

APPLICATION FOR PLANNING PERMISSION FOR DEVELOPMENT

PLANNING AND ENVIRONMENTAL REPORT

Prepared in respect of

**PROPOSED ALTERATIONS, EXTENSION AND UPGRADES TO THE EXISTING TERMINAL BUILDING AT
WESTON AIRPORT, BACKWESTON PARK, LEIXLIP, DUBLIN**

On behalf of

WESTON AVIATION ACADEMY LTD
Weston Airport,
Backweston park,
Leixlip, Dublin, W23 XHF8

By

TOM PHILLIPS + ASSOCIATES
Town Planning Consultants
80 Harcourt Street
Dublin 2

August 2022

TOWN PLANNING CONSULTANTS



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Planning Department,
South Dublin County Council,
County Hall
Town Centre, Tallaght
Dublin 24
D24 KV8N

Wednesday 31st August 2022
[By Courier]

Dear Sir/Madam

Re: Application for permission for alterations and upgrades to the existing terminal building at Weston Airport, Backweston Park, Leixlip, Dublin, W23 XHF8

1.0 Introduction

Weston Aviation Academy Ltd¹ have retained Tom Phillips + Associates², to apply for permission for development of this site of c. 7633sq.m. at the existing Weston Airport terminal building in the townland of Backwestonpark, Dublin.

The proposed development involving alterations, extension and upgrades to the existing terminal building resulting in an increase of c. 313 sq. m. GFA, will comprise; removal of an existing canopy and construction of an extended entrance foyer, provision of ancillary café and outdoor seating area and segregated arrivals/departures vestibules at Ground Floor level; construction of an outdoor terrace with access from existing restaurant including overhead brise soleil sun shade and upgrades to existing WC block at first floor level; construction of additional offices, plant room and provision of additional window openings at second floor level.

The proposed development will also include the construction of a fire escape stairwell adjacent to the existing terminal with connecting walkway and access doorway at first floor level, covered walkway between the existing terminal building and the existing National Flight Centre building at ground level, erection of new signage, relocation of surface water/wastewater infrastructure and enhancements to the existing set down area and car park to include landscaping, paved pedestrian zones and a proposed gated service entrance to the airside apron. Car park enhancements to result in reduction in car parking spaces from existing 219 no. to proposed 191 no.

1.1 Background and overview of the proposal

Following a purchase of Weston Airport and the adjacent National Flight Centre in 2021, the current operators are seeking to modernise and enhance the existing airport facilities. The current proposed upgrades are being sought to create a more coherent unified facility, with improved linkage between the various buildings. This is intended to be achieved through the following measures:

¹ Weston Airport, Backweston park, Leixlip, Dublin, W23 XHF8

² No. 80 Harcourt Street, Dublin 2, D02 F449.



1. The construction of a new entrance foyer for the terminal building, which will act as an effective distribution point for the arrival/departures areas, the existing first floor restaurant and the proposed ancillary café at ground floor level.
2. New segregated arrivals and departures vestibules for improved security to and from airside and a more consolidated differentiation between landside and airside areas.
3. A proposed new terrace with overhead brise soleil sun shade to be accessed from the existing restaurant at first floor level to serve as a viewing location and also to provide additional shelter to those waiting to enter/exit the terminal at ground floor level.
4. A proposed escape stairs structure with elevated walkway linked to the restaurant at first floor level to provide improved safety.
5. A proposed outdoor seating area adjacent to the proposed ancillary café to provide for more convenient and enhanced facilities for pilots and airport users.
6. Proposed new structures with skylights at second floor level providing new office space to one side and an enclosure for the new plant installation to the other.
7. Creation of a covered walkway linking the existing terminal and flight academy.
8. Alterations to the existing carpark to provide a central landscaped island with seating areas and paving to the forecourt to provide a distinct zone for traffic calming/ pick up/ drop off.

1.2 Rationale for the proposed development

The operators of Weston Airport acquired the facility in 2021 and are seeking to modernise and enhance the airport to ensure its continued successful operation in the coming years. The rationale for the proposed enhancements and upgrades can be summarised as follows:

- The proposed improvements to the entrance and the inclusion of the arrivals and departures vestibules are intended to create a more coherent and rational layout to the ground floor building with clearer separation of functional areas and a greater level of security between landside and airside.
- The proposed ancillary café and seating area at Ground floor level is intended to complement the existing restaurant and bar facilities at first floor level. The planning authority will note that the existing restaurant has yet to reopen following Covid and is undergoing internal upgrades at present. Once reopened it is intended that this facility will serve the needs of users of the airport in the evenings (c. 4pm to 11pm) while the proposed café is intended to meet requirements for coffee and light refreshments earlier in the day (c. 9am to 4pm). The proximity of the proposed café to the pilots lounge at ground floor level along with the rationalisation of security through the introduction of the arrivals and departures vestibules is intended to ensure that regular users (particularly pilots) can make use of all landside facilities more effectively and securely than at present.
- The National Flight Centre at Weston is one of Europe's most respected and longest established flight training academies. The existing flight training centre is located in the hangar building adjacent to and separated from the Weston airport terminal. The proposed covered walkway between the 2 buildings will allow for greater comfort for individuals traveling between both buildings.

- The other various proposals including the proposed escape stairs, additional office space and landscaping, public realm improvements (outlined in section 2.3 below) are intended to improve the overall functioning and safety of the Airport, to provide a more enhanced experience for users arriving to the building and to cater to the evolving needs of the existing operations.

2.0 Site Location and Description

Weston Airport is located on lands to the west of County Dublin just west of Lucan and to the south of Leixlip. It is located predominantly within the administrative region of South Dublin County Council (SDCC) with the western portion of the runway being located within the Kildare County Council (KCC) administrative area. The area of land associated with this planning application is in the administrative region of SDCC. The existing facilities at the airport include the runway and apron, Hangar building with integrated fire station and flight school and the Clubhouse/Terminal building with associated offices and restaurant facilities.

The lands are located within the townland of Backwestonpark and the site is accessed from Cooldrinagh Lane which leads onto the R403. The M4 is located to the north of the site and the river Liffey is situated along the north/ north-western boundary of the subject lands. The wider area within the vicinity of the site is characterised by a mixture of agricultural lands, suburban housing estates, employment and commercial uses, and recreational facilities such as the Lucan Golf Club.



Figure 1: Site Location

(Source: Geohive.ie Cropped and Annotated by TPA, 2022)



Figure 2: Aerial View of Site Location

(Source: Google Earth, Cropped and Annotated by TPA, 2022)

2.1 Surrounding Area

Lands surrounding the complex can be described as mixed-use in character with a range of agricultural, residential, and recreational uses. The M4 Dublin to Galway Motorway runs east to west to the north of the airport while the River Liffey and Leixlip reservoir form a natural boundary to the northwest of the airfield. Lucan Golf Course is located to the southeast of the proposed development site and residential development in the vicinity of the site generally consists of houses in the Weston housing estate with a number of one-off dwellings located along the R404 and R403 to the southwest and along Cooldrinagh Lane to the east.

2.2 Relevant Planning History

Planning permission for the development of the Weston airport for an 800 m long runway was initially granted by South Dublin County Council as part of application TA532. The existing Weston airport building was permitted for construction under the planning application (SDCC Reg. Ref. S01A/082).

Planning permission for the existing clubhouse was originally granted by South Dublin County Council (S01A/0822). The decision was appealed and subsequently upheld by An Bord Pleanála. (PL.065.13.1149)

Additional planning history related to the existing terminal building and car park (subject site) is contained within Appendix A

2.3 Description of Proposed Development

The proposed development involves alterations, extension and upgrades to the existing terminal building and all ancillary site development works. The proposal, resulting in an increase of c. 313 sq. m. GFA to the existing terminal building, will comprise; removal of an existing canopy and construction of an extended entrance foyer, provision of ancillary café and outdoor seating area and segregated arrivals/departures vestibules at Ground Floor level;



construction of an outdoor terrace with access from existing restaurant including overhead brise soleil sun shade and upgrades to existing WC block at first floor level; construction of additional offices, plant room and provision of additional window openings at second floor level.

The proposed development will also include the construction of a fire escape stairwell adjacent to the existing terminal with connecting walkway and access doorway at first floor level, covered walkway between the existing terminal building and the existing National Flight Centre building at ground level, erection of new signage, relocation of surface water/wastewater infrastructure and enhancements to the existing set down area and car park to include landscaping, paved pedestrian zones and a proposed gated service entrance to the airside apron. Car park enhancements to result in reduction in car parking spaces from existing 219 no. to proposed 191 no.



3.0 NATIONAL AND REGIONAL PLANNING POLICY

3.1 National Development Plan (NDP)

The National Development Plan 2021-2030 was published on 4th October 2021 and sets out the strategic developments for the country in terms of capital expenditure and investment over a ten-year period. It is considered that the projects and priorities outlined within this document will serve to aid the objectives of the National Planning Framework.

A significant part of the NDP outlines the need for “continued investment in our ports and airports”. It is seen that the improvement in both national and international connectivity will aid economic growth and provide key links “to the UK, the EU and the rest of the world.”

The proposed development will provide for the provision of essential facilities at the airport to ensure its continued commercial viability.

3.2 Regional Spatial and Economic Strategy (RSES)

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midland Region was adopted on 28th June 2019. Among the 16 Regional Strategic outcomes included in the Strategy include:

Connectivity, which includes transport connectivity and digital networks connectivity, has a major impact on the quality of life, the level of community interaction, the economic prosperity, and the environmental quality of the Region

High quality accessibility to international gateways, located both within and outside of the Region, for people and internationally traded goods / services is of fundamental importance to economic competitiveness at regional and national levels

The RSES sets out several policy objectives which are of relevance to the proposed development Regional Policy Objective (RPO) 8.15 provides that

The critical role of the EMRA’s international gateways will be protected by ensuring that local land use policies facilitate their functions and their landside access capacity for all transport modes

4.0 LOCAL PLANNING POLICY

4.1 South Dublin County Council Development Plan 2022-2028

The South Dublin County Council Development Plan was made on June 22nd, 2022 and came into effect on August 3rd 2022.

The subject site is currently zoned as **RU-Rural and Agricultural**. The main objective within this area is:

To protect and improve rural amenity and to provide for the development of agriculture



The operation of Airport is permitted in principle under this zoning. The proposed development seeks to continue the successful operation of Weston Airport through the enhancement of onsite facilities.

Section 11.8.2 of the development plan outlines the Infrastructure and Environmental policy (IE) 10 surrounding the operations at Weston Airport.

Overall, within this policy, it is the objective of the council to

have regard to the advice of the statutory bodies responsible for the control and safety of operations at Weston Airport, to prevent encroachment of development around the Airport which may interfere with its safe operation, in the context of the proper planning and sustainable development of the area and the protection of amenities

Objective 5 states that the

The Planning Authority will engage with Kildare County Council, to guide the consideration of applications for development at Weston Airport having regard to national, regional and local climate action plans.

While a portion of the lands that form part of Weston Airport are under the remit of Kildare County Council, the proposed development is entirely within the South Dublin County Council area.

5.0 PLANNING ASSESSMENT

5.1 Principle of Development

The proposed development complies with the zoning policies for the area. The operation of a restaurant / bar facility is currently permitted under the existing permission (SDCC Reg. Ref. S01 A/0822; ABP Ref. PL 06S.131149) for the operation of the clubhouse.

The proposed café is intended to be ancillary to the existing operations at the site and is located at ground floor level for greater convenience and to meet the needs of pilots and users during the morning and early afternoon.

The existing first floor restaurant once reopened is intended to cater to more substantive needs whereas the café is being sought to provide for light refreshments earlier in the day. The operators are happy to accept a condition that the hours of operation of both facilities be staggered to as to ensure no intensification of use onsite.

The proposed additional of office space at second floor level (c. 98 sq. metres) is not considered significant and will serve to supplement the existing facilities at the airport and meet the evolving needs of the operation.

5.2 Visual Impact

The proposed development consists of works to the existing fabric. Additions to the building in the form of an outdoor seating will be relatively minor in nature and within the existing footprint of the overall Airport. The addition of an escape stairs will not exceed the overall height of the existing building and will therefore not pose any issues in terms of visual impact. It is considered that the overall development will not affect the visual amenity of the area.



5.2 Drainage

The upgrades included in the proposed development necessitate the proposed enhancements to the existing foul and surface water drainage arrangements. This includes the provision of additional manholes and rerouting of pipework to facilitate the works to the set down area and allow for more effective maintenance of the infrastructure going forward.

6.0 EIA and AA SCREENING

Article 93 and Schedule 5 of the 2001 Planning and Development Regulations sets out the classes of development for which a planning application must be accompanied by an Environmental Impact Assessment Report (EIAR).

Part 1 and Part 2 Schedule 5 of the Planning and Development Regulations, 2001 defines the categories and thresholds of developments requiring EIA. The subject proposal does not fall under any of the stipulated categories contained in Part 1.

The proposed development for alterations and upgrades to the existing terminal building and all ancillary works falls within the category of 'Infrastructure Projects' under Schedule 5 Part 2 Section 10 (b)(iv) of the Planning and Development Regulations, which provides that a mandatory EIAR must be carried out for the following projects:

10. Infrastructure projects

(a) Industrial estate development projects, where the area would exceed 15 hectares.

(b)

(i) Construction of more than 500 dwelling units.

(ii) Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.

(iii) Construction of a shopping centre with a gross floor space exceeding 10,000 square metres.

(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere

The proposed development does not trigger a requirement for mandatory EIA because the site area is well within the thresholds as outlined in the legislation and the proposal does not seek to increase the area of the site. Since the proposed development relates to relatively minor changes to an existing building, it is not a form of development which would require an EIS, nor is it considered likely to have a 'significant effect on the environment'.

The building is already connected to existing services. Furthermore, the building is on a site which has no direct connection to a European Site as identified in the AA Screening Report submitted with the previous permitted development on the site (SDCC Reg. Ref: SD14A/0259).

The main potential risk from the proposed development relates to the possibility of surface water runoff from works which may subsequently outflow into the Leixlip Reservoir which is not designated European Site.

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



7.0 Documents Submitted as Part of This Application

The documentation outlined in the following Section form's part, and is in support of, the subject planning application

7.1 Planning Fee

An EFT payment has been made to South Dublin County Council on August 31st 2022. Confirmation of this payment is included with this submission. This fee was calculated as per the calculations below

Class of Development	Calculation	Proposed Development	Amount of Fee
Class 4 The provision of buildings other than buildings coming within class 1, 2 or 3.	€80 for each building, or €3.60 for each square metre of gross floor space to be provided, whichever is the greater. Total sq.m. = 313	alterations and upgrades to the existing terminal at ground floor, first floor and second floor levels resulting in an overall uplift of 313 sq. m. to the existing terminal building	€1,126.80
Class 9 The provision of an advertisement structure or the use of an existing structure or other land for the exhibition of advertisements.	€80, or €20 for each square metre, or part thereof, of advertising space to be provided, whichever is the greater Total sq.m = 5.58	the erection of new signage	€111.60
Class 13 Any Other Development	€80.00 or €10 per 0.1ha, whichever is greater Total area=0.7633ha	enhancements to the existing public realm, including set down area, landscaping, seating, flag poles, pedestrian crossings and public art.	€80.00
Total Fee Payable			€1300.05
<p>Source: Tom Phillips + Associates; based on Schedule 9 of the <i>Planning and Development Regulations, 2001-2021</i>, as amended.</p>			



7.2 Statutory Notices

An original page of the *Irish Daily Star Newspaper* dated Wednesday 24th August 2022 in which notice of the application has been published pursuant to article 17(1)(a) of the *Planning and Development Regulations 2001-2021*

7.3 Planning Application Form

A duly completed current South Dublin County Council *Planning Application Form*, signed and dated Wednesday 24th August 2022

7.4 Planning Report

Six copies of this *Planning Report* prepared by Tom Phillips + Associates, dated Wednesday 31st August 2022.

7.5 Drawings

Six copies of the following architectural drawings by NBK Architects are enclosed with this Application

Drawing No.	Title	Scale	Size
937A-100	Existing Site Plan	1:200	A1
937A-100A	Location Map	1:2500	A1
937A-101	Existing Plans	1:100	A1
937A-103	Proposed Site Plan	1:200	A1
937A-102	Existing Sections/Elevations	1:200	A1
937A-104	Proposed Ground Floor	1:100	A1
937A-105	Proposed 1 st Floor	1:100	A1
937A-106	Proposed 2 nd Floor	1:100	A1
937A-106	Proposed Roof	1:200	A1
937A-107	Proposed Sections	1:100	A1
937A-108	Proposed Elevations	1:100	A1
937A-109	Proposed Elevations	1:100	A1
937-110	Proposed Images	N/A	A1
937A-111	Proposed Signage	1:20	A3

8.0 Conclusion

It is considered that the proposed development will enhance the operational efficiency as well as the safety and security of Weston Airport. The proposed improvements to the existing terminal building, set down areas and connectivity between the existing buildings will allow for a more efficient and coherent functioning of the airport. It is considered that the proposed development is supported by both National and Local policy and constitutes proper planning and sustainable development.



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

Yours sincerely,



Bernard Dwyer, Senior Planner
Tom Phillips + Associates



Appendix A – Additional Planning History

Reg. Ref.	Description of Development	Lodged	Decision	Key Info Arising
TA532	Permission was granted to Weston Ltd. for an 800m long runway on 23 April, 1980		Grant 23/04/1980	800 m runway GRANTED
S99A/0879	Permission granted for Relocation of existing portacabins (2 no.) and containers (2 no.) to new site and for new car park. Link to file - http://www.sdublincoco.ie/Planning/Details?p=2&l=weston%20airport&regref=S99A%2F0879 – No Documents Available Online	10/12/1999	Grant 23/03/2000	New car park and relocation of extant structures GRANTED
S01A/0822 (ABP PLO6S.131 149)	This application sought permission for a development comprising the demolition of existing hangars, construction of new hangars (15,741 sqm), office and club house (1,125 sqm), 180 car parking spaces and aircraft parking with new access off the R403 and all associated development works. On 5 December, 2003 a Split Decision was issued on appeal wherein permission was refused for the development of Hangars A-E and the associated car parking and granted for the balance of development sought. Of note, Condition 2 provided that: <i>'This permission as modified by the omission of Hangars A to E and adjoining car parking shall not be constructed as permitting:</i> <i>a) any increase in aircraft movements over and above existing aircraft movements, where an aircraft movement is defined as a full take-off or landing and does not include "touch and go" training exercises or</i> <i>b) any material change in the type or capacity of existing aircraft using the aerodrome. Any material increase or change shall be subject to a separate planning permission</i> Reason: <i>In the interest of clarity and to allow for a full assessment of any significant impacts that may arise from such increase or change in the existing use of the aerodrome'.</i> Condition 3 required that <i>'the area freed by the omission of Hangars A to E and adjoining car parking area shall be maintained as grassland'.</i> Condition 10 required all buildings in the south west corner of the site to be demolished within 3 months of completion of proposed development. Condition 11 required aircraft fuelling facilities to be provided in <i>'a location to be agreed with the planning authority to the east of the proposed large hangar'.</i> Link to application - http://www.sdublincoco.ie/Planning/Details?p=1&r=S01A%2F0822&regref=S01A%2F0822 – Just certain compliance submissions available online Link to ABP - https://archive.pleanala.ie/en-ie/case/131149	07/12/2001	Split Decision on Appeal 5/12/2003	New clubhouse / office (1,040 sqm), 'long' hangar (3,510 sqm), and 'ramp area' between the runway and new buildings GRANTED No. of movements confirmed at 44,000 (not incl. 'touch and go' movements associated with training <i>Note: This permission moved the airport building complex to its current location</i>



<p>SD05A/03 12 (ABP PL06S.213 403)</p>	<p>Permission was granted on appeal to Weston Limited for the revision, alteration and retention to approved office/club house, hangar and car park layout (Reg. Ref. S01A/0822; ABP Ref. PL 06S.131149) on 20 December 2005. The permitted development included the retention of relocated control tower from its centre position on the roof of office/clubhouse to the front elevation with reduced size of the display and visual part of the control tower (improving elevational aspect) and slight increase in height by 0.775 metres and the consequential relocation and retention of navigational aid equipment from the control tower to two storage areas internally under the control tower achieved by lowering the ceiling height of the first floor by 1.945 metres. Also permitted was the consequential relocation and retention of lift shaft internally, thereby avoiding direct entry to control tower. The height of the lift shaft was increased by 1.5 metres. The retention also incorporated necessary security arrangements by changing the use of the ground floor by the provision of office accommodation and reception at ground floor and slight increase in bar area and reduction in office space at first floor. The application also included for the proposed use of the unroofed areas behind the perimeter parapet walling for air handling units and ventilation equipment.</p>	<p>05/05/2 005</p>	<p>Grant on Appeal 20/12/2 005 Judicial Review</p>	<p>Minor revisions to existing permitted buildings GRANTED</p>
<p>Of note, Condition 1 of the Board's decision provides that:</p>				
<p><i>'Development described under Class 32 of Part 1 of Schedule 2 of the Planning and Development Regulations 2001 as amended shall not be carried out on the site area without a prior grant of planning permission.</i></p>				
<p>Reason: In the interest of orderly development.'</p>				
<p>This Condition was subject to a Judicial Review. The High Court found that the reason given for the Condition was insufficient to comply with the statutory duty of the Board. Accordingly, the Court quashed the condition and remitted the matter to the Board to be considered appropriately. Enquiries with An Bord Pleanala relating to the subsequent decision on foot of the High Court Order have been inconclusive and it would appear that no subsequent decision was ever made. It is noted that the redline boundary for the application site related to the northern portion of overall site only, surrounding the terminal building, hangars, car park and fuel farm.</p>				
<p>Link to application - http://www.sdublincoco.ie/Planning/Details?p=1&r=SD05A%2F0312&regref=SD05A%2F0312 - Documents Available Online</p>				
<p>Link to ABP - https://archive.pleanala.ie/en-ie/case/213403</p>				
<p>SD05A/03 13 (ABP PL06S.213 052)</p>	<p>Permission was granted on appeal to Weston Limited for the construction of a fire station by the provision of an extension to the side of existing hangar, signage to front and rear elevations of hangar on 20 December 2005.</p>	<p>20/04/2 005</p>	<p>Grant on Appeal 20/12/2 005</p>	<p>Addition of fire station to west of existing hangar GRANTED</p>
<p>Of note, Condition 1 provided that <i>'the station building shall be reduced in size by a reduction in length by 19 meters'</i>.</p>				
<p>Condition 2 required that signage on the north and south elevations shall be omitted and signage on southern elevation removed within 1 month.</p>				
<p>Condition 3 stated that <i>'the proposed fire station shall be used solely for purposes associated with the operation of accident and emergency</i></p>				



	<p>services, including fire-fighting and for storage of equipment related to this use'.</p> <p>Link to application - http://www.sdublincoco.ie/Planning/Details?p=1&r=SD05A%2F0313&regref=SD05A%2F0313 – Documents Available Online</p> <p>Link to ABP - https://archive.pleanala.ie/en-ie/case/213052</p>			
SD05A/0314	<p>Permission was granted Weston Ltd. for the construction of a single storey ESB substation and switchroom with a gross floor area of 21 sq. metres to serve the previously permitted new large hanger, office and clubhouse (Reg. Ref. S01 A/0822; ABP Ref. PL 06S.131149) with associated landscaping and site works on 14 June, 2005.</p> <p>Condition No. 3 states:</p> <p><i>'Notwithstanding the exempted development provision of the Planning and Development Regulations 2001, as amended, no further development shall take place on the lands within the South Dublin County Council administrative area, as shown on site location map scale 1:2,500 received on 20/04/05 and marked with purple/blue outline, without a prior grant of planning permission from the Planning Authority or from An Bord Pleanala on appeal.</i></p> <p>Link to application - http://www.sdublincoco.ie/Planning/Details?p=1&r=SD05A%2F0314&regref=SD05A%2F0314 – Documents Available Online</p>	20/04/2005	Grant 14/06/2005	<p>Addition of substation</p> <p>GRANTED</p> <p>Condition No. 3 restricts all traditionally 'exempted development'</p>
SD05A/0861	<p>Permission was refused to Weston Limited for the Construction of an Aviation Museum, consisting of aircraft display areas, equipment display areas, reception area, coffee dock, library, souvenir shop, lecture rooms, administration offices and 269 car parking spaces with access from proposed roundabout (see road objectives table 13.6 County Development Plan 2004-2010) on Celbridge Road.</p> <p>Link to application - http://www.sdublincoco.ie/Planning/Applications?p=1&l=weston%20airport - Documents Available Online</p>	21/10/2005	Refused 14/12/2005	N/A