

Submission to
Kildare County Council

in respect of

Draft Leixlip Local Area Plan 2020-2026

On behalf of
Killross Properties Limited
Unit 12C, M4 Interchange Park
Celbridge
Co. Kildare

11 July 2019

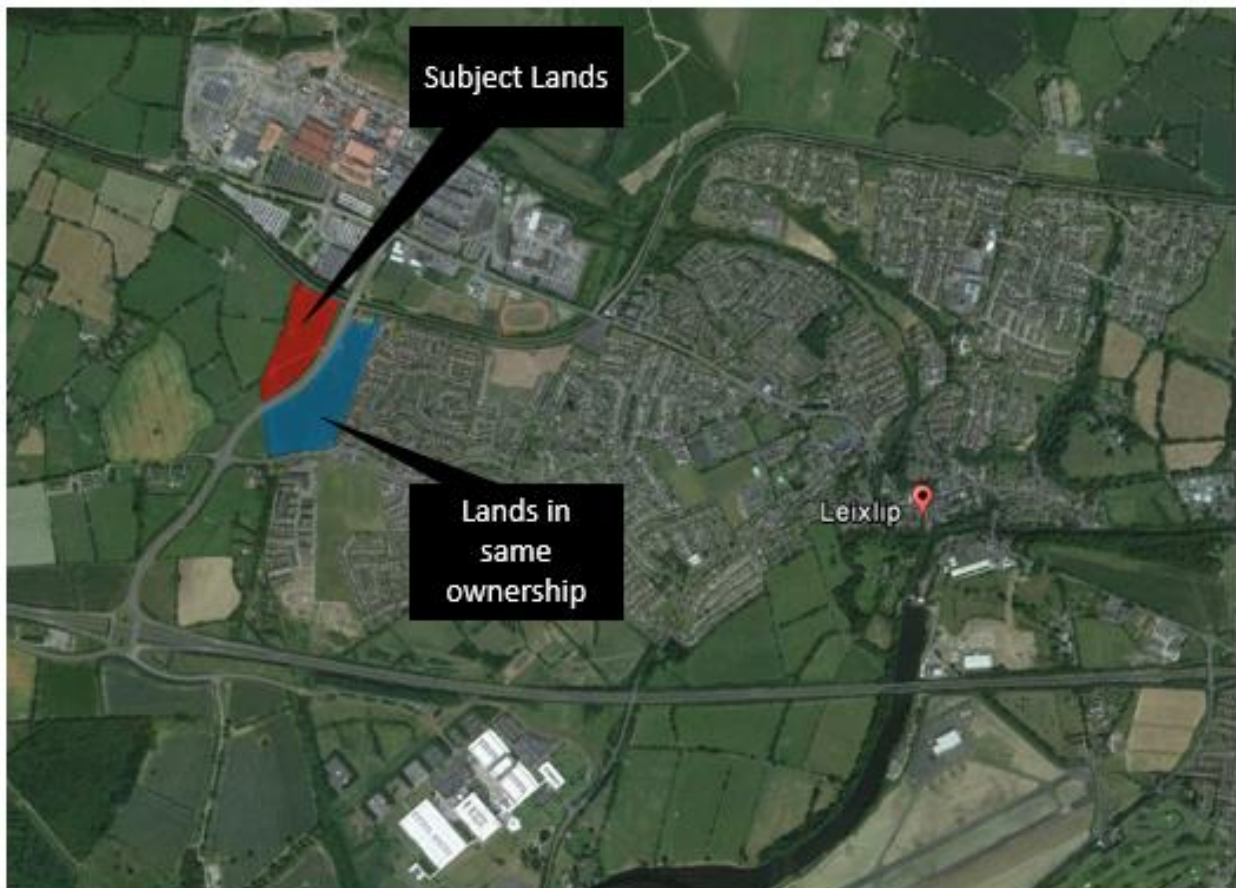
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1. INTRODUCTION

This submission is made on behalf of Killross Properties Limited, Unit 12C, M4 Interchange Park, Celbridge, Co. Kildare, in response to Kildare County Council's invitation to make submissions on the Draft Leixlip Local Area Plan 2020-2026 (LLAP).

This submission relates lands at Collinstown owned by Killross Properties, identified in Figure 1.1. ("the Killross landholding"). The Killross landholding is located on both sides of the R449. The lands to the east of the R449, (Figure 1.2) are currently being developed for residential use under permission granted by An Bord Pleanála (ABP Ref. PL09.247909 (KCC Ref. 16/282)). This submission relates to the lands on the western side of the R449, which were previously zoned for 'A- Town Centre' uses within the Collinstown LAP 2010, and which are now proposed to be zoned Objective Q (Enterprise and Employment) in the Draft LAP, identified in red on Figure 1.1.

Figure 1.1: Site Location



1.1 Summary and Proposed Amendments to the Draft Leixlip LAP, 2020-2026

This submission addresses the following substantive issues relating to the planning framework for the Collinstown lands as provided for in the Draft LLAP, and proposed the following related amendments:

Proposed Amendment No. 1:

The proposed 60 m wide reservation from overhead electricity lines traversing the subject lands is unjustified, unreasonable and would cause dis-proportionate interference with the landowner's property rights which is wholly inconsistent with national policy objectives seeking to ensure efficient and sustainable use of zoned and serviced lands having particular regard to the Metropolitan Area context of Leixlip and the Collinstown lands. There is no basis of a technical, legal nature, or otherwise to support the proposed reservation.

Proposed Amendment No.1: That **no reservation corridor is included in the LLAP** and that the nature and extent of development that may be appropriate beneath and in the vicinity of the transmission lines be informed at the detail design and planning application stage by having regard to the types and uses of buildings proposed in consultation with the appropriate bodies and with the benefit of technical advice.

Proposed Amendment No. 2:

Special Planning Policy Requirement (SPPR) 2 in the Urban Development and Building Height Guidelines (December 2018) requires that planning authorities avoid 'mono-use' zoning objectives on large development sites, and provide for a mix of uses *'in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities'*. Accordingly, it is not appropriate to apply a 'mono-use' Zoning Objective Q (Enterprise and Employment) to the entire Collinstown landbank having regard to the designation of Leixlip as a Metropolitan Area Level 3 Key Service Centre in the adopted Regional Spatial and Economic Strategy (RSES), and as a Level 3 Town Centre in the Regional Retail Planning Guidelines, growing to a Level 2 centre over a 20 year period.

Proposed Amendment No.2: That the **zoning Objective 'Q' is appropriately amended to provide a mixed-use development at Collinstown, and Objective UCR2.5 is omitted and replaced with an Objective for a Masterplan to be prepared for each landholding within Collinstown. The zoning and proposed objective for the Collinstown lands should provide for a new mixed-use District Centre (with an associated retail floorspace range of between 5,000 to 10,000 sq.m net) to include an appropriate component of residential, leisure, and community uses** to serve the working population within the proposed Business and Technology Campus (potentially 3,000 – 4,000 workers), within the existing Intel campus (5,000 workers) and within the significant existing and expanding residential areas immediately to the east. Potential would also exist to include an appropriate component of residential, leisure, and community uses within this mixed-use district to compliment the requested District Centre designation and to potentially support the delivery of a future rail station at Collinstown. This requested change should also be referenced and incorporated as appropriate in sections 7.2 and 12.1 of the LLAP. Accordingly, section 12.7 of the current Draft LLAP will also be superseded by the above.

Proposed Amendment 3:

Policy MT2.6 of the Draft LLAP is supported which encourage continued liaison with the National Transport Authority (NTA) and Irish Rail to consider the provision of a new railway station at Collinstown.

Requested amendment no. 2 above will deliver a new mixed-use District Centre to include a significant mass of employment, residential, leisure, and community uses which in turn will reinforce the existing

resident and working population in the area and cater for increased numbers of visitors to this area which is likely to support the future business / viability case for a rail station at Collinstown.

Proposed Amendment No.3: **That Policy MT2.6 be appropriately acknowledged in Table 12-3 of the Draft LLAP to address the potential delivery of a rail station at Collinstown as a long-term infrastructural objective.**

Proposed Amendment 4:

Whilst it is noted that Figure 12.6 of the Draft LLAP is indicative only, certain aspects of Fig 12.6 should be amended and/or removed entirely as they do not accurately represent the layout of the blocks of development possible within Collinstown to the correct scale and have pre-supposed the location of various inter-connected uses without the benefit of technical or commercial analysis which would be expected to be carried out in developments of the scale proposed here. Such matters include:

- The proposed pedestrian link across the canal and railway is unlikely to be delivered in the manner or location shown in Figure 12.6.
- The 'blocks' of development shown in Fig. 12.6 do not accurately represent building location, scale or layout and should not be included.
- The existing field hedgerows should not be included as a primary form giver to the pattern of development and operation of a large-scale Business & Technology campus but should be subjected to assessment from a qualitative and biodiversity / ecological perspective. Policy Objective MT2.6 for the potential long-term delivery of a rail station at Collinstown should be indicatively shown / acknowledged at the location indicated in the Leixlip Strategic Transport Assessment carried out by Kildare County Council

Proposed Amendment No.4: That the design and layout of buildings/blocks and footbridge shown in Fig 12.6 be regarded as indicative only and that the hedgerows identified as 'constraints' are subject to assessment at detailed design and planning stage as to their suitability for retention in a modern Business & Technology campus environment.

The planning and sustainable development grounds supporting the proposed amendments are set out in Section 2 below. The relevant planning policy context is provided in Appendix A, for reference.

2.0 PLANNING JUSTIFICATION FOR THE REQUESTED AMENDMENTS TO THE DRAFT LLAP

2.1 Unnecessary Reservation for Overhead Electricity Lines

Figure 12.5 of the Draft LLAP shows a 60 m wide reservation corridor traversing the subject lands in relation to the 110kV electricity lines overhead. In this regard, the Draft LLAP also includes the following statements:

'A 110kv double circuit line runs through the site from north to south in close proximity to the eastern boundary which may act as a constraint to development of the overall site...

To provide for a principal green route that would act as a buffer and natural backdrop in which the buildings will be set. The buffer should be a minimum of 60m to allow for clearance of the high voltage overhead lines and should allow for permeable pedestrian links through the Business Campus.'
[Emphasis Added]

It is our client's submission that the proposed 60 m wide reservation from overhead electricity lines traversing the lands is an unnecessary, unreasonable and a dis-proportionate interference with the landowner's property rights.

The Planning and Development Act provides that the only matter to be considered is the proper planning and sustainable development of the area and any imitation or restriction on development must be based on rational principles underlain by proper planning principles on grounds consistent with the Planning Acts. This is particularly the case when one seeks to sterilise lands, and no such basis has been asserted in the draft LLAP.

The subject lands have been included in the previous LAPs for Leixlip including the 2005 Leixlip LAP and the Collinstown LAP, 2010. Neither of these plans required or referenced any requirement for a reservation corridor beneath the electricity lines.

The corridor now proposed sterilises over 2 ha of zoned and serviced land. The stated purpose in the Draft LAP is to maintain a 30m clearance on both sides of the line and to utilise this corridor to facilitate 'pedestrian links through the campus' and to 'act as a buffer and natural backdrop' to the buildings.

There is no technical reason to maintain any corridor beneath the lines and it is clear that the sole reason for the designation of the land under and adjacent to the lines as 'strategic open space' is solely due to the presence of the lines.

It is standard practice elsewhere nationally, including Kildare, that commercial development is acceptable and is routinely provided under and directly adjacent to 110kV overhead electricity lines. In this regard, the Rossmore Properties Ltd. development at the M4 Interchange Park is an example where KCC granted permission for commercial development under and adjacent to the same overhead lines that traverses the Collinstown lands (Planning Refs. 06/1715 and 05/2569) without any restrictions on development.

It is noted that the subject power lines crossing the Killross landholding were erected on foot of two planning applications by ESB to KCC in 1996 and 2001, respectively.

The 1996 application was made in order to provide electricity supply for Hewlett Packard. This application was supported by an Environmental Impact Statement (EIS) and supporting documentation which indicated that if the line interfered with development of the subject lands, ESB would alter or divert the lines to allow the development of the lands to proceed in full, or would compensate for the associated loss of development potential compromised by the 110kV lines. On this basis, planning permission was granted by KCC without the imposition of any restrictions imposed on the future use of the land.

The second application in 2001 was submitted by ESB to facilitate the relocation of an existing 110kV line onto the Killross lands from the 'Glen Easton' estate to the east in order to allow the construction of that residential development by removing the constraints imposed by the 110kV lines.

That application was granted by KCC without the inclusion of any restriction of development under or adjacent to the lines and on the basis that the relocation of the lines onto the adjoining Killross lands would not be subject to any loss of development potential on the lands by virtue of the ESB Policy / Code of Practice that affected landowners would either be appropriately compensated, or that the overhead electricity lines will be relocated / diverted in a manner to avoid any such adverse impacts on the future development potential of such affected lands.

National policy and the principles of proper planning and sustainable development mandate that zoned and serviced land is utilised and developed to its fullest potential. It is respectfully submitted that a 60m wide corridor is unnecessary, seriously undermines these planning and development principles, and has a disproportionately adverse impact on our Client's property rights

The required 60m corridor is arbitrary and inconsistent with the application of development principles and guidance and precedent decisions of KCC. The incorporation of an unnecessary reservation would set an undesirable precedent for other development lands under and adjacent to such lines and would undermine the proper and sustainable planning and development of such lands. For example, the same lines cross through Intel lands to the north which have not been subjected to a similar restriction on development.

The draft LLAP does not provide any basis for the restrictions proposed and the resulting sterilisation unilaterally deprives the affected landowners of all value in the restricted land and creates a burden on the landowners which has not previously existed. There is no rational planning basis which would ground this restriction set out in the draft plan and as such it is contrary to the provisions of the Planning and Development Acts and is inconsistent with the constitutional protections afforded under the constitution, particularly article 43 thereof.

Killross reserves the right to seek legal advice and pursue this matter through appropriate and alternate legal mechanisms to address unlawful interference with its property rights through the imposition of an arbitrary 60m wide corridor reservation in connection with the subject 110kV lines.

2.2 Suitability of the Objective Q Enterprise and Employment Zoning

The current Kildare County Development Plan, 2017-2023 identifies Leixlip (including Collinstown) as a Level 2, Large Growth Town II within the settlement hierarchy just below the County town of Naas at the top of the settlement hierarchy. It goes on to state that *'In the RPGs the four Metropolitan towns of Maynooth, Celbridge, Leixlip and Kilcock must accommodate a minimum of 35% of the total growth rate allocation for the county. This target will increase their share of the total population in the county from 25% in 2011 to 27% in 2023.'*

The Draft LLAP promotes a 'wholesale' rezoning of the Collinstown from Objective A – 'Town Centre' (subject to the preparation of a Masterplan) to Objective Q (Enterprise and Employment) in the Draft LLAP. This approach is not consistent with current national policy and significantly undermines the role and designated retail function of Leixlip as a Level 3 and aspiring Level 2 retail centre.

In terms of the retail hierarchy for the County the County Development Plan promotes the designation of Leixlip (including Collinstown) as a Metropolitan Area Level 3 Centre in the new GDA Retail Hierarchy. The Draft LLAP promotes a dispersed pattern of additional retail development where it states:

'The policies and objectives of this LAP seek to strengthen the established retail function of Leixlip through a combination of redevelopment of appropriate infill and opportunity sites in the town centre, expansion opportunities at existing neighbourhood centres alongside the development of a new neighbourhood centre forming part of the UDF lands at Confey and within the strategic employment lands at Collinstown.'
[Emphasis added]

The Regional Spatial and Economic Strategy (RSES) for the Mid East region identifies Leixlip as a Level 3 key service centre. Leixlip is also identified as a level 3 key service centre in the KCDP where reference is made

to the relatively limited potential for expansion of Leixlip town centre's retail offer. Currently the net total retail floorspace within Leixlip is c. 5,766 sq.m, comprising c. 3,453 sq.m of convenience floorspace; 1,913 sq.m comparison floorspace and 400 sq.m retail warehousing.

The LAP anticipates that new retail provision in Leixlip will be achieved through a combination of the redevelopment of appropriate infill and opportunity/regeneration sites in the town centre, expansion opportunities at existing neighbourhood centres and the provision of a new neighbourhood centre/retail offering at Confey and a neighbourhood centre at the Collinstown Business Campus. Having regard to the latter, it is noted that the land allocation for a new neighbourhood centre at Collinstown for only 0.25ha in extent with potential delivery for c. 300 sq.m of retail floorspace is very modest in scale and would hardly meet the definition of a neighbourhood centre¹. Having regard to the spatial context and characteristics of the established town centre area of Leixlip which offers limited infill and consolidation opportunities, coupled with the envisaged dispersion of additional retail floorspace across a number of smaller neighbourhood centres, it is submitted that the Retail Strategy promoted in the Draft LLAP is unlikely to deliver the necessary and required critical mass of retail floorspace in a manner to realise the town's Retail Level 3 status.

In this regard, it is submitted that the Draft LLAP should make a distinction in terms of land budgeting, development objectives and urban design and development responses between brownfield infill opportunities and greenfield opportunities for the purposes of realising the overarching Level 3 Town Centre designation for Leixlip. In this regard, it is submitted that the Draft LLAP should appropriately acknowledge this distinction and provide high-level guidance and policy objectives to guide and inform the preparation of subordinate and detailed planning policy framework documents.

It is submitted that two different planning approaches are required for greenfield and brownfield retail development and their respective contributions towards the creation of a Level 3 Town Centre that requires an additional 10,000 sq.m retail floorspace in Leixlip.

- Established Leixlip Town Centre – Development within the established town centre will be mainly characterised by brownfield development capable of delivering limited infill development to facilitate urban consolidation of the town centre area. The LAP has identified a lack of available and suitable development sites within the town centre to facilitate the level of expansion required to meet current and future retail need. Expansion is constrained by natural barriers such as the River Liffey and adjoining and established residential areas, and the presence of historic and other buildings of architectural merit that require a responsive approach to infill development.
- Established Neighbourhood Centres – Having regard to the role and function of neighbourhood centres these will also only be capable of modest extension / infill and thereby delivering additional retail floorspace.
- Urban Expansion Areas / Greenfield Sites – A significant opportunity exists for 'blueprint planning' whereby new development is guided by detailed planning frameworks, such as an indicative Masterplan for Collinstown. Sites such as Collinstown allow sufficient flexibility for a bespoke retail

¹ Definition of a Neighbourhood Centre as per the 2012 Retail Planning Guidelines - '*Comprise a small group of shops, typically comprising newsagent, small supermarket/general grocery store, sub-post office and other small shops of a local nature serving a small, localised catchment population.*'

and urban design response. The site offers a unique opportunity to deliver a significant quantum of mixed-use and retail floorspace at a District Centre level. The Collinstown landbank has significant capacity and can appropriately accommodate a substantial element of mixed-use development including retail, employment and supporting uses, which may also include residential development – all of which will contribute in a sustainable manner to meeting the retail and residential floorspace needs of Leixlip. The existing retail provision of c. 5,766 sq.m in Leixlip is indicative of a significant underperforming retail centre. The current regional retail planning guidelines and the County Development Plan acknowledge the significant scope and capacity at Collinstown to accommodate a significant quantum of new mixed use and retail development.

It is submitted that Collinstown is ideally placed to contribute to delivering Leixlip’s regional level role through the development of a sustainable employment hub and District Centre incorporating mixed uses supporting and supported by a sustainable residential community. The following considerations are relevant in this regard:

- Leixlip has a sufficient population of 15,000 persons, which is set to exceed 20,000 within the lifetime of the Draft LLAP. The subject lands at Collinstown will benefit from a significant residential catchment to the east, as indicated in the Figure 2.1 below. The proposed District Centre at Collinstown would also benefit from an established and growing working population at the Intel Campus.
- In the interest of promoting sustainable mixed-use patterns the Collinstown lands would benefit from a residential allocation (in favour of some of the more peripheral Key Development Areas along the southern urban fringe). A residential population would contribute significantly towards the creation of a sustainable population base to support a District Centre and would also support the viability of a future rail station at Collinstown.

Figure 2.1: Retail Centre Distribution in Leixlip



Figure 2.1 (above) shows the distribution of the existing retail offer in Leixlip which comprise the Town Centre (TC) at the eastern end of the town that is supplemented by 6 No. Neighbourhood Centres (NC), the most substantial of which is NC1 to the north of the town centre which includes a modest Supervalu convenience outlet. Table 2.1 provides a summary of each of the respective NC's based on their convenience / food offer. Table 2.1 below, should be read in conjunction with the figure above.

Table 2.1: Summary of Leixlip's Neighbourhood Centres (excluding Town Centre)

Map Reference	Description	Commentary
NC1	NC1 offers the greatest variety of shops of the NC's in Leixlip and is anchored by a modest Supervalu convenience outlet.	This store does not offer the full range of choice than a large supermarket. In addition to Lidl this store is likely to fulfil the role of the main convenience outlet in Leixlip.
NC2	NC2 comprises a filling station with a small MACE outlet.	This NC does not make a meaningful contribution to the retail offer in Leixlip. It is likely to be characterised by opportunistic use and top up shopping for items such as bread and milk.
NC3	NC3 is limited in its offer and is anchored by a Eurospar convenience outlet.	This store fulfils mainly a top up shopping need and is not suitable for a main food shop.
NC4	NC4 comprises a small parade of 4 shops which includes a newsagent and pharmacy.	This store fulfils mainly a top up shopping need for essential items like bread and milk.
NC5	NC5 is limited in its offer and is anchored by a Eurospar convenience outlet.	This store fulfils mainly a top up shopping need and is not suitable for a main food shop.
NC6	NC6 comprise mainly of a Lidl Discount Foodstore.	This store compliments NC1 to provide an outlet for a main food shop to local residents. However, just like Supervalu in Confey it is limited in its range and choice of the convenience offer.

From Figure 2.1 and Table 2.1 above, the following can be summarised:

- The bulk of the existing c.3,453 sq.m of convenience floorspace is provided in the Supervalu at Confey and the Lidl at Maynooth Road. However, these outlets are limited in range in choice which is resulting in significant convenience retail spending leakage to other centres with a more substantial supermarket offer.

- The existing quantum of comparison floorspace (1,913 sq.m) is not only very restricted but is mainly provided for at the eastern end of the town at NC1 and the TC.
- Overall, with the exception of Lidl at the western part of the town the entire retail offer is significantly and disproportionately skewed towards the eastern side of Leixlip. Further augmentation of the existing retail offer at Confey would not address this issue.

Having regard to the above it is submitted that the provision of a District Centre at Collinstown would significantly and effectively address the following retail issues in Leixlip:

- It would result in a re-balancing of the retail offer by providing a new retail hub at the western end of the town that would complement and counterbalance the town centre and NC1 at the eastern end.
- It would offer a significant opportunity for a large supermarket convenience outlet that would increase the range and choice of convenience goods on offer in Leixlip and thereby address convenience spending leakage to other towns.
- It would offer augmentation opportunity to compliment a large supermarket with a range of comparison outlets that would significantly enhance the existing modest range of comparison outlets in the TC and DC's within Leixlip. An appropriately sized convenience anchor in this location would result in combined comparison trips which would also address retail comparison spending leakage to other retail centres.

It is imperative that a critical mass of population is available in the town and appropriately integrated with employment and supporting uses, including a District Centre, at Collinstown. In addition to an established residential population catchment to the east, the proposed District Centre at Collinstown would also benefit from an established and growing working population at the Intel Campus and future development on the Collinstown lands. The proposed designation of the lands to include a District Centre would also benefit from the inclusion of a sustainable level of residential development to promote a resident population base as part of the larger mixed-use development. This approach is entirely consistent with current National Planning Guidance promoting mixed use development patterns to achieve urban consolidation and densification. In particular it is noted that Paragraph 2.14 of the *'Urban Development and Building Heights'* Guidelines (December 2018) acknowledges the need for mixed use development patterns where it states:

'Certain urban locations often attract strong demand from other land uses, particularly of a commercial (non-residential) nature, which can result in a relative deficit in the supply of new residential development as part of appropriate mixed-use neighbourhoods. This can militate against achieving the objective of increased proximity of new homes and employment which is a central theme of the National Planning Framework. Accordingly, in the interests of achieving national policy objectives for significantly increased urban housing delivery, there is a need for planning policy to ensure that an appropriate quantum of residential developments is included as part of significant development proposals for individual sites and urban neighbourhoods. In recognition of this need the following SPPR shall apply:

SPPR2 -In driving general increases in building heights, planning authorities shall also ensure appropriate mixtures of uses, such as housing and commercial or employment development, are provided for in statutory plan policy. Mechanisms such as block delivery sequencing in statutory plans² could be utilised to link the provision of new office, commercial, appropriate retail provision

and residential accommodation, thereby enabling urban redevelopment to proceed in a way that comprehensively meets contemporary economic and social needs, such as for housing, offices, social and community infrastructure, including leisure facilities.'

Paragraph 2.1 of the Guidelines emphasise that the implementation of the National Planning Framework requires '*...an appropriate mix of both the living, working, social and recreational space we need in our urban areas.*' A key objective of the NPF is therefore that greatly increased levels of residential development in urban centres and significant increases in the building heights and overall density of development is not only facilitated but actively promoted in the plan making.

Mixed use development is at the forefront of promoting modern and sustainable development patterns within cities and towns. It is therefore submitted that the proposed mono-use zoning is not consistent with the National Planning Guidance and SPPR2. Promoting mixed use integrated development patterns is an essential approach to urban planning and development.

It is submitted that the proposed designation and development of the subject lands at Collinstown for the suggested mixed-use development for primarily employment, retail and residential development is not reliant or dependant on the delivery of a rail station at Collinstown. However, it is noted that the Strategic Transportation Assessment prepared to inform the preparation of the Draft LLAP dismissed a new station at Collinstown on viability grounds on the basis of the low intensity land use envisaged by the mono-use employment zoning attached to the lands at Collinstown.

In this regard it is submitted that the proposed mix-use development approach is far more likely to succeed in delivering a working and resident population of a sufficient critical mass to support the viability case for a future rail node at Collinstown. Accordingly, Policy MT2.6 of the Draft LLAP is supported which encourage continued liaison with the National Transport Authority (NTA) and Irish Rail to consider the provision of a new railway station at Collinstown.

Accordingly, it is requested that Policy MT2.6 be appropriately acknowledged in Table 12-3 of the Draft LLAP to address the potential delivery of a rail station at Collinstown as a long-term infrastructural objective.

I trust the Council will afford due regard to the matters raised in this submission and will incorporate the proposed amendments in the Draft LLAP in the interests of adopting an implementable LAP that is consistent with national and regional policy, and the proper planning and sustainable development of Leixlip.

Yours faithfully,

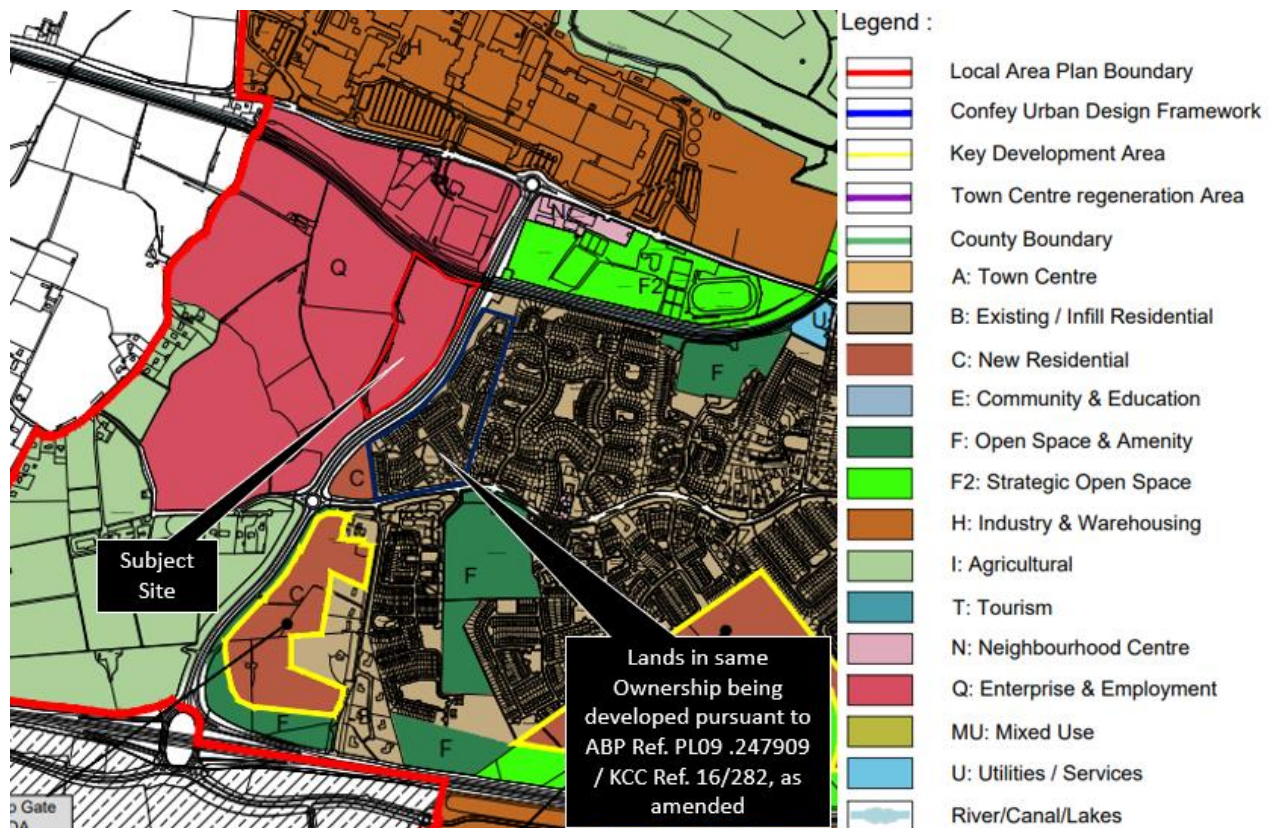
Hennie Kallmeyer
Declan Brassil & Co.

APPENDIX A - SUMMARY OF RELEVANT PROVISIONS OF THE DRAFT LEIXLIP LAP, 2020-2026

A1 Relevant Zoning Provisions of the Draft Leixlip LAP

From the figure below it is evident that all of the lands to the south of the canal / railway line and west of the R449 is zoned Objective Q (Enterprise and Employment), including the subject lands.

Figure A.1: Extract of Land Use Zoning Objectives Map of Draft Leixlip LAP, 2020-2026



A1.1 Development Vision, Objectives and Design Guidance for Collinstown

A1.1.1 Vision for Collinstown

Sub-section 12.7 of the Draft LAP address the strategic employment landbank at Collinstown and sets out the following vision Statement:

'To guide the development of a high-quality, attractive and sustainable business campus environment that is characterised 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.'

A1.1.2 Development Objectives

The following objectives are noted:

- EDT1.1 - To promote enterprise and employment development at Collinstown, focusing on the high tech, bio tech, research and development, ICT and manufacturing sectors.
- EDT1.2 - To promote the provision of incubator enterprise units suitable for SMEs and start-up companies at Collinstown to offer opportunities associated with clustering and networking.
- MT2.6 - To liaise with the National Transport Authority (NTA) and Irish Rail to consider the provision of a new railway station at Collinstown.
- MT3.11 - To ensure that all significant development proposals for KDAs and lands at Collinstown and Confey are subject to Traffic Impact Assessments (TIA), to be carried out in accordance with the Traffic and Transport Assessment Guidelines, NRA 2014 to assess the individual and cumulative impact of the planned development in the area on the strategic road network.

A1.1.3 Development Guidance for Collinstown

Collinstown Business Campus should facilitate a range of office typologies to reflect the key growth sectors and to meet business lifecycle needs from start-up to growth phase to maturity and consolidation. The To guide the development of a high-quality, attractive and sustainable business campus environment that is characterised 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. The employment floorspace should be provided in the form of flexible floorspace to allow for a range of office accommodation and to cater for small and medium sized expanding businesses together with buildings that can cater for a larger floor plate. This approach is also desirable from an urban design perspective to ensure an appropriate diversity of scale and a richness of finer grain development, both of which underpin a quality urban environment. All developments shall be of a high architectural quality

Sub-section 12.7.5 of the Draft LLAP provides that individual applications for smaller sections of the overall lands will not be considered until an overall Design Framework has been agreed in writing with the Planning Authority.

Key Urban Design Principles:

- To ensure that the development of the Business Campus is guided by the Leixlip Strategic Transport Assessment that seeks to develop improved access and permeability to lands at Collinstown. The assessment will also investigate the possibility of providing an additional train station at Collinstown and a potential park and ride facility at this location in the future.
- 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 would be 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.

Access, Circulation and Permeability Principles:

In order to ensure that sustainable movement remains a development priority, access and street design will need to be carried out in accordance with the Design Manual for Urban Roads & Streets (DMURS) and will place particular emphasis on the creation of an attractive and walkable Business Campus.

Open Space and Landscaping:

Section 12.7.2 of the Draft LLAP states that ‘An 110kv double circuit line runs through the site from north to south in close proximity to the eastern boundary which may act as a constraint to development of the overall site.’

This constraint has influenced the Indicative Site Block Form at Figure 12.6 (inset figure, right) which identifies Strategic Open Space and Business and Technology (Office) uses on KPL’s land (noting the entire landbank is zoned Business and Technology). With regard to the designated open space area, the following design principles are stated in the LAP:

- 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.
- To provide for a principal green route that would act as a buffer and natural backdrop in which the buildings will be set. The buffer should be a minimum of 60m to allow for clearance of the high voltage overhead lines and should allow for permeable pedestrian links through the Business Campus.



Range of uses and land use zoning:

The indicative design concept has been provided to guide the future development of Collinstown Business Campus and sets out the necessary infrastructure to support the anticipated development demands at full build-out. Such an approach is intended to ensure that all development is integrated and occurs in a coordinated manner with commensurate support services. Where appropriate, the design concept addresses the phasing of development to ensure that the scheme is realised in a sustainable manner.

Table 12-2 Collinstown Indicative Land use and Size

Landuse	Size ha
Business and Technology	c.40.73
Neighbourhood Centre ¹³	c.0.25
Primary Care Centre	c.1.37
Playing Pitches North	c.6.7
Planning Pitches South	c.3.2
Green Route	c.4.55

With regard to the Neighbourhood Centre the Draft LLAP states that that the neighbourhood centre shall not be constructed until 30% of the developable area site area has been developed and occupied, and that 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.

Figure A1.2: Collinstown – Indicative Design Concept Plan



Key

Road Improvement Objective		Focal building	
Internal routes		Civic Plaza	
Pedestrian/cycle route		Recreation/amenity	
Business and technology use		Strategic open space	
Neighbourhood centre		Existing vegetation retained	
Primary care centre		Landscape reinforcement	
Primary building frontage		Railway Line	

A1.1.4 Transportation

Section 12.7.3.2 of the Draft LLAP refers to the Leixlip Strategic Transport Assessment that seeks to develop improved access and permeability to lands at Collinstown. It also states that the assessment will investigate the possibility of providing an additional train station at Collinstown and a potential park and ride facility at this location in the future.

It is noted that the envisaged development in the Draft LLAP is not contingent on the rail station. The primary vehicular access / junction off the R449 serving the Collinstown land is located along frontage of the site owned by KPL.

Strategic Transportation Assessment (STA):

Sub-section 3.3 of the STA, prepared by Aecom that accompanies the Draft Leixlip LAP clarify that meetings were held between Kildare County Council, with Transport Infrastructure Ireland (TII) and the National Transport Authority (NTA) in February 2019.

It is noted that the first meeting was a director-level meeting between Kildare County Council's Directors of Services for Planning and Transportation, and TII and NTA senior staff. This meeting paved the way for a technical meeting, with the following noted:

- 1. Recognition that the rail line to Maynooth is being proposed for a new Dart line within the lifetime of the next Local Area Plan and Local Area Plans in the area should reflect development potential of this upgrade.*
- 2. Confey Bridge requires upgrading for access and for bus movements to include turning facilities.*
- 3. The prospect of moving the Louisa Station to Collinstown and its implications for the routing of the R449 and the provision of a strategic Park & Ride facility at this location should be reflected in the Plan.*
- 4. The issue of a bus priority through Leixlip and the rationalisation of bus movements and services in this general area requires an objective to secure better and more efficient bus connectivity.*
- 5. Recognition of the need to build resilience between the N3 and N4 and reference the study already conducted in relation to the N4 and N7 so as to ensure optimum transport arrangements and resilience of routes.'*

Rail Options Assessment:

The rail options are described in Table 8.1 of the STA with the majority of options testing station relocations. However, two options propose access improvements at the existing Confey Station. Options 7, 8 and 9 are directly applicable to the subject lands, as identified in the Table and accompanying figure below.

Rail option	Description
Rail - 1	Relocate Confey Station to the west of the existing station
Rail - 2	Relocate Confey Station to the east of the existing station
Rail - 3	Relocate Louisa Bridge Station to the west of the existing station
Rail - 4	Relocate Louisa Bridge Station to the east of the existing station
Rail - 5	Provide new Confey Station access to the east of existing platform to link with Cope Bridge
Rail - 6	Provide new Confey Station access at the western end of existing platform linked to footbridge across Royal Canal to connect with Confey UDF lands
Rail - 7	Add a new station by Collinstown and maintain existing stations
Rail - 8	Add a new station by Collinstown and close Confey Station
Rail - 9	Add a new station by Collinstown and close Louisa Bridge Station

The rail options described in Table 8.1 are located as in Figure 8.1.



An assessment of Options 7, 8 and 9 concludes as follows:

- Option 7: Collinstown (Plus Existing) - *An additional station at Collinstown would only increase the total rail catchment for existing buildings in Leixlip by 23 residential homes and 22 commercial units at considerable financial and environmental cost. While this site could be used for a future rail-oriented development site, this is not yet necessary as there are multiple rail-accessible sites which can be developed in Leixlip. Accessibility and social inclusion would benefit from three stations, but would come at high financial and environmental cost.*
- Option 8: Collinstown (close Confey) - *Providing Collinstown Station and closing Confey would result in the loss of 1,471 buildings from the total Leixlip rail catchment for the addition of 45 buildings at Collinstown.*

- Option 9: Collinstown (close Louisa Bridge) - *Providing Collinstown Station and closing Louisa Bridge would result in the loss of 1,366 buildings from the total Leixlip rail catchment for the addition of 45 buildings at Collinstown.*

In terms of a Rail Strategy it is note that sub-section 2.3.1 of the Non-Technical Summary of the STA concludes as follows:

'The rail strategy MCA identified two rail options which should be progressed as they expand access to the existing train station for limited cost:

- *Option 5: Provide new Confey Station access to the east of existing platform to link with Cope Bridge*
- *Option 6: Provide new Confey Station access at the western end of existing platform linked to footbridge across Royal Canal to connect with Confey UDF lands.*

All other options were determined to a have detrimental effect on rail travel in Leixlip or had an unacceptable level of financial and environmental impact. Very few towns have two rail stations and so Leixlip is well placed to build significant levels of rail patronage in the town without need for extensive rail infrastructure investment. Instead, the focus in Leixlip should be on improving existing access to both stations and ensuring that all future development provides efficient routes for pedestrians and cyclists to access rail. The location of the Confey UDF lands is well suited to maximising rail patronage, particularly for commuting trips to Dublin or other towns on the line westward.'