



Appendix A: Employment Land Assessment

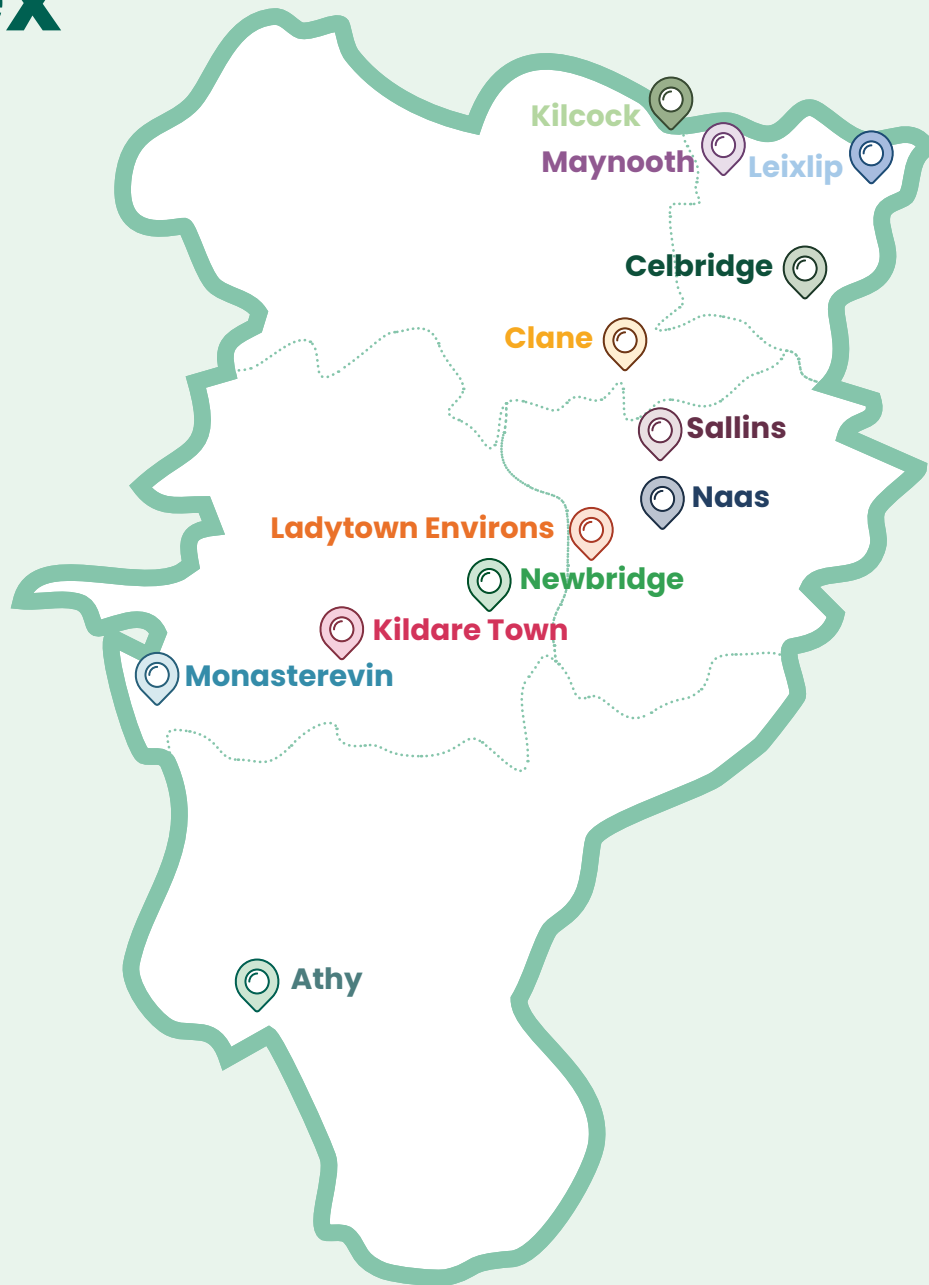
*Aguisín A:
Measúnú ar Thalamh Fostaíochta*

June 2026



Comhairle Contae Chill Dara
Kildare County Council

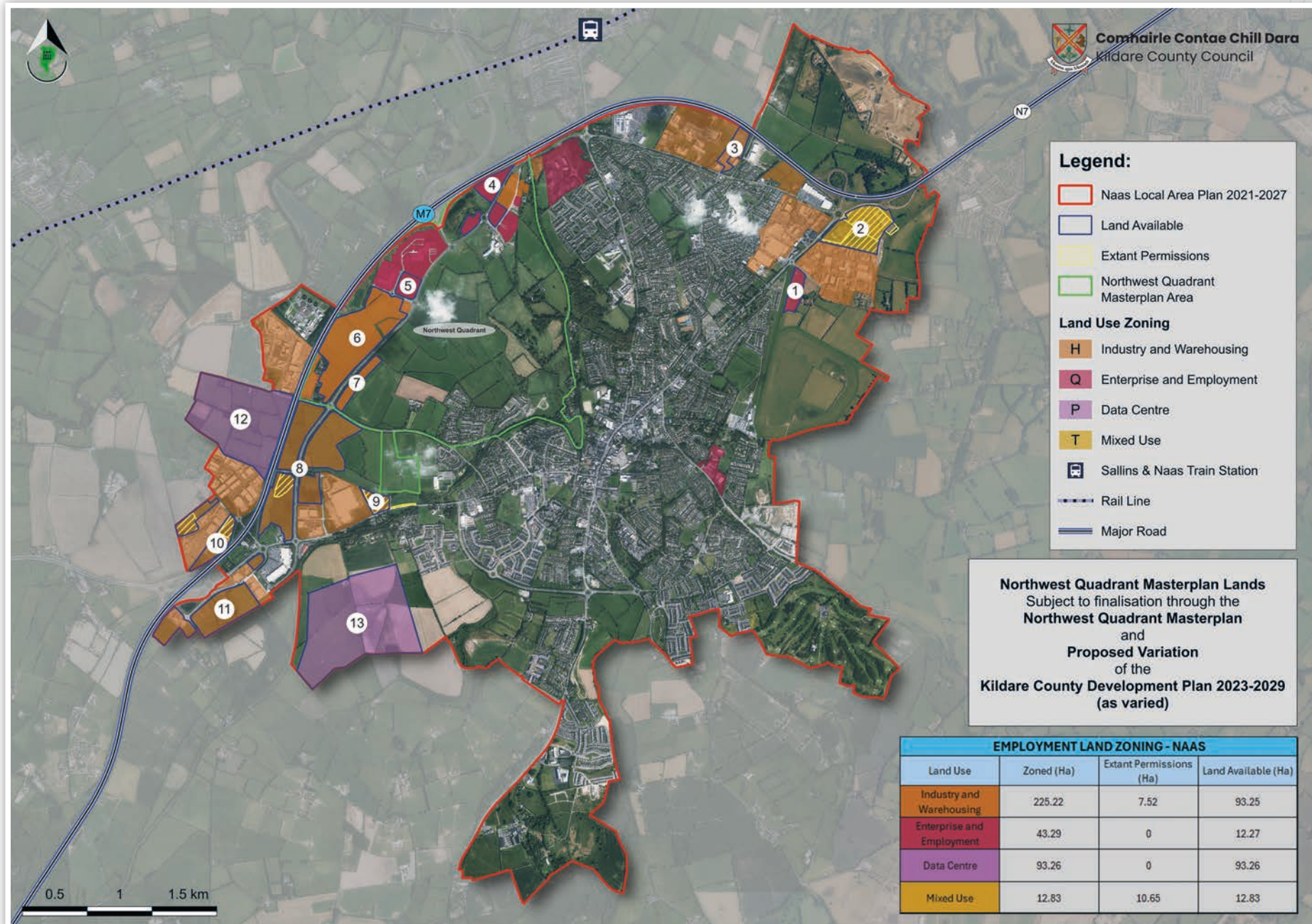
Index



Index

Hierarchy	Location	Page
Key Towns	Naas	1
	Maynooth	14
Self-Sustaining Growth Towns	Newbridge	21
	Leixlip	30
	Kildare Town	35
	Athy	41
Self-Sustaining Towns	Celbridge	47
	Kilcock	49
	Monasterevin	56
	Clane	60
Towns	Sallins	67
Environs	Ladytown Environs	71

Employment Land Assessment





Site 1



Location and Description

This brownfield site is located off the R445 (Dublin Road) with frontage onto and access along Fishery Lane Road. Adjacent to the Naas Industrial Estate, the lands are located approximately 1.9 km from the town centre and 750 metres from the M7 Motorway (Junction 9).



Synergies

Clustering opportunities are available due to the close proximity of Naas Industrial Estate, Maudlins Industrial Estate and Maudlins Hall which accommodate a range of local and international enterprises in a mix of warehouse and office typologies.

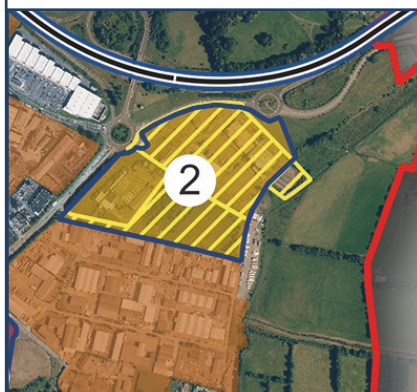


Feasibility

Considering the quantum of land, context and location of the site, there is potential to provide a single office development or a number of smaller blocks depending on density, design and open space requirements. The adjoining residential site has recently facilitated a high density (5 storey) apartment development which may improve viability and encourage prospective development.



Site 2



Location and Description

Significant brownfield opportunity located along the R445 (Dublin Road) adjacent Junction 9 (M7 Motorway). A key gateway site leading to Johnstown village, the lands are approximately 2.4 km from the town centre.



Synergies

Clustering opportunities are available with the adjacent Naas Industrial Estate and Maudlins Industrial Estate. An established location, the surrounding area includes a mix of old and new industrial/warehouse accommodation.



Feasibility

Identified as a strategic regeneration site to strengthen the town's employment base, the lands present an opportunity to deliver a significant quantum of accommodation to suit a mix of warehouse and office sectors. In April 2025, permission was granted on part of the landholding (7.34 ha) for the development a distribution centre (9,383 sq. m) and supporting service station. Furthermore, permission was granted in October 2025 for a portion of the remaining landholding (4.3 ha) for the development of two large logistical warehouses (15,030 sq. m). This type of development has followed recent sectoral demand in the area, taking advantage of the site's attractive locational attributes.

**Site 3****Location and Description**

Infill opportunity within the Monread Business Park, adjacent the M7 Motorway with existing access from the Monread Road. Located north of the town and greenfield in nature, the lands are approximately 2.5 km from the town centre and 1.1 km from Junction 9 (M7 Motorway).

**Synergies**

Clustering opportunities are available within the existing Monread Business Park, including the neighbouring Maudlins Industrial Estate and recently developed Monread Industrial Park. Classified as an established industrial location, the immediate area includes a mix of older and new light industry typologies catering to local and international scale enterprises.

**Feasibility**

Considering the site's profile and location, the land has the potential to deliver a significant quantum of warehouse / light industry accommodation across three individual sites. Considering the layout of the available sites, the lands are not suitable to facilitate a single standalone facility. The available plots present an opportunity for infill light industry development as single units or a mix of smaller units similar to recent take up and warehouse development adjoining the existing lands. With one office development located in the business park, the remaining plots present an opportunity for similar small scale office development to meet local/regional space demands.

**Site 4****Location and Description**

Located northwest of the town, adjacent to Junction 9a (M7 Motorway) and Kerry Group Innovation Centre, the lands are approximately 3.1 km from the town centre. Located within Millennium Park, each site has extensive road frontage along the R445 with junction layout and potential site access already in place.

**Synergies**

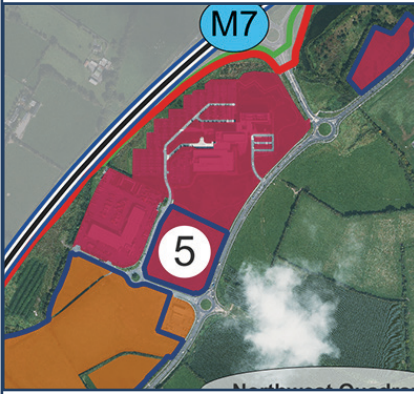
Located within Millennium Park, clustering opportunities are available due to the presence of adjacent office schemes and a range of warehouse and light industry development. The Millennium Park campus is home to a number of regional and international companies harnessing the location's economic profile and ability to facilitate large scale investment.

**Feasibility**

Considering each site's profile and high-level vision for the NWQ, there is potential to deliver a significant quantum of office accommodation in a series of standalone developments or mix of individual blocks, subject to layout and design. Each site provides infill opportunities for a fledgling enterprise or investor seeking a small ready-to-go serviced site in a thriving location. With a mix of office and light industry accommodation recently developed in the area, each site presents future expansion opportunities for local/regional enterprises if required. The available sites can support the future NWQ vision to provide a critical mass of employment, residential and community uses, whilst enhancing the district's existing economic appeal.



Site 5



Location and Description

Located northwest of the town adjacent the M7 Motorway, Kerry Group Innovation Centre and Irish Commercials, the lands are approximately 3.9 km from the town centre and have extensive frontage along the R445 Millennium Park Road with existing access and junction layout in place.



Synergies

Given its location within Millennium Park, immediate clustering opportunities are available due to its proximity to existing office and light industry uses in the area. This infill site has the potential to support local/ regional space requirements including the expansion of surrounding industries in the region.



Feasibility

Considering the scale and location of the lands, there is potential to provide a significant quantum of office accommodation or light industry accommodation in a standalone development, or a mix of property solutions depending on layout and design. Considering the location's track record of investment, the lands have the potential to meet multinational / FDI requirements providing a serviceable greenfield site.



Site 6



Location and Description

Located northwest of the town adjacent the M7 Motorway, Kerry Group Innovation Centre and Irish Commercials, the lands are approximately 3.9 km from the town centre. The lands have extensive frontage along the R445 Millennium Park Road with existing access and junction layout in place.



Synergies

Given its location within Millennium Park, immediate clustering opportunities are available due to proximity to existing office and light industry / warehousing uses adjoining the lands. A significant landholding, the lands present a range of opportunities due to its accessibility and greenfield status.



Feasibility

Considering the scale and location of the lands, there is potential to provide a significant quantum of accommodation in a range of property types from office to warehousing in a campus style development or standalone development with the ability to facilitate larger space requirements from multinational/FDI interests. Considering the scale of them and uncertainties with office space development, the lands are most likely to appeal to large-scale enterprises seeking a ready to go greenfield site along a strategic corridor and future urban extension.

**Site 7****Location and Description**

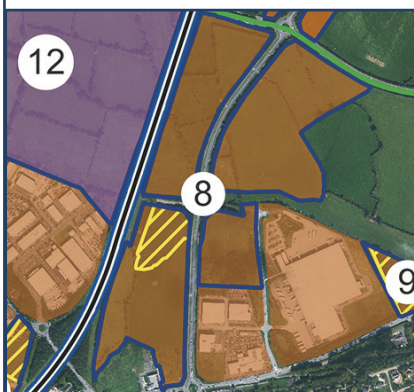
Located northwest of the town adjacent junction 9a (M7 Motorway) and Kerry Group Innovation the lands are approximately 3.2 km from the town centre. Currently in agricultural use, the lands have extensive frontage along the R445 Millennium Park Road and R409 New Caragh Road.

**Synergies**

Located within the NWQ, immediate clustering opportunities are available due to existing R&D, office and light industry uses in the area. The location is home to a number of regional and international companies highlighting the location's economic profile and ability to facilitate large-scale investment in a range of sectors.

**Feasibility**

Considering the sites location and narrow profile, there is potential to provide a significant quantum of accommodation in a range of units or in a business campus / enterprise park setting. The immediate area and neighbouring lands have experienced significant warehouse/light industry development in recent years, illustrating the locations strength and ability to meet varying space demands. Going forward, it is expected this site will follow similar development trends, taking advantage of connecting infrastructure and services, presenting excellent opportunities local/regional scale enterprises.

**Site 8****Location and Description**

Located west of the town, the lands are sited along the R445 Regional Road between the Newbridge Road and Caragh Road roundabouts. All three sites are currently in agricultural use and are approximately 3.3 km from the town centre and equidistant between Junctions 9a and 10 (M7 Motorway). With extensive frontage along the R445 and R409 (New Caragh Road), all sites are currently part serviced with access and existing junction layouts.

**Synergies**

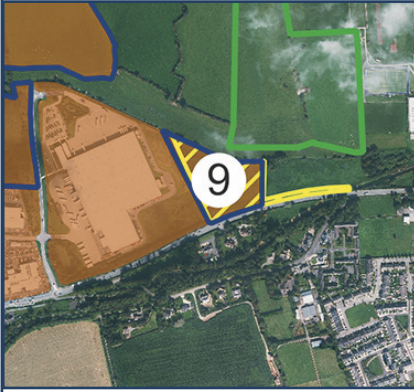
Clustering opportunities are available due to proximity to Millennium Park, Southern Link Business Park and M7 Business Park which include a diverse mix of local and international enterprises in a range of offices, warehouse and light industrial accommodation.

**Feasibility**

Considering the location of the lands and plot sizes available, there is potential to deliver significant warehouse/industrial accommodation depending on layout, unit size and open space requirements. The surrounding area has experienced significant warehouse / light industry development in recent years within several business parks, illustrating the location's strengths and ability to cater for local and international requirements. One site adjacent to the Newbridge Road Roundabout has recently been granted planning permission for 19 light industry units suitable for local growth requirements. This type of development is typical of recent trends and space uptake in the town. Located along a strategic corridor, all site options present an opportunity for larger enterprises or FDI interests seeking a greenfield solution in an established location.



Site 9



Location and Description

Site 9 is a small greenfield site adjacent to the existing Aldi Distribution Centre with extensive frontage along the R445 (Newbridge Road). The lands are approximately 2.1 km from the town centre and 1.8 km from Junction 10 (M7 Motorway).



Synergies

Clustering opportunities and expansion opportunities are available due to the presence of Link Business Park and the M7 Business Park. The immediate area includes a diverse mix of business sectors ranging from logistics and retail/outlet uses as well as small scale local industrial uses.



Feasibility

Considering the site's profile and scale, the lands have the potential to support small-medium scale warehouse / light industry development depending on site layout and open space requirements. In November 2025, permission was granted on the site for the development of two motor sales and service facilities with a total floor area of 4,843 sq. m. If this permission is not activated, the lands do present an excellent opportunity for an alternative standalone facility and enterprise seeking a greenfield edge-of-town location.



Site 10



Location and Description

Located west of the town, adjacent to the M7 Motor Park and M7 Business Park with frontage along the R445 (Newbridge Road). Currently in agricultural use, the lands are approximately 3.4 km from the town centre and 1.1 km from Junction 10 (M7 Motorway).



Synergies

Clustering opportunities are available due to neighbouring M7 Business Park and M7 Motor Park which includes a mix of warehouse and industrial units catering a range of local and regional enterprises.



Feasibility

Considering the site's location and existing profile, the lands have the potential to deliver a significant quantum of warehouse/ industrial accommodation in a range of standalone facilities or mix of smaller units in a business park setting. However, with both site plot options having a long and narrow form, capacity to cater for larger floor space demands may be constrained depending on open space requirements. In close proximity to Ladytown, the general area is recognised as a prime location for logistics operations in Ireland given existing motorway access to all cities and connectivity to markets. With a number of planning applications permitted for smaller warehousing facilities and storage/parking arrangements on each site, the lands are likely to follow market trends providing solutions for fledgling local/regional enterprises or potential expansion opportunities.



Site 11



Location and Description

Located southwest of the town centre, adjacent to the Newhall Retail Park and in close proximity to the M7 Business Park and Ladytown. With the majority of lands in agricultural use, the area is approximately 3.2 km from the town centre and 1.3 km from Junction 10 (M7 Motorway).



Synergies

Clustering opportunities are available due to proximity of the adjacent Newhall Retail Park, the M7 Business Park and neighbouring Ladytown / Momentum Logistics Park which includes a range of local and international enterprises representing a diverse mix of sectors.

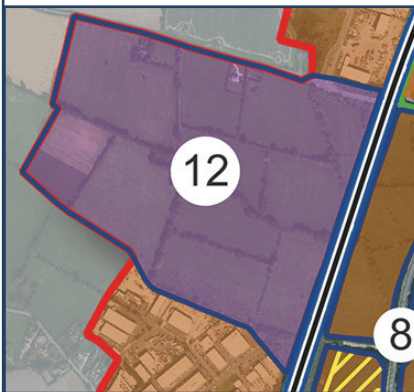


Feasibility

Considering the location of these lands, the three landholdings within Site 11 have the potential to deliver a significant quantum of warehouse/industrial accommodation. In close proximity to Ladytown, the area is recognised as the best location for logistics operations in Ireland given existing motorway access to all cities and connectivity to markets. Following recent market trends and planning history in the immediate location, the lands are likely to provide solutions for fledgling local/regional enterprises seeking a highly accessible location. With one of the available landholdings measuring circa 12 hectares, it has the potential to facilitate large scale investment from an enterprise seeking a greenfield site in an established economic zone.



Site 12



Location and Description

Located to the west of the town with frontage along the Caragh Road, adjacent Osberstown Business Park and the M7 Business Park. Currently in agricultural use and bounded by the M7 Motorway, the lands are approximately 2.3 km from the town centre.



Feasibility

Assessing the feasibility of data centre lands from a financial point of view is somewhat difficult due to their nature and supporting role as key infrastructure. Given the specialised nature of this property type, construction cost against end value is not necessarily a consideration for the lands to be developed. Noting the increasing demand globally for data centre space by co-location and hyperscale operators, there will be need for such development, however the issues relating to the availability of energy infrastructure to power such facilities will persist. In terms of site specifics, the lands in question are close to customer markets in the Greater Dublin Area and there is the opportunity for any scheme to address critical environmental and sustainability concerns through ongoing innovations, particularly around standardised designs which make energy use more predictable.

The lands are currently subject to a planning appeal for a proposed data centre development comprising six two storey buildings with a commitment to sourcing 50% of its energy from renewable sources.

**Site 13****Location and Description**

Located southwest of the town at Jigginstown, in close proximity to the Southern Link Business Park and the M7 Business Park. Currently in agricultural use and set back from the Jigginstown Road, the lands are approximately 2.2 km from the town centre.

**Feasibility**

Assessing the feasibility of data centre lands from a financial point of view is somewhat difficult due to their nature and supporting role as key infrastructure. Given the specialised nature of property type, construction cost against end value is not necessarily a consideration for the lands to be developed. Given the prevailing demand globally for data centre space by co-location and hyperscale operators, there will be demand for the lands, however the issues will be around availability of power and an ability to achieve a planning permission grant. In terms of site specifics, the lands in question are close to customer markets in the Greater Dublin Area and there is the opportunity for any scheme to address critical environmental and sustainability concerns through ongoing innovations, particularly around standardised designs which make energy use more predictable.

Site Capacity

Site ID	Land Area (Ha)		Land Use Zoning	Building Potential (Sq. m) Net Site Size (75%)		Plot Ratio		Jobs Output		Potential Sector Target
				Low	High	Low	High	Low	High	
1	3.24		Q	12,150 sq. m	19,440 sq. m	0.5	0.8	1,013	1,620	Professional Services
2	12.83 *Split as per separate site plots	5.49	T	12,353 sq. m	20,588 sq. m	0.3	0.5	343	572	Light Industry and Logistics Specialist Engineering and Manufacturing
		7.34	T	16,515 sq. m	27,525 sq. m	0.3	0.5	214	357	Light Industry and Logistics Specialist Engineering and Manufacturing
3	3.49		H	7,853 sq. m	13,088 sq. m	0.3	0.5	218	364	Light Industry, Logistics and Manufacturing
4	6.25		Q	23,438 sq. m	37,500 sq. m	0.5	0.8	1,953	3,125	Professional Services
5	2.78		Q	10,425 sq. m	16,680 sq. m	0.5	0.8	869	1,390	Professional Services Light Industry, Specialist Engineering
6	27.25		H	61,313 sq. m	102,188 sq. m	0.3	0.5	796	1,327	Light Industry and Logistics Specialist Engineering and Manufacturing

Site ID	Land Area (Ha)		Land Use Zoning	Building Potential (Sq. m) Net Site Size (75%)		Plot Ratio		Jobs Output		Potential Sector Target
7	3.52		H	7,920 sq. m	13,200 sq. m	0.3	0.5	103	171	Light Industry and Logistics Specialist Engineering and Manufacturing
8	32.74		H	73,665 sq. m	122,775 sq. m	0.3	0.5	2,046	3,410	Light Industry, Logistics and Manufacturing
9	2.46		H	5,535 sq. m	9,225 sq. m	0.3	0.5	154	256	Light Industry, Logistics and Manufacturing
10	7.91		H	17,798 sq. m	29,663 sq. m	0.3	0.5	231	385	Light Industry, Logistics and Manufacturing
11	16.88		H	37,980 sq. m	63,300 sq. m	0.3	0.5	493	822	Light Industry, Logistics and Manufacturing
12	37.7		P	127,710 sq. m	127,710 sq. m	0.44	0.44	173	173	Data Centre
13	54.56		P	180,048 sq. m	180,048 sq. m	0.44	0.44	243	243	Data Centre
Total:	211.61 ha			594,703 sq. m	782,930 sq. m			8,849	14,215	

Servicing and Infrastructure



Roads and Transportation

Sites 1, 2 and 3 are easily accessible benefiting from existing business park connections and previous site access from established development. Depending on the scale and nature of development, Sites 1 and 2 may require road upgrades, junction layouts and traffic calming measures to ensure impacts on the N7 Dual Carriageway are mitigated. All sites are serviced with VRU¹ infrastructure with the nearest bus stop located between 170 metres (m) – 1.8 km, and between 2 km – 3.7 km from Sallins and Naas Train Station.

Sites 4, 5, 6, 7 and 8 are located along the R445 (Millennium Park Road) which includes a series of junction layouts, VRU infrastructure and partially serviced connections to all available sites. There are currently no bus stops available in this area with the nearest (Local Link service) located between 1.1 km – 1.5 km away. The Sallins and Naas Train Station is between 2.1 km – 4.7 km from all available sites.

Site 9 is located along the Newbridge Road with extensive frontage and existing farm access in place. Depending on the nature of development, upgrades to existing road layout and VRU infrastructure may be required. The nearest bus stop is located approximately 400 m and 6.5 km from Sallins and Naas Train Station.

Site 10 is located along the Newhall/Newbridge Road with site access in place due to existing residential uses and adjoining business park. The area is partly serviced with VRU infrastructure; however, the existing road layout may need upgrading pending the development type. The nearest bus stop is located approximately 800 m away and 5.9 km from Sallins and Naas Train Station.

Site 11 is located off the Bundle of Sticks Roundabout with extensive frontage towards the L6066 (Ladytown Road) on the outskirts of the town. There is currently no VRU infrastructure servicing this area which would require upgrading. The nearest bus stop is located approximately 500 m and the site is 5.9 km from Sallins and Naas Train Station.

Sites 12 and 13 contain two data centre zonings in different locations with various levels of access and servicing requirements. Site 12 at Caragh Road (R409) contains an existing farm access with no VRU infrastructure in place. Site 13 is set back from Jigginstown Road with existing farm access situated between residential units. It is anticipated that future development proposals will require new connections and supporting infrastructure linking the lands to the South Ring Road to the east.



Water Supply

Sites 1 and 2 are not currently connected to the public mains network, however a connection is available less than 10 m away from the site boundaries along existing routes. Site 3 does not have a public mains connection; however, all available plots are between 10-70 m from the existing network.

Sites 4, 5, 6, 7, 8 and 9 are not currently serviced by the public mains network, however connections exist at neighbouring developments, including connections less than 10 m from adjacent site boundaries along the R445. Similarly, Sites 10 and

11 are also not serviced, however public mains connections are available less than 10 m from the site boundary.

Site 12 is currently not serviced, however connections to the site are available less than 10 m away from the northern site boundary. Site 13 is also not serviced, however connection options to the public network are available less than 500 m away at Jigginstown Road / Newbridge Road. A waterbody and canal are present in the western and southwestern portion of the site which may pose constraints.

¹ Vulnerable Road Users are classified as non-motorised road users, such as pedestrians and cyclists as well as motorcyclists and persons with disabilities or reduced mobility and orientation.

Uisce Éireann has identified available capacity to support 2034 population targets. It should be noted; capacity constraints do currently exist with additional analysis of pre-connection enquiries and development type required to assess specific load requirements and necessary capacity improvements.

There are currently no planned infrastructure upgrades to the existing network or future projects.



Wastewater Services

Site 1 is not currently connected to the public sewer network with the nearest connection point less than 60 m away at Naas Industrial Estate.

Sites 2 and 3 are serviced currently with a public connection traversing the lands along the eastern edge, including connections running along the R445 to the west. Site 3 is adjacent the Monread pumping station with the existing business park and available lands serviced.

Sites 4, 5, 6, and 7 within Millennium Park are currently serviced with connections traversing parts of lands, including recently upgraded connections associated with recent development and infill. Site 6 includes a number of connections running through the northern part of the site towards Osberstown WWTP.

The eastern section of Site 8 is currently serviced with a public sewer running south towards the Southern Link Business Park. The lands to the west are not currently serviced, however connections are available less than 10 m from the site boundary along the R445 Regional Road.

Sites 9, 10 and 11 are also not currently serviced, however the public sewer runs along the L2030 (Newhall Road) and R445 (Newbridge Road) with connections available between 10-150 m from the site boundaries. The nearest connection to Site 11 is approximately 600 m away adjacent to the Newhall Retail Park.

Site 12 is not currently serviced with the nearest connection available less than 400 m south at the Newhall Road. Site 13 poses certain constraints with no suitable connections available due to pumped mains in the area. The nearest connection is less than 500 m away at the R445 (Newbridge Road / Castlefarm); however, the lands feature a waterbody and canal which may pose further constraints and requirements for third party agreements (wayleaves).

Naas is serviced by the Osberstown WWTP, where Uisce Éireann has identified sufficient capacity available (29,857 PE²) with new connections currently treated on a first come, first served basis. Uisce Éireann has confirmed there are no immediate infrastructure upgrades or planned projects, however localised upgrades of Newhall pumping station may be required to ensure future connections are viable. Similarly, foul sewers and the necessary infrastructure upgrades may need to be developer-led in some instances.



Flood Risk and Surface Drainage

All sites have been reviewed with some areas of the town identified as having variant levels of flood risk. Site 2 includes a portion of the land adjacent to the Morrell River to the east which has been identified as an area of high flood risk (1-10 AEP³) which will require a Site-Specific Flood Risk Assessment (SSFRA) for development proposals. Similarly, a small portion of Site 3 at the southeastern corner adjacent the Monread Road will also require an SSFRA due to minor flood risk (1- 1000 AEP) identified.

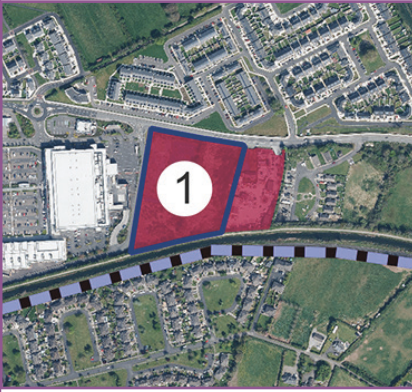
There are a number of areas adjacent to existing watercourses and drainage channels which have been identified as medium flood risk (1-100 AEP). Site 4 adjoins an existing attenuation basin including a watercourse which traverses the northern part of the landholding which poses a flood risk. Whilst the remaining lands within the Northwest Quadrant do not pose any immediate flood risk, Site 6 includes a number of sections identified as an immediate flood risk due to the existing Poopluck watercourse running north through the site.

A small section of the lands within Site 8 at the western boundary adjacent the M7 Motorway contains an area of low flood risk which will require an SSFRA for future development proposals. The remaining sites available have no known fluvial flood risk. There are areas in Naas of high uncertainty regarding flood risk due to lack of model calibration events and interconnectivity between river system, surface water drainage and canal systems. As a result, Naas has been identified as an area for further assessment by the Office of Public Works (OPW) which deemed a flood relief scheme important and viable for the community. This flood relief scheme commenced in 2021 with a programme to complete designed measures in 2028 (subject to funding).

The Kildare County Development Plan 2023-2029 (as varied) requires Sustainable Urban Drainage Systems (SUDS) to be an integral part of all new development proposals in Naas

Employment Land Assessment



**Site 1****Location and Description**

The lands adjoin the existing Carton Retail Park in the town centre which includes a mix of business and retail uses. An infill site at a key gateway location, it fronts onto the R148 Regional Road and includes existing access from previous car park use. The lands are approximately 800 m from the town centre and 2.5 km from Junction 7 (M4 Motorway).

**Synergies**

Clustering opportunities are available due to adjacent retail park and proximity to town centre and mix of business sectors. Opportunity for future synergies exist due to the presence of Maynooth University and its mix of business and research sectors.

**Feasibility**

Considering the site's town centre location and adjoining business uses, the land presents a key opportunity for office development. The site has the potential to provide a significant quantum of accommodation through a single block or mix of blocks depending on layout, design and density. While Maynooth has a thriving business park, there is limited purpose-built office space in the town and no recent development to accommodate fledging interests. Given the town's university status and excellent public transport infrastructure, office development in this location will be of strong appeal to a range of local and regional sectors seeking quality accommodation in a vibrant and rapidly expanding settlement within the Dublin Metropolitan Area.

**Site 2****Location and Description**

A significant landholding located on the outskirts of the town, west of Maynooth University. The lands are currently in agricultural use with frontage along the R148 (Kilcock Road) and are approximately 2.2 km from the town centre and 4.4 km from Junction 7 (M4 Motorway).

**Synergies**

The long-term vision for these lands is to target the knowledge-based economy focusing on ICT and manufacturing through the development of a research and technology focused campus environment. The type of employment and nature of these jobs will be critical to Maynooth successfully fulfilling its role as an economic driver within the Dublin Metropolitan Area. While there are no direct clusters at this present time, it is hoped the investment in the development of these lands will be encouraged by the university's role in fostering research-led enterprises and subsequent spin-off enterprises. There is potential for future synergies and partnerships with major companies in close proximity such as Intel Ireland, the emerging Kildare Innovation Campus in addition to the wider deep tech sector.

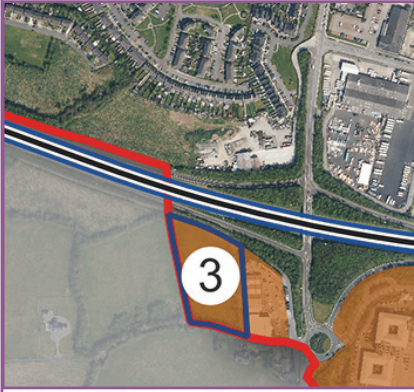
**Feasibility**

Considering the scale of the site and intended employment use and vision, the lands can provide significant accommodation through a mix of property of types pending the business nature.

The lands are currently peripheral in nature at a distance from the built-up area of the town. However, the site along with surrounding lands have been identified as a sustainable urban expansion area and a future Transport Orientated Development (TOD). With the potential to become a strategic employment location of a regional scale and importance, the lands and proposed vision will be attractive to a range of international investors and FDI sectors seeking a campus location with direct links to skilled labour and internationally noted centre of education and research. It is noted that Site 2 forms part of the Maynooth West Masterplan Area. Consequently, its development is subject to the preparation of a masterplan for the Maynooth West area by the landowner. This Masterplan will inter alia detail phasing and sequencing arrangements relating to the future development of the site.



Site 3



Location and Description

Located to the south on the outskirts of the town, adjacent to the M4 Motorway at the northern boundary with primary access from the R406 to the east. Currently in agricultural use, the lands are approximately 2.2 km from the town centre and 400 m from Junction 7 (M4 Motorway).



Synergies

Immediate clustering opportunities exist due to the adjacent Maynooth Business Campus and adjoining enterprise uses fronting the R406 Regional Road. Future synergies are possible due to the proximity of the established Maynooth Business Campus and its diverse range of business sectors.



Feasibility

Considering the scale and location of the site, there is the potential to deliver a small quantum of additional industrial/warehouse accommodation, keeping in line with commercial development in the area and potential market appeal. Although the site is small, the lands have the potential to facilitate a standalone facility, or a series of smaller units to suit local/regional requirements. Going forward, the provision and identification of smaller feasible sites in clustered locations will be important for the town's economic growth and its ability to attract and cater for fledgling local/regional requirements.



Site 4



Location and Description

Located south of the town within the existing Maynooth Business Campus and adjacent to the M4 Motorway with primary access off the R406 Regional Road. An infill site, the lands are approximately 2 km from the town centre and 270 m from Junction 7 (M4 Motorway).



Synergies

Immediate clustering opportunities exist due to the site's location within the existing Maynooth Business Campus, currently home to a diverse mix of business sectors.



Feasibility

Considering the scale of the available land and prominent infill location, there is potential to deliver a significant quantum of office accommodation that mirrors adjoining developments and existing densities. The site has the potential to provide one large development or a mix of office blocks depending on layout and open space requirements. The site currently has permission for a 12,656 sq. m four-storey office development consisting of two blocks.

Site Capacity

Site ID	Land Area (Ha)	Land Use Zoning	Building Potential (Sq. m) Net Site Size (75%)		Plot Ratio		Jobs Output		Potential Sector Target
			Low	High	Low	High	Low	High	
1	2.29	Q	8,588 sq. m	13,740 sq. m	0.5	0.8	716	1,145	Professional Services
2	44.68	P	167,550 sq. m	268,080 sq. m	0.5	0.8	2,793	4,468	R&D and Life Sciences Professional Services
3	1.33	H	2,993 sq. m	4,988 sq. m	0.3	0.5	83	139	Light Industry Specialist Engineering Advanced Manufacturing
4	0.79	H	2,963 sq. m	4,740 sq. m	0.5	0.8	247	395	Professional Services
Total:	49.09 ha		182,094 sq. m	291,548 sq. m			3,839	6,147	

Servicing and Infrastructure



Roads and Transportation

Site 1 is an infill site adjacent to the R148 (Dublin Road) with existing site access potentially available through the adjoining Carton Retail Park. The site is serviced by existing footpath and bus stop and is approximately 1.4 km from Maynooth Train Station. Future development of the site is likely to require upgrades to existing road junction layout, including VRU infrastructure¹ due to its regional road status.

Site 2 is on the outskirts of the town approximately 2.3 km from the town centre with extensive frontage along the R148 (Kilcock Road). The site is not currently serviced in terms of VRU infrastructure due to its satellite context and distance from developed areas. The lands are approximately 2.6 km from Maynooth Train Station with the nearest bus stop 1.7 km at the university entrance. The future development of these lands is a long-term vision dependent on the delivery of a masterplan, in addition to key infrastructure projects such as DART+ West, Maynooth Outer Orbital Route and future Maynooth West Train Station. In the immediate area, significant upgrades would be required to existing road layout and VRU provision ensuring safe access to and from the town.

Site 3 is located adjacent to existing business uses and slightly set back from the R406 and approximately 850 m from the nearest bus stop and 2 km from the train station. The site is currently accessed by a small lane with constraints in terms of capacity. Going forward, the scale and type of development will dictate the extent of upgrades required to existing access. Forming part of an existing enterprise entrance, the site is currently serviced with footpaths.

Site 4 is located within the Maynooth Business Campus which is accessed from the R406 Regional Road and is approximately 650 m from the nearest bus stop, and 1.8 km from the train station. The site is currently serviced with existing access and footpaths. Internal upgrades and layout changes within the business campus may be required subject to final design and layout.



Water Supply

Sites 1, 2 and 3 are not currently connected to public water mains, however all sites are less than 10 m from the site boundary along the adjacent roads (R148 and R406). Site 4 is currently serviced with connections available within the existing business campus.

Uisce Éireann has identified limited capacity to support 2034 population targets. It should be noted; capacity constraints do currently exist with additional analysis of pre-connection enquiries and development type required to assess specific load requirements and necessary capacity improvements. There are currently no planned infrastructure upgrades to the existing network or future projects.

¹ Vulnerable Road Users are classified as non-motorised road users, such as pedestrians and cyclists as well as motorcyclists and persons with disabilities or reduced mobility and orientation.

**Wastewater Services**

Site 1 is currently serviced with a mains connection which traverses the southern section of the lands. However, a connection also runs adjacent to the northern boundary.

Site 2 and Site 3 are not currently connected to the public sewer network; however, connections are available less than 10 m from the site boundary. Site 4 is currently serviced with connections to the existing foul sewer available with supporting capacity.

Maynooth currently has limited wastewater capacity due to Kilcock's capacity being transferred to Maynooth. Future development in Kilcock will further constrain potential growth

in Maynooth as a result. As part of the Lower Liffey Valley Regional Sewerage Scheme Network Upgrade, Uisce Éireann are constructing the Maynooth Wastewater Transfer pipeline which will take all flow straight to Leixlip WWTP which is due to be completed in 2026. Capacity to accommodate growth in the town will therefore be restricted until this infrastructure is delivered.

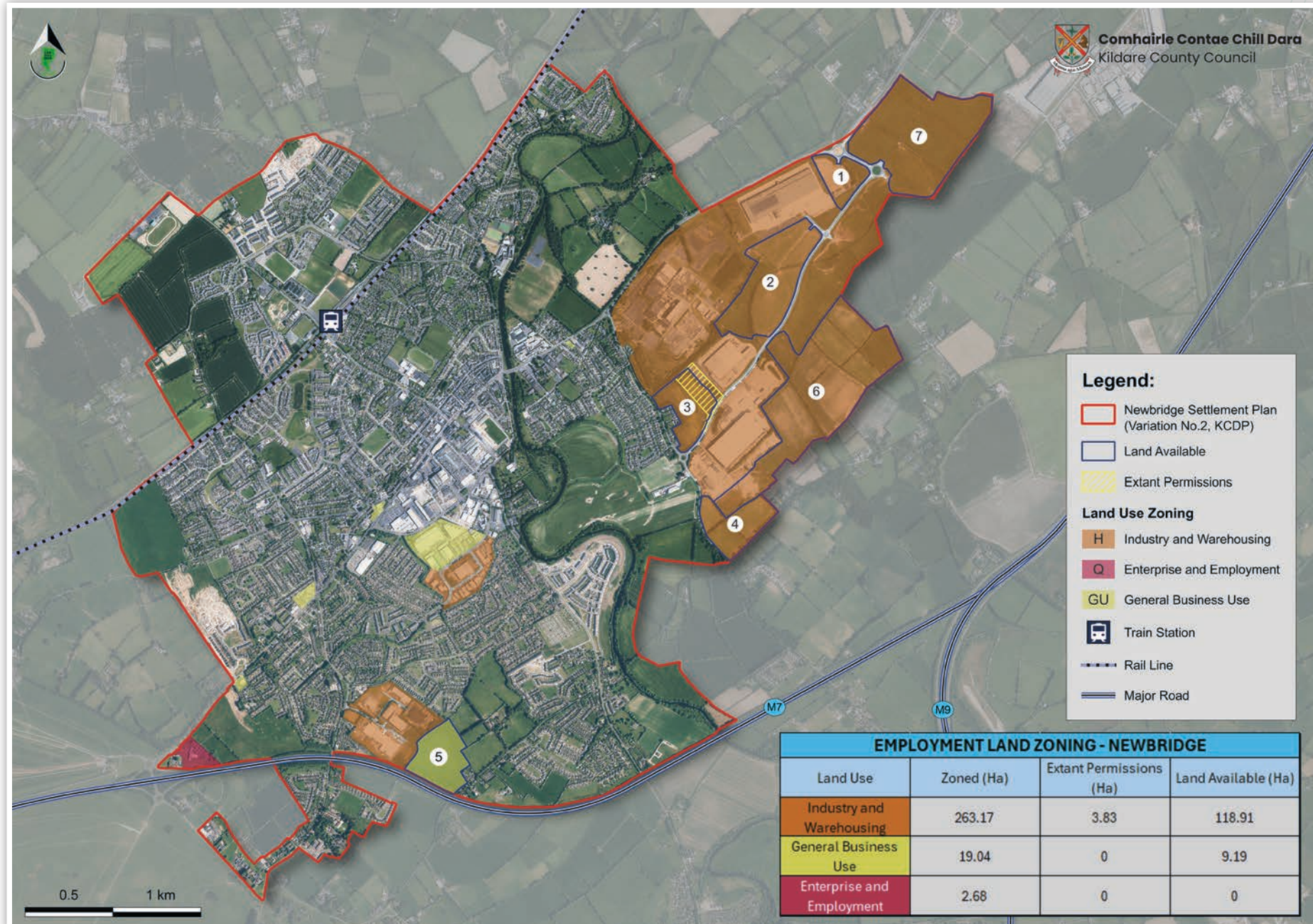
Uisce Éireann have also identified potential requirements for foul sewer connections being extended to site boundaries by the developer on sites where a pumping station is nearby.

**Flood Risk and Surface Drainage**

Sites 1, 2 and 4 have no known fluvial flood risk has been identified. Site 3 does not pose any immediate flood risk; however, a portion of the neighbouring lands have been identified as low risk (1-1,000 AEP²) which may need to be considered in future design and surface water management.

The Kildare County Development Plan 2023-2029 (as varied) requires Sustainable Urban Drainage Systems (SUDS) to be an integral part of all new development proposals.

Employment Land Assessment





Site 1



Location and Description

Located to the northeast of the town, adjacent to the LIDL Distribution Centre with frontage along the R445 Regional Road and Newbridge Southern Ring Road. With access from existing roundabout layout, the lands are approximately 3 km from the town centre and 4.4 km from the M7 Motorway.



Synergies

Located within the Littleconnell Strategic Employment Area, immediate clustering and expansion opportunities are available due to the site's locational attributes. This gateway site presents an excellent opportunity to facilitate similar small-medium scale low density warehousing solutions harnessing the location's economic profile.



Feasibility

Considering the site's profile and size, the land has the potential to deliver a small-medium quantum of accommodation to suit local and regional requirements. With a strong precedence of low-density warehousing development in the area, it is likely future development will follow this typology. Currently part of the existing LIDL landholding, the site provides potential for future expansion opportunities. Although the lands are small in the context of surrounding development, the site will be of strong interest to fledging or smaller scale enterprises seeking a highly connected greenfield solution.



Site 2



Location and Description

Located on the outskirts of the town adjacent to Pfizer and LIDL distribution centre with extensive frontage and access off the Newbridge Southern Ring Road. A significant greenfield site, the lands are approximately 4 km from the town centre and 5.2 km from the M7 Motorway.



Synergies

Immediate clustering opportunities are available with a mix of large-scale development catering for a diverse mix of logistical, manufacturing and pharmaceutical sectors, highlighting the location's strategic economic profile.



Feasibility

Considering the scale and profile of the lands available, there is potential to deliver a significant mix of light industry and warehousing accommodation to suit a range of sectors. With a strong track record of FDI in the area, the lands will appeal to international investors seeking a greenfield solution in a highly accessible and established location. Alternatively, the lands present an opportunity to deliver a mix of units to facilitate local-regional space requirements within a business park type setting.



Site 3



Location and Description

Located at the southern end of the Littleconnell Strategic Employment Area, the lands are bounded by Pfizer to the north and KDP Ireland at the eastern boundary. A greenfield site with extensive frontage along Newbridge Southern Ring Road, the lands are approximately 2.2 km from the town centre and 6.2 km from the M7 Motorway.



Synergies

Immediate clustering opportunities are available due to surrounding industrial and warehousing development which is home to a diverse mix of sectors. With the area experiencing significant investment, the lands are of scale and profile to facilitate medium-large scale development to suit a range of sectoral requirements.



Feasibility

Considering the site's location and profile, there is potential to deliver significant warehouse / light industry accommodation similar to recent development in the surrounding area. Currently a greenfield site, the lands have the potential to facilitate a standalone facility, or a mix of uses to cater for local/regional demands within a small enterprise park setting. Permission has recently been granted for a 10,801 sq. m logistics/distribution hub on the eastern portion of the site, including a supporting vision for the remaining landholding for a further phase of development to include three warehousing units. This recent permission and high-level vision highlight's the site's locational attributes and demand for such uses within a thriving economic zone.



Site 4



Location and Description

Located south of the Littleconnell Strategic Employment Area, adjacent to Murphy Ireland Ltd and Penneys Distribution Centre with extensive frontage along the Greatconnell Road. Currently in agricultural use, the lands are approximately 2.5 km from the town centre and 7 km from the M7 Motorway.



Synergies

Clustering opportunities are available due to neighbouring industrial/warehouse enterprises in the area. While not directly connected to the Littleconnell Strategic Employment Area at present, the site is of sufficient scale to facilitate similar large-scale investment from a range of sectors.



Feasibility

Considering the scale and location of the site, the lands have the potential to deliver significant industrial and warehousing accommodation similar to recent development in the surrounding area. Identified as part of the Littleconnell Strategic Employment Area, the lands if integrated with neighbouring lands and future development have the potential to further consolidate the area opening opportunities for a range of accommodation types. With the Littleconnell area becoming a key location for multinational / FDI interest, it is expected that a greenfield site of this scale within an established location will be of strong appeal.



Site 5



Location and Description

Located south of the town adjacent to the IDA Business Park and M7 Motorway at the southern boundary. Currently in agricultural use with extensive frontage along the L7043 (Walshestown Road), the lands are approximately 3.2 km from the town centre and 2.9 km from the M7 Motorway.



Synergies

Considering the site's location and surrounding industry, immediate clustering and expansion opportunities are available. Identified for general business use, the lands have the potential to provide a wide range of uses that include light industry, office and leisure accommodation.



Feasibility

Taking account of the track record of investment at the adjoining IDA Business Park, it is anticipated similar light industry and warehousing uses will be attracted to this location. The lands are of scale to facilitate significant development through a standalone facility or mix of uses in a separate enterprise park, or expansion of the neighbouring site. To suit market requirements, it is anticipated that the integration of existing access and infrastructure of the adjoining business park will be required to cater for similar sectors and development. Accessibility to the M7 Motorway will be a key constraint with primary access from local roads which are currently not of capacity to facilitate HGV traffic. Currently identified for General Business Use under the Newbridge Settlement Plan, the land provides opportunities for a mix of sectors recognising limitations and certain constraints to specific development types in the area.



Site 6



Location and Description

Significant agricultural landholding located south of the Pennys Distribution Centre and existing Diageo site (under expansion). Setback from the Newbridge Southern Ring Road with no direct connection, the lands are approximately 2.9 km from the town centre and 5.2 km from the M7 Motorway.



Synergies

Immediate clustering opportunities are available with a mix of large-scale development and on-going investment catering to a range of logistical, manufacturing and pharmaceutical sectors highlighting the strategic economic profile of the area.



Feasibility

Considering the scale and profile of the lands available, there is potential to deliver significant property solutions across a range of development types. With strong demand for large greenfield solutions, the lands will appeal to FDI and multinational interests seeking an established economic zone with a track record of long-term investment. With limited frontage along the Newbridge Southern Ring Road and different landowners, it is important that future access incorporates the entire landholding ensuring the lands viability and potential are safeguarded from inappropriate development. Considering the scale of the lands and potential infrastructure required, a phasing arrangement and long-term vision can ensure the lands are developed in a sustainable manner providing for a range of opportunities to suit local and international requirements.



Site 7



Location and Description

The site is located to the northeast of the town, adjacent to the LIDL Distribution Centre and accessed off the Littleconnell roundabout with extensive frontage along the R445 (Naas Road). Currently in agricultural use, the lands are approximately 3 km from the town centre and 4.4 km from the M7 Motorway.



Synergies

Considering the site's location and surrounding industry, immediate clustering opportunities are available. In close proximity to Ladytown, the lands present an excellent opportunity to facilitate large scale property solutions harnessing the area's growing economic profile.



Feasibility

Having regard to the scale and profile of the lands available, there is potential to deliver a significant mix of property solutions to suit a diverse range of sectors. With a strong track record of FDI in the area, the lands will be of appeal to international investors seeking a greenfield solution in a highly accessible and established location. Alternatively, the lands present an opportunity to deliver a mix of light industry and warehousing units to facilitate local-regional space requirements in a business park type setting. With Ladytown continuing to develop and expand west towards Littleconnell, the lands have the potential to become an employment zone of international scale, taking advantage of the recent delivery of servicing infrastructure in the area.

Site Capacity

Site ID	Land Area (Ha)	Land Use Zoning	Building Potential (Sq. m) Net Site Size (75%)		Plot Ratio		Jobs Output		Potential Sector Target
			Low	High	Low	High	Low	High	
1	5.5	H	0.3	0.5	12,375 sq. m	20,625 sq. m	344	573	Light Industry and Logistics Advanced Manufacturing and Production Specialist Engineering
2	19.79	H	0.3	0.5	44,528 sq. m	74,213 sq. m	1,237	2,061	Light Industry and Logistics Advanced Manufacturing and Production Specialist Engineering Biopharma
3	8.64	H	0.3	0.5	19,440 sq. m	32,400 sq. m	540	900	Light Industry and Logistics Advanced Manufacturing and Production Specialist Engineering
4	8.92	H	0.3	0.5	20,070 sq. m	34,425 sq. m	558	956	Light Industry and Logistics Advanced Manufacturing and Production Specialist Engineering Biopharma

Site ID	Land Area (Ha)	Land Use Zoning	Building Potential (Sq. m) Net Site Size (75%)		Plot Ratio		Jobs Output		Potential Sector Target
5	9.19	GU	0.3	0.5	20,678 sq. m	34,463 sq. m	574	957	Light Industry and Logistics Advanced Manufacturing and Production Specialist Engineering
6	43.91	H	0.3	0.5	98,798 sq. m	164,663 sq. m	2,744	4,574	Light Industry and Logistics Advanced Manufacturing and Production Specialist Engineering Biopharma
7	32.1	H	0.3	0.5	72,225 sq. m	120,375 sq. m	2,006	3,344	Light Industry and Logistics Advanced Manufacturing and Production Specialist Engineering Biopharma
Total	128.1 ha				288,114 sq. m	481,164 sq. m	8,003	13,365	

Servicing and Infrastructure



Roads and Transportation

Sites 1, 2, 3, 4, 6 and 7 are located along the Newbridge Southern Ring Road which includes a series of junction layouts and VRU¹ infrastructure making all sites accessible and partially serviced at existing boundaries. Not currently serviced by an existing public transport route, the nearest bus stop is located between 300 m – 1.4 km and between 3.4 km – 4.2 km from Newbridge Train Station. With most infrastructure in place, upgrades may be required pending the nature of future development. Permission has recently been granted for the expansion of existing connection to the Newbridge Southern Relief Road through Murphy Ireland Ltd. which will provide future connections to Sites 4 and 6.

Site 5 is located to the south of the town adjacent the existing IDA Business Park with existing access from Walshestown Road (L7043) and Croinstown flyover. While the lands bound the M7 Motorway, the site and existing access is rural in context with no VRU infrastructure in place. If access cannot be obtained from the adjoining business park, the existing road network will provide capacity constraints to development and overall feasibility. Depending on the nature of development, upgrades will be required to existing road layout and surrounding junction layouts connecting the site. The lands are approximately 1 km from the nearest bus stop and 4.6 km from Newbridge Train Station.



Water Supply

Sites 1, 2, 3, 6 and 7 within the Littleconnell Strategic Employment Area are not currently connected to public mains, however all sites are adjacent existing connections (less than 10 m) running along the R445 and Newbridge Southern Ring Road.

Site 4 is also not currently connected to the public mains, however connections are available less than 10 m from the site boundaries along the Greatconnell Road. Similarly, Site 5 is also not connected to public mains, however connections exist along the Walshestown Road (L7043) at the southern boundary.

If Site 5 was to be integrated as part of the IDA Business Park, upgrading of existing connections could be availed of.

Uisce Éireann has identified available capacity to support 2034 population targets. It should be noted; capacity constraints do currently exist with additional analysis of pre-connection enquiries and development type required to assess specific load requirements and necessary capacity improvements. There are currently no planned infrastructure upgrades to the existing network or future projects.

¹ Vulnerable Road Users are classified as non-motorised road users, such as pedestrians and cyclists as well as motorcyclists and persons with disabilities or reduced mobility and orientation.



Wastewater Services

Sites 1, 2, 3, 6 and 7 are not currently connected to the public sewer network, however connections are available along the R445 and Newbridge Southern Ring Road, benefiting from the delivery of the Newbridge Eastern Interceptor Sewer Project and additional pumping station at Littleconnell facilitating additional capacity. A stream traverses Sites 2 and 6 which may pose constraints and impact on potential extensions.

There is no public sewer in the vicinity of Site 4 given its rural setting, however the nearest connection is available approximately 300 m north of the site at Greatconnell roundabout. In respect of Site 5, a public connection is available to the northeastern corner of the site at the IDA Business Park / Curragh Grange estate less than 10 m away.

Newbridge is part of the Lower Liffey Valley Sewerage System and Wastewater Treatment Plant at Osberstown. Uisce Éireann have identified sufficient capacity available (24,259 PE²) with proposed new connections being dealt with on a first come, first served basis. Uisce Éireann has confirmed there are no immediate infrastructure upgrades or planned projects. While sewers are not in close proximity to identified sites, access may be required through third party lands, possibly including wayleaves.

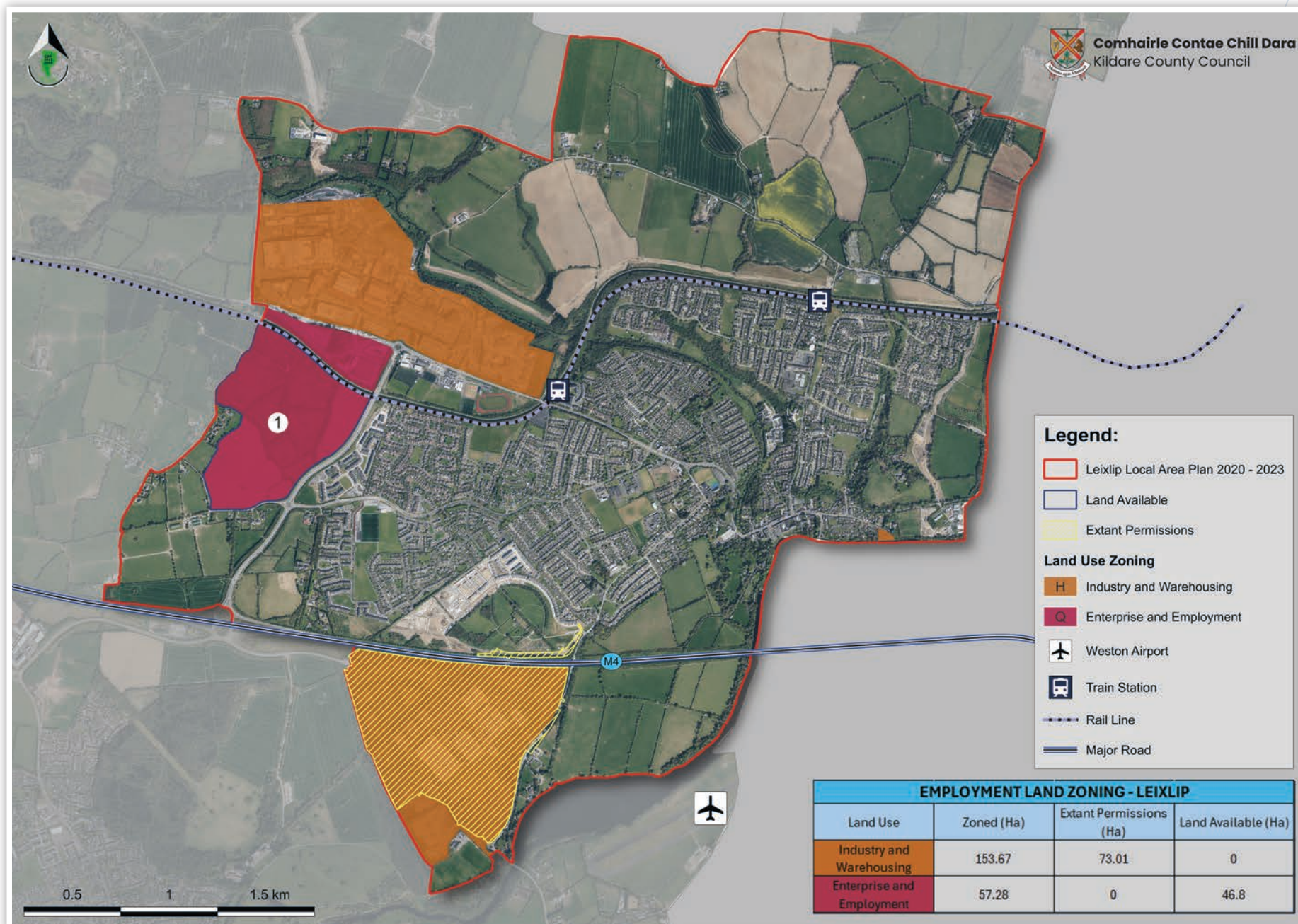


Flood Risk and Surface Drainage

Fluvial flooding within Newbridge town occurs primarily from the River Liffey, Roseberry Stream, Greatconnell Stream and Newbridge Stream which pose no flood risk to all available sites. Pluvial and ground water flood risks were assessed in the town as part of the Newbridge Surface Water Management Strategy which informed the Newbridge Settlement Plan. With regard to pluvial flood risk, there have been historic events of surface

water flooding in north of the town, however groundwater flood risk is considered to be low with both pluvial and groundwater flooding posing no immediate risk. The Kildare County Development Plan 2023–2029 (as varied) requires Sustainable Urban Drainage Systems (SUDS) to be an integral part of all new development proposals in Newbridge.

Employment Land Assessment





Site 1



Location and Description

Situated 2.5 km southwest of Leixlip town centre, 4.4 km from Maynooth Town Centre and directly south of Intel Ireland and the Apple Green Distribution Centre. The lands are transected by the Royal Canal and the Dublin-Sligo railway line. The lands are in an edge-of-town location and currently in agricultural use. The Collinstown lands are bounded by the R449 Regional Road to the east which includes a vehicular bridge over the canal leading to Junction 6 (M4 Motorway). The southern and western boundaries front onto the L81206 which includes a small vehicular bridge and rail crossing leading to the R148 (Maynooth Road).



Synergies

Considering the site's location and existing profile, there are significant clustering opportunities available, most notably with Intel Ireland and neighbouring enterprises, including the planned redevelopment of the Kildare Innovation Campus. The possibility exists for future synergies in the Research, Development and Innovation (RD&I) sectors due to proximity of Maynooth University. The lands have the potential to become a key business location within the Dublin Metropolitan Area capturing a mix of high-end employment opportunities and specialist sectors.



Feasibility

Identified in regional and local policy objectives, the Collinstown lands are of strategic importance with the potential to provide a critical mass of higher-grade business and technology uses that can support significant employment opportunities. Considering the potential for a range of property types and based on a total site area of 46.8 ha (undeveloped land) there is the potential to deliver a significant quantum of office and light industry space, or a mixture of both. Given Intel Ireland's presence and long-term investment to the area, coupled with an increasing demand for large greenfield sites within the Dublin Metropolitan Area, the lands provide an interesting opportunity for similar sectors and FDI interests seeking a campus style location or standalone facility.

Site Capacity

Site ID	Land Area (Ha)		Land Use Zoning	Building Potential (Sq. m) Net Site Size (75%)		Plot Ratio		Jobs Output		Potential Sector Target
				Low	High	Low	High	Low	High	
1	46.8 ha *Assumed 60:40 Split Light Industry/ Warehouse: Office Space – as per Collinstown Vision	23.4	Q	84,240 sq. m	140,400 sq. m	0.30	0.50	2,340	3,900	Light Industry, and Logistics Specialist Engineering and Manufacturing Biopharma
		23.4	Q	93,600 sq. m	149,760 sq. m	0.50	0.80	7,800	12,480	Office – Professional Services, ITC, Financial Services and RD&I
Total:	46.8 ha			177,840 sq. m	290,160 sq. m			10,140	16,380	

Servicing and Infrastructure



Roads and Transportation

Site 1 contains extensive frontage along the R449 at the western boundary leading to Junction 6 (M4 Motorway). The northern boundary adjoins the existing rail line and Royal Canal, including a rail crossing and vehicular bridge in the northwestern corner of the lands. Currently in agricultural use, the lands are approximately 500 m from the nearest bus stop and 1.2 km from the Louisa Bridge Train Station.

The future development of the lands will be subject to the necessary traffic/transport impact assessments in conjunction with the National Transport Authority (NTA). The overarching vision for the lands seeks to prioritise sustainable transport with the provision of new infrastructure within the site, and improved integration with existing and planned external transport infrastructure. The electrification of the rail line as part of the

DART+ West project is a central objective of the Greater Dublin Area Transport Strategy 2022–2042. This strategy also seeks to develop a new train station servicing the identified lands. Furthermore, this includes a potential supporting 1,000 space rail-based park and ride facility and mobility hub. If further upgrades to existing roads and junctions are required they would be developer-led in nature.

It is envisaged the lands will be further connected with the provision of a new pedestrian/cycle route linking to the Royal Canal Greenway route. The DART+ West Railway Order proposes the closure of the existing Blakestown level crossing at the northwestern corner of the lands which may pose a constraint to the overall future connectivity of the area.



Water Supply

The site is not currently serviced, however a public mains connection runs along the R449 Regional Road to the east less than 10 m away from the site boundary. Uisce Éireann has identified capacity to support 2034 population targets. Recent work undertaken in partnership with Fingal County Council resulted in the completion of essential upgrades and investment to improve water quality and overall reliability and

resilience of supply. It should be noted; capacity constraints do exist with additional analysis of pre-connection enquiries and development type required to assess specific load requirements and necessary capacity improvements. Uisce Éireann have identified no further planned projects or infrastructure upgrades to the existing network.



Wastewater Services

The lands are currently not serviced; however, the public sewer network runs adjacent to the northern boundary less than 50m along the Royal Canal.

Currently served by the Leixlip Wastewater Treatment Plant, Uisce Éireann have identified sufficient capacity (25,476 PE¹) available for the settlements it currently serves in North Kildare.

Uisce Éireann has completed the upgrading of the Leixlip Transfer Pipeline Project connecting the 9c sewer network. This project includes further phases and extensions to other areas of North Kildare and the Greater Dublin Area which will see the existing wastewater capacity increased to facilitate future social and economic development and remove major constraints.

¹ Population Equivalent – Uisce Éireann

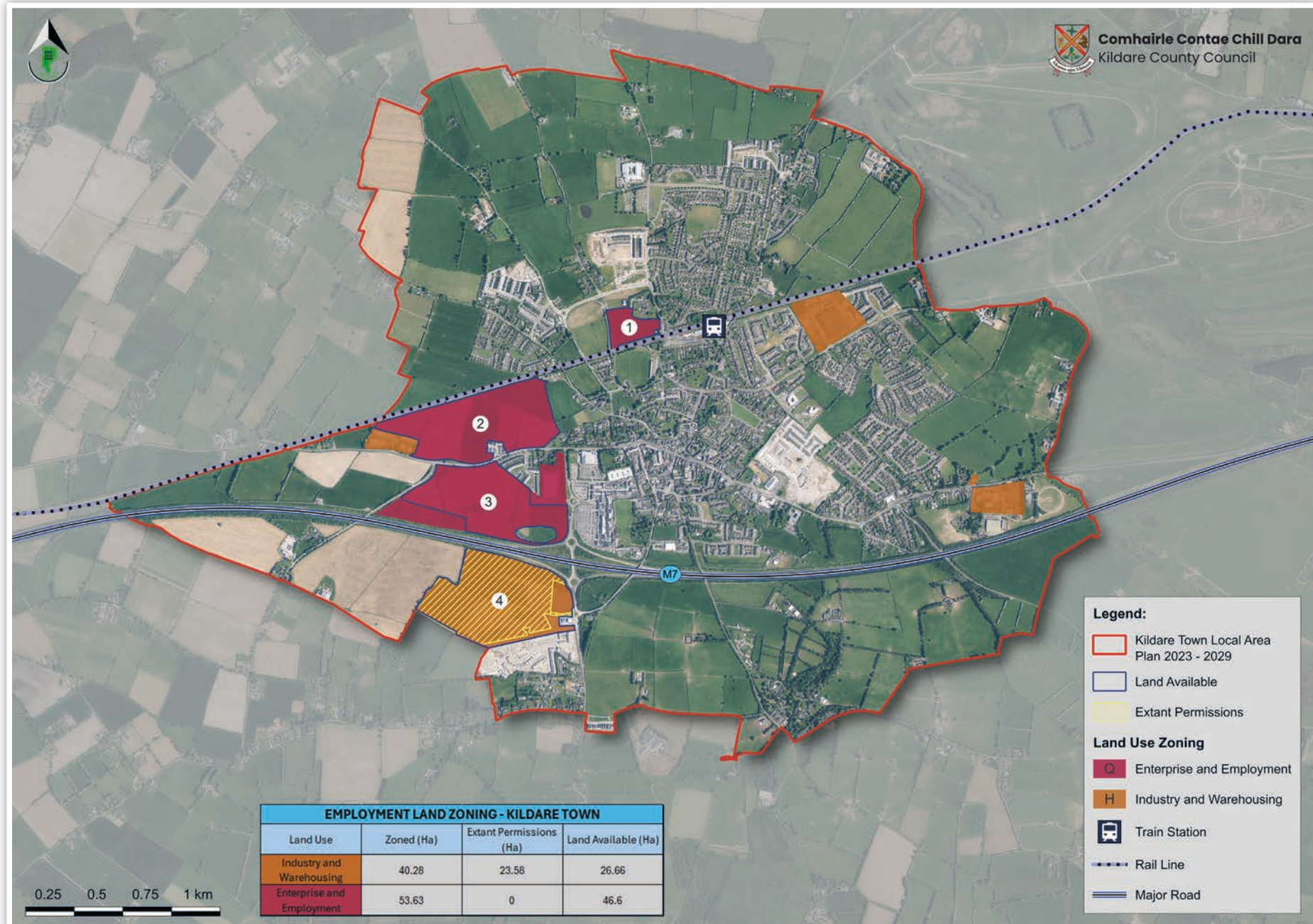
**Flood Risk
and Surface
Drainage**

The subject lands located west of the town do not present any fluvial flood risk.

It should be noted, the Kildare County Development Plan 2023-2029 (as varied) requires Sustainable Urban Drainage Systems

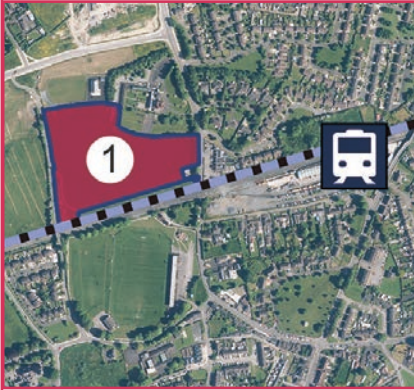
(SUDS) to be an integral part of all new development proposals in Leixlip, safeguarding green assets and aiding natural drainage.

Employment Land Assessment





Site 1



Location and Description

Situated adjacent to the Dublin – Cork/Limerick rail line at the southern boundary, the site is approximately 850 m from the town centre and 1.7 km from the M7 Motorway. Currently a greenfield site, the lands are bound by Dunmurray Road to the east and Old Road (L7016) to the west.



Synergies

Surrounded by residential and recreational uses, potential clustering opportunities are available with existing town centre uses, including the nearby Kildare Business Park.



Feasibility

Considering the site's size and location adjacent to the train station, the lands have the potential to support small-medium scale office type development. Such accommodation would meet a local requirement but also regional/national occupiers seeking an attractive and highly accessible suburban location. With no purpose-built office accommodation in the town and surrounding area, the site presents an excellent opportunity to develop a suitable high-quality medium density scheme close to the town centre and public transport connections.



Site 2



Location and Description

Both sites have extensive frontage along the R445 and are located between the rail line (to the north) and the M7 Motorway (to the south). Currently in agricultural use, the lands are approximately 1 km from the town centre and the M7 Motorway.



Synergies

Clustering opportunities are available due to neighbouring Whitesland Business Park, including Modus Link and Kildare Tourist Outlet Village developments.



Feasibility

Considering the site's greenfield status, edge-of-town location and neighbouring industrial uses, the lands have the potential to provide a mix of property solutions to suit a range of sectors. Such a high quantum of space could lead to a large amount of warehouse/industrial accommodation in a town where there is limited activity. Accordingly, the phasing of such sites should be considered over a long period so as not to saturate the local market. With demand for large serviceable sites along the M7 Motorway, the lands present an excellent alternative for a major multinational / FDI seeking a highly accessible location proximate to Littleconnell and Ladytown employment locations.



Site 3



Location and Description

Large greenfield site bounded by the M7 Motorway at the southern boundary, the R415 to the east and the R445 at the northern boundary providing a number of access points. The lands are approximately 280 m from Junction 13 (M7 Motorway) and 1.3 km from the town centre.



Synergies

Clustering and expansion opportunities are available due to the presence of the neighbouring Modus Link site, Kildare Tourist Outlet Village, including the Whitesland Business Park in close proximity. The immediate area includes a diverse mix of business sectors from logistics, retail/outlet and a range of small scale local industrial uses.



Viability

Considering the scale and location of the lands, there is potential to provide a significant quantum of accommodation in a range of property types from small low-density warehouse/industrial space to small scale office accommodation. The development of this site is substantial in respect of the town's economic growth and the opportunity presented to concentrate economic activity adjacent to a thriving retail outlet. With strong locational attributes, the lands if serviced, could potentially represent an attractive option for fledgling companies seeking new space within a business park development. With warehouse development deemed viable across most locations in the county, the lands are of appropriate scale to facilitate a large-scale distribution or industrial style facility seeking fast connections. Alternatively, the site has the potential to provide a competitive greenfield solution for a major FDI seeking a location with a track record of accommodating large-scale international investment.



Site 4



Location and Description

Located south of the town and adjacent to the M7 Motorway, the lands are approximately 350 m from Junction 13 (M7 Motorway) and 1.6 km from the town centre. Forming part of an existing service station development, the lands have an existing access from the R415 (Nurney Road).



Synergies

Adjacent residential uses, clustering opportunities are possible with the existing Modus Link and Kildare Tourist Outlet Village located a short distance away to the north of the site. This site is considered to be significant in the context of the town's economic development. It is noted that the lands have been subject to a number of planning permissions for a number of development types in recent years which have yet to be activated.



Viability

Similar to Site 3, the land's locational attributes and surrounding development presents an opportunity to provide a significant quantum of accommodation to suit a diverse mix of industrial/warehouse sectors. A proposal which forms part of a recent permission, seeks to develop two light industrial units (circa 61,500 sq. m) in the production and specialist manufacturing of timber frame housing solutions. If delivered, this large-scale development has the potential to create significant jobs growth for the area but also become the largest enterprise site and private investment in the town since the opening of Kildare Tourist Outlet Village. With accessibility and connectivity key factors in today's market, the site has the potential to facilitate a similar large-scale standalone facility that meets FDI requirements and a mix of alternative sectors.

Site Capacity

Site ID	Land Area (Ha)	Land Use Zoning	Building Potential (Sq. m) Net Site Size (75%)		Plot Ratio		Jobs Output		Potential Sector Target
			Low	High	Low	High	Low	High	
1	3.67	Q	13,763 sq. m	22,020 sq. m	0.50	0.80	1,147	1,835	Office / Professional Services
2	23.75	Q	53,438 sq. m	89,063 sq. m	0.30	0.50	1,484	2,474	Light Industry and Logistics Specialist Manufacturing / Production Biopharma
3	19.18	Q	43,155 sq. m	71,925 sq. m	0.30	0.50	560	934	Light Industry and Logistics Specialist Manufacturing / Production Biopharma
4	26.66	H	59,985 sq. m	99,975 sq. m	0.30	0.50	779	1,298	Light Industry and Logistics Specialist Manufacturing / Production Biopharma
Total:	73.26 ha		170,341 sq. m	282,983 sq. m			3,970	6,541	

Servicing and Infrastructure



Roads and Transportation

Site 1 is adjacent to the rail line with frontage along Dunmurray Road and L7016 (Old Road) approximately 600 m from the nearest bus stop and 450 m from the train station. The site is partially serviced with VRU¹ infrastructure on the western boundary; however, upgrades may be required on the eastern boundary due to local road capacity. The scale and type of development at this site will be constrained in terms of access due to proximity of the existing rail bridge.

Sites 2 and 3 have extensive frontage along the R445 and R415 routes, with Site 3 including potential access from the L3004 at the western boundary. Site 2 is approximately 800 m from the nearest bus stop and 1.1 km from the town centre. Site 3 includes a bus stop adjacent the site boundary to the east and is approximately 950 m from the town centre. With all sites fronting onto regional roads, upgrades to existing layouts, traffic

calming measures, public lighting and VRU infrastructure will be required. It should be noted Site 2 currently forms part of an identified outer relief road objective which includes a new bridge crossing over the rail line. Development proposals will need to incorporate this indicative route into future design proposals.

Site 4 is located south of the M7 Motorway approximately 700 m from the nearest bus stop and 1.1 km from the town centre. The site benefits from existing access, new junction layouts and the provision of VRU infrastructure improving accessibility for a range of trip types and road users.

Any future development of Sites 2, 3 and 4 is likely to require a Traffic / Transport Impact Assessment to address any traffic and safety concerns that may arise due to proximity to the M7 Motorway Junction 13.



Water Supply

All sites are greenfield in nature and not currently serviced; however, a connection is available to the public network less than 10 m away from the site boundaries along existing routes. While all sites are considered to be eminently serviceable, improvements may be required to ensure suitability. Similarly, and considering the scale of the greenfield lands available, some sites may require a strategic watermain and wayleaves if significant portions of land are developed.

Uisce Éireann has identified available capacity to support 2034 population targets. It should be noted; capacity constraints do currently exist with additional analysis of pre-connection enquiries and development type required to assess specific load requirements and necessary capacity improvements. There are currently no planned infrastructure upgrades to the existing network or future projects.



Wastewater Services

All sites are not currently connected to the public sewer network; however, connections are in close proximity to the nearest roadside circa 10–50 m in some cases. The town is served by the Kildare Town WWTP located south of the M7 Motorway.

Uisce Éireann has identified sufficient capacity available (15,246 PE²) with proposed new connections being dealt with on a first come, first served basis. Uisce Éireann has confirmed there are no immediate infrastructure upgrades or planned projects,

however the status and capacity of existing pumping stations will need to be assessed. The capacity for downstream sewers and railway crossings will also need to be assessed prior to any large development of available lands. It should be noted Sites 1 and 3 contain pumping stations, however a requirement may also be identified for a new pumping station and rising main to facilitate a crossing of the motorway.

¹ Vulnerable Road Users are classified as non-motorised road users, such as pedestrians and cyclists as well as motorcyclists and persons with disabilities or reduced mobility and orientation.

² Population Equivalent – Uisce Éireann

Servicing and Infrastructure

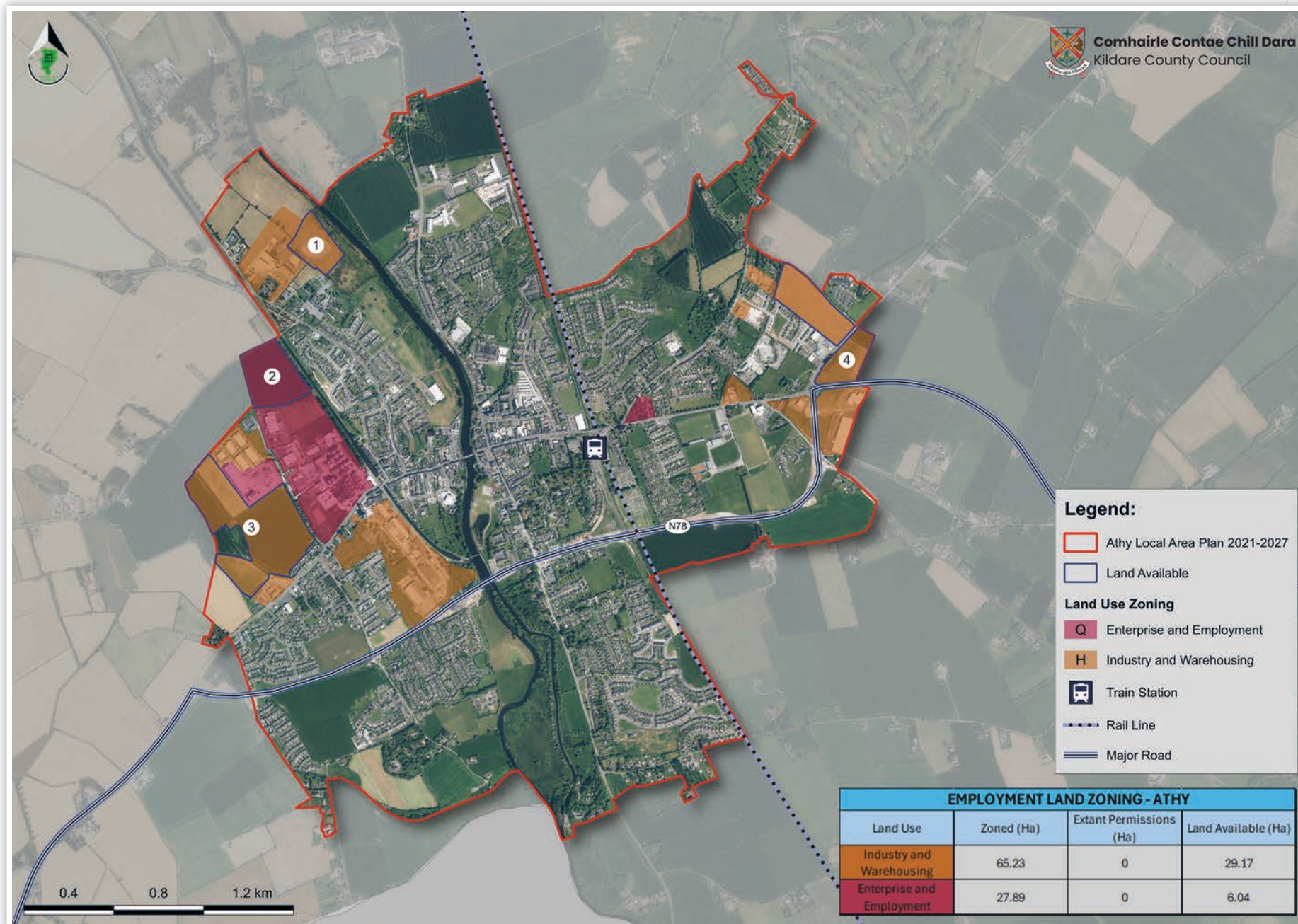


Flood Risk and Surface Drainage

A Strategic Flood Risk Assessment (SFRA) for the town was completed in conjunction with the Kildare Town Local Area Plan 2023–2029 which confirmed there are no known areas of flood risk due to no rivers or watercourses present within the town boundary. An accompanying Surface Water Management Strategy identified two sites at risk of pluvial flooding during high intensity rainfall; however, Sites 1–4 are not impacted. While this

removes any immediate constraints in terms of flood risk, the future development of these sites must contribute to surface water retention and natural drainage measures to mitigate against impacts of flooding. It should be noted; the Kildare County Development Plan 2023–2029 (as varied) requires Sustainable Urban Drainage Systems (SUDS) to be an integral part of all new development proposals in Kildare Town.

Employment Land Assessment



**Site 1****Location and Description**

Currently a brownfield site; part of the Townparks Industrial Estate off Woodstock Street, and approximately 1.5 km from the town centre, approximately 12 km from the M9 Motorway and 18 km from the M7 Motorway.

**Synergies**

Immediate clustering and expansion opportunities are available with existing manufacturing and industrial uses established in the location.

**Feasibility**

The site has the potential to deliver a mix of small-medium sized industrial/warehouse accommodation to support local/regional requirements. Alternatively, the site can facilitate a single standalone facility in a location which has experienced recent development and significant private investment.

**Site 2****Location and Description**

Located north of the Athy Business Campus with extensive frontage along Rockfield Road and approximately 1.4 km from the town centre. Currently in agricultural use, the site is approximately 13 km from the M9 Motorway.

**Synergies**

Clustering opportunities exist due to proximity to Athy Business Campus and Townparks Industrial Estate with the potential to concentrate and expand existing production and manufacturing sectors.

**Feasibility**

Considering the site's greenfield status and surrounding industrial/warehouse type uses, the lands have the potential to provide a mix of property solutions to suit a range of sectors. Alternatively, the lands present an interesting opportunity for a standalone facility or FDI seeking a serviceable greenfield location. Site access and accessibility options will need to be considered subject to sector type.

**Site 3****Location and Description**

Located adjacent to the existing Athy Business Campus and Woodstock Industrial Estate with extensive frontage along Upper William Street, less than 1 km from the town centre and 11.3 km from the M9 Motorway.

**Synergies**

Immediate clustering opportunities exist due to the presence of neighbouring industrial and warehouse uses, home to a diverse mix of sectors from a number of established local and international enterprises.

**Feasibility**

Considering the scale of the land available and surrounding economic activity, the site has the potential to provide a significant quantum of space in a range of unit types and sizes. The site provides expansion opportunities for similar uses taking advantage of existing infrastructure. Alternatively, the lands present an opportunity for a large FDI / multinational seeking a competitive greenfield solution in an established industrial and manufacturing location.

**Site 4****Location and Description**

Both landholdings within Site 4 are located to the east of the town with extensive frontage along the R148 (Dublin Road) and N78, approximately 1.7 km from the town centre and less than 9 km from the M9 Motorway. The sites are characterised as edge-of-town and currently in agricultural use.

**Synergies**

With most employment development located to the west of the town, direct clustering opportunities are not available. Potential synergies exist due to the presence and track record of large-scale industrial and manufacturing sectors which are established in the town.

**Feasibility**

Both landholdings within Site 4 have the potential to create and accommodate significant employment opportunities to the east of the town, taking advantage of their direct access to the M7/M9 Motorways and Athy Distributor Road. Both landholdings are attractive due to their location and accessibility, presenting a range of opportunities for a diverse mix of sectors and space requirements. With accessibility and connectivity key factors in today's market, both landholdings have the potential to provide accommodation for a range of local and regional sized enterprises seeking a competitive edge-of-town location.

Alternatively, the lands present an opportunity to accommodate a standalone development.

Site Capacity

Site ID	Land Area (Ha)	Land Use Zoning	Building Potential (Sq. m) Net Site Size (75%)		Plot Ratio		Jobs Output		Potential Sector Target
			Low	High	Low	High	Low	High	
1	3.66	H	8,235 sq. m	13,725 sq. m	0.30	0.50	229	381	Light Industry and Logistics Advanced Manufacturing and Production
2	6.04	Q	13,590 sq. m	22,650 sq. m	0.30	0.50	378	629	Light Industry and Logistics Advanced Manufacturing and Production
3	16.32	H	36,720 sq. m	61,200 sq. m	0.30	0.50	1,020	1,700	Light Industry and Logistics Advanced Manufacturing and Production
4	9.19	H	20,678 sq. m	34,463 sq. m	0.30	0.50	575	958	Light Industry and Logistics Advanced Manufacturing and Production
Total:	35.21 ha		79, 223sq.m	132,038 sq. m			2,202	3,668	

Servicing and Infrastructure



Roads and Transportation

Site 1 forms part of the Townparks Industrial Estate with existing road access. The site is located approximately 450 m from the nearest bus stop and 2.1 km from the train station.

Site 2 contains extensive frontage along Rockfield Road which includes a narrow canal bridge which may pose constraints in terms of capacity and type of traffic that can be accommodated. Upgrading of existing road, junction layouts and VRU¹ infrastructure may be required with future development. Site 2 is approximately 210 m from the nearest bus stop and 1.9 km from the train station.

Site 3 forms part of the existing Woodstock Industrial Estate with extensive frontage along Upper William Street. The estate is

currently part serviced with footpaths which may require further upgrades if developed. The site is located approximately 200 m from the nearest bus stop and 1.5 km from the train station.

Site 4 provides extensive frontage along the Dublin Road (R148) with access available due to existing agricultural uses. Both landholdings within Site 4 are partially serviced with footpaths, however future development proposals may require new active travel measures. Located along a regional road, additional road and junction layout provisions, including traffic calming measures may be required. The lands are located approximately 650 m from the nearest bus stop and 1.6 km from the train station.



Water Supply

Site 1 is currently connected to public mains due to its brownfield status and previous use. Sites 2, 3 and 4 are not currently connected to public mains, however connections are available between 10–50 m from all site boundaries.

Uisce Éireann has confirmed there are no planned infrastructure upgrades to the existing network or future projects. It should be noted that capacity constraints do currently exist with additional analysis of pre-connection enquiries and development type required to assess specific load requirements and necessary capacity improvements.



Wastewater Services

Sites 1, 2, 3 and 4 are not currently connected to the existing public sewer network. Site 1 and Site 2 are 150–250 m from the nearest connection at Cardington Demesne / Woodstock Street. Site 3 is less than 50 m from existing mains running adjacent to the William Street Upper. Site 4 is located approximately 500 m from the nearest public sewer to the west along Dublin Road. Depending on the development type, Site 4 (northern plot) has the potential to avail of an existing residential connection at Gallow Hill.

Uisce Éireann has identified limited capacity available (1,241 PE²) with proposed new connections being dealt with on a first come, first served basis. Uisce Éireann confirmed no immediate infrastructure upgrades to the existing network or future projects, however process optimisation could increase capacity measures in the short term.

¹ Vulnerable Road Users are classified as non-motorised road users, such as pedestrians and cyclists as well as motorcyclists and persons with disabilities or reduced mobility and orientation.

² Population Equivalent – Uisce Éireann

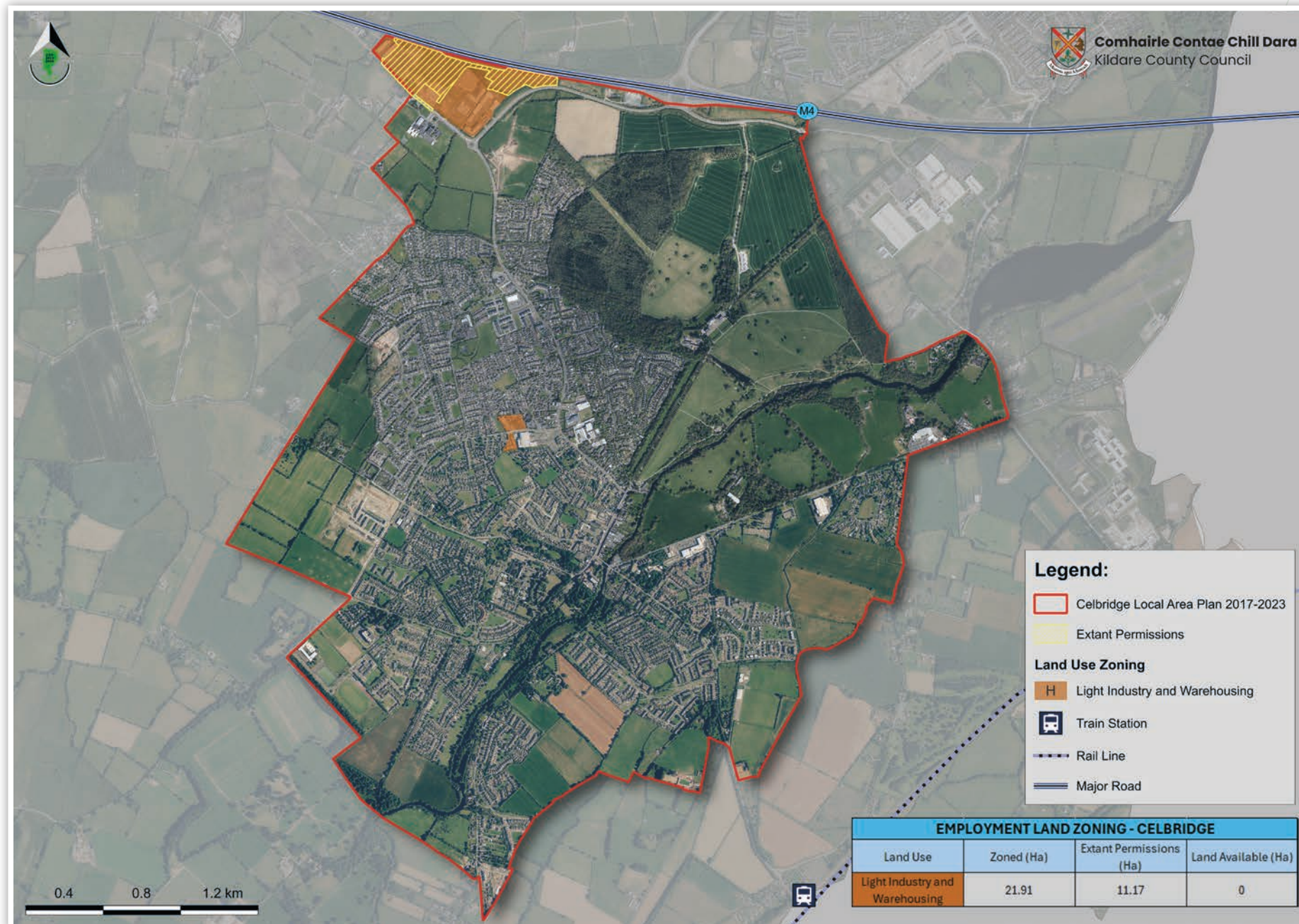
**Flood Risk
and Surface
Drainage**

Site 1 bounds the River Barrow to the east which is noted as vulnerable to flooding. Part of the site has been identified as high flood risk (1-10 AEP³) which will require an Site-specific Flood Risk Assessment (SSFRA) to demonstrate appropriate mitigation and management measures. Sites 2, 3 and 4 do not feature any known fluvial flood risk.

In relation to future surface water management, the Kildare County Development Plan 2023-2029 (as varied) requires Sustainable Urban Drainage Systems (SUDS) to be an integral part of all new development proposals in Athy.

³ Annual Exceedance Probability – Office of Public Works, Flood Maps.

Employment Land Assessment



**Site 1****Location and Description**

Large site located north of the town adjacent to the M4 Motorway and the existing M4 Business Park comprising a range of industrial/warehouse uses. Characterised as an edge-of-town location with extensive frontage along the M4 Motorway, the lands are approximately 1.8 km from Junction 6 (M4) and 2.9 km from Celbridge Town Centre.

**Synergies**

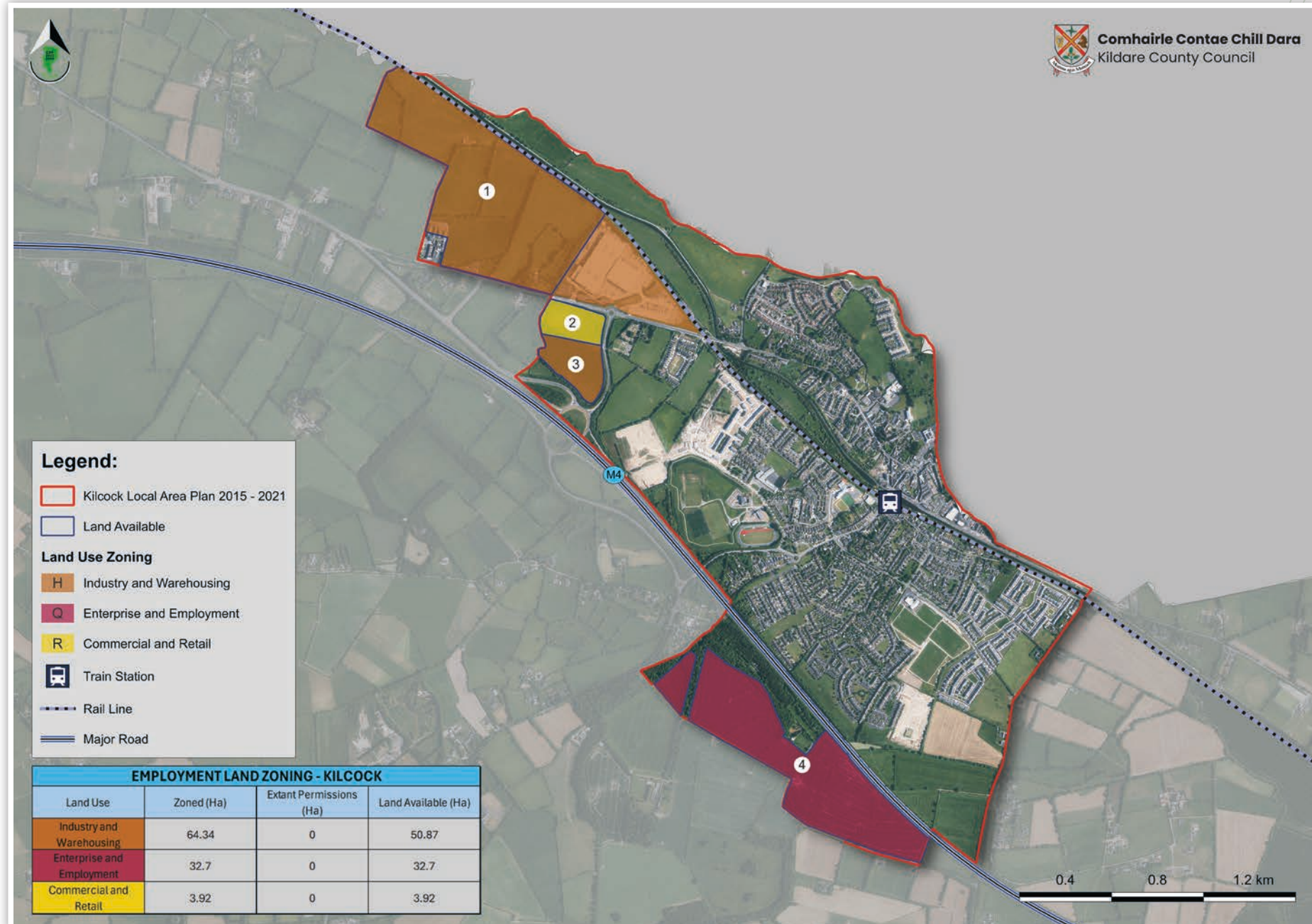
Considering the site's location and surrounding profile of uses, there are significant clustering opportunities available, most notably with the recent Lufthansa development forming part of the existing landholding and first phase of the Esprit Logistics Park. The land is proximate to the neighbouring M4 Business Park which includes a diverse mix of business sectors. Intel Ireland is located approximately 2.5 km to the north.

**Feasibility**

Forming part of a wider landholding with two separate planning permissions granted for two individual sites. Development has commenced on the northeast section of the site with the necessary road infrastructure and servicing underway. This development proposal will deliver two light industrial units (3,388 sq. m) within a plot size of 3.4 ha. The site layout includes an additional access point off the R449 Regional Road which will incorporate an internal link to the remaining land parcel and larger development proposal.

The second planning permission is for a large warehouse/logistics park to include a series of high-quality units available to rent, or on a design-and-build basis on a site of 9.8 ha. It is anticipated these units will be of strong regional and international appeal considering the site's locational attributes and type of accommodation. Taking account of the current development activity on site and the wider marketing of the available accommodation, it is assumed that the site will be occupied within the short term and consequently unavailable for assessment in terms of future development potential. Accordingly, no site capacity table or infrastructure servicing schedule has been including for Site 1.

Employment Land Assessment





Site 1



Location and Description

Located adjacent to the Musgrave Distribution Centre with extensive frontage along the R148 (Enfield Road) and direct access to the M4 Motorway (Dublin/Midlands/West and Northwest).



Synergies

Immediate clustering opportunities are possible with Musgrave Distribution Centre, and also within the wider region due to proximity to other key employment locations in North Kildare (Leixlip/Celbridge) and wider Greater Dublin Area (GDA).



Feasibility

The site has the potential to deliver significant warehouse/industrial type accommodation due to its strong locational and accessibility attributes. The site has the capacity to cater for a range of unit sizes depending on demand ensuring a phased approach and quality design is considered. With large land banks in high demand, there may be an opportunity for a large occupier (FDI) seeking a substantial campus style development in a location with a track record of similar investment.



Site 2



Location and Description

Fronting the R148 (Enfield Road) and link road to the M4 Motorway, the site is adjacent to the Musgrave Distribution Centre to the northern boundary and approximately 1.7 km from the town centre.



Synergies

Forming part of the Musgrave's landholding in the area, it is expected the land will play a key part in supporting future expansion plans or potential synergies that may arise. Future development is likely to be of similar low-density warehousing uses taking advantage of the site's accessibility within the GDA.



Feasibility

The site has the potential to deliver a mix of small to medium-scale industrial/warehouse accommodation providing property solutions for local/regional requirements. Alternatively, the site is of scale to facilitate a standalone facility. Currently zoned for 'R: Retail/Commercial' development, it may be appropriate to reconsider and review this zoning objective in terms of the potential impacts such retail development at peripheral locations can have on the sustainability of the town centre.



Site 3



Location and Description

Located on the outskirts of the town approximately 1.9 km from the town centre, adjacent to M4 Motorway (Junction 8) and with extensive frontage along the R148 Regional Road on its eastern boundary.



Synergies

Considering the site's profile and surrounding industry, clustering opportunities are available in the immediate area, including potential synergies with key employment locations within North Kildare. Future development is likely to be of similar light industry and warehousing uses taking advantage of the location's accessibility with an opportunity to provide a mix of uses to suit a range of enterprises.



Feasibility

Considering the track record of similar warehouse/industrial type development in this area, the site has the capacity to facilitate a medium sized facility, or a series of smaller scale units in a business park setting, catering for local and regional demands. With serviceable greenfield sites in high demand, the site provides a range of options for fledgling enterprises seeking space along a strategic corridor.



Site 4



Location and Description

Located on the outskirts of the town adjacent to the M4 Motorway and approximately 1.6 km from the town centre, the land is rural in context with extensive frontage along Courtown Park Road at the northern site boundary.



Synergies

Situated on the outskirts of the town in a rural setting, clustering opportunities in the immediate area are not possible. Whilst the lands are conveniently located just off the M4 Motorway, it is isolated from the town and public transport services, including appropriate services and necessary infrastructure.



Feasibility

The identification of these lands and vision was to provide for a high-quality green business park with a mix of low-density accommodation. The lands are of scale to provide significant accommodation and jobs growth; however, it is considered prudent to focus future economic investment to the northwest of the town harnessing existing uses and available infrastructure. With office development deemed unviable in most locations, it will be important to avoid potential warehouse/industrial uses in this area by concentrating such development within existing locations. Going forward, the existing zoning policy may need to be reconsidered in terms of the impacts such development may have on the future sustainable development of the area having regard to the need to comply with national and regional policies relating to compact growth and sequential development.

Site Capacity

Site ID	Land Area (Ha)	Land Use Zoning	Building Potential (Sq. m) Net Site Size (75%)		Plot Ratio		Jobs Output		Potential Sector Target
			Low	High	Low	High	Low	High	
1.	45.75 ha	H	102,938 Sq. m	171,563 Sq. m	0.30	0.50	1,337	2,228	Light Industry and Logistics Advanced Manufacturing and Production
2.	3.92 ha	R	8,820 Sq. m	14,700 Sq. m	0.30	0.50	115	191	Light Industry and Logistics Advanced Manufacturing and Production
3.	5.12 ha	H	11,520 Sq. m	19,200 Sq. m	0.30	0.50	150	249	Light Industry and Logistics Advanced Manufacturing and Production
4.	32.7 ha	Q	73,575 Sq. m	122,625 Sq. m	0.33	0.50	6,131	10,219	Professional Services Science and Technology
Total	87.49 ha		196,853 Sq. m	328,088 Sq. m			7,733	12,887	

Servicing and Infrastructure



Roads and Transportation

Sites 1-3 have extensive frontage along the R148 with no VRU¹ infrastructure currently in place.¹ With all sites providing a number of potential access points, upgrades to the existing R148 and junction layouts may be required due to it being a heavily trafficked regional road. Site 1 is located approximately 1.9 km from the nearest bus stop and 2.7 km from the Kilcock Train Station. Sites 2 and 3 are also located 1.8 km from the train station and 1 km from the nearest bus stop.

Site 4 is rural in context with access and frontage along the Courtown Park Road which is approximately 1.4 km from the train station and nearest bus stop. Development of any scale at this site would require significant upgrading of the existing local road servicing the area, including the provision and upgrading of junction layouts and VRU infrastructure servicing the site.



Water Supply

Sites 1- 3 are not currently connected to public water mains, however all sites are adjacent to the existing network along the R148 less than 10 m from the site boundary.

Site 4 is surrounded by one-off housing and situated approximately 1.6 km from the town centre. The lands are not currently connected to the public mains; however, a connection is available less than 10 m away on Courtown Park Road.

Uisce Éireann has identified available capacity to support 2034 population targets. There are capacity constraints currently which will require additional analysis of pre-connection enquiries to assess specific load requirements and necessary capacity improvements.



Wastewater Services

Sites 1 - 4 are not currently connected to the public sewer network. Site 1 is approximately 890 m from the nearest public connection to the east. Sites 2 and 3 are approximately 375 m from the nearest connection. Future development of these lands is likely to require upgrading of the existing network, or the provision of a private pumping station that can provide connection. Site 4 is surrounded by one-off housing with no public connection in the immediate area. Development of these lands would require extensive upgrades to facilitate connections to the public network.

Kilcock is part of the Lower Liffey Valley Wastewater (LLVW) Treatment Plant. Uisce Éireann has identified that sufficient capacity (25,476 PE²) is available with proposed new connections being dealt with on a first-come-first-served on a first come, first served basis.

While there are no planned upgrades for Kilcock, the Maynooth Transfer Pipeline Project is currently under construction. This will significantly improve capacity within the Lower Liffey Valley Regional Sewerage Scheme and will play a vital role in enhancing the future development capacity of Kilcock.

¹ Vulnerable Road Users are classified as non-motorised road users, such as pedestrians and cyclists as well as motorcyclists and persons with disabilities or reduced mobility and orientation.

² Population Equivalent – Uisce Éireann

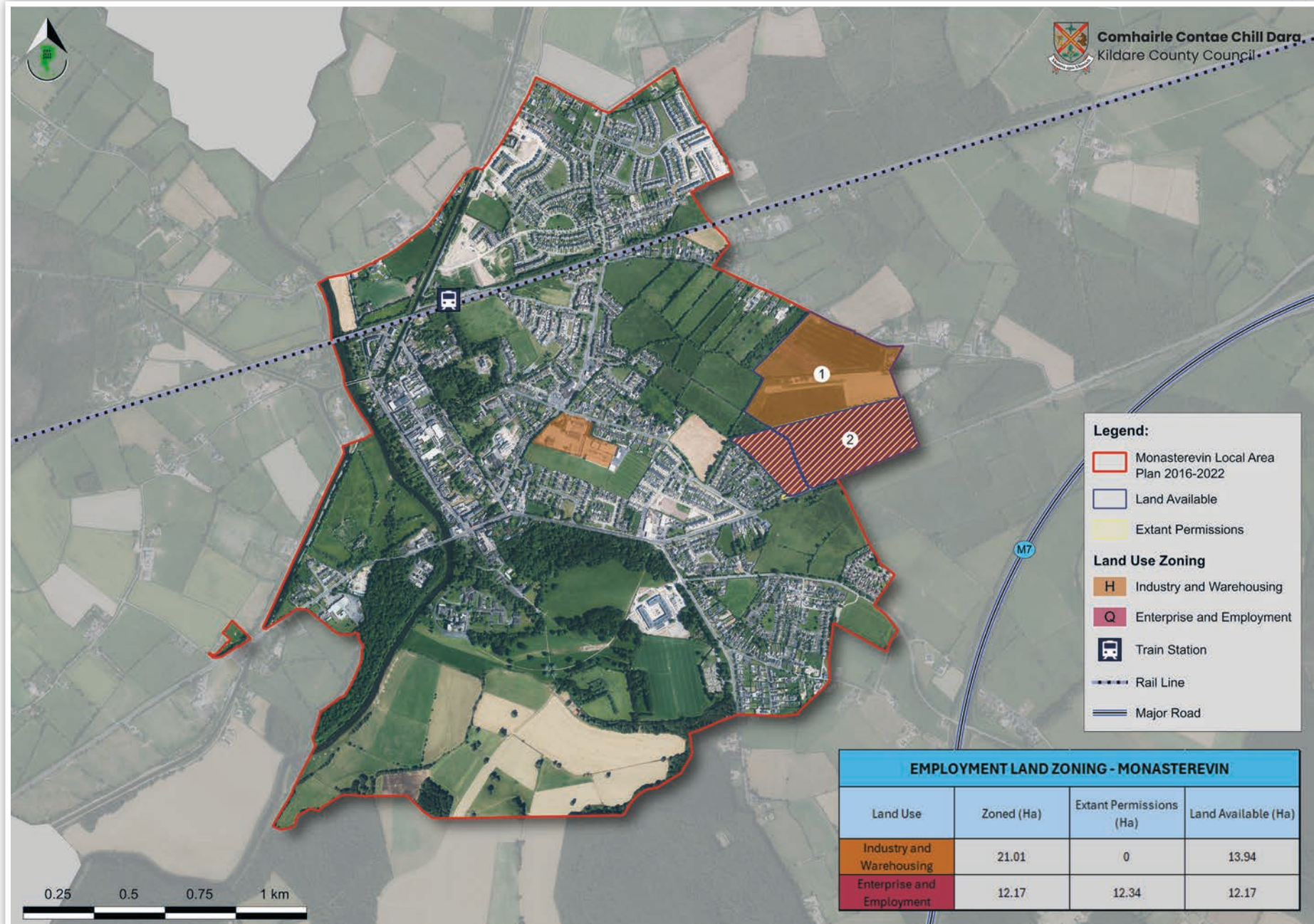
**Flood Risk
and Surface
Drainage**

Site 1 bounds the Royal Canal to the north of the site and is approximately 80 m from the River Rye. While the site does not pose any direct risk of flooding, lands to the north are identified high flood risk due to the presence of two watercourses. Sites 2, 3 and 4 have been reviewed and identify no known fluvial flood risk.

A Strategic Flood Risk Assessment was undertaken in conjunction with the Kilcock Local Area Plan in 2015 which identified a wide catchment area that is subject to site-specific flood risk assessment (SSFRA). Sites 1-4 are identified in this catchment which may require future development proposals to provide an SSFRA subject to the scale and type.

The Kildare County Development Plan 2023-2029 (as varied) requires Sustainable Urban Drainage Systems (SUDS) to be an integral part of all new development proposals in Kilcock.

Employment Land Assessment





Site 1



Location and Description

An irregular site in shape and currently in agricultural use, the lands have extensive frontage along Barraderra Road (L3009) and is approximately 1.8 km from the town centre and approximately 2.1 km from the M7 Motorway (Junction 14).



Synergies

Limited clustering opportunities are available with the nearby Cowpasture Industrial Estate providing a series of smaller scale units.



Feasibility

The site is of scale to deliver a significant mix of industrial/warehousing accommodation to facilitate regional and local requirements. In a town such as Monasterevin, space of this scale is likely to be a phased development spread across a number of smaller units (2,000–3,000 sq. m) which could be further subdivided depending on local needs. Development may be constrained in terms of access requiring infrastructure and connections from adjacent lands to the south.



Site 2



Location and Description

Situated at an edge-of-town location, the lands have extensive frontage along the R445 (Dublin Road). Currently in agricultural use, the lands are approximately 1.2 km from the town centre and 2.3 km from the M7 Motorway (Junction 14).



Synergies

Limited clustering opportunities are available with the nearby Cowpasture Industrial Estate providing a series of smaller scale units.



Feasibility

Considering the site's location, it has the potential to deliver a significant quantum of accommodation in a mix of unit types. Alternatively, the site has the potential to provide a standalone facility for a fledging enterprise seeking a large edge-of-town greenfield site. The lands currently form part of an existing infrastructure permission to provide a serviced enterprise park with a range of warehouse units totalling 17,669 sq. m.

Site Capacity

Site ID	Land Area (Ha)	Land Use Zoning	Building Potential (Sq. m) Net Site Size (75%)		Plot Ratio		Jobs Output		Potential Sector Target
			Low	High	Low	High	Low	High	
1	13.94 ha	H	31,365 sq. m	52,275 sq. m	0.30	0.50	871	1,452	Industrial / Warehouse
2	12.17 ha	Q	27,383 sq. m	45,638 sq. m	0.30	0.50	761	1,268	Industrial / Warehouse
Total:	26.11 ha		58,748 sq. m	97,913 sq. m			1,632	2,720	

Servicing and Infrastructure



Roads and Transportation

Located along the L3009 Local Road on the eastern edge of the town, the site is approximately 2.3 km from the nearest bus stop and 2.5 km from the train station. The site is not currently serviced with VRU infrastructure¹ and would require significant upgrades to existing road network pending the scale and type of development proposed.

Site 2 is easily accessible with extensive frontage along the R445

Regional Road which is approximately 600 m from the nearest bus stop and 2 km from the train station. Future development will require road and VRU upgrades, including new junction layout and traffic calming measures.

Sites 1 and 2 include a roads objective identified in the Monasterevin Local Area Plan (LAP) 2016–2022 which seeks to provide a connection from the R445 north to the L3009.



Water Supply

Site 1 is not currently serviced, however a connection to the public mains network is available less than 10 m from the northern site boundary along L3009. The existing pipeline is asbestos which will require upgrading with any future connections.

Site 2 is also not serviced; however, a mains connection is available less than 10 m from the southern boundary along the R445. With a number of small streams traversing the site, this

may pose constraints for the type of servicing work required.

Uisce Éireann has confirmed there are no planned infrastructure upgrades to the existing network or future projects. Uisce Éireann has identified limited available capacity to support 2034 population targets. It should be noted; capacity constraints do currently exist with additional analysis of pre-connection enquiries and development type required to assess specific load requirements and necessary capacity improvements.



Wastewater Services

Sites 1 and 2 are currently not connected to the existing public sewer network, however connections exist approximately 150–250 m from the site boundary. Site 2 will be constraint in terms of servicing requirements due to presence of watercourses traversing the site.

Currently serviced by the Monasterevin WWTP, Uisce Éireann have identified space capacity available (2,362 PE²). Uisce Éireann have also confirmed there are no immediate infrastructure upgrades to the existing network or planned future projects for the town.

¹ Vulnerable Road Users are classified as non-motorised road users, such as pedestrians and cyclists as well as motorcyclists and persons with disabilities or reduced mobility and orientation.

² Population Equivalent – Uisce Éireann

**Flood Risk
and Surface
Drainage**

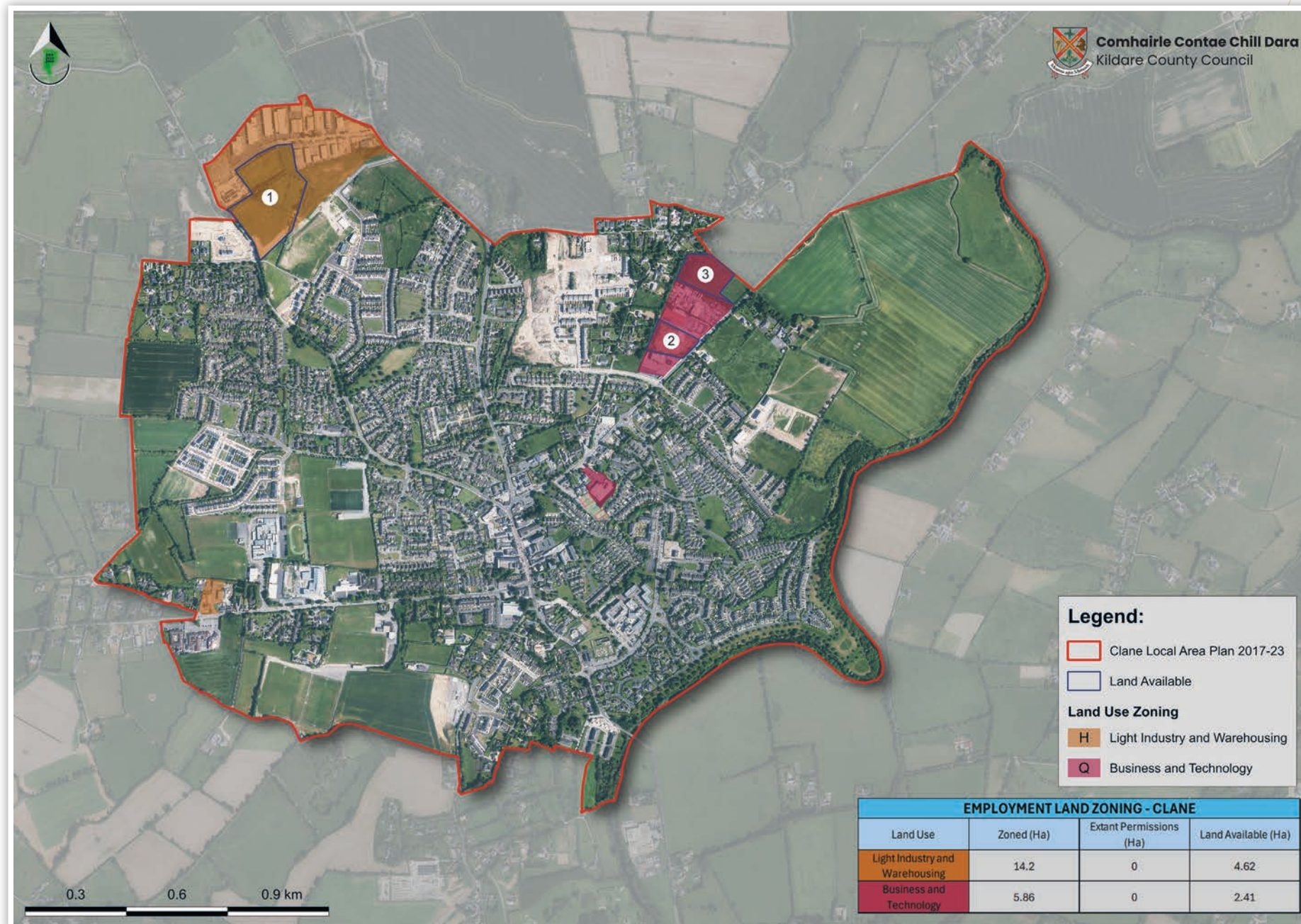
A significant portion of land within Site 1 and Site 2 have been identified in a Flood Risk Zone (1-1,000 AEP³) which requires future development proposals to include a detailed flood risk assessment. A stream (Cassidy's Stream) traverses Site 1 and Site 2 running south to north which will require appropriate flood risk mitigation measures prior to any development. A previous Strategic Flood Risk Assessment (SFRA) undertaken in 2015 does not anticipate flood waters to rise substantially above ground level in the area at risk of flooding. However, a flood risk assessment (FRA) was undertaken in 2020 as part of a development proposal for Site 2, the justification test

identified the need to infill and raise site levels to the east and include compensatory storage to the west to prevent increased risk to itself and neighbouring lands. It is recommended that subsequent applications include further flood mitigation and climate change measures. Considering the location of the existing stream and quantum of land at risk, it poses a significant constraint to any future development.

In relation to future surface water management, the Kildare County Development Plan 2023-2029 (as varied) requires Sustainable Urban Drainage Systems (SUDS) to be an integral part of all new development proposals in Monasterevin.

³ Annual Exceedance Probability – Office of Public Works, Flood Maps

Employment Land Assessment



**Site 1****Location and Description**

Located adjacent to the Clane Business Park and forming part of the R407 Business Park, the lands are approximately 1.5 km from the town centre, 9 km from the M7 and 13 km from the M4 Motorways.

**Synergies**

Immediate clustering opportunities exist with the adjacent Clane Business Park and proximity to the recently developed R407 Business Park which includes a diverse mix of business sectors and employment types.

**Feasibility**

Forming part of a wider landholding, approximately 2.72 ha of land has recently been developed to deliver 20 warehouse units totaling 8,148 sq. m which are now occupied/reserved. While the remaining lands present an excellent opportunity for a large standalone facility, it is expected future requirements are likely to follow recent take-up and a mix of small-medium scale property solutions within a business park setting.

**Site 2****Location and Description**

Infill site bounded by existing retail uses, with extensive frontage along the R403 (Celbridge Road). The site is approximately 850 m from the town centre and 8.1 km from the M7 Motorway.

**Synergies**

Clustering opportunities are available due to adjacent employment uses, including proximity to existing business parks north of the town. Forming part of the town centre, opportunity for potential synergies exist with main street uses.

**Feasibility**

Considering the site's location, there is potential to deliver a sizeable quantum of office accommodation contained in one or two separate blocks depending on the design, layout and open space requirements. While the town has a track record and demand for light industry/warehouse accommodation, it is anticipated such uses would not be attractive at this location due to scale, access and proximity to the town. With limited purpose-built office space in the town, it is anticipated that a standalone / infill office scheme at this location would be more than sufficient to cater for the type of demand and future growth projections. To attract high end professional type opportunities, it is recommended the zoning policy and framework for this site is reviewed, recognising that such development should be of high quality marking a key gateway to the town.

**Site 3****Location and Description**

This edge-of-town site fronts onto the R403 (Celbridge Road) and is adjacent to an existing local warehouse development and currently is in agricultural use. The lands are approximately 1 km from the town centre and 8.4 km from the M7 Motorway.

**Synergies**

Clustering opportunities are possible due to adjacent industrial and retail uses, including proximity to the town centre.

**Feasibility**

Considering the site's scale and edge-of-town location, the lands are expected to suit a small-scale warehouse/industrial development in a single or series of smaller units. The town has experienced significant demand and take-up of small-medium sized light industry / warehouse units with the ability to suit a diverse mix of sectors. The east of the town is limited in terms of suitable greenfield opportunities due to large tracts of land identified as potential flood risk. While this may dictate the future growth and development of the town, the site presents a feasible opportunity for economic development at a gateway location. The existing land use zoning 'Q: Business and Technology' may pose restrictions to the type of development, however a holistic assessment as part of the next plan review should be undertaken to ensure a range of property solutions including office development is encouraged.

Site Capacity

Site ID	Land Area (Ha)	Land Use Zoning	Building Potential (Sq. m) Net Site Size (75%)		Plot Ratio		Jobs Output		Potential Sector Target
			Low	High	Low	High	Low	High	
1.	4.62 ha	H	10,395 sq. m	17,325 sq. m	0.30	0.50	289	481	Light Industry and Logistics Advanced Manufacturing Specialist Engineering
2.	1.02 ha	Q	3,825 sq. m	6,120 sq. m	0.50	0.80	319	510	Professional Services
3.	1.39 ha	Q	3,128 sq. m	5,213 sq. m	0.30	0.50	87	145	Light Industry and Logistics Advanced Manufacturing Specialist Engineering
Total:	7.03 ha		17,348 sq. m	28,658 sq. m			695	1,136	

Servicing and Infrastructure



Roads and Transportation

Site 1 is adjacent to the R407 Regional Road with access available from the existing Clane Business Park or the recently developed R407 Business Park. It is also less than 100 m from the nearest bus stop at the existing access off the R407. The lands further benefit from existing road upgrades and VRU¹ infrastructure to and from the site.

The delivery of the Capdoo Link Road (under construction) connecting the R407 (Kilcock Road) and R403 (Celbridge Road) in the northeast of the town will provide a 7-meter carriageway including segregated cycle and pedestrian lanes. This much needed infrastructure will improve connectivity between both locations and entrances to the town which can alleviate congestion and improve overall permeability in the town.

Site 2 fronts onto the R403 (Celbridge Road) which is currently serviced with footpaths and is approximately 750 m from the town centre. A bus stop is located at the site boundary which may require upgrading or relocating pending the development type.

Site 3 is slightly set back from the R403 Regional Road which is approximately 950 m from the town centre and 200 m from the nearest bus stop. Sites 2 and 3 are located along a fast regional road, future development at these locations is likely to require upgrades to existing junction layouts and traffic calming measures including VRU¹ infrastructure.



Water Supply

With development ongoing adjacent to Site 1, the remaining lands are not currently connected to public mains, however connections are available in the immediate area. Site 2 and Site 3 are also not currently connected to public mains; however, a connection is available less than 10 m from the site boundary along the R403 (Celbridge Road).

Uisce Éireann has identified limited capacity to support 2034 population targets. It should be noted; capacity constraints do currently exist with additional analysis of pre-connection enquiries and development type required to assess specific load requirements and necessary capacity improvements. There are currently no planned infrastructure upgrades to the existing network or future projects.



Wastewater Services

All sites are currently not connected to the public sewer network. Connections are available at adjacent developments or the nearest roadside circa 10–50 m. Currently serviced by the Osberstown WWTP in Naas, Uisce Éireann has identified sufficient

capacity available for the settlements it serves (29,857 PE²). Uisce Éireann has confirmed there are no immediate infrastructure upgrades or planned projects.

¹ Vulnerable Road Users are classified as non-motorised road users, such as pedestrians and cyclists as well as motorcyclists and persons with disabilities or reduced mobility and orientation.

² Population Equivalent - Uisce Éireann

Servicing and Infrastructure



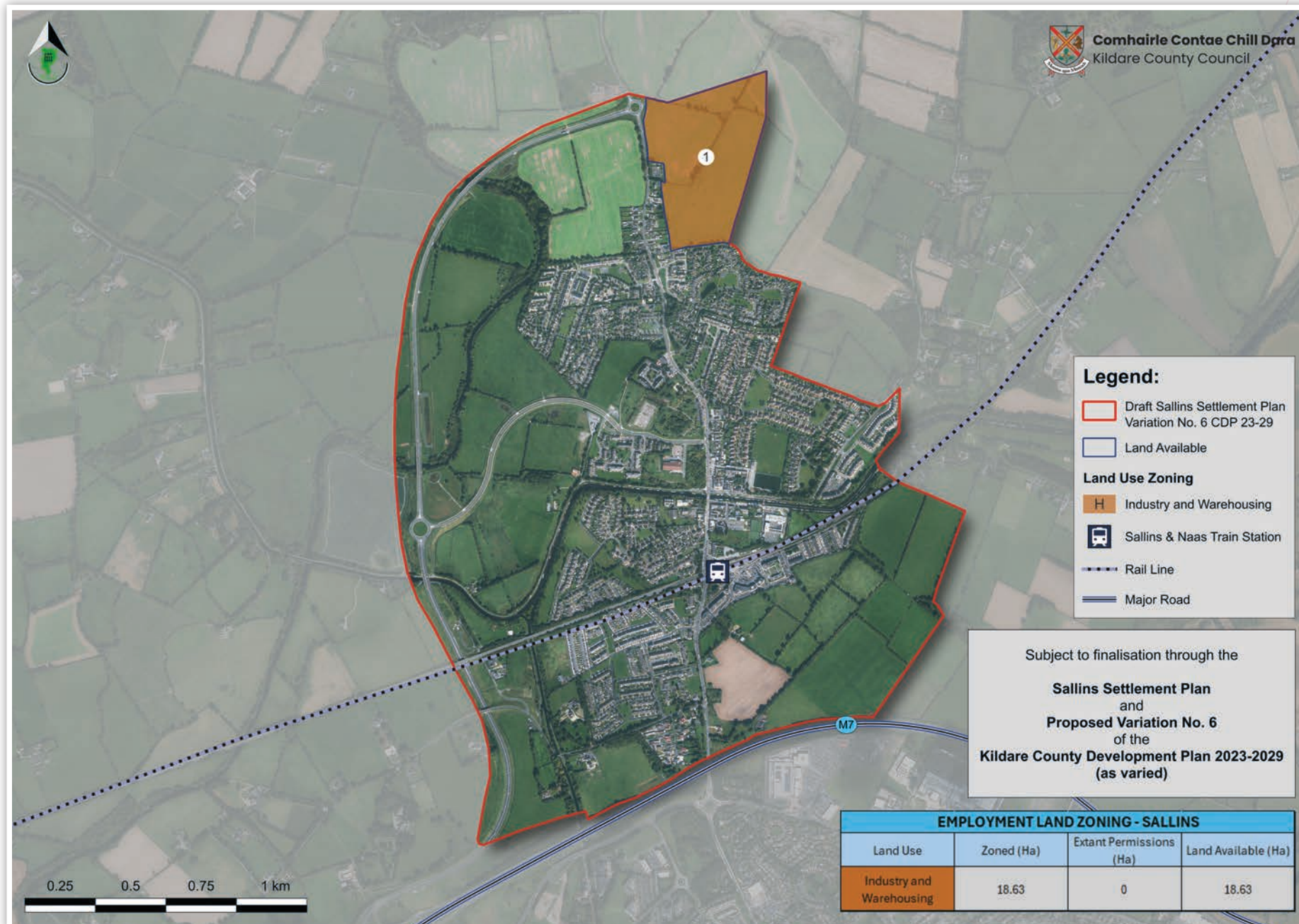
Flood Risk and Surface Drainage

Sites 1 and 2 do not pose any immediate flood risk. Site 3 to the northeast of the town contains a small portion of land at the northern boundary which is identified as low flood risk (1-1000 AEP³). As a result, any future development proposals for site 3 will be subject to a Site-Specific Flood Risk Assessment (SSFRA) to ensure mitigation measures are considered for the development type and impact on the surrounding lands.

The Kildare County Development Plan 2023-2029 (as varied) requires Sustainable Urban Drainage Systems (SUDS) to be an integral part of all new development proposals in Clane.

³ Annual Exceedance Probability – Office of Public Works, Flood Maps

Employment Land Assessment



**Site 1****Location and Description**

Located north of the town with extensive frontage along the R407 (Clane Road) and currently in agricultural use. The lands are approximately 1.3 km from the town centre and 3.8 km from the M7 Motorway (Junction 9a).

**Synergies**

Located on the outskirts of the town with no immediate clustering opportunities available due to the lack of any developed employment lands in the town. Proximate to Millennium Park and the M7 Motorway, the lands present an excellent opportunity to facilitate a mix of small/medium scale warehousing/industrial solutions, taking advantage of locational attributes and market activity in the surrounding region.

**Feasibility**

Considering the site's profile, scale and location, the lands have the potential to deliver significant accommodation to suit a range of sectoral requirements. Located within the Naas – Newbridge Economic and Employment Zone, the lands will appeal to a range of investors seeking a greenfield site with strategic connections. With light industry/warehousing development deemed viable across the county, it is expected that future development will follow this typology considering the lands proximity to the M7 Motorway and Millennium Park. Activation of these lands has the potential to be the catalyst for future investment and employment growth in the town.

Site Capacity

Site ID	Land Area (Ha)	Land Use Zoning	Building Potential (Sq. m) Net Site Size (75%)		Plot Ratio		Jobs Output		Potential Sector Target
			Low	High	Low	High	Low	High	
1	18.63	H	0.3	0.5	41,918 sq. m	69,863 sq. m	1,164	1,941	Light Industry and Logistics Advanced Manufacturing and Production Specialist Engineering
Total:	18.63 ha				41,918 sq. m	69,863 sq. m	1,164	1,941	

Servicing and Infrastructure



Roads and Transportation

Site 1 is located along the R407 (Clane Road) and is currently partly serviced with access off the existing roundabout layout. Adjacent to the Sallins Bypass, the lands are approximately 950 m from the nearest bus stop and 1.8 km from the Sallins and Naas Train station. The lands benefit from recent upgrades to

VRU infrastructure¹, however these will need to be extended to incorporate the existing site entrance if developed. Depending on the nature and scale of development proposed, further upgrades to the existing road layout may be required.



Water Supply

Site 1 is not connected to the public mains network, however an existing connection is available less than 20 m from the site boundary along the R407 (Clane Road). The area benefits from recent infrastructure upgrades as part of the Sallins Bypass which has improved service and capacity in the area.

Uisce Éireann has identified sufficient capacity to support 2034 population targets. It should be noted; network constraints do currently exist with additional analysis of pre-connection enquiries and development type required to assess specific load requirements and necessary capacity improvements. There are currently no planned infrastructure upgrades to the existing network or future planned projects.



Wastewater Services

Site 1 is not connected to the public sewer network, however a connection currently traverses the site along the western boundary adjacent to the R407 (Clane Road).

Sallins is currently served by the Osberstown WWTP in Naas, Uisce Éireann have identified sufficient capacity available (29,857 PE²) with proposed new connections being dealt with on a first come, first served basis. Uisce Éireann have confirmed there are no immediate infrastructure upgrades or planned projects.



Flood Risk and Surface Drainage

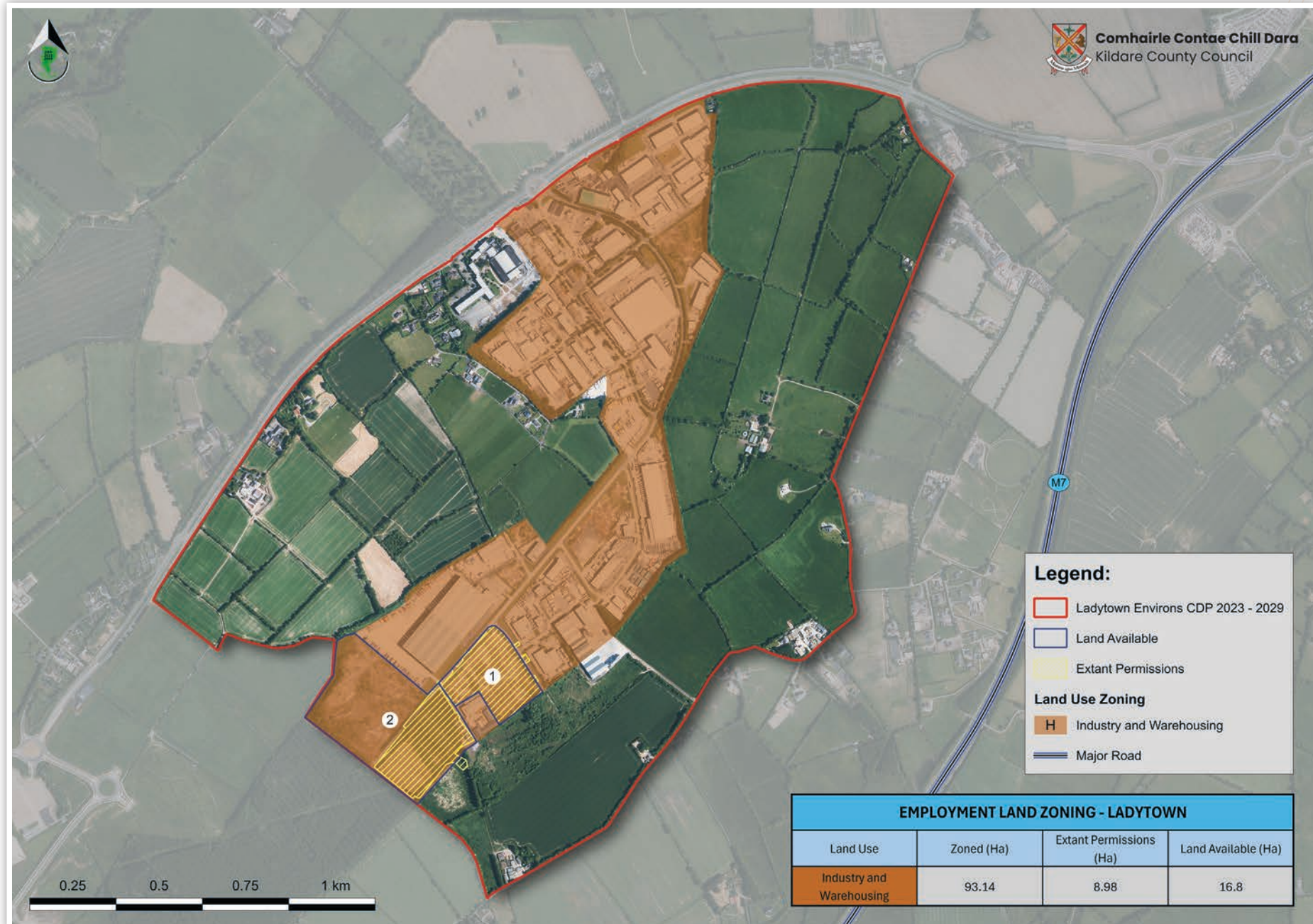
Site 1 is located to the north of the town which does not pose any immediate flood risk due to no watercourses in the immediate area.

It should be noted that the Kildare County Development Plan 2023-2029 (as varied) requires Sustainable Urban Drainage Systems (SUDS) to be an integral part of all new development proposals in Sallins.

¹ Vulnerable Road Users are classified as non-motorised road users, such as pedestrians and cyclists as well as motorcyclists and persons with disabilities or reduced mobility and orientation.

² Population Equivalent – Uisce Éireann

Employment Land Assessment





Site 1



Location and Description

Located at the southern end of Momentum Logistics Park, adjacent to Mercury Engineering with frontage along Rowan Tree Road and Elm Road. This site is approximately 8 km from Naas Town Centre and 3.8 km from the M7 Motorway (Junction 10).



Synergies

Forming part of Momentum Logistics Park, immediate clustering and expansion opportunities are available due to the site's profile and infill opportunity. The lands can facilitate a mix of warehousing and light industry solutions to suit local and international scale space requirements.



Feasibility

Considering the site's profile, the land has the potential to deliver a significant quantum of accommodation to suit a range of sectors. With a strong track record of investment and take-up of new space in the park, the site will be of strong appeal to regional/international scale investors seeking a standalone facility in a highly accessible and established location. The site currently has permission for three warehousing units with a total floor space of 17,000 sq. m, which reflects the demand for newer, energy-efficient accommodation.



Site 2



Location and Description

Located at the southern end of Momentum Logistics Park, adjacent to DSV and Mercury Engineering. Part serviced by the Rowan Tree Road, the lands are approximately 8 km from Naas Town Centre and 4 km from the M7 Motorway (Junction 10).



Synergies

Forming part of Momentum Logistics Park, immediate clustering opportunities are available due to the site's profile and surrounding development. A significant landholding, the lands could facilitate a mix of warehousing and light industry solutions to suit a range of space requirements.



Feasibility

Considering the scale of the lands available, the site has the potential to deliver a significant quantum of accommodation to suit a range of sectors. With a track record of recent investment and take-up of new space in the park, the lands will be of strong appeal to regional/international scale investors seeking a highly accessible and established location. With the lands currently divided by the existing Rowan Tree Road, both site options have the potential to facilitate significant standalone facilities seeking larger floor plates and yard space. The southern parcel of the landholding currently has permission for a large logistical warehouse facility (circa 19,000 sq. m) reflecting the strength of the location and ability to meet sectoral requirements. In close proximity to the Littleconnell Strategic Employment Area, the lands have the ability to fulfill large scale multinational / FDI interests with opportunities to connect and consolidate both locations.

Site Capacity

Site ID	Land Area (Ha)	Land Use Zoning	Building Potential (Sq. m) Net Site Size (75%)		Plot Ratio		Jobs Output		Potential Sector Target
			Low	High	Low	High	Low	High	
1	4.2	H	0.3	0.5	9,450 sq. m	15,750 sq. m	263	438	Logistics and Distribution Light Industry and Manufacturing/ Production Specialist Engineering
2	12.6	H	0.3	0.5	28,350 sq. m	47,250 sq. m	368	614	Logistics and Distribution Light Industry and Manufacturing/ Production Specialist Engineering
Total:	16.8 ha				37,800 sq. m	63,000 sq. m	631	1,052	

Servicing and Infrastructure



Roads and Transportation

Sites 1 and 2 have extensive frontage along the Rowan Tree Road within Momentum Logistics Park. The enterprise park benefits from recent upgrades to the internal road network, junction layouts and VRU infrastructure¹, however these will need to be

extended further to service the available lands if developed. Situated at the southern end of the enterprise park, the lands are approximately 2 km from the nearest bus stop and 7.8 km from Newbridge Train Station.



Water Supply

Sites 1 and 2 are currently not connected to the public mains network, however the enterprise park is currently served by an existing private well located at Lime Drive. Water is distributed throughout the site from the existing pumping station through a private watermain network. While it has been advised that adequate capacity exists, upgrading of connections and mains network may be required as part of future development. It is anticipated that future connections are available less than 10 m from the site boundaries along the Rowan Tree Road and Elm Road.

It should be noted, an existing Uisce Éireann mains connection is located at the park entrance at the roundabout on the R445 (Newbridge Road). It is believed this connection is not being utilised within the enterprise parks, however further assessment and consultation with Uisce Éireann and landowners is advised to determine future capacity. Uisce Éireann have advised there are currently no planned infrastructure upgrades to the existing network or future planned projects in the area.



Wastewater Services

Sites 1 and 2 are not connected to the wastewater network, however connections are available less than 10 m from the site boundaries along the Rowan Tree Road and Elm Tree Road. Both enterprise parks within Ladytown are served by a private pumping station and private sewer which is treated and served by the Osberstown WWTP in Naas. Further consultation and assessment with landowners and Uisce Éireann will be required to assess existing connections and future capacity of the network.

Uisce Éireann have identified sufficient capacity available (29,857 PE²) with proposed new connections being dealt with on a first come, first served basis. Uisce Éireann has confirmed there are no immediate infrastructure upgrades or planned projects.



Flood Risk and Surface Drainage

Sites 1 and 2 do not pose any immediate flood risk due to the lack of significant watercourses in the immediate area. A small portion of Site 1 at the southern boundary is identified as being subject to flood risk. Although the area of land in question is small in the context of the overall landholding. Future proposals may be subject to a site-specific flood risk assessment (SSFRA) pending the nature and scale of development.

It should be noted that the Kildare County Development Plan 2023-2029 (as varied) requires Sustainable Urban Drainage Systems (SUDS) to be an integral part of all new development proposals in Ladytown.

¹ Vulnerable Road Users are classified as non-motorised road users, such as pedestrians and cyclists as well as motorcyclists and persons with disabilities or reduced mobility and orientation.

² Population Equivalent – Uisce Éireann



Comhairle Contae Chill Dara
Kildare County Council