

Comhairle Contae Chill Dara
Kildare County Council



Planning Department
045-980845

Date: 16th December 2021

File Ref: ED 907

ABP Ref:

The Secretary,
An Bord Pleanála,
64 Marlborough Street,
Dublin 1

AN BORD PLEANÁLA	
LDG-	04 7008-22
ABP-	
05 JAN 2022	
Fee: €	110
Type:	Cheque
Time:	
By:	Reg Post

RE: Referral of application for a Declaration of Exempted Development under Section 5 to An Bord Pleanála for determination Development by Davy Platform ICAV at Ballyonan, Broadford, Clonard, Co. Kildare.

Dear Sir/Madam,

A question has arisen as to whether manufacturing use can change to Data Hall/Data Centre, under Section 5, Exempted Development.


As there is no definition on the Planning and Development Regulations for Data Halls/Data Centres, it is difficult for Kildare County Council to issue an opinion. We are referring this case to you for to determine.

In respect of same please find attached the following.

- A copy of the section 5 application for a declaration of exempted development.
- A copy of the Agent (Tom Phillips) Cover Letter.
- A copy of the Transport Technical Note.
- A copy of the Drawing Register.
- A copy of the following Maps: (Site Location Map, Site Layout Plan, Existing Ground Floor Plan, Existing First Floor Plan, Existing Roof Plan, Proposed Ground Floor Plan, Proposed First Floor Plan, Proposed Roof Plan, Existing & Proposed Sections, Existing Elevations and Proposed Elevations)
- The required fee in the amount of €110.00 has been made payable to An Bord Pleanála.

Please contact the Planning Department if you require any further information.

Yours Faithfully,




Senior Executive Officer,
Planning Department

KILDARE COUNTY COUNCIL
ÁRAS CHILL DARA, DEVOY PARK, NAAS, CO. KILDARE.

REMITTANCE ADVICE / FAISNÉIS ÍOCAÍOCHTA

AN BORD PLEANALA
 64 MARLBOROUGH STREET
 DUBLIN 1
 CO DUBLIN
 Ireland
 D01 V902

Cheque No. 951901
Supp ID / Uimh. Aitheantais 128137
Date / Dáta 30/12/2021
Page / Leathanach 1/1

Your Ref/ Bhur dTagairt	Inv Date/ Dáta Sonraisc	Our Ref/ Ár dTagairt	AMOUNT/ SUIM EUR	Payable Iníoctha EUR
ED907 - PLANNING	16/12/2021	30768064	110.00	110.00
			110.00	110.00
PAGE TOTAL / IOMLÁN AN LEATHANAIGH			110.00	110.00
GRAND TOTAL / MÓRIOMLÁN			110.00	110.00

WH = Withholding Tax CT = Subcontractors Tax RA = Non Resident Landlord
 INT = Late Payment Interest, Rate = 8% CMP = Late Payment Compensation

Kildare County Council

**Declaration of Exempt Development under Section 5, of the Planning and
Development Act 2000**

Incomplete application forms
will be deemed invalid and
returned



All responses must be in block
letters

Kildare County Council
Planning Department

04 JAN 2022

Section 1

Details of Applicants

RECEIVED

1. Name of Applicant(s) A. Surname...Davy Platform ICAV... Forenames.....
Phone No..... Fax No.....
2. Address ...c/o Agent.....
.....

Section 2

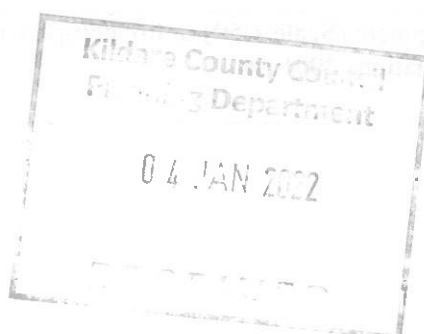
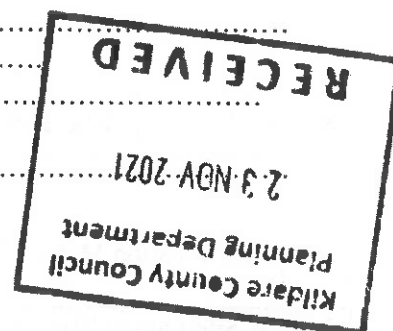
Person/Agent acting on behalf of applicant (if applicable)

1. Name of Person/Agent: Surname...Minogue..... Forenames...Brian.....
Phone No...089 602 0604..... Fax No.....
2. Address...80 Harcourt Street, Dublin 2, D02 F449.....
.....

Section 3

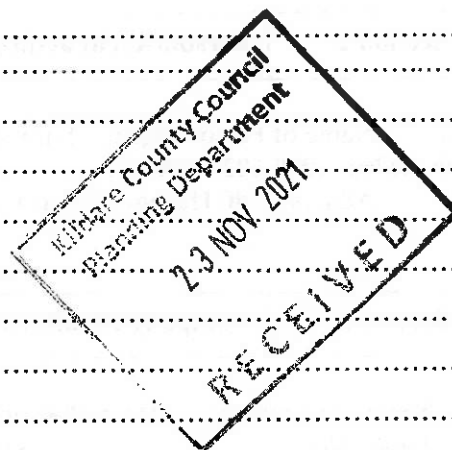
Company Details (if applicable)

1. Name of Company ... Davy Platform Property ICAV.....
Phone No..... Fax No.....
2. Company Reg. No... C148606.....
3. Address...Davy House 49 Dawson Street, Dublin 2, D02 PY05.



Section 4	Details of Site
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1. Planning History of Site...**Please Refer to Cover Letter**.....
2. Location of Proposed Development...**Building No. 7, former Hewlett Packard Site, Celbridge Road, Co. Kildare**.....
3. Ordnance Survey Sheet No...**Centre Coordinates ITM 698807,734732**.....
4. Please state the Applicants interest in the site: **Owner**.....
5. Please state the extent of the proposed development...**Please refer to Cover Letter**.....
6. Under what Section of the Planning and Development 2000 and/or what provision of the Planning and Development Regulations 2001 is exemption sought (*specific details required*).....**Section 3(1) and Section 4(1)h of the Planning and Development Act 2000**.....
7. Please give a detailed description of the Proposed Development (*Use separate page if necessary*).....
...**Please refer to cover letter**.....



Section 5	The following must be submitted for a valid application
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(Please Tick)		
1.	Site Location Map (1:2500 Rural Areas) (1:1000 Urban Areas)	X
2.	A Site Layout Plan (Scale 1:500) in full compliance with Article 23 of Planning and Development Regulations 2001	X
3.	Drawings of the development (Scale 1:50) in full compliance with Article 23 of Planning and Development Regulations 2001	Spoke with Mr

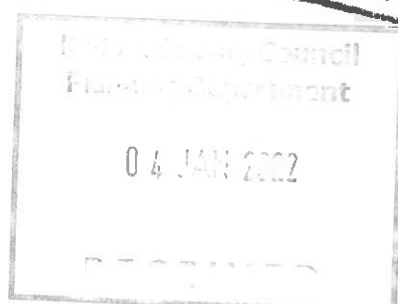
		David Dolan
4.	All drawings to differentiate between the original building, all extensions and proposed development 1	X
5.	Fee of 80 Euro	X

Section 6	Declaration
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I, Brian Minogue certify that all of the above information is correct and I have submitted all the required documents as outlined at Section 6 above.

Signature: 

Date: 23rd November 2021



THE UNITED STATES OF AMERICA
DO hereby certify that
[Name] is a citizen of the United States of America.

Witness my hand and seal this [Date] day of [Month], 19[Year].

Attest: [Signature]
[Title]

RECEIVED
[Signature]
[Date]

Kildare County Council
Planning Department

23 NOV 2021

RECEIVED

Planning Department
Áras Chill Dara
Devoy Park
Naas
Co Kildare
W91 X77F



Tuesday, 23 November 2021
[By Courier]

Dear Sir/Madam

**Re: REFERENCE UNDER SECTION 5 OF THE PLANNING AND DEVELOPMENT ACT 2000-2021
BUILDING NO.7 AT THE FORMER HP SITE, CELBRIDGE ROAD, CO. KILDARE**

1.0 INTRODUCTION

1.1 Purpose of this Reference

The Davy Platform ICAV¹ has retained Tom Phillips + Associates², to seek a Declaration under Section 5 of the Planning and Development Act 2000 – 2021 ('the Act') on Development in respect of the following:

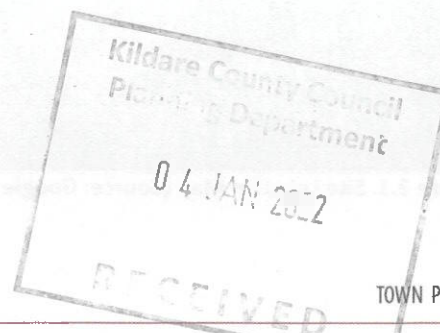
- 1. The use of the existing Building No. 7, at the former Hewlett Packard Site as a Data Centre (with ancillary offices) is not Development pursuant to Section 3(1) of the Planning and Development Act 2000 (as amended)***

Furthermore, we have been requested to seek a Declaration under the same section of the Act on Exempted Development in respect of the following:

- 2. The physical works proposed and outlined in this request are exempted development under Section 4(1)(h) of the Planning & Development Act, 2000 (as amended).***

¹ Davy House, 49 Dawson Street, Dublin 2, D02 PY05

² 80 Harcourt Street, Dublin 2, D02 F449



TOWN PLANNING CONSULTANTS

2.0 RATIONALE FOR THIS REQUEST

Having recently purchased the site earlier this year the landowner has commenced a new master planning exercise to develop the site for a mix of knowledge-based uses including life science/research & development and ICT/data centre development. Whilst this master planning exercise is still in pre-planning phase, with an application for development due to be submitted in early 2022, the landowner has identified an early opportunity to accommodate a new long-term data centre tenant for the site.

This Section 5 Request is to allow the new tenant to occupy Building No. 7 on a temporary basis whilst the masterplan is finalised and ultimately developed. The first phase of the masterplan would see a new data centre constructed in the north-western corner of the site, adjacent to the western entry to the campus. Upon completion of the first phase, the tenant occupying Building No.7 would vacate and relocate to the newly constructed data centre. Building No.7 would ultimately be demolished as part of the balance of the masterplan.

In summary, this Section 5 Request will allow for the creation of employment in a currently disused building and enable the building to continue to be used for an industrial process.

3.0 BACKGROUND INFORMATION

3.1 Site Location and Context

The subject site is located at the former Hewlett Packard Site on Celbridge Road, south of Leixlip in Co. Kildare.

The site is accessed via Celbridge Road but can also be accessed (via controlled access) using the Barnhall Road to the north of the site. The Section 5 application relates to Building 7 (see Figure 2.1 below) which comprises c. 29,144 square metres of floor area split across two levels.



Figure 2.1. Site Location Map (Source: Google Maps, annotated by TPA)

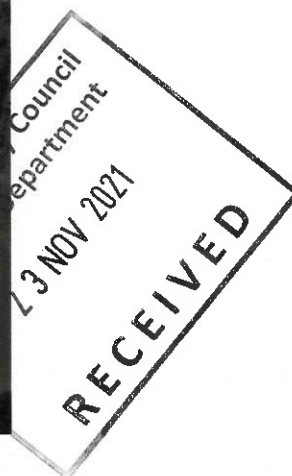




Figure 2.2. Building No.7 (Viewing South-West)

3.2 Planning History

Planning permission for the development of the campus for a manufacturing facility of 42,640 square metres and the development of an overall site of 80.56 hectares for industrial purposes was initially granted by Kildare County Council as part of application 95/923.

The existing Building No.7 was permitted for manufacturing under a planning application (KCC Reg. Ref. 96/1287) for an extension to existing manufacturing facility comprising a new building of 29,144 square metres.

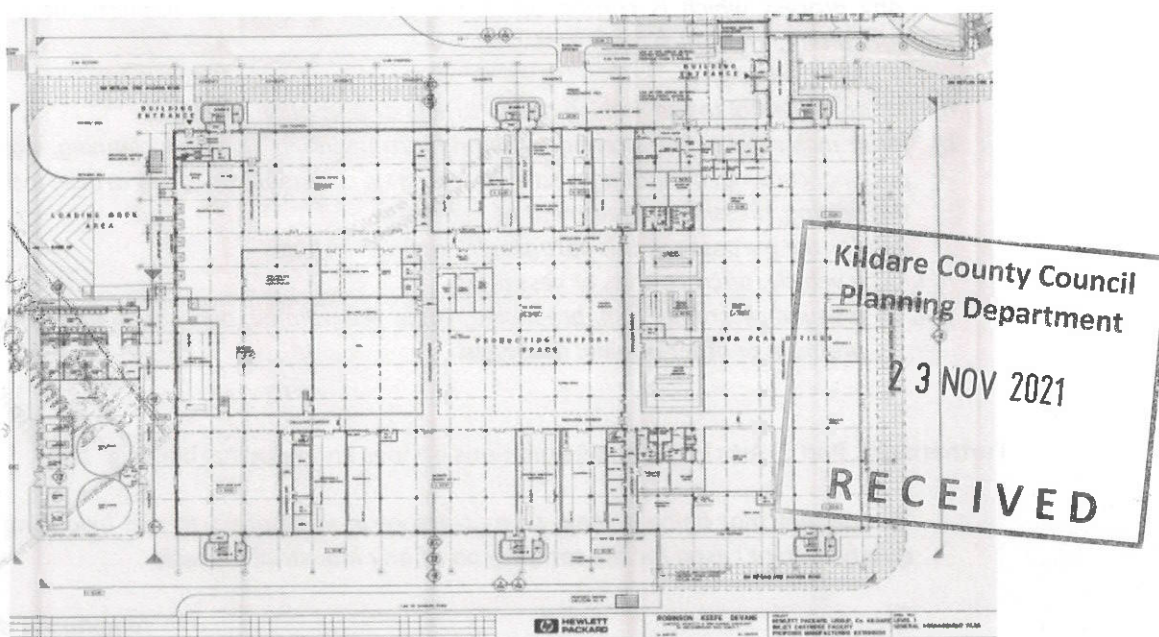


Figure 2.2: Drawing P20 Proposed Floor Plan from Reg. Ref. 96/1287 (cropped by TPA)



A full Planning History for the site is contained within Appendix A. Photos of the existing Building No.7 are included in Appendix B.

The Permitted uses on site are outlined in Table 2.1 below and show that manufacturing is the permitted use in 5 of the 9 buildings on site.

Building No.	Permitted Use
1	Office (Reg. Ref 95/923)
2	Office (Reg. Ref 21/79) & Manufacturing (Reg. Ref 95/923)
3	Manufacturing (Reg. Ref 20/60)
4	Office/Manufacturing (Reg. Ref 20/60)
5	Energy Centre (Reg. Ref 95/923)
6	Canteen (Reg. Ref 95/923)
7	Manufacturing (Reg. Ref. 96/1287)
8	Manufacturing (Reg. Ref. 97/893)
9	Energy Centre (Reg. Ref. 97/893)

Table 1.1: Permitted uses at former Hewlett Packard site.

3.3 Manufacturing is an Industrial Process

Whilst Building No.7 is currently vacant and has been for some time, the permitted use of the building is for manufacturing. Manufacturing is considered to be an 'Industrial Process' as set out in Part 2, Article 5 of the Planning and Development Regulations 2001 [As Amended] ('the Regulations'). This is also confirmed by the original permission for the campus (95/623) which refers to 'industrial purposes'.

For ease of reference, Part 2, Article 5 of the Regulations defines "industrial process" as:

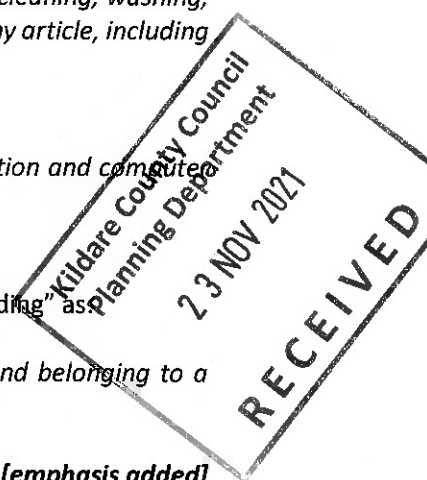
'any process which is carried on in the course of trade or business, other than agriculture, and which is –

- a) for or incidental to the making of any article or part of an article, or*
- b) for or incidental to the altering, repairing, ornamenting, finishing, cleaning, washing, packing, canning, adapting for sale, breaking up or demolition of any article, including the getting, dressing or treatment of minerals,*
and for the purposes of this paragraph, "article" includes -
 - i. a vehicle, aircraft, ship, or vessel, or*
 - ii. a sound recording, film, broadcast, cable programme, publication and computer program or other original database.'*

Furthermore, Part 2, Article 5 of the Regulations defines an "industrial building" as:

'a structure (not being a shop, or a structure in or adjacent to and belonging to a quarry or mine) used for the carrying on of any industrial process'

[emphasis added]



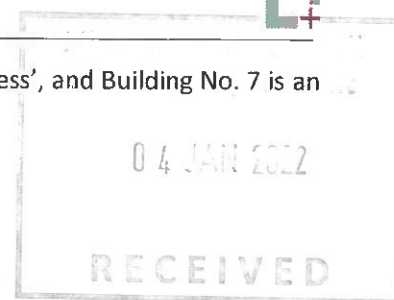


In this regard, it is clear that manufacturing is an 'industrial process', and Building No. 7 is an 'industrial building'.

4.0 DESCRIPTION OF PROPOSAL

4.1 *Details of the Proposal*

It is proposed to house a data centre within the existing structure (Building No. 7) on the site. The proposal would also seek to refurbish the existing building on site as it is currently unoccupied following the departure of Hewlett Packard from the building in 2018. Minimal external alteration to the building is proposed.



4.1.1 *Proposed Layout*

The floor layouts associated with the proposed Data Centre are provided on the RKD Drawings submitted with this request. The internal floor space would be occupied by data halls, the required infrastructure and ancillary office spaces. Two data halls are proposed at ground level with one proposed at first floor level. Each data hall is provided with ancillary office space, but the building will be occupied in its entirety by one end user. It is anticipated that c. 65 staff would be on site at any one time over a 24-hour period. The proposed use would utilise existing energy infrastructure already provided to the campus.

4.1.2 *Proposed Works*

The proposal will result in minimal changes to the external building. These proposed works involve upgrading and modernisation of the existing building which has been vacant since 2018. These works include the addition of louvres at ground level along both side elevations. The modifications to the elevations will be imperceivable from the front of the building and from outside the site.

Additional roof plant is also proposed. The two existing plant areas will be combined to create one plant area. The height of the plant area will remain unchanged. The change to plant area would be imperceivable from outside the site.

4.1.3 *Traffic*

A Transport Technical Note, prepared by Systra on behalf of the client, accompanies this submission. It states that the proposed Data Centre is likely to result in a reduction in vehicle trips to and from the site compared to the Manufacturing use. The change in traffic as a result of the proposal is considered immaterial.



4.2 Legislative Context (Change in Use)

This first purpose of this Section 5 Declaration Request is to establish whether the use of the building as a Data Centre is or is not development.

Section 3(1) of the Act states ***"development" means, except where the context otherwise requires, the carrying out of any works on, in, over or under land or the making of any material change in the use of any structures or other land'***.

[emphasis added]

4.2.1 No 'Material Change in Use' will Occur

It is well understood that in order for the proposed change in use to comprise a 'material change in use', there are two principal conditions to be satisfied. Firstly, there must be an actual change in use (the change, rather than the use, being the act of development); and secondly the change must be 'material'.

As noted above, Building No.7 is an 'industrial building' which houses an 'industrial process'.

An industrial process is set out as follows in Part 2, Article 5 of the Regulations:

'any process which is carried on in the course of trade or business, other than agriculture, and which is –

- c) ***for or incidental to the making of any article or part of an article, or***
- d) ***for or incidental to the altering, repairing, ornamenting, finishing, cleaning, washing, packing, canning, adapting for sale, breaking up or demolition of any article, including the getting, dressing or treatment of minerals, and for the purposes of this paragraph, "article" includes –***
 - i. ***a vehicle, aircraft, ship, or vessel, or***
 - ii. ***a sound recording, film, broadcast, cable programme, publication and computer program or other original database.'***

A data centre is in effect a dedicated space within a building used to store, process, share and disseminate a database. In simple terms, a database saved in the 'cloud' or within an application such as 'dropbox' is stored in a data centre. The desk-based users of the cloud or programme are able to access the database and modify, change, or alter the data within the original data base and resave the data without ever having to be physically in the presence of the datacentre. This changing and sharing of data is a common ICT occurrence and requirement for electronic business to occur daily and across the globe.

In summary, it is clear that the process undertaken within a data centre is for the **'altering of an article'**, with that article **being a computer program and original database**.

As such, it is clear that a **data centre is an industrial process** and the occupation of Building No.7 for this industrial process does not constitute a material change in use. Moreover, **Building No. 7 continues to be an 'Industrial Building'**.



In this instance, the provision of this industrial process within an existing industrial building does not comprise a change in use, let alone a 'material' change in use.

4.3 Legislative Context (Works)

Section 4(1)(h) of the Acts states that the following shall be exempted development:

"development consisting of the carrying out of works for the maintenance, improvement or other alteration of any structure, being works which affect only the interior of the structure or which do not materially affect the external appearance of the structure so as to render the appearance inconsistent with the character of the structure or of neighbouring structures;"

'Works' is defined in the Acts as follows:

"works" includes any act or operation of construction, excavation, demolition, extension, alteration, repair or renewal and, in relation to a protected structure or proposed protected structure, includes any act or operation involving the application or removal of plaster, paint, wallpaper, tiles or other material to or from the surfaces of the interior or exterior of a structure."

Since the proposal involves the alteration of the exterior of the Building No.7 structure, it clearly constitutes 'development'. The question is therefore whether the proposed development would constitute 'exempted development'.

The proposed external works, as outlined in Section 3.0, will include the provision of louvers instead of wall panelling along the ground level side elevations of the existing building. Furthermore, the plant area on the roof of the building will be modified. The building modifications would be imperceivable from outside the site, furthermore the appearance of the building will remain generally consistent with its existing appearance as well as the appearance of the surrounding industrial buildings. It will continue to look like an industrial building with the modifications to the structure being minimal when considering overall size of the building.

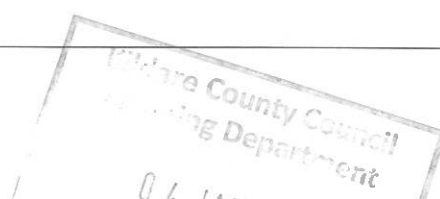
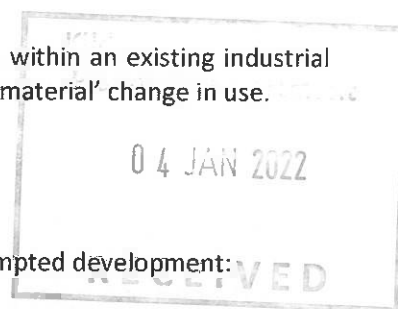
The 'works' associated with the proposal therefore clearly comprise 'exempted development' under Section 4(1)(h) of the Act.

5.0 COMPLIANCE WITH EXEMPTED DEVELOPMENT PROVISIONS

5.1 Article 9 Restrictions on Exemption do not Apply

Article 9 of the *Planning and Development Regulations 2001-2021* sets out a number of restrictions which can 'de-exempt' development that would otherwise constitute exempted development.

However, the restrictions under article 9 only apply to 'development to which article 6 relates'. Article 6 solely relates to development of a class specified in Parts 1 to 3 of Schedule 2 of the Regulations.





Since the proposed development works would be exempted under section 4(1)(h) of the Act, and not under a class specified in Schedule 2 of the Regulations, the article 6 'de-exemptions' cannot apply in this instance.

5.2 Appropriate Assessment/Environmental Impact Assessment are not required

Section 4(4) of the Act stipulates a further 'de-exemption' in circumstances where an Appropriate Assessment (AA) or an Environmental Impact Statement (EIA) would be required in respect of proposed development:

"Notwithstanding paragraphs (a), (i), (ia) and (l) of subsection (1) and any regulations under subsection (2), development shall not be exempted development if an environmental impact assessment or an appropriate assessment of the development is required."

5.2.1 Appropriate Assessment

The proposed development is relatively minor and essentially comprises internal refurbishment and fit-out works within the existing building. The building is already connected to existing services. Furthermore, the building is on a site which has no connection to a European Site as identified in the AA Screening Report submitted with the permitted DBS development (KCC Reg. Ref: 20/873).

Having regard to the nature, scale, and location of the proposed development it is not considered that a requirement for Appropriate Assessment can arise in this instance.

5.2.2 Environmental Impact Assessment

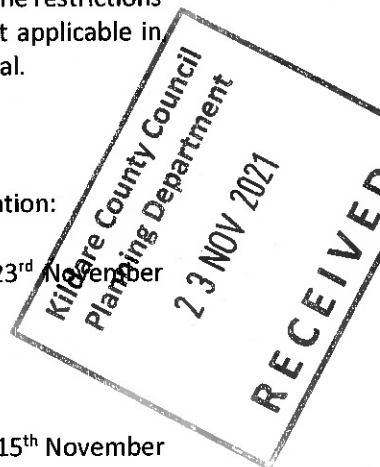
The various classes and thresholds of development for which an EIA is required are listed in Schedule 5 of the *Regulations*. Since the proposed development relates to relatively minor internal to an existing building, it is not a form of development which would require an EIS, nor is it considered likely to have a 'significant effect on the environment'.

Having regard to the above, it is our professional planning opinion that the restrictions on exemption relating to AA and EIA as set out under the Act are not applicable in respect of the development which is the subject of this section 5 referral.

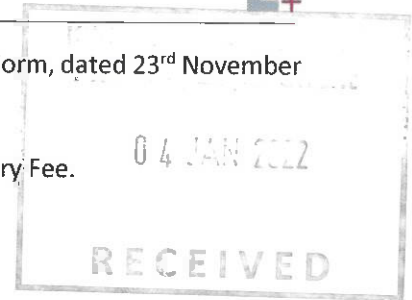
6.0 Documents Enclosed

The following documents are enclosed with this request for a Section 5 Declaration:

- 2 no. copies of this *Planning Cover Letter*, prepared by TPA, dated 23rd November 2021.
- 2 no. set of drawings, prepared by RKD.
- 2 no. copies of a Transport Technical Note, prepared by Systra, dated 15th November 2021.



- A completed Kildare County Council Section 5 Application Form, dated 23rd November 2021.
- A cheque for €80.00, representing the appropriate Statutory Fee.
- Appendix A – Planning History
- Appendix B – Building No. 7 Photos



7.0 CONCLUSION

In our professional planning opinion, the proposed temporary use of Building No.7 as an industrial process being a data centre does not constitute a material change in use and therefore does not constitute development, furthermore the proposed building alterations comprise exempted development pursuant to section 4(1)(h) of the *Planning and Development Act 2000-2021*.

We look forward to a positive determination of this case from Kildare County Council in the near future. In the meantime, if you require any further information, please do not hesitate to contact me.

Yours sincerely

A handwritten signature in black ink, appearing to read "B. Minogue".

Brian Minogue
Associate
Tom Phillips + Associates

Encl.





Appendix A – Planning History



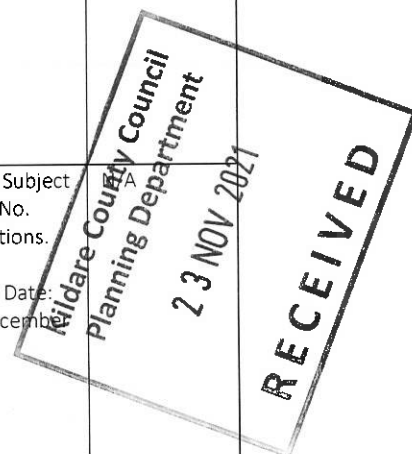
Reg. Ref.	Development	KCC Decision	ABP Decision
95/923	A manufacturing facility of 42,460 sq m and development of an overall site of 80.56 hectares for industrial purposes incorporating site development works and including: site entrances and roadways; car parking; water supply; foul sewer drainage; surface water drainage; balancing ponds; sprinkler ponds and pumphouses; landscaping; fencing; levelling and mounding; truck manoeuvring areas; and a 110kv ESB compound and substation, at Parsonstown, Rinawade Upper and Rinawade Lower townlands, near Leixlip, Co. Kildare.	Grant Subject to 55 No. Conditions. Grant Date: 22 November 1995	N/A
96/411	Alterations to previously approved plans for a manufacturing facility and development of an overall site for industrial purposes, located on a site at Barnhall, Parsonstown, Rinawade Upper and Rinawade Lower townlands, near Leixlip, Co. Kildare. The proposed alterations are as follows: <ol style="list-style-type: none"> 1. Extensions totalling 245 sq m to: Cafeteria (113 sq m); Aerobics/Exercise Area (76 sq m); Kitchen Loading Area (23 sq m); Main Entrance Lobby (32.5 sq m). 2. New smoking enclosures (5 No.), each 15 sq m in size. 3. New bicycle shelters (2 No.) each 34.5 sqm in size. 4. Modifications to underground drainage. 5. Minor modifications to building elevations. 6. Alterations to sprinkler pump house (new underground tank room 63 sq m in size and extended overall from 40 sq m to 147 sq m in size). 7. Extension to office roof plant enclosure. 8. Revised elevational treatment of office stair towers. 9. Revised elevational treatment of ESB compound control building and client MV switch room. 10. Revised surface water retention and sprinkler pond layout. 11. Revised main site entrance. 12. Revised loading bay layout. 13. Revised site roadway at security hut. 	Grant Subject to 3 No. Conditions. Grant Date: 2 July 1996	N/A
96/1006	Alterations to previously approved plans for a manufacturing facility and development of an overall site for industrial purposes located on a site at Barnhall, Parsonstown, Rinawade Upper and Rinawade Lower townlands, near Leixlip, Co. Kildare. The proposed alterations are as follows: The erection of 4 No. roof mounted antenna supports and associated equipment.	Grant Subject to 2 No. Conditions. Grant Date: 14 October 1996	N/A
96/1287	An extension to the existing manufacturing facility comprising a new building of 29,144 sq m including service and pedestrian links to the existing buildings, and associated development, including site roadways; car parking; extension of water supply, foul sewer drainage and surface water drainage; external fenced compound containing water storage; chemical storage and pump rooms; landscaping; fencing; levelling and mounding and truck manoeuvring areas; all on an overall site of 80.56 hectares at Barnhall, Parsonstown, Rinawade Upper and Rinawade Lower townlands, near Leixlip, Co. Kildare.	Grant Subject to 18 No. Conditions. Grant Date: 1 December 1996	N/A
96/1704	Alterations to previously approved plans for a manufacturing facility and development of an overall site for industrial purposes, located on a site at Barnhall, Parsonstown, Rinawade Upper and Rinawade Lower townlands, near Leixlip, Co. Kildare. The proposed alterations are as follows: The construction of a carbon dioxide gas storage compound comprising 2 No. horizontal storage tanks, a vaporiser unit, delivery pumps and a standby manifold room, all enclosed behind a 2m high fence.	Grant Subject to 2 No. Conditions. Grant Date: 1 December 1996	N/A
97/893	An extension to an existing manufacturing facility comprising: a new manufacturing building incorporating production spaces and offices; a new Energy Centre; service and pedestrian links between proposed	Grant Subject to 19 No. Conditions.	N/A

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Planning Department

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	and existing buildings, all of a total floor area of 34,870 sq m and associated development including site roadways, truck manoeuvring areas and loading docks; permanent and temporary car parking; extension of water supply; foul sewer drainage; external fenced compound containing nitrogen and carbon dioxide tanks, landscaping, fencing, levelling and mounding all on an overall site of 80.56 hectares at Barnhall, Parsonstown, Rinawade Upper and Rinawade Lower townlands, near Leixlip, Co. Kildare.	Grant Date: 19 August 1997	
97/1552	Construction of an extension of 771 sq m to the existing staff cafeteria, with new services compounds at roof; associated drainage works; and construction of a new Waste Management Enclosure consisting of an extension of 44 sq m to existing loading platform and canopy; a new blockwork screen wall; associated drainage works and site works, all on an overall site of 80.56 hectares at Barnhall, Parsonstown, Rinawade Upper and Rinawade Lower townlands, near Leixlip, Co. Kildare.	Grant Subject to 9 No. Conditions. Grant Date: 28 January 1998	N/A
98/171	Alterations to previously approved plans for a manufacturing facility and development of an overall site for industrial purposes, located on a site at Barnhall, Parsonstown, Rinawade Upper and Rinawade Lower townlands, near Leixlip, Co. Kildare. The proposed alterations are as follows: The erection of a roof-mounted satellite dish and a roof-mounted antenna and associated equipment.	Grant Subject to 9 No. Conditions. Grant Date: 27 May 1998	N/A
99/1602	The erection of one high level external sign to the northwest elevation of Office Building 1 and one high level external sign to the northeast elevation of Office Building 1, at Liffey Park, Leixlip, Co. Kildare. The signs shall be lit by flood lighting mounted to the top of each sign.	Grant Subject to 2 No. Conditions. Grant Date: 29 December 1999	N/A
02/1030	The development consists of a new Site Entrance and Roadway to connect the campus to the public road, which forms part of the Celbridge Interchange, 1 No. security kiosk with a total area of 20 sq m, including security barriers, connection into existing water/gas supply, surface water drainage; site development and landscape works; entrance gates; security fencing and site lighting; and estate signage, all on a site of 11.0 hectares at Barnhall, Parsonstown, Rinawade Upper and Rinawade Lower Townlands, Co. Kildare	Grant Subject to 5 No. Conditions. Grant Date: 4 September 2002	N/A
12/708	Re-use and extension of a temporary car park (Park & Ride facility) for construction staff engaged in construction activities at the Intel Site, Collinstown Industrial Park, Leixlip, Co. Kildare. This permission is requested for the use of the car park for a period of 4 years. Access to the car park will be via the existing site entrance off the R404 road. The details are as outlined hereunder: (a) 735 temporary car parking spaces 2.5m x 5m, on an existing hard surfaced parking area of 1.27 hectare and extension of 0.74 hectare parking area, with 6m high lamps and a temporary berm; (b) Dark green security chain link fence to surround the car gates; (c) 2 no. bus set down areas to accommodate 3 buses each; (d) 2 no. bus shelters (6.3m long x 2.1 m wide x 2.5m high) and (e) 2 no. Security Huts (3m x 3.2m x 2.5m high) and 2 security barriers. This application consists of a variation to a previously permitted development for an activity for which a licence under Part IV of the Environmental Protection Agency Act 1992 (as amended for the Protection of the Environment Act 2003) is required and full details of the proposed development and its anticipated environmental impacts will be notified to the Environmental Protection Agency. An Environmental Impact Statement accompanies this application.	Grant Subject to 20 No. Conditions. Grant Date: 18 December 2012	N/A
13/975	The development will consist of the erection of four 3m. diameter x 10m. high raw material storage silos in the open yard to the rear of	Grant Subject to 3 No. Conditions.	N/A



	Buildings 2,3 and 4, to include all associated site works at Building 3, Liffeypark Technology Campus, Barnhall Road, Leixlip, Co. Kildare.	Grant Date: 14 April 2014	
20/60	The proposed development specifically relates to Building No. 3 and Building No. 4 located to the north-east of the centre of the site. (No alteration to the balance of the development is sought by this Application). The development for which retention permission is sought consists of: the change of use of Building No. 3 from its permitted warehouse use (Reg. Ref. 95/923) to manufacturing use (4,421 sq. m gross floor area including ancillary offices at ground floor and first floor level); and the change of use of part of Building No. 4 from its permitted manufacturing use (Reg. Ref. 95/923) to office use (9,002 sq. m gross floor area). The development for which retention permission is sought also consists of: the provision of ancillary office space at first floor level within Building No. 4 (246 sq. m gross floor area); and all other associated site development works above and below ground. The site is principally bounded by; Barnhall Road to the north; Celbridge Road to the east; Barnhall Rugby Football Club to the south; and by grounds associated with Castletown House to the west	Grant Subject to 6 No. Conditions. Grant Date: 20 th September 2020	Financial Contribution 1st Party Appeal Granted 20 th September 2020
21/623	The proposed development which specifically relates to Building No. 4 located to the northeast of the centre of the site. The development for which retention permission is sought consists of the retention of the mezzanine area (121 sqm) on the first-floor level. This consists of office space, toilets, and a canteen. Retention permission is sought for any associated site works that would have occurred due to the construction of the mezzanine	Grant Subject to 7 No. Conditions. Grant Date: 2 nd September 2021	N/A

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Appendix B – Building No. 7 Photos



Photo 1: Building No. 7 First Floor



Photo 2: Building No. 7 First Floor

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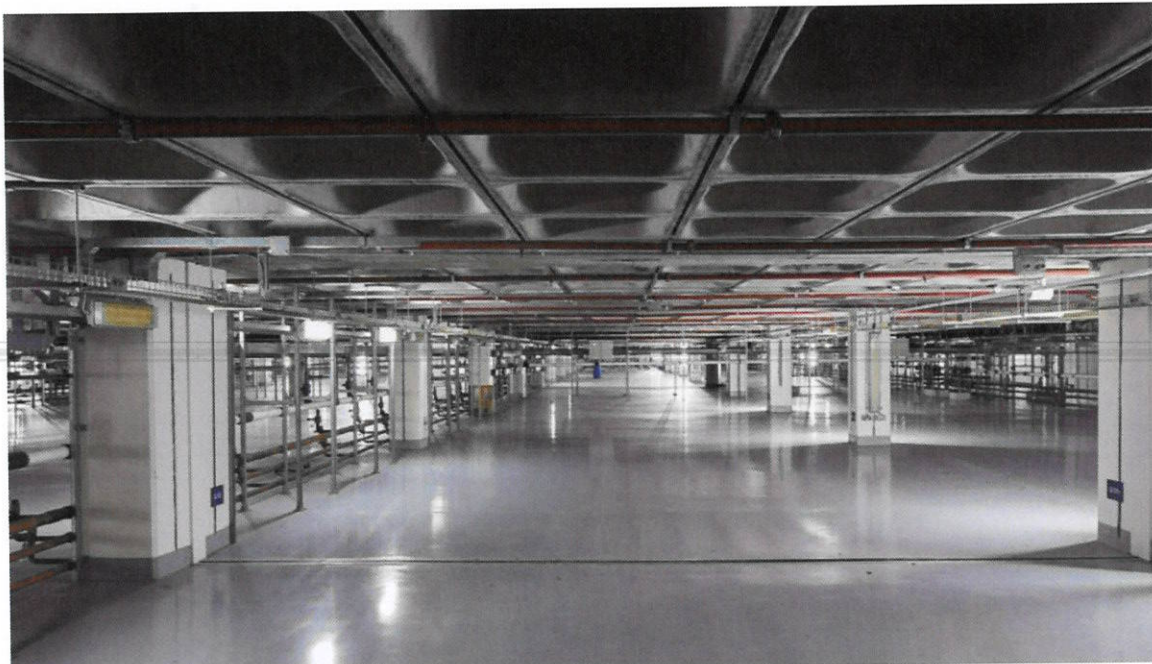
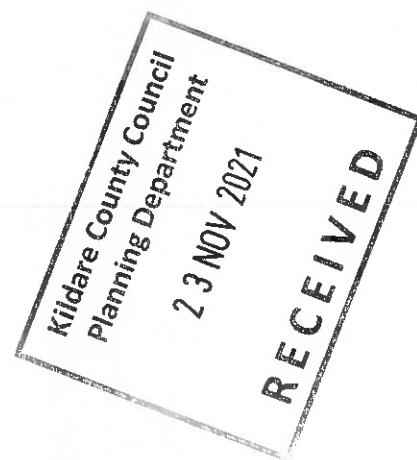


Photo 3: Building No. 7 Ground Floor



Photo 4: Building No. 7 Side View



TRANSPORT TECHNICAL NOTE



SYSTRA

THE FORMER HP LANDS, LEIXLIP

TRANSPORT TECHNICAL NOTE

IDENTIFICATION TABLE

Client/Project owner	The Davy Platform ICAV (Ireland)
Project	The Former HP Lands, Leixlip
Study	Transport Technical Note
Type of document	Final Report
Date	15/11/2021
Reference number	300806

APPROVAL

Version	Name		Position	Date	Modifications
1	Author	Chris Denton	Senior Consultant	08/11/2021	
	Checked by	Terry Dale	Assoc. Director	09/11/2021	
	Approved by	Terry Dale	Assoc. Director	09/11/2021	
2	Author	Chris Denton	Senior Consultant	15/11/2021	Text amendments following consultation.
	Checked by	Terry Dale	Assoc. Director	15/11/2021	
	Approved by	Terry Dale	Assoc. Director	15/11/2021	

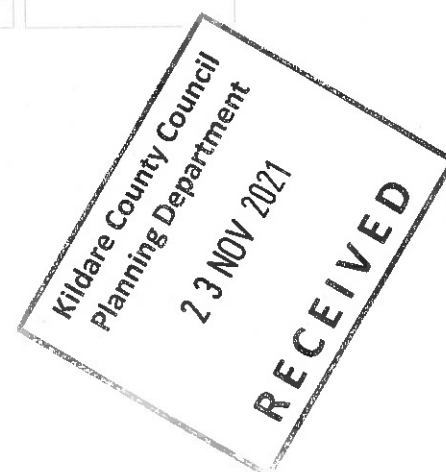
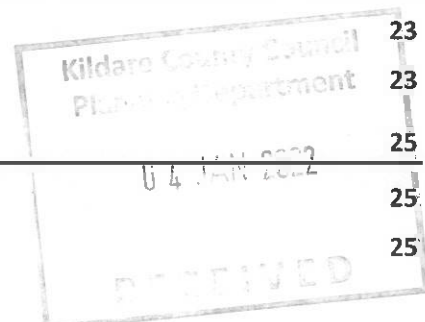


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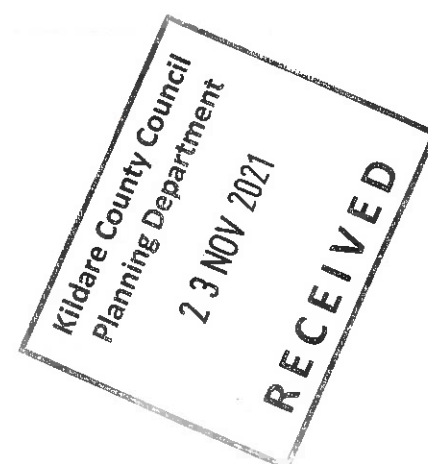


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1. INTRODUCTION

1.1 Overview

1.1.1 SYSTRA Ltd has been commissioned by The Davy Platform ICAV to provide transport and highways advice pursuant to a Section 5 request in relation to an existing building (Building No. 7) at the former Hewlett Packard Campus in Leixlip, County Kildare (the Site); it is proposed that the use of the building for a data centre does not represent a material change of use.

1.1.2 The Site is located to the south of Leixlip, and is approximately 17km to the west of Dublin. The Site is bound to the north by Barnhall Road and the M4. The R404 forms the Site's eastern boundary, while the R449 routes to the west of the Site.

1.1.3 The Site is located within one kilometre of the M4, part of the national road network, with access through Barnhall Road, via Junction 6 of the motorway.

1.1.4 The Site's general location is shown below in Figure 1.

Figure 1. Site Location Map



1.1.5 The position of Building No. 7 within the Site is marked in red within Figure 2 below.

Figure 2. Building No. 7 Location Map



- 1.1.6 This Section 5 application comprises the use of Building No. 7 as a Data Centre. The incumbent planning permission of this building is currently manufacturing.

1.2 Background

- 1.2.1 The Site currently comprises ten buildings, comprising an overall GFA of 105,590m².
- 1.2.2 This application pertains to Building No. 7 only. This building currently benefits from existing planning permissions for manufacturing and ancillary offices uses.

1.3 Report Structure

- 1.3.1 Following this section, the report is structured as follows:
- **Section 2: Policy** – Describes the national and local policy related to the site and surrounding area;
 - **Section 3: Baseline Traffic Conditions** – Provides an overview of traffic conditions and travel modes used in the Site's vicinity;
 - **Section 4: Proposals** – Analysis of the proposals in respect of the proposed use itself as well as the access arrangements being promoted;



- **Section 5 – Trip Generation** -Assessment of the number of trips that are generated by the current land uses, when compared to the extant use.
- **Section 6: Summary and Conclusion** – Summarises the key points of the report, and provides a final conclusion.

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2. CURRENT TRANSPORT POLICY, PLANS AND STRATEGY REVIEW

2.1 Overview

- 2.1.1 This chapter provides a summary of the relevant plans, policies, and objectives relating to traffic and transport that have been considered as part of the proposal. There are a wide range of plans, policies, and objectives that are applicable, but the context of these can be divided into three broad levels, those at the national, regional, and local level.
- 2.1.2 This policy review seeks to identify pertinent opportunities and potential constraints when considering transport proposals for the proposal.

2.2 National Context

Ireland 2040 Our Plan: National Planning Framework

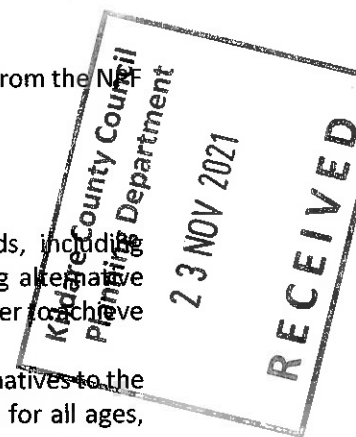
- 2.2.1 The National Policy Framework (NPF) outlines the new strategic planning and development strategy for the whole of Ireland and all its regions for the next 20 years. The document co-ordinates National, Regional and Local Authority policies and activities through one central strategy, providing a reference point to adhere to.
- 2.2.2 In regards to the proposed development, the following aims and objectives from the NPF are applicable:

Objectives:

- **National Policy Objective 11:** In urban areas, planning and related standards, including building height and car parking will be based on performance criteria enabling alternative solutions that seek to achieve well-designed high quality and safe outcomes in order to achieve targeted growth and that protect the environment.
- **National Policy Objective 28:** Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by integrating physical activity facilities for all ages, particularly prioritising walking and cycling accessibility to both existing and proposed future development, in all settlements.
- **National Policy Objective 61:** To improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car.

Aims:

- Development of improved bus-based system, with better orbital connectivity and integration with other transport networks
- Development of the metropolitan cycle network as set out in the Greater Dublin Area Cycle Network Plan.



- The Smarter Growth Urban Initiative – help to ensure the transition to more sustainable modes of travel within an urban context and help to support and promote active travel.

Get Ireland Walking

- 2.2.3 *Get Ireland Walking* is an Initiative by Sport Ireland and supported by Healthy Ireland which is delivered by Mountaineering Ireland. The core aim of the initiative is to unify and enable the efforts of all agencies interested in promoting walking. It is a nationwide initiative to deliver programmes in conjunction with All Sports Partnerships. The programme hopes to create a vibrant culture of walking throughout Ireland.
- 2.2.4 In relation to the proposal, considering its location adjacent to the M4, traditionally the site has had a high dependency on the private motorcar in terms of commuting. Reducing this dependency will be key to the sites continued success. This section of the TA highlights how connecting people to suitable walking environments and supporting improved pedestrian infrastructure and recreational walking routes helps to increase the numbers of people walking. Going forward it highlights how places need to be conducive to walking and that walking needs to be integrated into policies and plans at all scales. It highlights how, in order to increase the numbers of people walking, infrastructure needs to be safe, attractive to walk in and it must cater for all users including those in strollers, wheelchairs and the elderly.

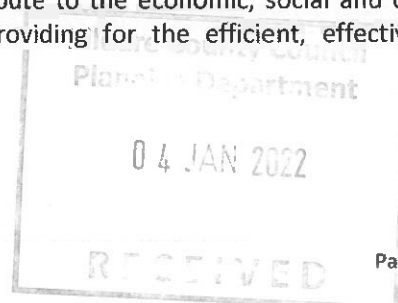
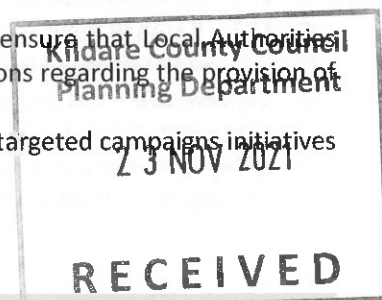
National Cycle Policy Framework 2009 – 2020

- 2.2.5 The National Cycle Policy Framework (as part of Smarter Travel – A sustainable Transport Future 2009) outlines national policy for cycling, to create a stronger cycling society, and a friendlier environment for cycling. The policy document sets an average national target of 10% of all trips by bicycle by 2020 and equally recognises the need for continuing promotion and integration of cycle networks in the State. There are 19 specific objectives and 109 actions to achieve with the ultimate objective of making cycling safer and easier. In the context of new developments these include the following actions:
- Compliance with Planning Conditions on Cycle Parking (7.2) – ensure that Local Authorities check that developers comply with planning permission conditions regarding the provision of cycling parking facilities.
 - Targeting Family / Recreational Cyclists (10.8) – develop special targeted campaigns initiatives aimed at the target group of family / recreational cyclists.

2.3 Regional Context

Transport Strategy for the Greater Dublin Area, 2016-2035

- 2.3.1 This Transport Strategy defines plans for developing transport across Dublin, Meath, Wicklow and Kildare with the aim to “contribute to the economic, social and cultural progress of the Greater Dublin Area by providing for the efficient, effective and sustainable movement of people and goods”.



2.3.2 Key Considerations of this Strategy include:

- To address congestion;
- To ensure the road network is maintained at a sufficient capacity;
- To reduce trips made by car for commuting or short trips;
- To increase the use of public transport, or to cycle and walk;
- Provide a safe cycle network;
- Enhance the Pedestrian environment;
- To consider all-day travel demand, including transport issues beyond the peak periods.

Greater Dublin Area Cycle Network Plan (NTA, 2013)

2.3.3 The Greater Dublin Area Cycle Network Plan (GDACN) sets out a 10-year strategy to expand the urban cycle network from 500km to 2,480km. The overarching ambition of the scheme is to, by 2021, increase the number of commuters who commute by bike to be the same amount as those who commute by bus.

2.3.4 The network will consist of a series of primary, secondary and feeder routes as well as greenways routes. These routes will comprise of a mix of cycle tracks and lanes, cycleways and infrastructure-free cycle routes in low traffic environments. To complement the investment in the cycle network, the cycle network plans also provides for:

- Sufficient on-street and off street public cycle parking at key urban destinations such as bus/rail stations, schools and large workplaces.
- The expansion of the bike share scheme in Dublin City and the introduction of similar schemes across the Greater Dublin Area.
- The implementation of a comprehensive cycle route signage programme in conjunction with the development of the cycle network.

2.3.5 The key routes around the site are listed below and shown in **Figure 3**:

- **K1** – Royal Canal Greenway
- **LP1** – R148 Main Street and Maynooth Road to Intel Plant cycle route
- **LP2** – Barnhall Road to Celbridge via Castletown Demesne cycle route
- **C7** – R449 Celbridge to Leixlip Link Road (across M4 Junction 6)
- **C8/C8a/C8b** – Castletown Demesne Greenways to Barnhall Road, Leixlip and links to C6 (R405 Maynooth Road) & C7
- **Liffey Greenway** – A proposed future high-quality segregated cycle route all along the river corridor from Dublin Port through Lucan and Leixlip

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Figure 3. Cycle Network plan for GDA - Leixlip



South Dublin County Council Development Plan 2016 – 2022

2.3.6 This plan covers the administrative area of South Dublin County, which is 223 sq. kilometres in extent. The County extends from the River Liffey to the Dublin Mountains and borders the administrative areas of Dublin City, Fingal, Dun Laoghaire Rathdown, Wicklow and Kildare. The Plan sets out an overall strategy for the proper planning and sustainable development of the County.

2.3.7 Under Transport Mobility the council is committed to supporting the expansion of the strategic road network in order to provide access to developing areas and to support the economic development of the County (this comprises a Six year road programme which includes a new road (Celbridge Link Road) between the Adamstown SDZ lands and Celbridge Road (R403).

BusConnects – NTA

2.3.8 The NTA's Bus Connects programme will overhaul the current bus system in the wider Dublin region to create a better public transport network that is more efficient and reliable. There are a variety of measures included in the plan, such as the introduction of a state-of-the-art cashless ticketing system, new bus stops and shelters, and various bus based Park and Ride sites, all of which should improve patronage. Core to the plan is a

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network of 'next generation' bus corridors along the busiest bus routes to make bus journeys faster, predictable and reliable. The programme has proposed a series of continuous high-quality bus lanes spanning the city.

2.3.9 Crucially, the N4 which provides a direct route to/from Dublin from Leixlip and Celbridge is designated as the C Spine Route. There are also plans for a number of new local and orbital routes which will interchange with the C spine routes and other existing services at designated points, including a park and ride facility at M4 Junction 5.

2.3.10 The Site is incorporated into the plan, and will be served by the routes outlined in **Table 1**.

Table 1. Proposed Bus Connects Bus Routes

Route	From	Via	To	Frequency
258	Leixlip Confey Station	Leixlip - Celbridge Rd	Barnhall RFC	Every 30 mins
324	Barnhall RFC	Leixlip - Lucan Village - Chapelizod Bypass - Heuston Station - Custom House Quay	Merrion Square (Dublin)	AM & PM Peak Only

DART Expansion Programme 2018-2027 – Iarnród Éireann

2.3.11 The DART (Dublin Area Rapid Transit) electrified commuter railway has operated since 1984 and currently services in the order of 75,000 journeys every day. Driven by this success, a new expansion programme is planned which will bring all existing Dublin commuter rail lines up to the same modern, electrified standard. The programme of works will deliver a more sustainable, reliable, and faster rail service with increased train frequencies and customer carrying capacity on the following lines:

- Northern Commuter – as far as Drogheda station;
- Western Commuter – as far as Maynooth / M3 Parkway stations; and
- Southwestern Commuter – as far as Hazelhatch (Celbridge).

2.3.12 Key to the application site, the local stations in Leixlip and at Hazelhatch are included in the plans as they are on the Western (Maynooth) and Southwestern commuter lines respectively.

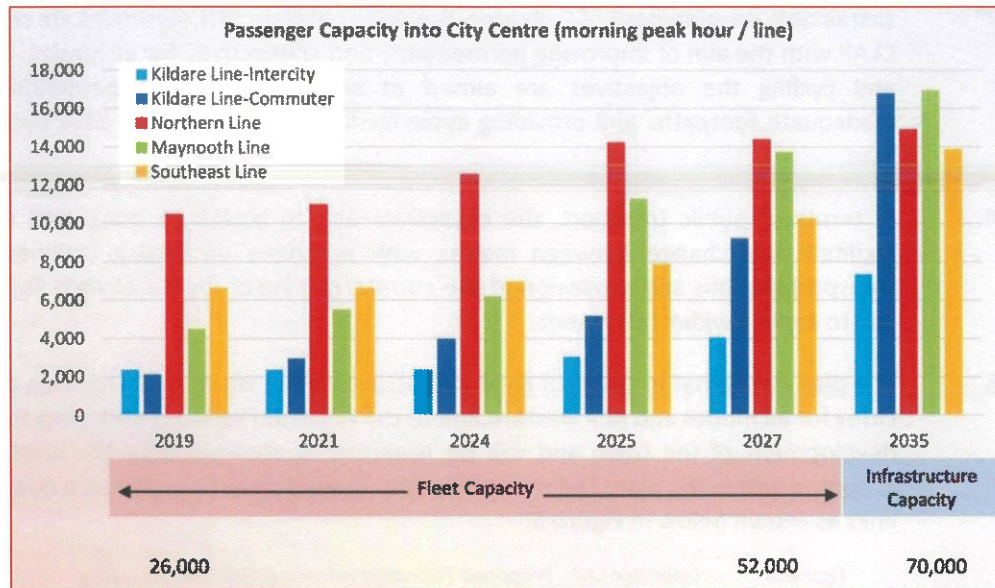
2.3.13 To facilitate these improvements a range of measures will be carried out including:

- The removal of some level crossings;
- Provision of additional track;
- Overbridge alterations;
- Improved signalling;
- Procurement of new rolling stock; and
- New depots with maintenance capabilities.



2.3.14 The DART expansion has a phased delivery schedule designed to meet the projected future passenger demands as is projected in **Figure 4**.

Figure 4. Dublin Commuter Rail Corridor - Capacity Forecast (Source: Irish Rail)



2.4 Local Context

Kildare County Development Plan 2017 – 2023

2.4.1 This document sets out an overall vision for the county that includes strategies for planning and sustainable development over the period of 2017 to 2023. It was formally adopted by councillors on the 1st of February 2017 and came into effect on the 1st of March 2017. Under movement and transport the council is committed to supporting:

- Sustainable forms of transport, including walking and cycling;
- The development of new and accessible road infrastructure; and
- Improvements to the national, regional and local road network.

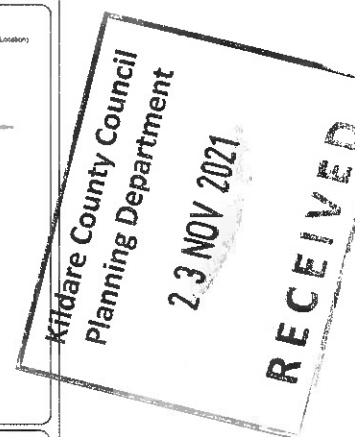
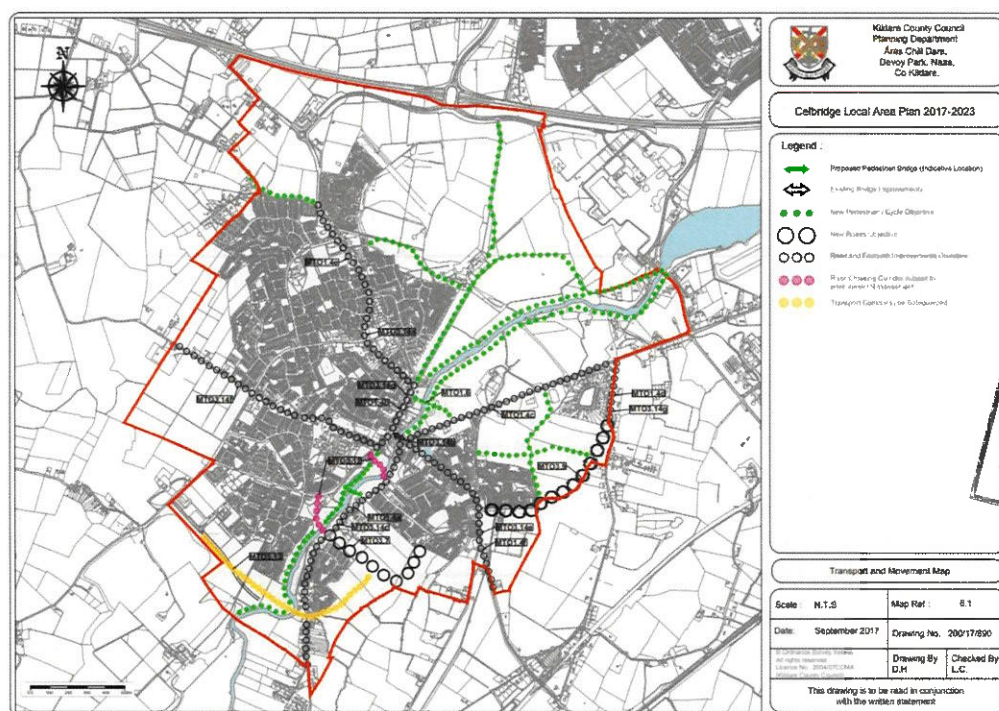
2.4.2 Of the 2023 target for housing in Kildare, it is proposed that 35% of this provision will occur in Maynooth, Leixlip, Celbridge and Kilcock. Therefore, there will be increased transport demands on the road networks adjacent to the study area over this period and into the future. A key requirement is future connectivity between adjoining towns and employment locations within the Kildare Metropolitan Area via bus, cycle and pedestrian routes. The plan outlines car parking and cycling parking standards for new developments according to land use. The development plan also recognises that there are a number of objectives that relate to undertaking studies with the NTA, TMA and DTAS to better integrate transport and land use.



Celbridge Local Area Plan 2017-2023

- 2.4.3 The Celbridge Local Area Plan (CLAP) sets out an overall strategy for the planning and sustainable development of Celbridge. A number of transport objectives are set out in the CLAP with the aim of improving permeability and connectivity for all modes. For walking and cycling the objectives are aimed at addressing existing permeability issues, inadequate footpaths and providing cycle facilities in line with the GDA Cycle Network Plan.
- 2.4.4 In terms of public transport, the objectives aim to create an integrated network to facilitate interchange between modes with emphasis on cycling facilities at public transport stations and expansion of the current routing of the Hazelhatch Station feeder bus to serve a wider catchment.
- 2.4.5 The plan notes that in terms of road infrastructure the absence of crossings of the River Liffey for all modes and of a western link to the north are serious constraints to the future development of the town and will be required to accommodate the level of growth proposed within the plan. The road objectives outline plans to construct a number of new links as shown below in **Figure 5**.

Figure 5. Celbridge LAP - Proposed Transport Infrastructure Improvements



Leixlip Local Area Plan 2020 – 2023

- 2.4.6 The Leixlip Local Area Plan, adopted 16th December 2019, sets out an overall strategy for the planning and sustainable development of Leixlip. Within the plan, a number of

transport objectives are set out with the aim of promoting a sustainable transport system that prioritises walking, cycling and public transport, while also providing an appropriate level of road infrastructure, road capacity and traffic management to support future development.

- 2.4.7 The main walking and cycling the objectives are aimed at addressing existing permeability issues, inadequate footpaths and providing cycle facilities in line with the GDA Cycle Network Plan. It states that this will make the area more appealing and attractive, bringing about improvements for those living and working in the area, as well as tourism benefits. Objective MT1.11 includes for the support the delivery of a pedestrian and cycle overpass of the M4 to link the Wonderful Barn at Leixlip to Castletown Demesne in Celbridge in consultation with TII. This is within close proximity to the existing Building No.7.
- 2.4.8 In terms of public transport, the plan notes how the Dart Expansion Programme will improve the number and frequency of train services from the two Leixlip stations to Maynooth and Dublin and will create a more interconnected region. Further to this, Bus Connects will also improve connectivity by creating an improved faster and more interconnected bus network. The plan acknowledges improved connectivity and bus priority measures will be critical to the success of sustainable transport modes in the area.



3. BASELINE TRAFFIC CONDITIONS

3.1 Overview

- 3.1.1 This chapter outlines the existing sustainable transport network available for employees and visitors to the Site.
- 3.1.2 The existing local highway, pedestrian, cycle and public transport networks, with particular regard to the accessibility of the site in relation to public transport stops and local service provision are also discussed.

3.2 Site Location

- 3.2.1 The Site is located to the south of Leixlip, and is approximately 17km to the west of Dublin. The Site is bound to the north by Barnhall Road and the M4. The R404 forms the Site's eastern boundary, while the R449 forms the Site's western boundary.
- 3.2.2 The Site is located within one kilometre of the M4, part of the national road network, with access through Barnhall Road, via Junction 6 of the motorway.

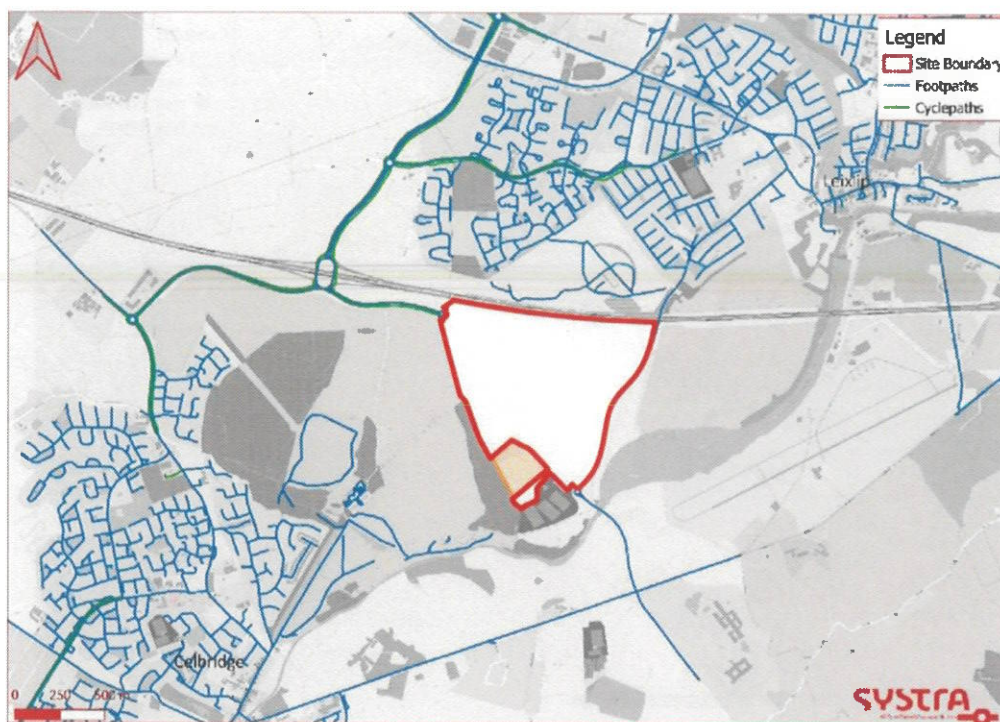
3.3 Pedestrian and Cycle Network

Walking

- 3.3.1 The Site benefits from an excellent network of footways and cycleways within its immediate vicinity.
- 3.3.2 Footways and segregated cycle lanes are provided in both directions on Barnhall Road and on the R449 which is the primary access route to the site. This high standard of footway and segregated cycle lanes is maintained along the R449 and R405 which link the site with the towns of Leixlip and Celbridge.
- 3.3.3 To the east of the Business Park, the R404 provides a footway in both directions, however, there are no segregated cycle facilities along this route.
- 3.3.4 A map of the existing foot and cycle paths in the vicinity of the Site is included in **Figure 6**.



Figure 6. Map of Pedestrian Cycle Access



3.4 Public Transport

Bus Services

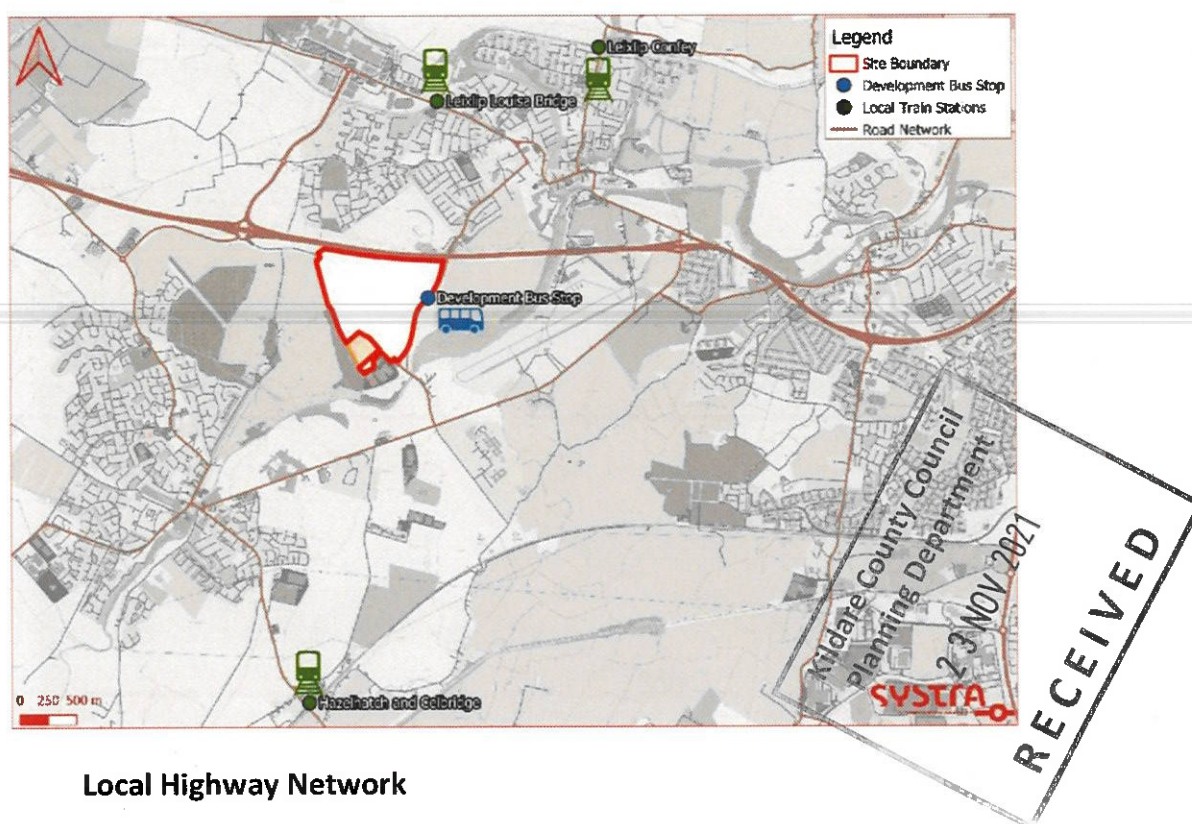
- 3.4.1 There is a bus stop located to the east of the Site at the R404 Entrance. This stop is served by Dublin Bus routes 66B (hourly service) and 66X (operates during peak hours only). Both of these Dublin Bus Services operate daily and offer relatively frequent schedules.

Train Services

- 3.4.2 The Site is located approximately 2.5km from Leixlip Louisa Bridge Rail Station, and 3.5km from Leixlip Confey Rail Station. Both stations are on the Western Suburban Rail Corridor, with services running to/from Maynooth and the main terminus at Dublin Connolly at 10-30 minute intervals.
- 3.4.3 Hazelhatch Station is located five kilometres south of the business park and provides a link to the south west commuter services (Heuston / Phoenix Park Tunnel) and various intercity services.
- 3.4.4 Public transport provision in the vicinity of the Site is included in **Figure 7**.



Figure 7. Public Transport Provision



3.5 Local Highway Network

M4

- 3.5.1 The M4 has a posted national speed limit (120 km/h). The M4 links to the N4 in the east and to the M6 and N4 in the west.

R449

- 3.5.2 The R449 is a dual carriageway running in a north-south alignment between M4 Junction 6 and Collinstown Industrial Park near Leixlip. It has a posted speed limit of 60 km/h. Both the north and southbound sides of the carriageways provide segregated foot and cycleways.

R405

- 3.5.3 The R405 is a single carriageway, east of the Site which provides a route to Celbridge. It has a speed limit of 60 km/h and provides segregated foot and cycleways on either side of the carriageway.

Cellbridge Road (R404)

- 3.5.4 Cellbridge Road is a single carriageway with a posted speed limit of 60 km/h in most sections and a posted speed limit of 50km/h in the north towards Leixlip.

Walking & Cycling Environment

- 3.5.5 Footways and segregated cycle lanes are provided in both directions on Barnhall Road and on the R449 which is the primary access route to the site. This high standard of footway and segregated cycle lanes is maintained along the R449 and R405 which link the site with the towns of Leixlip and Celbridge.

To the east of the Business Park, the R404 provides a footway in both directions, however no segregated cycle facilities are available on this road.

3.6 Conclusion

- 3.6.1 Existing pedestrian and cycle networks surrounding the site provide a good level of accessibility to and from local settlements. Local bus services currently provide links between the site and Leixlip.
- 3.6.2 Rail and inter-urban bus services can be accessed from Leixlip rail stations and town centre, both of which are approximately three kilometres north of the site.



4. PROPOSAL

4.1 Overview

- 4.1.1 This report has been prepared to support a Section 5 request.
- 4.1.2 The proposal aims to temporarily convert Building 7, currently an employment use, providing 29,144m² GFA of manufacturing land uses split over two floors, to a Data Centre. A reduction in total floorspace is envisaged as part of the proposals, to 27,046m². The location of the site is shown in **Figure 1** and the position of Building No. 7 within the wider site in **Figure 2**.
- 4.1.3 No alterations to the site's internal road network are envisaged as part of this application.

4.2 Background

- 4.2.1 The Site currently comprises ten buildings, comprising an overall GFA of 105,596m². An overview of the different buildings and respective uses is provided in **Table 2** below.

Table 2. Site Existing Buildings

EXISTING BUILDINGS	CLASSIFICATION	GFA (M ²)
Building 1	Office	8,857
Building 2	Manufacturing & Office	9,918
Building 3	Manufacturing	4,421
Building 4	Manufacturing	12,027
Building 5	Plant	2,700
Building 6	Cafeteria	2,273
Building 7	Manufacturing	29,144
Building 8	Manufacturing	31,115
Building 9	Plant	2,680
Building 10	Link Corridor	2,461
Total		105,596



- 4.2.2 This application pertains to Building No. 7 only. This building currently benefits from existing planning permissions for manufacturing uses.

4.3 Vehicle Movement & Access

- 4.3.1 The Site currently benefits from an existing access onto Barnhall Road, this provides direct access to the R449 and M4. This access will continue to be used as the primary entrance. A further access to the Site is from the R404 to the east of the site. This is a signalised junction which currently operates within capacity.
- 4.3.2 This access junction and the internal road network of the Site are designed to facilitate the manoeuvrability and navigation of refuse vehicles and emergency service vehicles throughout the site. All servicing vehicles will continue to enter, route through, and then exit the site in forward gear in a safe and satisfactory manner. This application does not alter any external elements of the building or surrounding access road network.

4.4 Non-Vehicular Movement & Access

- 4.4.1 Government guidelines and policy indicate a hierarchy of travel modes with walking being the highest and most sustainable form of travel. It is clear that walking will not reduce long distance trips but encouraging walking will reduce short distance vehicle trips, provide linkage to public transport and as an added benefit, improve health and fitness.
- 4.4.2 As demonstrated in Chapter 3 of this report, the site benefits from a network of footways and cycle paths which are located within close proximity of the campus. These provide existing employees and visitors with a safe a realistic alternative to accessing the site by private car.

4.5 Car Parking

- 4.5.1 As discussed, the Site currently comprises ten buildings with an overall GFA of 105,596m². There are 1,392 car parking spaces currently provided on site, these are provided as unallocated car parking, and used by all employees and visitors of the existing ten buildings.
- 4.5.2 KCC provides maximum parking requirements for new developments, this suggests that as a maximum circa 1,830 spaces could be provided, to serve the Site. On that basis, the current provision of 1,392 falls below the maximum standard and is, therefore, policy compliant.
- 4.5.3 The proposed change of use results in a minimum change to parking requirements under the KCC maximum standards. With a GFA of 29,144m², the existing manufacturing land use of Building No. 7 would require a maximum provision of 292 car parking spaces.
- 4.5.4 The car parking provision of various, previously approved Data Centre developments in Ireland, mostly consented within the last ten years, has been analysed to derive an appropriate figure for the Data Centre parking provision at site. The full list of these sites is provided in **Appendix A**.
- 4.5.5 The anticipated range in car parking spaces (per 1,000m² floorspace), for the proposed Data Centre land use, has been calculated based upon the derivation of the average value. For robustness, the 75th, 85th and 90th percentile values are also included.

- 4.5.6 The average, 75th, 85th and 90th percentile rates have been applied to the proposed floorspace of 27,046m² to calculate the anticipated car parking provision. The parking space ratios and the resultant parking provisions are summarised in **Table 3**.

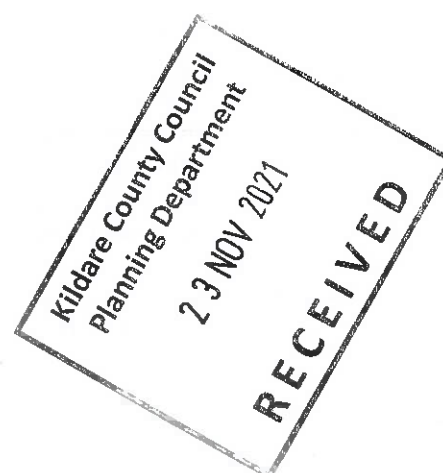
Table 3. Parking Space Ratios and Anticipated Provisions for Data Centre Land Use

	PARKING SPACES / 1,000M ²	PARKING SPACES
Average	2.45	66
75 th Percentile	3.61	98
85 th Percentile	4.02	109
90 th Percentile	4.49	121

- 4.5.7 The application of the derived ratios suggests a range of car parking spaces between 66 and 121 for the Data Centre site use. The latter figure is based upon a ninetieth percentile rate; hence, in theory, only 10% of approved sites would exceed this parking provision.
- 4.5.8 The upper extent of the calculated range of parking provision (121 spaces) falls well within the maximum provision of the existing manufacturing land use (292).
- 4.5.9 The current car parking provision on site is, therefore, more than adequate to meet demand, with current utilisation levels generally below 85%.

4.6 Cycle Parking

- 4.6.1 There are currently 50 cycle spaces provided at the Liffey Business Campus, spot checks of utilisation of these cycle spaces suggest they are underutilised and provide capacity for those who use to cycle. This can be explained by the site's location, close to the motorway network, where cycling is prohibited.
- 4.6.2 As part of this application, it is not intended to provide additional cycle parking. Notwithstanding this, cycle parking will be monitored and additional spaces will be provided if demand exceeds capacity.



5. TRIP GENERATION

5.1 Overview

5.1.1 This section of the Transport Statement outlines the trip generation of the development in respect of vehicular trips only. As described previously, Building No. 7 has an extant permission for 29,144m² GFA of manufacturing land uses.

5.1.2 This proposal is to use Building No. 7 as a Data Centre. The following summarises the forecast change in the total number of trips generated by the proposal, when compared with the site's permitted use.

5.2 Trip Generation

Permitted Use

5.2.1 The TRICS (version 7.8.3) database has been used to determine the number of vehicle trips that could be generated by Building No. 7 given its current manufacturing land use (29,144 m² GFA). The surveys derived from TRICS were all sites located within the Republic of Ireland. The resulting TRICS outputs are included within **Appendix B**.

5.2.2 **Table 4** below shows the generated trip rates and resulting trip numbers for the AM and PM peak hours. The trip rates presented are by 100m² of GFA.

Table 4. Existing Land Use Trip Generation

Trip Rates (per 100 sqm GFA)				Trips			
AM		PM		AM		PM	
ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP
0.707	0.077	0.054	0.499	206	22	16	145

5.2.3 As can be seen from **Table 4**, given the manufacturing land use, 228 two-way trips would be anticipated in the AM peak hour, with 161 two-way trips in the PM peak hour.

Data Centre Use

5.2.4 Due to the unique nature of the data centre element of the proposal, the TRICS database does not contain the number of comparable sites required to determine a robust and representative trip generation. Consequently, SYSTRA has collated and reviewed the trip generation figures for previously approved Data Centre sites in the Republic of Ireland, mostly consented within the last ten years. The list of sites used for this analysis is included in **Table 5**.

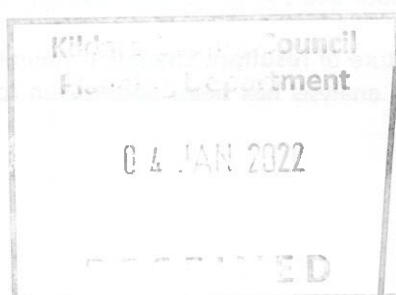


Table 5. List of Approved Data Centre Sites

Site Name	Local Authority	Planning Reference	Year Granted	Floorspace GFA (m ²)
Avoca River Park, Arklow	Wicklow	201285	2021	47,562
Damastown Industrial Estate	Fingal	FW19A/0232	2020	48,303
Grange Castle Business Park	South Dublin	SD07A/0632	2007	51,155
Grange Castle Business Park	South Dublin	SD13A/0015	2013	15,825
Clondalkin Industrial Estate	South Dublin	SD13A/0271	2014	43,805
Former Jacob's/Allied Biscuits Site	South Dublin	SD18A/0219	2018	23,283

- 5.2.5 The trip rates per 100m² GFA were subsequently calculated for these sites. The mean trip rates and trips generated (based off a total data centre GFA of 27,046m²) resulting from this analysis are summarised in **Table 6**.

Table 6. Approved Data Centre Sites – Mean Trip Rates and Generation

Trip Rates (per 100m ² GFA)				Trips			
AM		PM		AM		PM	
ARR	DEP	ARR	DEP	ARR	DEP	ARR	DEP
0.139	0.086	0.012	0.023	38	23	3	6

- 5.2.6 It can be seen that Building No. 7 under a Data Centre land use is estimated to generate 61 two-way trips in the AM peak hour and nine two-way trips in the PM peak hour.

Net Trip Generation

- 5.2.7 The difference in trips generated by the proposed Data Centre use for Building 7, compared to the existing permission is shown in **Table 7**.

Table 7. Building No. 7 Net Trip Generation

	AM			PM		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Existing	206	22	228	16	145	161
Proposed	38	23	61	3	6	9
Net	-168	1	-168	-12	-139	-152

- 5.2.8 It can be seen that the proposed Data Centre land use would generate 168 fewer two-way trips in the AM peak hour and 152 fewer two-way trips in the PM peak hour.
- 5.2.9 In accordance with the nature of resultant change in volumes, and the similar nature of proposed use, no detailed analysis has been undertaken to assess the impact on local junctions.

6. SUMMARY & CONCLUSION

6.1 Overview

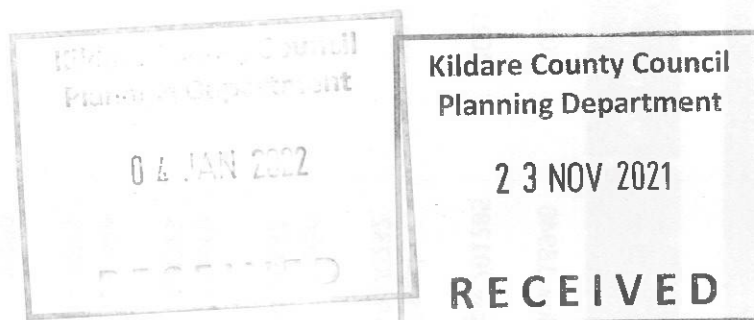
- 6.1.1 This Transport Statement Report has been prepared by SYSTRA Ltd on behalf of The Davy Platform ICAV in relation to a Section 5 application relating to the use of Building No. 7 as a Data Centre at the Former Hewlett Packard Campus in Leixlip, County Kildare.
- 6.1.2 The site is located to the south of Leixlip, and is approximately 17km west of Dublin. The site is bound to the north by Barnhall Road and the M4. The R404 forms the sites eastern boundary, while the R449 forms the sites western boundary
- 6.1.3 The location of the proposed Data Centre is consistent with national, regional and local policy aspirations. There is a range of walking, cycling and public transport within reasonable vicinity of the Business Campus reducing the need to travel by private car. There is scope, therefore, for journeys to be undertaken by non-car modes in accordance with the transport policy aspirations articulated at all levels of Government.

6.2 Vehicle Trips

- 6.2.1 The site currently benefits from an existing access onto Barnhall Road, this provides direct access to the R449 and M4. This access will continue to be used as the primary entrance.
- 6.2.2 This assessment has demonstrated that the proposed use of Building No. 7 will generate fewer vehicle trips in the peak hour periods and, therefore, will reduce the demand for car parking. Hence, Building No. 7 will continue to benefit from the unallocated parking provision across the greater site.
- 6.2.3 In accordance with the resultant reduction in the volume of peak hour trips, and the continuation of the employment based land use, it is considered that no detailed operational analysis is required to assess the impact of the change on local junctions.

6.3 Conclusion

- 6.3.1 It is considered that the proposed use is compatible with the national and local policy agenda and, based on the nature of the proposed Data Centre land use and the resultant reduction in vehicle trips, it is concluded that the traffic impact will be immaterial. Consequently, there are no overriding or sustainable reasons why the proposal should not be approved.



Appendix A – Approved Data Centre Sites

ID	YEAR GRANTED	FLOORSPACE	STAFF	PARKING SPACES	STAFF/1000SQM	SPACES /1000SQM
Wicklow 18940	2019	41,160	80	36	1.9	0.9
Wicklow 201285	2021	47,562	80	224	1.7	4.7
Fingal FW19A/0232	2020	48,303	100	100	2.1	2.1
South Dublin SD07A/0632	2007	51,155	75	80	1.5	1.6
South Dublin SD11A/0023	2011	21,090	60	84	2.8	4.0
South Dublin SD11A/0023	2012	23,278	60	84	2.6	3.6
South Dublin SD11A/0002	2012	23,278	60	84	2.6	3.6
South Dublin SD13A/0015	2013	15,825	40	17	2.5	1.1

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Final Report

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ID	YEAR GRANTED	FLOORSPACE	STAFF	PARKING SPACES	STAFF/1000SQM	SPACES /1000SQM
South Dublin SD13A/0271	2014	43805	120	120	2.7	2.7
South Dublin SD18A/0219	2018	23283	30	27	1.3	1.2
Dublin 3874/15	2015	16700	40	38	2.4	2.3
Meath LB191735	2020	28573	50	50	1.7	1.7



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Appendix B – Existing Land Use TRICS Outputs



Calculation Reference: AUDIT-700702-211102-1144

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLESSelected regions and areas:

13 MUNSTER
 CR CORK 1 days
14 LEINSTER
 CC CARLOW 1 days
 LU LOUTH 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 4800 to 10500 (units: sqm)
 Range Selected by User: 650 to 14400 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/13 to 15/10/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday 1 days
 Wednesday 1 days
 Friday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 3 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

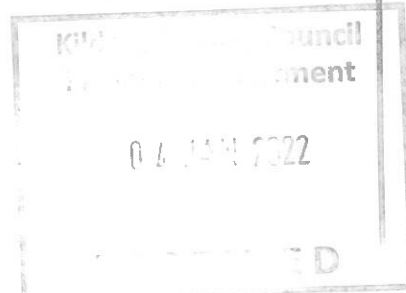
Edge of Town 3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone 2
 No Sub Category 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.



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Secondary Filtering selection:

Use Class:

n/a	1 days
B8	2 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

15,001 to 20,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	3 days
----	--------

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
-----------------	--------

This data displays the number of selected surveys with PTAL Ratings.



LIST OF SITES relevant to selection parameters

- | | | | |
|----------|--|-------------------------------|---------------------|
| 1 | CC-02-F-01
O'BRIEN ROAD
CARLOW | HYDRAULIC CYCLINDERS | CARLOW |
| | Edge of Town
Industrial Zone
Total Gross floor area: 10500 sqm
Survey date: WEDNESDAY 25/05/16 | | Survey Type: MANUAL |
| 2 | CR-02-F-03
POULADUFF ROAD
CORK
SOUTHSIDE IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 4800 sqm
Survey date: TUESDAY 15/10/19 | FURNITURE DISTRIBUTION | CORK |
| | | | Survey Type: MANUAL |
| 3 | LU-02-F-01
MATTHEWS LANE
DROGHEDA
LAGAVOOREN
Edge of Town
No Sub Category
Total Gross floor area: 5350 sqm
Survey date: FRIDAY 19/06/15 | PACKAGING COMPANY | LOUTH |
| | | | Survey Type: MANUAL |

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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TRIP RATE for Land Use 02 - EMPLOYMENT/F - WAREHOUSING (COMMERCIAL)

TOTAL VEHICLES

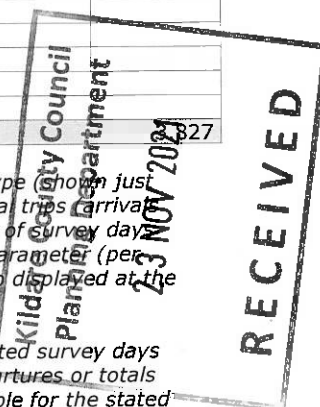
Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30	1	4800	0.000	1	4800	0.000	1	4800	0.000
05:30 - 06:00	1	4800	0.000	1	4800	0.000	1	4800	0.000
06:00 - 06:30	1	4800	0.042	1	4800	0.000	1	4800	0.042
06:30 - 07:00	1	4800	0.000	1	4800	0.042	1	4800	0.042
07:00 - 07:30	3	6883	0.073	3	6883	0.010	3	6883	0.083
07:30 - 08:00	3	6883	0.591	3	6883	0.048	3	6883	0.639
08:00 - 08:30	3	6883	0.116	3	6883	0.029	3	6883	0.145
08:30 - 09:00	3	6883	0.092	3	6883	0.029	3	6883	0.121
09:00 - 09:30	3	6883	0.029	3	6883	0.048	3	6883	0.077
09:30 - 10:00	3	6883	0.063	3	6883	0.034	3	6883	0.097
10:00 - 10:30	3	6883	0.053	3	6883	0.048	3	6883	0.101
10:30 - 11:00	3	6883	0.039	3	6883	0.048	3	6883	0.087
11:00 - 11:30	3	6883	0.024	3	6883	0.029	3	6883	0.053
11:30 - 12:00	3	6883	0.039	3	6883	0.044	3	6883	0.083
12:00 - 12:30	3	6883	0.024	3	6883	0.039	3	6883	0.063
12:30 - 13:00	3	6883	0.048	3	6883	0.087	3	6883	0.135
13:00 - 13:30	3	6883	0.126	3	6883	0.116	3	6883	0.242
13:30 - 14:00	3	6883	0.063	3	6883	0.039	3	6883	0.102
14:00 - 14:30	3	6883	0.073	3	6883	0.053	3	6883	0.126
14:30 - 15:00	3	6883	0.150	3	6883	0.111	3	6883	0.261
15:00 - 15:30	3	6883	0.063	3	6883	0.082	3	6883	0.145
15:30 - 16:00	3	6883	0.048	3	6883	0.058	3	6883	0.106
16:00 - 16:30	3	6883	0.063	3	6883	0.087	3	6883	0.150
16:30 - 17:00	3	6883	0.039	3	6883	0.426	3	6883	0.465
17:00 - 17:30	3	6883	0.015	3	6883	0.073	3	6883	0.088
17:30 - 18:00	3	6883	0.000	3	6883	0.068	3	6883	0.068
18:00 - 18:30	3	6883	0.019	3	6883	0.039	3	6883	0.058
18:30 - 19:00	3	6883	0.024	3	6883	0.203	3	6883	0.227
19:00 - 19:30	1	4800	0.000	1	4800	0.021	1	4800	0.021
19:30 - 20:00	1	4800	0.000	1	4800	0.000	1	4800	0.000
20:00 - 20:30	1	4800	0.000	1	4800	0.000	1	4800	0.000
20:30 - 21:00	1	4800	0.000	1	4800	0.000	1	4800	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			1.916			1.911			3.827

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.



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Parameter summary

Trip rate parameter range selected:	4800 - 10500 (units: sqm)
Survey date date range:	01/01/13 - 15/10/19
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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YORK

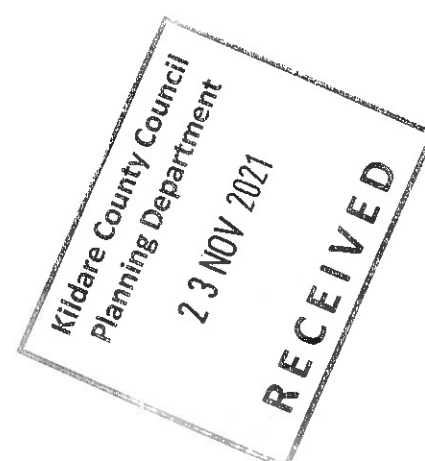
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Job Number: 20247

RKD

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LEED Green Building

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12.11.2021
Issued for Section 5 Res

Drawing Number	Drawing Title	Scale	Sheet Size	Rev.	12.11.2021 Issued for Section 5 Request						
SITE INFORMATION											
A1000	Site Location Map	1:2500	A0	1	A						
A1001	Site Layout Plan - Building 7 Context	1:500	A0	1	A						
BUILDING INFORMATION											
A1100	Existing Ground Floor Plan	1:200	A0	1	A						
A1101	Existing First Floor Plan	1:200	A0	1	A						
A1102	Existing Roof Plan	1:200	A0	1	A						
A1105	Proposed Ground Floor Plan	1:200	A0	1	A						
A1106	Proposed First Floor Plan	1:200	A0	1	A						
A1107	Proposed Roof Plan	1:200	A0	1	A						
A1200	Existing & Proposed Sections	1:200	A0	1	A						
A1300	Existing Elevations	1:200	A0	1	A						
A1301	Proposed Elevations	1:200	A0	1	A						

1100

