



MP23 Masterplan Revision 2

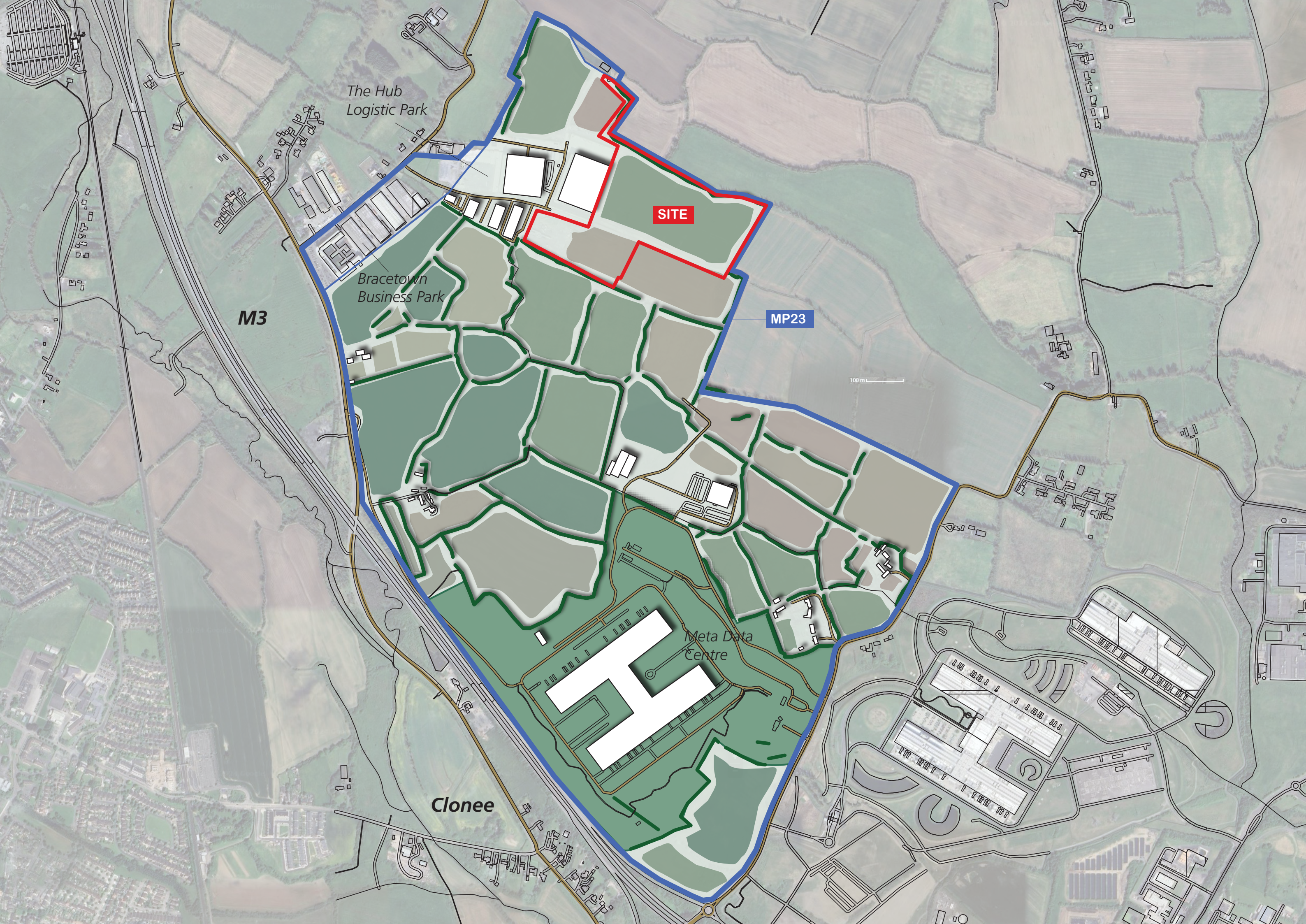
24.04.2025

Introduction

MOLA Architecture has been appointed by Hickcastle Ltd. and Hickwell Ltd. to carry out a revision of the masterplan for the area designated Masterplan 23 (MP23) in the Meath County Development Plan 2021-2027, located on the townlands of Gunnocks, Bracetown and Portmanna, Clonee, County Meath.

This non-statutory masterplan precedes and accompanies planning applications on lands within the boundary of the Masterplan area. It seeks to establish overall development principles for the MP23 lands, taking into account the existing (Meta Data Centre) and approved developments (Engine Node Data Centre) and the proposed extension of the Hub Logistics Park, while promoting an exemplar sustainable development and anchored in its historic landscape environment.

The Masterplan has been prepared in consultation with the Planning Authority, Meath County Council. The Master Plan boundary and the lands subject to the planning applications are shown on the opposite map.



The Hub
Logistic Park

Bracetown
Business Park

M3

SITE

MP23

100 m

Meta Data
Centre

Clonee

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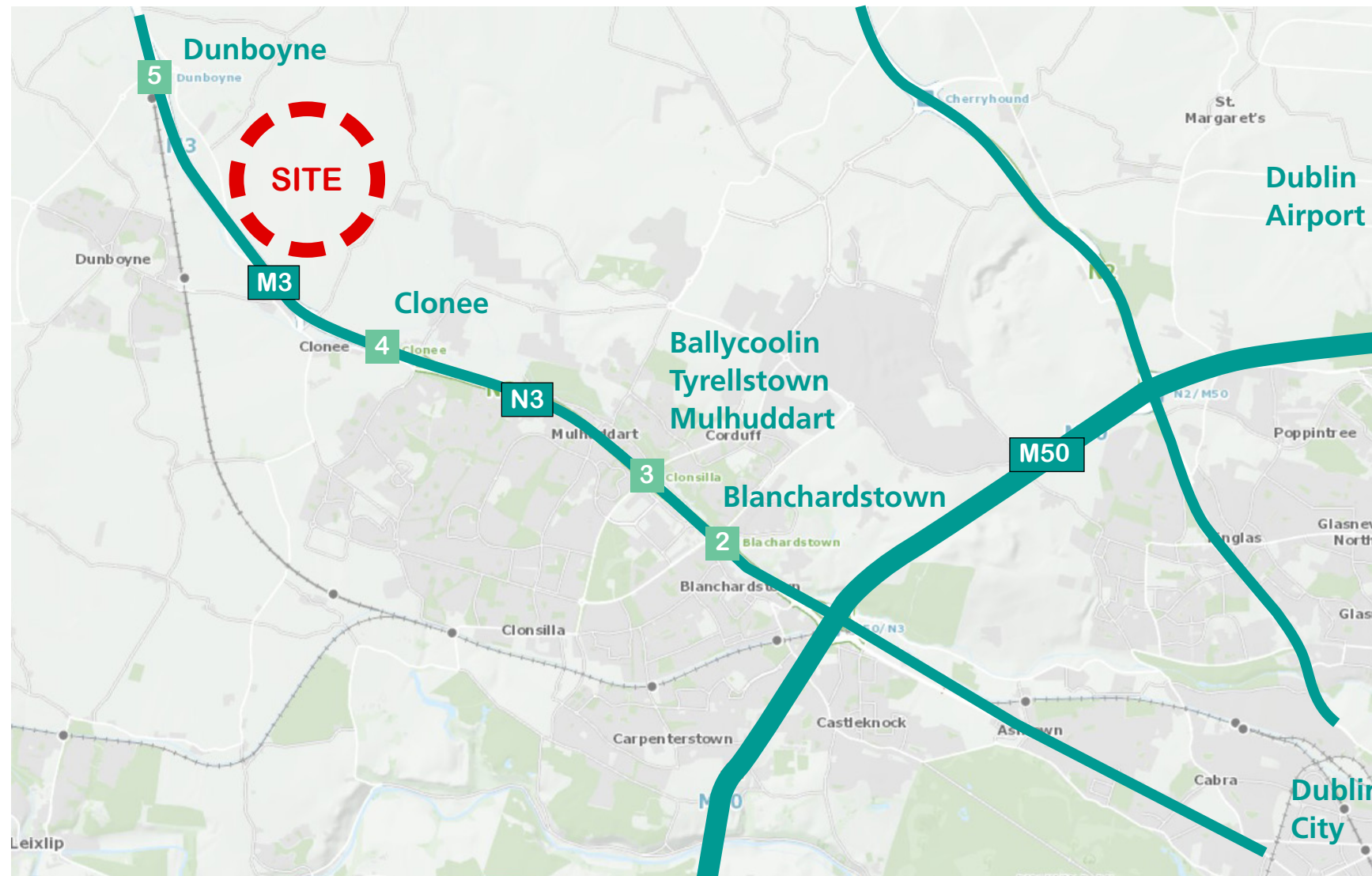
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1. Site Analysis

- 1.1 Site Location
- 1.2 Site Boundary
- 1.3 Landscape
- 1.4 Conservation and Archaeology
- 1.5 Ecology, Flood Risks and Noise
- 1.6 Existing Land Use
- 1.7 Existing Access

1.1 Site Location

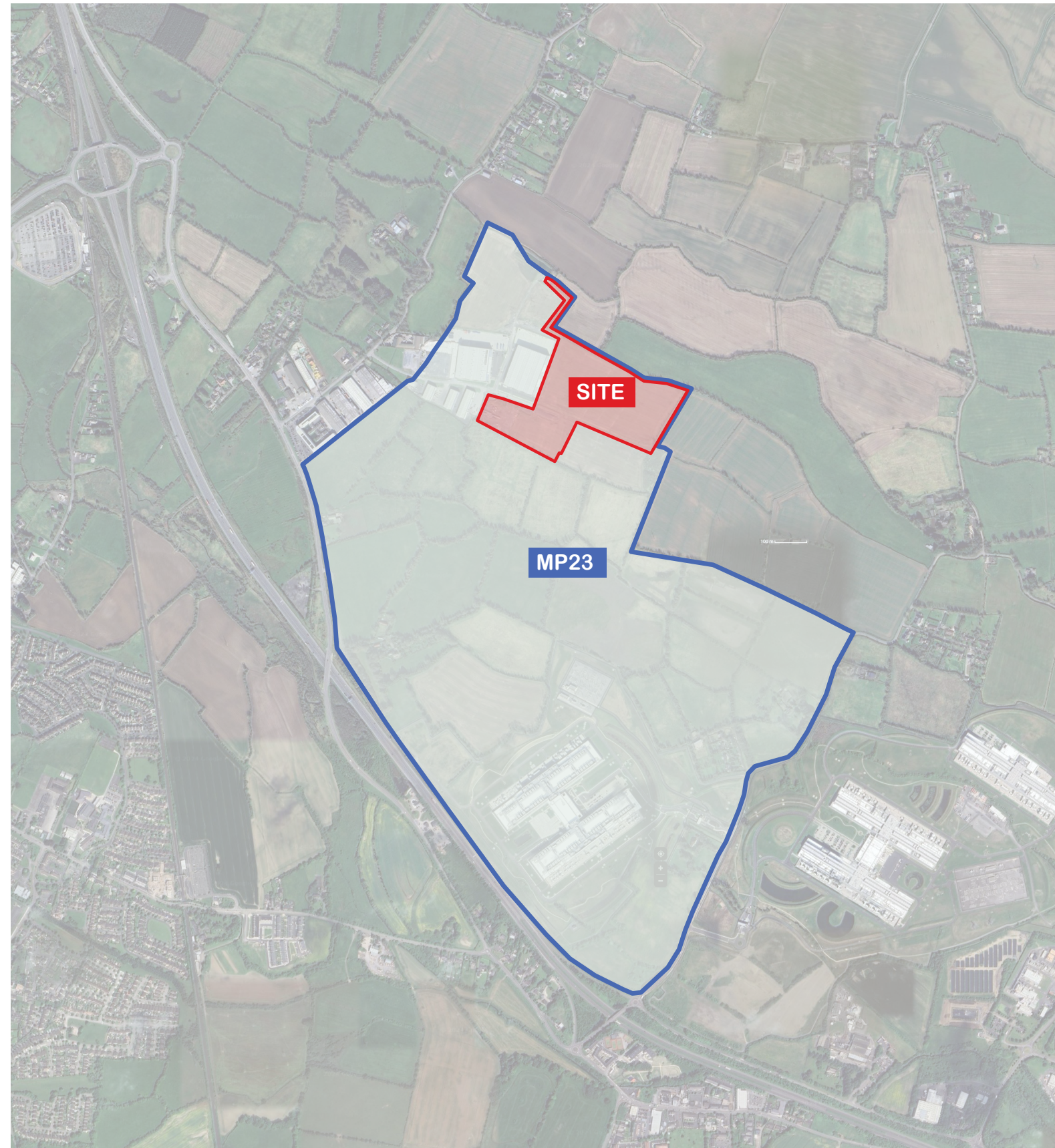


The site is located on the M3 motorway, and is served by junctions 4 (Clonee) and 5 (Dunboyne), 30 min drive to Dublin City Centre, and 20 min drive to Dublin Port and Dublin Airport. It is situated approximately 14 km northwest of Dublin City Centre.

1.2 Site Boundary



The Masterplan area (MP23) is located in the townlands of Bracetown, Gunnocks, and Portmanna, in Clonee, County Meath.

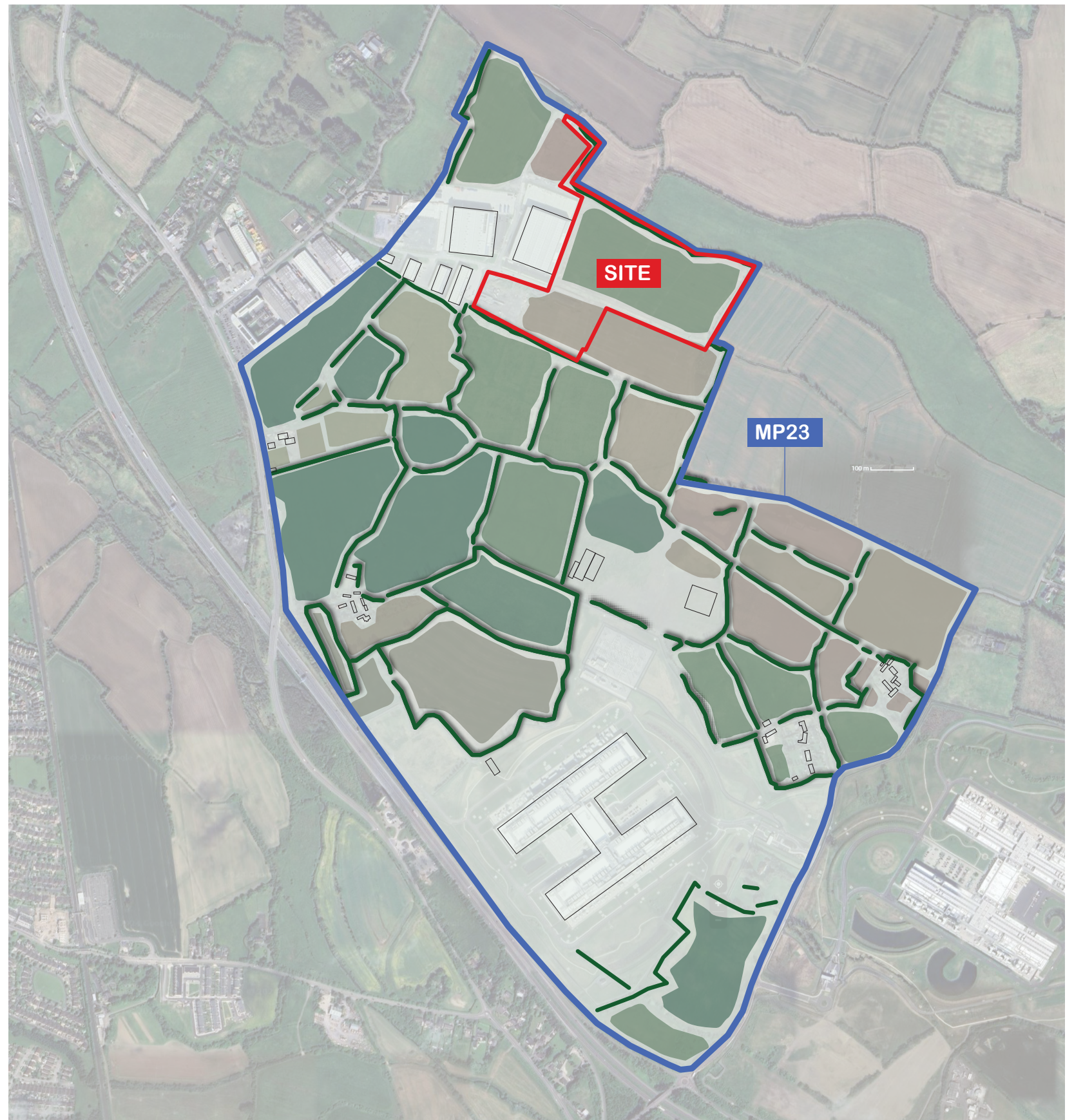
The red line boundary is 13.34 hectares and is located to the east of The Hub Logistics Park, to the north of Bracetown Business Park and is accessed from the Bracetown Road to the north of its junction with the R147.



1.3 Landscape

The MP23 area is a rural landscape featuring fields, hedgerows and two private residences, that has been gradually developed in recent years. The recently approved and built developments include the completed Meta data centre, an approved Engine Node data centre, and logistics and warehouse units at The Hub Logistics Park. The site itself is currently agricultural.

-  Hedgerow
-  Agricultural Field



1.4 Conservation & Archaeology

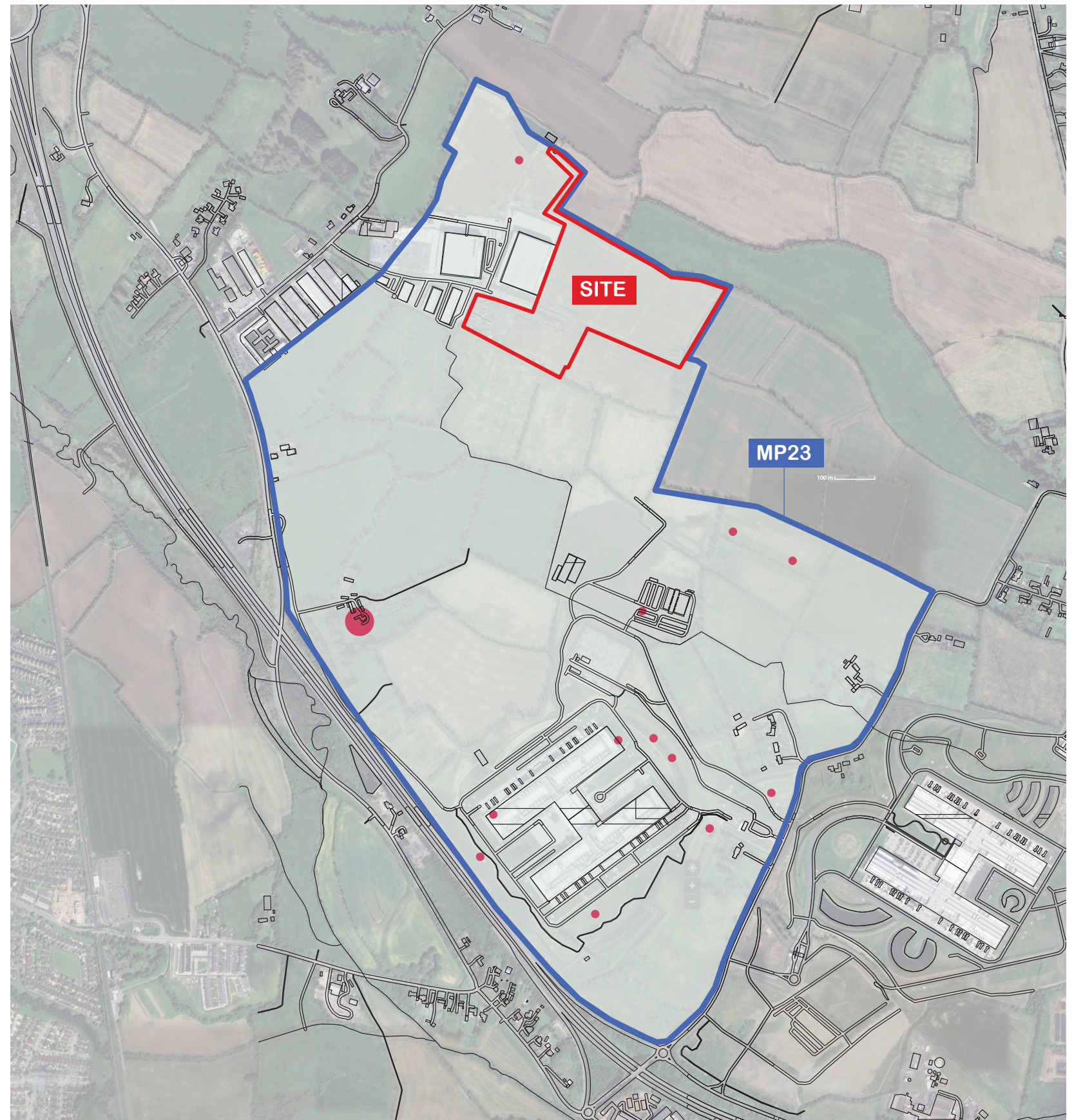


Gunnocks House (above) is a Protected Structure (ME051-008) located within the masterplan area. It was originally a 17th century thatched house which was later modified into a two-storey building in the 18th century. There are several associated structures in the vicinity of the house, set in secluded grounds and within a tree-lined boundary. The setting is enclosed and secluded. The special interest lies in its historic, archaeological, architectural and artistic value. Gunnocks House is an example of the move from a rural domestic architecture to the grander forms of the Georgian period.

Several archaeological records lie within the MP23 masterplan boundary and a zone of archaeological potential is located around Gunnocks House.

Geophysics and test trenching was undertaken over the entire of the site area and no features were identified. Extensive archaeological testing has been undertaken on the site, and nothing of note was identified.

- Protected Structure (Gunnocks House)
- Archaeological Record



1.5 Ecology, Flood Risks & Noise/Safety Zone

Ecology

There are no designated areas or sites within the masterplan MP23 area.

Flood

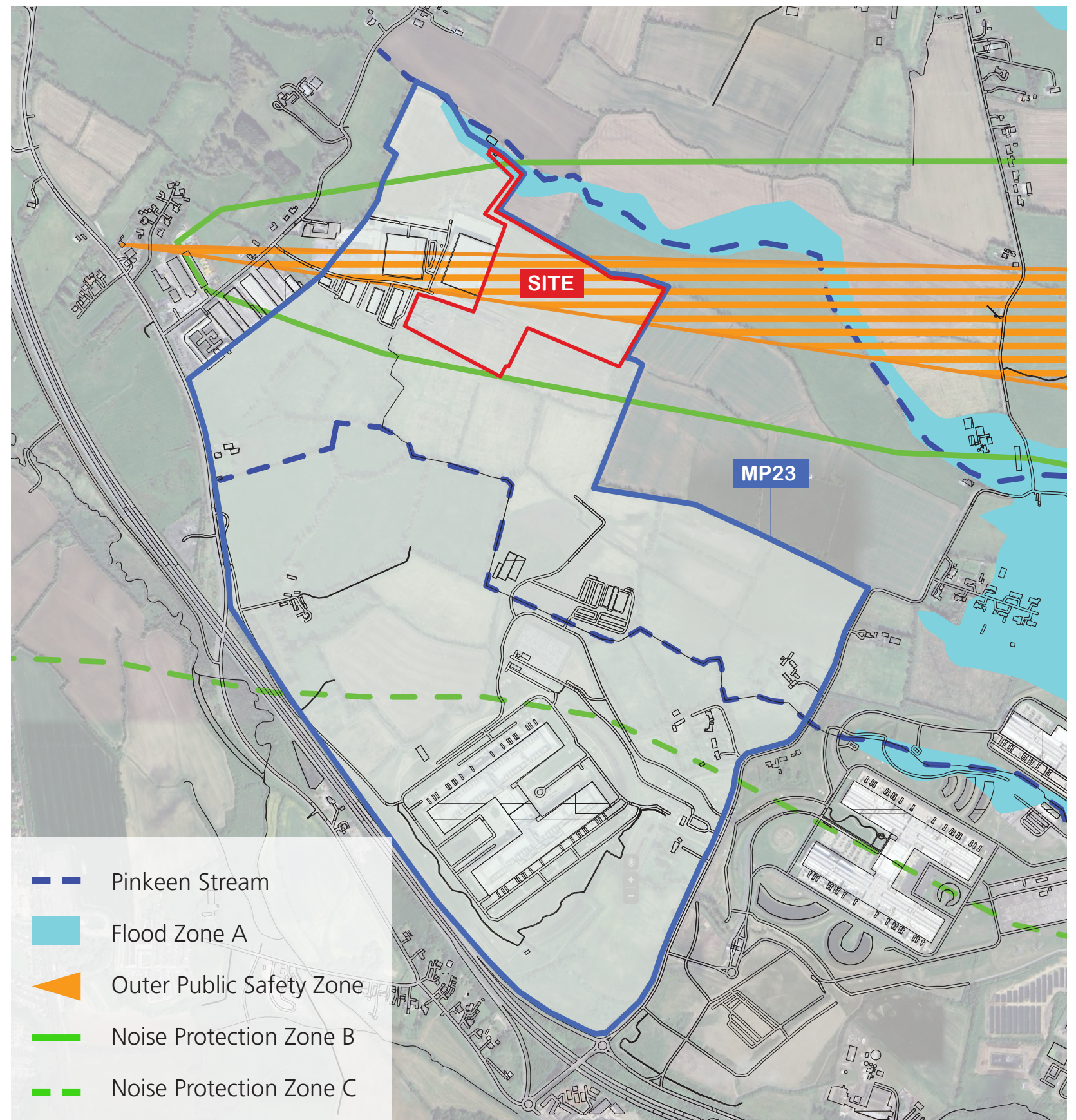
Dunboyne, Clonee and Pace are located in the south east corner of County Meath, at the confluence of the Tolka River and a tributary that flows through Dunboyne itself, the Castle Stream. There have been no recorded instances of flooding on the Masterplan lands. A Flood Relief Scheme for the River Tolka catchment in the area of Clonee was completed by the OPW in 2006.

Dublin Airport Noise Protection Zone

Part of the materplan is located within Zone B and C of the Airport Noise Protection Zone. Development within Zone B and C will require noise insulation where the predicted noise environment of the site is considered exceed levels appropriate for the development.

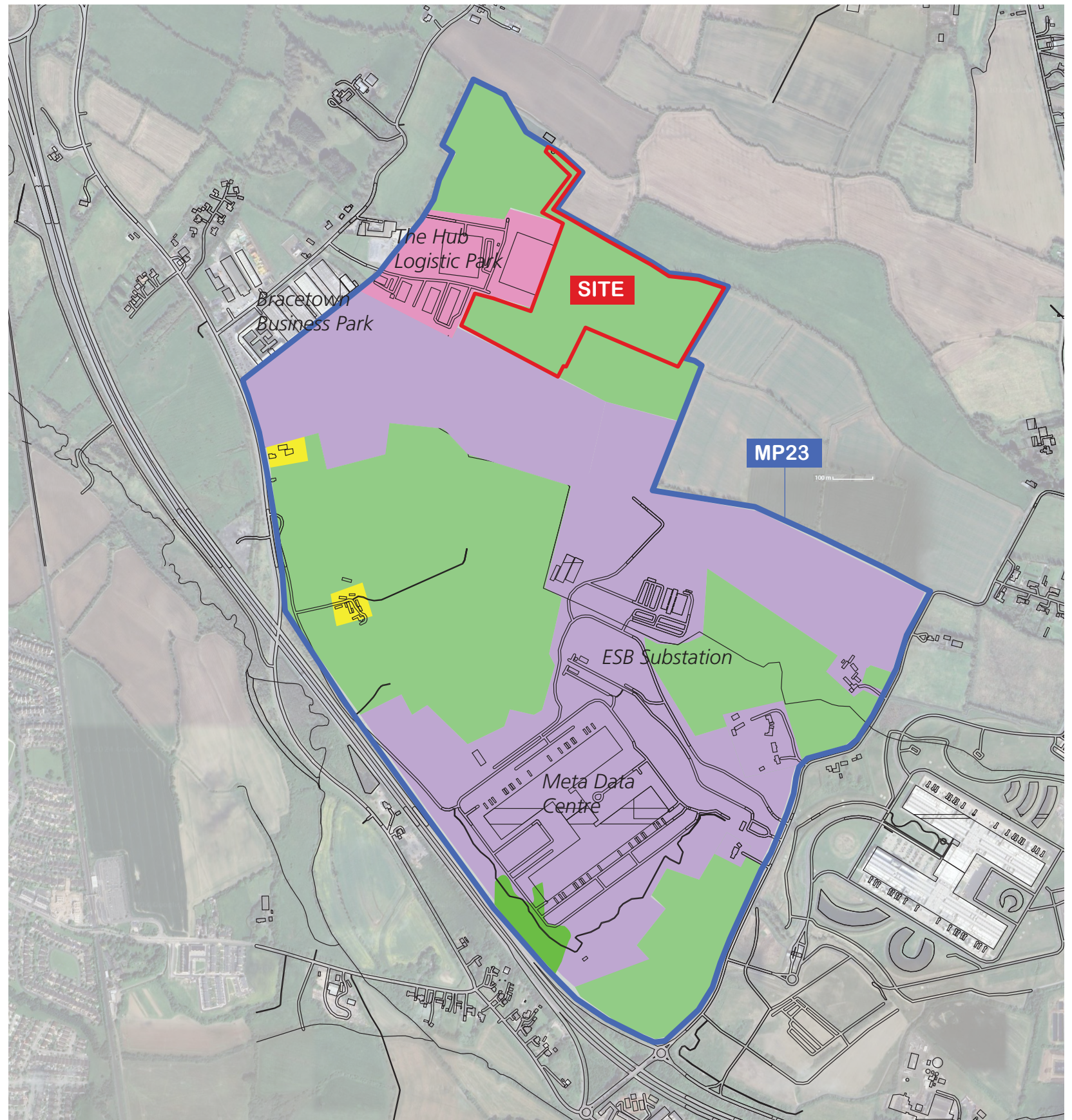
Dublin Airport Public Safety Zone

Part of the Masterplan is located within Dublin Airport Outer Public Safety Zone. As per Environmental Resources Management (ERM) Ireland guidance 2003 (Fingal Development Plan 2023-2029), extensions to existing developments are permitted and working premise (original and extension) density should not exceed 100 people per 0.5 hectares.



1.6 Existing Land Uses

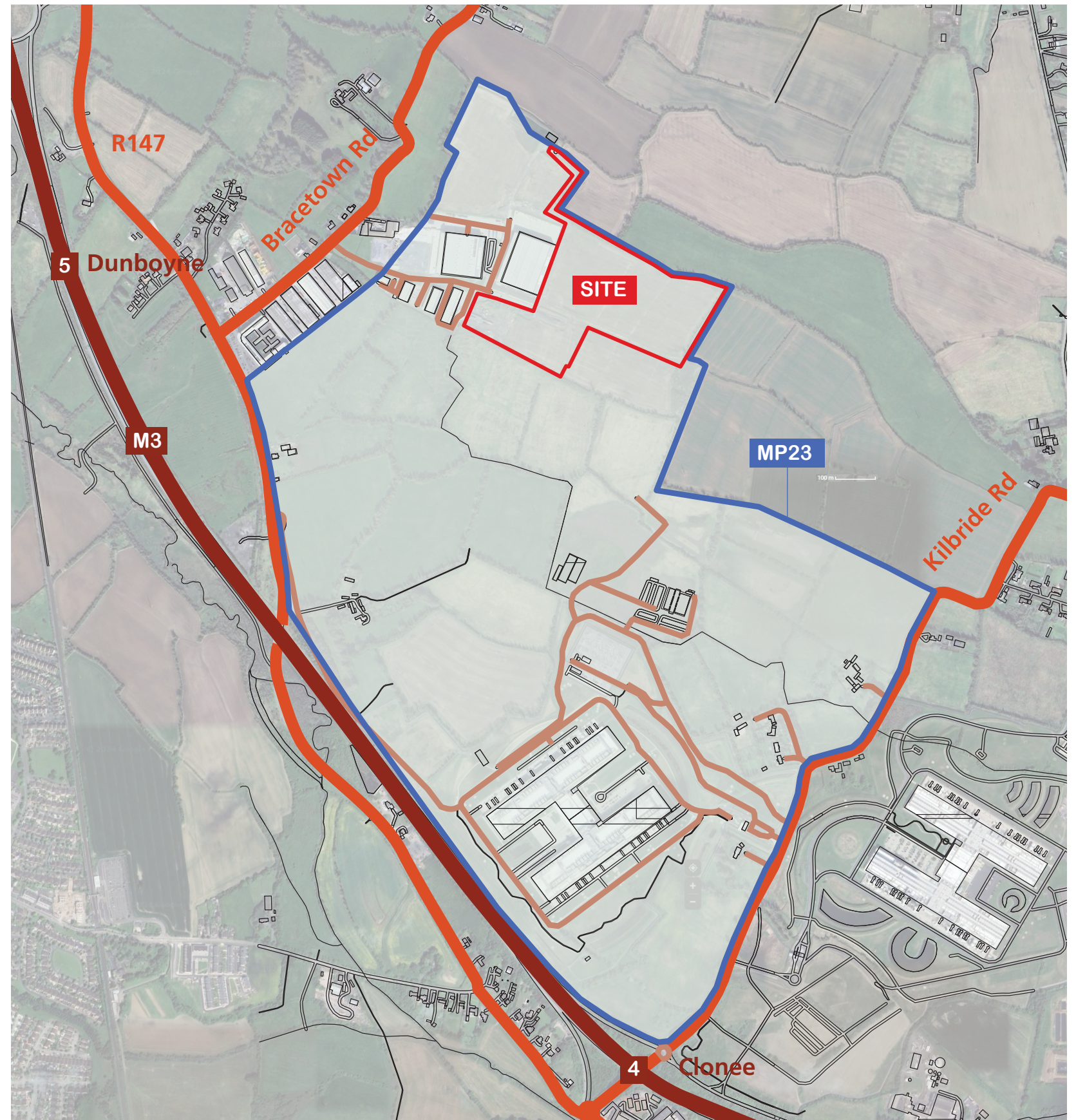
The established uses within the Masterplan area include agriculture with two residential properties. Recent industrial developments include the Meta Data Centre (southeast of subject site), and the Engine Node Data Centre (southwest of subject site and The Hub Logistics Park). The lands to the southwest of MP23 remain in agricultural use.



1.7 Existing Access

The masterplan MP23 is accessed by the M3 motorway at junctions 4 and 5

The site is accessed from junctions 4 and 5, the R147 and Bracetown Road.



2. Planning and Policy Context

- 2.1 National Planning Framework
- 2.2 Regional Spatial & Economic Strategy (2019– 2031)
- 2.3 Meath Economic Development Strategy Roadmap (2023)
- 2.4 Meath County Development Plan 2021-2027
- 2.5 Previous Masterplans

Introduction

This section sets out the relevant national, regional, and local planning policy for the Masterplan area.

The relevant national, regional, and local planning policy and context for the Masterplan area is defined by the:

- National Planning Framework: Project Ireland 2040 (2018)
- Our Sustainable Future - A Framework for Sustainable Development for Ireland (2012)
- Regional Spatial and Economic Strategy for the Eastern and Midlands Regional Assembly (2018)
- Meath County Development Plan 2021-2027
- Meath Economic Development Strategy Roadmap (2023)
- Previous Masterplans for MP23

2.1 National Planning Framework: Project Ireland 2040 (2018)

The National Planning Framework (NPF) for Ireland, published in February 2018, serves as a guide for development and investment until 2040. It outlines policy priorities and National Strategic Outcomes (NSO) that support economic development, aiming to create a unified vision and shared goals for communities across the country.

The key policy priorities for the Eastern and Midland Region emphasize the need to foster development in the Greater Dublin Area and Midland areas along key public transport routes, ensuring regional coordination and promoting self-sustaining economic and employment opportunities. For Dublin, a significant future growth enabler is the relocation of less intensive uses outside the M50 ring and the existing built-up area.

Developing the identified Masterplan area will leverage the strategic and public transport access provided by the M3 Parkway rail station. This will facilitate less-intensive development and employment opportunities outside the M50.

The NPF highlights “A Strong Economy Supported by Enterprise, Innovation and Skills” (NSO5) as a critical strategic outcome. This includes objectives focused on job creation, fostering enterprise, and encouraging innovation to build a competitive, innovative, and resilient regional enterprise base. Achieving NSO5 will involve supporting entrepreneurship, building competitive clusters, sustaining talent, enhancing human capital across all regions, and promoting digital and data innovation.

2.2 Regional Spatial & Economic Strategy 2019 – 2031

At the EMRA meeting on May 3, 2019, the Eastern and Midland Regional Assembly resolved to adopt the Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region on June 28, 2019, in accordance with section 24 (9) of the Planning and Development Act 2000.

An RSES is a strategic plan that identifies regional assets, opportunities, and challenges, providing policy responses in the form of Regional Policy Objectives. At a strategic level, it offers a framework for investment to better manage spatial planning and economic development throughout the region.

The RSES includes:

- Spatial Strategy: To manage future growth and create healthy, attractive places to live, work, study, visit, and invest in.
- Economic Strategy: To build on regional strengths, sustain a strong economy, and support the creation of quality jobs that ensure a good living standard for all.
- Metropolitan Plan: To ensure a supply of strategic development areas for the sustainable growth, continued success, and competitiveness of the Dublin Metropolitan Area.
- Investment Framework: To prioritize the delivery of key enabling infrastructure and services by government and state agencies.
- Climate Action Strategy: To accelerate climate action, ensure a clean and healthy environment, and promote sustainable transport and strategic green infrastructure.

The principal statutory purpose of the RSES is to support the implementation of Project Ireland 2040 and the government's economic policies and objectives by providing a long-term strategic planning and economic framework for the region's development. Under the Planning and Development Act 2000, the RSES addresses employment, retail, housing, transport, water services, energy and communications, waste management, education, health, sports and community facilities, environment and heritage, landscape, sustainable development, and climate change.

The RSES represents a significant evolution in regional policymaking, replacing the current Regional Planning Guidelines (RPGs). It provides strategic policy and recommendations at a regional level, ensuring county and city development plans align with these policies.

Implementation of the RSES will involve local authorities reviewing all development plans and Local Economic and Community Plans (LECPs) following the adoption of the strategy. Key state agencies and sectoral bodies will also need to align their strategies and investment plans with the RSES. The strategy's realization will be supported by European and National funding, aimed at achieving the Regional Strategic Outcomes (and NPF National Strategic Outcomes) outlined in the strategy, focusing on the RSES's priorities to sustainably grow the region to 2031 and beyond.

2.3 Meath Economic Development Strategy Roadmap (2023)

The purpose of the roadmap is to continue with the vision and focus as identified in the Meath Economic Development Strategy 2014-2022 and to also ensure that those considering establishing or expanding their business within Meath, along with their potential workforce, see Meath as an ideal place to live, work and do business.

The Strategy had identified a number of key focus areas and sectoral opportunities to expand the economic base of County Meath, particularly with investment in the food, knowledge and creative economies and attracting further Foreign Direct Investment, by marketing Meath to overseas and indigenous investors as a county willing to support and work in collaboration.

Indigenous Industry/ SMEs

County Meath has a diverse range of indigenous industries, reflecting the area's strengths in engineering, technology, agriculture, food processing, construction, manufacturing, retail and services and the creative sector. Meath County Council will continue to develop an ecosystem that supports the growth and creation of indigenous businesses and SMEs. The close relationship developed with the Local Enterprise Office allows Meath County Council to identify local business needs providing tailored support, guidance and funding opportunities to increase entrepreneurship and growth.

2.4 Meath County Development Plan 2021-2027

2.4.1 Introduction

The Meath County Development Plan 2021-2027 (MCDP) outlines the comprehensive strategy, policies, and objectives for Meath's development over this period.

The Plan features a Zoning Map and Written Statement for Dunboyne, outlining the development strategy for the town and guiding the preparation of a detailed Local Area Plan during the Development Plan's timeframe. The Settlement Strategy designates Dunboyne as a self-sustaining growth town.

2.4.2 Zoning Objectives

- The Masterplan MP23 measures c.204 hectares.
- The plan indicated zoning objectives for MP 23 as *General Enterprise and Employment / Warehousing and Distribution (Zoning: E2/E3)*, and specifically includes logistics, warehousing, and light industrial building type use.

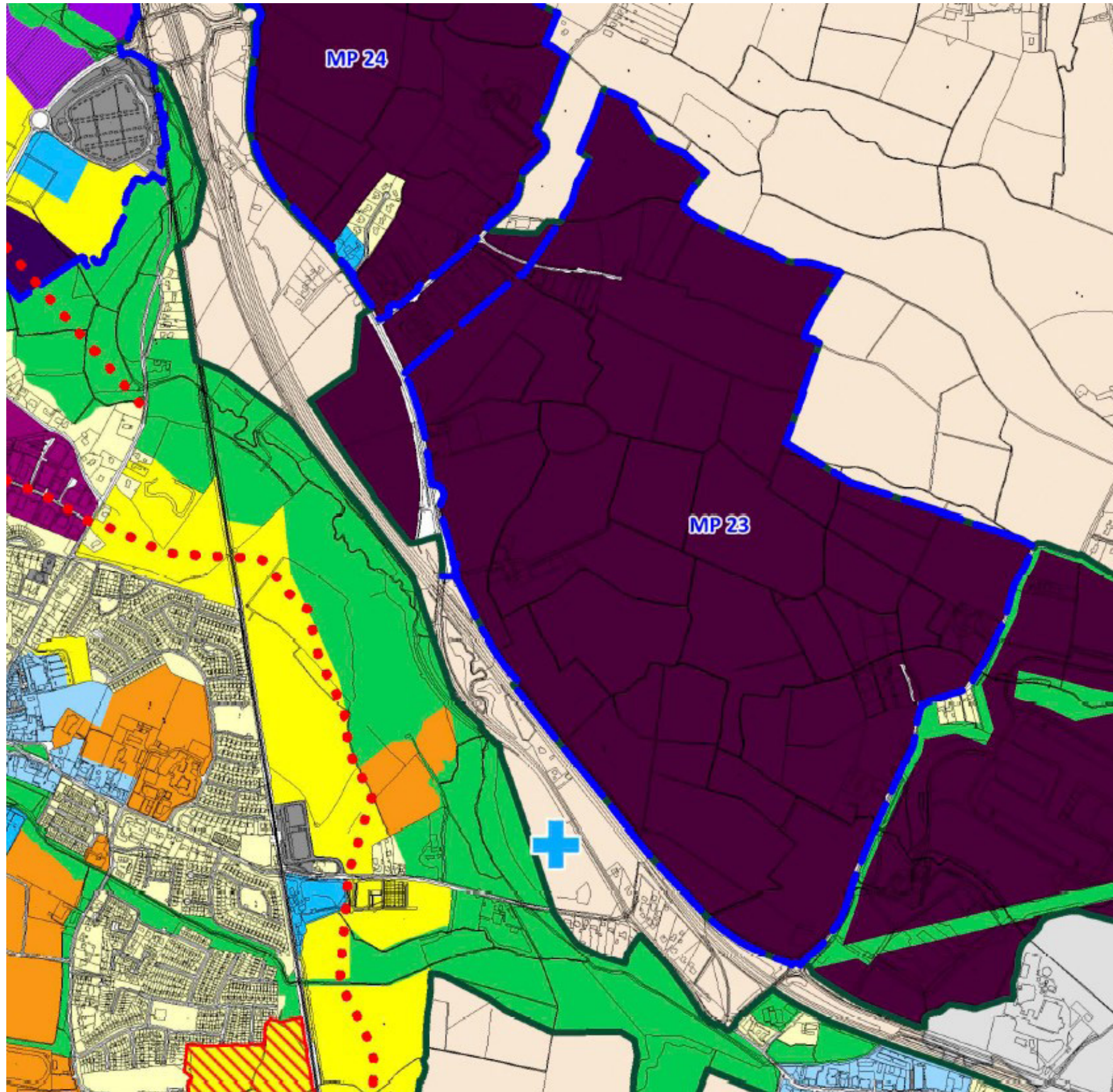
E2: General Enterprise and Employment

Objective: *"To provide for the creation of enterprise and facilitate opportunities for employment through industrial, manufacturing, distribution, warehousing and other general employment/enterprise uses in a good quality physical environment."*

Guidance: Guidance: "E2 lands constitute an important land bank for employment use which must be protected. The development of E2 lands seek to provide for the creation and production of enterprise and facilitate opportunities for industrial, manufacturing, distribution, warehousing and other general employment / enterprise uses in a good quality physical environment.

E3: Warehousing and Distribution

Objective: *"To facilitate logistics, warehousing, distribution and supply chain management inclusive of related industry facilities which require good access to the major road network."*



*Zoning Objectives, Meath
County Development Plan
2021-2027*

2.4.3 Master Plan 23

To facilitate the development of lands between Portan Clonee and Bracetown for E2 “General Industry & Employment” and E3 “Warehousing and Distribution” purposes solely for the development of major employment proposals, primarily, Foreign Direct Investment (FDI), requiring a significant site area, having regard to this strategic location within the county, as provided for in Volume I of the County Development Plan. A Master Plan and a detailed Roads Needs Assessment of said lands shall accompany any planning application for the development of these lands. This Master Plan shall obtain the prior written agreement of the Executive of the Planning Authority.

The Master Plan shall accompany any application for planning permission on these lands and shall address land use, transportation, connectivity, urban design, recreation, environmental impacts including flood risk, phasing and implementation issues to the satisfaction of the Executive of the Planning Authority.

The Master Plan shall address the following:

- *A Design Concept for the lands; Guidance for high quality design throughout the development;*
- *Building heights and densities;*
- *A landscape plan for the development and landscape management plan (post-completion of the development);*
- *Flood Risk Assessment which takes account of the most up to date available CFRAM data*
- *A Transport Assessment which addresses the following issues:*
 - *Access arrangements to the Development Site;*
 - *Provision of safe cycle ways and pedestrian routes throughout the Development Site;*
 - *Provision and access for Service Vehicles to the Site.*

The Master Plan shall be agreed in writing with the Executive of the Planning Authority in advance of the lodging of any planning application.

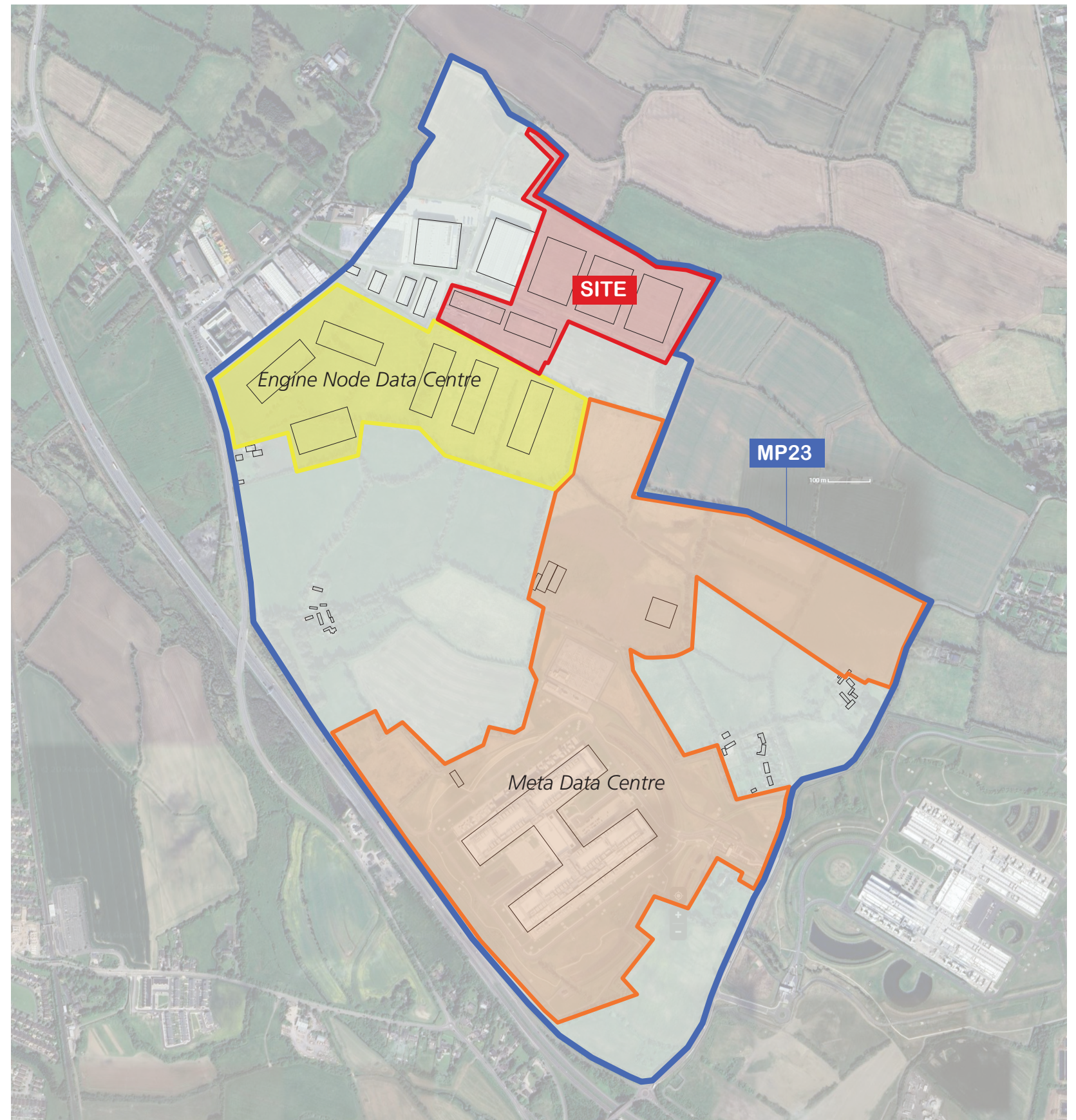
Status: Master plan in place for these lands, any future planning applications will be required to update same as part of an iterative process.

2.5 Previous Masterplans

Two other masterplans were submitted as part of the following planning applications:

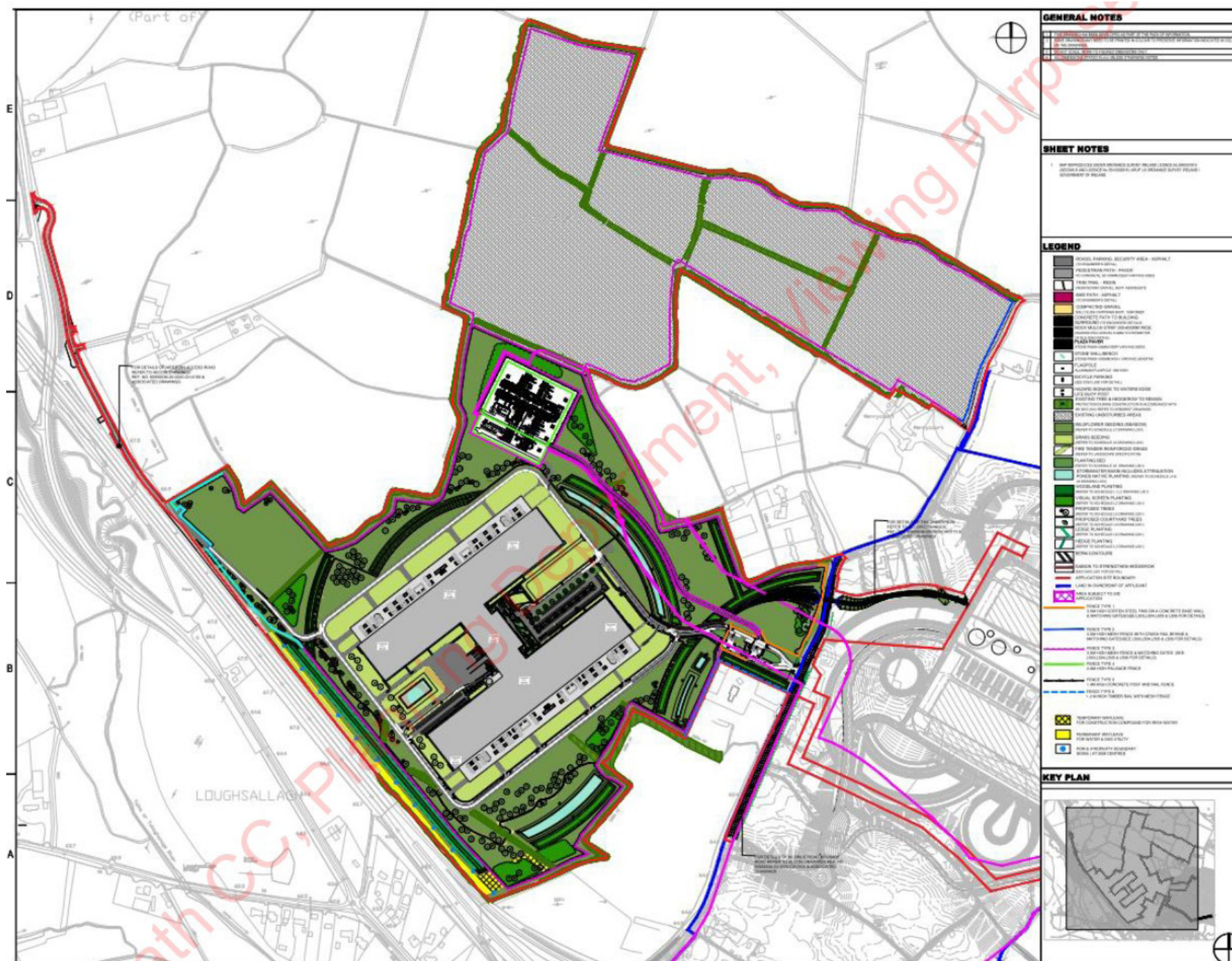
- Meta Data Centre (shown in orange on the opposite map)
- Engine Node Data Centre (shown in yellow on the opposite map)

This MP23 Masterplan presents the second revision of this document (MP23 Masterplan Revision 2).



2.5 Previous Masterplans

- Meta Data Centre Layout



2.5 Previous Masterplans

- Engine Node Data Centre Layout



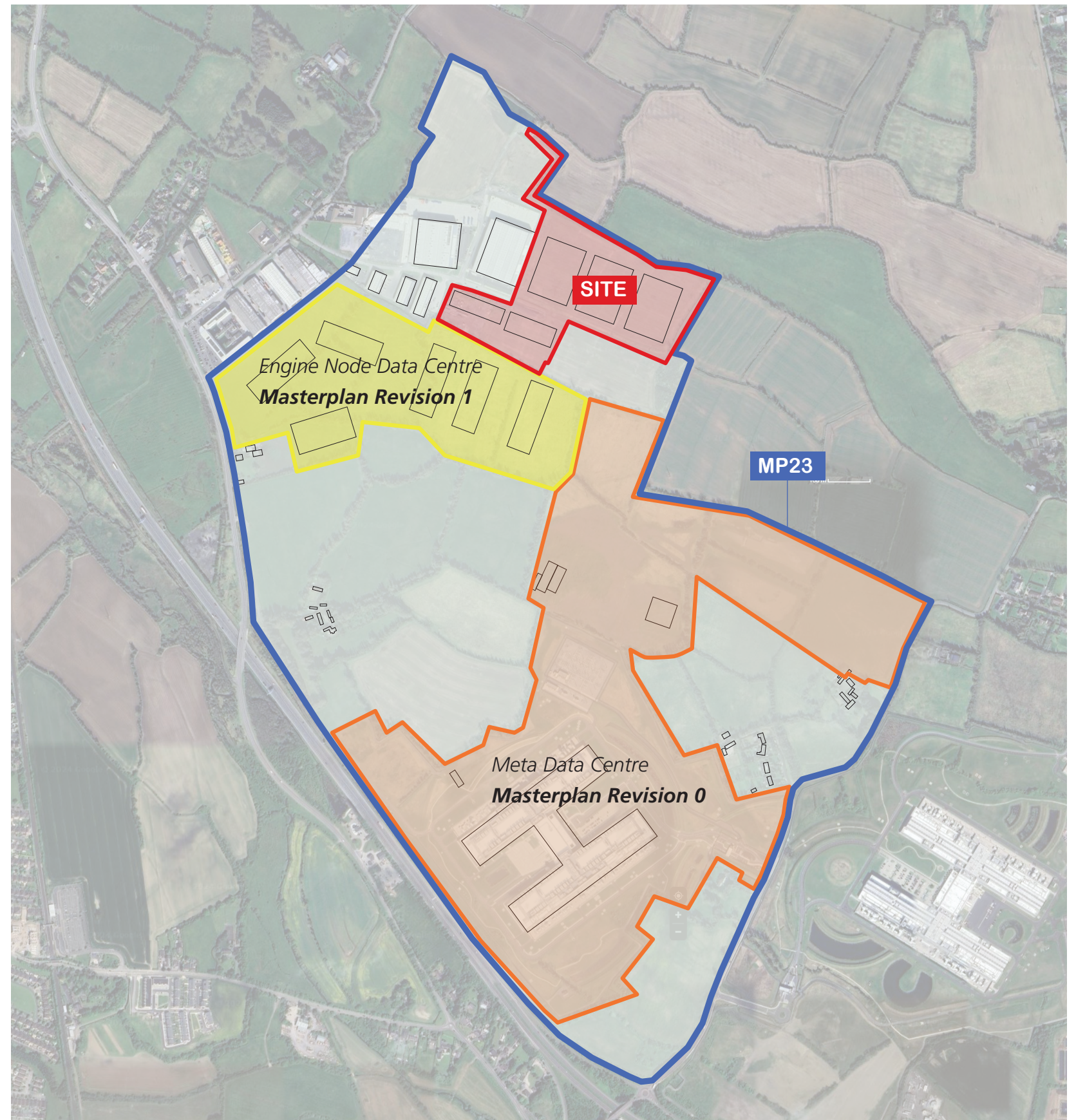
3. Masterplan

- 3.1 Land Use
- 3.2 Access
- 3.3 Land Ownership
- 3.4 Landscape
- 3.5 Urban Design
- 3.6 Drainage & Water Supply Infrastructure
- 3.7 Conservation and Archaeology
- 3.8 Potential Phasing
- 3.9 Conclusion

Introduction

Two other masterplans were submitted as part of the following planning applications:

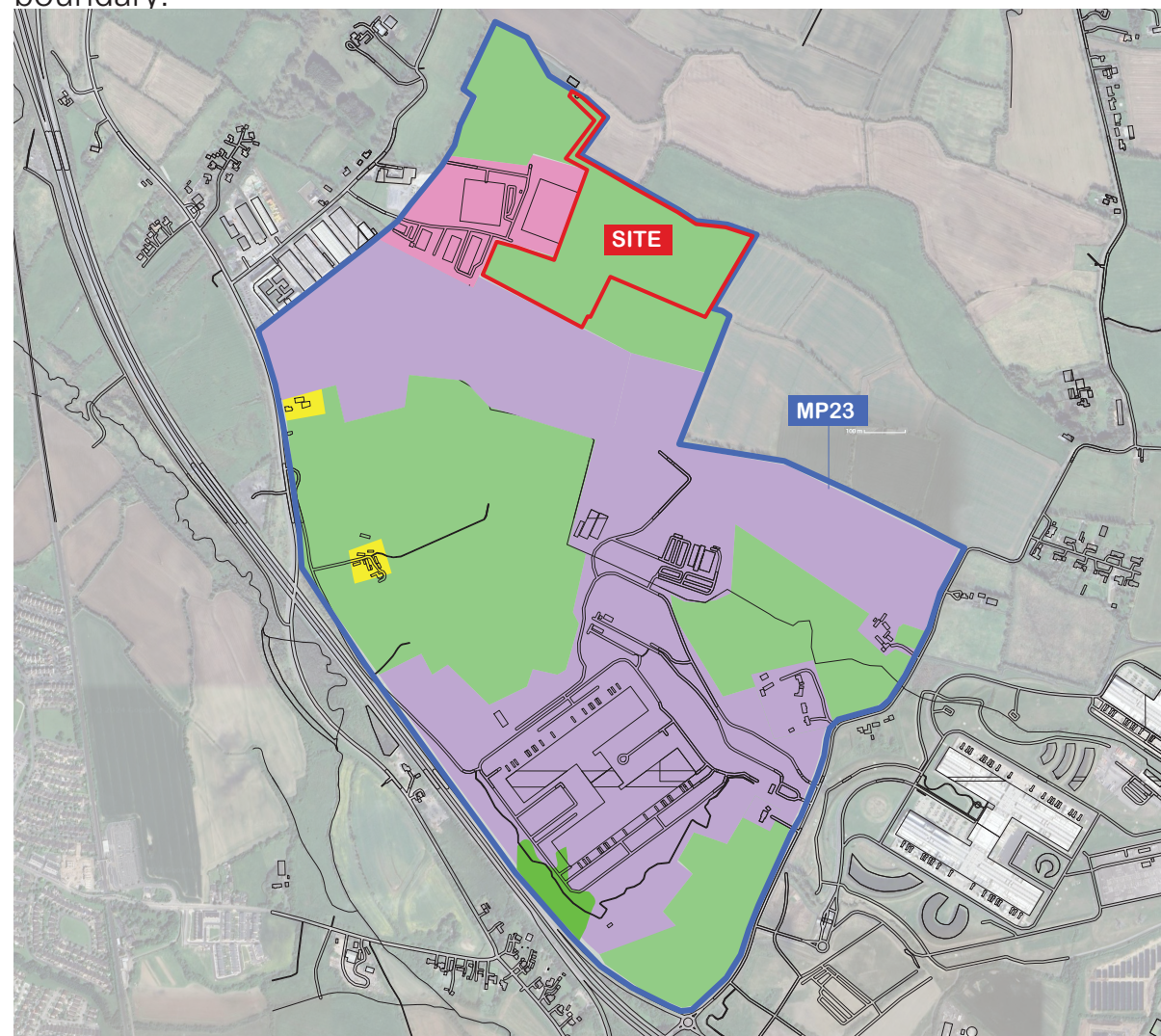
- Meta Data Centre (shown in orange on the opposite map)
- Engine Node Data Centre (shown in yellow on the opposite map)



3.1 Land Use

3.1.1 Existing Land Use

The established Meta data centre is a very substantial structure and is quite prominent from the Motorway and roads surrounding the site. The established structures at The Hub Logistic Park are significantly smaller in scale. There are two occupied dwellings on the southern boundary of the Master Plan, and agricultural lands. This Masterplan **Revision Two** aims to protect and enhance the amenities of the existing dwellings within its boundary.



- Agricultural Use
- Residential
- Business Park/Logistics
- Data Centre

Existing Land Use

3.1.2 Proposed Land Use

The indicative land uses within the Master Plan area are shown above. These uses are indicative and do not constitute statutory designations. They are also subject to change if a planning application is submitted for any adjacent lands outside of the applicant's control or ownership.

The proposed layout for **Master Plan Revision Two** will accommodate and ensure the future development of the remaining Master Plan area, which has been zoned as E2/E3 land in the Meath County Development Plan 2021-2027, is not compromised. The Master Plan aligns with the existing zonings.

Regarding potential future land uses, the Meath County Development Plan 2021-2027 specifies permissible uses generally acceptable in the relevant zone, subject to normal planning considerations, including the policies and objectives outlined in the Plan. The Plan also outlines "Open for Consideration Uses," which may be permitted if Meath County Council deems the proposed development compatible with the zone's overall policies and objectives, does not adversely affect permitted uses, and aligns with proper planning and sustainable development principles. Permitted uses and open for consideration uses on E2/E3 and F1 zoned lands are outlined below:

Zoning Category: E2 General Enterprise and Employment

Objective: To provide for the creation of enterprise and facilitate opportunities for employment through industrial, manufacturing, distribution, warehousing and other general employment/enterprise uses in a good quality physical environment.

Guidance: E2 lands constitute an important land bank for employment use which must be protected. The development of E2 lands seek to provide for the creation and production of enterprise and facilitate opportunities for industrial, manufacturing, distribution, warehousing and other general employment / enterprise uses in a good quality physical environment.

Permitted Uses: Bring Banks, Builder's Providers, Childcare Facility, Car Park (incl. Park and Ride), CHP / Waste to Energy Facilities, Domestic Fuel Depot, Energy Installation, Enterprise & Business Start Ups, Enterprise / Training Centre, Data Centres, Factory Shop, Furniture Showroom (only where product displayed is manufactured on site), Go Kart Track, Industry – General, Industry – Light, Heavy Vehicle Park, Logistics, Mart / Co-op, Motor Repair / Servicing, Plant & Tool Hire, Recycling Facility (Civic & Amenity), Science & Technology Based Enterprise, Telecommunication Structures, Transport Depot, Warehousing, Utilities.

Open for Consideration Uses: Abattoir, Car Dismantler / Scrap Yard, Construction & Demolition Waste Recycling Facility, Garden Centre, Leisure Facilities, Motor Sales, Offices 100 – 1,000 sqm (uses where the services are not principally for visiting members of the public), Service Station, Restaurant / Café, Veterinary Surgery, Waste Recycling / Transfer / Sorting Centre, Wholesale Warehousing / Cash and Carry. Uses which are 'open for consideration' or not identified as 'permitted' under the E2 zoning objective will only be considered where they do not compromise the objective of the overall zoning objective of E2 lands, for general enterprise and employment uses.

Zoning Category: E3 Warehousing and Distribution

Objective: To facilitate logistics, warehousing, distribution and supply chain management inclusive of related industry facilities which require food access to the major road network.

Permitted Uses: Bring Banks, Childcare Facility, Car Park (incl. Park and Ride), CHP / Waste to Energy Facilities, Data Centres, Distribution & Supply Chain Management, Domestic Fuel Depot, Energy Installation, Fuel Depot, Heavy Vehicle Park, Logistics, Plant Storage, Recycling Facility (Civic & Amenity), Telecommunication Storage Depot, Transport Depot, Warehousing, Water Services / Public Services, Wholesale Warehousing / Cash and Carry, Utilities.

Open for Consideration Uses: Enterprise & Business Start Ups, Enterprise/Training Centre, Garden Centre, Industry – Light, Petrol Station, Restaurant / Café, Waste Recycling / Transfer / Sorting Centre. Uses which are 'open for consideration' or not identified as 'permitted' under the E3 zoning objective will only be considered where they do not compromise the objective of the overall zoning objective of E3 lands, for general enterprise and employment uses.

Zoning Category F1: Open Space

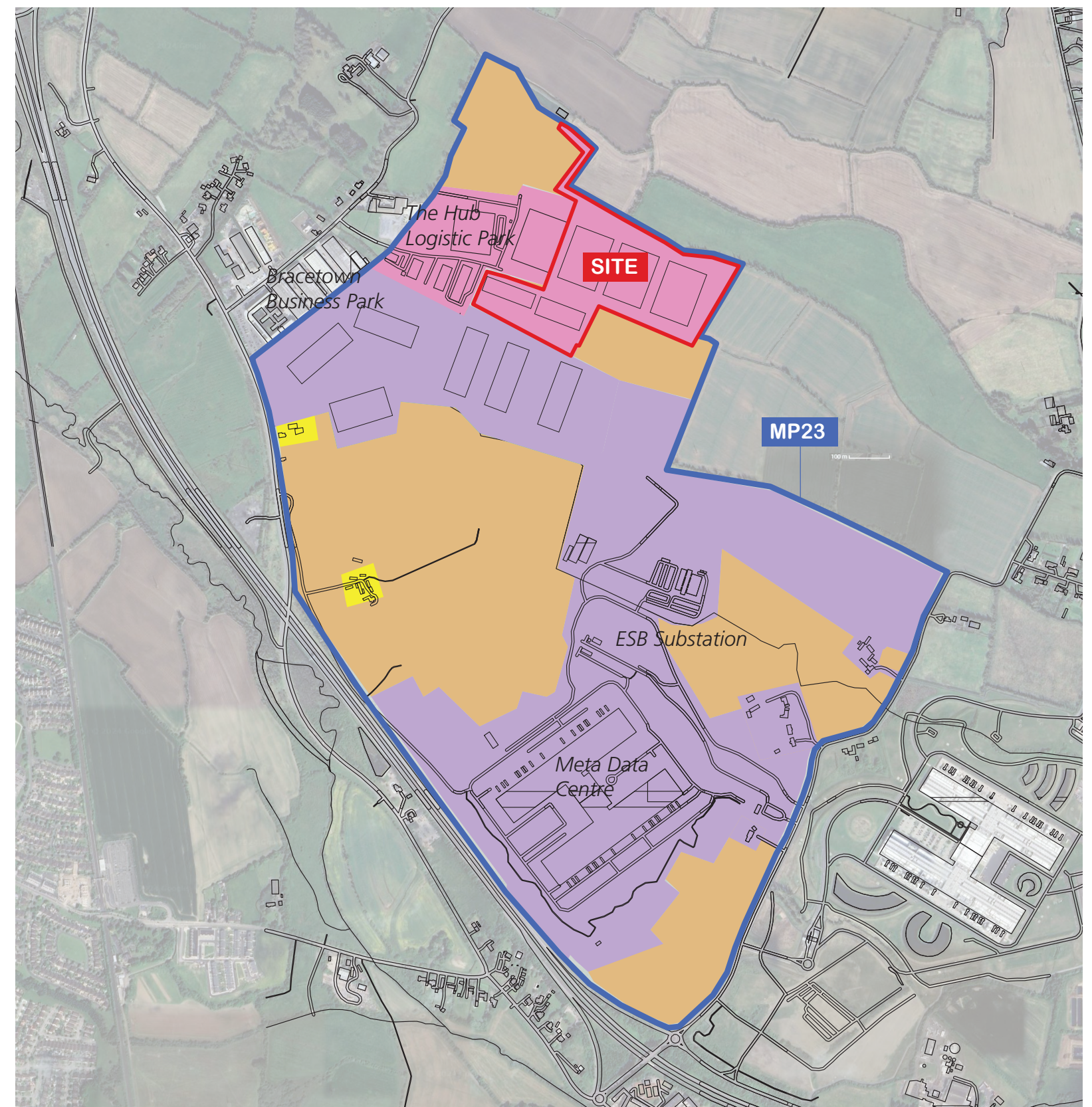
Objective: To provide for and improve open spaces for active and passive recreational amenities

Guidance: The Planning Authority will consider development proposals for utility development and transportation infrastructure on F1 Open Space zoned land on a case by case basis subject to the works being ancillary to and necessary for the appropriate development of adjacent lands. In all instances the integrity of the open space land as an amenity area shall not be significantly reduced.

Permitted Uses: Car Park for Recreational Purposes, Craft Centre / Craft Shop, Community Facility / Centre, Cultural Facility, Cycleways / Greenways / Trail Development, Leisure / Recreation / Sports Facilities, Playing Pitches, Playgrounds, Utilities.

Open for Consideration Uses: Allotments, Bring Banks, Childcare Facility, Place of Public Worship, vehicular/cyclist/pedestrian access to zoned lands where appropriate.

- Objective E2/E3 Commercial Uses
- Residential
- Business Park/Logistics
- Data Centre

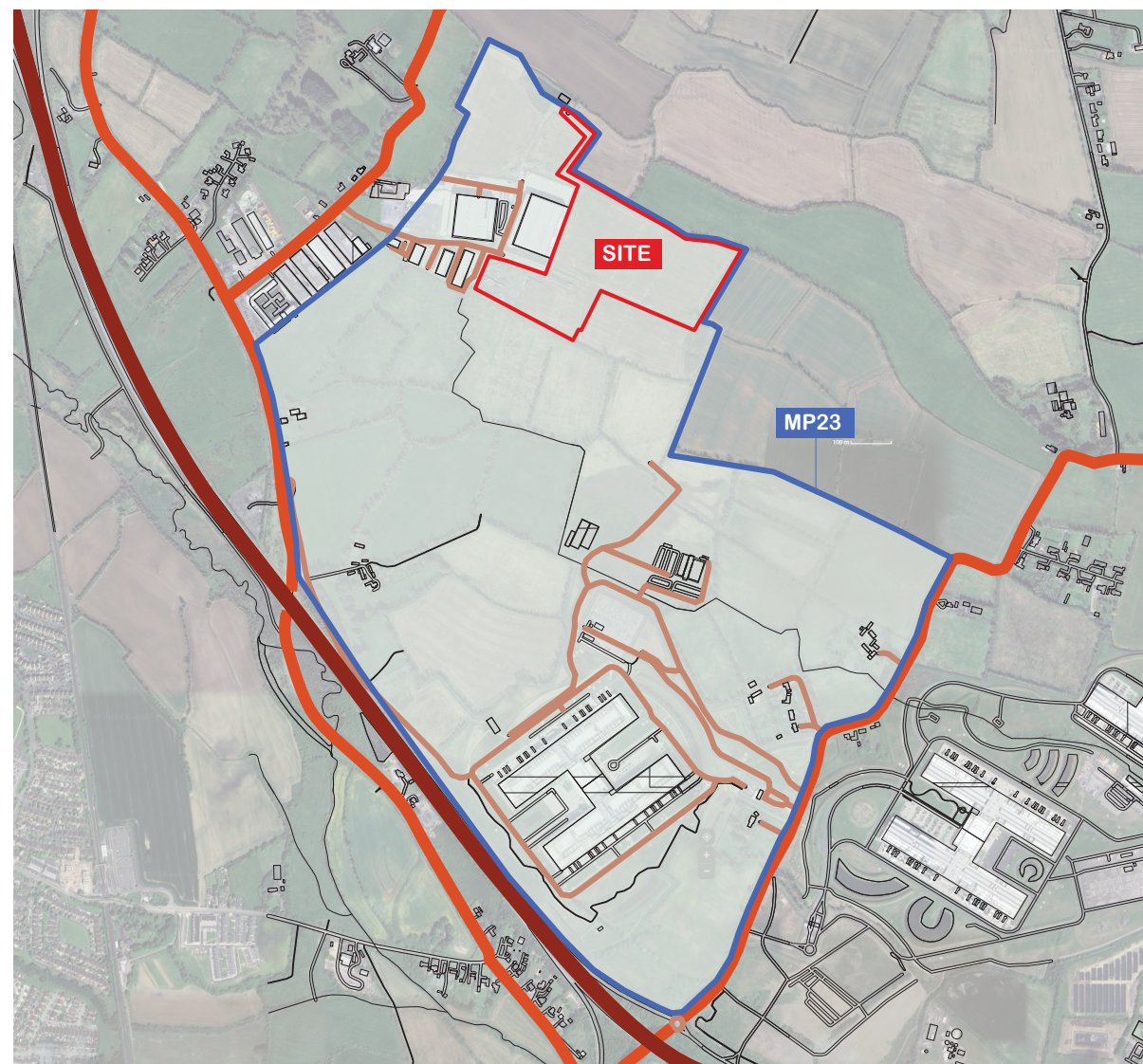


Proposed Land Use

3.2 Access

3.2.1 Existing Access

The established Meta data centre is a very substantial structure and is accessed from Kilbride Road. The established structures at The Hub Logistic Park are accessed from Bracetown Road. The two dwellings on the southern boundary of the Master Plan are accessed from the R147.



- Motorway/National Road
- Regional Road
- Local Access Road

Existing Access

3.2.2 Proposed Access

This chapter outlines the access arrangements, provision of safe cycleways, and pedestrian routes needed to service the Master Plan lands.

Vehicular Access

The original MP23 Master Plan document (corresponding to granted Planning Ref. RA/180671) accommodates a route for the distributor road along the northern boundary of the MP23 Master Plan area, providing access from Kilbride Road. The agreed route includes upgrading Kilbride Road (L5028) as part of the approved works (Planning Ref. RA/180671), and these works are now complete. The map opposite shows an indicative alignment for the Future Distributor Road Route.

Cycle and Pedestrian Routes

Master Plan Revision One and the approved development for adjacent lands within the Master Plan area include the proposed Kilbride Road upgrades, as shown in the accompanying picture. Provisions have been made for a 2.0m-wide cycle lane on both sides of the road and a new 2.0m-wide footway on one side. This creates a dedicated route for pedestrians and cyclists to the zoned lands from Clonee Village, benefiting local residents, including those at The Mayne to the north of the site.

Both walking and cycling from Bracetown MP23 to either Dunboyne or M3 Parkway Train Stations are practical options, with cycling offering a quicker and more convenient mode of travel. The distance is approximately 2.3 kilometers, so a walk of about 25 to 30 minutes. The route primarily follows local roads, which may lack dedicated pedestrian pathways in certain sections. For cycling, the journey takes 10 minutes. While there isn't a designated cycle lane along the entire route, the roads are generally suitable for cyclists. Dunboyne Train Station offers bicycle parking facilities, making it convenient for commuters who prefer to cycle to the station. Alternatively, the M3 Parkway Train Station is another nearby option, located about 2.3 kilometers from Bracetown. This station is accessible via a 30-minute walk or a short cycle ride. It also provides bicycle parking.



Kilbride Road Upgrade

Public Transportation

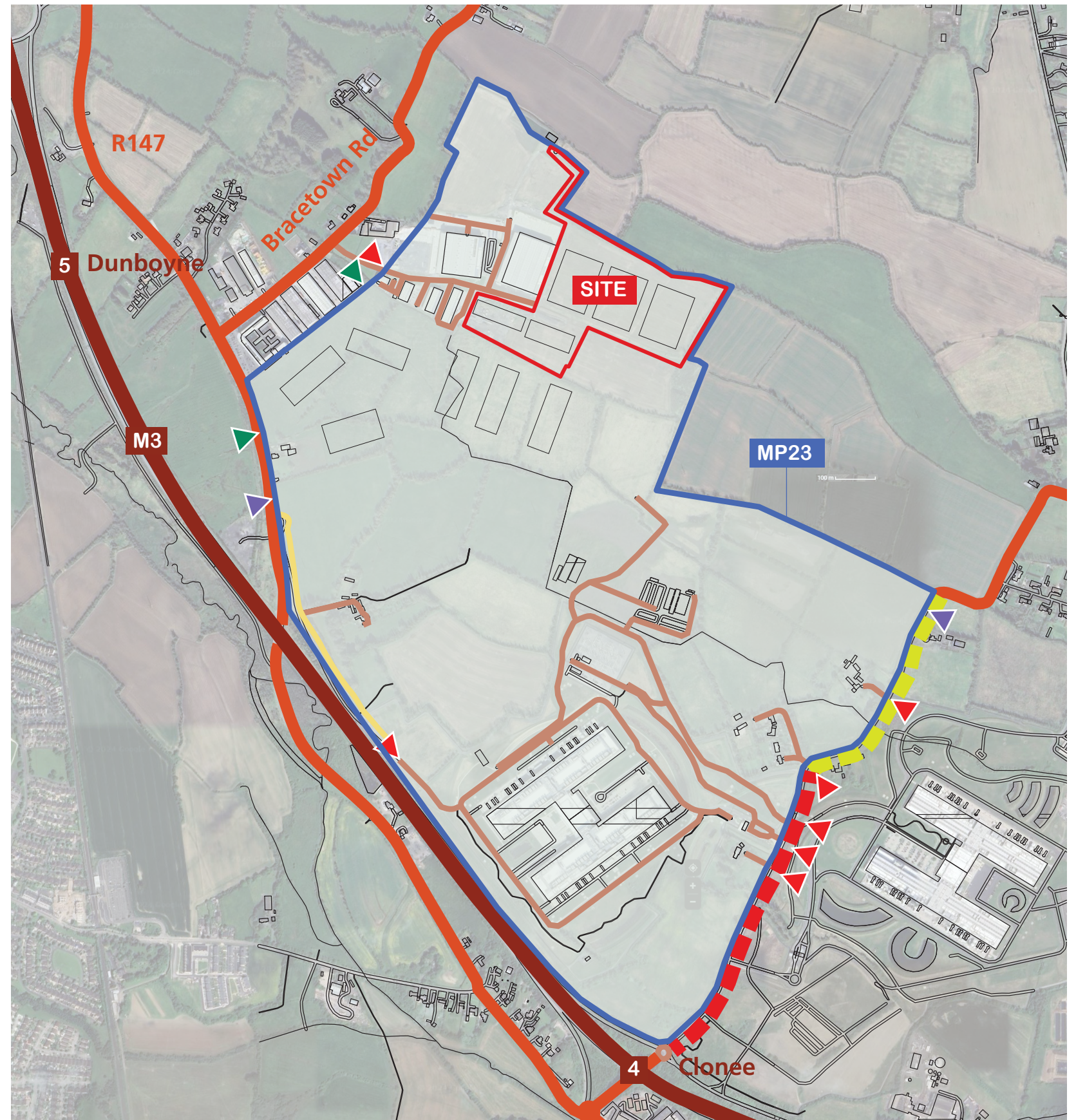
Bus Routes

The nearest existing public transport facilities are bus stops at Bracetown on the R147 on the southern boundary of the Master Plan (Bracetown Park), in Clonee Village and Pace Rail Station. Services from these stops connect Clonee to Dublin City, Blanchardstown, and Dunboyne, among other local destinations. Additional bus stops are situated along Damastown Road, with service numbers 105, 109, 109B, 38, 38a, 38b, 70, 270, and 236, providing frequent services to O'Connell Street, Castleknock, Blanchardstown Village, Ashtown, and Navan Road, among other destinations.

Rail

The nearest rail station to the proposed development is at Pace, approximately 2km from the site. Services from this station connect to Dunboyne, Clonsilla, Docklands, and Hansfield, with a travel time of approximately 35 minutes to Dublin Connolly Station from Pace (M3 Parkway).

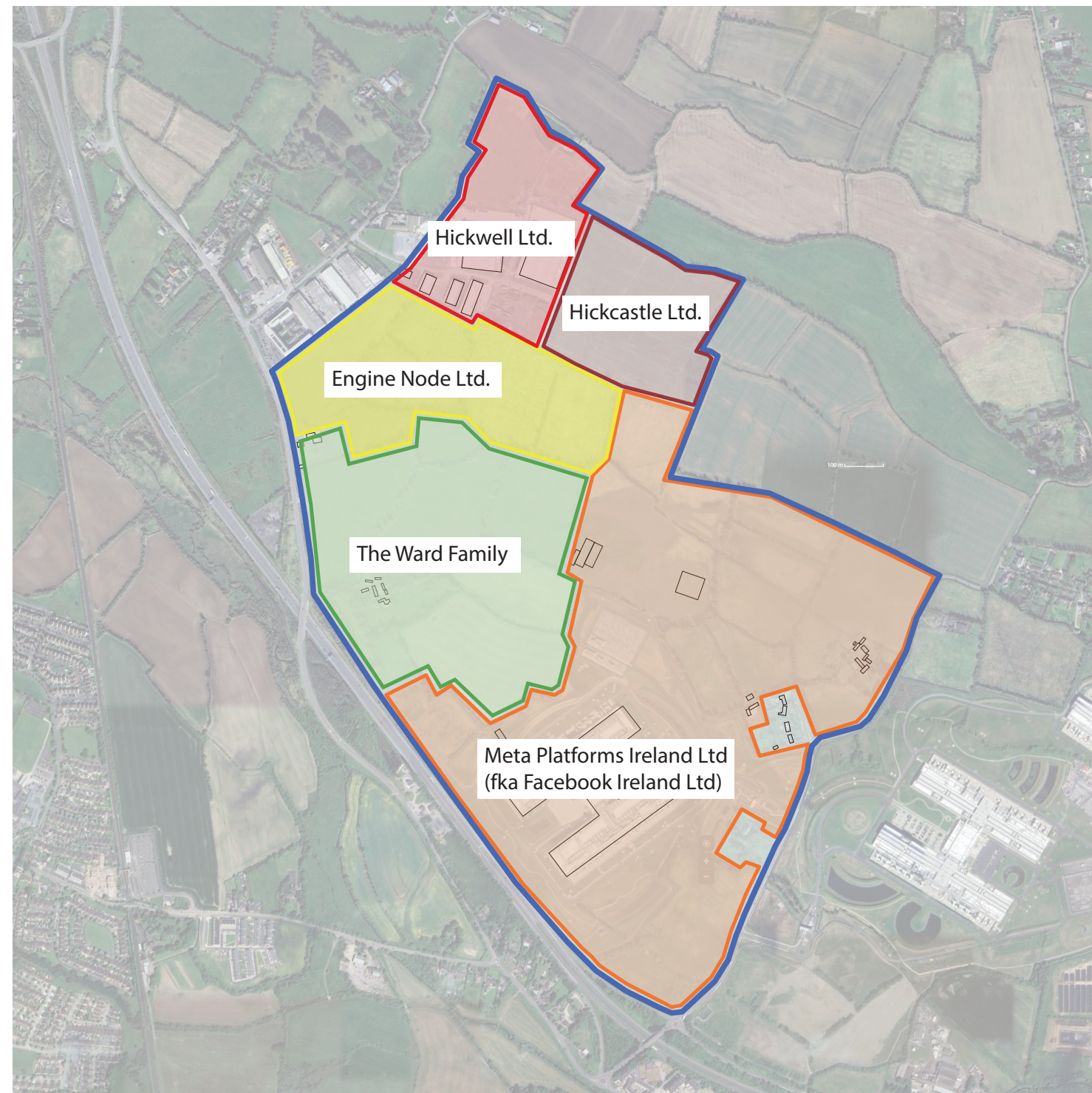
- | | | | |
|---|---------------------------------------|---|------------------------|
|  | Motorway/National Roads |  | Existing Access |
|  | Regional Roads |  | Permitted Access Point |
|  | Local Roads |  | Possible Future Access |
|  | Private Access Roads | | |
|  | Kilbride Road Upgrade | | |
|  | Proposed Future Kilbride Road Upgrade | | |



Proposed Access

3.3 Land Ownership

The map opposite illustrates the various land ownerships within the MP23 masterplan area.



3.4 Landscape

3.4.1 Existing and Proposed Landscape



Existing Landscape

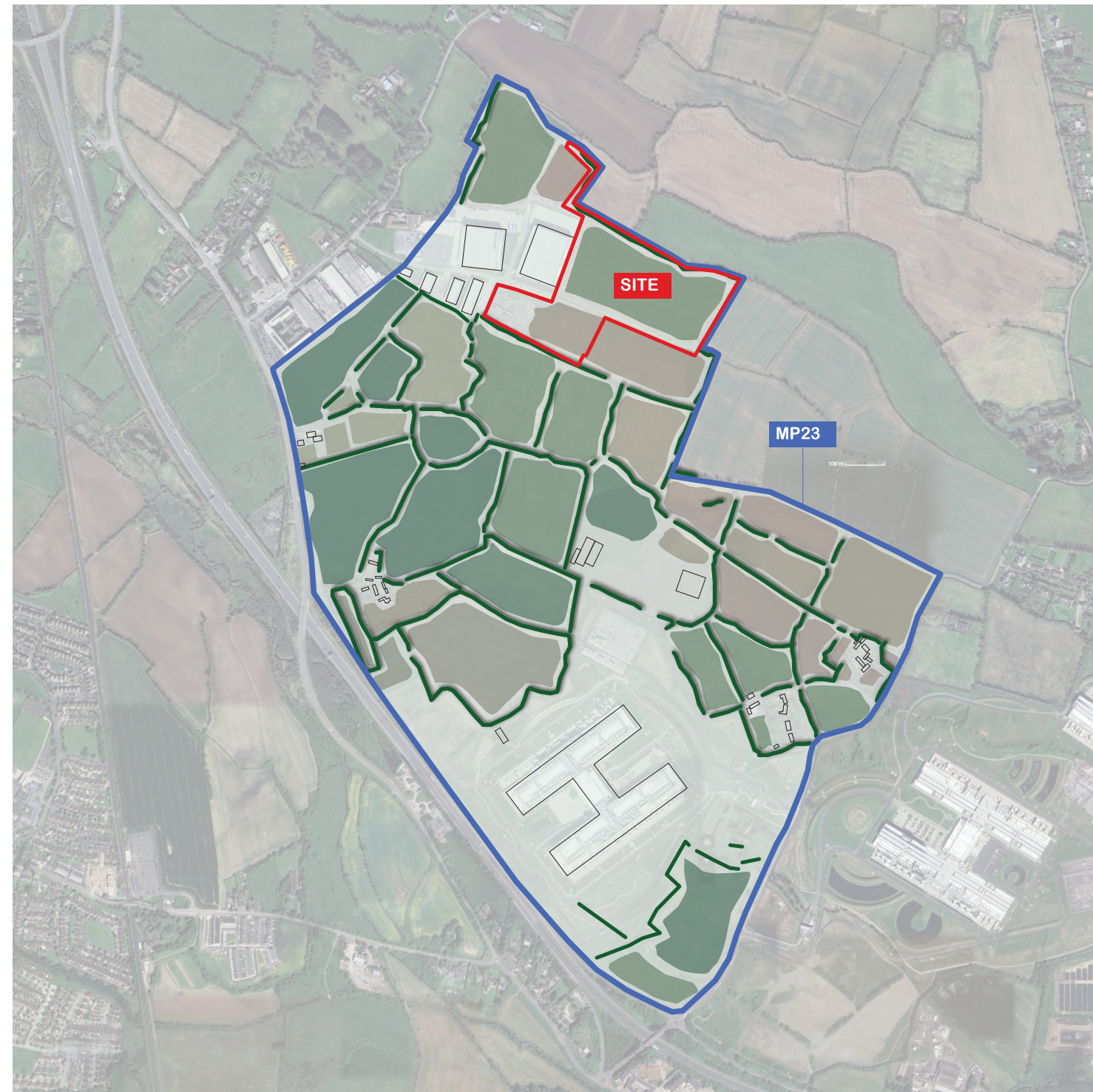
The remaining undeveloped area of the Masterplan area is of rural character, including agricultural fields and hedgerows. There are existing trees and hedgerows within the Masterplan area. If the removal of internal hedgerows within the Masterplan area is necessary and unavoidable, additional significant planting should be proposed to ensure a net increase in tree planting. Existing trees on the site's peripheral boundaries should be retained and the boundaries strengthened, except where entrance roads are planned.

Proposed Landscape

The landscape design intent of this Masterplan is to keep all undeveloped land in its current, agricultural state until future development occurs.

Existing Landscape

-  Hedgerow
-  Agricultural Field



3.4 Landscape

3.4.2 Design Principles

A well-considered open space and landscaping strategy is integral to the creation of a cohesive, high-quality campus environment. Beyond visual enhancement, open spaces in business parks play a critical role in fostering health, wellbeing, social interaction, and environmental resilience. The Masterplan integrates a network of landscaped spaces that knit together the built form, reinforce site identity, and support a range of passive and active uses for workers and visitors alike.

Key design principles include:

Integration of landscape and architecture

Landscaping is not treated as an afterthought but as a structuring element of the spatial layout. Buildings are positioned to frame green spaces and courtyards, encouraging visual continuity and spatial hierarchy.

Provision of a connected green network

A series of linked open spaces, ranging from formal plazas to informal green corridors, ensure walkable connections across the site, while offering opportunities for rest, recreation, and biodiversity enhancement.

Human-scaled outdoor environments

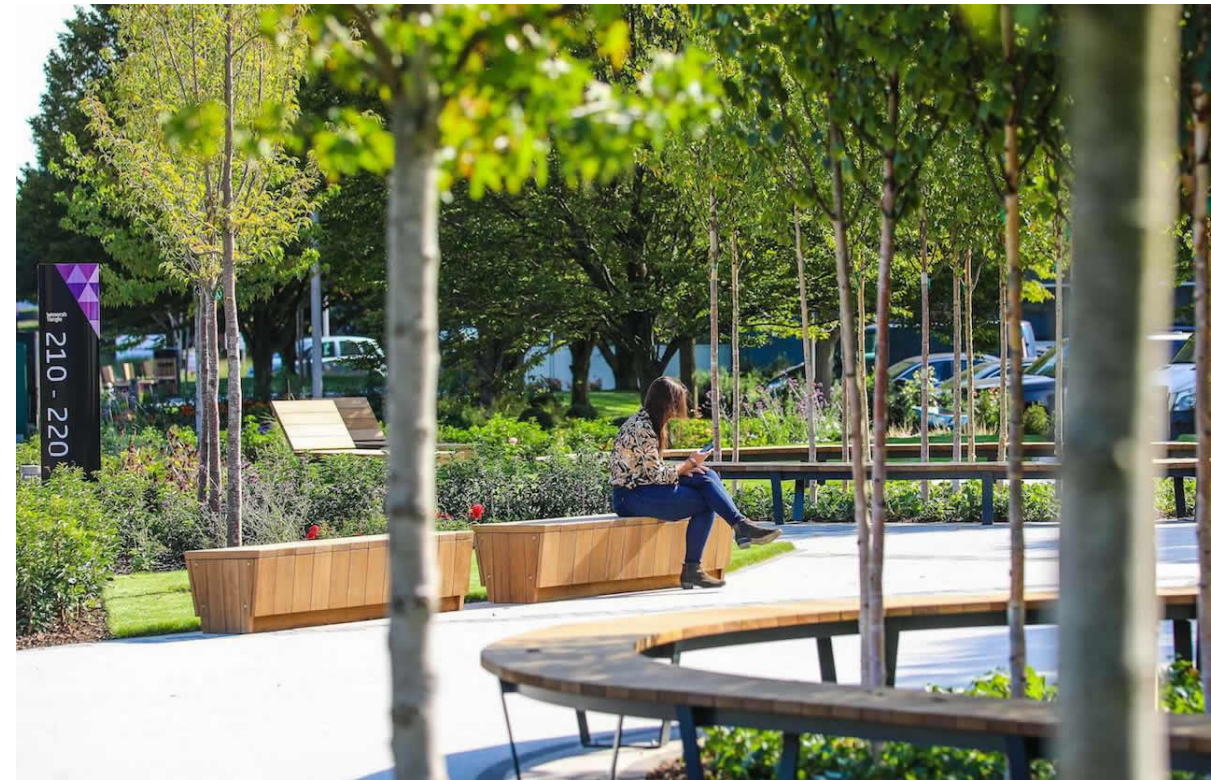
Seating areas, shade structures, and pedestrian-friendly paths are designed to encourage daily use, offering flexible, inclusive environments that cater to both informal meetings and quiet reflection.

Enhanced microclimate and biodiversity

Planting strategies focus on local species, ecological performance, and stormwater management.

Framing key views and enhancing wayfinding

Landscape elements, including tree lines, water features, and low walls, are strategically used to guide movement and help with orientation.



3.4 Landscape

3.4.2 Open Space Typologies

The landscape framework includes a variety of open space typologies designed to support different functions and user needs:

- Landscaped greens
- Pocket parks and courtyards
- Linear green corridors
- Buffer planting and screening zones

3.4.3 Planting and Material Strategy

The landscape palette emphasises simplicity, durability, and seasonal variation. Native and climate-resilient species are prioritised, reducing maintenance requirements and enhancing ecological value. Hard landscape materials -such as paving, seating, lighting, and signage- are unified in style and colour to reinforce the site's identity. Materials are chosen for durability, low maintenance, and alignment with sustainability goals.

3.4.4 Active Travel & Amenity Integration

Walking and cycling are actively encouraged through the provision of safe, direct, and attractive routes throughout the Masterplan area. Wayfinding elements are thoughtfully placed, blending into the landscape while aiding navigation and reinforcing the visual brand of the business park.

*Landscape, Meta Data Centre,
part of MP23 Masterplan*



3.5 Urban Design

3.5.1 Design Principles

This Masterplan establishes the foundation for a distinctive, high-quality campus-style business park, shaped by an integrated urban design strategy. The vision is to create a contemporary, legible, and sustainable place that supports enterprise and wellbeing. Physical form and public realm work cohesively to deliver a functional and attractive environment for business and employees alike.

The urban design principles are as follows:

Establishing a High-Quality Campus Setting

The development aims to foster a coherent campus identity defined by spatial clarity, architectural consistency, and high standards of design. This is achieved a unifying landscape strategy and carefully considered frontages that frame open spaces. The campus will offer a distinct sense of arrival with clear wayfinding.

Creating a Unified Architectural Character along the R147 and Key Frontages

The R147 plays a critical role in the visual perception of the site. New development will provide an active edge, enhancing the overall streetscape and signalling the presence of a modern business environment. Entrances, signage, and landscaping along this frontage will be designed with clarity and consistency, reinforcing legibility.

Enhancing Connectivity and Permeability

A layered movement strategy underpins the Masterplan, promoting strong internal and external connectivity. Internal circulation routes will be safe, inclusive, and scaled appropriately for shared use, enabling active modes of travel alongside service and vehicular access. Connections to proposed and existing road infrastructure will be reinforced through well-defined entry points and gateway treatments.

Forming a Defined ‘Urban Edge’ to the Clonee E2/E3 Land Use Zone

The Masterplan responds to its planning context by forming a clearly legible and active edge to the Clonee E2/E3 zoning area. This edge serves as a threshold between employment land and adjacent uses, with development blocks orientated to front key streets and provide visual containment. Where possible, this interface will incorporate planted buffers, enhanced paving, and pedestrian-scaled lighting to ensure a comfortable and safe environment. Buildings along this edge will be designed to enhance passive surveillance and contribute positively to the public realm.

Aligning with the Objectives of the E2 Zoning

The overarching objective of the E2 zoning is to deliver a high-quality physical environment that supports economic development while respecting the local character and environmental setting. The Masterplan aligns with this vision by providing a development framework that combines functionality with design quality. The public realm is designed to be multi-functional, accommodating social activity, stormwater management, and biodiversity.

3.5 Urban Design

3.5.2 Design Principles

Building Design

The architectural approach across the Masterplan seeks to reinforce identity, coherence, and environmental performance. Buildings are envisaged as simple, elegant, and contemporary, balancing operational flexibility with contextual sensitivity.

The development by Hickcastle Ltd. and Hickwell Ltd. proposes a phased and integrated expansion of the existing logistics and light industrial hub. Design intent is focused on producing a strong, consistent visual identity through repetition, rhythm, and proportion, while allowing for appropriate variation to reflect different building function, including:

Facade rhythm and transparency

Regular articulation, integrated canopies, and a mix of solid and glazed elements will provide a refined and legible architectural language.

Entrance hierarchy and legibility

Main entrances will be clearly marked, accessible, and co-located with high-quality landscape spaces and arrival features.

Material quality

A focus on longevity, low maintenance, and environmental performance will guide material selection, with emphasis on pre-finished metals, high-performance glazing, and coordinated colour palettes.

Energy and environmental design

Opportunities for renewable energy generation, passive solar gain, and sustainable drainage will be incorporated where feasible, aligning with environmental best practice and future-proofing objectives.

3.5.3 Design Concept

Densities

The spatial structure supports a low to medium development density, enabling high levels of open space provision while allowing operational flexibility. This density strategy supports efficient plot utilisation, comfortable building separation, and visual openness, which are hallmarks of successful business park environments. Generous setbacks from boundaries and internal street alignments enhance legibility and frame landscaped corridors between buildings. This approach also ensures adaptability - buildings can be reconfigured, extended, or subdivided as business needs evolve, without compromising the overall spatial logic of the campus.

Building Heights

The Masterplan accommodates a range of building heights consistent with the operational needs of modern logistics and light industrial users. Ridge heights of approximately 12–15 metres are appropriate for warehousing and manufacturing uses. Ancillary office and amenity buildings may vary in height, and focal points may be expressed through modest height variations or architectural features to enhance placemaking.

Materials

Material selection is critical to the visual and functional quality of the development. The strategy promotes the use of durable, high-performance materials that balance aesthetic appeal with environmental responsiveness. A restrained palette of muted, natural tones will form the base, with opportunities for subtle accents to provide identity and legibility at entrances and key nodes.

Materials should contribute to visual consistency across phases, reduced lifecycle costs and embodied carbon and positive environmental performance through reflectivity, shading, and thermal efficiency.

3.6 Drainage and Water Supply Infrastructure

All proposed development within the Masterplan MP23 lands will require a water supply, wastewater disposal and surface water disposal.

3.6.1 Foul Drainage

There are no existing foul sewer networks within the Master Plan lands. The nearest available public sewer is a 140mm pumped rising main connected to the 9C sewer, owned by Irish Water, and located on the R147 road, on the southern boundary of the Master Plan lands.

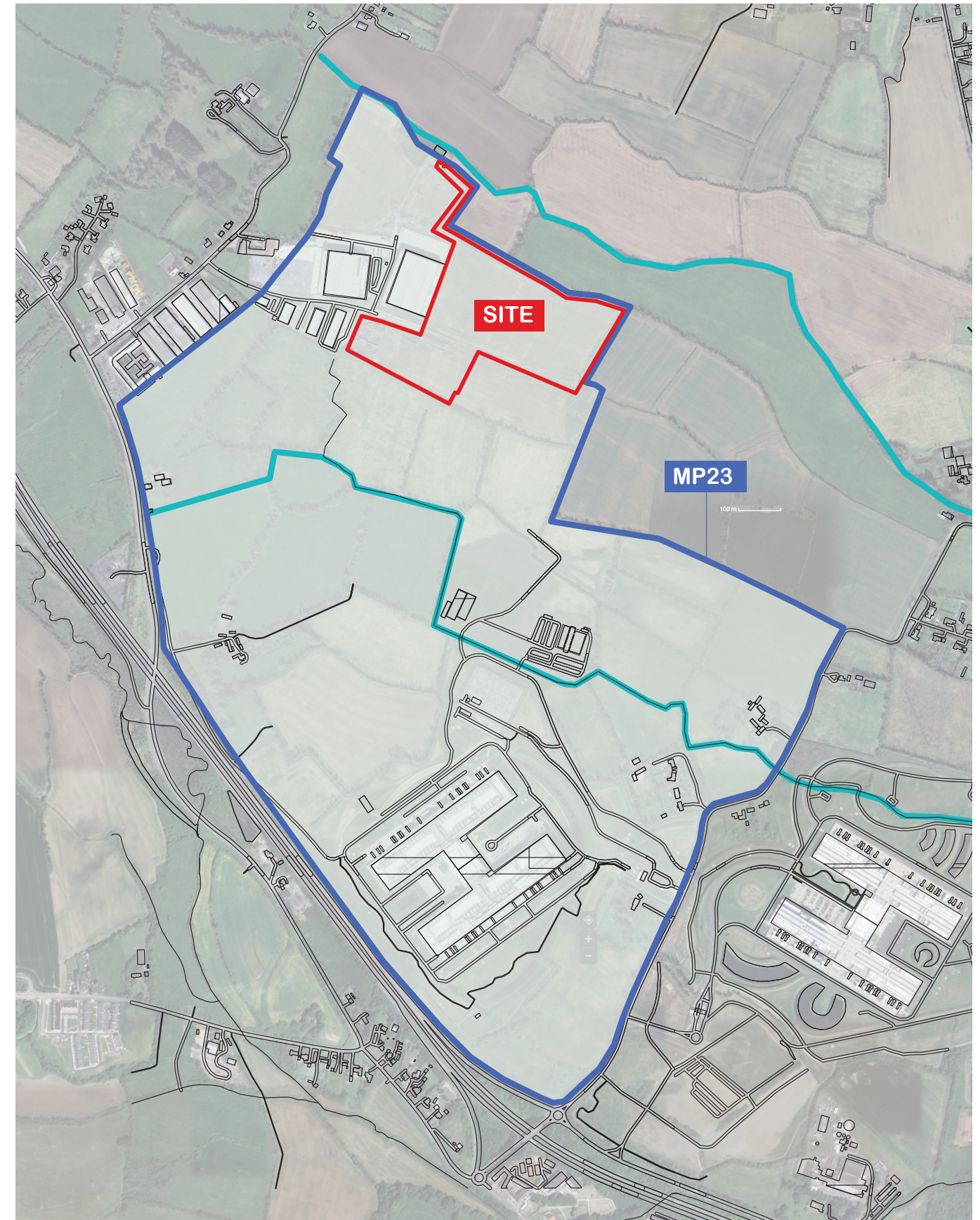
3.6.2 Surface Water/Disposal

The Master Plan lands are traversed by minor watercourses, which are tributaries to the Pinkeen Stream. The stream flows west to east into the Pinkeen River, which is a tributary of the Tolka River.

Surface Water Management

As part of the Greater Dublin Strategic Drainage Study (GDSDS), a regional policy was developed to support sustainable stormwater drainage infrastructure across the Greater Dublin Area (Dublin City Council, March 2005). This policy recommends the implementation of Sustainable Drainage Systems (SuDS) for all new developments, where practical. For Greenfield sites (i.e., natural undeveloped sites), the policy states that the Greenfield runoff rate, defined as the annual maximum flood rate, should not be exceeded during rainstorm events with a 1 in 30-year return period.

*Streams within the MP23
Masterplan site*



SUDs

Sustainable urban drainage systems (SuDS) are designed to manage stormwater runoff in urban areas by mimicking natural hydrological processes, reducing flooding, improving water quality, and enhancing amenity and biodiversity.

The volume of surface water generated by the development for discharge into local watercourses must be limited to the pre-development Greenfield runoff rate. This can be achieved through on-site storage of surface water. The main types of storage in a SuDS design include Interception Storage, which can incorporate reinforced grass roads where appropriate, and Treatment Storage, which includes attenuation/retention ponds.

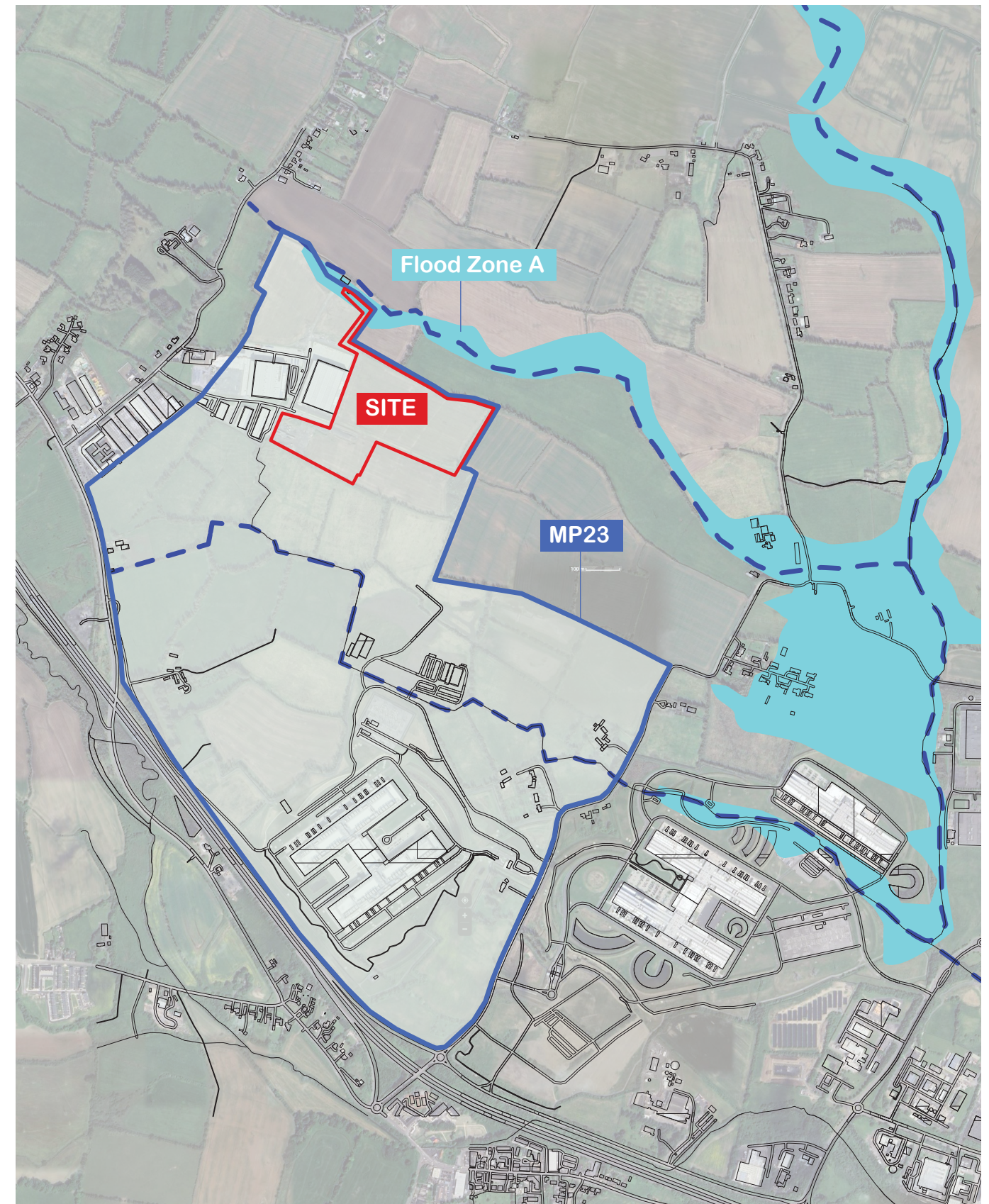
3.6.3 Water Supply

An existing 450 mm diameter Irish Water main along the R147 became operational in January 2018. At the planning permission stage, a Water Management and Conservation Plan should be prepared in accordance with Meath County Council guidelines.

3.6.4 Flood Risks

Dunboyne, Clonee and Pace are located in the south east corner of County Meath, at the confluence of the Tolka River. The Tolka River is the principal surface water body in the area, at its closest point it is approximately 50m south of the Masterplan site (south of the M3 motorway embankment). The Portan Stream, a tributary of the Pinkeen River, is located 1.2 km to the east of the Masterplan lands; and the Pace Stream, which rises on the south eastern portion of the Masterplan lands, both feed the Tolka River.

A Strategic Flood Risk Assessment and Management Plan (SFRA) was developed in 2019 as part of the Meath County Development Plan 2021-2017. In this it shows the north western boundary of the Masterplan area as being identified as Flood Zone A.



Flodd Risks

3.7 Conservation & Archaeology

3.7.1 Gunnocks House





Gunnocks House (above) is a Protected Structure (ME051-008) located within the masterplan area. It was originally a 17th century thatched house which was later modified into a two-storey building in the 18th century. There are several associated structures in the vicinity of the house, set in secluded grounds and within a tree-lined boundary. The setting is enclosed and secluded. The special interest lies in its historic, archaeological, architectural and artistic value. Gunnocks House is an example of the move from a rural domestic architecture to the grander forms of the Georgian period.

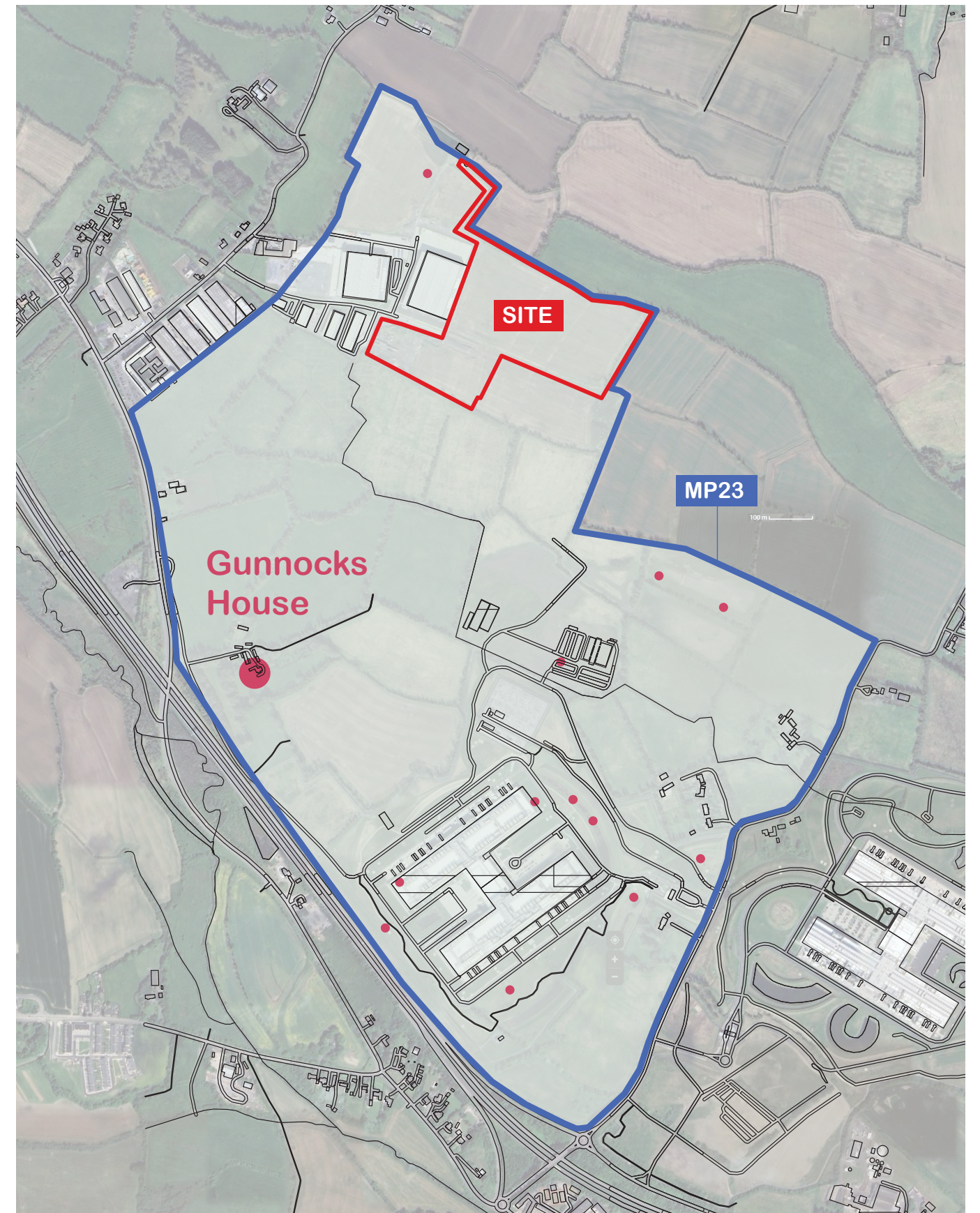
Any future development proposals in its vicinity will be required to respect and respond sensitively to its setting and historic character.

3.5.2 Zone of Archaeological Potential

Several archaeological records lie within the MP23 masterplan boundary and a zone of archaeological potential is located around Gunnocks House.

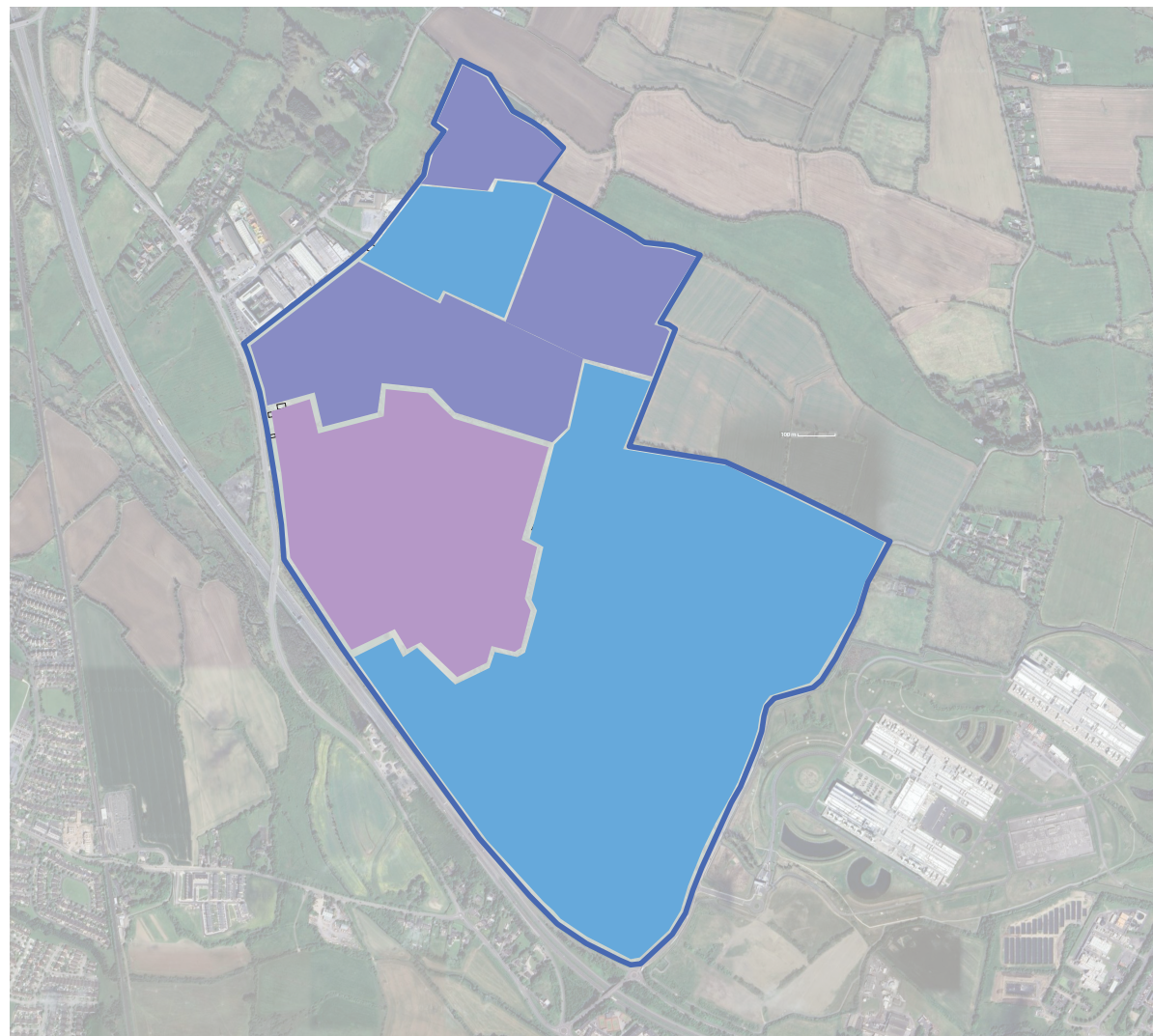
Conservation & Archaeology

-  Protected Structure (Gunnocks House)
-  Archaeological Record



3.8 Potential Phasing

The map below illustrates the potential phasing for MP23.



- Phase 1 (and existing)
- Phase 2
- Phase 3

3.9 Conclusion

This MP23 Masterplan Revision Two outlines the multi-disciplinary design rationale for developing the E2/E3 zoned lands. It builds upon the successful delivery and implementation of the Framework Plan for the:

- Meta data center campus (MP Masterplan 23 Revision 0); and
- Engine Node data centre campus (MP Masterplan 23 Revision 1).

This Masterplan document serves as a guide for the Planning Authority and landowners/developers, informing the future development of the E2/E3 zoned lands. It demonstrates how proposed developments can align with the policies and objectives of the Meath County Development Plan 2021-2017 and the Dunboyne/Clonee/Pace Local Area Plan. The Masterplan area, with its prime location within Metropolitan Dublin, proximity to existing high-tech users, access to the motorway network, and strategic position next to an existing data center, makes it an exceptional location for Foreign Direct Investment.

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