



An  
Bord  
Pleanála

## Inspector's Report ABP-302415-18.

### Question

Whether the implementation of the following measures is or is not development or is or is not exempted development:

1. Revision of the position of the visual navigational aids (runway markings);
2. The decommissioning (removal through planning over and grassing out) of the western taxiway that is no longer required, while retaining a 5m wide section for use as an emergency vehicle access route.

### Location

Dublin Weston Airport, Junction 5, M4, Lucan, Co. Dublin.

### Declaration

Planning Authority

Kildare Co. Co.

Planning Authority Reg. Ref.

ED/000673.

Applicant for Declaration

Kildare County Council

Planning Authority Decision

None.

**Referral**

**Referred by**

Kildare County Council

**Owner/ Occupier**

Weston Aviation Academy Ltd.

**Observer(s)**

None.

**Date of Site Inspection**

13<sup>th</sup> November, 2018.

**Inspector**

A. Considine.

## 1.0 Site Location and Description

- 1.1. Weston Airport is located within the administrative boundaries of both Kildare County Council and South Dublin County Council. The airport is located between Leixlip and Celbridge, to the south of the M4. The River Liffey is located to the north and east of the site and Lucan Golf Club to the south east. The wider area comprises a variety of uses including residential of varying densities.
- 1.2. Access to the airport is via Cooldrinagh Lane to the north and north east while the remaining boundaries comprise fencing and trees. The Weston Airport site covers an area of 102ha. The existing runway extends across both jurisdictions. The airport administration building, tower, flight academy building, hangar and car parking are all located to the north of the site. The existing runway runs in almost an east – west direction, with the taxi-way to the north of the runway.

## 2.0 The Question

- 2.1. Whether the implementation of the following measures is or is not development or is or is not exempted development:
  1. Revision of the position of the visual navigational aids (runway markings);
  2. The decommissioning (removal through planning over and grassing out) of the western taxiway that is no longer required, while retaining a 5m wide section for use as an emergency vehicle access route.

All at Dublin Weston Airport, Junction 5, M4, Lucan, Co. Dublin.

## 3.0 Planning Authority Declaration

### 3.1. Declaration

The Planning Authority made no declaration following a Section 5 request from Future Analytics Consultants Ltd., on behalf of Dublin Weston Airport Ltd on the 9<sup>th</sup> July, 2018. The Planning Authority referred the question to An Bord Pleanala on the 27<sup>th</sup> of August, 2018.

## 3.2. Planning Authority Reports

### 3.2.1. Planning Reports

There is no Planning Report submitted with the referral.

### 3.2.2. Other Technical Reports

None noted.

## 4.0 Planning History

The Board will note that there is an application for Leave to Appeal for substitute consent for development at Dublin Weston Airport currently with the Boards Legal Department.

There is an extensive planning history pertaining to Weston Aerodrome which is provided in the appendix to this report. The following planning history relates to the runway:

<b>Final Decision Date</b>	<b>Description</b>	<b>Reg Ref</b>	<b>ABP Ref</b>	<b>Grant / Refuse</b>
Dec 2010	Realignment of Runway 07 / 25	08/2018	PL09.235146	Refuse
Sept 2009	Realignment of Runway 07 / 25	SD08A/0779	PL06S.232683	Refuse
February 2009	Retention of Tarmacadamed Hard Shoulder to Runway and Stopway / Clearway	06/334	PL09.218796	Grant
March 2008	Retention of Tarmacadamed Hard Shoulder to Runway and Stopway / Clearway	SD05A/0924	PL06S.216262	Grant
1998	Provision of Stopway / Clearway	98/0876		Grant
1992	Widening of	92A/1242		Grant

	Runway by 5 metres			
1985	Retention of Over-Run to Tarmac Runway	85A/1406		Grant
1983	Tarmac Resurfacing of Existing Grass Runway	YA1268		Grant
1980	Construction of 800m paved runway	TA532		Grant

In terms of referrals relating to similar questions, the Board is advised of referral PL.RL2251, from 2005, which relates to Weston Aerodrome. The question raised was 'Whether the installation of VOR/DME (Radar Approach Navigation System) and PAPI (Approach Angle Guidance System) at Weston Aerodrome, Leixlip, County Kildare is or is not exempted Development'. The Board issued a split decision concluding as follows:

An Bord Pleanála has concluded that -

(a) in the absence of any locational particulars or other specific information relating to the installation of a PAPI (Precision Approach Path Indicator) system within the aerodrome, it is not in a position to decide whether the said development is or is not exempted development, within the meaning of the Planning and Development Act, 2000, and

(b) the installation of the VOR/DME aircraft navigation system comes within the scope of article 6(1) of the Planning and Development Regulations, 2001 insofar as it comprises development under Class 32(c) of Part 1 of Schedule 2 to these Regulations:

**NOW THEREFORE** An Bord Pleanála, in exercise of the powers conferred on it by section 5 (3) (a) of the 2000 Act, hereby decides that the said installation of a VOR/DME aircraft navigation system at Weston Aerodrome, Leixlip, County Kildare is exempted development.

In addition to the above, the Board is referred to Section 5 referral to Kildare County Council ref ED.14/00535. The owner / occupier of the Aerodrome posed the following questions to both Kildare County Council and South Dublin County Council, Ref ED.14/0038 refers. The question posed to both was:

Whether implementation of measures described below is or is not development or is or is not exempted development:

1. Revision of the position of the visual navigational aids (runway markings) to facilitate the inclusion of Runway End Safety Areas (RESAs) at both ends of the licenced runway of Dublin Weston Airport (DWA) as required by EU Regulation 139/2014 and the Irish Aviation Authority (IAA) the competent authority for the purposes of licensing and regulating airports and aerospace in Ireland.
2. The installation of additional visual navigational aids (consisting of runway lighting and precision approach pathway indicators or PAPIs)
3. The decommissioning (closure) of part of a parallel taxiway that is not currently required.
4. The section of the licensed, permitted runway, as referred to by An Bord Pleanala inspector Robert Speer in the assessment of South Dublin County Council Reg. Ref.SD08A/0779 and Kildare County Council Reg. Ref. 08/2018, and indicated on the image included within appendix one of this document, having regard to the planning history and factual circumstances described more fully below.

2(a): Section of Exempted Development Regulations under which exemption is claimed (if known): Section 32

Both Authorities returned different declarations as follows:

<b>Kildare County Council, Ref ED. 14/00535</b>	<b>South Dublin County Council, Ref ED. 14/0038</b>
1. It was concluded that the revision of the position of the visual navigational aids would constitute	1. Accords with Class 32(b), is development and is exempted development.

<p>development and although referred to in Class 32 of the regulations, would represent a material change of use of the existing permitted stopway and clearway and thus, resulted in a change of activity of the same and the change raised sufficient planning considerations.</p> <p>2. It was determined that the runway contravenes condition no. 2 of Kildare County Council decision Ref 98/876 and condition 2 of Kildare County Council decision Ref 06/334, and would be inconsistent with the uses specified for the stopway and clearway in both permissions. It was therefore concluded that they would constitute development and not exempted development under Class 32 by reason of restrictions on exemptions in Article 9(1)(a)(i) of the Regulations.</p>	<p>2. Accords with Class 32(c), is development and is exempted development.</p> <p>3. Accords with Class 32(b), is development and is exempted development.</p> <p>4. The section of runway referred to is development and is not exempted development.</p>
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In relation to the above, the Board will note that Kildare County Council decision ref 06/334 was appealed to the Board, PL09.218796 refers. Condition 2 of the Boards decision states as follows:

2. The stopway/clearway shall not be used for the take-off of aircraft.

**Reason:** In the interest of clarity and the protection of the amenities of the area.

In addition to the above, Weston Aviation Academy Limited sought leave to apply for substitute consent in 2016, ABP ref LS06S.0024 refers, for the runway in full given that there was uncertainty regarding the planning status for the full runway. No decision appears to have issued in relation to this application.

## 5.0 Policy Context

### 5.1. Development Plan

The Kildare County Development Plan 2017-2023 is the relevant policy document pertaining to the subject site. Section 6.11.4 of the plan deals with Weston Aerodrome and the following policy and objectives relate:

Policy: Weston Aerodrome

It is the policy of the Council to:

WA 1: Have regard to the advice of the statutory bodies responsible for the control and safety of operations at Weston Aerodrome, to prevent encroachment of development around the Aerodrome which may interfere with its safe operation in the context of proper planning and sustainable development of the area and the protection of amenities.

It is an objective of the Council to:

WAO 1: Prevent encroachment of development in the vicinity of Weston Aerodrome which may interfere with its safe operation.

WAO 2: Have regard to the advice of the statutory bodies responsible for the control and safety of operations at Weston Aerodrome, in the context of



the proper planning and sustainable development of the area and the protection of amenities.

WAO 3: Refer any development within 3.6km of Weston Aerodrome's runway (i.e. within the area of its Horizontal and Conical Surfaces) to the Irish Aviation Authority, and also to refer to the IAA any development of 50m or greater in height above ground level within a 10km radius of Weston Aerodrome (i.e. within the area of its Outer Horizontal Surface).

WAO 4: Seek to develop a common protocol with South Dublin County Council to guide the consideration of applications at Weston.

## **5.2. Natural Heritage Designations**

The site is not located within any designated site. The closest Natura 2000 site is located approximately 1km to the north of the site, being the Rye Water Valley/Carton SAC, Site Code 001398.

The Liffey Valley pNHA, Site Code 000128, is also located to the north of the site.

## **6.0 The Referral**

### **6.1. Referrer's Case**

Kildare County Council sent the referral to the Board for determination under Section 5(4). Essentially, the referral as submitted by the operators of Weston Airport to Kildare County Council was submitted to the Board.

### **6.2. Owner / Occupier Response**

The submission from Future Analytics, on behalf of the owner/occupiers, notes that a second referral from South Dublin County Council has also been sought. The submission states that the purpose of the referral to the Board is to seek a consistent approach, and a single declaration on the planning status of the items described within each referral. Previous declarations provided from both Kildare Co. Council, ED14/00535 refers, and South Dublin County Council, ED14/0038 refers, in January 2015 highlighted a disparity between the conclusions reached by the two local

authorities. The inconsistencies leave WAAL without a comprehensive decision on the planning legitimacy of the works.

It is submitted that the reason for the discrepancy is due to the complex and nuanced planning history of the aerodrome as a result of the site extending across the two functional areas. Each local authority make assessments in isolation and limited to their respective jurisdiction.

## **7.0 Statutory Provisions**

### **7.1. Planning and Development Act, 2000**

7.1.1. Section 2 (1) of the 2000 Planning and Development Act states as follows:-

“In this Act, except where the context otherwise requires – ‘development’ has the meaning assigned to it by Section 3 ...”

In Section 2 (1) of the Act “works” are interpreted as including “any act or operation of construction, excavation, demolition, extension, alteration, repair or renewal and, in relation to a protected structure or proposed protected structure, includes any act or operation involving the application or removal of plaster, paint, wallpaper, tiles or other material to or from the surfaces of the interior or exterior of a structure”.

7.1.2. Section 3 (1) of the 2000 Planning and Development Act states as follows:-

“In this Act, ‘development’ means, except where the context otherwise requires, the carrying out of works on, in, over or under land or the making of any material change in the use of any structures or other land.”

7.1.3. Section 4(1) of the Planning and Development Act identifies what may be considered as exempted development for the purposes of the Act, and Section 4(2) of the Act provides that the Minister, by regulations, provide for any class of development to be exempted development. The principal regulations made under this provision are the Planning and Development Regulations, 2001.

## 7.2. Planning and Development Regulations, 2001

Article 6(1) of the Planning & Development Regulations, 2001 as amended states as follows:-

“Subject to article 9, development of a class specified in column 1 of Part 1 of Schedule 2 shall be exempted development for the purposes of the Act, provided that such development complies with the conditions and limitations specified in column 2 of the said Part 1 opposite the mention of that class in the said column 1.”

Article 9(1) of the Planning & Development Regulations, 2001 as amended, provides a number of scenarios whereby development to which article 6 relates shall not be exempted development for the purposes of the Act. In particular, 9(1)(a)(i) is relevant.

Schedule 2, Part 1 of the Planning & Development Regulations deal with Exempted Development – General and in terms of the subject referral, Class 32 is relevant and states as follows:

<b>Column 1</b> <b>Description of Development</b>	<b>Column 2</b> <b>Conditions and Limitations</b>
<p>CLASS 32</p> <p>The carrying out by any person to whom an aerodrome licence within the meaning of the Irish Aviation Authority (Aerodromes and Visual Ground Aids) Order, 1998 (No. 487 of 1998) has been granted, of development consisting of --</p> <p>(a) the construction or erection of an extension of an airport operational building within an airport,</p>	<p>1. Where the building has not been extended previously, the floor area of any such extension shall not exceed 500 square metres or 15% of the existing floor area, whichever is the</p>

(b) the construction, extension, alteration or removal of aprons, taxiways or airside roads used for the movement of aircraft and the distribution of vehicles and equipment on the airside, within an airport,

(c) the construction, erection or alteration of visual navigation aids on the ground including taxiing guidance, signage, inset and elevated airfield lighting or apparatus necessary for the safe navigation of aircraft, within an airport,

(d) the construction, erection or alteration of security fencing and gates, security cameras and other measures connected with the security of airport infrastructure, within an airport, or

lesser.

2. Where the building has been extended previously, the floor area of any such extension, taken together with the floor area of any previous extension or extensions, shall not exceed 15% of the original floor area or 500 square metres, whichever is the lesser.

3. The planning authority for the area shall be notified in writing not less than 4 weeks before such development takes place.

(e) the erection or alteration of directional locational or warning signs on the ground, within an airport.	
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Further to the above, Class 39 is also considered potentially relevant and it provides as follows:

<b>Column 1</b>	<b>Column 2</b>
<b>Description of Development</b>	<b>Conditions and Limitations</b>
CLASS 39 The erection, placing or keeping on land of any lighthouse, beacon, buoy or other aid to navigation on water or in the air.	Any such lighthouse, beacon, buoy or other navigational aid shall not exceed 40 metres in height.

### 7.3. Other

In terms of referrals relating to similar questions, the Board is advised of referral PL.RL2251 which relates to Weston Aerodrome. The question raised was ‘Whether the installation of VOR/DME (Radar Approach Navigation System) and PAPI (Approach Angle Guidance System) at Weston Aerodrome, Leixlip, County Kildare is or is not exempted Development’. The Board issued a split decision concluding as follows:

An Bord Pleanála has concluded that -

(a) in the absence of any locational particulars or other specific information relating to the installation of a PAPI (Precision Approach Path Indicator) system within the aerodrome, it is not in a position to decide whether the said development is or is not exempted development, within the meaning of the Planning and Development Act, 2000, and

(b) the installation of the VOR/DME aircraft navigation system comes within the scope of article 6(1) of the Planning and Development Regulations, 2001 insofar as it comprises development under Class 32(c) of Part 1 of Schedule 2 to these Regulations:

**NOW THEREFORE** An Bord Pleanála, in exercise of the powers conferred on it by section 5 (3) (a) of the 2000 Act, hereby decides that the said installation of a VOR/DME aircraft navigation system at Weston Aerodrome, Leixlip, County Kildare is exempted development.

## 8.0 Assessment

The question posed is as follows:

‘Whether the implementation of the following measures is or is not development or is or is not exempted development:

1. Revision of the position of the visual navigational aids (runway markings);
2. The decommissioning (removal through planning over and grassing out) of the western taxiway that is no longer required, while retaining a 5m wide section for use as an emergency vehicle access route.

All at Dublin Weston Airport, Junction 5, M4, Lucan, Co. Dublin.

### 8.1. Is or is not development

8.1.1. Section 2 (1) of the Act defines “works” as including “any act or operation of construction, excavation, demolition, extension, alteration, repair or renewal and, in relation to a protected structure or proposed protected structure, includes any act or operation involving the application or removal of plaster, paint, wallpaper, tiles or other material to or from the surfaces of the interior or exterior of a structure”. I am satisfied that, in accordance with the above definition, the subject referral relates to ‘works’.

8.1.2. In terms of Section 3(1) of the Act, ‘development’ means, except where the context otherwise requires, the carrying out of works on, in, over or under land or the making of any material change in the use of any structures or other land.” I am satisfied that the said ‘works’ comprise ‘development’. This determined, consideration is required as to whether the ‘works’ would constitute “exempted development”.

## 8.2. Is or is not exempted development

8.2.1. Having established that the 'works' undertaken amount to 'development', the issue to be considered is whether the development is exempted development or not. Section 4(1) of the Act defines certain types of development as being '*exempted development*'. There is no class of development described which would equate to the works to be carried out in this instance. Therefore, the works cannot be considered to be exempted development under the provisions of Section 4(1) of the Planning & Development Act, 2000 – 2013.

8.2.2. In terms of the Planning & Development Regulations, Article 6 relates to Classes 32 and 39 of Part 1, Schedule 2. The detail of both classes is provided above. In terms of the elements the subject of this referral, Class 32 provides that

The carrying out by any person to whom an aerodrome licence within the meaning of the Irish Aviation Authority (Aerodromes and Visual Ground Aids) Order, 1998 (No. 487 of 1998) has been granted, of development consisting of --

b) the construction, extension, alteration or removal of aprons, taxiways or airside roads used for the movement of aircraft and the distribution of vehicles and equipment on the airside, within an airport,

(c) the construction, erection or alteration of visual navigation aids on the ground including taxiing guidance, signage, inset and elevated airfield lighting or apparatus necessary for the safe navigation of aircraft, within an airport,

In addition, Class 39 provides for 'The erection, placing or keeping on land of any lighthouse, beacon, buoy or other aid to navigation on water or in the air.'

8.2.3. In relation to the 'revision of the position of the visual navigational aids (runway markings)', I am satisfied that the proposed works come within the scope of Class 32(c).

In terms of 'the decommissioning (removal through planning over and grassing out) of the western taxiway that is no longer required, while retaining a 5m wide section for use as an emergency vehicle access route', I am satisfied that the proposed works come within the scope of Class 32(b).

8.2.4. The Board will also note the planning history of Weston Aerodrome and the most recent permission relating to the runway, PL09.218796 refers, which sought permission to retain the tarmaced hard shoulder, approximately 3.5 metres wide to either side of the runway and the stopway/clearway for safety reasons. In particular, the reasons and considerations associated with the decision to grant permission noted that subject to compliance with conditions, the development would not represent an unacceptable intensification of use of the landholding. The following conditions are considered relevant in terms of the subject referral:

1. This permission shall not be construed as permitting: -
  - (a) any increase in aircraft movements over and above existing aircraft movements, as applicable on previous split decision by An Bord Pleanála under Appeal Reference Number PL06S.131149 on the 5<sup>th</sup> day of December, 2003, where an aircraft movement is defined as a full take off or landing and does not include “touch and go” training exercises, or
  - (b) any material change in the type or capacity of existing aircraft using the aerodrome, as applicable on the said previous split decision by An Bord Pleanála under Appeal Reference Number PL06S.131149.

Any material increase or change shall be subject to a separate planning permission.

**Reason:** 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.

2. The stopway/clearway shall not be used for the take-off of aircraft.

**Reason:** In the interest of clarity and the protection of the amenities of the area.

8.2.5. In terms of the ABP ref PL09.235146, planning permission was refused for the realignment of the runway. The full description of the development sought is:

Relocation of 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 increases the size or capacity of aircraft to that currently using the airport. The runway distance will be 1,199 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 Environmental Impact Statement has been prepared in relation to this application. All on lands at Weston Aerodrome, Leixlip, County Kildare.

The reason for refusal of the above was:

Having regard to the proposed increase in runway length and the revised location of the thresholds of Runways 07 and 25 and their proximity to the boundaries of the wider aerodrome complex and the adjoining properties in the vicinity, the Board is not satisfied, on the basis of the submissions made in connection with the planning application and the appeal, that the proposed development would not negatively impact on the amenities of said properties by reason of increased noise, nuisance and general disturbance. The Board is also not satisfied that the wider land use planning implications of the proposed development for lands in the general vicinity in County Kildare have been properly identified and assessed.

Furthermore, having regard to the planning history of Weston Aerodrome, and in particular Condition Number 2 attached to the permission granted by An Bord Pleanála on the 5th day of December, 2003, under Appeal Reference Number PL 06S. 131149, it is considered that neither the application nor the Environmental Impact Statement (EIS) has adequately identified the baseline air traffic types and volumes permitted or those types and volumes using the aerodrome in recent years, nor identified any changes that would be facilitated by the proposed development. The proposed development would,

therefore, be contrary to the proper planning and sustainable development of the area.

8.2.6. Having undertaken a full review of the planning history of Weston Airport, it would appear that planning permission exists for a runway with a length of approximately 851m, and a stopway/clearway of 457m, South Dublin County Council refs TA532 from 1980, YA1268 from 1983, 85A/1406, 88A/1534 and 98/876, refer. This would result in an overall permitted length of 1308m. The actual length of the runway is 924m which means that there is an apparent anomaly relating to 73m of runway. The proposed revision to the visual navigational aids, in terms of the runway markings, will not result in any increase in the permitted stopway / clearway but will divide the permitted 457m to provide 217m to the south western end of the runway (within KCC) and 240m to the north eastern end of the runway (within SDCC). The Board will note that under PL09.218796, the Board granted planning permission for the retention of the tarmacked hard shoulder to either side of the runway and the stopway / clearway for safety reasons, which included this area of the runway. In addition, and as part of the subject referral, the Board will note the proposal to plan out and grass over an area of the existing hard surface to the west of the existing runway.

8.2.7. While in principle, it would appear that the works proposed in this referral would constitute exempted development Classes 32(b) and 32(c) of Part 1 of Schedule 2 to these Regulations, I note the specific condition 2 attached to ABP ref PL09.218796, which states the stopway/clearway shall not be used for the take-off of aircraft, in the interest of clarity and the protection of the amenities of the area. The proposed revision of the position of the navigational aids within the Kildare County Council jurisdiction, will result in the runway moving to the west and into the stopway/clearway as described in the above condition. As such, I consider that the 'restrictions on exempted development' as set out under article 9(1)(a)(i) of the Planning and Development Regulations, 2001, are relevant in this case as it relates to the revision of the position of the visual navigational aids (runway markings).

8.2.8. I am further satisfied that the decommissioning (removal through planning over and grassing out) of the western taxiway that is no longer required, while retaining a 5m wide section for use as an emergency vehicle access route comes within the scope of article 6(1) of the Planning and Development Regulations insofar

as it comprises development under Class 32(b) of Part 1 of Schedule 2 to these Regulations. This element of the question posed therefore, is considered to be development and exempted development.

## 9.0 Recommendation

9.1. I recommend that a split decision issue in relation to the question posed and that the Board should decide this referral in accordance with the following draft order.

**WHEREAS** a question has arisen as to whether the implementation of the following measures is or is not development or is or is not exempted development:

1. Revision of the position of the visual navigational aids (runway markings);
2. The decommissioning (removal through planning over and grassing out) of the western taxiway that is no longer required, while retaining a 5m wide section for use as an emergency vehicle access route;

all at Dublin Weston Airport, Junction 5, M4, Lucan, Co. Dublin, is or is not development or is or is not exempted development:

**AND WHEREAS** Weston Aviation Academy Limited requested a declaration on this question from Kildare County Council and the Council did not issue a declaration;

**AND WHEREAS** Kildare County Council referred the question to An Bord Pleanála on the 27<sup>th</sup> day of August, 2018 in accordance with Section 5(4) of the Planning & Development Act, 2000, as amended:

**AND WHEREAS** An Bord Pleanála, in considering this referral, had regard particularly to –

- (a) Sections 2, 3 and 4 of the Planning and Development Act, 2000, as amended,
- (b) Articles 6 and 9 of the Planning and Development Regulations, 2001, as amended,
- (c) Class 32(b) and 32(c) of Part 1, Schedule 2 of the Planning

and Development Regulations, 2001, as amended,

(d) Planning history of the site, and in particular condition 2 of An Bord Pleanála Reference PL09.218796,

(e) Concurrent Section 5 request, ABP-302457-18 refers

**AND WHEREAS** An Bord Pleanála has concluded that:

(a) Revision of the position of the visual navigational aids (runway markings) comes within the scope of article 9(1)(a)(i) of the Planning and Development Regulations insofar as it comprises development which would contravene a condition attached to a permission under the Act and would be inconsistent with any use specified in a permission under the Act,

(b) The decommissioning (removal through planning over and grassing out) of the western taxiway that is no longer required, while retaining a 5m wide section for use as an emergency vehicle access route comes within the scope of article 6(1) of the Planning and Development Regulations insofar as it comprises development under Class 32(b) of Part 1 of Schedule 2 to these Regulations:

**NOW THEREFORE** An Bord Pleanála, in exercise of the powers conferred on it by section 5(3)(a) of the 2000 Act, hereby decides that

1. Revision of the position of the visual navigational aids (runway markings) is development and is not exempted development.
2. The decommissioning (removal through planning over and grassing out) of the western taxiway that is no longer required, while retaining a 5m wide section for use as an emergency vehicle access route is development and is exempted development.

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A. Considine

Planning Inspector

20<sup>th</sup> November, 2018