

Comhairle Chontae Atha Cliath Theas

PR/0131/23

Record of Executive Business and Chief Executive's Order

Reg. Reference: SD22A/0345 **Application Date:** 31-Aug-2022
Submission Type: Additional **Registration Date:** 10-Jan-2023
Information

Correspondence Name and Address: Tom Phillips & Associates 80, Harcourt Street,
Dublin 2, D02 F449

Proposed Development: Alterations, extension and upgrades to the existing terminal building and all ancillary site development works; The proposed development, resulting in an increase of c. 313sq.m. GFA to the existing terminal building, will comprise; Removal of an existing canopy and construction of an extended entrance foyer, provision of ancillary cafe 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; 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 to proposed 191.

Location: Weston Airport, Backweston Park, Leixlip, Dublin,
W23 XHF8

Applicant Name: Weston Aviation Academy Limited

Application Type: Permission

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Description of Site and Surroundings:

Site Area:

Stated as 0.7633ha

Site Description:

The subject site is located within the boundary of Weston Airport, Lucan, Co. Dublin. The main access to the subject site is via an internal roadway which connects to Cool Drinagh Lane to the east, which is linked to the R403.

The site is comprised of a part 3 No. to part 4 No. storey airport terminal building and a car park associated with the airport which contains 219 No. spaces. The runway and apron are located to south of the terminal building and the Weston Aviation Academy building is located to the northeast.

The wider surrounding area includes the M4 motorway to the north, the River Liffey to the west, Lucan Golf Club to the southwest and a mixture of agricultural lands, residential estates and commercial land uses.

Proposal:

The proposed development comprises:

- Removal of the existing canopy over the main entrance to the building in the northern elevation.
- A part 1 No. to part 2 No. storey extension to the front projecting approximately 3.3m out from the front elevation of the terminal building, spanning a width of approximately 20.8m and with an approximate height of 3.8m to the single storey element. The proposed single storey portion of the front extension provides an extended entrance lobby to the terminal building. The two storey element of the extension projects approximately 3.2m out from the front elevation, spanning an approximate width of 11.8m and an approximate overall height of 6.9m, providing at double height space to the entrance lobby and a small extension to the toilet block at first floor level.
- A single storey extension to the rear projecting approximately 2.1m out from the rear elevation of the terminal building, spanning a width of approximately 11.1m and with an approximate height of 3.6m. The proposed rear extension provides a security area, departures and arrivals lobby.
- An extension to the northwestern corner of the terminal building at second floor level, projecting approximately 5.9m out from the side elevation of the building and spanning an approximate length of 5.7m. The extended area will provide for an increased to the existing plant room at second floor level. The proposed side extension has a flat roof profile with an approximate parapet height of 9.6m, stepping upwards to approximately 10.2m to accommodate rooflight structures.

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- An extension to the northeastern corner of the terminal building at second floor level projecting approximately 9.5m out from the side elevation and spanning an approximate length of 11.4m. The extended area will provide office space at second floor level. The proposed side extension has a flat roof profile with an approximate parapet height of 9.8m, stepping upwards to approximately 10.4m to accommodate rooflight structures.
- A screen wall at roof level around the base of the air traffic control tower, with an approximate parapet height of 11.5m above ground level. The proposed screen wall will be visible from the northwest, southwest and northeast elevations of the terminal building.
- Elevational amendments as follows:
 - Northwest elevation – a centrally located glazed entrance door and 2 No. windows at ground floor level and 2No. windows at first floor level to the proposed part 1 No. to part 2 No. storey front extension.
 - Southwest Elevation: A new escape door (replacing an existing window) at first floor level, a walkway connecting to the proposed fire escape structure at first floor level, blocking up of an existing window opes at first floor level, a new door (replacing an existing window) at first floor level and the addition of 2 No. window opes at second floor level.
 - Southeast Elevation: A proposed terrace at first floor level associated with the restaurant and with a sun shading overhead and 2 No. new opes in the existing wall at second floor level.
 - Northeast Elevation: The addition of 2 No. opes at second floor level and replacement of the existing metal cladding at third floor level with painted render.
- The provision of signage to the existing terminal building as follows:
 - Front (northwest) elevation - Freestanding bronze finish metal lettering spelling out 'Weston Airport', with an approximate overall width of 4.5m and an approximate height of 0.35m.
 - Northeast elevation - Freestanding bronze finish metal lettering spelling out 'EIWT', with an approximate overall width of 1.9m and an approximate height of 0.55m.
- A new fire escape structure connected to the side (western) elevation of the building via a walkway at first floor level,
- A covered walkway connecting the terminal building to the adjacent aviation academy building to the northeast with an approximate length of 35m and a flat roof with an approximate height of 3.5m.
- The provision of a new gate in the southeastern corner of the subject site providing access to the airside apron.

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- Elevational amendments to existing hangar building to the northeast of the terminal building as follows:
 - Addition of a perforated metal outer skin and glazing to the southwest (front) elevation with an approximate overall height of 12.2m.
 - Freestanding bronze finish metal lettering spelling out 'National Flight Centre', above the entrance door to the southwest (front) elevation with an approximate overall width of 6.9m and an approximate height of 0.35m.
- Hard and soft landscaping, including but not limited to, the addition of planters within the carpark area, relocated accessible car parking spaces (3 No. spaces), a landscaped central island, 6 No flagpoles (8m in height), a sculpture mounted on a plinth, setdown/pedestrian zone and new paving to the front of the terminal building and a new outdoor paved seating terrace associated with the adjacent to the western elevation of the terminal building enclosed by 220mm glazed screens.
- All ancillary works above and below ground.

SEA Sensitivity:

Overlap is indicated with the following SEA layers:

- Rural.
- Record of Monuments and Places – Dúchas No.: 017-014 Fishery.

Zoning:

The subject site is subject to zoning objective 'RU' - *'To protect and improve rural amenity and to provide for the development of agriculture'* in the South Dublin County Development plan 2022-2028.

Consultations:

Drainage and Water Services Department – Additional Information required.

Irish Water – Additional Information required.

Parks and Public Realm Department – No objection.

Roads Department – Additional Information required.

Transport Infrastructure Ireland – No objection.

Submissions/Observations/Representations

Final date for submissions/observations – 4th October 2022.

None received.

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Relevant Planning History

Subject site

ED22/0024

The Proposal seeks to make minimal external changes to external South East elevation of the terminal building. The proposal would see replacement glazing & a reduced cill height at first story level. Ultimately the changes of the cill height are minimal & represent a less than 3% alteration to the fabric of the south eastern elevation which measures at a height of 14.03m.

SDCC Decision: Declared Exempt

Other Relevant Planning History for Weston Airport

SD18A/0001

Retention of garage for the sale/hire of cars, 2 portacabins, signage and ancillary site works in conjunction with the operation of Weston Airport.

SDCC Decision: Refuse Permission.

SD14A/0259

A new bund enclosure surrounding the existing fuel storage facility; the removal of the existing bund structure to facilitate the construction of this new bund enclosure, along with the internal relocation of two existing fuel tanks within the fuel storage facility; all associated ancillary site development works; the proposed development is intended to facilitate the safe and secure storage of aviation fuels within a fully bundled enclosure; the above development will take place in conjunction with the erection of new security fencing; alterations to the entrance points and new emergency gates, classified as exempted development under Reg. Ref. ED13/0035.

SDCC Decision: Grant Permission, subject to conditions.

SD14A/0251

Internal and external alterations to the approved Ancillary Fire Station and Education Building (permitted under Reg. Ref. SD11A/0221 - PL09.239891) to enhance the existing aviation-specific education facilities and some minor alterations to the existing car park to facilitate bus and bicycle parking; the proposed internal modifications include enhanced training facilities and reconfigured emergency services accommodation at ground and first floor levels; the extension of the existing mezzanine floor southwards over the fire station to facilitate the utilisation of this floorspace for the provision of aviation related training and education; the proposed external modifications include the provision of an additional building entrance surrounded by glazed panelling (corresponding in height to the existing); emergency access to the revised fire station and 8 windows, all on the western (front) elevation of the building; the installation of 3 windows on the southern elevation and all ancillary works necessary to facilitate the development; alterations to the existing car park will be restricted to the conversion of 14 car parking spaces to 3 bus parking spaces and the installation of parking rails for 32 bicycles.

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SDCC Decision: Grant Permission subject to conditions.

ABP Decision: Grant Permission subject to conditions.

SD08A/0779

Centrally relocate the existing Runways 07 and 25 to midway between the airport boundaries, incorporating the existing stopway, to include the provision of Precision Approach Path Indicators (PAPIs). This will also include Runway End Safety Areas of 180 Metres. The change in runway layout will retain the present runway category (ICAO Code 2b) and aerodrome licensing requirements on aircraft size. Nothing in this application increase the size or capacity of aircraft to that currently using the airport. The runway distance will be 1199 Metres, the full extent of ICAO Code 2b limitations. This is Necessitated by the landing distance restrictions imposed by the use of Precision Approach Path Indicators (PAPIs). The runway declared operational distances, as published in Aeronautical Information Publication Ireland, will not be increased by this application. This application is made solely in the interest of increased safety standards and the promotion of noise abatement. An EIS has been prepared in relation to this application.

SDCC Decision: Grant Permission subject to conditions.

ABP Decision: Refuse Permission

SD07A/0842

Provision of 6 no. windows (3 no. on ground floor and 3 no. on first floor) on the north west elevation of the existing fire station and for the retention of the realign of glass screen to the south east elevation of the existing fire station (Planning Ref. No. SD05A/0313 (An Bord Pleanala Ref. No. PL 06S.213052). The realignment consisted of the narrowing of the screen from 8.8m to 5.6m and increasing its height from 6.5m to 11.9m. Significant Further Information: Permission to install 6 no. windows (3 no. on ground floor and 3 no. on first floor) on the northwest elevation of the existing fire station as revised will consist of the retention of the realignment of the existing glass screen to the southwest elevation of the existing fire station.

SDCC Decision: Grant Retention Permission subject to conditions.

SD07A/0330

Addition of two internal floors totaling 1274 sq.m. within the existing fire station (planning ref: SD05A/0313) with the floor area of 891 sq.m. for use as offices **SDCC Decision:** Refuse Permission

SD05A/0313

Construction of a fire station by the provision of an extension to the side of existing hanger; also, for planning permission for signage to front and rear elevations of hanger.

SDCC Decision: Grant Permission subject to conditions.

ABP Decision: Grant Permission subject to conditions.

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SD05A/0312

Revision, alteration and retention to approved office/club house, hangar and car park layout - Planning References S01A/0822 and PL.06S.131149. Office / club house / control tower. To give full view of runway and taxi ways, the retention consists of relocated Control Tower from its centre position on the roof of office / club house to front elevation with greatly reduced size of the display and visual part of the control tower (improving elevational aspect) and slight increase in height by 0.775m and the consequential relocation and the retention of navigational aid equipment from Control Tower to 2 number storage areas internally under the Control Tower achieved by lowering the ceiling height of the first floor by 1.945m. Also, the consequential relocation and retention of lift shaft internally, thereby avoiding direct entry to Control Tower. The height of the lift shaft is increased by 1.5m. The retention also incorporates 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 includes the proposed use of the unroofed areas behind the perimeter parapet walling for air handling units and ventilation equipment. Hanger: The retention of folding doors at rear of hanger.

SDCC Decision: Grant Permission and Grant Retention Permission, subject to conditions. **ABP Decision:** Grant Permission and Grant Retention Permission, subject to conditions.

S01A/0822

Demolition of existing hangars, construction of new hangars (15,741 m²), office and club house (1,125 m²), 180 car parking spaces and aircraft parking with new access off R403 and all associated development works. This revised notice refers to a larger site boundary including all lands in the ownership of Weston Ltd., and the location of the hangars to be demolished. This application is accompanied with an Environmental Impact Statement.

SDCC Decision: Grant Permission, subject to conditions. **ABP Decision:** Grant Permission, subject to conditions.

S99A/0879

Relocation of existing portacabins (2 no.) and containers (2 no.) to new site and for new car park.

SDCC Decision: Grant Permission, subject to conditions.

Relevant Enforcement History

S8784 alleged unauthorised use of structure within airport without benefit of pp **Live file.**

S8658 1. Use of airport hangar for filming 2. Placing of containers in car park which are being used as offices **Live file.**

S8611 use of the lands for a Christmas event without pp **Closed – Exempted Development**

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S8486 change of use of hanger from storage to film studio **Closed – no unauthorised development**

S8251 Operation of a park & ride facility without PP **Closed – notice complied with**

S7893 The erection of an extension to the rear of the property without benefit of PP **Closed – granted retention.**

S7858 the placing of 2 portocabins on the lands and the operation of a car sales business from same without the benefit of planning permission.

SD18A/0001 **Closed – regularised after S152.**

S7366 erection of signage without the benefit of pp **Closed – regularised after S152.**

S7257 Non-compliance with condition no. 2 of S01A/0822. **Closed – no unauthorised development.**

S6876 Unauthorised signage **Closed – notice complied with**

S5710 Non-compliance with C. 4 - comply with outstanding req. of Planning Authority, C.5 - comply with outstanding req. of Roads Dept., C.7 - Close off access in south-western corner of site, C. 8 - comply with req. re. landscaping, C.10 - demolish all existing buildings in south-western corner of site, C.11 - payment of financial contributions, - C. 12 - submit details re. accident emergency & firefighting cover to Planning Authority re. S01A0822 **Closed – no unauthorised development.**

S4574 Non-compliance with p.p. condition 2 - remove signage from hangar on southern elevation **Closed – notice complied with**

S4459 Non-compliance with Condition No. 2 of S01A/0822 - flight logs **Closed – no further details from complainant.**

S4415 Widening of the runway to approx. 30 metres **Closed – no further details from complainant.**

S4159 Cutting of hedges along Celbridge Road, Cooldrinagh Lane **Closed – complies with permission granted.**

S4072 non - compliance with s01a/0822-demolition & construction of new hangers **Closed – complies with permission granted.**

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S4053A Subdivision of hangar contravening Reg. Ref. S01A/0822 and PL 06S.131149 **Closed – no unauthorised development**

S4053 earth mounds in excess of 2m high formed, variance with drawings of p.p, Closed – **granted retention**

S3904 Helicopter school causing excessive noise pollution **Closed – no report from inspector.**

S3604 EXTENSION TO EXISTING RUNWAY **Closed – notice complied with**

Summary of Enforcement History

The majority of cases are closed. S8784 and S 8658 remain open, however, it is noted that these cases relate to the hangars and not the terminal building.

Pre-Planning Consultation

None recorded for this Planning Application.

Relevant Policy in South Dublin County Development Plan 2022-2028

Policy CS1: Strategic Development Areas

2.6.1 Land Capacity Study

Land Capacity Sites

2.6.5 Core Strategy – 2022-2028 Development Plan

Chapter 3 Natural, Cultural and Built Heritage

Policy NCBH3 Natura 2000 Sites

NCBH3 Objective 3 (Appropriate Assessment)

Policy NCBH1: Overarching

NCBH1 Objective 1

Policy NCBH2: Biodiversity

Policy NCBH3: Natura 2000 Sites

Policy NCBH5: Protection of Habitats and Species Outside of Designated Areas

Policy NCBH11: Tree Preservation Orders and Other Tree / Hedgerow Protections

Policy NCB12: Geological Sites

Policy NCBH13: Archaeological Heritage

Policy NCBH14: Landscapes

Policy NCBH19: Protected Structures

Chapter 4 Green Infrastructure

Policy GII Overarching

GII Objective 4: To require development to incorporate GI as an integral part of the design and layout concept for all development in the County including but not restricted to residential,

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commercial and mixed use through the explicit identification of GI as part of a landscape plan, identifying environmental assets and including proposals which protect, manage and enhance GI resources providing links to local and countywide GI networks.

Policy GI2 Biodiversity

GI2 Objective 4: To integrate GI, and include areas to be managed for biodiversity, as an essential component of all new developments in accordance with the requirements set out in Chapter 12: Implementation and Monitoring and the policies and objectives of this chapter.

Policy GI4 Sustainable Drainage Systems

GI4 Objective 1: To limit surface water run-off from new developments through the use of Sustainable Drainage Systems (SuDS) using surface water and nature-based solutions and ensure that SuDS is integrated into all new development in the County and designed in accordance with South Dublin County Council's Sustainable Drainage Explanatory Design and Evaluation Guide, 2022.

Policy GI5: Climate Resilience

Strengthen the County's GI in both urban and rural areas to improve resilience against future shocks and disruptions arising from a changing climate.

Policy GI6: Human Health and Wellbeing

Improve the accessibility and recreational amenity of the County's GI in order to enhance human health and wellbeing while protecting the natural environment within which the recreation occurs.

Policy GI7: Landscape, Natural, Cultural and Built Heritage

Protect, conserve and enhance landscape, natural, cultural and built heritage features, and support the objectives and actions of the County Heritage Plan.

Chapter 7 Sustainable Movement

Policy SM1: Overarching – Transport and Movement

Policy SM2: Walking and Cycling

7.7.2 New Street and Road Proposals

Section 7.10 Car Parking

Policy SM7 Car Parking and EV Charging

SM7 Objective 1 Maximum car parking standards

Chapter 10 Energy

Section 10.2 Energy Measures

Policy E1: Responding to European, National and Regional Policy and Legislation

Policy E3 Energy Performance in Existing and New Buildings

Policy E4: Electric Vehicles

Policy E7: Solar Energy

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Chapter 11 Infrastructure and Environmental Services

Policy IE1: Overarching Policy

Policy IE2: Water Supply and Wastewater

Policy IE3: Surface Water and Groundwater

Section 11.3.1 Riparian Corridors

Policy IE4: Flood Risk

Policy IE7: Waste Management

Policy IE8: Environmental Quality

Section 11.8 Airports and Aerodromes

Section 11.8.3 Weston Airport

Policy IE10: Weston Airport

Safeguard, having regard to the requirements of the Irish Aviation Authority (IAA), the current and future operational, safety and technical requirements of Weston Airport and 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 surrounding amenities.

IE10 Objective 1:

To safeguard air traffic to and from Weston Airport while ensuring the least possible inconvenience to local communities and with full regard for the safety of persons on the ground (see also section 11.7.7 Public Safety Zones).

IE10 Objective 2:

To maintain the airspace around the airport free from obstacles so as to facilitate aircraft operations to be conducted safely, including restricting development in the environs of the aerodrome, as identified by the Obstacle Limitation surfaces shown on the Development Plan Index map and Map 12 and as outlined in Chapter 12: Implementation and Monitoring.

IE10 Objective 3:

To prohibit and restrict development in the environs of Weston Airport, where it may cause a safety hazard to the operation of the airport.

IE10 Objective 4:

To ensure a balanced approach to any further lengthening of the permitted runway or over-run areas having regard to the need for environmental and other assessments including noise and assessment of the impact on local communities.

Policy IE14: Public Safety Zones

Improve protection for the public on the ground, in the event of an aircraft crash occurring, through the provision of Inner and Outer Public Safety Zones around airports.

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IE14 Objective 1:

To prohibit new development which would involve additional human occupancy within the Inner Public Safety Zones (PSZ) at Weston and Casement Aerodromes as identified on the Development Plan maps.

Chapter 12 Implementation & Monitoring

Section 12.3 Natural, Cultural and Built Heritage

Section 12.3.1 Appropriate Assessment

Section 12.3.3 Environmental Impact Assessment

12.3.5 Landscape Character Assessment

Table 12.17: Landscape Character Types

12.4.2 Green Infrastructure and Development Management

12.5.1 Universal Design

12.5.2 Design Considerations and Statements

12.5.3 Density and Building Heights

12.5.4 Public Realm: (At the Site Level)

12.7.1 Bicycle Parking / Storage Standards

12.7.2 Traffic and Transport Assessments

12.7.4 Car Parking Standards

12.7.5 Car Parking / Charging for Electric Vehicles (EVs)

12.7.6 Car Parking Design and Layout

12.10.1 Energy Performance in New Buildings

12.11.1 Water Management

12.11.3 Waste Management

12.11.4 Environmental Hazard Management

Relevant Government Guidelines

Project Ireland 2040 National Planning Framework, Government of Ireland, (2018).

Regional, Spatial & Economic Strategy 2019 - 2031, Eastern & Midlands Regional Assembly, (2019).

Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government, (2009).

OPR Practice Note PN01 Appropriate Assessment Screening for Development Management (March 2021).

The Planning System and Flood Risk Management - Guidelines for Planning Authorities, Department of the Environment, Heritage and Local Government & OPW, (2009).

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Smarter Travel – A Sustainable Transport Future. A New Transport Policy for Ireland 2009 – 2020, Department of Transport, (2009).

Towards Nearly Zero Energy Building in Ireland – Planning for 2020 and Beyond, Department of the Environment, Community and Local Government (2012).

Assessment

The main issues for assessment relate to the following:

- Zoning and Council policy.
- Visual Impact.
- Residential Amenity.
- Vehicular Access and Parking.
- Parks and Public Realm.
- Drainage and Water Services.
- Green Infrastructure.
- Screening for Appropriate Assessment.
- Screening for Environmental Impact Assessment.

Zoning and Council Policy

Zoning

The subject site is located on lands which are subject to the zoning objective 'RU', for which the stated objective is to *'protect and improve rural amenity and to provide for the development of agriculture'* in the South Dublin County Development plan 2022-2028.

Table 12.16 of the South Dublin County Development Plan 2022-2028 lists 'Aerodrome/Airfield' as 'permitted in principle' land uses on 'RU' zoned lands.

The proposed development is considered acceptable in principle, having regard to the established 'Airfield' / 'Aerodrome' use at the subject site and the nature and scale of the proposed development, which would be ancillary to the established land use.

Council Policy

Section 11.8.3 of the South Dublin County Development Plan 2022-2028 outlines a number of policies and objectives in relation to Weston Airport.

'Policy IE10: Weston Airport

Safeguard, having regard to the requirements of the Irish Aviation Authority (IAA), the current and future operational, safety and technical requirements of Weston Airport and prevent encroachment of development around the airport which may interfere with its

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safe operation, in the context of the proper planning and sustainable development of the area and the protection of surrounding amenities.'

Having regard to the nature and scale of the proposed development, it is considered that it would not have an adverse impact on the safety and technical operation of Weston Airport. The proposed development is therefore in adherence with Policy IE10 of the Development Plan.

'IE10 Objective 1:

To safeguard air traffic to and from Weston Airport while ensuring the least possible inconvenience to local communities and with full regard for the safety of persons on the ground (see also section 11.7.7 Public Safety Zones).'

The proposed development of this Planning Application relates to amendments to the existing terminal building and revisions to the existing site layout. No increase in the level of air traffic to and from Weston Airport is proposed. The proposed development would therefore not be contrary to IE10 Objective 1 of the Development Plan.

'IE10 Objective 2:

To maintain the airspace around the airport free from obstacles so as to facilitate aircraft operations to be conducted safely, including restricting development in the environs of the aerodrome, as identified by the Obstacle Limitations surfaces shown on the Development Plan Index map and Map 12 and as outlined in Chapter 12: Implementation and Monitoring.'

The proposed development of this Planning Application will result in a minor increase in height to parts of the existing terminal building. However, the overall maximum height of the building will not be increased, nor will there be any adverse visual impact on the existing air traffic control tower. The proposed development would therefore not be contrary to IE10 Objective 2 of the Development Plan.

'IE10 Objective 3:

To prohibit and restrict development in the environs of Weston Airport, where it may cause a safety hazard to the operation of the airport.'

Owing to the ancillary nature and the scale of the proposed development, it is considered that it would not cause a safety hazard to the operation of the airport. The proposed development would therefore not be contrary to IE10 Objective 3 of the Development Plan.

'IE10 Objective 4:

To ensure a balanced approach to any further lengthening of the permitted runway or over-run areas having regard to the need for environmental and other assessments including noise and assessment of the impact on local communities.'

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The proposed development does not include any amendments to the permitted runway or overrun areas.

'Policy IE14: Public Safety Zones

Improve protection for the public on the ground, in the event of an aircraft crash occurring, through the provision of Inner and Outer Public Safety Zones around airports'.

The proposed development would not have an adverse impact on the inner and outer public safety zones.

'IE14 Objective 1:

To prohibit new development which would involve additional human occupancy within the Inner Public Safety Zones (PSZ) at Weston and Casement Aerodromes as identified on the Development Plan maps'.

The proposed development would not result in additional human occupancy within the inner public safety zone at Weston Airport.

Overall, it is considered that the proposed development of this Planning Application is compliant with the zoning objective of the subject site and would not be contrary to the policies and objectives within the South Dublin County Development Plan 2022-2028 which pertain to Weston Airport.

Visual Impact

Having regard to the size of the subject, distance to the nearest residential dwellings and the nature and scale of the proposed development which is comprised of elevational amendments and minor extensions to the existing buildings and revisions to the existing site layout plan, it is considered that the proposed development will not have an adverse visual impact on the character and setting of the subject site and surrounding receiving context.

Residential Amenity

The nearest residential dwellings are approximately 550m to the east of the subject site along Cooldrinagh Lane. Having regard to the nature and scale of the proposed development it is considered that it would not have an adverse impact on the residential amenity of the nearest dwellings.

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Vehicular Access and Parking

The Roads Department have assessed the proposed development, with Report outlining the following key points:

'Access & Roads Layout

The applicant proposes amendments to the existing road layout (including the removal of the roundabout at the main entrance) and based on these a number of actions are recommended. Applicant to provide a revised drawing showing:

- *how cars entering the revised set-down area to the front of the building can turn around in/egress this area.*
- *the proposed road traffic priority within the airport – roadmarkings to include arrows, stop bars at junctions, yield signs.*
- *emergency access routes (fire and ambulance) – provide AutoTRAK where applicable.*
- *bin service arrangements – provide AutoTRAK where applicable.*
- *Applicant must provide a revised drawing showing a delineated pedestrian walkway that guides carpark users through the carpark in a safe manner.*

Car parking

191 proposed (reduction noted).

- *5% (minimum) of carpark spaces shall be allocated for mobility impaired users $191 \times 0.05 = 9.55$ or minimum of 10 No. mobility impaired carpark spaces required.*
- *20% of carpark spaces shall be equipped with electrical charging points $191 \times 0.20 = 38.2$ or 38 No. EV charging points required.*

Bicycle parking

No provision has been made in the application for bicycle parking. Roads Department require that minimum 10no bicycle parking stands to be installed providing 20 No. bicycle parking spaces (2 No. per bicycle stand). Applicant to provide a revised drawing showing 10 No. bicycle parking stands'.

Having regard to the Report of the Roads Department, it is considered that the following **ADDITIONAL INFORMATION** should be requested from the Applicant:

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The Applicant should be requested to provide revised site layout drawings showing:

- How cars entering the revised set-down area to the front of the building can access, turn around in and egress this area, with an accompanying AutoTRAK analysis drawing.
- The proposed road traffic priority within the airport road network, demonstrating appropriate road markings to include arrows, stop bars at junctions, yield signs etc.
- Details of the Emergency access routes (fire and ambulance) with an accompanying AutoTRAK analysis drawing.
- Details of Bin service arrangements, with an accompanying AutoTRAK analysis drawing for refuse vehicles.
- A delineated pedestrian walkway that guides carpark users through the carpark in a safe manner.
- Provision of a minimum of 10 No. mobility impaired carpark spaces.
- Provision of a minimum of 38 No. EV charging points
- Provision of a minimum of 10 No. bicycle stands.

Parks and Public Realm

The Parks and Public Realm Department have assessed the proposed development, with their Report indicating no objection to the proposed development.

Drainage and Water Services

The Drainage and Water Services Department have assessed the proposed development, with their Report indicating that the following **ADDITIONAL INFORMATION** is required:

- The applicant has not proposed any SuDS (Sustainable Drainage Systems) features for the proposed development. The applicant is required to submit a drawing in plan and cross sectional views clearly showing proposed Sustainable Drainage Systems (SuDS) features for the development. SuDs features which may be suitable include but are not limited to:
 - Permeable paving
 - Green roofs
 - Grasscrete
 - Rain garden
 - Planter box
 - Tree pits
 - Other such SuDS

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- The applicant shall submit a report and a drawing clearly showing how surface water up to and including the 1:100 (1%) year critical storm with climate change allowance will be attenuated on site to pre-developed greenfield run off rates or alternatively via infiltration to ground in accordance with the Greater Dublin Strategic Drainage Study (GSDSDS) Volume 2- New Development requirements.

A report received from Irish Water indicates the following **ADDITIONAL INFORMATION** is required:

- Obtain a letter of confirmation of feasibility for the water services infrastructure for the proposed development.
- Submit a pre-connection enquiry to Irish Water for the water services infrastructure for the proposed development.
- Obtain a letter of confirmation of feasibility for the wastewater infrastructure for the proposed development.
- Submit a pre-connection enquiry to Irish Water for the wastewater infrastructure for the proposed development.

Having regard to the information required by the Drainage and Water Services Department and Irish Water, it is considered that **ADDITIONAL INFORMATION** should be requested from the Applicant to facilitate a complete assessment of the proposed development.

Green Infrastructure

The subject site is located within the Liffey Valley Primary Green Infrastructure Corridor as identified in Figure 4.4 of the South Dublin County Development Plan 2022-2028. Under Section 12.4.2, the Development Plan states that all planning applications shall demonstrate how they contribute to the protection or enhancement of Green Infrastructure in the County through the provision of green infrastructure elements as part of the application submission, The development should, at a minimum, protect any existing Green Infrastructure assets and enhance same.

A Green Infrastructure Plan as required as per Section 12.4.2 of the Development Plan, has not been submitted. The Applicant has therefore not successfully demonstrated compliance with Section 12.4.2 of the South Dublin County Development Plan 2022-2028. In this regard, the Applicant should be requested by way of **ADDITIONAL INFORMATION** to provide a Green Infrastructure Plan for the subject site.

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Appropriate Assessment

The subject site is not located within nor within close proximity to a European site. The proposed development is located within an established residential area and comprises of a single dwelling. Having regard to:

- the small scale nature of the development (amendments to an existing building and minor amendments to the existing site layout),
- the location of the development in a serviced urban area, and
- the consequent absence of a pathway to the European site,

it is considered that the proposed development would not be likely to have a significant effect individually, or in-combination with other plans and projects, on the Natura 2000 network and appropriate assessment is not therefore required.

Environmental Impact Assessment

Having regard to the nature of the proposed development, and the distance of the site from nearby sensitive receptors, there is no real likelihood of significant effects on the environment arising from the proposed development. The need for environmental impact assessment can, therefore, be excluded at preliminary examination and a screening determination is not required.

Conclusion

Whilst the overall proposal to provide an apartment development on this site is acceptable in principle, it is considered that insufficient information has been provided in relation to the vehicular access and car parking, drainage and water services infrastructure and green infrastructure plan for the subject site. In this regard, the Applicant should be requested to provide **ADDITIONAL INFORMATION** to facilitate a complete assessment of the proposed development and to ensure adherence to the policies and objectives of the South Dublin County Development Plan 2022-2028 and the key principles of the proper planning and sustainable development of the area.

Recommendation

I recommend that **ADDITIONAL INFORMATION** be requested from the applicant with regard to the following:

1. Vehicular Access, Circulation and Car Parking The Applicant is requested to provide revised Site Layout, plan, sectional, elevational and AutoTRAK analysis drawings showing the following:
 - (i) How cars entering the revised set-down area to the front of the building can access, turn around in and egress this area, with an accompanying AutoTRAK analysis drawing.

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- (i) The proposed road traffic priority within the airport road network, demonstrating appropriate road markings to include arrows, stop bars at junctions, yield signs etc.
- (ii) Details of the Emergency access routes (fire and ambulance) with an accompanying AutoTRAK analysis drawing.
- (iii) Details of Bin service arrangements, with an accompanying AutoTRAK analysis drawing for refuse vehicles.
- (iv) A delineated pedestrian walkway that guides carpark users through the carpark in a safe manner.
- (v) Provision of a minimum of 10 No. mobility impaired carpark spaces.
- (vi) Provision of a minimum of 38 No. EV charging points.
- (vii) Provision of a minimum of 10 No. bicycle stands.

2. Drainage and Water Services

- (i) The Applicant is required to submit a drawing in plan and cross sectional views clearly showing proposed Sustainable Drainage Systems (SuDS) features for the development. SuDs features which may be suitable include but are not limited to Permeable paving, Green roofs, Grasscrete, Rain gardens, Planter boxes, Tree pits and other such SuDS. In designing the SuDS features the Applicant should have regard to the Sustainable Drainage Systems Explanatory Design Guide, a copy of which is available on the South Dublin County Council website.
- (ii) The Applicant shall submit a report and a drawing clearly showing how surface water up to and including the 1:100 (1%) year critical storm with climate change allowance will be attenuated on site to pre-developed greenfield run off rates or alternatively via infiltration to ground in accordance with the Greater Dublin Strategic Drainage Study (GSDS) Volume 2- New Development requirements.

3. Irish Water The Applicant is requested to provide documentary evidence of the following:

- (i) Submission of a pre-connection enquiry to Irish Water for the water services infrastructure for the proposed development.
- (ii) Submission of a pre-connection enquiry to Irish Water for the wastewater infrastructure for the proposed development.
- (iii) Obtain a letter of confirmation of feasibility for the wastewater infrastructure for the proposed development.

4. The Applicant is requested to submit a Green Infrastructure Plan drawing demonstrating how the proposed development will contribute to the protection or enhancement of Green Infrastructure in the County through the provision of green infrastructure elements and the protection of any existing Green Infrastructure assets and enhancement of same. In preparing the Green Infrastructure Plan, the Applicant should have regard to the relevant Sections, Policies and Objectives of the South Dublin County Development Plan 2022- 2028, including, but not limited

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to Chapter 4, Policy GI1, GI1 Objective 4, GI2 Objective 4 and Section 12.4.2 of the Development Plan.

Additional Information

Additional Information was requested on 21st October 2022.

Additional Information was received on 10th January 2023.

The Additional Information received was not deemed to be significant, as such the Applicant was not required to erect a Site Notice or publish a Newspaper Notice.

Submissions/Observations

No submissions / observations received.

Assessment

The following Additional Information was received from the Applicant on 10th January 2023:

- Letter of Response prepared by Tom Phillips and Associates dated 10th January 2023.
- Letter of Reponse prepared by CS Consulting Group dated 19th December 2022.
- Landscape Architecture Report prepared by ARUP.
- Drawing No. 937A-103 – Proposed Site Plan prepared by NBK.
- Drawing No. 288413-ARUP-00-01-DR-CA-1201 – Road Markings and Signage prepared by CS Consulting Group.
- Drawing No. 288416-ARUP-00-02-DR-CA-1202 – Vehicle Swept Paths prepared by CS Consulting Group.
- Drawing No. 288413-ARUP-ZZ-XX-DR-L-0000 – Landscape Plan prepared by ARUP.
- Drawing No. W012L-CSC-ZZ-XX-DR-C-003 – Proposed Drainage Layout prepared by CS Consulting Group.

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The Additional Information provided by the Applicant will be assessed below in the context of the 4 No. items of Additional Information requested by the Planning Authority on 21st October 2022:

Additional Information Item No. 1

The Applicant has addressed each point within Additional Information Item No. 1 as follows:

- (i) An AutoTrak drawing (Drawing No. 288416-ARUP-00-02-DR-CA-1202) provides a swept path analysis of vehicles accessing the proposed set-down area. A one-way traffic circulation system in a clockwise direction is proposed, which will allow people to drop-off at the front of the two buildings and then proceed to park (if required).
- (ii) Drawing No. 288413-ARUP-00-01-DR-CA-1201 prepared by CS Consulting Group outlines the road traffic priority, road markings associated with the proposed development.
- (iii) Drawing No. 288416-ARUP-00-02-DR-CA-1202 outlines a swept path analysis for fire tender vehicles.
- (iv) Drawing No. 288416-ARUP-00-02-DR-CA-1202 outlines a swept path analysis for waste vehicles. The waste collection point is located in the south west corner of the car park
- (v) The proposed pedestrian routes through the car parking area are outlined on the drawings provided by the Applicant, namely Drawing No. 28841-ARU-00-01-DR-CA-1201 and Drawing No. 937A-103.
- (vi) A total of 10 No. accessible car parking spaces are indicated on Drawing No. 28841-ARU-00-01-DR-CA-1201 and Drawing No. 937A-103.
- (vii) A total of 38 No. Electric Vehicle Spaces have been allocated in the car parking area, as shown on Drawing No. 28841-ARU-00-01-DR-CA-1201 and Drawing No. 937A-103.
- (viii) 10 No. bicycle spaces have been provided adjacent to the main building as shown on Drawing No. 28841-ARU-00-01-DR-CA-1201 and Drawing No. 937A-103.

As a result of the above outlined revisions applied by the Applicant, the total number of car parking spaces has reduced to 168 No. spaces, with an enclosed premium parking area, providing a secure long term parking area for regular users.

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The Roads Department have assessed the Applicant's submission, with their Report indicating that the Applicant has satisfactorily addressed the majority of the items within Additional Information Item No. 1, with the exception of item (v):

'Requirements of AI have been partially met.



Spaces highlighted in yellow still have poor pedestrian connectivity to the main building, with no path or shared surface provision. Applicant to submit a revised drawing which provides safe passage for all pedestrians/car park users'. [Emphasis added].

Having regard to the Report of the Roads Department, it is considered that the Applicant has not fully responded to Additional Information Item No. 1. In the interests of pedestrian and traffic safety, it is recommended that a condition should be imposed to secure a revised Site Layout drawing indicating pedestrian routes through the car parking area which provide safe passage for all pedestrians/car park users. The revised Site Layout drawing should be clearly dimensioned, including but not limited to road widths, car park sizes, pedestrian crossing widths, and all other relevant items shown.

Additional Information Item No. 2

In response to Additional Information Item No. 2 item (i), as outlined in the Letter of Response prepared by CS Consulting Group dated 19th December 2022, the car parking design has been revised to include bioretention areas and tree pits. Rainwater butts have also been included on all existing and proposed rainwater down pipes on the terminal building.

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In response to item (ii) a revised Drainage Layout has been prepared by CS Consulting Group (Drawing No. W012L-CSC-ZZ-XX-DR-C-003) which includes a number of SuDS features including an approximate 275sqm area of bioretention and tree pits in the car parking area providing approximately 22m³ of interception. It is highlighted by the Applicant that the proposed development is largely within the footprint of the existing terminal building and that the car parking layout revisions result in a reduction in the existing hardstanding and the introduction of SuDS features results in an improvement to the stormwater drainage design.

The Drainage and Water Services Department have assessed the Additional Information provided by the Applicant, with their Report noting no objection subject to **CONDITIONS**. It is considered that the Applicant has satisfactorily addressed Additional Information Item No. 2.

Additional Information Item No. 3

In response to Additional Information Item No. 3, the Letter of Response prepared by CS Consulting Group dated 19th December 2022 indicates that the proposed development will result in minimal increases to the existing water and wastewater demands at the subject site. Based upon the water and wastewater calculations, a Confirmation of Feasibility Letter was not sought from Irish Water.

Irish Water have reviewed the Applicant's response to the Additional Information request and revised drainage layout and have indicated no objection, subject to **CONDITIONS**. It is considered that the Applicant has satisfactorily addressed Additional Information Item No. 3.

Additional Information Item No. 4

The Applicant has revised the proposed Drainage Layout to include Green Infrastructure measures. Where possible existing hedgerows have been retained, tree planting has been increased and SuDS features have been added.

The Landscape Plan has been carefully designed having regard to the *Bird and Wildlife Strick Management at Aerodromes* guidance document published by The National Bird and Wildlife Hazard Committee (March 2021).

The need to balance the provision of Green Infrastructure measures and linkages, whilst also working within the limitations when creating linkages within an airport boundary. This is fully understood and it is considered that the measures introduced by the Applicant and the provision of additional Suds measures, which has the added benefit of reducing the existing hardstanding, will successfully enhance the Green Infrastructure network of the subject site.

The Parks and Public Realm Department have assessed the Additional Information submission, with their Report indicating no objection subject to **CONDITIONS**. It is therefore considered that Additional Information Item No. 4 has been satisfactorily addressed.

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Development Contributions

Development Contributions	
Planning Reference Number	SD22A/0345
Summary of permission granted & relevant notes:	N/A
Are any exemptions applicable?	
Is development commercial or residential?	Commercial
Standard rate applicable to development:	€112.57
% reduction to rate, if applicable (0% if N/A)	0
Rate applicable	€112.57
Area of Development (m2)	313 sq.m.
Amount of Floor area, if any, exempt (m2)	N/A
Total area to which development contribution applies (m2)	313 sq.m.
Total development contribution due	€35,234.41

Conclusion

Having regard to the Additional Information provided by the Applicant and the policies outlined in the South Dublin County Development Plan 2022-2028, it is considered that the proposed development generally adheres to the key policies, objectives and guidance of the Development Plan. Accordingly, it is recommended that the subject application be granted permission.

Recommendation

I recommend that a decision be made pursuant to the Planning & Development Act 2000, as amended, for the reasons set out in the First Schedule hereto, to Grant Permission for the said development in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule hereto, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule.

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FIRST SCHEDULE

It is considered that the proposed development accords with the policies and objectives of South Dublin County Council, as set out in the South Dublin County Council Development Plan 2022 - 2028 and subject to the conditions set out hereunder in the Second Schedule is hereby in accordance with the proper planning and sustainable development of the area.

SECOND SCHEDULE

Conditions and Reasons

1. Development to be in accordance with submitted plans and details.
The development shall be carried out and completed in its entirety in accordance with the plans, particulars and specifications lodged with the application, and as amended by Further Information received on 10 January 2023, save as may be required by the other conditions attached hereto.
REASON: To ensure that the development shall be in accordance with the permission, and that effective control be maintained.
2. Amendments.
Prior to the commencement of development the applicant, owner or developer shall submit the following for the written agreement of the Planning Authority:
Revised plans that incorporate all of the following amendments-
(a) A revised Site Layout drawing indicating pedestrian routes through the car parking area which provide safe passage for all pedestrians/car park users. The revised Site Layout drawing should be clearly dimensioned, including but not limited to road widths, car park sizes, pedestrian crossing widths, and all other relevant items shown.
REASON: To protect the amenities of the area and in the interests of the proper planning and sustainable development of the area.
3. Construction Noise and Hours.
A. No equipment or machinery (to include pneumatic drills, construction vehicles, generators, etc) shall be operated on or adjacent to the construction site before 07:00 hours on weekdays and 09:00 hours on Saturdays nor after 19:00 hours on weekdays and 13:00 hours on Saturdays, nor at any time on Sundays, Bank Holidays or Public Holidays.
Any work outside of these hours shall only be permitted following a written request to the Planning Authority and subsequent receipt of the written consent of the Planning Authority, having regard to the reasonable justification and circumstances and a commitment to minimise as far as practicable any unwanted noise outside the hours stated above.
B.Noise levels arising from construction activities shall not be so loud, so continuous, so repeated, of such duration or pitch or occurring at such times as to give rise to a noise nuisance affecting a person in any premises in the

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neighbourhood.

C. The development shall be so operated that there will be no emissions of malodours, gas, dust, fumes or other deleterious materials, no noise or noise vibration on site as would give reasonable cause for annoyance to any person in any residence, adjoining premises or public place in the vicinity.

D. During the construction / demolition phase of the development, Best Practicable Means shall be employed to minimise air blown dust being emitted from the site. This shall include covering skips and slack-heaps, netting of scaffolding, daily washing down of pavements or other public areas, and any other precautions necessary to prevent dust nuisances.

REASON: In the interest of public health by the prevention of unacceptable levels of noise pollution which could interfere with normal sleep and rest patterns and/or when people could reasonably expect a level of quietness, the proper planning and sustainable development of the area and to uphold the Council's amenity policies set out in the South Dublin County Council Development Plan.

4. A. Prior to the commencement of development the applicant or developer shall enter into a water connection agreement(s) with Irish Water.

B. Prior to the commencement of development the applicant or developer shall enter into a wastewater connection agreement(s) with Irish Water

REASON: In the interest of public health and to ensure adequate water facilities

5. A. Prior to commencement of development, the applicant shall submit a developed Construction Traffic Management Plan for the written agreement of the Planning Authority.

B. A Mobility Management Plan to be completed within six months of completion. The Mobility Management Plan shall be submitted for the written agreement of the Planning Authority.

REASON: In the interest of sustainable transport.

6. a. The Developer shall ensure that there is complete separation of the foul and surface water drainage for the proposed development.

b. All works for this development shall comply with the requirements of the Greater Dublin Regional Code of Practice for Drainage Works.

REASON: In the interest of public health and to ensure adequate water facilities.

7. i. The proposed landscaping scheme as per the submitted Landscape Architecture Report and shown on drawing No. 288413-00 Landscape Plan shall be implemented in full, within the first planting season following completion of the development, in addition:

a) All hard and soft landscape works shall be completed in full accordance with the submitted Landscape Plan (Drawing No. 288413-00).

b) All trees, shrubs and hedge plants supplied shall comply with the requirements of BS: 3936, Specification for Nursery Stock. All pre-planting site preparation, planting and post-

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planting maintenance works shall be carried out in accordance with the requirements of BS : 4428 (1989) Code of Practice for General Landscape Operations (excluding hard surfaces).

c) All new tree plantings shall be positioned in accordance with the requirements of Table 3 of BS 5837: 2012. Trees in Relation to Design, Demolition and Construction – Recommendations.

d) Any trees, shrubs or hedges planted in accordance with this condition which are removed, die, become severely damaged or become seriously diseased within three years of planting shall be replaced within the next planting season by trees, shrubs or hedging plants of similar size and species to those originally required to be planted.

ii. Planting Plan

Prior to the commencement of Development, the applicant shall submit for agreement with the Public Realm Section a detailed Planting Plan and Planting Schedule stating species/varieties, indicative quantities, sizes, rootball presentation and spacings. Planting mixes should specify a diverse range of species/varieties/cultivars and a diversity of forms and plant sizes (multi-stems, feathered, semi-matures, etc.); using both native and exotic species and pollinator-friendly native species (in accordance with the All-Ireland Pollinator Plan 2015-2020), all designed to provide vegetation that is visually appealing, bio-diverse, and easily managed.

iii. Retention of Landscape Architect

a) Prior to the commencement of any permitted development, the developer shall appoint and retain the services of a qualified Landscape Architect (or qualified Landscape Designer) as a Landscape Consultant, throughout the life of the construction works and shall notify the planning authority of that appointment in writing prior to commencement.

b) A Practical Completion Certificate is to be signed off by the Landscape Architect when all landscape works are fully completed to the satisfaction of the planning authority in accordance with the permitted landscape proposals.

c) Installation of attenuation tree pits shall be supervised by the project landscape architect.

iv. Drainage Layout Plan and SUDS Features

The submitted Drainage Layout Plan (Dwg. No. W012L-CSC-ZZ-XX-DR-C-0003) and associated natural SUDS features including the bio-retention tree pits shall be implemented in full by the applicant.

v. SUDS Management Plan

A comprehensive SUDS Management Plan shall be submitted to demonstrate that the proposed SUDS features have reduced the rate of run off into the existing surface water drainage network. A maintenance plan shall also be included as a demonstration of how

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the system will function following implementation.

REASON: To ensure that the development achieves a high standard of design, layout and amenity and makes provision for hard and soft landscaping which contributes to the creation of a high quality, accessible, safe and attractive public realm that prevent the increased risk of flooding and to improve and protect water quality, in accordance with relevant policies and objectives contained within the CDP 2022-2028.

8. The developer shall pay to the planning authority a financial contribution of €35, 234.41 (Thirty five thousand two hundred and thirty four euros and forty one cents), in respect of public infrastructure and facilities benefiting development within the area of the planning authority, that is provided, or intended to be provided by or on behalf of the authority, in accordance with the terms of the Development Contribution Scheme 2021 - 2025, made under Section 48 of the Planning and Development Acts 2000-2011 (as amended). The contribution shall be paid prior to commencement of development, or in such phased payments as the planning authority may facilitate. Contributions shall be payable at the rate pertaining to the year in which implementation of the planning permission is commenced as outlined in the South Dublin County Council Development Contribution Scheme 2021 - 2025.

REASON: The provision of such facilities will facilitate the proposed development. It is considered reasonable that the payment of a contribution be required, in respect of public infrastructure and facilities benefiting development in the area of the Planning Authority and that is provided, or that is intended will be provided, by or on behalf of the Local Authority.

NOTE RE: CONDITION

Please note that with effect from 1st January 2014, Irish Water is now the statutory body responsible for water services. Further details/clarification can be obtained from Irish Water at Tel. 01 6021000 or by emailing customerservice@water.ie.

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REG. REF. SD22A/0345

LOCATION: Weston Airport, Backweston Park, Leixlip, Dublin, W23 XHF8



Colm Harte,
Senior Executive Planner

ORDER: A decision pursuant to Section 34(1) of the Planning & Development Act 2000, as amended, to Grant Permission for the reasons set out in the First Schedule above, in accordance with the said plans and particulars, subject to the condition(s) specified in the Second Schedule above, the reasons for the imposition of the said condition(s) being as set out in the said Second Schedule is hereby made.

Date: 03/02/23_____



Gormla O'Corrain,
Senior Planner