David O'Hara A. Reilly

From: James Griffin <jamesg@tpa.ie>
Sent: Tuesday 25 January 2022 16:54
To: Appeals2
Subject: ABP-312371-22 (1 of 2)
Attachments: PR21_2975 Section 5 Declaration Referral Letter.pdf; Appendix B - Warehouse TRICS Output.pdf; Data Centre, Leixlip - Section 5 Application - SYSTRA Transport Note.pdf; A1000.pdf; A1001.pdf; A1100.pdf; A1101.pdf; A1102.pdf

Good afternoon,

Please find a submission relating to the above Section 5 referral.

If you have any questions, do not hesitate to contact me.

Kind Regards

James

James Griffin
Planner

Tom Phillips + Associates
Town Planning Consultants

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An Bord Pleanála
64 Marlborough Steet
Dublin 1
D01 V902

Tuesday, 25 January 2022
[By email]

Dear Sir / Madam

Re: WHETHER THE USE OF BUILDING NO. 7 AS A DATA CENTRE AND PHYSICAL WORKS PROPOSED IS OR IS NOT DEVELOPMENT OR IS OR IS NOT EXEMPTED DEVELOPMENT AT FORMER HEWLETT PACKARD SITE, CELBRIDGE ROAD, CO. KILDARE.

1.0 INTRODUCTION

Thank you for your letter dated 6th January 2022. The Davy Platform ICAV[1] has retained Tom Phillips + Associates[2], to make a submission in relation to the abovementioned Section 5 Declaration.

1.1 Submission to Kildare County Council

A submission was made to Kildare County Council on 23rd November 2021 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)***

[1] Davy House, 49 Dawson Street, Dublin 2, D02 PY05
[2] 80 Harcourt Street, Dublin 2, D02 F449

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).***

A copy of the submission to KCC and supporting documentation is contained with Appendix A and includes:

- Section 5 Declaration letter prepared by Tom Phillips + Associates, dated 23rd November 2021
- Drawings prepared by RKD Architects:
  - Dwg. No. A1000 – Site Location Plan
  - Dwg. No. A1001 – Site Layout
  - Dwg. No. A1101 – Existing GF Plan
  - Dwg. No. A1102 – Existing RF Plan
  - Dwg. No. A1105 – Proposed GF Plan
  - Dwg. No. A1106 – Proposed FF Plan
  - Dwg. No. A1107 – Proposed RF Plan
  - Dwg. No. A1200 – Proposed Sections
  - Dwg. No. A1300 – Existing Elevations
  - Dwg. No. A1301 – Proposed Elevations
- Transport Technical Note prepared by Systra, dated 15th November 2021

2.0 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 An Bord Pleanála in the near future. In the meantime, if you require any further information, please do not hesitate to contact me.

Yours sincerely

Brian Minogue
Associate
Tom Phillips + Associates

Encl.

Appendix A – Submission to Kildare County Council

Calculation Reference: AUDIT-700702-211102-1144

TRIP RATE CALCULATION SELECTION PARAMETERS:

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

Selected 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 undertaking 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.

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** **HYDRAULIC CYCLINDERS** **CARLOW**
O'BRIEN ROAD
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** **FURNITURE DISTRIBUTION** **CORK**
POULADUFF ROAD
CORK
SOUTHSIDE IND. ESTATE
Edge of Town
Industrial Zone
Total Gross floor area: 4800 sqm
Survey date: TUESDAY *15/10/19* *Survey Type: MANUAL*

3 **LU-02-F-01** **PACKAGING COMPANY** **LOUTH**
MATTHEWS LANE
DROGHEDA
LAGAVOOREN
Edge of Town
No Sub Category
Total Gross floor area: 5350 sqm
Survey date: FRIDAY *19/06/15* *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.

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

TOTAL VEHICLES

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	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.*

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.

The Former HP Lands, Leixlip

Reference number 300806

15/11/2021

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	

SYSTRA

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

1. INTRODUCTION

1.1 Overview

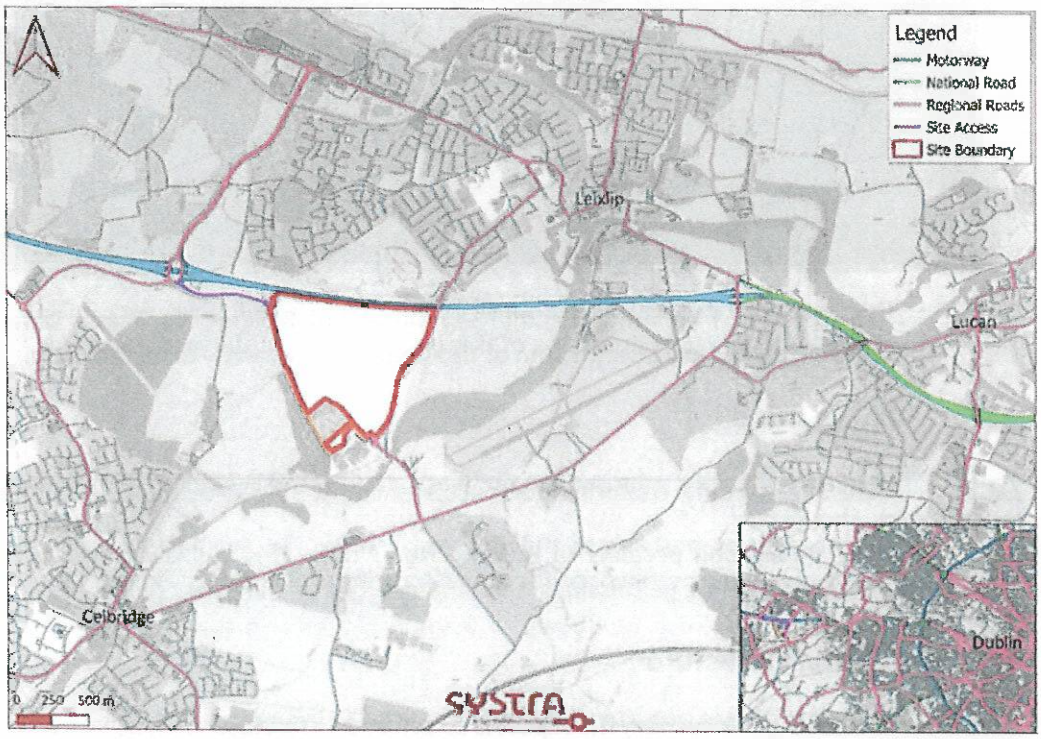
1.1.1 SYSTRA Ltd has been commissioned by The Davy Platform ICAV to provide transport and highways advice pursuant to a Section 5 request in relation to an existing building (Building No. 7) at the former Hewlett Packard Campus in Leixlip, County Kildare (the Site); it is proposed that the use of the 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 105,596m².

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.

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.

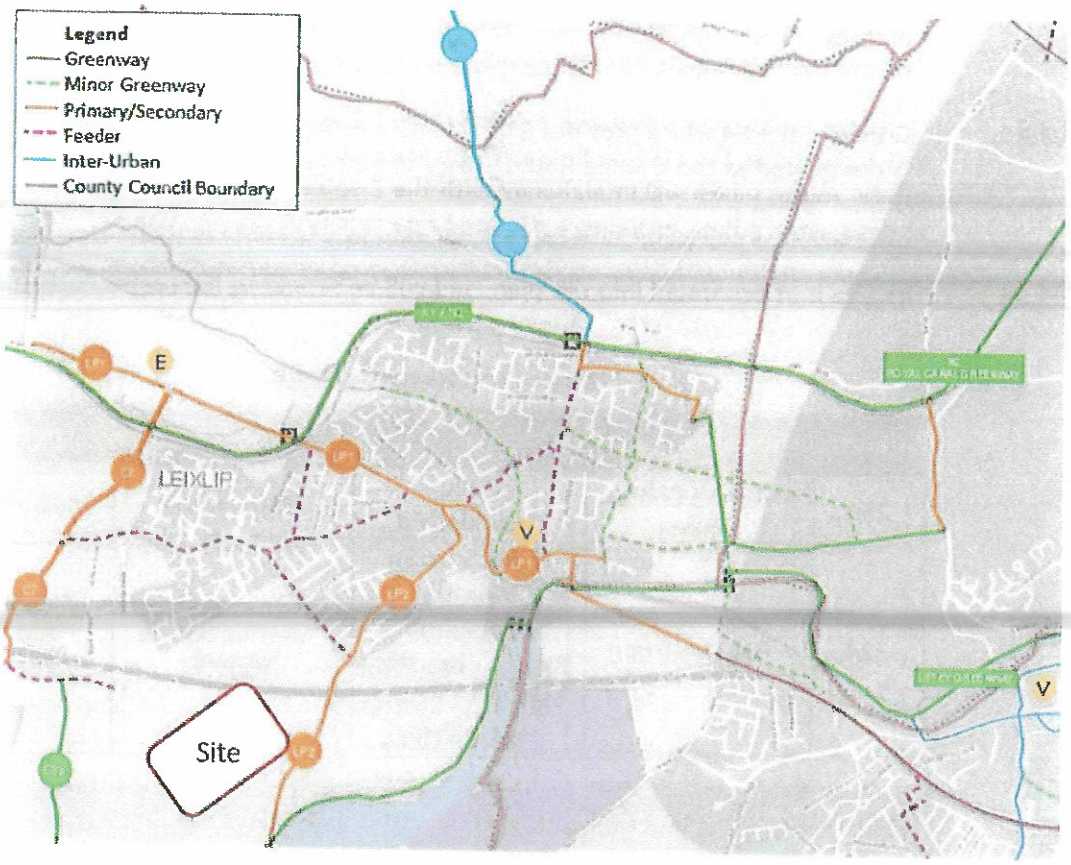
2.3.4 The network will consist of a series of primary, secondary and feeder routes as well as greenways routes. These routes will comprise of a mix of cycle tracks and lanes, cycleways and infrastructure-free cycle routes in low traffic environments. To complement the investment in the cycle network,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

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

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).

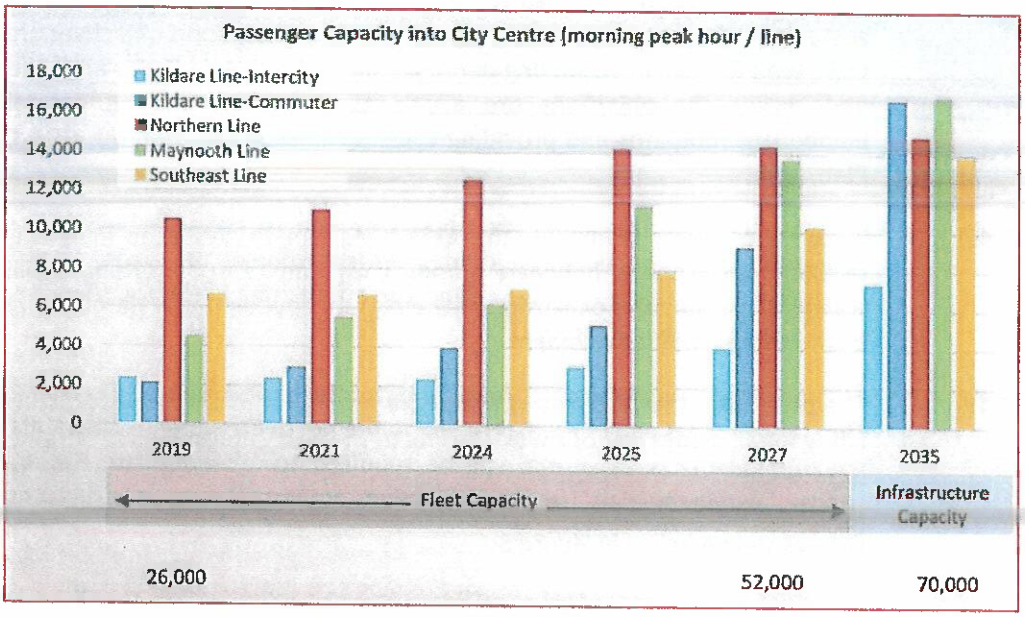
2.3.12 Key to the application site, the local stations in Leixlip and at Hazelhatch are included in the plans as they are on the Western (Maynooth) and Southwestern commuter lines respectively.

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, TII and DTTaS to better integrate transport and land use.

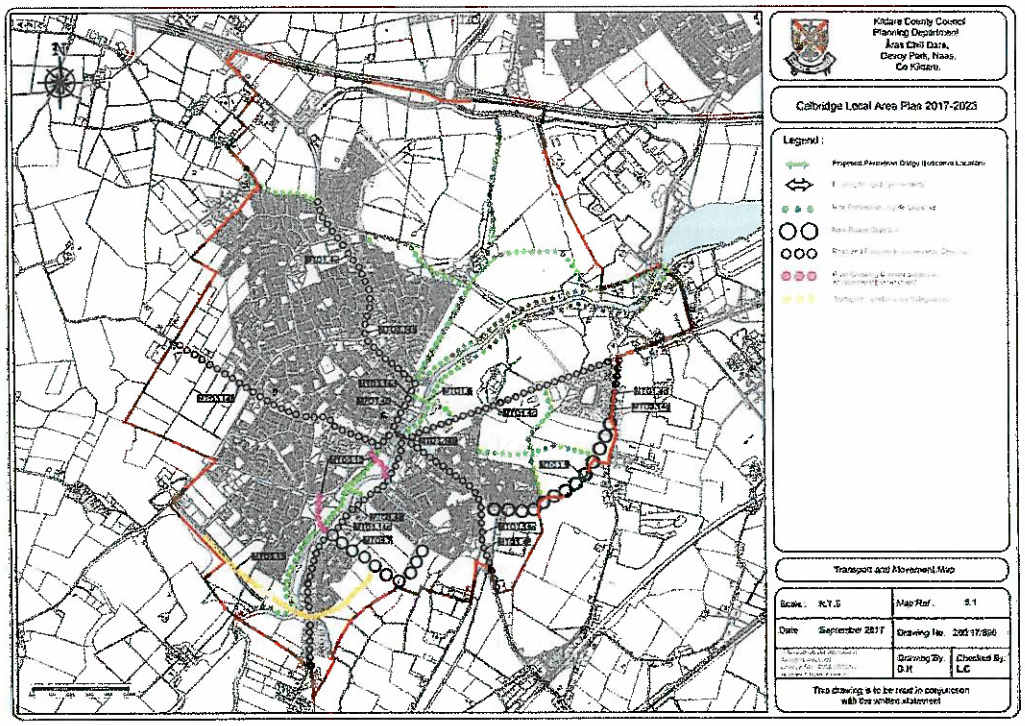
Celbridge Local Area Plan 2017-2023

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

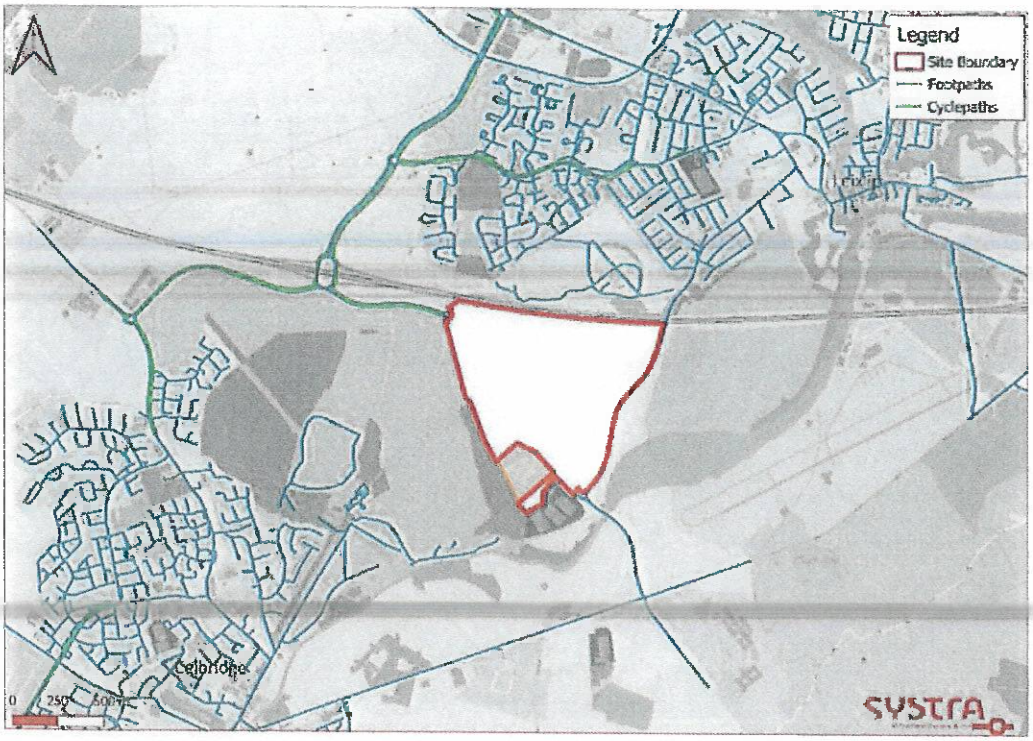
3.3.1 The Site benefits from an excellent network of footways and cycleways within its immediate vicinity.

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.

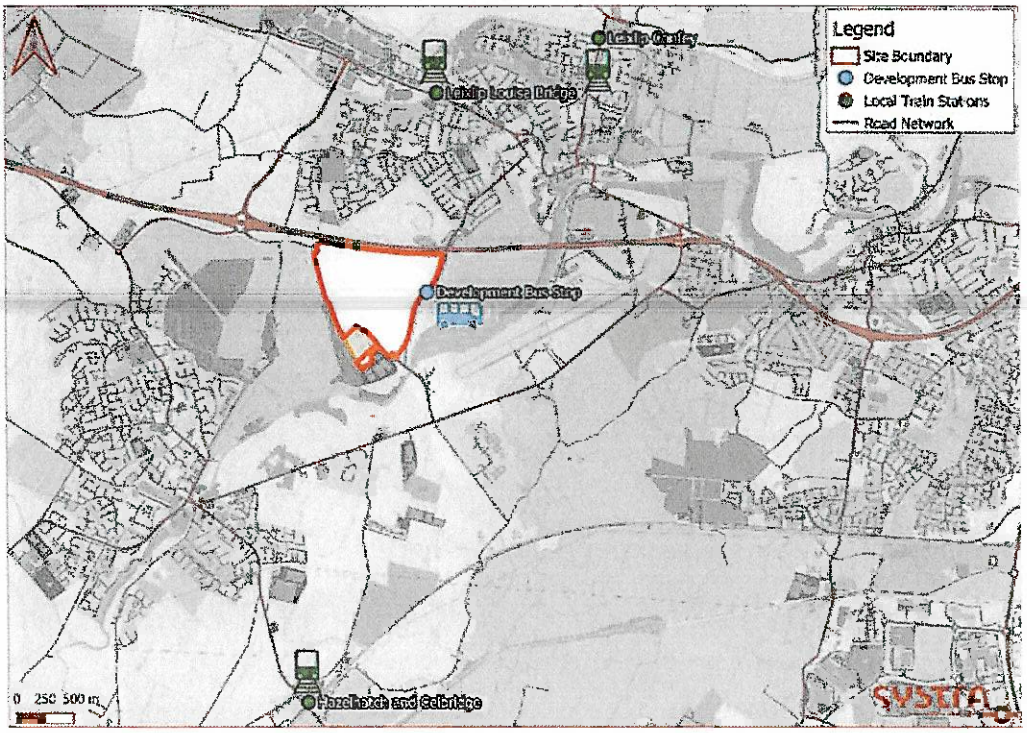
Train Services

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 Celbridge 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 (M²)
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 105,596m^2. 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 29,144m^2, 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 1,000m^2 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 / 1,000M²	PARKING SPACES
Average	2.45	66
75th Percentile	3.61	98
85th Percentile	4.02	109
90th 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 theses 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 $100m^2$ GFA were subsequently calculated for these sites. The mean trip rates and trips generated (based off a total data centre GFA of $27,046m^2$) 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

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

Appendix B – Existing Land Use TRICS Outputs

SYSTRA provides advice on transport, to central, regional and local government, agencies, developers, operators and financiers.

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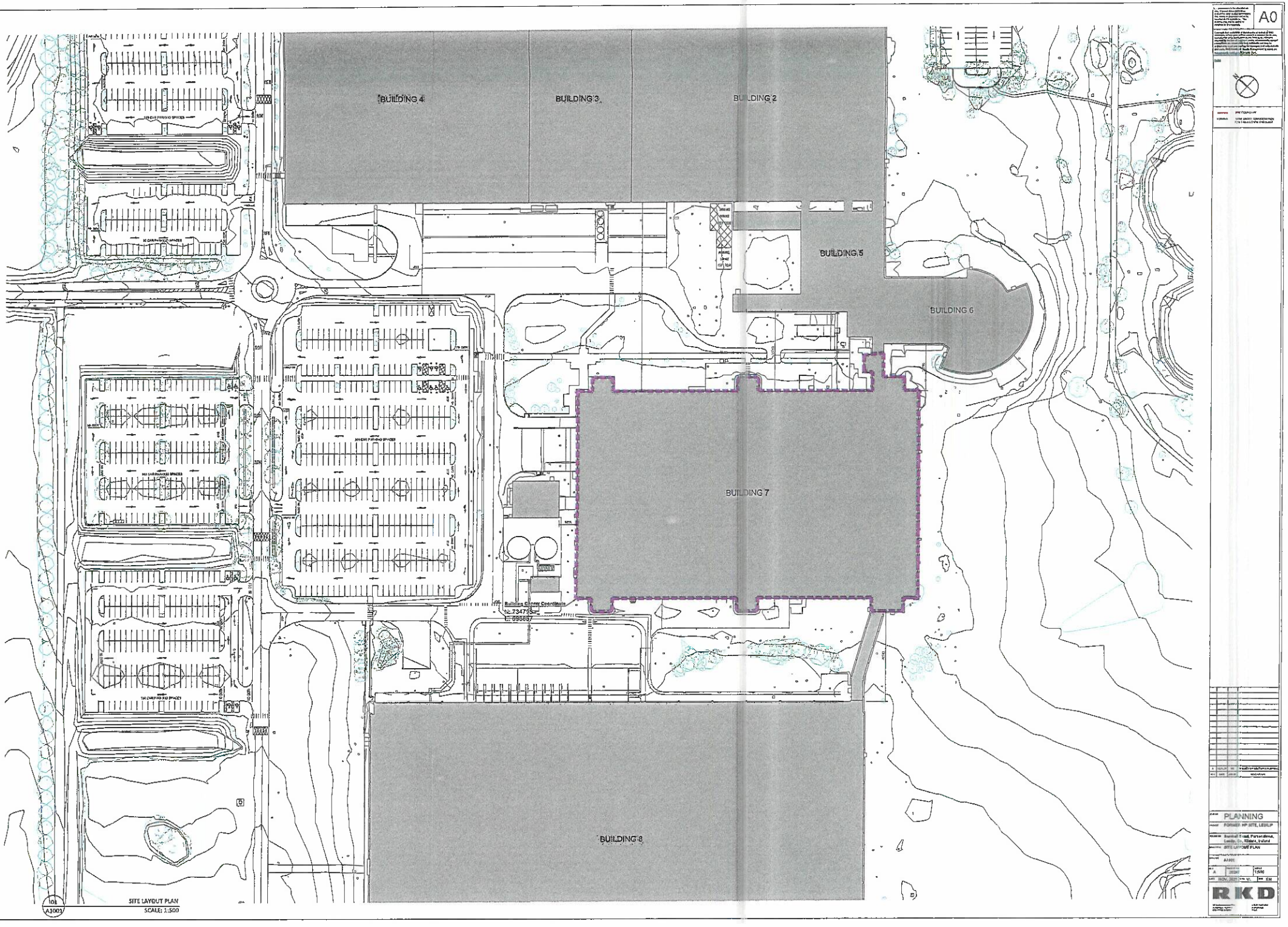
BUILDING 4
BUILDING 3
BUILDING 2
BUILDING 5
BUILDING 6
BUILDING 7
BUILDING 8
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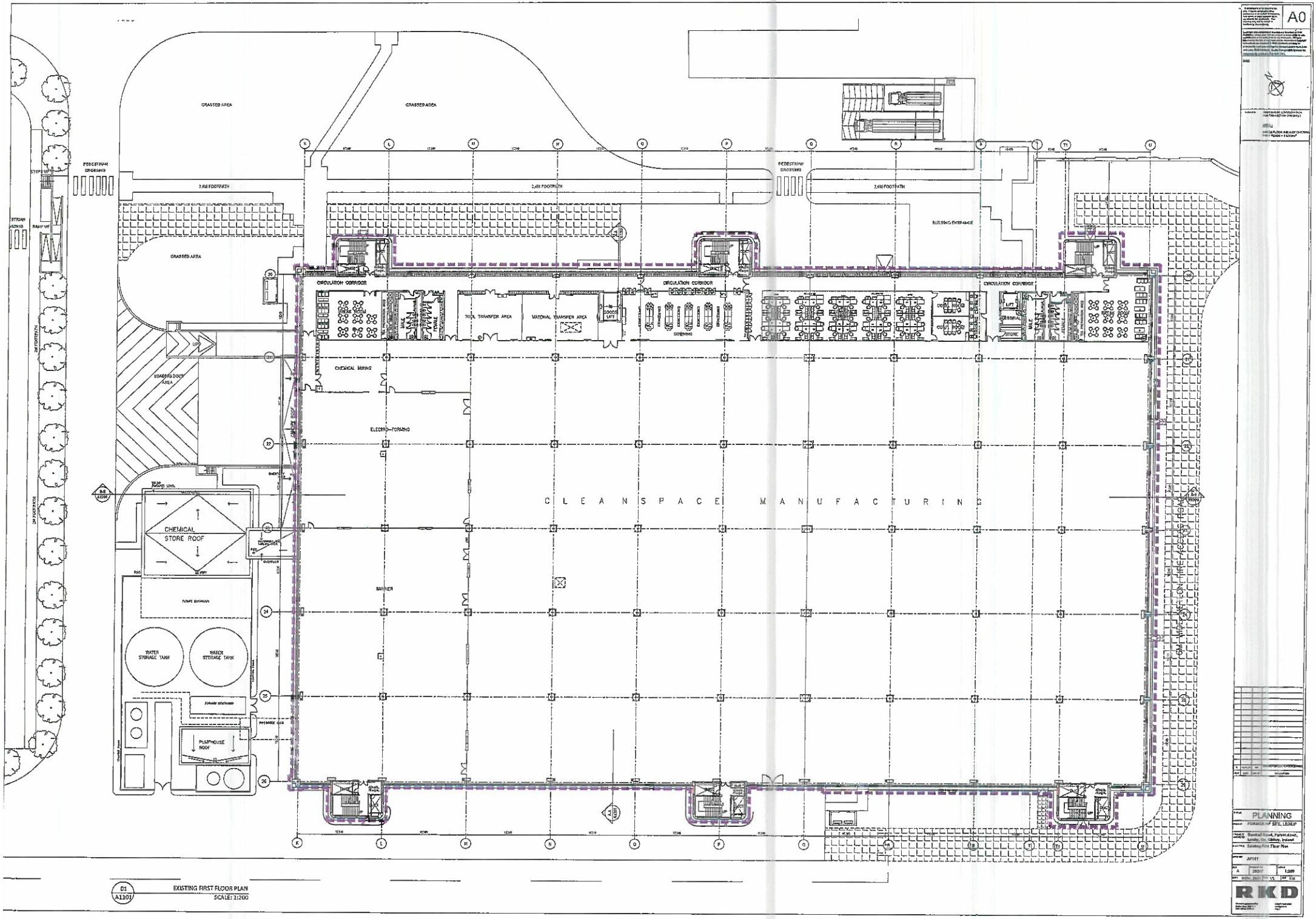
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PEDESTRIAN CROSSING
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2.4M FOOTPATH
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CIRCULATION CORRIDOR
CIRCULATION CORRIDOR
TOOL TRANSFER AREA
MATERIAL TRANSFER AREA
CHEMICAL MIXING
ELECTRO-FORMING
LOADING DOCK AREA
CLEANSPACE MANUFACTURING
CHEMICAL STORE ROOF
BARRIER
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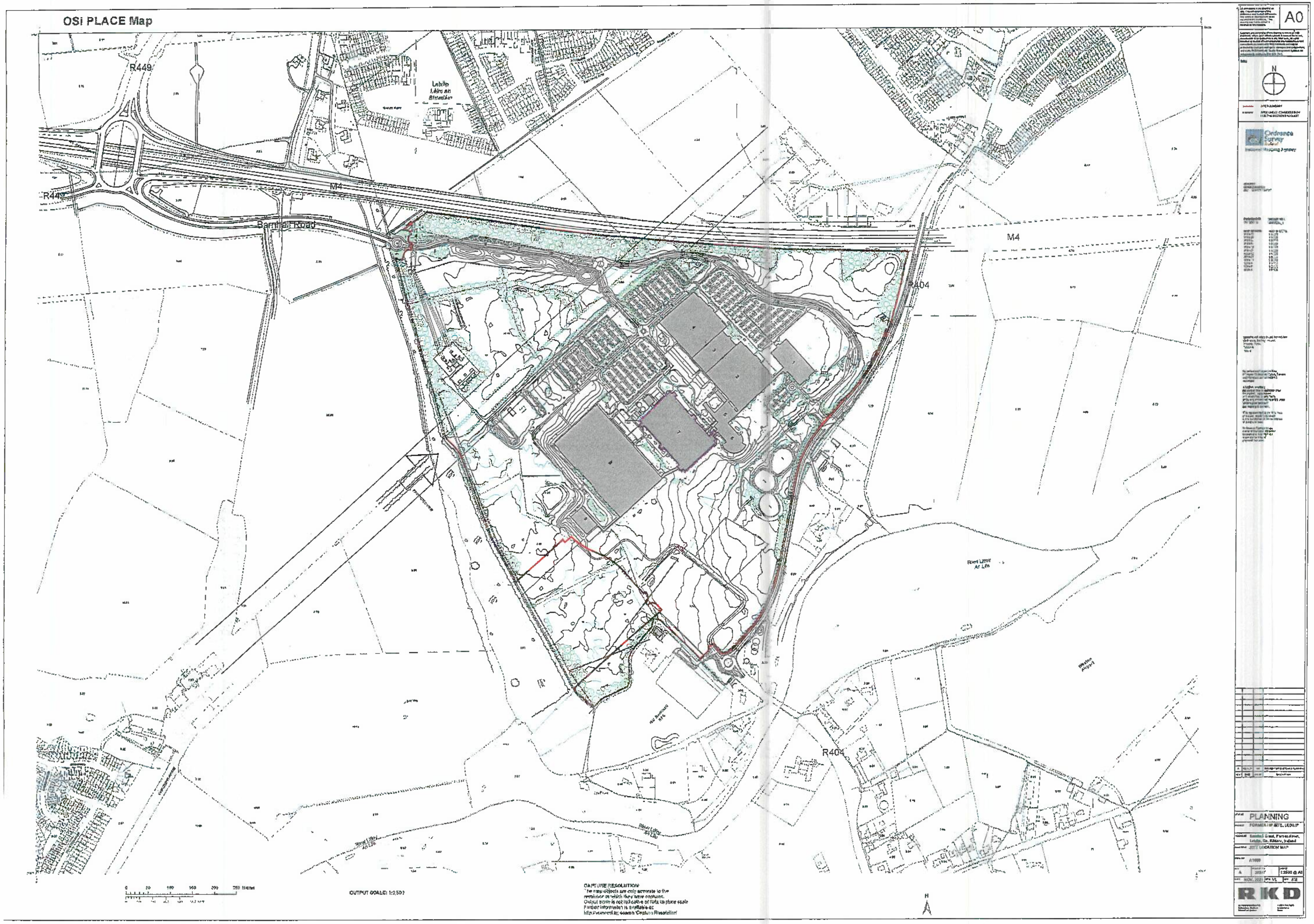
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Output scale is not indicative of data capture scale.
Further information is available at:
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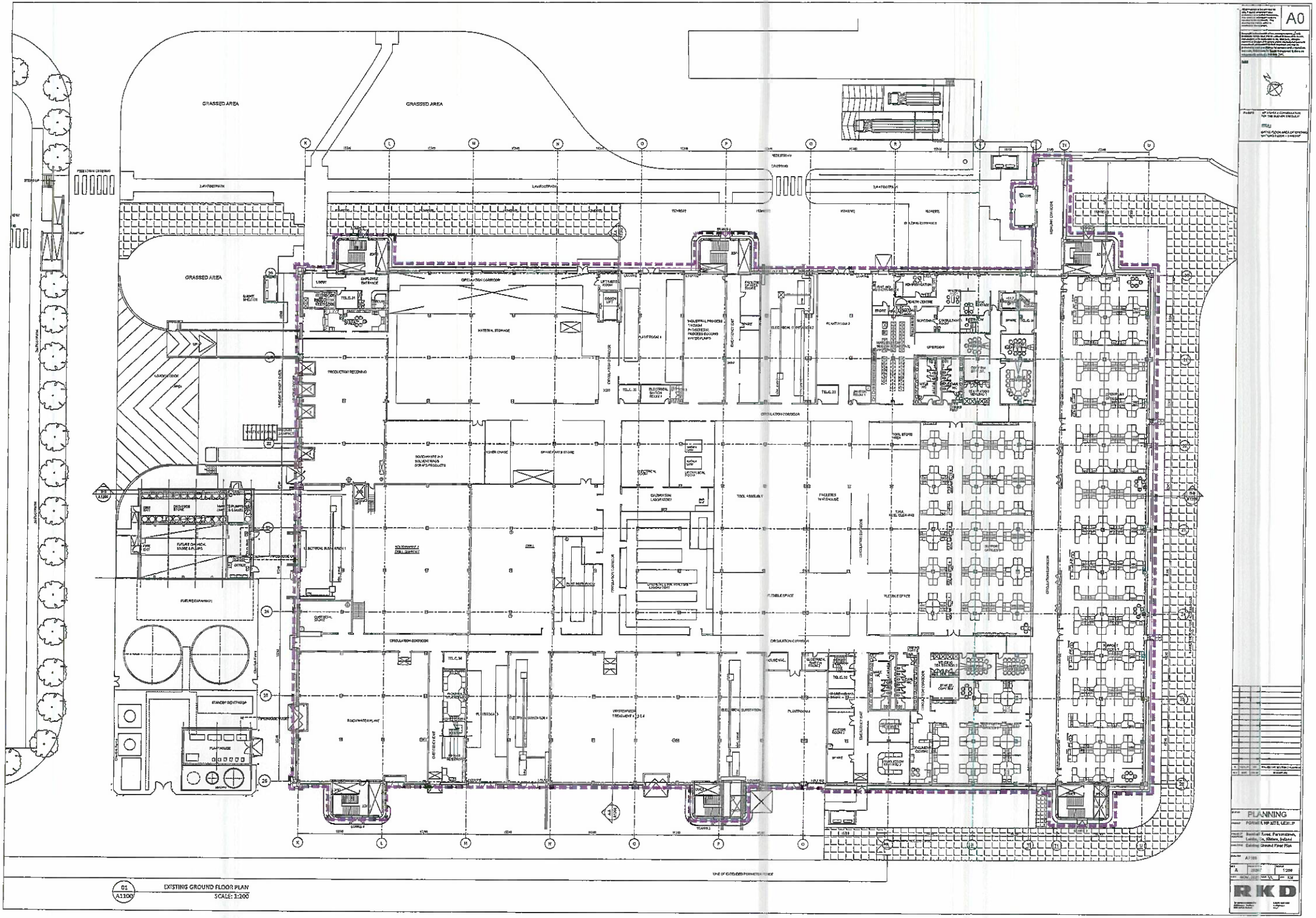

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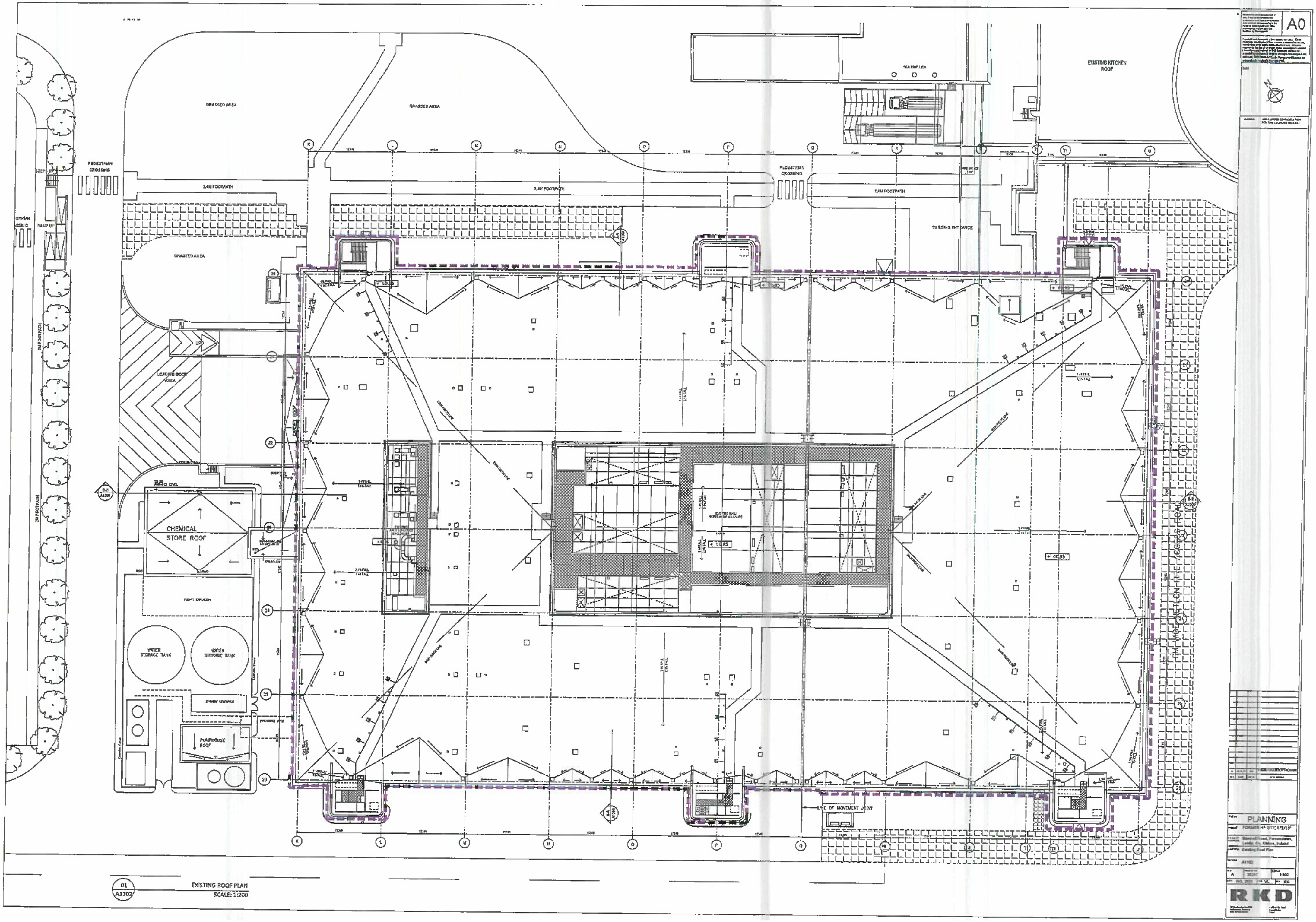
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PEDESTRIAN CROSSING
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2.4M FOOTPATH
2.4M FOOTPATH
STEPS UP
RAMP UP
BUILDING ENTRANCE
LOADING DOCK AREA
UP
CHEMICAL STORE ROOF
WATER STORAGE TANK
WATER STORAGE TANK
PUMPHOUSE ROOF
LINE OF MOVEMENT JOINT
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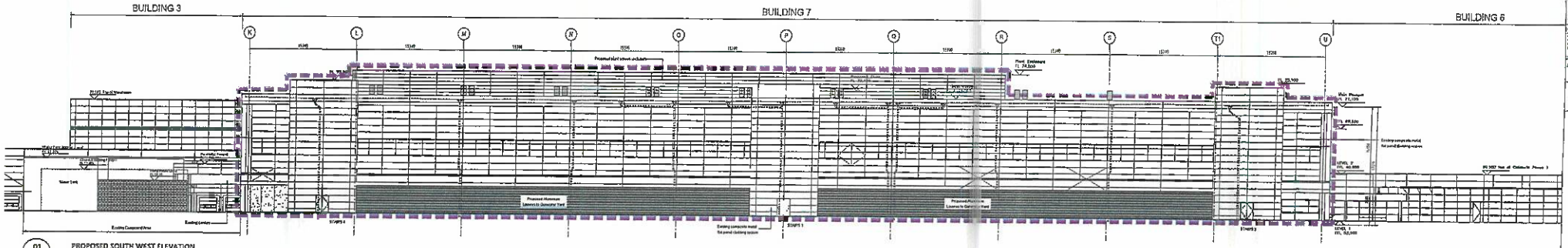

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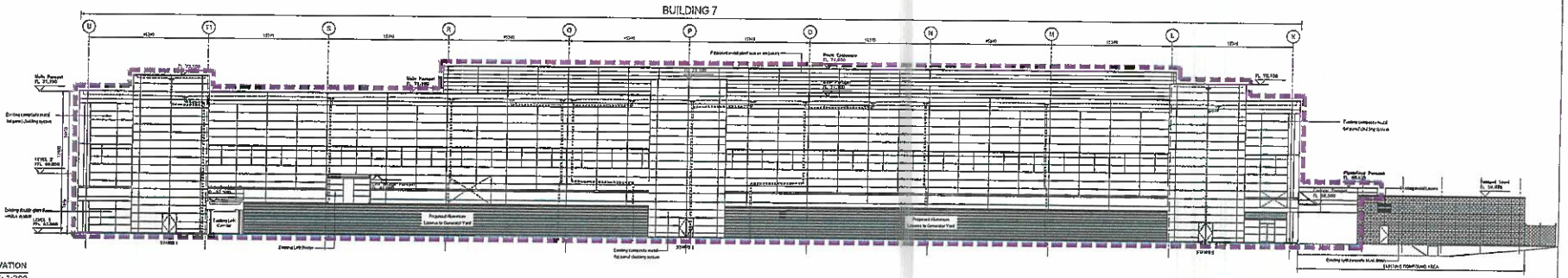

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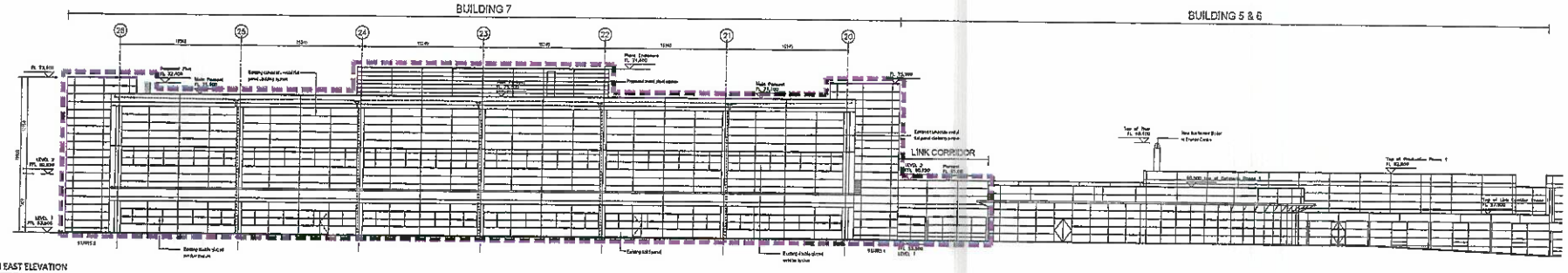

03 A1301 PROPOSED SOUTH EAST ELEVATION
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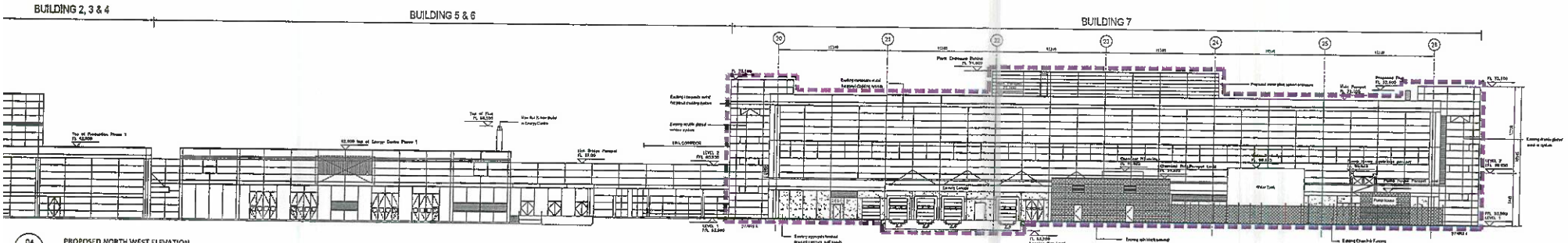
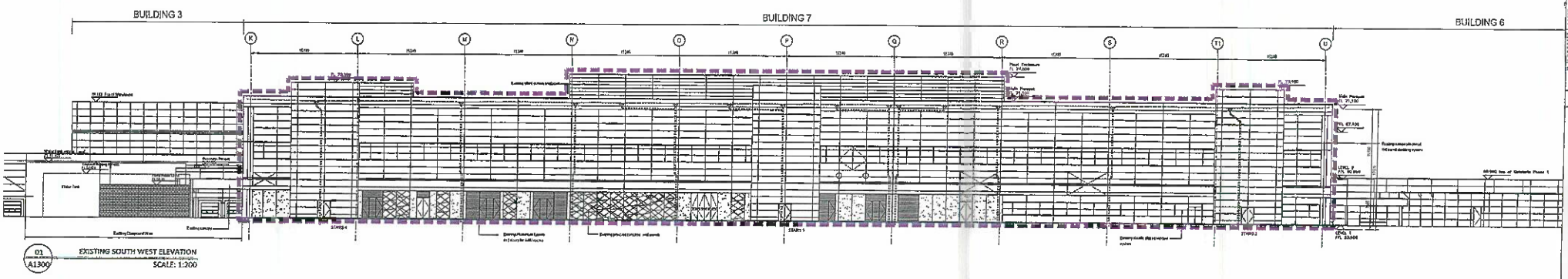


04 A1301 PROPOSED NORTH WEST ELEVATION
SCALE: 1:200

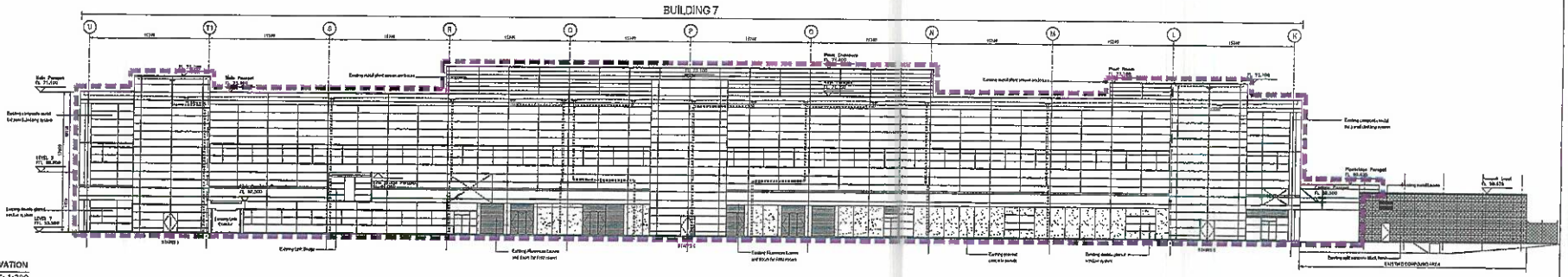
A0

PLANNING

RKD



01 A1300 EXISTING SOUTH WEST ELEVATION
SCALE: 1:200



02 A1300 EXISTING NORTH EAST ELEVATION
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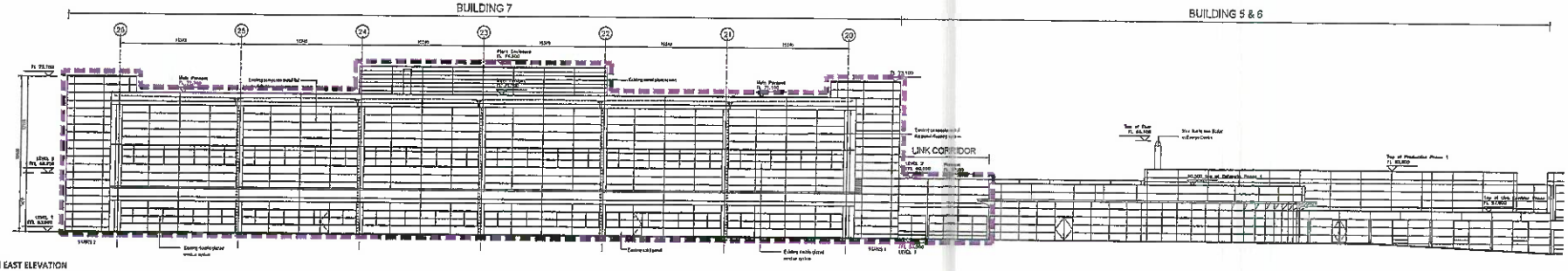

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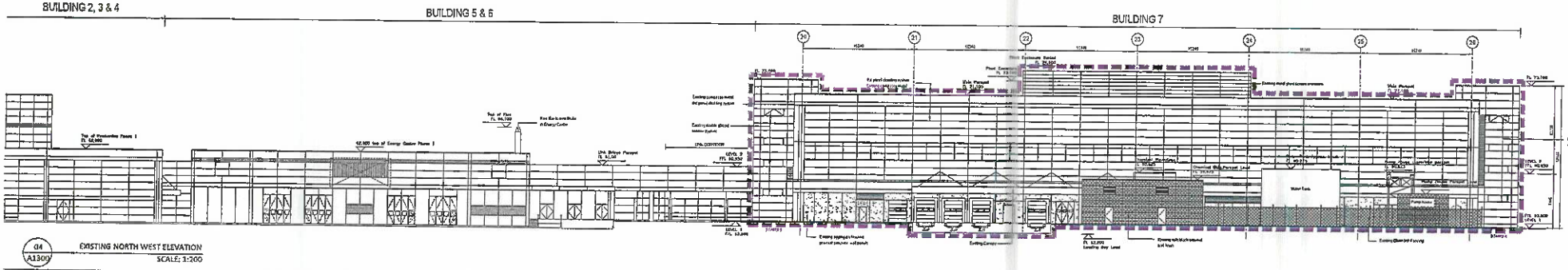
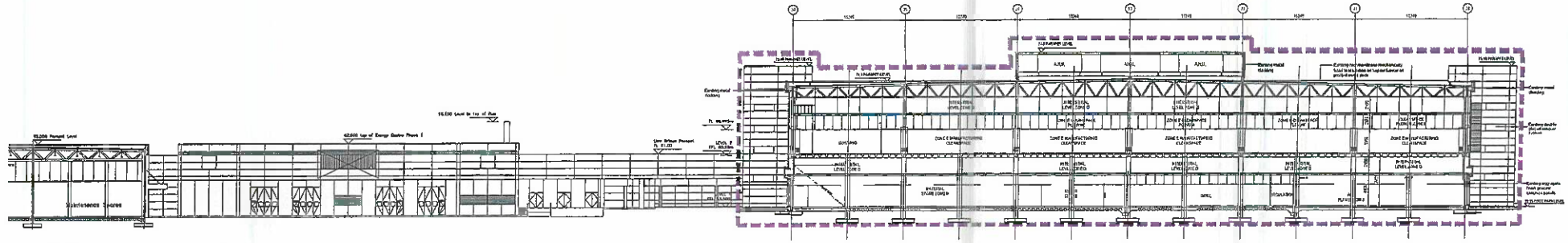


04 A1300 EXISTING NORTH WEST ELEVATION
SCALE: 1:200

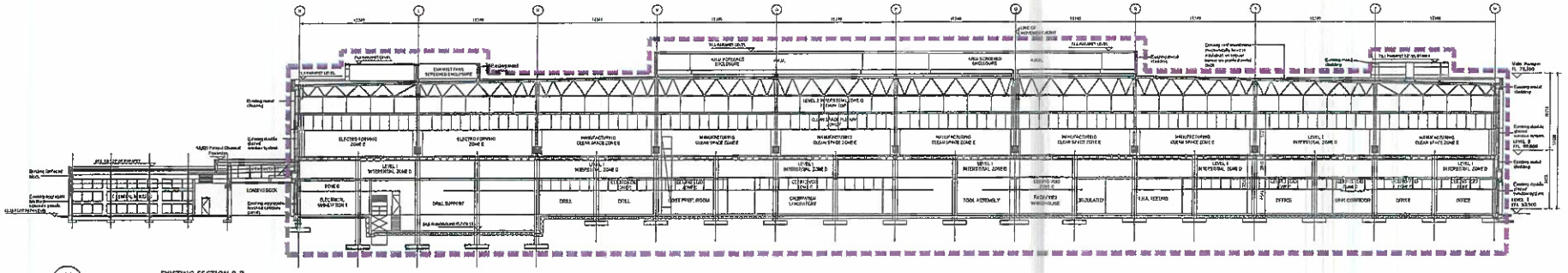
A0

PLANNING

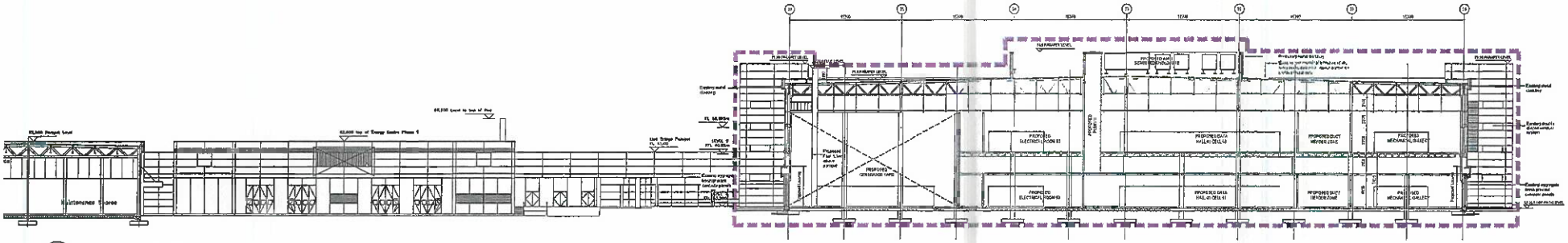
RKD



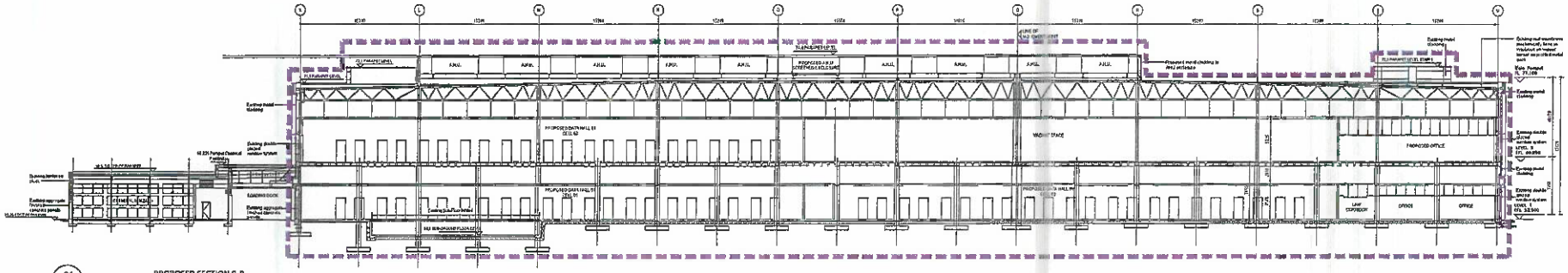
01 A1300 EXISTING SECTION A-A
SCALE: 1:200



02 A1300 EXISTING SECTION B-B
SCALE: 1:200



03 A1300 PROPOSED SECTION A-A
SCALE: 1:200



04 A1300 PROPOSED SECTION B-B
SCALE: 1:200

A0

PLANNING

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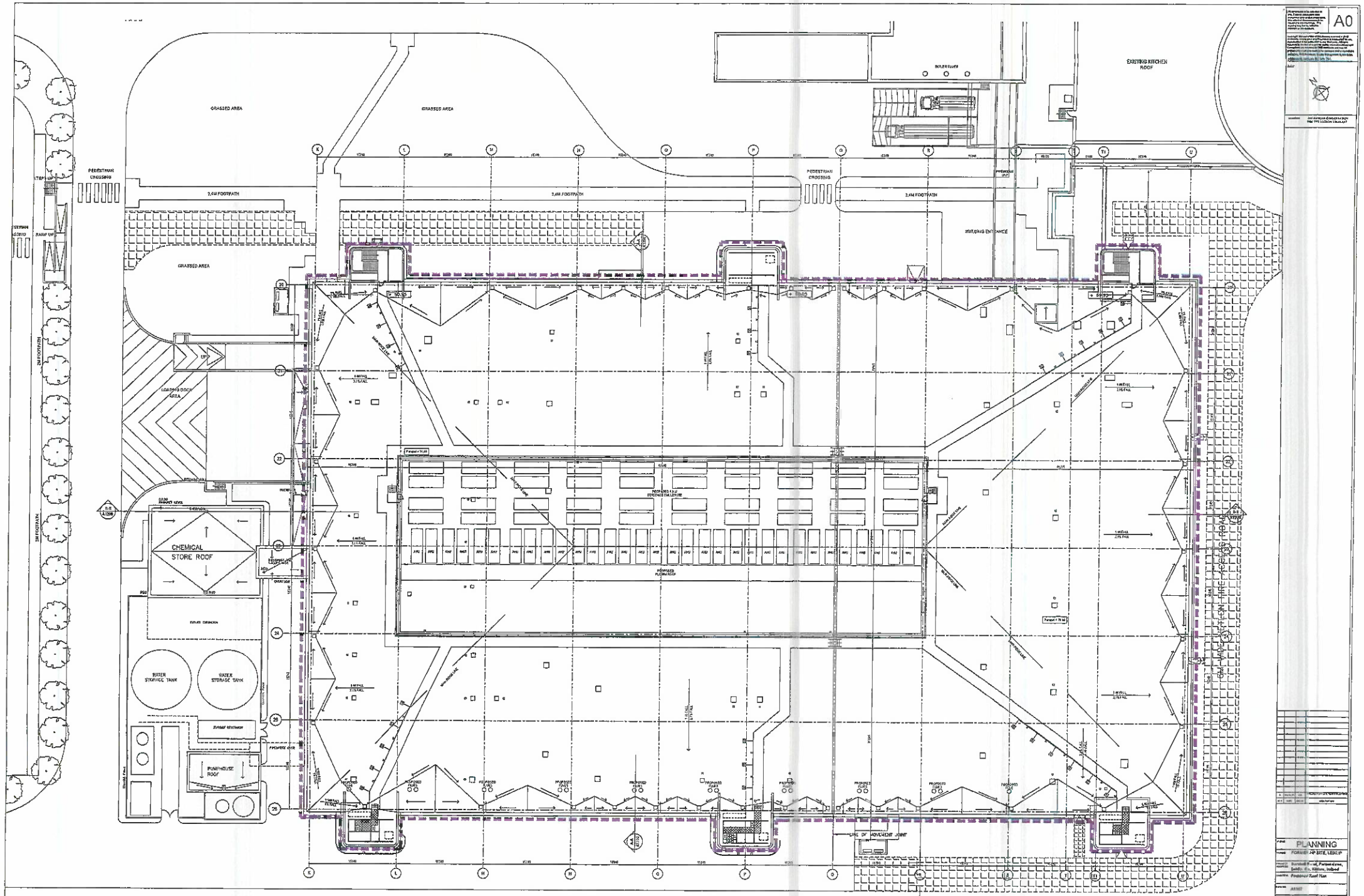
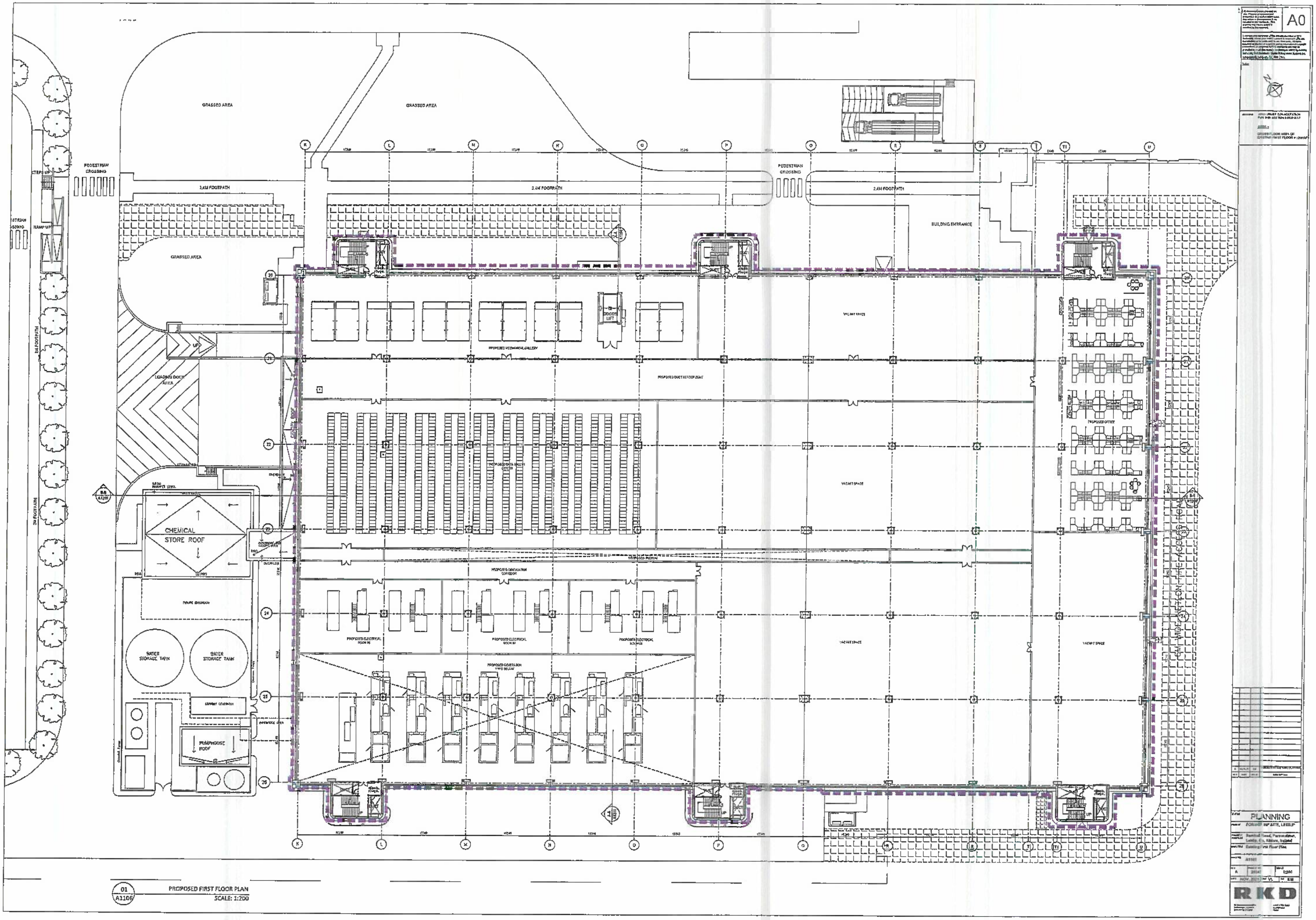
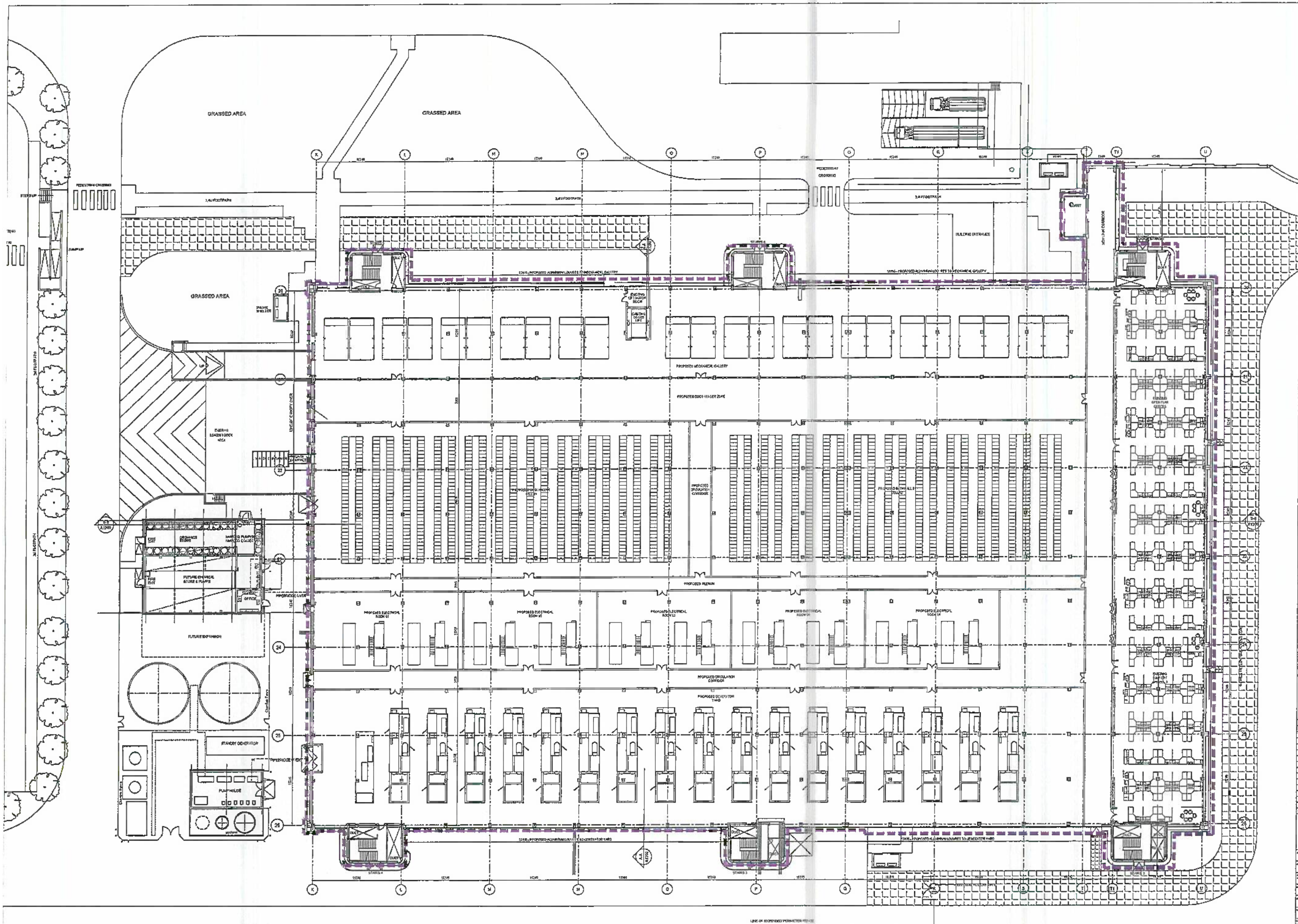


01 A1107 PROPOSED ROOF PLAN
SCALE: 1:200


A0
GRASSED AREA
GRASSED AREA
GRASSED AREA
PEDESTRIAN CROSSING
PEDESTRIAN CROSSING
2.4M FOOTPATH
2.4M FOOTPATH
2.4M FOOTPATH
BUILDING ENTRANCE
STEPS UP
RAMP UP
LOADING DOCK AREA
UP
DOCK LIFT
PROPOSED MECHANICAL GALLERY
VACANT SPACE
VACANT SPACE
VACANT SPACE
VACANT SPACE
PROPOSED OFFICE
CHEMICAL STORE ROOF
WATER STORAGE TANK
WATER STORAGE TANK
PUMPHOUSE ROOF
PROPOSED ELECTRICAL ROOM
PROPOSED ELECTRICAL ROOM
PROPOSED ELECTRICAL ROOM
PROPOSED PLENUM
PLANNING
A
NOV. 2021
VL
EM
RKD
01
A1106
PROPOSED FIRST FLOOR PLAN
SCALE: 1:200



01
A1105

PROPOSED GROUND FLOOR PLAN

SCALE: 1:200

A0

PLANNING

FORMER HP SITE, LEIXLIP

Proposed Ground Floor Plan

1:200

RKD