



An
Coimisiún
Pleanála

Inspector's Report

PL-500417-SD-25

Development	Permission for 6 dwelling houses and all associated site works.
Location	Cooldrinagh Lane, Leixlip, Co. Dublin
Planning Authority	South Dublin County Council
Planning Authority Reg. Ref.	SD24A/0891W
Applicant(s)	Sarah, Annemarie & David Courtney
Type of Application	Permission
Planning Authority Decision	Grant Permission
Type of Appeal	Third Party Normal Planning Appeal
Appellant(s)	Siobhan and Tom Meany Ian Brogan
Observer(s)	Paul Gogarty Joanna Tuffy
Date of Site Inspection	18/9/26
Inspector	Ronan Murphy

1.0 Site Location and Description

- 1.1. The appeal site is located on the western side of Cooldrinagh Lane which is a two-lane carriageway and includes a footpath on its western side. There are a number of single storey and two storey dwellings on the eastern side of Cooldrinagh Lane opposite the appeal site. The general area has a semi-rural feel and is located c.0.88km to the south-east of Leixlip Town Centre and c.2.07km to the west of Lucan Village.
- 1.2. The appeal site has a stated area of c. 0.680ha and currently comprises of an open field with a stand of trees along the southern and south-eastern boundary of the land. The appeal site gently undulates by c. 1.5m from the north of the site to the south.
- 1.3. The appeal site is bound by a single residential unit to the north, by agricultural land to the west and south and a large, existing stone wall along Cooldrinagh Lane to the east.
- 1.4. In addition to this, Weston Airport lies to the south / west of the site and the M4 lies to the north of the site.

2.0 Proposed Development

- 2.1. The initial application comprised of permission for 6 No.2 two storey dwelling houses and associated car parking, landscaping, boundary treatment, private open space, site services, surface water drainage, and all associated works at Cooldrinagh Lane, Leixlip, Co. Dublin.
- 2.2. The houses would be set out as detached two storey dwellings with heights between c.8m and c.9.2m. The proposed dwellings would be finished in a rendered brick finish with natural slate roofs.
- 2.3. The following key parameters are noted:

Site area	0.680ha
Residential Units	6
Total floor space	1,093m ²
Building Height	c. 8m-9.2m

Density	8.82dph
Public open space	1,173 m ² in three areas
Access	Vehicular and pedestrian Cooldrinagh Lane
Car and cycle parking	12 car parking spaces

Table 1 Development Parameters

2.4 As a result of a response to Further Information the proposal was amended to include three dwellings which were permitted under Reg. Ref SD22A/0469, and the site area was increased from c. 0.680ha to 0.8696ha.

2.5 The development as amended would have the following parameters:

Site area	0.8696ha
Residential Units	9
Total floor space	1,954m ²
Building Height	c. 8m-9.2m
Density	10dph
Public open space	1,494m ² in two areas
Access	Vehicular and pedestrian Cooldrinagh Lane
Car and cycle parking	18 car parking spaces

Table 2: Development Parameters for the amended application

2.6 In addition to the above, the amended development also included a new access to the site from Cooldrinagh Lane.

3.0 Planning Authority Decision

3.1. Decision

3.1.1 By order dated 11 November 2025 the Planning Authority decided to grant Planning Permission subject to 28 No. conditions.

Condition 1 requires that the development be carried out and completed in its entirety in accordance with the plans, particulars and specifications lodged with the application, and as amended by Significant Further Information received on the 6th of October 2025.

Condition 3 requires that the first-floor windows to non-habitable rooms on the side elevations of all dwellings are fitted with obscure glazing.

Condition 12 requires that all mitigation measures set out in the documentation submitted in support of the application, including the Planning Stage Noise Impact Assessment shall be implemented in full.

Condition 14 requires that each proposed residential unit shall be used and occupied as a single dwelling unit for residential purposes and shall not be sub-divided or used for any commercial purposes.

3.2. Planning Authority Reports

Planning Reports

3.2.1 There are two planning reports on file. The first planning report is dated 24 February 2025 and notes that residential land uses are permitted in principle under 'RES' – Zoning Objective. The area planner notes that the proposed development would provide for a gross residential density of approximately 10 dwellings per hectare (dph) and that the proposed density is lower than the density ranges in the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024). The area planner requested Further Information as summarised below:

- Contiguous elevational drawings (of not just the front elevation) and verified views of the proposal and surrounding context.
- Statement for the proposed development.
- The quality of the public open space.

- Clarification relating to an extra pedestrian access.
- The need for a revised boundary fence.
- The need to provide SuDS.
- The need for a confirmation letter of feasibility for the proposed development from Uisce Éireann.
- The need for a Noise Impact Assessment.
- The need to engage with Weston Aerodrome.
- Details relating to pedestrian crossings, a car parking justification, and details of the proposed road hierarchy.
- The need to reduce the internal roadway space and the consideration of the re-opening of a former pedestrian entrance to the existing stone wall and the provision of additional pedestrian entrances along Cooldrinagh Lane.
- A reworking of permission SD22A/0469 rather than the current piecemeal approach to the development of the site was also requested, including revision of the site boundary and re-siting of the permitted 3 no. dwellings permission to SD22A/0469, It is noted that new public notices were required.

3.2.2 Other Technical Reports

- **Parks & Public Realm:** Report dated 20/12/24 requesting Further Information.
- **Roads Department:** Report dated 9/1/25 requesting Further Information
- **Public Lighting:** Report dated 9/1/25 requesting Further Information
- **Housing Strategy Unit:** Report dated 14/1/25 outlining no objection, subject to conditions.
- **Water Services:** Report dated 20/2/25 requesting Further Information.

3.3. Prescribed Bodies

- **Environmental Health Officer:** Response dated 13/1/25 requesting Further information.

- **IAA:** Response dated 9/1/25 requesting that the applicants engage with Weston Airport.

3.4 Further Information response

- 3.4.1 A Further Information response was received on the 6th of October 2025 (after an extension of time). The Further Information response was deemed to be significant, and the application was re advertised.

Second Planning Report

- 3.4.2 A second planning report is dated 10/11/25 outlines that the area planner is satisfied that that the inclusion of the previously permitted dwellings within the development proposed in this application brings the density of the proposed development up to 10 dph and is satisfactory and that having regard to the scale, siting, form and design of the proposed development, it is considered to integrate well into the existing environment and would not materially detract from the visual amenities and character of the area.
- 3.4.3 With regard to public open space the area planner is satisfied that the proposal provides a sufficient quantity of public open space onsite. In addition to this, it was considered that the revised layout has reduced the impact on existing trees and vegetation on and adjoining the site.
- 3.4.4 With regard to all other matters the area planner was satisfied that the applicant's response to Further Information was acceptable.
- 3.4.3 Having regards to the above, the area planner recommended that Planning Permission should be granted.

Other Technical Reports-Post Further Information

- **Water Services:** Report dated 31/10/25 outlining no objection, subject to conditions.
- **Roads Department:** Report dated 28/10/25 outlining no objection, subject to conditions.
- **Parks & Public Realm:** Report dated 31/10/25 outlining no objection, subject to conditions.

3.4. Prescribed Bodies- Post Further Information

- **IAA:** Response dated 13/10/25 no objection but noting that the safety report should be submitted to Weston Airport.
- **Environmental Health Officer:** Response dated 15/10/25 outlining no objection, subject to conditions.
- **Uisce Eireann:** Response dated 4/11/25 outlining no objection, subject to conditions.

3.5 Third Party Observations

3.5.1 12 No. third party submission were received by the planning authority. The themes of the submissions were as follows:

- Character.
- Amenity.
- Land use.
- Density.
- Services.
- Previous refusal.
- Access and Traffic.
- Part V
- Aviation.
- Boundary treatments.

4.0 Planning History

4.1 Appeal site

Reg. Ref. SD22A/0469: Application for the development of 3 dwelling houses. Permission granted, subject to 15 Conditions. It is noted that these permitted dwellings form part of the subject site, as amended at Further Information.

Reg. Ref. SD22B/0191: Application for a two-storey rear extension to the existing dwelling incorporating an extended rear entrance hall, utility room, kitchen, and dining/living space at ground floor with a gallery at first floor level along with associated site works. Permission granted, subject to 4 conditions.

Reg. Ref. SD19A/0253: Application for 3 two storey detached 4-bedroom houses. Permission refused for 4 No. reasons:

- 1. The subject site is located in an area zoned Objective RU in the South Dublin County Development Plan 2016 - 2022, which seeks 'To protect and improve Rural Amenity and to provide for the development of Agriculture', and in an area adjacent to the built-up urban area where lands have been zoned for residential development. Development Plan Policy H22 requires that new or replacement dwellings will only be permitted in exceptional circumstances in such areas where the applicants can establish a genuine need to reside in proximity to their employment (such employment being related to the rural community) or applicant/s have demonstrated close family ties with the rural community. On the basis of the information submitted, the applicants have failed to provide sufficient evidence that they have exceptional circumstances to establish compliance with the Development Plan policy regarding rural housing. It is therefore considered that the proposed development would materially contravene the provisions of the County Development Plan 2016 - 2022 and the zoning objective for the area and, as such, would be contrary to the proper planning and sustainable development of the area.*
- 2. Housing Policy H20 'Management of Single Dwellings in Rural Areas', as set out in the South Dublin County Development Plan 2016-2022 states; 'It is the policy of the Council to restrict the spread of dwellings in the rural 'RU', Dublin Mountains 'HA-DM'; Liffey Valley 'HA-LV' and Dodder Valley 'HA-DV' zones and to focus such housing into existing settlements'. Having regard to the proximity of the site to existing settlements and lands zoned for residential development where the housing needs of the applicants could be met and to the insufficient justification of a need to reside in a rural area in this instance, the proposed development would materially contravene the objectives of the Development Plan, would undermine the Settlement Strategy of the County Development Plan and would lead to demands for the uneconomic provision*

of further public services and facilities in this rural area. The proposed development would therefore be contrary to the proper planning and sustainable development of the area.

- 3. The design and siting of the proposed development, including form, building finishes, height, and massing, has demonstrated little regard for the existing character of the local area or of traditional rural house design, would involve the unnecessary opening up of a second entrance through the existing stone wall and would establish ribbon form of development. The proposal would therefore be out of character with the surrounding area, would give rise to a negative impact on the visual amenities of the area and would, therefore, be contrary to Policy H27 'Rural House and Extension Guide' and H27 Objective 1 of the South Dublin County Development Plan 2016-2022.*
- 4. The proposed development, on 'RU' zoned lands which act as a buffer between existing settlements and in close proximity to existing settlements where land has been zoned for residential development, would set an undesirable precedent for other similar developments, which would in themselves and cumulatively, be harmful to the rural amenities of the area and would be contrary to the proper planning and sustainable development of the area.*

4.2 Adjacent sites

Weston Airport

Reg. Ref. SD23A/0324 (ABP-320668-24): Application for Search and rescue hangar, associated airside infrastructure, and all associated site development works. Permission granted, subject to conditions. This decision was subject to a third-party appeal against the decision of the Planning Authority to An Coimisiún Pleanála where the decision of the Planning Authority was upheld.

No. 7 Cooldrinagh Cottages

SD26B/0396W: Application for a 2-storey rear extension and alterations to existing dwelling. Decision is pending.

No. 4 Cooldrinagh Lane

Reg. Ref. SD21B/0229: Application for a single storey extension to side and rear; widen existing vehicle entrance to front of site and associated site works. Permission granted, subject to 6 No. conditions.

No. 64 Cooldrinagh Lane

Reg. Ref. SD17A/0191: Application for the sub-division of existing site to construct a single storey detached bungalow, domestic garage, recessed entrance, connection to foul sewer and all associated site works. Permission granted, subject to 13 No. conditions.

5.0 Policy Context

5.1. Development Plan

5.1.1 The operative plan for the area is the *South Dublin County Development Plan 2022-2028*. The appeal site is within the RES zone which has the objective '*to protect and/or improve residential amenity.*'

5.1.2 The appeal site is also subject to a Specific Local Objective - CS11 SLO 1 which states: "*To restrict development to low density, 1 or 2 storey residential in keeping with the existing character of the surrounding houses whilst having regard to airport restrictions*". The following policies and objectives are pertinent to the proposal:

Chapter 2 Core Strategy and Settlement Strategy

Policy CS11: Rural Areas: Which recognises that the rural area of South Dublin County is an area under strong urban influence for housing and restrict the spread of dwellings in the Rural 'RU', Dublin Mountain 'HA-DM', Liffey Valley 'HA-LV' and Dodder Valley 'HA-DV' zones based on the criteria set out in the Rural Settlement Strategy contained within Chapter 6: Housing.

Policy CS11 SLO 1: which seeks to restrict development to low density, 1 or 2 storey residential in keeping with the existing character of the surrounding houses whilst having regard to airport restrictions.

Chapter 4- Green Infrastructure

Policy GI1 Overarching: which seeks to protect, enhance and further develop a multifunctional GI network, using an ecosystem services approach, protecting,

enhancing, and further developing the identified interconnected network of parks, open spaces, natural features, protected areas, and rivers and streams.

Policy G11 Objective 1 which seeks to establish a coherent, integrated and evolving GI Network across South Dublin County with parks, open spaces, hedgerows, trees including public street trees and native mini woodlands (Miyawaki-Style), grasslands, protected areas and rivers and streams and other green and blue assets forming strategic links.

Policy G12 objective 4 which seeks to integrate GI, and include areas to be managed for biodiversity, as an essential component of all new developments.

Policy G14 objective 1 which seeks 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.

Policy G15 which seeks to 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 G15 Objective 4 which seeks to implement the Green Space Factor (GSF) for all qualifying development comprising 2 or more residential units and any development with a floor area in excess of 500m².

Chapter 5 Quality Design and Healthy Placemaking

Policy QDP7: which seeks to Promote and facilitate development which incorporates exemplary standards of high-quality, sustainable, and inclusive urban design, urban form, and architecture.

QDP7 Objective 1 which seeks to actively promote high-quality design through the policies and objectives which form 'The Plan Approach' to creating sustainable and successful neighbourhoods.

Policy QDP7 Objective 9 (Adaptability and Inclusivity) which seeks to promote and support the provision of quality housing with long-term adaptability in residential and mixed-use developments.

Policy QDP10: Mix of Dwelling Types which seeks to ensure that a wide variety of housing types, sizes and tenures are provided in the County.

Policy QDP10 Objective 1: which seeks to ensure that all new residential developments provide for a wide variety of housing types, sizes, and tenures.

Policy QDP11: Which seeks to promote high-quality building finishes that are appropriate to context, durable and adhere to the principles of sustainability and energy efficiency.

Policy QDP11 Objective 1 which require the use of high quality and durable materials and finishes that make a positive contribution to placemaking.

Chapter 6 Housing

Policy H7: Residential Design and Layout which seeks to promote high-quality design and layout in new residential developments to ensure a high-quality living environment for residents, in terms of the standard of individual dwelling units and the overall layout and appearance of the development.

Policy H7 Objective 1 which seeks to promote a high quality of design and layout in new residential development and to ensure a high-quality living environment for residents, in terms of the standard of individual dwelling units and the overall layout and appearance of the development.

Policy H8: Public Open Space which seeks to ensure that all residential development is served by a clear hierarchy and network of high-quality public open spaces that provide for active and passive recreation and enhances the visual character, identity, and amenity of the area.

Policy H9: Private and Semi-Private Open Space which seeks to ensure that all dwellings have access to high-quality private open space and semi-private open space.

Policy H10 Internal Residential Accommodation which seeks to ensure that all new housing provides a high standard of accommodation that is flexible and adaptable, to meet the long-term needs of a variety of household types and sizes.

Policy H13 Residential Consolidation which seeks to promote and support residential consolidation and sustainable intensification at appropriate locations, to support

ongoing viability of social and physical infrastructure and services and meet the future housing needs of the County.

Policy H13 Objective 1: which seeks to promote and support residential consolidation and sustainable intensification at appropriate locations.

Policy H13 Objective 2: Which seeks to maintain and consolidate the County's existing housing stock through the consideration of applications for housing subdivision, backland development, and infill development on large sites in established areas.

Policy H13 Objective 3: Which seeks to favourably consider proposals for the development of corner or wide garden sites within the curtilage of existing houses in established residential areas, subject to appropriate safeguards and standards identified in Chapter 12: Implementation and Monitoring.

Policy H13 Objective 5: Which seeks to ensure that new development in established areas does not unduly impact on the amenities or character of an area.

Chapter 11 Infrastructure and Environmental Services

Policy IE10 Weston Aerodrome which seeks to 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.

Policy IE10 Weston Aerodrome Objective 1 which seeks 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.

Policy IE10 Objective 3 which seeks to prohibit and restrict development in the environs of Weston Airport, where it may cause a safety hazard to the operation of the airport.

Policy IE14: Public Safety Zones which seeks to 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.

Policy IE14 Objective 1 which seeks 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.

Policy IE14 Objective 2: to limit all new development in the new Outer Public Safety Zones at Weston and Casement Aerodromes to development with occupancies per half hectare of – 60 persons or less for housing / residential.

Policy IE1: Overarching Policy which seeks to ensure that development occurs within environmental limits, having regard to the requirements of all relevant environmental legislation and the sustainable management of our natural capital.

Policy IE2: Water Supply and Wastewater

Policy IE3: Surface Water and Groundwater which seeks to manage surface water and protect and enhance ground and surface water quality to meet the requirements of the EU Water Framework Directive.

Policy IE4: Flood Risk

Policy IE7: Waste Management

Policy IE8: Environmental Quality.

Chapter 12 Implementation and Monitoring

12.2.1 Land-Use Zoning Table

12.3.1 Appropriate Assessment

12.3.3 Environmental Impact Assessment

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

12.7.4 Car Parking Standards

12.7.5 Car Parking / Charging for Electric Vehicles (EVs)

12.11.5 Aviation, Airports and Aerodromes

12.6.8 Infill sites / Backland Development

5.2. Relevant National or Regional Policy / Ministerial Guidelines

National Policy

- 5.2.1 **National Planning Framework - Project Ireland 2040**-updated in April 2025 sets out the focus on pursuing a compact growth policy at national, regional, and local level. From an urban perspective the aim is to deliver a greater proportion of residential development within existing built-up areas; to facilitate infill development and enable greater densities to be achieved, whilst achieving high quality and design standards.

Ministerial Guidelines

- 5.2.2 **Sustainable Residential Development and Compact Settlements, Guidelines for Planning Authorities (January 2024)**. These Guidelines set national planning policy and guidance in relation to the planning and development of urban and rural settlements, with a focus on sustainable residential development and the creation of compact settlements.
- 5.2.3 **Quality Housing for Sustainable Communities (2007)** These guidelines identify principles and criteria that are important in the design of housing and to highlight specific design features, requirements and standards that have been found, from experience, to be particularly relevant.

5.3 Natural Heritage Designations

- 5.3.1 The subject site is not located within or adjacent to a European Site. The nearest designated sites are:

- Rye Water Valley/Carton SAC (Site Code: 001398) which is located c. 911m to the northwest of the site.

- In addition to this, the Liffey Valley (Site Code 000128) pNHA is located c. 688m to the north of the site.

5.3.2 A screening exercise for Appropriate Assessment will be undertaken in Section 9 and Appendix 3 below.

6.0 EIA Screening

6.1. The proposed development has been subject to preliminary examination for environmental impact assessment (refer to Form 1 and Form 2 in Appendices of this report). Having regard to the characteristics and location of the proposed development and the types and characteristics of potential impacts, it is considered that there is no real likelihood of significant effects on the environment. The proposed development, therefore, does not trigger a requirement for environmental impact assessment screening and an EIAR is not required.

7.0 The Appeal

7.1. Grounds of Appeal

7.1.1 Two third party appeals have been received from Siobhan and Tom Meany and Sheila Mahon and a second third party appeal from Ian Brogan. The appeals can be summarised as follows:

Siobhan and Tom Meany and Sheila Mahon

- The development description is inaccurate in its entirety. The Case Officer who has clearly failed to adequately assess the wording of the public notices, which are misleading in nature. Should standard procedure have been followed, the subject application would have been invalidated.
- Legal precedent and principles established in the following High Court proceedings on similar matters: *McCallig v. An Bord Pleanála* [2013] IEHC 60; *South-West Regional Shopping Centre v, An Bord Pleanála* [2016] IEHC 84 and *Hynes v. An Bord Pleanála* [1998] IEHC 1 27.
- Appellants front door is 17m from the new access. Concerns relating to noise, dust, dirt, from the construction and the danger from heavy vehicles entering and

exiting the site and once the development and traffic generated at operational phase.

- Vehicular accesses of existing development will be disrupted by the traffic associated with the proposed development.
- Impacts of the new access on the residential amenity of the proposed development. The proposed piecemeal development fails to uphold 'RES' objective.
- Intensified traffic movements, noise, disturbance, and loss of privacy arising from the repositioned entrance would materially and adversely affect the amenity of not only property but also multiple dwellings along the lane.
- Given these undue and demonstrable impacts, the proposal materially contravenes the core objective of the RES zoning. Accordingly, planning permission should be refused.
- The Planning Authority has repeatedly failed to acknowledge the piecemeal nature of the application. Notwithstanding the applicants' efforts to avoid their Part V obligations which has been noted by the Planning Authority.
- The Case Officer assesses the proposal against the requisites of Section 12.6.8 of the SDCC Development Plan – the criteria which the design of development on backland sites should meet, in addition to those of infill development.
- The Case Officer directly contradicts their own assessment of the proposal's piecemeal nature and notes that the development is, in fact, piecemeal development, which materially contravenes Section 12.6.8 of the Development Plan.
- The criteria which the design of development on backland sites should meet, in addition to those of infill development. Herein, it is policy of the Planning Authority to 'Avoid piecemeal development that adversely impacts on the character of the area and the established pattern of development in the area.'
- Accordingly, the Case Officer directly contradicts their own assessment of the proposal's piecemeal nature and notes that the development is, in fact, piecemeal development, which materially contravenes Section 12.6.8 of the Development Plan.
- Based on the Planning Authorities own assessment of the proposal, it should have been initially refused. We consider these significant grounds for refusal.

- The Planning Authority has erred significantly in their assessment of the proposed development due to the misleading nature of the development description and the contradictory statements regarding the piecemeal nature of the development.
- The development is not considered to promote the proper planning and sustainable development of the area and should be refused accordingly.

Ian Brogan

- The decision to make a grant of permission is procedurally flawed, fundamentally erroneous, and contrary to the proper planning and sustainable development of the area.
- The proposed development includes the provision of “foul drainage with associated pumping station.” It is noted however that the proposed pumping station is to be located on lands outside the development site as delineated on the lodged drawings.
- The site of the pumping station and the land through which the sewer is to be laid, which are to the south, should be included as part of the development site to which the application relates.
- Given that the site is incorrectly demarcated on the lodged drawings, the subject application does not comply with the requirements of article 22 of the Planning and Development Regulations 2001, as amended, and should be declared invalid under article 26(2) of the Regulations.
- “Significant Further Information and Revised Plans” were lodged with the Council in relation to “this proposed development.” The information, as lodged, includes the reconfiguration of the development site through the addition of the lands, which were the subject of South Dublin County Council Planning Register Reference No. SD22A/0469.
- The changes in relation to the extent of the site and the reconfiguration of the development authorised by the grant of permission for Planning Register Reference No. SD22A/0469 represent significant material alterations to the development proposal, the subject of the current application, and as such should have been rejected by the Council on the grounds that they would require a new planning application.

- The additional information as submitted to the Council should not be considered by An Coimisiún Pleanála in its determination of the planning appeal.
- Access to the subject site is exclusively via Cooldrinagh Lane. While the carriageway is wide enough to accommodate two-way vehicular traffic along this section, the road is seriously compromised by the absence of pedestrian continuity and a hazardous junction. These are two infrastructural deficiencies that render the road unsafe for the intensification of vehicular and pedestrian activity.
- The pedestrian network serving the site is fragmented and non-compliant with the principles of the Design Manual for Urban Roads and Streets (DMURS).
- There is a critical gap in the immediate vicinity of the site. The footpath extending from the Celbridge Road junction terminates abruptly at the entrance to Weston Airport. There is no formal or informal pedestrian crossing facility provided to bridge this gap.
- A severe traffic safety hazard exists at the multi-point interface involving the commercial entrance to the Dog Grooming/Kennels facility, the Weston Airport entrance, and the Weston Industrial Estate access lane. This specific location acts as a convergence zone for a mix of traffic. The introduction of additional residential traffic from the proposed development increases the probability of collision at this unregulated junction.
- South Dublin County Council, in reviewing the issue of “Land Capacity and Zoning Requirements” for the Development Plan, determined that there was no requirement to zone undeveloped land to serve the housing needs of the population.
- The capacity of the rezoned area, which includes the existing housing on the eastern side of Cooldrinagh is stated to be 8 residential units.
- This particular area is subject to a caveat which is noted at the foot of the Table “Low density housing subject to CS11-SL01 - Indicative potential for 3 to 8 units (c.3 units on existing greenfield lands / up to c. 5 units on existing residential backland).
- The Council in its assessment of the current application decided that the above-mentioned Table did not form part of the policy under the Development Plan and that the figure referred to is accounted for in the Core Strategy.

- Figures referred are of material significance with regard to the extent and location of the residential development that is permissible in Cooldrinagh with regard to CS11 SL01. The proposed development is in conflict with these provisions and should be refused permission by An Coimisiún on these grounds.
- The decision to grant permission is predicated on an assessment of the road network that fails to account for the specific "Conflict Cluster" and infrastructural discontinuities identified in the forensic site analysis.
- The Planning Authority has erred in treating Cooldrinagh Lane as a standard suburban distributor road, ignoring the complex and hazardous reality of the existing environment.
- The proposed development introduces a significant intensification of residential traffic onto a road network characterised by severe visibility deficiencies. The blind egress from the proposed development is immediately adjacent to the Weston Airport and Industrial Estate entrances, both of which also have poor visibility upon exit. This unfortunate convergence of three blind egress points creates a highly unpredictable and dangerous zone for vehicle movements. The resultant addition of traffic from the proposed development will significantly endanger public safety.

7.2. Applicant Response

7.2.1 A response has been received from IMG Planning on behalf of the first party. The response can be summarised as follows:

- The foul drainage proposals and the associated pumping station are positioned on land in the same ownership as the application site so therefore can be constructed as part of the development without further third-party agreements/approvals.
- The amendments to the site layout in the response to the request for additional information were in direct response to matters raised in that request.
- The public notices required for the additional information submitted were in accordance with article 35 of the Planning and Development Regulations 2001 (as amended) and in the form required by the County Council. Neither

requires that the (revised) description consequent to any amendments resulting from the response have to be set out (in the notices).

- Accordingly, and contrary to the appellant's contention, it is submitted that the correct procedures in the determination of the application were followed by both the County Council and the applicants.
- Table 10 does not directly form part of the policy under the County Development Plan and that 'Indicative potential' has been accounted for in the Core Strategy. The calculations were based on Ministerial Guidelines that have since been replaced, Including the 2024 Compact Settlement Guidelines, which provides updated guidance on calculating residential density.
- There is no policy or objective under the Development Plan that specifically restricts the number of units that can be permitted in principle on the RES zoned land at Cooldrinagh Lane (subject to compliance with development plan policy and development management standards in respect of design, density and impacts on residential amenity, traffic etc.).
- The additional trips along Cooldrinagh Lane will be 72 no. trips per day. 10% of these trips - 7.2 - occur during peak hour, likely to be 4 trips out and 3 trips in during AM peak and 4 trips in and 3 trips out in PM peak.
- Cooldrinagh Lane is a two-lane road approximately 5.5 metres wide subject to a 50 kph speed limit. The road is straight for a distance of approximately 350 metres. Vehicles on the road therefore have clear views of other vehicles and vehicles moving out onto the road.
- There is a minimum uninterrupted 130 metres sightlines in both directions are available at the existing entrance from the dog grooming facility.
- In respect of the access to Weston Airport and the Weston Industrial Estate, the stop line at the exit is positioned forward of the line of the adjoining hedgerows so that there is an approximately 100 metre uninterrupted sight line to the north and an approximately 118 metre uninterrupted sight line to the south. It is submitted that Cooldrinagh Lane is not inherently unsafe from a traffic perspective and that the proposed development will not significantly endanger public safety.

- The footpath from the south (Celbridge Road) on the eastern side of Cooldrinagh Lane ends at the entrance to Weston Airport and the Weston Industrial Estate and that the footpath from the north (M4) on the western side of Cooldrinagh Lane ends just to the north of this entrance road, a distance of 30m.
- Given that Cooldrinagh Lane is a quiet road and being a cul-de-sac, there is no through traffic on it, the 50kph speed limit, the road geometry and that the proposed development has a total 64 no. bedspaces. it is submitted that it is highly unlikely that the current footpath arrangement will result in significantly higher danger to pedestrian movements.
- Construction impacts will be limited to the period when building works are being carried out and accordingly are not in themselves considered a reason for planning permission not to be granted.
- Conditions 20, 21 and 23 attached to the County Council's Notification to Grant Permission are sufficiently detailed in their scope and prescriptive in the obligations of the applicant to ensure that impacts arising from noise, dust and construction traffic movements will be mitigated to ensure that the effects on the amenities of adjoining residential properties are minimised.

7.3. Planning Authority Response

- 7.3.1 A response has been received from the Planning Authority by letter dated 12/12/25 which states that the Planning Authority confirms its decision and that the issues raised in the appeal have been covered in the Chief Executives Order.

7.4. Observations

- 7.4.1 Two third party observations have been received from Paul Gogarty TD and Councillor Joanna Tuffy. These observations can be summarised as follows:

Paul Gogarty TD

- Unsustainable development in a rural area adjacent to a busy regional airport, which has raised its own serious concerns.

- The documentation submitted as part of significant additional Information on the planning application did not in any way reduce or modify the impact of the proposed development. If anything, the addition of a new entrance opposite 63 Cooldrinagh has raised further concerns.
- I refer the Board to the submission made on foot of the significant additional information by Weston Airport. This raises serious concerns on a number of fronts, given that “the Applicant has not engaged with Weston Airport in respect of OLS/ safety of flight operations” and that the proposal does not take into consideration Instrument approach systems to support the safe and efficient functioning of the Search and Rescue helicopter functions, which has been operating from Weston since 01 July 2025, as well as the airport overall.
- This is a matter that needs to be looked at extremely closely by the Board.
- The proposal “has the potential to conflict with the operational safety and requirements of Weston Airport (in both current and future scenarios).” Surely on these grounds alone, permission should be refused.
- The lands were zoned for residential to facilitate local families to build houses in existing gardens. The OPR stated in the development plan process that the location of the lands along Cooldrinagh Lane in the open break between Lucan and Leixlip is “inappropriate for further residential development”.
- The added SLO I in CS11 aims to restrict development to low density, 1 or 2 storey residential in keeping with the existing character of the surrounding houses whilst having regard to airport restrictions.
- The development is not in keeping with the existing character, nor is it conducive to maintaining safe corridors in the context of the adjacent Weston Airport.
- Paragraph 5.9(i) of the Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities DEHLG, 2009 and the companion Urban Design Manual states: “In residential areas whose character is established by their density or architectural form, a balance has

to be struck between the reasonable protection of the amenities and privacy of adjoining dwellings, the protection of established character and the need to provide residential infill".

- This application does not constitute infill in any broad sense of the word, nor does it respect the character of the area which is clusters of family dwellings in a rural setting. It is more akin to a housing estate.

Councillor Joanna Tuffy.

- The description on the Coimisiún Pleanála website of the proposed development is "Permission for 6 dwelling houses and all associated site works". This reflects that the planning application at the outset was for 6 houses. The permission granted was for 9 houses based on additional information. The Planning Authority of South Dublin County Council has erred in giving permission for 9 houses in respect of an application that was for 6 houses.
- The vehicular access in the permission granted has a greater detrimental impact on residential amenity than that proposed in the planning application.
- Other Third-party appeals raise the issue that both the Newspaper Notice, and the Site Notice advertising Significant Additional Information, were misleading in relation to what the Significant Additional Information included. A member of the public reading this notice would have no reason to expect that the significant additional information might effectively be an application for permission for 9 houses instead of 6 with an entirely different vehicular access to that previously applied for.
- The logic of granting the development, that has more houses than that estimated as the total Indicative Capacity of the additional zoned land at Cooldrinagh Lane (Table 10 County Development Plan 2022-2028) is that there can be several similar developments applied for and granted in the vicinity of Weston Airport and would set a precedent for granting future housing developments that will encroach around the airport which may interfere with its safe operation in contradiction with the County Development Plan Policy IE10: Weston Airport.

- The Planning Authority taking the view that Table 10: in the South Dublin County Development Plan 2022-2028, does not directly form part of the policy in the County Development Plan. It is submitted that the Table is informed by and directly relates to CS11 SLO I and that it does, and was intended by the Executive as well as the Council, to directly form part of the policy and to restrict development at the location of Cooldrinagh Lane so as to preserve the character of the area.

7.5. Further Responses

7.5.1 There are no further responses on file.

8.0 Assessment

8.1 I make the Coimisiún aware that this assessment is based on the updated plans and particulars submitted at Further Information stage. The further information included the increase in area of the site to include the three dwellings permitted under SD22A/0469 within the site area. The proposal now being considered comprises of 9 dwellings within a site within an extended site area of 0.8696ha.

8.2 In addition to this, the design of the dwellings has been slightly amended and the access to the development has been relocated from the northeastern boundary of the land to a location closer to the south-eastern boundary of the land.

8.3 Having examined the appeal details and all other documentation on file, including submissions / observations, the reports of the local authority and having inspected the site, I consider that the substantive issues in this appeal to be considered are as follows:

- Principle of Development
- Weston Airport
- Traffic Safety
- Flood Risk
- Other Matters
- AA Screening
- Water Framework Directive

8.4 Principle of Development

8.4.1 The operative plan for the area is the *South Dublin County Development Plan 2022-2028*. The appeal site is with the RES zone which has the objective ‘*to protect and/or improve residential amenity.*’ The appeal site is also subject to a Specific Local Objective - CS11 SLO 1 which states: “*To restrict development to low density, 1 or 2 storey residential in keeping with the existing character of the surrounding houses whilst having regard to airport restrictions*”.

8.4.2 The use ‘residential’ and ‘open space’ are permitted in principle in the RES Zone. The proposed development is therefore considered to be acceptable in principle under the RES Zone, this is subject to a full assessment of the proposal.

Density / Layout / Design

8.4.3 The density of the proposed development as initially proposed was 8.82dph. In their initial planning report, the Planning Authority outlined concerns that the density of the proposed development was lower than guidance set out in the *South Dublin County Development Plan 2022-2038* and the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024). Further Information was requested on this basis.

8.4.4 In response to this request, the red line of the appeal site was enlarged to include 3 dwellings previously permitted on the overall land (under Reg. Ref. SD22A/0469). This increased the area of the site to 0.8696 ha and the total number of dwellings to 9, resulting in a density of 10 dph.

8.4.5 Objectors have highlighted concerns that the proposed development as presented in the Further Information response provides for more dwellings than outlined in the estimated total Indicative Capacity of the zoned lands at Cooldrinagh Lane as set out in Table 10 County Development Plan 2022-2028. In addition to this, it is noted that the figures in Table 10 was informed by Policy CS11 SLO and this should not be disregarded by the Planning Authority.

8.4.6 I note the concerns of the third parties in this regard. since the adoption of the *South Dublin County Development Plan 2022-2028*, the Government has approved the revised National Planning Framework. Broadly, the Revised National Planning Framework introduces the need to plan for a population of between 6.1 to 6.3 million

people by 2040, and plan for approximately 50,000 units per annum over that period, to meet additional population and employment growth over and above the original 2018 National Planning Framework projections. This reflects the latest research and modelling by the Economic and Social Research Institute (ESRI), which forecasts substantial population growth over the next decade.

- 8.4.7 I refer the Coimisiún to the National Planning Framework Implementation: Housing Growth Requirements-Guidelines for Planning Authorities July 2025. Under these Guidelines, Planning Authorities must review or vary their current Development Plans to align with the new National Planning Framework derived housing growth requirements and crucially in the context of the development currently being considered compare the existing Core Strategy (including settlement strategy / zoned land/capacity analyses) against the new targets and assess whether allocations are sufficient.
- 8.4.8 Appendix 1 of this document sets out an annual housing growth requirement of 3,270 units for South Dublin County Council per year up to 2034. This is up from 2,596 (an increase of 25.96%)
- 8.4.9 In addition to this, I note that Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024) which seek to introduce new national standards for density, housing design flexibility, and compact, plan-led growth across Irish settlements.
- 8.4.10 In the first instance, I note that the appeal site would appear to be in a unique situation in that it is difficult to define its status with regard to how to apply the density ranges set out in the Guidelines.
- 8.4.11 Having regard to Tables 3.1 to 3.7 of the Guidelines and the location of the site, I am satisfied that the appeal site does not fit into a settlement and or area type of the Guidelines. On a prima facie view, it would appear that the location of the appeal site would fall within the Suburban / Urban Extension category as set out in Table 3.1. In such cases a density range of 40 dph to 80 dph (net) would be applied at suburban and urban extension locations in Dublin) with densities of up to 150 dph (net) being open for consideration at 'accessible' suburban / urban extension locations. The development as amended by way of response to Further Information would have a density of 10dph. This clearly would not comply with Table 3.1 of the Guidelines.

- 8.4.12 However, the site is not in an accessible area having regard to the fact that there is no high frequency public transport in the area as defined in Table 3.8 and therefore the appeal site would be considered to be 'Peripheral.'
- 8.4.13 The Guidelines allow for the density of a development to be refined to take account of specific site characteristics. In this regard, Section 3.4 of the Guidelines states that the density ranges set out in Section 3.3 should be considered and refined, generally within the ranges set out, based on consideration of centrality and accessibility to services and public transport; and considerations of character, amenity and the natural environment. Section 3.4.2 sets out a number of criteria which have a bearing on density.
- 8.4.14 I have considered the criteria set out in Section 3.4.2 of the Guidelines and I note that the appeal site is approximately 0.9 kilometres walk/cycle from the centre of Lucan Village and c. 550 metres walking distance from a bus stop, is located in an area which is characterised by a mixture of single storey and two storey dwellings at a low density and is in a serviced area which is not in proximity to any Natura 2000 site or within a designated historic landscape.
- 8.4.15 In addition to this, Section 3.3.6 (c) of the Guidelines states that in the case of very small infill sites that are not of sufficient scale to define their own character and density, the need to respond to the scale and form of surrounding development, to protect the amenities of surrounding properties and to protect biodiversity may take precedence over the densities set out in this Chapter.
- 8.4.16 Having considered the size of the site, the scale and form of the development in the surrounding area and the fact that the appeal site is in proximity to Weston Airport, I am of the opinion that a residential development with a density of between 40dph to 80dph is not feasible on the appeal site. A development of this density would be totally out of character for the area. I would also be concerned that a development with such densities may require buildings of a greater height than two storeys and as such could impact on the operations of Weston Airport.
- 8.4.17 Therefore, I am of the opinion that a lower density of 10 dph as proposed is acceptable in this case. I have come to this conclusion having regard to the sites peripheral location and having regard to the low-density characteristics of the surrounding area.

Conclusion

8.4.18 While I note the concerns of the third parties with respect to the density of the proposal and the fact that the number of houses would not comply with Table 10 of the County Development Plan, I am satisfied that the housing figures set out are indicative and as such are subject to change. In addition to this, I have considered Specific Local Objective - CS11 SLO and I am satisfied that the proposed density at 10dph is low density and would comply with this policy.

8.4.19 Having considered the foregoing I am satisfied that the density of the proposed development as amended by way of Further Information is acceptable. In coming to this conclusion, I have considered that Government policy as set out in the revised National Planning Framework, the National Planning Framework Implementation: Housing Growth Requirements-Guidelines for Planning Authorities July 2025 and the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024) which have been approved subsequent to the adoption of the *South Dublin County Development Plan 2022-2028*. The direction set in both Government documents seek to increase housing supply by providing for higher density development on suitably zoned land. The appeal site is within the RES zone with a Specific Local Objective - CS11 SLO which allows for residential development and the density of the proposed development which is 10dph is not considered to be of a high density.

Layout

8.4.20 As previously outlined the layout of the proposed development was amended by way of the applicant's response to a Further Information request. In broad terms, the amendments comprise of:

- The increase in the site area by c. 0.1896ha to include 3 No. previously permitted dwellings (permitted under SD22A/0469).
- The alteration of the design of the dwellings.
- The alteration of the access to site.

8.4.21 I have considered both the layout submitted with the initial application and the alternative layout submitted at Further Information stage and I am of the opinion that

the alternative layout is superior to the initially lodged layout. I have come to this conclusion for the following reasons:

- The amended proposal presents a more coherent layout on the site.
- The amended proposal provides for a residential development which comprises of a reasonable density on a zoned and serviced site.
- The amended proposal provides for a superior open space layout.

8.4.22 I note third party concerns that the proposal would comprise of piecemeal development, which materially contravenes Section 12.6.8 of the Development Plan.

8.4.23 Section 12.6.8 (Residential Consolidation) of the *South Dublin County Development Plan 2022-2028* provides criteria for the assessment of infill development. They include *inter alia* the requirement for site analysis, retention of site features, building height, the assessment of residential amenity and the protection of existing residential amenity.

8.4.24 I have considered the criteria of Section 12.6.8 of the *South Dublin Development Plan 2022-2028* and I am satisfied that the proposal is acceptable for the following reasons:

- The application includes a site analysis in the form of a planning report submitted with the application material.
- The proposed development is a low-density development which is in keeping with the character of the area.
- The proposal retains the existing boundary wall and trees along the eastern boundary of the land.
- The proposed dwellings would be of a similar height to existing dwellings along Cooldrinagh Lane.
- The dwellings would be suitably set back from dwellings outside the redline of the appeal site.

8.4.25 Having considered the foregoing, I am satisfied that the alternative layout of the proposed development is acceptable, and it successfully integrates with the surrounding streetscape and complies with Section 12.6.8 of the *South Dublin Development Plan 2022-2028*. Third parties have outlined concerns that the proposal would constitute a material contravention of Section 12.6.8 of the *South Dublin*

Development Plan 2022-2028, for the reasons outlined above, I am satisfied that this is not the case. However, should the Coimisiún consider the proposal to be a material contravention of Section 12.6.8 of the *South Dublin County Development Plan 2022-2028*, they should refuse permission on this basis.

Design

- 8.4.26 The proposed dwellings would have heights ranging from 8m to 9.2m and would be finished in a mixture of rendered paint / brick with natural roof slate roofs.
- 8.4.27 I note that the design of houses 1-3 are similar to the dwellings permitted under SD22A/0469 and that dwelling 4 mirrors this design aesthetic. The design comprises of a two-storey rectangular form which is symmetrical with a simple hipped / slate roof in a neo-classical influenced suburban style dwelling. The design of the Units 1-4 has a resemblance to the dwelling to the north of the site, which has a similar neo-classical design.
- 8.4.28 Dwellings 5 to 9 have a different which includes a prominent front facing gable design with a pitched style slate roof. In overall terms the design of these dwellings could be described as a traditional suburban style house.
- 8.4.29 in my opinion, the overall design of the dwellings would be typical of a residential development at such a location and as such would not visually detract from the residential amenity of the surrounding area. In this regard, I refer the Coimisiún to the CGI's and contiguous elevations submitted with the applicant's further information response.
- 8.4.30 I note the concerns of some of the third parties that the proposal would materially contravene the core objective of the RES zoning. The proposed development is generally acceptable from a design point of view and would not have a detrimental impact on the character of the area. In addition to this, I am satisfied that the proposed development would not have any undue impact on the amenity of other property in the area. Therefore, in my opinion, the proposed development would not constitute a material contravention of the core objective of the RES zoning. If the Coimisiún does not agree with the above assessment and considers that the proposal constitutes a material contravention of the core objective of the RES Zone, then it must refuse on this basis.

Quality of the proposed units

8.4.31 In assessing the proposed development, I have had regard to Drawing No's 40388-203, 40388-204, 40388-205 and 40388-206 submitted at Further Information stage and which provide detailed information with respect to the floor areas of each house type proposed within the development.

8.4.32 Having considered these drawings, I am satisfied that all of the proposed dwellings exceed the minimum overall floor area requirements as set out in Quality Housing for Sustainable Communities: Design Guidelines 2023. I am satisfied that this would be acceptable.

Private Open space

8.4.33 Private open space to serve each of the dwellings is proposed by way of back gardens. In this regard, I refer the Coimisiún to the Drawing titled '*Landscape Plan and Specifications Further Information*' submitted with the Further Information response which includes a plan showing each of the garden areas. The relevant private open space areas for the dwellings range between c.123m² to 268m² and therefore I am satisfied that the back gardens would comply with the minimum area standards set out in SPPR2 of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024. This is considered to be acceptable.

Public Open Space

8.4.34 The plans submitted with the Further Information response shown that the proposed development would provide two areas of public open space, one along the eastern boundary of the land and one along the southern boundary of the land. In this regard, I refer the Coimisiún to Drawing No. 40388-202 submitted with the applicants Further Information response. The two areas of private open space would provide for a combined area of 1,494m² which would be 17% of the overall site area. This would comply with Policy and Objective 5.1 of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024.

8.4.35 Notwithstanding this, I am of the opinion that the public open space area to the southern boundary of the land would benefit from the inclusion of a play space for children (such as swings etc) to ensure that the area is as useable as possible. This matter could be dealt with by way of condition, should the Coimisiún be of a mind to grant planning permission.

Car parking

8.4.36 I refer the Coimisiún to Drawing No. 40388-209 which shows that the proposed development would provide two car parking spaces per dwelling. Table 3.8 of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities 2024 outlines that in intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling.

8.4.37 While I note the response of the Roads Department of South Dublin County Council seeking a reduction in car parking spaces, I am of the opinion that 2 car parking spaces per dwelling is acceptable. I have come to this conclusion having regard to the location of the proposed development which is not in proximity to any high frequency public transport and that the appeal site is not in proximity to any shopping facilities.

Residential Amenity of surrounding properties

Overlooking

8.4.38 In broad terms and having considered the layout of the proposed development including the set back of proposed units as shown on the amended site layout plan submitted with the Further Information response, I do not have any concerns that the proposed development would lead to any undue overlooking of properties outside of the appeal site. I have come to this conclusion having noted that none of the proposed dwelling's directly oppose or face towards the private open space of any dwelling along Cooldrinagh Lane.

Overshadowing / Overbearing

8.4.39 Having considered the amended layout plan submitted in response to the Further Information request, I do not have concerns with respect to the potential of the proposed development having an undue impact on the residential amenity of any existing residential development by way of overshadowing. I have come to this conclusion having regard to the relatively modest heights of the proposed development in combination with the setbacks from the site boundaries including from the dwelling to the north of the site. For the same reasons, I do not have concerns with respect to overbearing development.

8.5 Weston Airport

- 8.5.1 Third parties have outlined concerns that the proposed development has the potential to conflict with the operational safety and requirements of Weston Airport.
- 8.5.2 I further note that KPMG Future Analytics, Chartered Planning and Development Consultants made an observation to the applicant's further information response outlining concerns that the Applicant has not engaged with Weston Airport in respect of OLS/ safety of flight operations. In addition to this, concerns are highlighted that the Safety Assessment prepared by Mr. David Titterington did not have regard to instrument approach systems to support the safe and efficient functioning of the Search and Rescue helicopter functions, which has been operating from Weston since 01 July 2025, as well as the airport overall. Serious concerns are raised that the siting of housing in this location has the potential to conflict with the operational safety and requirements of Weston Airport (in both current and future scenarios).
- 8.5.3 I refer the Coimisiún to the report entitled 'Weston Aerodrome: Safety Assessment' prepared by David Titterington which was submitted by the applicant in their Further Information response. This report concludes that the proposed residential development is located outside of Weston Aerodrome's Approach and Take off Climb Surfaces and that the proposed housing development, although located below the aerodrome's Transitional Surface, does not penetrate the Transitional Surface. No other Obstacle Limitation Surfaces are adversely affected.
- 8.5.4 In addition to this, the report concludes that during the construction phase it is essential that the precautions concerning the operation of cranes on site and the potential increase in bird activity due to open excavations need to be carefully controlled and monitored. Such action should be undertaken in close coordination with the aerodrome prior to commencement of the actual project.
- 8.5.5 I note that the Irish Aviation Authority did not object to the proposed development, subject to a condition which requires that in the event that planning consent is granted, the applicant should be conditioned to notify Weston Airport and the Authority of intention to commence crane operations with at least 30 days prior notification of their erection in accordance with S.I 215 of 2005 Irish Aviation Authority (Obstacles to Aircraft in Flight) Order.
- 8.5.6 I note the differing opinion between the Irish Airport Authority and the owners of Weston Airport. However, the Irish Airport Authority are the prescribed body, and it is

consulted where the Planning Authority considers that there is a potential for a proposed development to impact the safety, or the safe and efficient navigation of aircraft.

8.5.7 In this case, the Irish Airport Authority did not object to the proposed development and recommended that the Safety Assessment Report should be submitted to Weston Airport for their review and comment prior to the finalisation of the planning application. This matter could be dealt with by way of condition, requiring the developer to consult with the owners of the Weston Airport prior to the commencement of development.

Noise-new issue

8.5.8 In response to the request for Further Information the applicant provided a Noise Impact Assessment which was prepared by Allegro Acoustics. The applicants noise report includes a noise survey at three locations at the site of the proposed development. The first location NSL1 was located to the north of the site, the second location NSL2 was located to the south-east of the site and the third location NSL3 was located to the south of the site.

8.5.9 An unmanned sound level meter was located at NSL1 from the 7th to the 11th of July 2025, and manned measurements were taken at NSL2 and NSL3 on the 11th of July 2025. The purpose of the survey was to determine the existing baseline noise levels at the appeal site.

8.5.10 Table 4 of the Noise Impact Assessment Outlines Average Noise Levels for location NSL1 as follows:

- Daytime (07:00-23:00) 57 dB LAeq,16h
- Nighttime (23:00-07:00) 52 dB LAeq,8h

8.5.11 It is noted that similar information was not provided for the other two locations (NSL2 and NSL3).

8.5.12 In addition to this, the Noise Impact Assessment included a Noise Risk Assessment using the figures for location NSL1. The Noise Impact Assessment has regard to the guidance set out in the ProPG Planning & Noise Professional Practice Guidance for New Residential Development. The Noise Risk Assessment states that the site can be considered low risk during daytime, and low/medium risk during the nighttime period.

- 8.5.13 I note the outcome of the Noise Risk Assessment as presented, and I have considered the guidance set out in ProPG Planning & Noise Professional Practice Guidance for New Residential Development, specifically Figure 1 'Initial Site Noise Risk Assessment' and it would appear to me that the proposed development would fit within the low-medium risk for daytime and nighttime.
- 8.5.13 I make the Coimisiún aware that the Environmental Health Service of South Dublin County Council were of the view that the information provided in the Noise Impact Assessment was acceptable. Notwithstanding this, I do have some concerns with respect to the information provided in the Noise Impact Assessment.
- 8.5.14 These concerns relate to the fact that the Noise Impact Assessment does not fully consider the more recent developments at Weston Airport, most notably the Search and Rescue Service which operates from the airport on a 24-hour basis. Permission was granted by An Bord Pleanála for this use on 16th July 2025.
- 8.5.15 The Noise survey associated with the submitted Noise Impact Assessment was undertaken between the 7th and 11th of July 2025. While I note that there may have been some test flights for the Helicopters from Weston Airport within this timeframe, the Search and Rescue operations would not have been fully operational at this time. Therefore, I have concerns that the Noise Impact Assessment could only provide a very brief snapshot of noise associated with the Helicopter use associated with the operation of the Search and Rescue service from Weston Airport. Therefore, in my opinion the noise survey does not provide a complete representation of the existing baseline noise levels at the appeal site.
- 8.5.16 The appeal site is c.142m from the north-eastern boundary of Weston Airport. I make the Coimisiún aware that the Search and Rescue service use AW189 helicopters which are twin engined helicopters. Given the sensitive nature of the proposed residential development and its proximity to Weston Airport and the increased level of air traffic noise resulting from the Search and Rescue helicopter use, I am of the opinion that the Noise Impact Assessment does not provide sufficient information that would allow me to be satisfied that the potential future residents of the development would not be exposed to an unacceptable level of aircraft noise and disturbance. This matter could not be dealt with by way of conditions and therefore refusal is recommended on this basis.

8.5.17 I make the Coimisiún aware that this is a new issue, and the Coimisiún may wish to seek the views of the parties.

8.6 Traffic Safety

8.6.1 Third parties have outlined concerns with that a traffic safety hazard exists at the multi-point interface involving the commercial entrance to the Dog Grooming/Kennels facility, the Weston Airport entrance, and the Weston Industrial Estate access lane. The appellants are concerned that the introduction of additional residential traffic from the proposed development increases the probability of collision at this unregulated junction.

8.6.2 In response the first party states that a minimum uninterrupted 130 metres sightline in both directions are available at the existing entrance from the dog grooming facility. In addition to this, it is noted that Cooldrinagh Lane is a two-lane road, approximately 5.5 metres wide and is subject to a 50 kph speed limit. The road is straight for a distance of approximately 350 metres. Vehicles on the road therefore have clear views of other vehicles and vehicles moving out onto the road.

8.6.3 The first party also notes that the access to Weston Airport and the Weston Industrial Estate includes a stop line at the exit which is positioned forward of the line of the adjoining hedgerows so that there is an approximately 100 metre uninterrupted sight line to the north and an approximately 118 metre uninterrupted sight line to the south.

8.6.4 I make the Coimisiún aware that the Roads Department of South Dublin County Council did not outline any objections to the proposal on traffic safety grounds.

8.6.5 In the first instance in terms of traffic generation, I would note that the appeal site is zoned for residential development and I am satisfied that that the relatively small number of traffic movements generated by the proposed development would not have an undue impact on traffic movements within Cooldrinagh Lane in general and therefore the proposed development is acceptable in this regard.

8.6.6 With regard to the safety of the vehicular entrance of the proposed development, I refer the Coimisiún to Drawing No. 40388-202 '*Proposed Dwelling Types front elevations and site layout plan*' which shows that sight lines of 50m set back 2.4m from the road edge and 1.05m above ground level can be achieved in both directions at the proposed entrance to the site. This would comply with Table 4.2 of DMURS and is therefore considered to be acceptable.

- 8.6.7 I note the concerns of the appellants with respect to the junctions of the Dog Grooming/Kennels facility and the Weston Industrial Estate. However, I note that these junctions are c.110m to the south of the entrance to the proposed development and in my opinion, this is a sufficient distance to ensure that the proposal would not constitute a traffic hazard.
- 8.6.8 I note there are third party concerns with respect to the footpath network along Cooldrinagh Lane. I note that there is a footpath along the entire frontage of the site. This footpath continues to a location close to the junction for the road to the Weston Industrial Estate where there is a gap to another footpath on the opposite side of the road which continues for the rest of the length of Cooldrinagh Lane. While I note that a gap in the footpath provision is not ideal, the gap is c. 15 m and I am satisfied that the gap is not unduly unsafe.

8.7 Flood Risk

- 8.7.1 I refer the Coimisiún to the Civil Engineering Infrastructure and Site-Specific Flood Risk Assessment Report, prepared by AMK Consulting Engineers Limited submitted at Further Information stage.
- 8.7.2 This report notes that the appeal site is located in Flood Zone C where the probability of flooding from rivers is low (less than 0.1%). The report notes that the development of 9 houses on the appeal site is 'appropriate as defined in the guidelines and that no significant flood risks were identified.
- 8.7.3 I have consulted the flood mapping system (www.floodinfo.ie) and I note that the subject land is within Flood Zone 'C'.
- 8.7.4 Having considered all the foregoing; The proposed development would not result in the increased risk of flood either within the site itself or the surrounding area. The proposal is acceptable from a flood risk perspective.

8.8 Other matters

Procedural matters

- 8.8.1 A number of third parties have outlined concerns that the statutory notices submitted at Further Information stage were not sufficiently detailed and that the appeal site was incorrectly demarcated on the lodged drawings and as a result the application should have been invalidated.

8.8.2 I make the Coimisiún aware that issues relating to the validity of a planning application are a matter for determination by the Planning Authority and do not fall within the remit of An Coimisiún Pleanála.

Foul drainage

8.8.3 Third parties have outlined concerns that proposed development includes the provision of “foul drainage with associated pumping station”, however, the proposed pumping station is to be located on lands outside the development site as delineated on the lodged drawings.

8.8.4 In response the first party states that the foul drainage proposals and the associated pumping station are positioned on land in the same ownership as the application site so therefore can be constructed as part of the development without further third-party agreements/approvals.

8.8.5 I refer the Coimisiún to Drawing No. 20-AMK-EW-01-DR-C-6002 ‘Foul Drainage Layout Sheet 2’ which shows a Pre-Packaged Foul Pumping Station located c.44m to the south of the site boundary.

8.8.6 While I note that the Foul Pumping Station is not within the red line site area, it is within the blue line area of overall landownership of the first party and is therefore acceptable. I refer the Coimisiún to drawing No.40388-200 ‘Site Location Map’, which demonstrates this.

9 AA Screening

9.1 I have considered the proposed development in light of the requirements S177U of the Planning and Development Act 2000 (as amended). The proposed development is located in the semi-rural area of Cooldrinagh Lane in proximity to Weston Airport. The proposal comprises of the construction of 9 dwellings, vehicular access, new connections to drainage system and associated site works.

9.2 The subject site is not located within or adjacent to a European Site. The nearest designated sites are

- Rye Water Valley/Carton SAC (Site Code: 001398) which is located c. 911m to the northwest of the site.
- In addition to this, the Liffey Valley pNHA (Site Code 000128) is located c. 688m to the north of the site.

- 9.3 It is noted that there are no hydrological connections between the site and either of the European sites.
- 9.4 In accordance with Section 177U of the Planning and Development Act 2000 (as amended) and on the basis of the information considered in this AA screening, I conclude that the proposed development either individually or in combination with other plans or projects would not be likely to give rise to significant effects on Rye Water Valley/Carlton SAC (Site Code: 00139) in view of the conservation objectives of this site and is therefore excluded from further consideration. Appropriate Assessment is not required.
- 9.5 This determination is based on:
- The relatively small scale of the proposal.
 - The connection of the site to Uisce Eireann networks.
 - The absence of connectivity to any European site.
 - The determination of the Planning Authority.
- 9.6 No mitigation measures were required to come to these conclusions.

10 Water Framework Directive

- 10.1 The purpose of the EU Water Framework Directive is an initiative aimed at improving water quality throughout the European Union. The Directive was adopted in 2000 and requires governments to take a new approach to managing all their waters; rivers, canals, lakes, reservoirs, groundwater, protected areas (including wetlands and other water dependent ecosystems), estuaries (transitional) and coastal waters.
- 10.2 An Coimisiún Pleanála and other statutory authorities cannot grant development consent where a proposed development would give rise to a deterioration in water quality.
- 10.3 The LIFFEY_160 (IE_EA_09L012040) is c. 638m to the north of the site and WFD status is under review at present. This is illustrated on the EPA mapping (<https://gis.epa.ie/EPAMaps/>).

10.4 I have assessed the proposal and have considered the objectives as set out in Article 4 of the Water Framework Directive which seek to protect and, where necessary, restore surface & ground water waterbodies in order to reach good status (meaning both good chemical and good ecological status), and to prevent deterioration. Having considered the nature, scale, and location of the project, I am satisfied that it can be eliminated from further assessment because there is no conceivable risk to any surface and/or groundwater water bodies either qualitatively or quantitatively.

10.5 The reason for this conclusion is as follows:

- The relatively small scale of the proposed development.
- The site is connected to the public water and drainage services.
- The site will be connected to a proposed foul pumping station to the southeast of the site which connects to the public foul sewer network.

11. Recommendation

11.1 I recommend that planning permission be refused.

12. Reasons and Considerations

1. Having regard to the sensitive nature of the proposed development, the proximity of the appeal site to Weston Airport and the lack of information submitted with respect to noise generated from the operation of the Search and Rescue helicopters operating from Weston Airport, the Coimisiún cannot be satisfied that potential future residents of the proposed development would not be exposed to an unacceptable level of aircraft noise and disturbance resulting in an unacceptable impact on residential amenity. The proposed development would therefore be contrary to the proper planning and sustainable development of the area.

I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence me, directly or indirectly, following my professional assessment and recommendation set out in my report in an improper or inappropriate way.”

Ronan Murphy
Planning Inspector

22 September 2026

Appendix 1: Form 1 EIA Pre-Screening

Case Reference	PL-500417-SD-25
Proposed Development Summary	The initial application comprised of the construction of 6 dwellings and associated works. The number of proposed dwellings was subsequently to 9 dwellings as a result of Further Information.
Development Address	Cooldrinagh Lane, Leixlip, Co. Dublin
IN ALL CASES CHECK BOX / OR LEAVE BLANK	
1. Does the proposed development come within the definition of a 'Project' for the purposes of EIA?	☒ Yes, it is a 'Project.' Proceed to Q.2.
	☐ No, no further action required.
2. Is the proposed development of a CLASS specified in Part 1, Schedule 5 of the Planning and Development Regulations 2001 (as amended)?	
☐ Yes, it is a Class specified in Part 1. EIA is mandatory. No Screening required. EIAR to be requested. Discuss with ADP.	
☒ No, it is not a Class specified in Part 1. Proceed to Q3	
3. Is the proposed development of a CLASS specified in Part 2, Schedule 5, Planning and Development Regulations 2001 (as amended) OR a prescribed type of proposed road development under Article 8 of Roads Regulations 1994, AND does it meet/exceed the thresholds?	

☐ No, the development is not of a Class Specified in Part 2, Schedule 5, or a prescribed type of proposed road development under Article 8 of the Roads Regulations, 1994. No Screening required.	
☐ Yes, the proposed development is of a Class and meets/exceeds the threshold. EIA is Mandatory. No Screening Required	
☒ Yes, the proposed development is of a Class but is sub-threshold.	Class 10 of Schedule 5 Part 2 of the Planning and Development Regulations 2001 (as amended) provides that mandatory EIA is required for a development comprising the construction of more than 500 dwellings, or for urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. As a result of the alterations to the proposed development at Further Information stage, the proposal comprises of 9 dwellings on a site of c. 0.8696ha on a site zoned residential.
4. Has Schedule 7A information been submitted AND is the development a Class of Development for the purposes of the EIA Directive (as identified in Q3)?	
Yes ☐	Screening Determination required (Complete Form 3)
No ☒	Pre-screening determination conclusion remains as above (Q1 to Q3)

Inspector: _____

Date: _____

Appendix 2: Form 2 - EIA Preliminary Examination

Case Reference	PL-500417-SD-25
Proposed Development Summary	The initial application comprised of the construction of 6 dwellings and associated works. The number of proposed dwellings was subsequently to 9 dwellings as a result of Further Information
Development Address	Cooldrinagh Lane, Leixlip, Co. Dublin
This preliminary examination should be read with, and in the light of, the rest of the Inspector's Report attached herewith.	
Characteristics of proposed development (In particular, the size, design, cumulation with existing/ proposed development, nature of demolition works, use of natural resources, production of waste, pollution and nuisance, risk of accidents/disasters and to human health).	The proposal comes forward as a stand-alone project. The development does not require any demolition works. The development does not require the use of substantial natural resources or give rise to significant risk of pollution or nuisance. The development, by virtue of its type, does not pose a risk of major accident and/or disaster, or is vulnerable to climate change. It presents no risks to human health.
Location of development (The environmental sensitivity of geographical areas likely to be affected by the development in particular existing and approved land use, abundance/capacity of natural resources, absorption capacity of natural environment e.g. wetland, coastal zones, nature reserves, European sites, densely populated areas, landscapes, sites of historic, cultural or archaeological significance).	Briefly comment on the location of the development, having regard to the criteria listed. The appeal site is located within a semi-rural location, which is within an area with a number of single storey and two storey dwellings. In addition to this, the appeal site is within close proximity to Weston Airport. The appeal site is not located within or adjacent to a European Site. The nearest designated site is the Rye Water Valley/Carton SAC (Site Code: 001398) which is located c. 911m to the northwest of the site. In addition to this, the Liffey Valley (Site Code 000128) pNHA is located c. 688m to the north of the site.

Types and characteristics of potential impacts (Likely significant effects on environmental parameters, magnitude and spatial extent, nature of impact, transboundary, intensity and complexity, duration, cumulative effects, and opportunities for mitigation).	Likely effects would be generally limited to the construction phase through increased noise and dust from construction traffic and operations but will be substantially below the threshold of significance through established construction management practices.
Conclusion	
Likelihood of Significant Effects	Conclusion in respect of EIA
There is no real likelihood of significant effects on the environment.	EIA is not required.

Inspector: _____ **Date:** _____

DP/ADP: _____ **Date:** _____

(only where Schedule 7A information or EIAR required)

Appendix 3: Standard AA Screening Determination Template 2

Test for likely significant effects

Screening for Appropriate Assessment Test for likely significant effects	
Case Reference Number: PL-500417-SD-25	
Step 1: Description of the project and local site characteristics The appeal site is located within a semi-rural location, which is within an area with a number of single storey and two storey dwellings. In addition to this, the appeal site is within close proximity to Weston Airport.	
Brief description of project	The initial application comprised of the construction of 6 dwellings and associated works. The number of proposed dwellings was subsequently increased to 9 dwellings as a result of Further Information. The proposed houses would be set out as detached two storey dwellings with heights between c.8m and c.9.2m. The proposed dwellings would be finished in a rendered brick finish with natural slate roofs.
Brief description of development site characteristics and potential impact mechanisms	The appeal site is currently vacant and has an area of c. 0.8696ha. The nearest designated site is the Rye Water Valley/Carlton SAC (Site Code: 001398) which is located c. 911m to the northwest of the site. In addition to this, the Liffey Valley (Site Code 000128) pNHA is located c. 688m to the north of the site. There is no known hydrological link between the site and any Natura 2000 site
Screening report	N
Natura Impact Statement	N
Relevant submissions	No third-party submissions raised specific concerns in terms of impacts on the European Sites.

Step 2. Identification of relevant European sites using the Source-pathway-receptor model

European Site (code)	Qualifying interests ¹ Link to conservation objectives (NPWS, date)	Distance from proposed development (km)	Ecological connections ²	Consider further in screening ³ Y/N
Rye Water Valley/Carlton SAC (Site Code: 001398)	Petrifying springs with tufa formation (Cratoneurion) [7220] Vertigo angustior (Narrow-mouthed Whorl Snail) [1014] Vertigo moulinsiana (Desmoulin's Whorl Snail) [1016]	c.911m n/w	N	No

¹ **Summary** description / **cross reference to NPWS website** is acceptable at this stage in the report

² **Based** on source-pathway-receptor: Direct/ indirect/ tentative/ none, via surface water/ ground water/ air/ use of habitats by mobile species

^{3.} if no connections: N

Step 3. Describe the likely effects of the project (if any, alone or in combination) on European Sites

[From the AA Screening Report or the Inspector's own assessment if no Screening Report submitted, complete the following table where European sites need further consideration taking the following into account:

- (a) Identify potential direct or indirect impacts (if any) arising from the project alone that could have an effect on the European Site(s) taking into account the size and scale of the proposed development and all relevant stages of the project (See Appendix 9 in Advice note 1A).
- (b) Are there any design or standard practice measures proposed that would reduce the risk of impacts to surface water, wastewater etc. that would be implemented regardless of proximity to a European Site?
- (c) Identify possible significant effects on the European sites in view of the conservation objectives (alone or in combination with other plans and projects)

AA Screening matrix

Site name Qualifying interests	Possibility of significant effects (alone) in view of the conservation objectives of the site*	
	Impacts	Effects

Site 1: Name (code) Rye Water Valley/Carnton SAC (Site Code: 001398) Petrifying springs with tufa formation (Cratoneurion) [7220] Vertigo angustior (Narrow-mouthed Whorl Snail) [1014] Vertigo moulinsiana (Desmoulin's Whorl Snail) [1016]	Direct: Nil Indirect Nil	Examples: Nil
	Likelihood of significant effects from proposed development (alone): N	
	If No, is there likelihood of significant effects occurring in combination with other plans or projects? N	
*Where a restore objective applies it is necessary to consider whether the project might compromise the objective of restoration or make restoration more difficult.		
Step 4: Conclude if the proposed development could result in likely significant effects on a European site		
I conclude that the proposed development (alone) would not result in likely significant effects on the Rye Water Valley/Carnton SAC (Site Code: 001398). The proposed development would have no likely significant effect in combination with other plans and projects on any European site(s). No further assessment is required for the project].		

No mitigation measures were required to come to these conclusions.

Screening Determination

Finding of no likely significant effects

In accordance with Section 177U of the Planning and Development Act 2000 (as amended) and on the basis of the information considered in this AA screening, I conclude that the proposed development individually or in combination with other plans or projects would not be likely to give rise to significant effects on Rye Water Valley/Cartron SAC (Site Code: 001398). in view of the conservation objectives of this site and is therefore excluded from further consideration. Appropriate Assessment is not required.

This determination is based on:

- The relatively small scale of the proposal.
- The connection of the site to Uisce Eireann networks.
- The absence of connectivity to any European site; and
- The determination of the Planning Authority.

Appendix 4: Water Framework Directive Screening and Assessment

WFD IMPACT ASSESSMENT STAGE 1: SCREENING			
Step 1: Nature of the Project, the Site and Locality			
An Coimisiún Pleanála ref. no.	PL-500417-SD-25	Townland, address	Cooldrinagh Lane, Leixlip, Co. Dublin
Description of project		The initial application comprises of the construction of 6 dwellings and associated works. The number of proposed dwellings was subsequently to 9 dwellings as a result of Further Information.	
Brief site description, relevant to WFD Screening		The appeal site is located within a semi-rural location, which is within an area with a number of single storey and two storey dwellings. In addition to this, the appeal site is within close proximity to Weston Airport. The appeal site which has a stated area of c. 0.8696ha and is currently a vacant field.	
Proposed surface water details		Soakaways	
Proposed water supply source & available capacity		Public water supply	
Proposed wastewater treatment system & available capacity, other issues		To public sewer via proposed pumping station.	
Others?		The site is not within a Flood Zone.	
Step 2: Identification of relevant water bodies and Step 3: S-P-R connection			

Identified water body		Distance to (m)	Water body name(s) (code)	WFD Status	Risk of not achieving WFD Objective e.g.at risk, review, not at risk	Identified pressures on that water body	Pathway linkage to water feature (e.g. surface run-off, drainage, groundwater)
River Waterbody		c.638m	LIFFEY_160 (IE_EA_09L012040)	Under review	Under review	None identified	Surface water run-off.
Groundwater Waterbody		Below grounds	Dublin (IE_EA_G_008)	Under review	Under review	None identified	Groundwater
Step 4: Detailed description of any component of the development or activity that may cause a risk of not achieving the WFD Objectives having regard to the S-P-R linkage.							
Construction Phase							
No.	Component	Waterbody receptor (EPA Code)	Pathway (existing and new)	Potential for impact/ what is the possible impact	Screening Stage Mitigation Measure*	Residual Risk (yes/no) Detail	Determination** to proceed to Stage 2. Is there a risk to the water environment? (if ‘screened’ in or ‘uncertain’ proceed to Stage 2.
1.	Surface	LIFFEY_160 (IE_EA_09L012040)	There are no pathway	There is no potential for impact	Standard construction practice CEMP & SUDS would ensure that there are no impacts.	No. no mitigation required	Screened out
2.	Ground	Dublin (IE_EA_G_008)	Excavations	Hydrocarbon spillages/leaks from machinery, plant etc.	Standard construction practice CEMP & SUDS would ensure that there are no impacts. Conditions could be imposed to ensure that the pumping		Screened Out

					station is transferred to public ownership (Uisce Eireann) to ensure ongoing maintenance as required, in agreement with Uisce Eireann		
Operational Phase							
1.	Surface	LIFFEY_160 (IE_EA_09L01 2040)	Surface water discharged to public drains	Sedimentation, Siltation due to construction, Hydrocarbon spillages/leaks from machinery, plant	None proposed but standard construction practices anticipated.	No	Screened Out
2	Ground	Lough Swilly IEGBNI_NW_G_059	Wastewater from the proposed development will be discharge to the public infrastructure by way of a proposed pumping station	Hydrocarbon spillage / pollution, stormwater / wastewater pollution	Conditions could be imposed to ensure that the pumping station is transferred to public ownership (Uisce Eireann) to ensure ongoing maintenance as required, in agreement with Uisce Eireann	No	Screened Out

STAGE 2: ASSESSMENT				
Details of Mitigation Required to Comply with WFD Objectives				
Groundwater				
Development/Activity e.g. abstraction, outfall, etc.	<u>Objective 1: Groundwater</u> Prevent or limit the input of pollutants into groundwater and to prevent the deterioration of the status of all bodies of groundwater	<u>Objective 2: Groundwater</u> Protect, enhance, and restore all bodies of groundwater, ensure a balance between abstraction and recharge, with the aim of achieving good status*	<u>Objective 3: Groundwater</u> Reverse any significant and sustained upward trend in the concentration of any pollutant resulting from the impact of human activity	Does this component comply with WFD Objectives 1, 2, 3 & 4? (if answer is no, a development cannot proceed without a derogation under art. 4.7)
	Describe mitigation required to meet objective 1:	Describe mitigation required to meet objective 2:	Describe mitigation required to meet objective 3:	
Development Activity	Standard construction practice would ensure that there are no impacts. Conditions could be imposed to ensure that the pumping station is transferred to public ownership (Uisce Eireann) to ensure ongoing maintenance as required, in	Standard construction practice would ensure that there are no impacts. Conditions could be imposed to ensure that the pumping station is transferred to public ownership (Uisce Eireann) to ensure	N/A	Yes

	agreement with Uisce Eireann	ongoing maintenance as required, in agreement with Uisce Eireann		
Details of Mitigation Required to Comply with WFD Objectives				
Surface water				
Development/Activity	<u>Objective 1: Groundwater</u> Prevent or limit the input of pollutants into groundwater and to prevent the deterioration of the status of all bodies of groundwater	<u>Objective 2: Groundwater</u> Protect, enhance, and restore all bodies of groundwater, ensure a balance between abstraction and recharge, with the aim of achieving good status*	<u>Objective 3: Groundwater</u> Reverse any significant and sustained upward trend in the concentration of any pollutant resulting from the impact of human activity	Does this component comply with WFD Objectives 1, 2, 3 & 4? (if answer is no, a development cannot proceed without a derogation under art. 4.7)
	Describe mitigation required to meet objective 1:	Describe mitigation required to meet objective 2:	Describe mitigation required to meet objective 3:	Yes
Development Activity	No mitigation required due to lack of any pathway	No mitigation required due to lack of pathway	N/A	Yes