.7: Water and Wastewater Infrastructure Map – Collinstown.

## 3. Masterplan Vision and Design Principles

### 3.1. Vision for Collinstown

**To guide the development of a high-quality, attractive, and sustainable business campus environment that is characterized by comprehensive pedestrian/cycle friendly infrastructure, which also facilitates the efficient functioning of business and enterprise activities within this zone. The implementation of best practice urban design principles within the Campus will assist in the long-term economic viability and vibrancy of the area.**

In order to achieve its stated vision, the Masterplan is based upon the following key principles, as set out in Section 12.6.3 of the Leixlip LAP 2020-2023 (as extended).

### 3.2. Design Principles and Priorities

#### 3.2.1. Key Urban Design Principles

- To ensure the Business Campus conveys a positive message to its citizens, potential investors and visitors through use of quality design and landscaping.
- To provide for a new plaza style entrance leading from the north-east of the Business Campus to connect to a potential new train station to the north. The plaza would also act as a focal point in the Business Campus connecting Intel to the Collinstown Business Campus.
- To provide for landmark buildings at critical gateway locations. Landmark buildings should be distinct from their surroundings and be of high architectural merit with appropriate finishes and landscaping. It is envisaged that two landmark buildings at the northern and southern extremities of the Business Campus will act as gateways to the Business Campus. Care should be taken to ensure that the massing and scale of these buildings would be appropriate for their location.
- To ensure that all new developments should be of such a scale that would not have a negative impact on neighbouring properties and residential properties to the western boundary.
- To ensure that all new developments should be of such a scale that would not have a negative impact on neighbouring properties and residential properties to the western boundary.
- To ensure that in the consideration of the design and layout of buildings, that key design factors such as a good external profile, prominent reception, floorspace flexibility, energy



efficiency and a safe vibrant location are allowed for and that proposed developments provide for environmentally sustainable design and building solutions with regard to energy efficiency, Combined Cooling Heat and Power (CCHP) and Sustainable Urban Drainage Systems (SuDS).

- To ensure that building forms should reinforce the perception of the natural topography in order to minimise visual impacts and reduce the apparent height and that large volumes should be subdivided into modules or sub-parts to reduce perceived scale;
- To ensure that building forms should reinforce the perception of the natural topography in order to minimise visual impacts and reduce the apparent height and that large volumes should be sub-divided into modules or sub-parts to reduce perceived scale;
- To ensure that the streetscape is characterised by high-quality buildings and treatments such as high quality, practical street furniture, paving, landscaping and lighting and provide for a full signage plan for each road/street with an agreed logo and design not only to provide wayfinding but also to establish the character of the area;
- To create an attractive streetscape design that would enhance the public realm, provides for local public civic features as prominent components of the streetscape and ensure that site and buildings design shall accommodate pedestrian circulation onsite from parking areas to open space through dedicated pedestrian pathways with connectivity to adjoining buildings.

### **3.2.2. Access, Circulation and Permeability Principles**

- Provide main movement spine connecting all areas through the Campus development;
- Incorporate accessible streets with a focus on the free movement of pedestrians and cyclists, including those with limited mobility;
- Provide a legible and connected street environment that is easy to navigate, assisting the most casual of users in finding their way around;
- Provide safe and inclusive streets that passively manage vehicular behaviour and the needs of all users; and
- Provide for the use of cost-effective materials and street furniture.

### **3.2.3. Open Space and Landscaping**

- To provide new amenity and recreation uses and supporting services (such as local retail) for the enjoyment of the local community and Business Campus;
- To provide new multi-functional green infrastructure, as a key element of the larger urban structure of lands and their connection to surrounding areas;
- To ensure existing boundary and inland trees and hedgerows are retained where possible and 'opened' to facilitate access, permeability and visual connections; and

- To ensure new roadways include a continuous line of street trees providing an element of separation between the plots and larger industrial units.



Concept image to inform envisioned business campus at Collinstown.

## 4. Masterplan

### 4.1. Introduction

The Collinstown Masterplan land bank is strategically located adjacent to the Intel (Ireland) Campus, 4.4km east of Maynooth and 15km west of Dublin City. The development of the land bank represents an opportunity to underpin the significant recent and proposed investment in the area and capitalise on proximity to the M4 and M3 and the planned DART+ West upgrades to the Dublin-Sligo rail line. It would meet a number of guiding principles identified in the RSES for strategic employment locations, including expansion of existing enterprises and supporting existing sectoral and location-based strengths. Leixlip is located within the Dublin Metropolitan Area and the development of the Business Campus would facilitate significant job creation.

Collinstown Strategic Employment Lands Masterplan



Key

|                            |  |                               |  |
|----------------------------|--|-------------------------------|--|
| Key Local Routes           |  | Employment Uses               |  |
| Road Improvements          |  | Primary Building Frontage     |  |
| Active Travel Routes       |  | Civic Plaza                   |  |
| Railway Line               |  | Recreation/Amenity            |  |
| New Train Station Location |  | Existing Green Infrastructure |  |
| Park and Ride (options)    |  | Healthcare facility           |  |

Figure 4.1: Collinstown Masterplan Concept Plan (indicative)

Refer to Leixlip Local Area Plan 2020-2023 (as extended) for further details

## 4.2. Land Use and Density

The Collinstown Masterplan lands are zoned 'Q: Enterprise and Employment' to provide for and facilitate the provision of high-generating jobs. Table 1.2 sets out the 'Land Use Zoning Matrix' indicates the land uses that are considered open for consideration on the site.

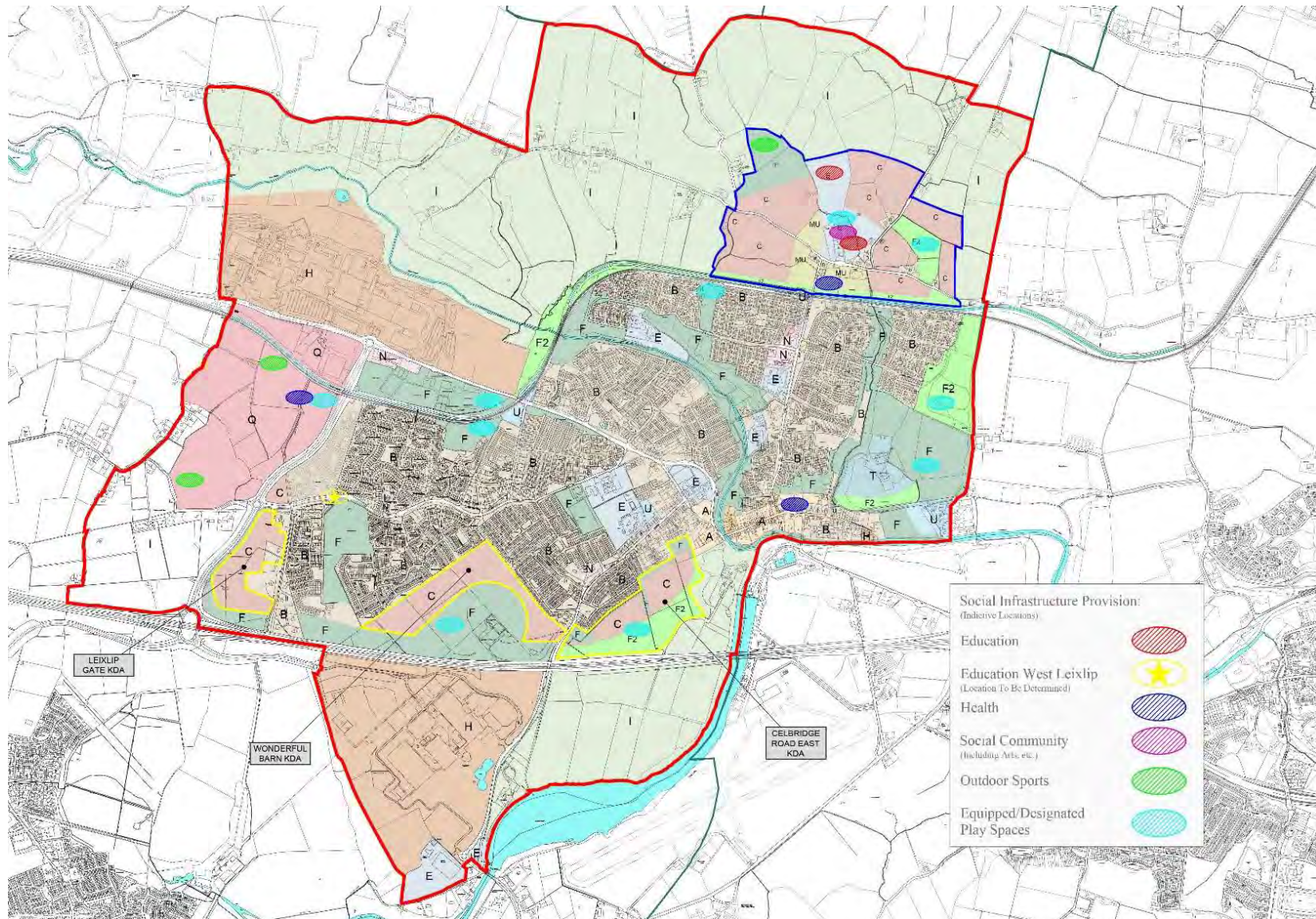
The northern portion of the Collinstown land bank, which consists of the lands located north of the Royal Canal and south of the Dublin-Sligo rail line could accommodate medium to high-density developments due to the proposed location of the proposed Collinstown Rail Station and the Park and Ride facility, both of which will be located immediately south and adjacent to the rail line.

Currently, the lands situated north of the Royal Canal accommodate a limited number of developments associated with 'spin-off' logistical operations. The site is temporarily occupied by a section of the R148 Regional Road, which was re-aligned to facilitate construction works at the Intel Campus located north of the site. It is proposed that this section of the R148 will be re-instated to its original location in the coming months. Proposed uses on the lands located north and south of the canal and rail line shall include a range of office typologies comprising knowledge-based economy focusing on high tech/biotechnology, research and development, ICT and manufacturing.

The Masterplan proposes larger scaled industrial manufacturing uses located on large, open sites that can accommodate large building footprints and have good access to the M4 motorway. This zone, along the western and southern boundaries of the Masterplan area, shown in Figure 4.2, is intended to provide for a wide range of local employment. Industrial developments will project a clean appearance with service and manufacturing. It is considered that all three precincts located south of the canal and railway line will provide for the development of amenity spaces. In particular, Precincts 3 & 4 have potential to provide such spaces on their western boundary to act as a buffer between any proposed development and the existing residential uses.

The density and scale of development permissible for each precinct within the Masterplan lands will be determined at detailed design stage, having regard to the provisions of the Kildare County Development Plan, the Leixlip LAP and based on an assessment of proximity to public transport and site characteristics and local sensitivities as part of any subsequent planning application.

This Masterplan takes account of the future social infrastructure requirements of the Leixlip LAP, which was informed by the Social Infrastructure Audit (SIA) that was carried out to examine the availability and capacity of existing social infrastructure facilities in Leixlip during the preparation of the LAP. Table 7-1 of Section 7.4.3 of the Leixlip LAP provides a breakdown of the social infrastructure requirements under relevant themes. Figure 7-1 (below) also outlines an indicative location for each of the themes detailed in Table 7-1. It is considered that 'Health', 'Outdoor Sports' and 'Equipped Play Spaces' are the relevant themes in respect of the Masterplan lands.



**Figure 7-1** Social Infrastructure Provision – Indicative Locations (Extracted from Leixlip LAP).

Section 7.4.2 (Future Demand Analysis) of the LAP states that the SIA also considered the existing infrastructure provision relative to the existing/planned population of Leixlip in terms of best practice provision.

In respect of 'Health' the SIA identifies a requirement for a primary care centre in Leixlip. Table 7-1 of the LAP identifies three areas in Leixlip as potential locations for a primary care centre and the three sites are shown in Figure 7-1 (above). It is noted that the Collinstown Business Campus is identified as one of the three potential sites.

In relation to the requirement for 'Outdoor Sports' areas, Section 7.4.2 identifies a requirement for an additional c.7 hectares during the life of the LAP to provide for the future needs of the projected population of Leixlip. Accordingly, Table 7-1 identifies a requirement for 7.22 hectares for Open Space and Amenity land use on lands comprising Confey New GAA facilities plus another 4.34 hectares. Consequently, Figure 7-1 identifies a number of existing and indicative locations for new Outdoor Sports areas, two of which are situated in Precincts 3 and 4 of the Masterplan lands. Figure also identifies an area for the location of an Equipped/Designated Play Space in Precinct 2. Therefore, the requirement for 4.34 hectares of Open Space and Amenity land use could be accommodated in the Collinstown Masterplan area by utilizing 10% of the total land area as follows:

| Potential Location | Area (Ha.)      | Potential Uses                  | 10%        |
|--------------------|-----------------|---------------------------------|------------|
| Precinct 2         | c.5.07          | Equipped/Designated Play Spaces | .50        |
| Precinct 3         | c.27.0 hectares | Open Space/Amenity/Sports       | 2.7        |
| Precinct 4         | c.13.3 hectares | Open Space/Amenity/Sports       | 1.3        |
| <b>TOTAL</b>       |                 |                                 | <b>4.5</b> |

**Table 4.1: Potential Locations for Social Infrastructure Needs in the Collinstown Masterplan area as identified in the Leixlip Local Area Plan 2020-2023 (as extended).**

Please note that it is the preference of Kildare County Council that a combined approach be undertaken to the provision of Open Space/Recreation/Sports areas to ensure coherent and co-ordinated delivery of facilities within the Masterplan area.

## 4.3 Movement and Transport

### Public Transport

The transport vision for the Collinstown Masterplan is to prioritise sustainable transport through both the provision of new infrastructure within the site, and improved integration with existing and planned external transport infrastructure. The development of the Collinstown Masterplan lands on a mainly greenfield area presents the opportunity to develop a sustainable transportation-orientated development unhindered by existing infrastructure orientated towards car-based development. The Masterplan area is located adjacent to the strategic Dublin-Sligo rail line, which will be upgraded within the short term as part of the DART+ West expansion project, to provide more reliable services, higher frequency and higher capacity to Maynooth and various locations within the Greater Dublin Area. The Transport Strategy for the Greater Dublin Area 2022-2042 provides that the National Transport Authority (NTA), in conjunction with Irish Rail, will develop a new rail station on the line which will be located within the bounds of the Masterplan area (Measure Rail 6).

### Park and Ride Facility

In addition, Measure INT3 of the Transport Strategy provides for the development of a 1000-space rail-based Park and Ride facility in Collinstown. This Masterplan proposes that the Park and Ride facility shall be located on a site adjacent to the proposed Collinstown Rail Station, subject to high level analysis of the topographical analysis.

A Mobility Hub is proposed adjacent to the Park and Ride facility, which will allow for rental of micro-mobility options such as bikes/e-bikes, cargo/e-cargo bikes, e-scooters, etc. along with potential car sharing options at the larger hubs. This Mobility shall be complemented by further Hubs as the site is developed and will have the potential to tie into other hubs across the region as they are rolled out further.

### Bus Connects

The Masterplan area is currently serviced by the BusConnects C3 routes, namely, the X26, X25 on the R148 adjacent to the northern boundary of the Masterplan area and the L59 along Green Lane at the southeastern boundary of the site. Route 52, a radial route operating hourly from Intel to Ringsend Road along the R449 on eastern boundary of the area. There may be potential to extend these services into the Masterplan lands.

### Road Network

The M4 runs to the south of Leixlip in an east to west direction. Access to the Masterplan lands from the M4 is available from Junction 6 via the R449 which bounds the eastern boundary of the site. The R148 along the northern boundary of the site will provide access to Leixlip Town and Maynooth. There are rural roads adjacent to the western and southern boundaries that serve the adjacent agricultural lands and rural housing developments. The level crossing on the L81206 local road, which runs north-south from the R148 along the western boundary of the site, will be removed as part of the DART+ West upgrades.

The Collinstown Masterplan shall deliver the following proposed access and movement objectives within the site:

- The provision of two new access roads\* on the eastern boundary; one from roundabout on the R449 (to the south east corner of the masterplan lands) and the second located between the aforementioned roundabout and the existing canal and railway bridge on the eastern boundary;
- The provision of a new pedestrian/cycle bridge across the Royal Canal and rail line to link with the Royal Canal Greenway; and
- The provision of a network of paths and cycleways throughout the site linking with adjoining residential and employment areas outside the Masterplan lands.

The roads/streets within the masterplan will provide priority to active modes as a series of pedestrian/cycle routes and infrastructure to promote active travel, connectivity and linkages are developed in tandem with the development of the site and will form part of future development proposals for the lands.

In addition, all future development proposals on the site shall be accompanied by a Traffic & Transportation Assessment (TTA) involving a comprehensive appraisal of the proposed development in terms of traffic and transport issues.

\*details of which will be determined through the Development Management process

#### **4.4. Public Realm**

Consideration of the valuable role played by the public realm will be a key development principle in this Masterplan. The streetscape will be characterised by quality buildings and a high standard of quality finishes and treatments such as paving, landscaping, lighting and signage.

Development proposals on the development lands shall take into consideration the presence and proximity to the rail line and the future DART+ West expansion programme. Within all precincts, the integration and where appropriate, enhancement of existing green infrastructure which have been identified as being of moderate to high value is promoted with land parcels.

Development proposals on the Business Campus shall be focused on those that match the profile of such a high-quality environment and the scale of such developments should not have a negative impact on neighbouring properties. Buildings shall be of high architectural merit with appropriate finishes that promote energy efficiency and nature-based drainage solutions and shall be suitable for integration into a campus style layout. Large volumes shall be subdivided into modules or sub-parts to reduce the perceived scale of the development. The key design factors shall consist of a good external profile, prominent reception, floorspace flexibility, energy efficiency and a safe vibrant location.

Development proposals shall, at appropriate locations, provide for the undergrounding of the existing overhead low voltage electricity lines that traverse the site.

It should also be noted that what is included in the Collinstown Masterplan regarding delivery projects represent indicative drawings, scale and location of specific projects.

#### **4.4. Precinct Strategies**

The Masterplan area has been sub-divided into four distinct areas, broadly following land ownership boundaries, where possible, in order to illustrate the overall intended character of the Masterplan. It is not the intention of this Masterplan to be totally prescriptive in the way the site is subdivided. Variations of the proposed arrangements shall be considered. The precinct areas are indicated in the Masterplan arrangement shown in Figure 4.2 below.

The Collinstown lands are located at a location where significant public transport improvements are planned. These include the DART+ West railway upgrade. There are existing road links through the Collinstown lands to the north of the site, which provides the opportunity to create improved connections to the Intel Business Campus, Leixlip Town Centre and Maynooth to the west. Collinstown is served by existing BusConnects bus routes (X25 along the R449, X26 along the R148 and the L59 along the Green Lane).



Development proposals on the development lands shall take into consideration the presence and proximity to the rail line and the future DART+ West expansion programme. Within all precincts, the integration and where appropriate, enhancement of existing green infrastructure which have been identified as being of moderate to high value, is promoted with lands parcels also providing appropriate open space percentage to work independently from one another.

Precinct layouts will be required to ensure that the precinct adheres to the vision, strategy and principles set out in this Masterplan. The layout of the precincts shall provide for a network of attractive streets to create an environment with a definite sense of place and shall ensure that site and building design shall accommodate pedestrian circulation onsite from parking areas to open space through dedicated pedestrian pathways with connectivity to adjoining buildings. Opportunities exist within the Masterplan lands to create vistas, focal points (through landmark buildings and key corners) and should form part of any design proposals within the Masterplan lands. Such measures will aid in way finding, whilst also providing passive surveillance and security for employees and visitors to the proposed Business Campus.

Development proposals shall not be confined to the development of an entire precinct: development proposals may be submitted for part of a precinct or for the development of more than one precinct.

Development proposals will need to be supported by:

- A Statement of Compliance with the Collinstown Masterplan.
- A precinct masterplan at a scale (e.g. 1:2500) sufficient to clearly outline vision.



Figure 4.2: Map showing the location of all four proposed Precincts at the Collinstown site

#### 4.4.1. Precinct 1



Figure 4.3: Location of Precinct 1.

#### Overview and Location Context

The Precinct 1 land parcel, which extends to approximately 9.61 hectares, is located in the northern portion of the Collinstown land bank. It is situated between the infrastructure corridor containing the Royal Canal and Dublin-Sligo railway line and the R148 (Leixlip to Maynooth) regional road located south of the Intel Business Campus. An existing large warehouse development is located adjacent to the R449 on the eastern boundary of the development parcel. The western boundary of the land parcel is defined by the section of the L81206 local road that links the R148 to the Blakestown level crossing and Deey Bridge, which is listed on the Record of Protected Structures (RPS No. B06-14) in the Kildare County Development Plan 2023-2029. The DART+ West expansion project requires the closure of the Blakestown level crossing and no alternative infrastructure is proposed on the rail line at that location.

Precinct 1 has the benefit of the following additional attributes:

- Well served by public transport including the BusConnects (Routes X26 and X25) in addition to Route 52 which links the Intel Campus to Ringsend in Dublin;
- Proximity to Louisa Bridge rail station;
- Location on the Dublin-Sligo rail line, which will be upgraded and electrified as part of the DART+ West project;

- Direct access to the Royal Canal Greenway which runs along the southern boundary of the subject land parcel;
- Proximity the Intel Business Campus;
- Opportunity to provide high-quality gateway development that will set the architectural tone of the Campus.

### *Land Use Strategy*

The Precinct currently accommodates a section of the R148, which was temporarily re-aligned to facilitate construction works at the Intel (Ireland) Limited Industrial Park.

The development parcel has potential to accommodate mixed use, high-density development proposals consisting of offices, light industrial use and café or restaurant use. Lands adjacent to the western boundary of the precinct and the Royal Canal Greenway could provide for the expansion of the existing Royal Canal linear park to accommodate open space and provide for a café/restaurant adjacent to the open space.

### *Access and Movement*

Precinct 1 shall be accessed on its northern boundary from the R148. A pedestrian and cycle link from the R148 will traverse the site to connect to a new pedestrian/cycle bridge across the railway line and the Royal Canal, which will provide access to the proposed Collinstown train station located south of the rail line on the Precinct 3 lands and extend through the Precinct 3 lands to reach the existing roundabout at the south-eastern corner of the site and the R449.

### *Urban Design and Public Realm*

All development proposals in the precinct shall require a high standard of urban design to be integrated into the design and layout of each development and this precinct presents an opportunity to locate landmark buildings along the distributor street to act as critical gateways to the Business Campus. The siting and orientation of each building shall be carefully considered as it relates to its specific parcel and its effect on adjacent plots.

In addition, there is an opportunity to develop a linear public park along the Royal Canal and an area of public open space adjacent to the western boundary of the precinct, which would complement the Royal Canal setting and the adjacent lands containing Deey Bridge and the attendant lock infrastructure

#### 4.4.2. Precinct 2



Figure 4.4: Location of Precinct 2.

##### Overview and Location Context

The Precinct 2 land parcel comprises greenfield lands extending from the Dublin-Sligo railway line along the northern part the eastern boundary of the site. The subject land parcel comprises c.5.07 hectares.

##### Land Use Strategy

This precinct is ideally located to accommodate a range of land uses as set out in the Land Use Zoning Matrix at Table 13.1 of the Leixlip Local Area Plan 2020-2023 (as extended) (LAP).

In addition, this Masterplan takes account of the future social infrastructure requirements of the LAP, which was informed by the Social Infrastructure Audit (SIA) that was carried out to examine the availability and capacity of existing social infrastructure facilities in Leixlip during the lifetime of the LAP. Table 7-1 of Section 7.4.3 of the LAP provides a breakdown of the social infrastructure requirements under relevant themes and Figure 7-1 of the LAP outlines an indicative location for each of the themes detailed in Table 7-1. The 'Equipped Play Spaces' theme is of most relevance to Precinct 2 and it identifies the area as having potential to provide Equipped/Designated Play Space as set out in Figure 7-1 of the LAP and Section 4.2 above. Table 4.1 above, which sets out the Open Space/Amenity/Sports requirements for the Masterplan site as provided for in the Leixlip LAP, identifies a site comprising 0.5 hectares as suitable for the provision of the Equipped/Designated Play Space in Precinct 2, which would fulfill

the social infrastructure requirements of the Leixlip LAP. It is the preference of Kildare County Council that a combined approach be undertaken to the provision of Open Space/Recreation/Sports areas to ensure coherent and co-ordinated delivery of facilities within the Masterplan.

#### *Access and Movement*

A new access road from the R449 shall provide for local access to the Precinct. This new access shall also provide for a pedestrian and cycle access to the plaza leading to the proposed train station, the Mobility Hub adjacent to the proposed train station, the Precinct 1 lands via pedestrian/cycle bridge over the rail line and the Royal Canal and to all precincts within the Masterplan lands as they are developed.

#### *Urban Design and Public Realm*

Having regard to the importance of visibility and the creation of an identifiable presence for Collinstown, this precinct is ideally situated for the location of landmark gateway buildings at the Access road from the R449. Development proposals will be favourable considered on this portion of the lands provided that a high standard of development and quality streetscape is achieved.

A landscape assessment shall also be submitted in support of any application on this precinct along with a Traffic and Transport Impact Assessment Report.

### **4.5.3 Precinct 3**



**Figure 4.5: Location of Precinct 3.**

**Overview and Location Context**

Precinct 3 extends to approximately 27 hectares. The subject lands extend from the Dublin-Sligo railway line along the L81206 on the western boundary of the site and along a section of the R449. The Precinct 3 lands bound the Precinct 4 lands on its southern boundary.

**Movement and Transport**

The precinct will be served by a new access road which shall extend from the roundabout on the R449 to the proposed new rail station and a rail-based Park and Ride adjacent to the rail station.

**Land Use**

This precinct can accommodate a mixed of uses, mid to low density development proposals with potential for high density development where appropriate in terms of design. There is also potential to locate a creche/playschool and an amenity green space fronting the rail station and to provide for new amenity and recreation uses.

As outlined in Section 4.2, the Precinct 3 lands have potential to facilitate the location of an Open Space/Amenity/Sports area in order to fulfil the social infrastructure requirements as set out in Figure 7-1 of the Leixlip LAP and the aforementioned Section 4.2. Table 4.1 above, which sets out the Open Space/Amenity/Sports requirements for the Masterplan site as provided for in the Leixlip LAP, identifies a site comprising 2.7 hectares as suitable for the provision of the Amenity and Sports facilities on the Precinct 3 lands. It is noted that playing fields are open for consideration on lands zoned 'Enterprise & Employment'. It is further noted that it is the preference of Kildare County Council that a combined approach be undertaken to the provision of Open Space/Recreation/Amenity/Sports land use areas to ensure coherent and co-ordinated delivery of facilities within the Masterplan area.

**Urban Design and Public Realm**

The main link road from the R449 to the Masterplan lands will be located at the south-eastern boundary of this precinct. There is an opportunity to develop landmark buildings and quality public realm at this gateway entrance. All development proposals shall be required to ensure that in the consideration of the design and layout of buildings, key design factors such as a good external profile, prominent reception, floorspace flexibility, energy efficiency are allowed for. The layout of the precinct shall provide for a network of attractive local roads to create an environment with a definite sense of place and shall ensure that site and building design shall accommodate pedestrian circulation on-site from parking areas to open spaces through dedicated pedestrian pathways with connectivity to adjoining buildings.

#### 4.5.4 Precinct 4



Figure 4.6: Location of Precinct 4.

##### *Overview and Location Context*

The Precinct 4 lands extend to approximately 13.30 hectares and are located at the southern end of the Campus land bank in proximity to Junction 6 of the M4 motorway. The area is adjacent to an existing roundabout and has road frontage onto the L81206 and L5057 (Green Lane) local roads.

##### *Access and Movement*

Precinct 4 shall be accessed from the existing roundabout on the R449. This area shall facilitate a cycle path on its northern border and an internal road network to be developed as part of future development proposals.

##### *Land Use and Density*

The basic built form on the Precinct 4 lands shall consist of low-medium density, high quality, building blocks within a landscaped setting. The precinct has potential to accommodate developments requiring a larger, flexible floor plate.

The Masterplan proposes larger scaled industrial manufacturing uses located on large, open sites that can accommodate large building footprints and have good access to the M4 motorway. This zone, along the western and southern boundaries of the Masterplan area, shown in Figure 4.2, is intended to provide for a wide range of local employment. Industrial developments will project a

clean appearance with service and manufacturing. This precinct lends itself to the location of employment types requiring a larger and more flexible floorspace.

The precinct also has potential to provide for new amenity and recreation uses at its north-western extremity, which would act as a buffer between any proposed development on the lands and the existing cluster of residences located between the lands and the L81206. In that regard, it should be noted that the Precinct 4 lands have potential to facilitate the location of an Open Space/Amenity/Sports area in order to fulfil the social infrastructure requirements as set out in Figure 7-1 of the Leixlip LAP and the aforementioned Section 4.2. Table 4.1 above, which sets out the Open Space/Amenity/Sports requirements for the Masterplan site as provided for in the Leixlip LAP, identifies a site comprising 1.3 hectares as suitable for the provision of the Amenity and Sports facilities on the Precinct 4 lands. It is noted that playing fields are open for consideration on lands zoned 'Enterprise & Employment'. It is further noted that it is the preference of Kildare County Council that a combined approach be undertaken to the provision of Open Space/Recreation/Amenity/Sports land use areas to ensure coherent and co-ordinated delivery of facilities within the Masterplan area.

#### *Urban Design and Public Realm*

Developments will be required to be supported by a landscape plan and existing hedgerows shall be retained and augmented where possible. A comprehensive boundary treatment shall form part of the precinct design and development proposals in this precinct shall be sited and designed to ensure that no negative impacts accrue on the adjacent residential properties on the adjoining local roads.

## **5. Infrastructure and Phasing**

### **5.1 Infrastructure Requirements, Deliverability and Phasing**

The land at Collinstown are identified for the purposes of strategic employment. The development of the overall lands shall be subject to a comprehensive integrated scheme of development that shall include a statement of compliance with the design and development principles set out in this Masterplan.

The development of the Business Campus will be dependent on the timely delivery of a wide range of infrastructure, including the development of a new active travel bridge over the Royal Canal and rail line: a pedestrian and cycle bridge located on lands adjacent to the western boundary of the site to provide access to the Greenway from the lands located south of the canal. There is a need for a considered approach to the design and delivery of this strategic infrastructure to realise the Masterplan. How infrastructure interventions are funded and delivered is a critical factor to consider. Some infrastructure requirements will be linked directly to specific development opportunities and sites whereas others are less site specific but create benefits and opportunities that will be experienced across the area.



## 5.2 Funding Mechanisms

### 5.2.1 Development Contributions

There are a number of policy mechanisms available for capturing financial value within the Masterplan area and these include the collection of development contributions as provided for under the Planning and Development Act 2000 (as amended) (the Act). The Kildare County Council Development Contribution Scheme 2023-2029 is effective for 7 years from 1 January 2023 or until such time as the scheme is reviewed or a subsequent scheme is adopted.

#### *Section 48 Development Contributions*

Section 48 of the Act provides that a planning authority, when granting permission for a development, may include conditions for requiring the payment of a contribution in respect of public infrastructure and facilities benefiting development in the area of the planning authority and that is provided, or that it is intended will be provided by or on behalf of a local authority.

Section 48 also provides for the payment of a special contribution where exceptional costs are incurred by the Council in the provision of a specific public infrastructure or facility. Only developments that will benefit from the public infrastructure or facility will be liable for the contribution.

#### *Section 49 Development Contributions*

Section 49 of the Act provides for the drawing up of a supplementary development contribution scheme to facilitate a particular public infrastructure service or project which is provided (or proposed to be provided) by a local authority, a public authority or a private developer on behalf of and pursuant to an agreement with a local authority, and which will benefit the development on which the development contribution is imposed.

### 5.2.2 State Level Support

#### *National Development Plan 2021-2030 (NDP)*

The NDP set out a total figure of €165 billion for investment in, *inter alia*, transportation, housing, climate action and job creation.

#### *Ireland Strategic Investment Fund*

The Ireland Strategic Investment Fund (ISIF) is managed by the National Treasury Management Agency and offers finance for infrastructural requirements that will support Project Ireland 2040 priorities.

## 5.3 Collinstown Infrastructure Delivery Schedule

The Leixlip LAP sets out the key infrastructure necessary and funding sources, which includes both public and private sector sources. The Collinstown Infrastructure Delivery Schedule at Table 12.2 of the Leixlip LAP has been re-assessed and updated for the purposes of this Masterplan.

The infrastructure will be provided in staged delivery schedule, in order to achieve the timely delivery of the objectives of this Masterplan.

The delivery schedule is divided in to the following four phases:

|                |   |
|----------------|---|
| Immediate term | Year 1 and Year 2                       |
| Short Term     | Year 2 to Year 4                        |
| Medium Term    | Year 4 to Year 6                        |
| Long Term      | 6 years plus                            |
| On-going       | Throughout the LAP lifetime and beyond. |

| Collinstown Infrastructure Delivery Schedule   |   |                               |
|--|---|-------------------------------|
| <b>Roads and Transportation</b>  |   |                               |
| Implement measures identified in Leixlip Local Area Plan 2020-2026 (as extended)   | Short to Medium   | Developer                     |
| New Access Roads, internal road network, pedestrian and cycle paths  | Short to Medium   | Developer                     |
| Pedestrian and Cycle Bridge across Royal Canal and rail line   | Short to Medium   | Developer                     |
| Junction and roundabout upgrades required  | Short to Medium   | Developer                     |
| Rail Station   | Target to be defined by the National Transport Authority/Irish Rail | Developer, State / Irish Rail |
| Park and Ride  | Target to be defined by the NTA/ Irish Rail.                        | Developer, State              |
| <b>Water and Wastewater</b>  |   |                               |
| General Water supply network upgrade and extension   | On-going  | Developer, Uisce Eireann      |
| General Wastewater treatment network upgrade and extension   | On-going  | Developer, Uisce Eireann      |
| Outcome of Drainage Area Plan (DAP) may impact on location of connection points to the sewer network and may necessitate the upgrading of the local pumping station* | On-going  | Developer, Uisce Eireann      |
| <b>Local Neighbourhood Centre</b>  |   |                               |
| Delivery of a new local neighbourhood centre   | In tandem with development**  | Developer                     |

**Table 5.1: Collinstown Infrastructure Delivery Schedule.**

\*Uisce Eireann has indicated that the development of the Collinstown employment lands should be examined as a single catchment and where possible, a gravity or siphon solution should be used or that one pumping station be built at a suitable location for the entire catchment.

\*\*The Leixlip Local Area Plan 2020-2023 (as extended) stipulates that the neighbourhood centre shall not be constructed until 30% of the developable site area has been developed and occupied, no more than 50% of the site may be developed without the construction of a new neighbourhood centre to meet the local business needs of the Business Campus.

### 5.4 Car Parking Capacity

Car parking capacity and standards shall be in accordance with the General Standards set out in Section 15.7.8 of Chapter 15 (Development Management Standards) of the Kildare County Development Plan 2023-2029.

### 5.5 Masterplan Outputs

The outcomes of the development of the Collinstown Masterplan lands will be benchmarked against the aims that are outlined in Section 1.2 of this Masterplan. These outcomes also link back to local, regional and national strategic policy objectives. Table 5.3 relates the Masterplan aims to deliverable outcomes.

| Masterplan Aims   | Masterplan Outcomes   |
|---|---|
| Deliver a well-connected, attractive and sustainable business campus that is of high architectural quality design, construction and finish, featuring a fully integrating, responsive and well-defined series of open spaces.   | The Masterplan for the Collinstown Employment Lands will guide the development of a high-quality Business Campus with access to quality open space within and adjacent to the campus.   |
| Contribute to the successful implementation of the MASP in supporting the role and function of Dublin as a city of international scale.   | The delivery of the Collinstown Masterplan will ensure that the Collinstown Business Campus will comply with RPO 5.6 of the Metropolitan Area Spatial Plan for the Dublin Metropolitan Area.  |
| Assist in the implementation of the Kildare County Development Plan 2023-2029 and the Leixlip LAP 2020-2023 (as extended) with regard to their respective economic development objectives.  | The Collinstown Masterplan ensures the delivery of a Business Campus as identified in the Economic Development Strategy of the Kildare CDP 2023-2029 and Objective EDT1.1 of the Leixlip LAP which seeks to promote enterprise and employment development at Collinstown. |
| Establish sustainable transport patterns within the site by maximizing opportunities in terms of access and usage of high frequency and high capacity public transportation investment projects such as DART+ West, the rail-based park and ride facility and Bus Connects. | The Masterplan facilitates the development of the Collinstown Rail Station and the rail-based Park and Ride facility on the Business Campus lands with access to Bus Connects linkages located adjacent to the Masterplan lands.  |
| Maximise active travel opportunities by ensuring the development of a comprehensive and high-quality pedestrian and cycle infrastructure within the Collinstown lands and providing for enhanced access to the Royal Canal Greenway.  | The Collinstown Masterplan provides for the development of a network of pedestrian/cycle paths through the campus lands with direct linkages to the Royal Canal Greenway that traverses the site.   |
| Seek to protect and enhance the overall green infrastructure network within the lands and provide for a comprehensive surface water management scheme which prioritises best practice nature-based drainage.  | The delivery of the Collinstown Masterplan will secure the protection of the existing network of hedgerows on the lands and the use of nature-based drainage solutions.   |

|   |  |
|---|--|
| <p>Ensure that any development within the lands protects the integrity and carrying capacity of the nearby Junction 6 of the M4 Motorway, in keeping with the provisions of the Spatial Planning and National Roads Guidelines for Planning Authorities (DoECLG, 2012).</p> | <p>The preparation of the Masterplan will be developed in conjunction with relevant traffic/transport assessments.</p> |
|---|--|

**Table 5.3: Masterplan Aims and Outcomes.**

## 5.6 Conclusion

- The Collinstown Strategic Employment lands offers a high profile strategic employment location with excellent road and public transport connections.
- Collinstown comprises a sufficient scale of serviced land capable of meeting the requirements of a range of users from start up enterprises to stand along multi-nationals.
- Future occupants of the Campus will benefit from the high quality natural environment and local amenities.
- The development of the Collinstown Business Campus as a compact, higher-density, well-connected strategic development area has the potential to meet the National Strategic Outcomes of the National Planning Framework, in particular the outcomes relating to Compact Growth, Sustainable Mobility and Transition to a Low Carbon and Climate Resilient Society