

# Grange Castle

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## HPDC Planning Report

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## **1.0 Introduction**

This preliminary masterplan document prepared by Hughes Planning and Development Consultants, 85 Merrion Square, Dublin 2, has been developed from a consultation process with South Dublin County Council to guide development of the subject lands in a sustainable and coherent manner. The document intends to provide an analysis of local and national planning objectives for the submission lands to provide for a high-quality development capable of developing the County's economy through the provision of high employment opportunities.

## **2.0 Site and Context**

### **2.1 Location and Description**

The subject site comprising 117.70 ha (290.84 acres) is situated in west Dublin is adjoined by Grange Castle Business Park to the east, the Grand Canal to the north, Kildare to the west and Peamount Hospital to the south. The site is characterised by greenfield, with traveller accommodation situated to the southeast, with adjoining sites comprising of industries inclusive of pharmaceuticals such as Pfizer and Grifols, as well as ICT and Research and Development. The site is highly connected and serviced with telecoms, water, drainage, and road infrastructure already in place.

Access to the site is provided from the R134 to the south-west, with junction 2 of the N7 situated c. 3.4km from the site providing connections to Naas and Rathcoole as well as to junction 9 of the M50 situated within a 10-minute driving time, providing connections throughout the county. Due to the extensive road and motorway network connectivity of Dublin, the M50 is easily accessible to surrounding counties within the Greater Dublin Area. In addition to this, the area is also served by Dublin Bus Route Nos. 13 and 68 within c. 450m of the site entrance providing connections between the site and Newcastle, Clondalkin, Inchicore, the city centre, Drumcondra and the airport.

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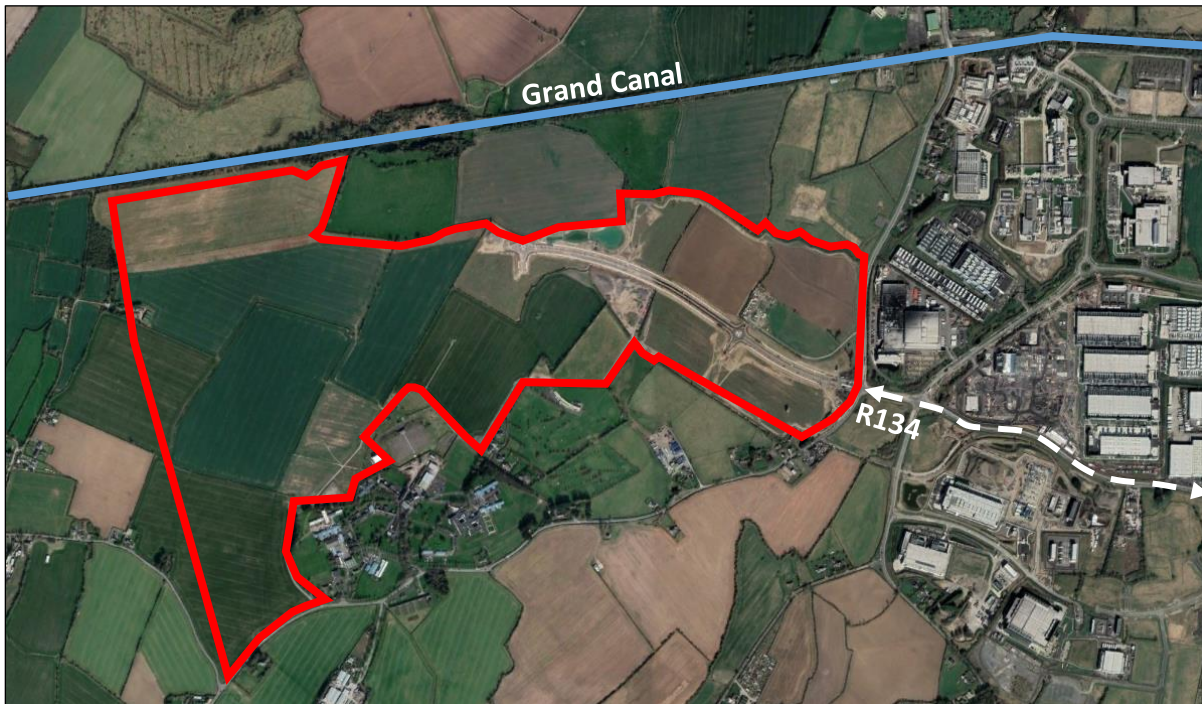


Figure 1.0 Aerial image of the subject site (red outline).



Figure 2.0 Wider locational context of the subject site (red outline).

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Figure 3.0 Entrance to the site as viewed from the R134.



Figure 4.0 Image of Pfizer, Grange Castle.

## 2.2 Site Opportunities and Constraints

The subject site benefits from high levels of connectivity as it lies 3.4 km to the north-west of Junction 2 of the N7 and c. 6 km west of Junction 9 of the M50. This provides for an accessible site with a high catchment population. The site also benefits from being situated away from residential development and so development at the subject site will not have negative impacts on residential amenity. It is noted that there is a site specific local objective on site (EDE5 SLO2) which seeks:

*‘To provide for an attractive campus style setting to encourage the investment of high tech, hi-tech manufacturing, and research and development enterprise at Grange Castle Business Park, the expansion of which will be subject to a masterplan incorporating a local transport plan in consultation with the NTA and TII’.*

Additionally, the Development Plan has identified a route for a 6-year road proposal through the site from the R134 at the entrance of the site to the west and then to the north and south providing an additional connection to the N7 to the south and the N4/M4 to the north.

The site is situated to the south of the Grand Canal which is a proposed Natural Heritage Area and so any development on site will need to ensure the protection of this. We note also that there is a Sites and Monuments Record Zone of Notification (R183278) to the west of the site identified as an enclosure (Recorded Monument and Places Ref. DU017-095).

It is noted that there is currently Traveller Accommodation on site situated to the north of the proposed road between the east and south of the site.

## 2.3 Population

The site benefits from its location and connectivity to surrounding areas comprising a high catchment population. According to the 2016 census, the population of South Dublin County was recorded at 278,767 people the population aged between 20-64 of 165,727. Due to the site's connectivity to public transport including bus and rail as well as to the N7 and M50, the catchment area of the site is considered to extend into the Greater Dublin Area (GDA). According to the Dublin Chamber, the population of the Greater Dublin Area is estimated to be 2.02 million.

Education rates are increasing in Ireland which is evident from census results. In 2016, 42% of those aged over 15 years old had achieved third-level education compared to just 13.6% in 1991. This number is expected to increase further as the population grows and demand for a more educated workforce increase. With a population of 2.02 million people living within the GDA, as well as having some of the highest third-level education rates in the County, the subject site is accessible to a highly educated workforce with this population expected to increase with the further development of Adamstown, situated c. 1.8 km north of the site, the Clonburriss SDZ situated c. 3km north-east of

the site and City Edge inside the M50 to the east of the site. This will be discussed further in Section 2.3.1 of this report.

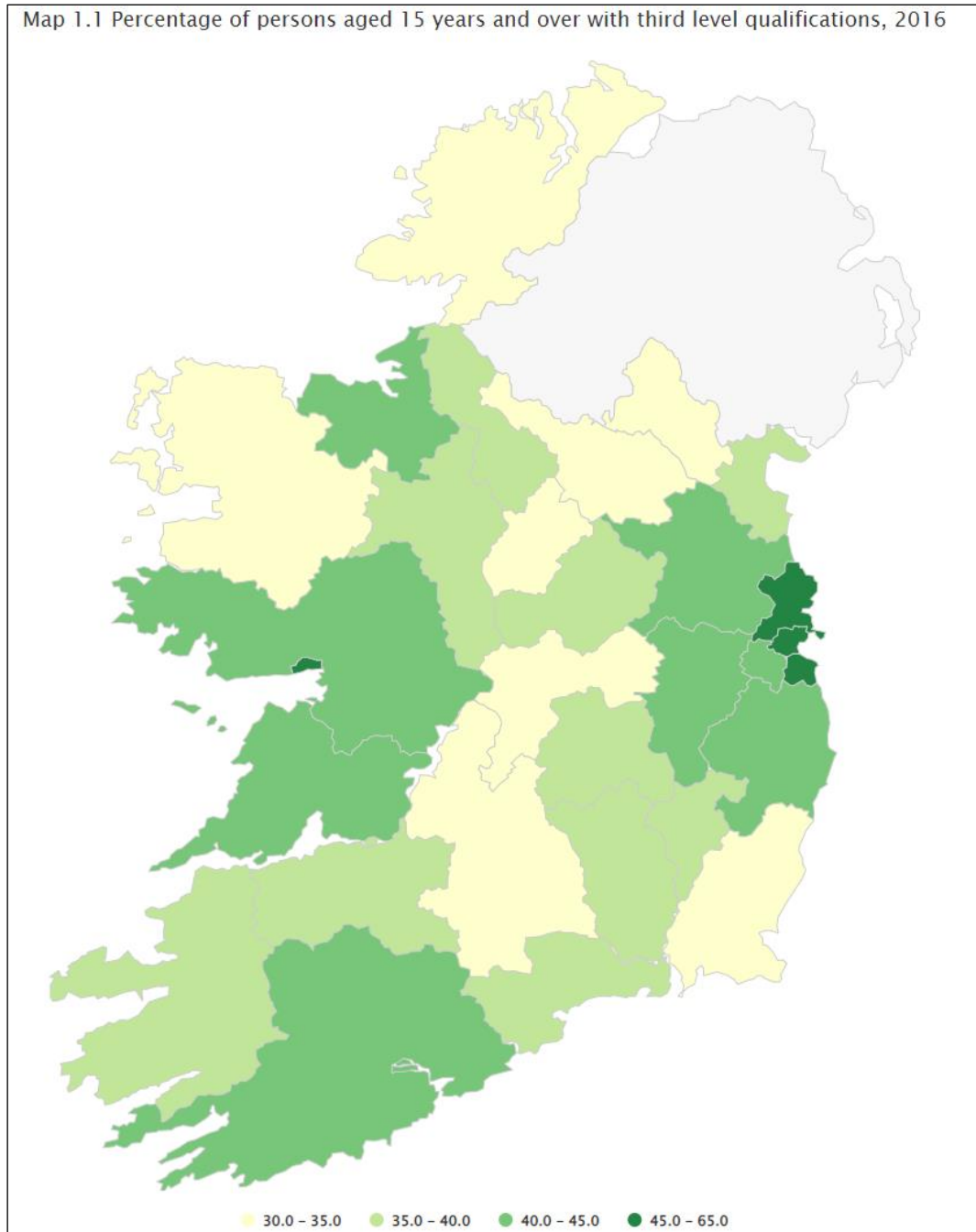


Figure 5.0 Third-level qualification rates in Ireland, 2016 (cso.ie).

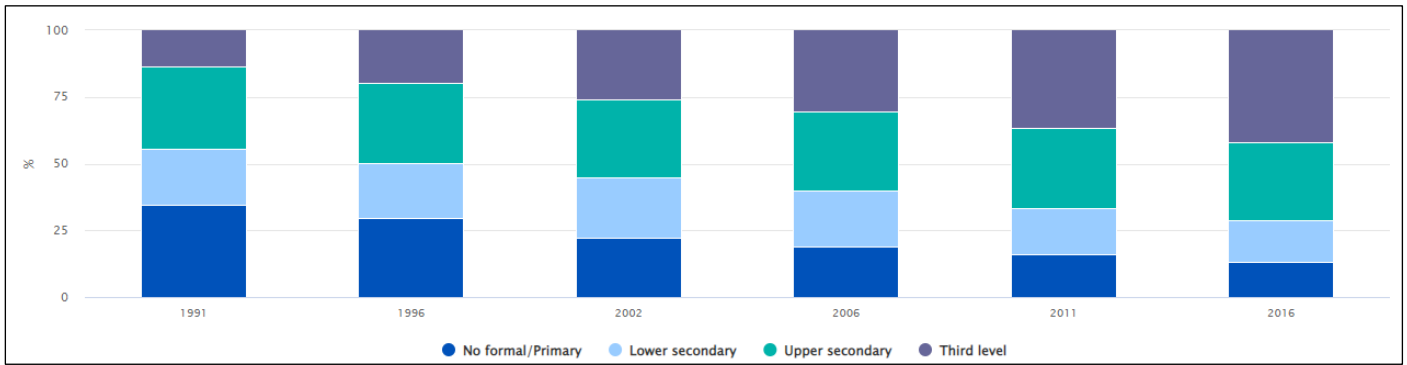


Figure 6.0 Third-level qualification rates in Ireland between 1991-2016 (cso.ie).

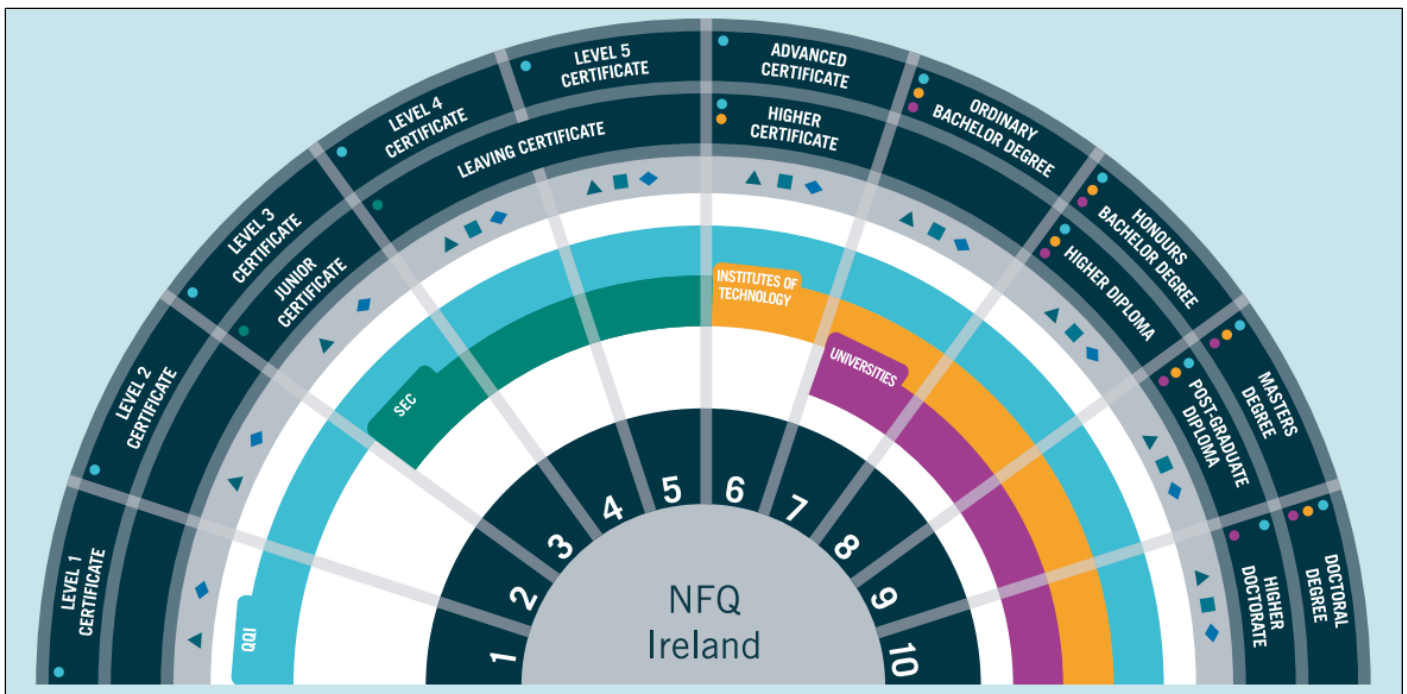


Figure 7.0 NFQ.

### 2.3.1 Surrounding Area

There are a number of sites within close proximity of Grange Castle West which are rapidly developing to facilitate an increased County-wide population. The availability of serviced land has attracted a number of developments in recent years. Details of these are outlined in the subsequent sections.

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### 2.3.1.1 Clonburriss Strategic Development Zone (SDZ)

The Clonburriss SDZ situated in the west of Dublin comprises c. 280 ha and is surrounded by residential development to the north, east and south. The site is served by the Clondalkin/Fonthill train station providing a frequent connection between the site and the city centre as well as beyond the county to the west. Due to the infrastructures and services in place as well as the proximity to the city centre, the site has been identified as having the capacity for residential-led development. There is a target of 9,416 homes, with a higher capacity of up to 11,098 homes on the site. It is estimated that the lands have the capacity to house of 23,000 people. The SDZ is situated c. 3.4 km to the northeast of Grange Castle West.

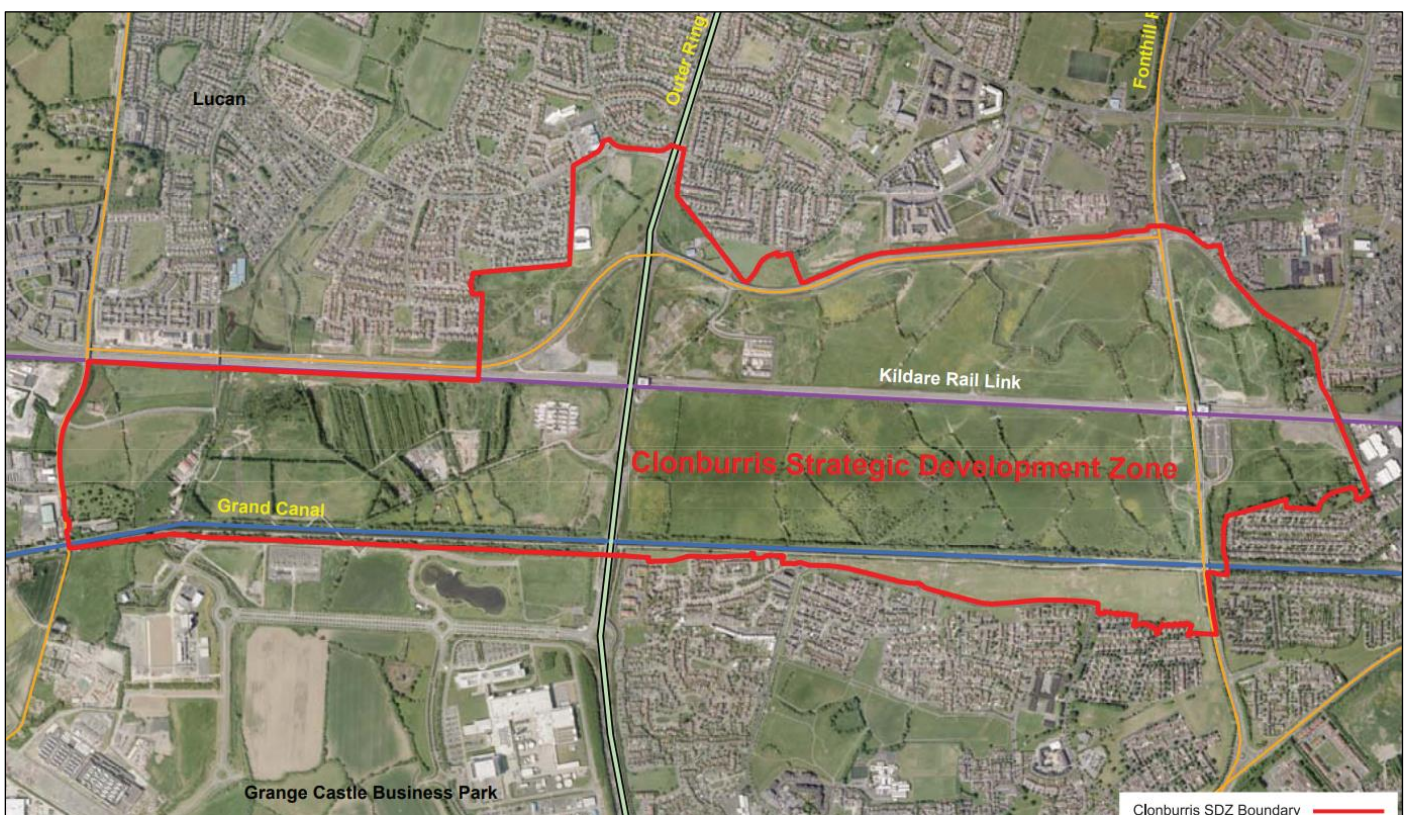


Figure 8.0 Clonburriss SDZ lands outlined in red.

The following applications have been granted planning permission on site for the SDZ and is detailed below:

**Reg. Ref. SDZ21A/0022** Planning permission granted by South Dublin County Council on 23rd August 2022 for the construction of mixed-use development comprising 569 no. dwellings.

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Figure 9.0 Site layout plan of development granted under Reg. Ref. SDZ21A/0022.

**Reg. Ref. SD228/0001** Planning permission granted by South Dublin County Council on 13th June 2022 for the construction of 118 no. residential units.



Figure 10.0 Site layout plan of development granted under Reg. Ref. SD228/0001.

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### 2.3.1.2 Newcastle Local Area Plan (LAP)

Newcastle is a village situated in the west of Dublin to the southwest of Grange Castle West. The Newcastle Local Area Plan was adopted on the 12th November 2012 and came into operation on the 10th December 2022. Following this, on the 23rd October 2017, the LAP was extended and will now expire on the 9th December 2022. The Plan sets out the ordered and sustained development of Newcastle noting that between 2002 and 2011 the population of the Newcastle Electoral Division (ED) grew from 2,355 to 3,749 (59.2%). According to the 2016 Census, the population of this area had grown to 4,257 indicating a population increase of 13.6%.



Figure 11.0 Newcastle LAP lands outlined in red.

Settlement / Area	2006	2011	2016	2016 % share of County	06 - 16 Change (No.)	06-16 Change (%)
<b>South Dublin County<sup>3</sup></b>	246,935	265,205	278,767	100%	+31,832	+12.9%
<b>Urban</b>	240,607	259,729	273,215	98.01%	+32,608	+13.6%
<b>Dublin City and Suburbs<sup>4</sup></b>	235,306	251,505	262,638	94.21%	+27,332	+11.6%
<b>Saggart</b>	868	2,144	3,133	1.12%	+2,265	+260.9%
<b>Rathcoole</b>	2,927	3,421	4,351	1.56%	+1,424	+48.7%
<b>Newcastle</b>	1,506	2,659	3,093	1.10%	+1,587	+105.4%
<b>Rural</b>	6,328	5,476	5,552	1.99%	-776	-12.3%

Figure 12.0 Extract from Table 2 – Urban, Rural and Settlement Populations 2006-2016 of the Development Plan.

In addition to this, we note that there are a number of planning applications for residential development which have been granted within Newcastle.

Newcastle, Newcastle South, Dublin 22, Dublin

**ABP Ref. 313814** Planning permission sought from An Bord Pleanála on 16th June 2022 for 280 no. units.



Figure 13.0 Site layout plan of development submitted under ABP Ref. 313814.

Newcastle South & Ballynakelly, Newcastle, Co. Dublin

**ABP Ref. 305343** Planning permission granted by An Bord Pleanála on 23rd December 2019 for a mixed-use development comprising 380 no. dwellings.

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Figure 14.0 Site layout plan of development granted under ABP Ref. 305343.

### 2.3.1.3 Adamstown

Adamstown is situated c. 1.6km to the north of the subject lands and is bounded to the east by the Dublin-Kildare border, a rail line to the south and Lucan to the north and south was first designated as an SDZ in 2001 with construction commencing on the 223.5 ha of land in 2004. The site is considered to have scope for up to 8,908 residential units with an estimated population upon completion of between 20,300-23,800. The area is accessed to the east by the R120 which adjoins the N4 to the north, and Adamstown train station providing a frequent connection between the site and the city centre.



Figure 15.0 Adamstown SDZ lands outlined in red.

A review of South Dublin County Council's planning registry revealed the following recent planning applications associated with the Adamstown SDZ.

**Reg. Ref. SDZ21A/0023** Planning permission granted by South Dublin County Council on 27th October 2022 for the construction of 454 no. residential units, public open space and car parking.



Figure 16.0 Site plan of development granted under Reg. Ref. SDZ21A/0023.

**Reg. Ref. SDZ22A/0005** Planning permission granted by South Dublin County Council on 6th October 2022 for the construction of 436 no. apartments.

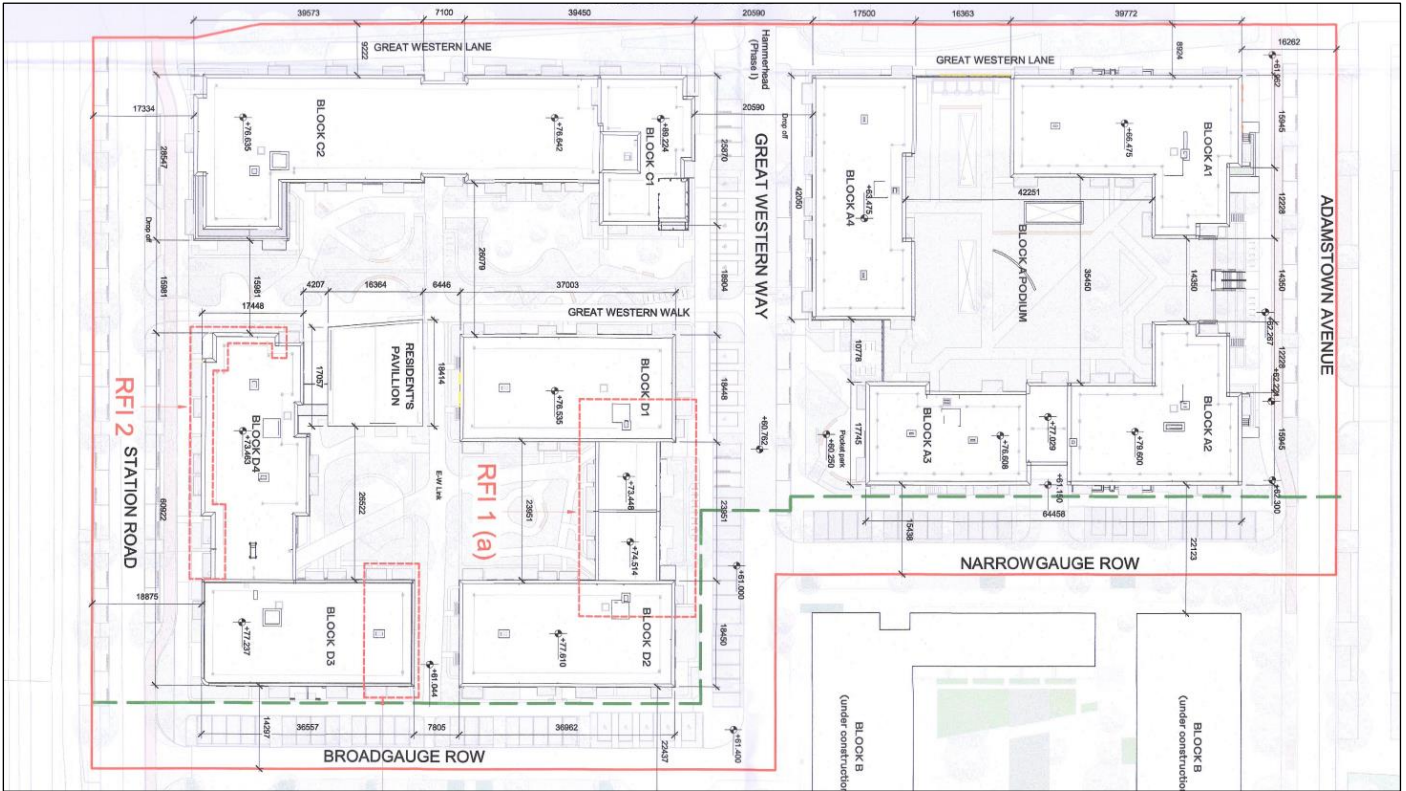


Figure 17.0 Site plan of development granted under Reg. Ref. SDZ22A/0005.

**Reg. Ref. SDZ22A/0007** Planning permission granted by South Dublin County Council on 6th October 2022 for the construction of 423 no. apartments.



Figure 18.0 Site plan of development granted under Reg. Ref. SDZ22A/0007.

**Reg. Ref. SDZ22A/0006** Planning permission granted by South Dublin County Council on 28th September 2022 for the construction of 348 no. apartments.



Figure 19.0 Site plan of development granted under Reg. Ref. SDZ22A/0006.

### 2.3.1.4 Additional Development

**ABP Ref. 305267** Planning permission granted by An Bord Pleanála on 5th December 2019 for the construction of 1,034 no. residential units.

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Figure 20.0 Aerial image of development granted under ABP Ref. 305267.

### 3.0 Planning History

#### 3.1 Subject Site

A review of South Dublin County Council's planning registry revealed the following planning applications associated with the subject lands. A complete list of the planning history for the subject lands is included in Appendix A.

**Reg. Ref. SD20A/0324** Planning permission granted by South Dublin County Council on 22nd July 2021 for the demolition of the existing two-storey dwelling and construction of 2 no. two-storey information communication technology facilities each with three storey plant levels.

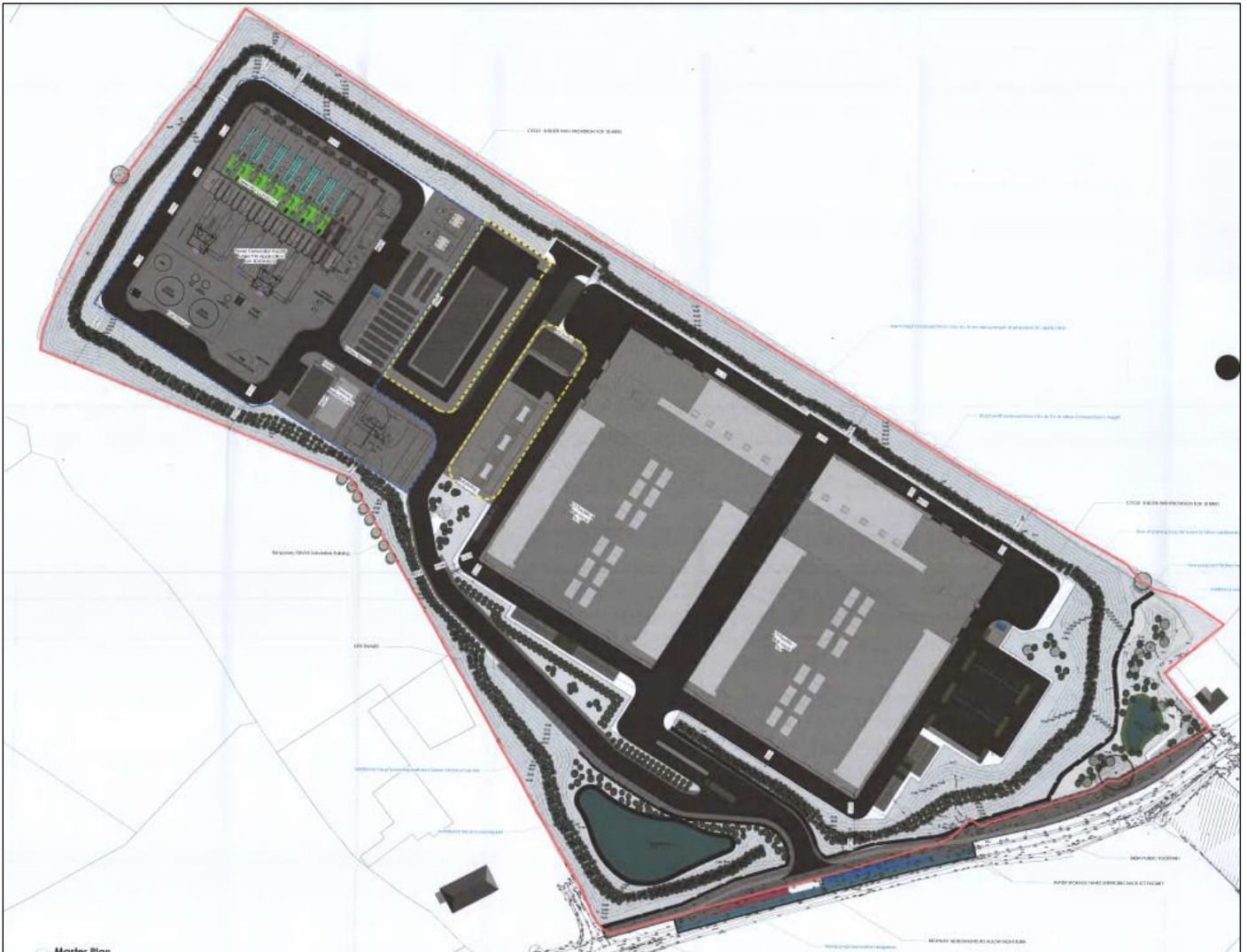


Figure 21.0 Site plan of development granted under Reg. Ref. SD20A/0324.

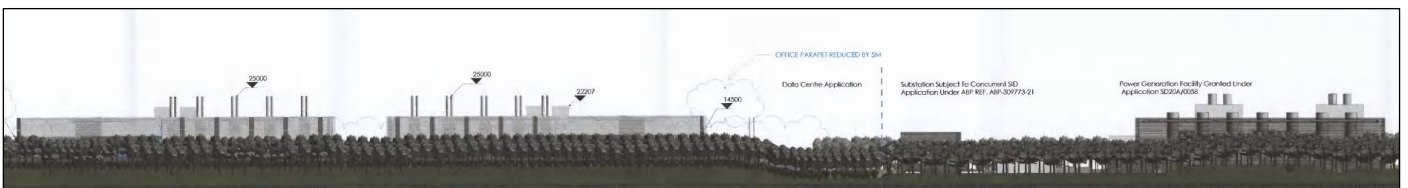


Figure 22.0 North-east elevation of development granted under Reg. Ref. SD20A/0324.

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**Reg. Ref. SD20A/0058** Planning permission granted by South Dublin County Council on 17th December 2020 for the demolition of the existing single storey house and construction of a gas-powered power plant.



Figure 23.0 Site plan of development granted under Reg. Ref. SD20A/0058.



Figure 24.0 South-east elevation of development granted under Reg. Ref. SD20A/0058.

**Reg. Ref. SD188/0009** Part 8 planning application granted by South Dublin County Council on 10th December 2018 for the construction of the Grange Castle West access road.

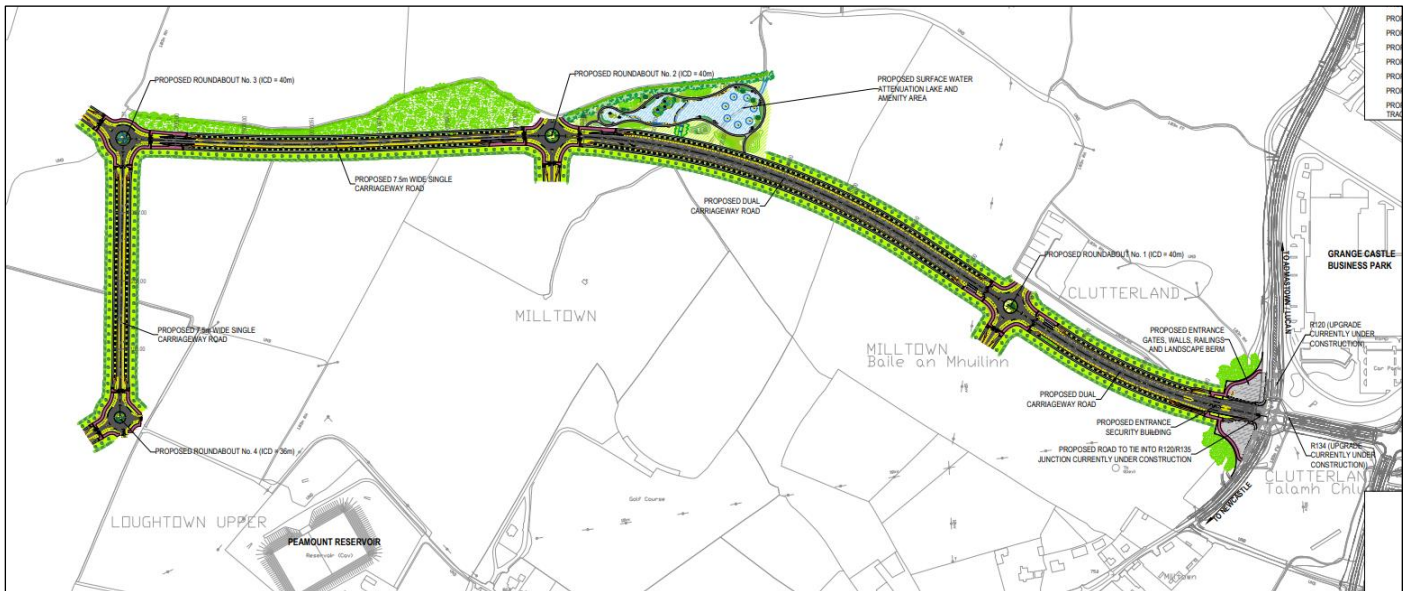


Figure 25.0 Road layout of part 8 planning application granted under Reg. Ref. SD188/0009

**Reg. Ref. SD08A/0039** Planning permission granted by South Dublin County Council on 14th March 2008 for the construction and operation of a bus garage for the parking, maintenance and servicing of buses.

The application was subject to a third-party appeal to An Bord Pleanála under ABP Ref. 228538. The Board upheld the decision of the Council and on 18th September 2008 ordered a grant of permission.

### 3.2 Grange Castle

It is considered necessary to review the planning applications which have been granted in the existing Grange Castle Business Park situated to the east of the subject site to provide guidance on the future development of Grange Castle West.

Pfizer, Grange Castle

Reg. Ref.	Description	Final Grant Date
S00A/0455	Construction of a bio-technology campus comprising three-storey laboratory building of c. 15,000 sq.m, three-storey secondary production, packing building of c. 36,000 sq.m, five-storey production building of c. 27,300 sq.m, five storey development building of c. 26,000 sq.m, two storey warehouse and material management building of c. 14,000 sq.m and two storey utilities building of c. 5,800 sq. m.	21st September 2000



Figure 26.0 Streetview images of Pfizer Grange Castle.

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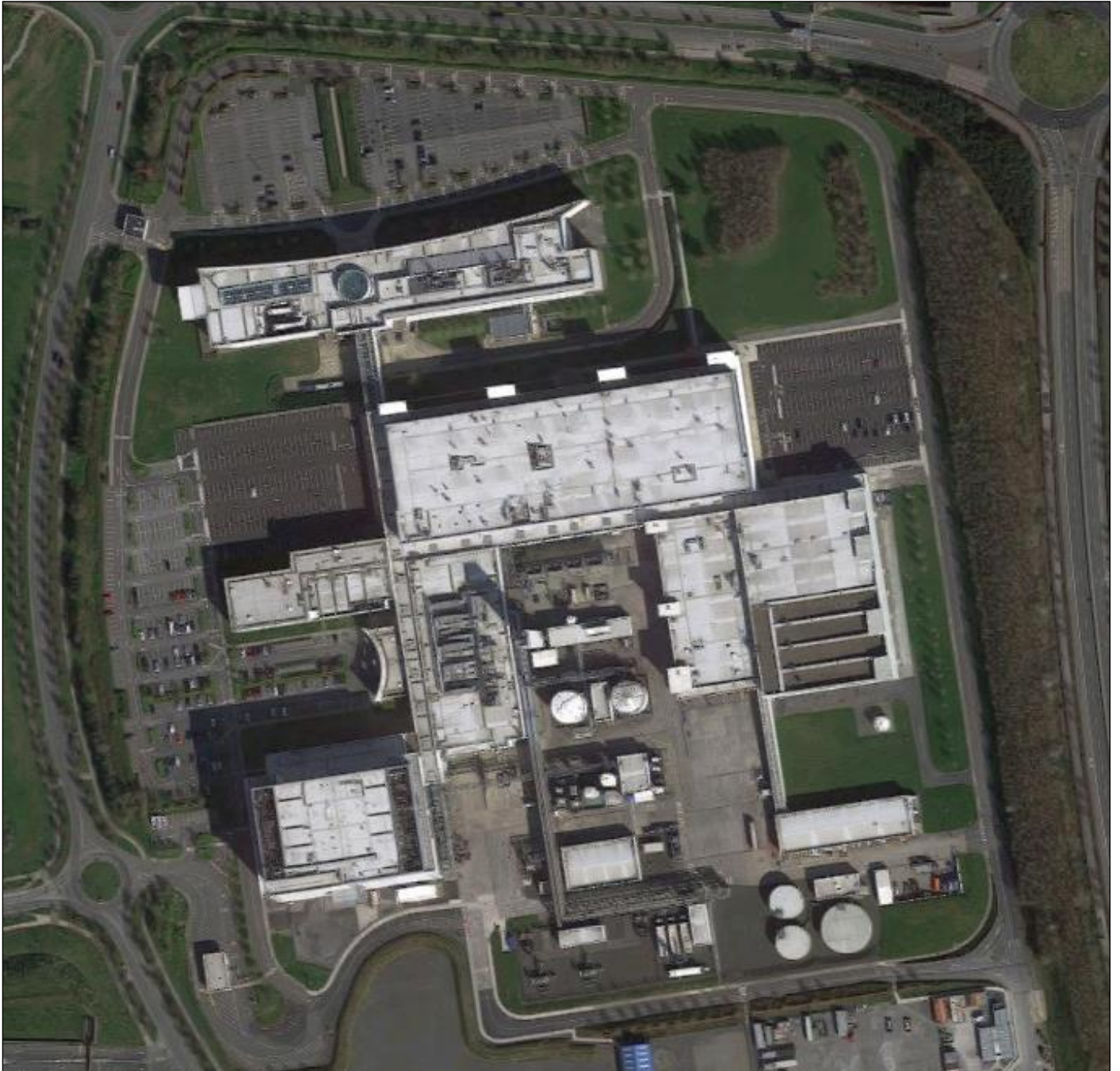


Figure 27.0 Aerial image of Pfizer Grange Castle.

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Grifols, Grange Castle

Reg. Ref.	Description	Final Grant Date
SD13A/0186	Construction of a warehouse, distribution, packaging and logistics building over two floors with a 3 storey administration and laboratory building with a total floor area of c. 22,800 sq.m.	9th December 2013

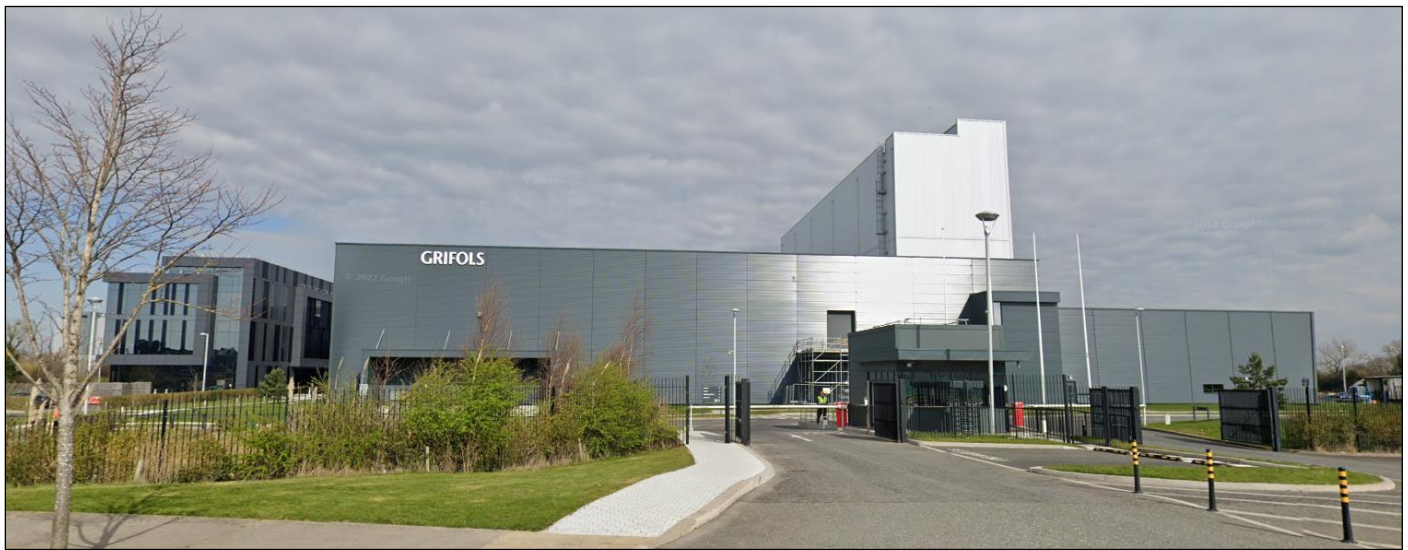


Figure 28.0 Street view images of Grifols, Grange Castle.

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Figure 29.0 Aerial image of Grifols, Grange Castle.

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Microsoft, Grange Castle

Reg. Ref.	Description	Final Grant Date
SD13A/0143	Construction of a single-storey data centre with gross floor area of c. 35,000 sq.m.	23rd October 2013

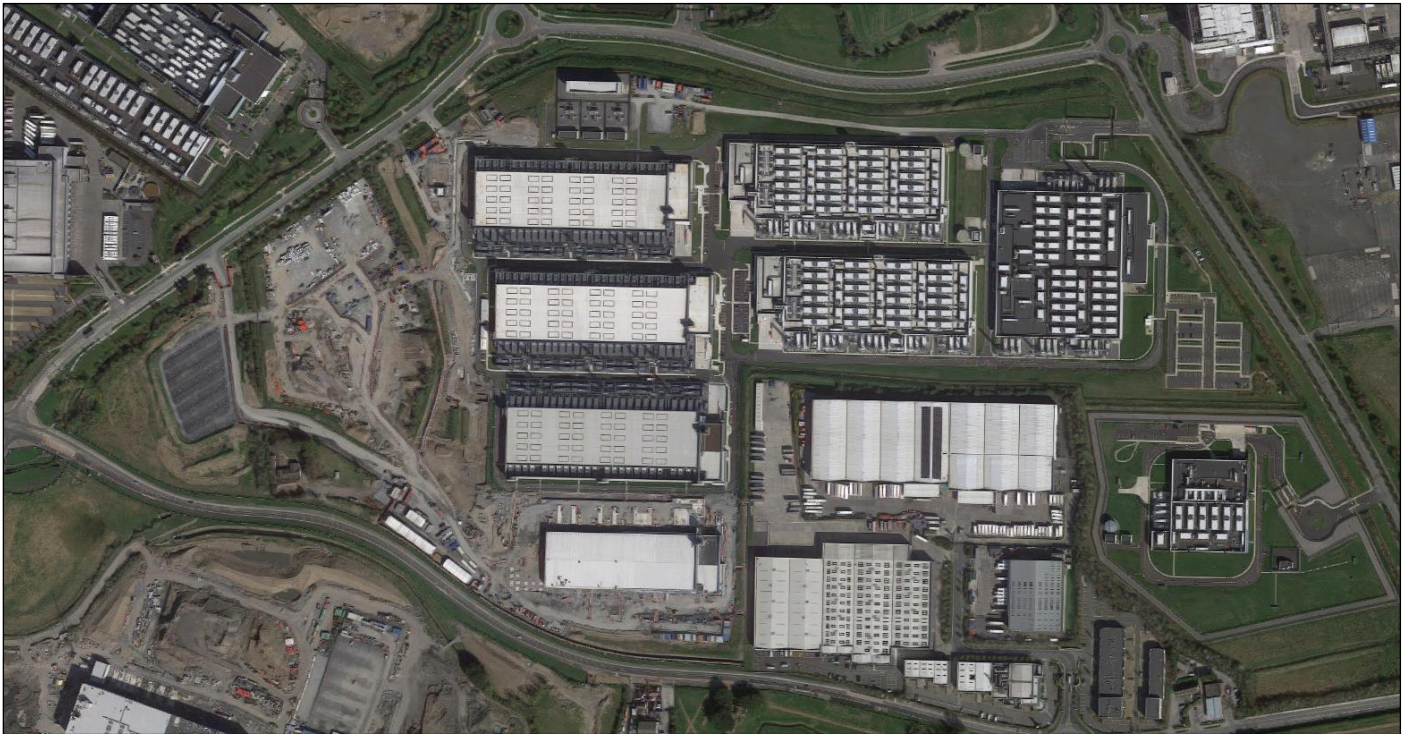


Figure 30.0 Aerial image of Microsoft, Grange Castle.



Figure 31.0 Street view image of Microsoft, Grange Castle.

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Takeda, Grange Castle

Reg. Ref.	Description	Final Grant Date
SD02A/0554	Construction of a bulk pharmaceutical plant consisting of the construction of a two-storey administration and laboratory building of c. 1125 sq.m, five-storey production building of c. 5499 sq.m, utility building of c. 716 sq.m, single-storey product/raw material warehouse of c. 634 sq.m and single-storey liquids drum storage building of c. 360 sq.m.	6th January 2003

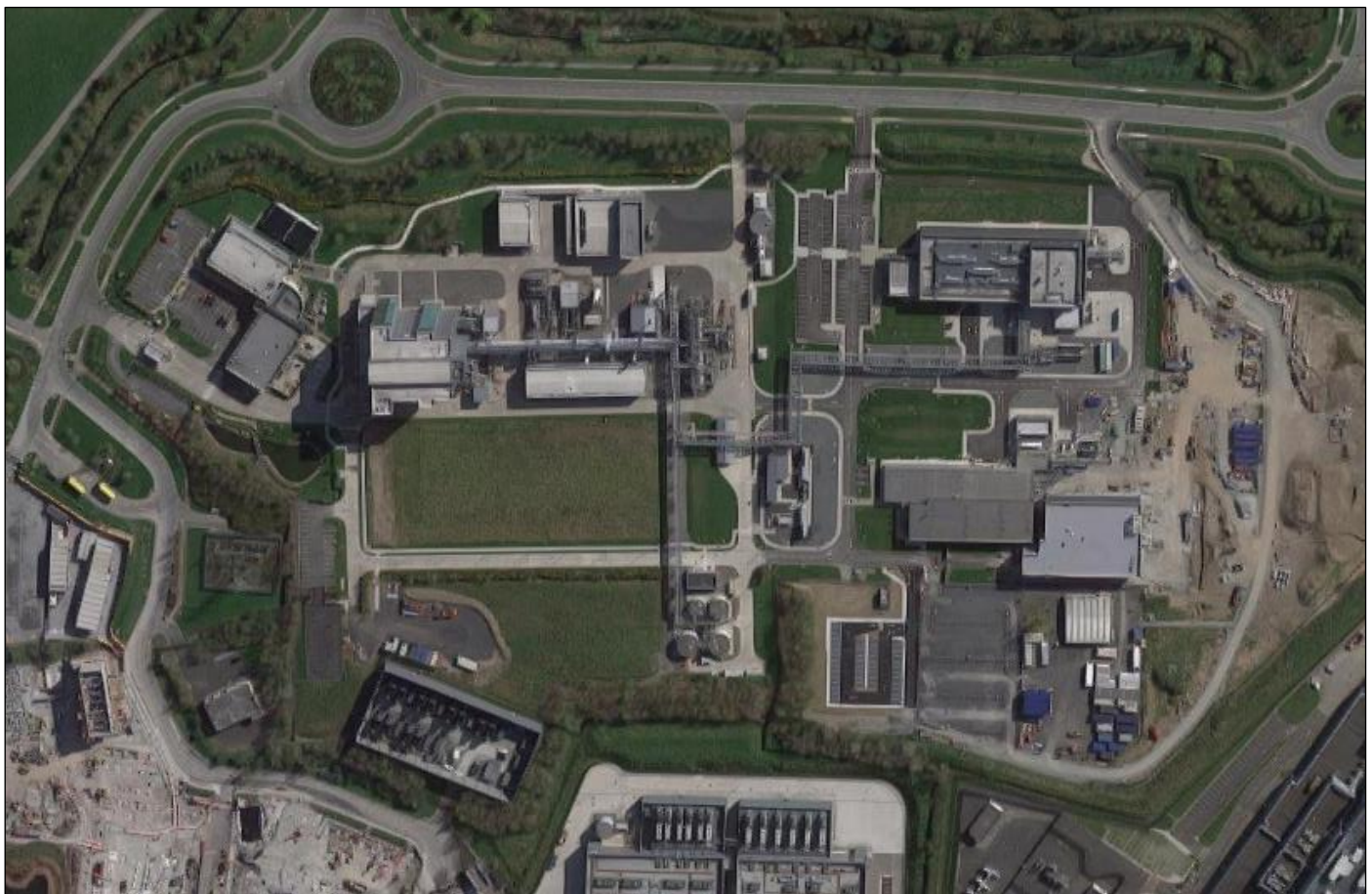


Figure 32.0 Aerial image of Takeda, Grange Castle.

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Figure 33.0 Street view image of Takeda, Grange Castle.

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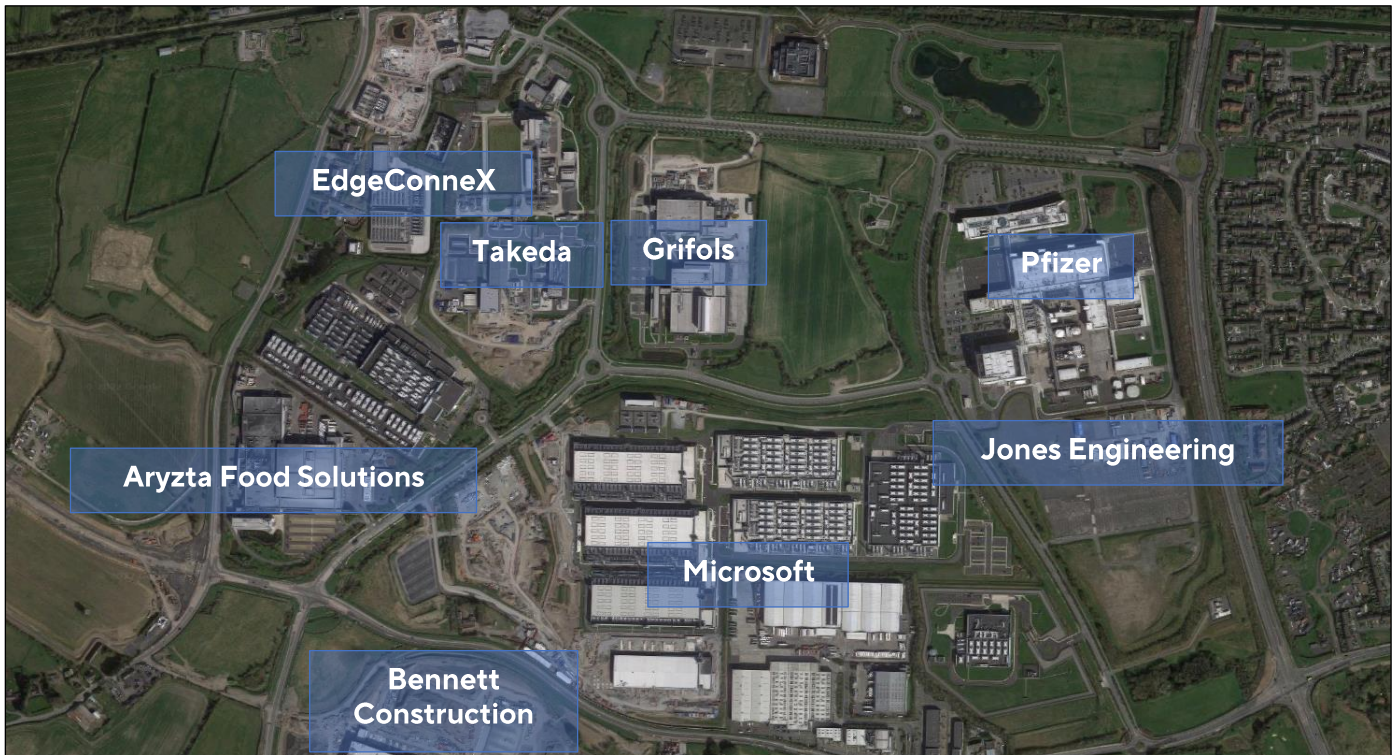


Figure 34.0 Aerial image of Grange Castle sites.

## 4.0 Planning Policy

This section of the report provides an overview of the planning policy framework which guides use and development of the subject lands with specific regard being had to the current South Dublin County Development Plan and national policy.

### 4.1 South Dublin County Development Plan 2022-2028

The South Dublin County Council Development Plan 2022-2028 is the relevant statutory Development Plan for the subject site.

#### 4.1.1 Zoning

The subject site is zoned Objective 'EE – Enterprise and Employment' in the South Dublin County Development Plan 2022-2028, the objective of which is 'to provide for enterprise and employment related uses'. It is noted that part of the site to the north is zoned 'OS – Open Space'. An extract from the South Dublin County Council zoning map is shown in Figure 35.0. The Development Plan

outlines uses which are 'permitted in principle', 'open for consideration' and 'not permitted'. These will be outlined below.

#### Permitted in Principle

*Abattoir, Advertisements and Advertising Structures, Boarding Kennels, Enterprise Centre, Fuel Depot, Heavy Vehicle Park, Home Based Economic Activities, Industry- General, Industry-Light, Industry-Special, Office-Based Industry, Office less than 100 sq m, Open Space, Petrol Station, Public Services, Recycling Facility, Refuse Transfer Station, Science and Technology Based Enterprises, Scrap Yard, Service Garage, Shop-Local, Transport Depot, Traveller Accommodation, Warehousing, Wholesale Outlet.*

#### Open for Consideration

*Agriculture, Allotments, Car Park, Childcare Facilities, Concrete/Asphalt Plant in or adjacent to a Quarry, Garden Centre, Hotel/Hostel, Industry- Extractive, Motor Sales Outlet, Nightclub, Offices 100 sq.m - 1,000 sq.m, Offices over 1,000 sq.m, Public House, Refuse Landfill/Tip, Restaurant/Café, Retail Warehouse, Social Club, Sports Club/Facility, Stadium, Veterinary Surgery.*

#### Not Permitted

*Aerodrome/Airfield, Bed & Breakfast, Betting Office, Camp Site, Caravan Park-Residential, Cemetery, Community Centre, Conference Centre, Crematorium, Cultural Use, Data Centre, Doctor/Dentist, Education, Embassy, Funeral Home, Guest House, Health Centre, Hospital, Housing for Older People, Live-Work Units, Nursing Home, Off-Licence, Outdoor Entertainment Park, Place of Worship, Primary Health Care Centre, Recreational Facility, Residential, Residential Institution, Retirement Home, Rural Industry-Food, Shop-Major Sales Outlet, Shop-Neighbourhood, Wind Farm, Work-Live Units.*

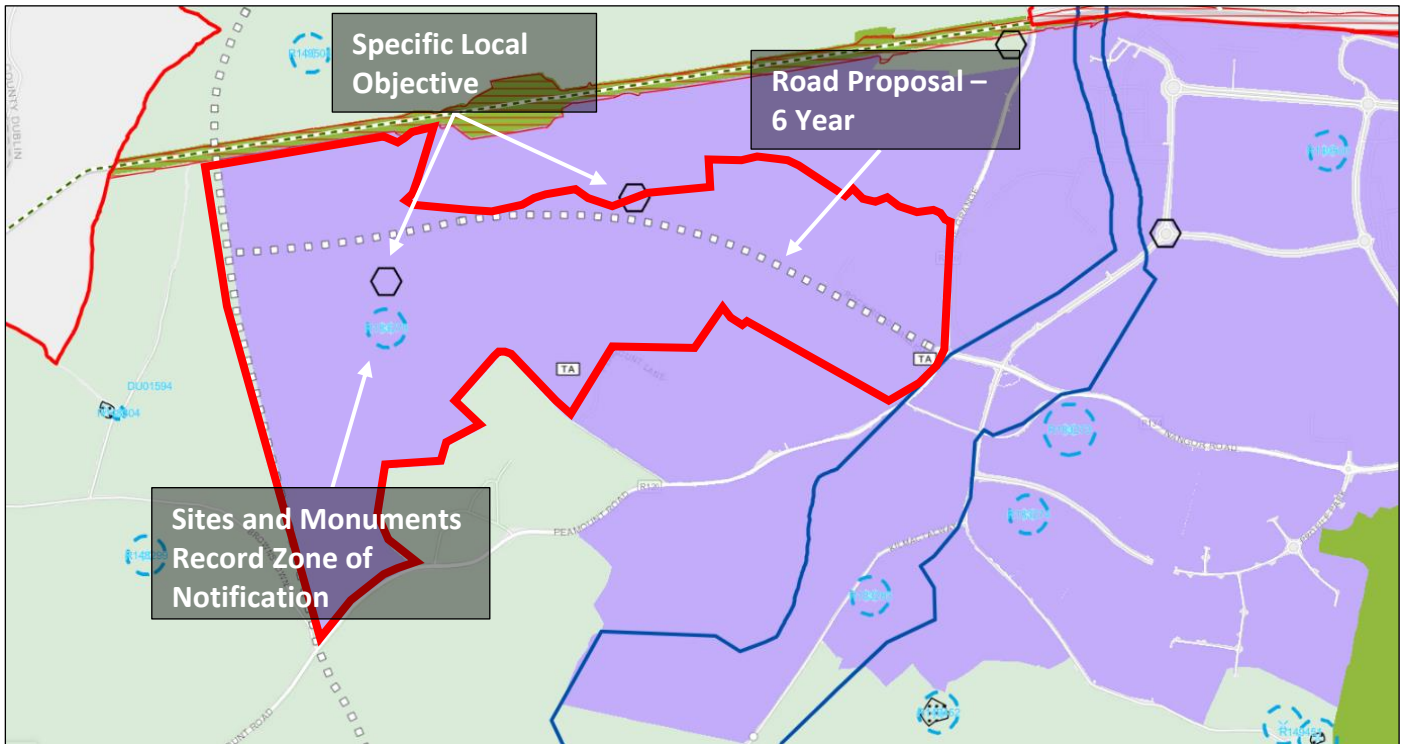


Figure 35.0 Extract of the zoning map for the South Dublin County Development Plan 2022-2028 showing the subject site as lands zoned Objective EE (red outline).

The subject lands are therefore designated for the development of uses which require extensive land such as technology and pharmaceuticals as are currently in operation in the Grange Castle Business Park.

#### 4.1.2 Core Strategy

Set out in Chapter 2 of the South Dublin County Development Plan 2022-2028 is the 'Core Strategy', which outlines the medium to long term strategy for the spatial development of the county by way of policies and objectives, translating the strategic planning framework set out at national and regional levels.

**CS1 Objective 1** *To ensure a sustainable and plan led allocation of housing and employment growth within the strategic development areas of South Dublin County in line with the provisions of the MASP.*

The subject lands are within the boundary of the MASP as identified in the RSES, discussed further in Section 4.3 of this report, and have been identified as lands which have the capacity for further

development of high tech, research and development and industry subject to the preparation of a masterplan to ensure a properly planned expansion of Grange Castle Business Park. RKD Architects have prepared a provisional masterplan of the subject lands which is included in Section 5.0 of this report.

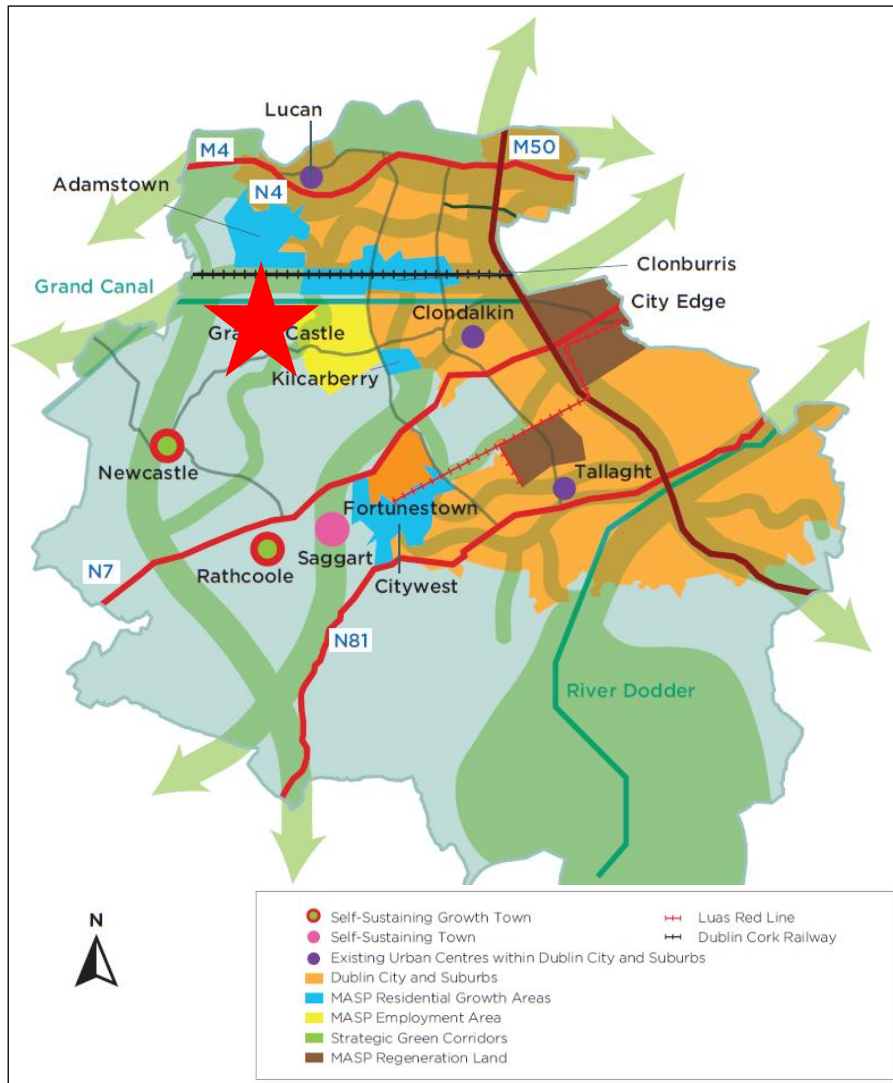


Figure 36.0 South Dublin County Core Strategy Map 2022-2028 with site identified as a red star.

Section 2.6.8 – Employment Lands of the Development Plan provides guidance on lands where employment development is a priority. Referring to Figure 35.0, we note that the subject lands are zoned Objective EE – Enterprise and Employment. Regarding the development of such lands, the Development Plan notes the importance of foreign direct investment to ensure the sustained

development of employment industries. The following included in the Development Plan has regard to this:

*‘To attract new foreign direct investment (FDI) to the County along with other indigenous investment, there is a need for a sufficient supply of high-quality, marketable, serviced lands and premises’.*

Ireland has a young, highly educated workforce making it an attractive place for foreign direct investment. The subject site has been identified as lands with the capacity for provide for high-skilled jobs, expanding on industry which currently operate from Grange Castle Business Park. The Development Plan has zoned 602 ha of land for Enterprise and Employment. Based on an assessment of the employment of existing zoned land at a rate of 51 no. jobs per ha, there is potential for 34,427 no. jobs in South Dublin County. Noting this, however, due to the high employment density of Grange Castle Business Park, over 6,000 employees, it is considered that the subject lands can provide for a job density which exceeds the Council’s figure of 51 no. jobs per hectare. It is predicted that by 2028 there will be 102,963 jobs in South Dublin County, up from 84,627 in 2016. Due to the availability of lands at the subject lands, it is considered that further expansion of the Grange Castle Business Park will help to achieve the sustained economic and employment development of the County.

	2016	2028	Growth (No.)	Growth (%)	Year on Year Average Increase
<b>Jobs</b>	84,627 <sup>B</sup>	102,963	+18,336	+22%	1,528

Figure 37.0 Extract from Table 12 – Employment Projections for South Dublin 2022-2028 of the Development Plan.

Additionally, we note the locational context of the subject lands which are situated outside of the M50. The nature of industry which operate within the Grange Castle Business Park at the moment are considered to be land intensive and therefore due to the dense nature of Dublin with the M50, such industry would be inappropriate. In support of this, we refer to the following Development Plan objective:

**CS5 Objective 3** *To ensure that, insofar as possible, space extensive enterprise is located on lands which are outside the M50 and which do not compromise labour intensive opportunities on zoned lands adjacent to public transport.*

The development of the lands for the expansion of the existing Grange Castle Business Park are therefore considered to be in keeping with the guidance of the development.

### 4.1.3 Economic Development and Employment

Chapter 9 of the Development outlines the development of the economic and employment sectors in South Dublin County. The vision for the economic development of the County is *'the creation of a strong and resilient economic base providing expanded opportunities for employment and facilitating a good quality of life within vibrant and attractive places to live, work, visit and invest'*. Prior to the Covid-19 pandemic, South Dublin had an unemployment rate of 4.7%. In February 2022 this rate was 5.2% which is expected to fall further following the lifting of restrictions on movement and economic activity.

It is an objective of South Dublin County Council to support the sustainable development of employment and enterprise throughout the county as a driver of economic growth for the region. The subject site is situated in an ideal location within the Greater Dublin Area and is easily accessible by a large catchment population. Regarding such development, the following objectives included in the Development Plan are of relevance:

**EDE1 Objective 1:** *To enable a strong, inclusive and resilient economy, supported by enterprise, innovation and skills through the creation of places that can foster enterprise and innovation and attract investment and talent, consistent with National Strategic Outcomes 4, 5 and 6 of the NPF.*

**EDE1 Objective 2:** *To develop and support the Dublin Metropolitan Area Strategic Plan (MASP) through growth in the identified strategic development and employment areas of South Dublin County, as part of the growth of the Dublin Region to a sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment, and prosperity consistent with NSO 5 of the NPF.*

**EDE1 Objective 4:** *To support the implementation of the RSES Economic Strategy to create economic opportunity to diversify local and rural economies and create quality jobs, to achieve a sustainable, competitive, inclusive, and resilient region, through the promotion of:*

- *Smart Specialisation for industry, enterprise agencies, Higher Institutes of Education, communities, and stakeholders;*
- *Clustering: Create, maintain, or upgrade economic strongholds in a favourable business ecosystem;*
- *Orderly Growth reflecting the identified strategic employment locations within the County;*
- *A broad, resilient, economic base.*

**EDE1 Objective 5:** *To support the implementation of the Metropolitan Area Strategic Plan to support the objectives for the South - West Corridor and the area within the M50 by the:*

- *Promotion of high tech, manufacturing and research and development in Grange Castle Business Park and Citywest;*
- *Intensification of industrial lands and mixed-use development at the City Edge / City Edge Strategic Framework area and in Tallaght Town Centre / Cookstown while ensuring, to the greatest extent possible, the sustainability of existing businesses and employment.*

**EDE1 Objective 6:** *To ensure that economic and enterprise related development is provided in a manner which facilitates a reduction in greenhouse gas emissions by supporting and promoting the following measures:*

- *An increase in employment densities within walkable distances of communities and on public transport routes;*
- *Promotion of walking and cycling and use of public transport through increased permeability and mobility management measures within and outside employment areas;*
- *The sourcing of power from district heating and renewables including wind, hydro and solar;*
- *Additional native tree planting and landscaping on existing and proposed enterprise zones and development sites to aid with carbon sequestration, contribute to the green infrastructure network of the County and promote quality placemaking.*

Ireland benefits from a highly educated workforce with 42% of those aged over 15 having achieved a third-level education. Grange Castle West, situated to the west of the city, benefits from being accessible by the M50 to the east, the N7 to the south and the N4/M4 to the north as well as bus services for an expansive catchment population in the Greater Dublin Area. The success of the Grange Castle Business Park which has attracted a number of Multi-National Corporations inclusive of information communication technology and pharmaceutical industries such as Pfizer, which employs over 1,100 people, requiring a skilled and educated workforce, demonstrates the capacity for the expansion of such sectors at Grange Castle West. Regarding this, we note the following included in the Development Plan which specifically refers to the success of Grange Castle Business Park:

*'The Citywest Business Campus and Grange Castle Business Park are modern business parks located in the west of the County with capacity to attract large scale industries of regional, national and international significance, due to the availability of large plot sizes, infrastructure*

*and corporate park style environments. These areas have attracted a significant number of blue-chip national and multi-national corporations. Significant investment has been made over the past two decades in infrastructure and services to support these economic areas. Grange Castle Business Park is identified in the MASP as a strategic development area for the promotion of high-tech manufacturing, research and development’.*

The availability of land to the west of the existing Grange Castle Park provides an excellent opportunity for the further expansion of the businesses which require large expanses of land which typically fall under the technology and pharmaceutical industries. The expansion of the business park into the subject lands will provide additional employment for the region’s growing population. Additionally, there are a number of areas within proximity of the subject lands which are rapidly developing, increasing the employment catchment population. These areas are inclusive of Newcastle to the south, Adamstown to the north and Clonburris Strategic Development Zone (SDZ) to the north-east. The development of these areas will be discussed further in Section 2.3.1 of this report.

The expansion of Grange Castle Business Park provides an opportunity for the continued development of the county’s economy. Additionally, due to the location of these lands within an accessible reach of the M4, N4, M50 and N7 and development of the surrounding area’s housing stock providing for an increasing population, it is considered that the site has a high catchment employment area which will support the further development of industry.

The Development Plan notes that there are currently 1,352 ha of land zoned specifically for employment use with an estimated 617 ha undeveloped. Grange Castle West comprises 117.70 ha of land zoned EE (Enterprise and Employment) under the South Dublin Development Plan. Ensuring high-connectivity and collaborative development, the Development Plan supports development in clusters. As the subject lands are situated to the immediate west of the existing Grange Castle Business Park, it is considered that the subject lands is compliant with the County’s economic development strategy in this regard. Although noting that much of the employment zoned lands are undeveloped, it is important to provide development on lands which are accessible and in proximity to existing development thus making a high employment catchment population within reach of the development lands, as well as keeping journey times to a minimum, alleviate stress of transportation networks while also ensuring that other transport options are available to employees. In support of cluster development, we refer to the following Development Plan policies and objectives:

### **Policy EDE5: Building on Clusters**

*Support clustering, by creating, maintaining, or upgrading economic strongholds in a favourable business ecosystem.*

**EDE5 Objective 1:** *To prioritise hi-tech manufacturing, research and development and associated uses in the established Business and Technology clusters to the west of the County (Grange Castle and Citywest areas) maximising the value of higher order infrastructure and services that are required to support large scale strategic investment.*

**EDE5 Objective 2:** *To support the phased expansion of the established Business and Technology Clusters to accommodate strategic hi-tech manufacturing investments, research and development and associated uses.*

**EDE5 Objective 6:** *To ensure that business environments are facilitated according to the needs of sectors; whether they be placemaking objectives in urban settings or campus style landscapes that complement certain pharmaceutical and hi-tech industries.*

Due to the high land use requirements of industries such as technology and pharmaceuticals, it is considered that these would be inappropriately placed in urban settings. Therefore, it is considered that the outskirts of the County where such land requirements can be met is better suited for such industry and development. Additionally, we note the increase in residential development to the north and south of Grange Castle and it is therefore considered that these are important for the future development of Grange Castle West as these areas can provide local employment to future industries. This co-ordinated use and strategic development of land can ensure that sustainable development is provided for, ensuring that appropriate volumes of land are designated to necessary uses throughout the County.

#### **4.1.4 Population**

Section 2.5 – ‘Population and Housing Data’ of the Development Plan provides an analysis of the population of South Dublin County and details the County’s projected growth. In the 14 years between 2002 and 2016, the County experienced a growth of 39,932 people for a population of 278,835, providing for a growth rate of 16.72%. Additionally, the County is seeing a decline in the rural population and an increase in the urban population, a pattern observed nationally. Regarding this, the overall population is expected to grow. RSES figures published provide low and high population predictions for the County. It is expected that by 2026, the County will have a population of between 308,000 and 314,000 people.

In recent years, west Dublin is experiencing high population growth as lands are identified as being suitable for housing. Of particular note is Adamstown, Newcastle and Clonburris Strategic Development Zone (SDZ), each situated within 4km of Grange Castle West. As these areas are situated within close proximity to the subject lands, existing and future industries set up here will have a high catchment population of workers capable of meeting increased employment demands.

Regarding the development of these areas, we refer to Section 2.3.1 of this report which provides details on planning applications for residential development which have been granted in recent years.

Year	Total Housing Stock	Vacant (%)	Change (No.)	Change (%)
<b>2002</b>	76,666	2,146 (2.8%)	-	-
<b>2006</b>	87,484	5,424 (6.2%)	+10,818	+14.1%
<b>2011</b>	97,298	5,225 (5.4%)	+9,814	+11.2%
<b>2016</b>	98,387	3,495 (3.6%)	+1,089	+1.12%
<b>2002-2016</b>	-	+1,349	+21,721	+28.3%

Figure 38.0 Extract from Table 1 – Population Trend 2002-2016 of the Development Plan.

	2016	2026		2031	
		Low	High	Low	High
<b>South Dublin County</b>	278,767	308,000	314,000	320,500	329,000
<b>Change (No.) from 2016</b>	-	+29,233	+35,233	+41,733	+50,233
<b>Change (%) from 2016</b>	-	+10.49%	+12.64%	+14.97%	+18.02%

Figure 39.0 Extract from Table 4 – Population Projections of the Development Plan.

#### 4.1.5 Aviation and Flight Safety

The subject site is situated on lands between the space of Baldonnel Airport, situated c. 2.7 km to the south-east and Weston Airport situated c. 3.7 km to the north-west. The site is situated within the Airport Surface Area of Baldonnel and Weston airports however outside of any Approach/Take Off Climb Surfaces as well as any Inner and Outer Public Safety Zones. It is noted that the runway at Weston Airport is designated as a Code 2B runway by the International Civil Aviation Organisation. Additionally, part of the site to the south is situated within the Horizontal Zone of Baldonnel Airport and part of the site to the north situated within the Conical Zone of Weston Airport.

With regard to development restrictions, we note that part of the subject lands are situated within the Department of Defence Inner Zone for Baldonnel which restricts buildings to under 20 metres. The masterplan has considered this and provides for development which does not exceed this.

Section 11.8 – Airports and Aerodromes of the Development Plan provides guidance on development with regard to airports in Dublin. This section refers specifically to Weston Airport which is situated to the north of the site. The following policy is considered relevant in this regard:

**Policy IE10: Weston Airport**

*Safeguard, having regard to the requirements of the Irish Aviation Authority (IAA), the current and future operational, safety and technical requirements of Weston Airport and prevent encroachment of development around the airport which may interfere with its safe operation, in the context of the proper planning and sustainable development of the area and the protection of surrounding amenities.*

In addition to the above, we note the following policies and objectives in place for the protection of public health:

**Policy IE13: Noise**                      *Discourage noise-sensitive developments in the immediate vicinity of airports and aerodromes.*

**IE13 Objective 1:**                      *To limit residential development and other land uses impacted by noise, such as nursing homes, schools, hospitals and conference centres within the Noise Significant Area Boundary delineated for Casement and Weston (See County Development Plan Index Map and relevant area maps) and ensure that any noise sensitive uses are subject to an appropriate noise assessment and mitigation measures to protect residential amenity.*

**IE14 Objective 1:**                      *To prohibit new development which would involve additional human occupancy within the Inner Public Safety Zones (PSZ) at Weston and Casement Aerodromes as identified on the Development Plan maps.*

Due to the Development Plan objectives and policies implemented for the protection of public health and safety, it is considered that the subject lands are well-suited for development facilitating employment and enterprise as we note residential would contravene the provisions of the Development Plan.

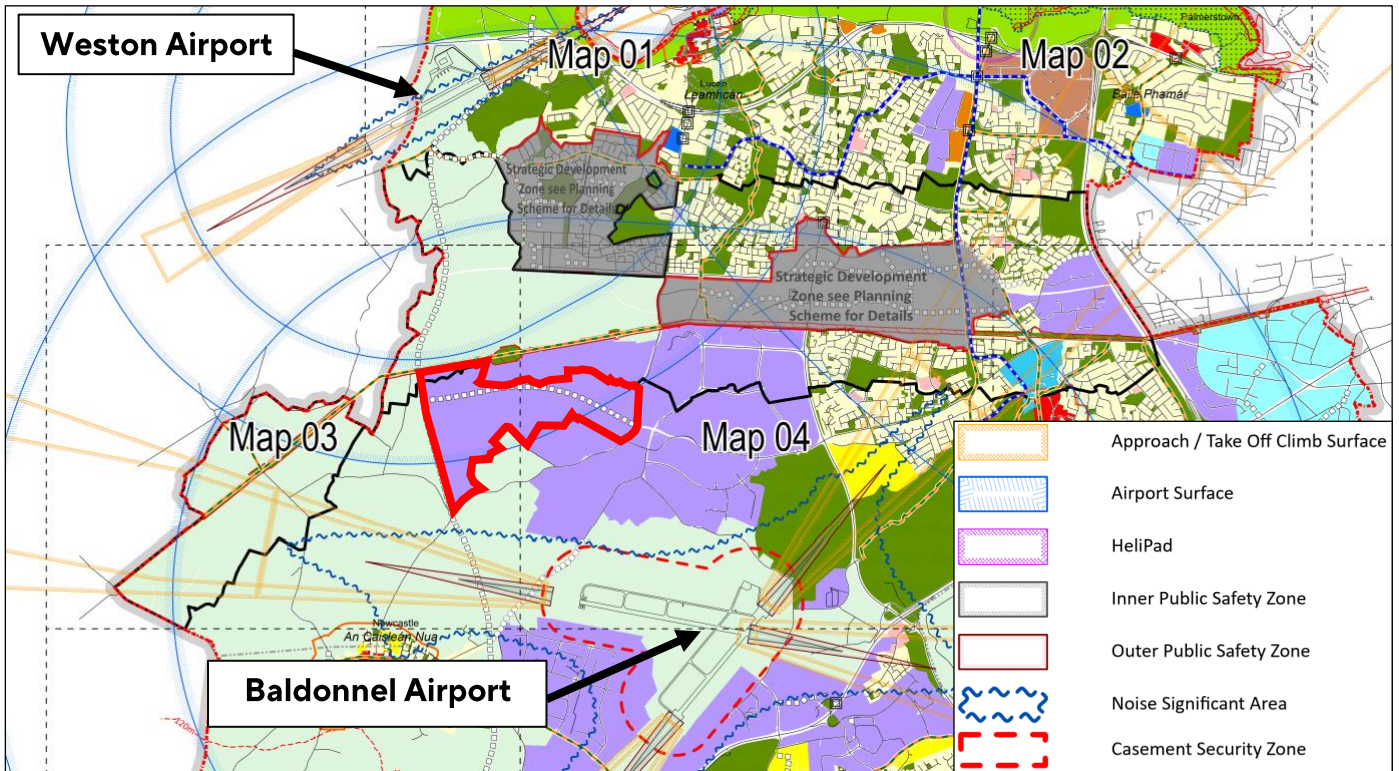


Figure 40.0 Extract from the South Dublin Development Plan detailing locations of airports with regard to the subject site (red line).

#### 4.1.6 Watercourses

The subject lands are situated to the south of the Grand Canal with lands at the north-western corner situated immediately adjacent. The South Dublin County Development Plan provides guidance on development in close proximity to waterways throughout the County. This is to ensure the protection of the expansive green and blue network from development in these sensitive areas, preventing habitat fragmentation and biodiversity loss. Due to the lands being in close proximity to the Grand Canal, proposed development here should encourage the provision of adequate separation distances and appropriately designed landscaping to protect this existing amenity and to integrate well with the receiving environment.

With regard to the sustainable development of lands in proximity to watercourses, we refer to the following commentary included in section 4.2.2 – Sustainable Water Management of the Development Plan:

*The County's watercourses form a major and unique element of the GI network. They are vitally important biodiversity corridors for a range of protected species. The considered*

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*management and enhancement of watercourses and wetland areas can provide effective measures to help manage flooding and improve the quality of water’.*

The zoning of the subject lands provide for development which has the capacity to ensure the protection of green infrastructure network of the County. It is thus considered that proposed development on the lands will be required to provide for quality landscaping which integrates with the existing green infrastructure network. The following objectives and policies included in the Development Plan with regard to development along watercourses is referred to below:

**GI2 Objective 2:** *To protect and enhance the biodiversity and ecological value of the existing GI network by protecting where feasible (and mitigating where removal is unavoidable) existing ecological features including tree stands, woodlands, hedgerows and watercourses in all new developments as an essential part of the design and construction process, such proactive approach to include provision to inspect development sites post construction to ensure hedgerow coverage has been protected as per the plan.*

### **Policy GI3: Sustainable Water Management**

*Protect and enhance the natural, historical, amenity and biodiversity value of the County’s watercourses. Require the long-term management and protection of these watercourses as significant elements of the County’s and Region’s Green Infrastructure Network and liaise with relevant Prescribed Bodies where appropriate. Accommodate flood waters as far as possible during extreme flooding events and enhance biodiversity and amenity through the designation of riparian corridors and the application of appropriate restrictions to development within these corridors.*

**GI3 Objective 3:** *To promote and protect native riparian vegetation along all watercourses and ensure that a minimum 10m vegetated riparian buffer from the top of the riverbank is maintained / reinstated along all watercourses within any development site.*

A 132 km greenway runs along the Grand Canal between the River Liffey and the River Shannon. The subject lands adjoin part of the greenway and so it is considered relevant to note that development on these lands should ensure the protection of existing green infrastructure to ensure the natural landscape and setting of this greenway is maintained. Regarding this, we refer to section 8.7.5 – Quality of Public Open Space in the Development Plan which provides guidance on the development of Green Infrastructure, Biodiversity and Sustainable Water Management noting that:

*‘Existing trees, hedgerows and watercourses should be retained to maximise the natural setting of parks and open spaces.’*

Ensuring protection of the natural setting of the greenway protects biodiversity and the high levels of amenity that it provides.

In addition to the general guidance on development along watercourses, the Development Plan provides specific guidance on development along the Grand Canal. It is important to ensure the protection of this watercourse due to the amenity that is provided both to people and nature. We refer to the following policies and objectives which have regard to this:

### **Policy NCBH9: Grand Canal**

*Protect and promote the Grand Canal as a key component of the County's Green Infrastructure and ecosystem services network, and protect and enhance the visual, recreational, environmental, ecological, industrial heritage and amenity value of the Grand Canal, recognising its sensitivities as a proposed Natural Heritage Area with adjacent wetlands and associated habitats.*

**NCBH9 Objective 1:** *To protect and enhance the important biodiversity resource offered by the Grand Canal, recognising and protecting the vital function that the Canal provides as a key corridor for habitats and wildlife from the River Shannon to Dublin Bay.*

**NCB9 Objective 4:** *To ensure that development along and adjacent to the Grand Canal protects and incorporates natural heritage features including watercourses, wetlands, grasslands, woodlands, mature trees, hedgerows and ditches and includes an appropriate set-back distance or buffer area from the pNHA boundary to facilitate protected species and biodiversity and a fully functioning Green Infrastructure network.*

**NCB9 Objective 7:** *To ensure that all development proposals along the Grand Canal are accompanied by an EclA (ecological impact assessment) prepared by a qualified ecologist and that the recommendations of the EclA are incorporated into any development proposals including a landscape plan prepared by a qualified landscape architect. Where new canal crossings (that is, footbridges / cycle bridges) are proposed, they should be designed so as to avoid fragmentation of linear habitat associated with the Grand Canal.*

The Grand Canal provides a vital contribution to the green and blue infrastructure network of the County and so development in close proximity to its banks must acknowledge this and ensure the protection of these areas, demonstrating compliance with Development Plan objectives and policies.

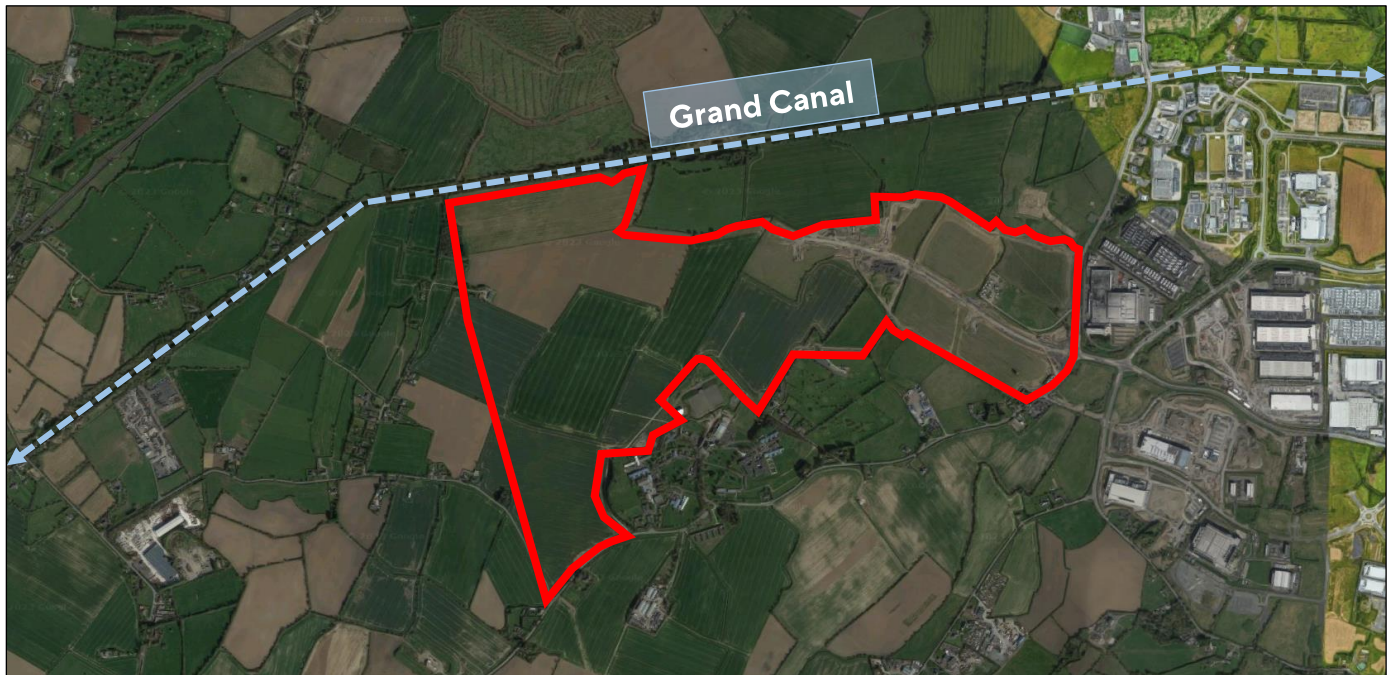


Figure 41.0 Subject lands (red outline) in relation to the Grand Canal.

#### 4.1.7 Transport

The subject lands are accessed from the R134 to the south-east of the lands with junction 2 of the N7 situated c. 3.4km from the site providing connections to Naas and Rathcoole as well as to junction 9 of the M50 situated within a 10-minute driving time, providing connections throughout the county and beyond to the Greater Dublin Area. In addition to this, the area is also served by Dublin Bus Route Nos. 13 and 68 within c. 450m of the site entrance providing connections between the site and Newcastle, Clondalkin, Inchicore, the city centre, Drumcondra and the airport.

The Development Plan sets out the vision for transport in the County with a goal to achieving a more sustainable movement strategy. The vision is set out so as to:

*‘increase the number of people walking, cycling and using public transport and reduce the need for car journeys, resulting in a more active and healthy community, a more attractive public realm, safer streets, less congestion, reduced carbon emissions, better air quality, quieter neighbourhoods and a positive climate impact.’*

The use of more sustainable transport methods can be enhanced through public realm improvements often done through the redistribution of space from private car to other forms of transport inclusive of improved bike lane and walking route infrastructure. Additionally, this ensures

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the safety of the public as the reliance on private car is reduced, allowing for design which can provide better protected footpaths and cycle lanes. It is considered that development at the subject lands should provide for safe and attractive walking and cycling infrastructure to facilitate the safe movement through the site demonstrating compliance with Development Plan guidance.

The subject lands are situated in close proximity to a number of settlements such as Adamstown, Clonburris SDZ and Newcastle. These areas are growing rapidly with a number of planning applications for additional housing being granted in recent years. These are detailed further in Section 2.3.1 of this report. In ensuring development at the subject lands aligns with South Dublin County Council's vision for transport development throughout the County, we refer to the following policies and objectives included in the Development Plan which has specific regard to transportation development in conjunction with the expansion of Grange Castle:

**EDE5 SLO2:** *To provide for an attractive campus style setting to encourage the investment of hi-tech, hi-tech manufacturing, and research and development enterprise at Grange Castle Business Park, the expansion of which will be subject to a masterplan incorporating a local transport plan in consultation with the NTA and TII.*

**QDP16 Objective 4:**

*To consider the need for a Local Transport Plan to be prepared as part of any Framework / Masterplan, commensurate to the scale of the Framework / Masterplan. The Framework / Masterplan will be subject to screening for AA and SEA.*

**EDE1 Objective 6:** *To ensure that economic and enterprise related development is provided in a manner which facilitates a reduction in greenhouse gas emissions by supporting and promoting the following measures:*

- *An increase in employment densities within walkable distances of communities and on public transport routes;*
- *Promotion of walking and cycling and use of public transport through increased permeability and mobility management measures within and outside employment areas;*
- *The sourcing of power from district heating and renewables including wind, hydro and solar;*
- *Additional native tree planting and landscaping on existing and proposed enterprise zones and development sites to aid with carbon sequestration, contribute to the green infrastructure network of the County and promote quality placemaking.*

The preparation of a Local Transport Plan will ensure that the surrounding employment catchment population can easily reach the subject lands without the need for private car, ensuring the sustainable development of the area in keeping with the objectives of the Development Plan. As per the 2016 Census, 62% of all journeys made were by private car. Of this, 26% of journeys were less than 43km, 23% were between 3 and 6 km and 51% of journeys were over 6 km. Through the development of a high quality public transport network and enhancement of cycling and walking infrastructure, a modal shift from private car can be achieved resulting in the reduction in greenhouse gas emissions and reducing the current stress placed on road infrastructure as a result of increasing traffic levels. However, the infrastructure must be provided in order to make these alternative transport methods attractive to those who have the option to choose.

It is an objective of South Dublin County Council to reduce private car journeys and increase walking, cycling and public transport journeys, this is included in Table 7.0 of the Development Plan and in Figure 42.0 of this report. This modal shift to walking, cycling and public transport ensures the sustainable transport development of the County.

<b>Mode</b>	<b>SDCC Existing Mode Share (%)</b>	<b>SDCC Target Mode Share (%)</b>
<b>Walk</b>	13	15
<b>Cycle</b>	5	10
<b>Bus</b>	17	20
<b>Train</b>	3	5
<b>Private (Car, Van, HGV, Motorcycle)</b>	62	50

Figure 42.0 Extract of Table 7.0 of the Development Plan – Existing and Target Mode Share.

It is noted in the Development Plan maps for the subject site that there is a 6-year road proposal from the traversing the site from east to west. In addition to this, it is also proposed a road from the south to the north along the western boundary of the site providing an additional connection between Newcastle to the south and junction 5 from the N4 to the north. This connection is necessary to enhance the accessibility of the subject lands, support future development. Additionally, future development should have regard to this proposed layout, ensuring the capability of these lands to provide for such development.



Figure 43.0 Extract of Development Plan detailing subject site (red outline) and 6-year road proposal.

The Development Plan highlights the requirement for bicycle parking, car parking and the preparation of a workplace travel plan based on the scale of development. Regarding bicycle parking, the Development Plan highlights the design and provision of these spaces with regard to the location, quantity, design and management. This ensure that bicycle parking of a safe and high standard is provided, increasing the attractiveness of this transport mode. We refer to Table 1 of this report which details these as per the Development Plan.

Regarding the preparation of a Workplace Travel Plan/Mobility Management Plan, the objective of this is ‘to encourage sustainable travel modes and reduce car borne traffic within a development’. In the instance that this is required, these must be prepared in accordance with the NTA’s Achieving Workplace Travel Plans.

Location	Cycle storage facilities should be directly accessible from the public road or from a shared private area that gives direct access to the public road.
Quantity	A general minimum standard of 1 cycle storage space per bedroom shall be applied. For studio units, at least 1 cycle storage space shall be provided. Visitor cycle parking shall also be provided at a standard of 1 space per 2 residential units. Any deviation from these standards shall be at the discretion of the planning

	authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement / enlargement.
Design	Cycle storage facilities shall be provided in a dedicated facility of permanent construction, preferably within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Refer to the Apartment Guidelines for further details on design requirements.
Management	An acceptable quality of cycle storage requires a management plan that ensures the effective operation and maintenance of cycle parking. Refer to the Apartment Guidelines for further details on management.

Table 1.0 Bicycle Parking Design/Provision.

Category	Land-Use	Long Term	Short Stay
<b>Enterprise and Employment</b>	Offices <sup>3</sup> Manufacturing	1 per 200 sq m GFA	1 per 200 sq m GFA
	Warehousing	1 per 200 sq m	-

Figure 44.0 Extract from Table 12.23 – Minimum Bicycle Parking/Storage Rates of the Development Plan.

Land Use	Workplace Travel Plan Statement	Indicative Number of Jobs	Standardised Workplace Travel Plan	Indicative Number of Jobs
<b>Offices / Financial</b>	>500 sq m	25-100	>2,000 sq m	>100
<b>Retail / Shops</b>	>600 sq m	25-100	>2,500 sq m	>100
<b>Industrial</b>	>2,500 sq m	25-100	>6,000 sq m	>100
<b>Leisure</b>		25-100		>100 or>100,000 visitors per annum
<b>Hospitals / Medical Centres</b>		25-100		>100 or>100,000 visitors per annum
<b>Warehousing</b>	>2,500 sq m	25-100	>10,000 sq m	>100

Figure 45.0 Extract from Table 12.24 – Thresholds for the Submission of a Workplace Travel Plan of the Development Plan.

Car parking standards are prepared as a maximum and are defined by zones depending on location within the County. The submission lands are considered to fall within Zone 1 which is the general rate applicable throughout the County. The car parking provision for the subject lands are included in Figure 46.0.

Category	Land-Use	Zone 1	Zone 2
<b>Enterprise and Employment</b>	Offices <sup>11</sup> Manufacturing	1 per 50 sq m GFA	1 per 75 sq m GFA
	Warehousing	1 per 100 sq m GFA	1 per 200 sq m GFA

*11 - Includes Office Based Industry, Science and Technology Based Enterprise, Business Park.*

Figure 46.0 Extract from Table 12.25 – Maximum Parking Rates (Non-Residential) of the Development Plan.

### 4.1.8 District Heating

Section 10.1 - Energy Planning in South Dublin of the Development Plan details the Council’s objectives to achieving more sustainable energy development and use in the County. South Dublin County is home to a number of energy intensive industries, producing excess heat through energy consumption. District heating offers the potential to utilise this excessive heat through redistribution to neighbouring homes and business, thus reducing energy use required for heating. With regard to this, we note the Amazon data centre in Tallaght which has implemented this:

*‘The ongoing Tallaght District Heating project will use waste from a data centre in Tallaght to provide low carbon heat to public sector buildings, 1,400 residential apartments and over 12,000m<sup>2</sup> of commercial buildings in the County Town. This project is the first of its kind in Ireland and will reduce carbon emissions by 1,900 tonnes per year.’*



Figure 47.0 Map of the Tallaght District Heating Project.

Due to the scale and nature of the businesses operating out of Grange Castle Business Park, it is considered that the subject lands will provide for commercial development at a similar scale which is considered to be space extensive enterprise. We refer to the following objective in the Development Plan where it is sought to ensure that such developments facilitate district heating:

**EDE7 Objective 2:** *To require that space extensive enterprise demonstrates the following:  
Measures to facilitate district heating or heat networks where excess heat is produced.*

It is noted that a number of existing businesses in Grange Castle Business Park are considered to be energy intensive, generating excess heat as a result thus having the capacity to provide for district heating. We refer to the following commentary included in the Development Plan:

*'The Council will progress energy masterplans for the existing business district at Grange Castle and Clonburris SDZ lands'.*

As the areas surrounding Grange Castle Business Park, such as Newcastle and Adamstown develop and expand, the growth of Grange Castle West can provide a sustainable heating option for homes and businesses in these areas, reducing reliance on fossil fuels and in turn reducing greenhouse gas emissions mitigating against the exacerbation of climate change. In this regard, development at the subject lands should make provisions to ensure that district heating can be facilitated, ensuring compliance with the Development Plan objectives to develop South Dublin County's sustainable energy grid.

#### **4.1.9 Climate Action**

Each chapter of the Development Plan includes a section which provides a Climate Action/Change Audit. This audit sets out to identify the source of greenhouse gas emissions in the County and seeks to provide the required measures to address these climate impacts. Each of the chapters with relevance to the development of the subject lands will be detailed throughout this section.

##### *Core Strategy*

In Chapter 2 - Core Strategy of the Development Plan one of these measures identified is to ensure 'the location of people and jobs in close proximity is promoted, especially when close to high-capacity public transport'. The subject lands are considered to be in close proximity to Newcastle situated to the south, Adamstown to the north and Clonburris SDZ to the northeast. Some of these areas are accessible by Dublin Bus Route Nos. 13 and 68 which pass by the entrance to the submission lands. It is noted however that there are no direct public transport connections between the subject lands and Adamstown and Clonburris SDZ. We note that it is an objective under EDE5 SLO2, a Local Objective of the Development Plan, to ensure the preparation of a Local Transport Plan should Grange Castle Business Park expand. It is considered that the preparation of such will ensure that the lands will be easily accessible by local employment ensuring the utilisation of sustainable transport methods and providing for a well-connected development.

##### *Transport*

In Chapter 7 - Sustainable Movement, the source of greenhouse gases originating from transport is identified as emissions coming from vehicles powered by petrol and diesel. The Development Plan seeks to ensure the sustainable development of the county, in doing so, shifting the population's reliance from fossil fuel powered cars to more sustainable transport methods inclusive of walking, cycling and public transport requires planning which ensures that these are viable options for those travelling to work or wishing to access various amenities and services. One way in which this can be done is through the enhancement of the public realm through the provision of attractive walking and cycling routes ensuring the safety of those who wish not to travel by private car. Additionally, providing frequent, reliable and well-connected public transport is also necessary in order to ensure the sustainable movement of the population of the County.

The measures identified to address climate impacts with regard to transport are listed below:

- *Implementing compact growth and sustainable movement and placemaking concepts in the planning and design of new development areas;*
- *Planning, design and implementation of major walking and cycling networks (for example, Cycle South Dublin, Grand Canal and Dodder Greenways);*
- *Implementation of permeability projects to facilitate active travel and connectivity to public transport;*
- *Active support for public transport projects;*
- *Design of streets and roads to prioritise active travel;*
- *Parking policies tailored to reflect land-use, location and public transport accessibility;*
- *Demand management measures such as car park charging regimes linked to public transport accessibility;*
- *Requiring mobility management plans for major developments;*
- *Promoting an increase in EV charging facilities.*

The subject lands are in close proximity to a number of settlements expected to grow in the coming years. The development of these lands incorporating well-considered design to support sustainable transport options is crucial in ensuring the County's sustainable transport development.

### *Economic Development and Employment*

In Chapter 9 – Economic Development and Employment of the Development Plan, sources of greenhouse gases originating from economic development are identified as emissions coming from industrial and commercial sectors' manufacturing processes, energy used in the heating and cooling of industrial and commercial buildings, transportation to and from work and the transportation of goods. Through the development of a green economy, the economic and employment development of the County can be achieved. Measures to achieve this involve careful planning with a focus on providing employment opportunities in proximity to residential developments. Additionally, well-designed employment developments with high-quality transport connectivity to wider areas can reduce the production of greenhouse gases from fossil fuelled cars, providing the opportunity for people to utilise cycling, walking and public transport. This modal shift is considered necessary to ensure the sustainable development of the economy within the County. Development should also provide a green network throughout the subject lands which respond to and integrate into the surrounding environment. With regard to the subject lands, we note the Grand Canal situated to the north which includes a greenway. In order to ensure proper integration with this greenway and to ensure a well-connected green network, development should provide for tree planting and high-quality green and blue infrastructure.

The measures identified to address climate impacts with regard to economic development included in the Development Plan are listed overleaf:

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- *Overarching policy to promote the use of renewable energy sources and reduce carbon emissions;*
- *Promotion of the green and circular economy;*
- *Sustainable transport and placemaking provisions supporting the compact growth approach;*
- *Promotion of labour-intensive employment to urban locations in proximity to public transport;*
- *Supporting enterprise that produces excess heat to enable district heating;*
- *Provision for standards to require tree planting and other Green Infrastructure elements on development sites to deliver carbon sequestration and promote better placemaking;*
- *Ensuring a sequential approach to retail development;*
- *The provision of co-location of workspaces to reduce trips and increase potential for creative working and cross collaboration;*
- *The promotion of greenways, loops and walking trails to encourage more active tourism within the County.*

We refer to EDE7 Objective 2 of the Development Plan which requires space extensive enterprise to demonstrate measures to facilitate district heating. The expansion of Grange Castle Business Park will involve the provision of industries which typically require a higher land use, these include technology and pharmaceuticals.

**EDE7 Objective 2:** *To require that space extensive enterprise demonstrates the following:  
Measures to facilitate district heating or heat networks where excess heat is produced.*

It is considered that through the provision of district heating, the Grange Castle West lands have the capacity to align with the measures as set out in the Development Plan to address climate impacts. Additionally, development on the lands would include high-quality green infrastructure to ensure a development which has considered the surrounding environment ensuring the protection of biodiversity and a well-connected green network.

A draft development option for the lands has been prepared by RKD Architects and is included in Section 5.0 of this report. The plans outline the subject land's capacity for economic and employment development which contribute positively to the surrounding and wider areas, providing employment in a sustainable manner.

## **4.2 Greater Dublin Area Transport Strategy 2022-2042**

The Greater Dublin Area Transport Strategy 2022-2042 replaces the previous Transport Strategy for the Greater Dublin Area 2016- 2035. The role of the Transport Strategy is to ensure the sustainable development of the Greater Dublin Area's (GDA) transport system, ensuring the

growing population has access to frequent, high-quality public transport. One of the main goals of the Strategy is to help to achieve Ireland's climate change mitigation goals with the following included with regard to this:

*'Under the Climate Action and Low Carbon Development (Amendment) Act 2021, emissions must reduce by 51% by 2030, setting a path towards a zero net-emissions scenario by 2050.'*

In order to assist in achieving this, the development of the GDA's public transport system will need to be developed further. The strategy has outlined the following main actions required for this:

- *Reducing the demand for travel;*
- *Increasing use of public transport, walking and cycling and a reduction in trips by car; and*
- *Conversion of the transport fleet to zero emissions vehicles.*

In achieving this, a review of national planning policy has been included to ensure a consistent and coherent approach to transport development. The overall aim of the Strategy is:

*'To provide a sustainable, accessible and effective transport system for the Greater Dublin Area which meets the region's climate change requirements, serves the needs of urban and rural communities, and supports economic growth'.*

Reference to Grange Castle is made in the Transport Strategy however there is no specific guidance on the development of transport to serve the area. Instead, we refer to Section 8.10 – Local Transport Plans of the Strategy which notes that the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) have developed a methodology to assess the opportunities and constraints for sustainable growth in an area. The Area Based Transport Assessment (ABTA) is used to ensure that transport planning and land use planning are aligned at the local level to ensure all opportunities for sustainable transport are maximised.

With regard to the development of local transport plans, the RSES sets out that work will be done with local authorities to prepare these plans for certain settlement area and development areas. Noting this, we refer to the following measure included in the transport strategy:

### **PLAN15 – Local Transport Plans**

*The NTA will promote and assist Local Authorities to develop Local Transport Plans based on the ABTA methodology, as part of the statutory plan-making process.*

There are a number of large residential developments planned for the area in the vicinity of the subject lands at Grange Castle West inclusive of Adamstown, Newcastle, Clonburriss SDZ as detailed in Section 5.0 of this report. It is considered however that the subject lands will require a

local transport plan in order to ensure that sustainable transport modes are used to access future development as there is no direct access between some of these areas and the subject lands. It is noted however that under the BusConnects network redesign that the site will be accessible to the south by the L56 Bus Route, running at an hourly frequency between the subject site and Newcastle, Clondalkin and Red Cow.

Although having a main focus on the provision of more sustainable transport methods involving the use and development of public transport, cycling and walking, the Strategy highlights the importance of converting the private car fleet to electric vehicles. Section 14.12 – Electric Vehicles of the Transport Strategy highlights the importance of encouraging this transition in manner which does not negatively impact on the overall strategy’s vision to promote more sustainable transport modes inclusive of public transport, walking and cycling. With regard to the encouragement of electric cars, we refer to the following measure as set out in the Strategy:

### **TM18 – Electric Cars**

*The NTA, TII and local authorities will facilitate the conversion of the private car fleet to electric in the following ways:*

- *Providing public charging points at key destinations such as public car parks, Park and Ride facilities, onstreet in town centres, and public parks;*
- *Ensuring that where car parking is proposed as part of new residential developments, provision is made for all spaces to be dedicated over time to electric cars with provision for charging infrastructure built-in from the outset;*
- *Providing significantly expanded electric car charging facilities at service stations on the road network, particularly the national road network; and*
- *Ensuring that charging infrastructure does not encroach on footpaths or otherwise compromise the free movement of pedestrians, cyclists and public transport.*

The Transport Strategy ensures that the region’s transport development is in keeping with sustainable development objectives, promoting a modal shift from the reliance on fossil fuels and private car to alternative options inclusive of walking, cycling and public transport. It is considered that the subject lands have the potential to provide for a development which is in keeping with the Strategy by providing for high quality, attractive and safe cycling and walking routes and through the preparation of a Local Transport Strategy, public transport options which improve accessibility to the immediate and wider area, reaching a higher employment catchment population.

## **4.3 Eastern and Midland Regional Spatial and Economic Strategy 2019-2031**

The Regional and Spatial Economic Strategy for the Eastern and Midland’s Regional Assembly (RSES) was published on 28th June 2019. It is a strategic plan and investment framework to shape

future development and to better manage regional planning and economic development throughout the Region to 2031 and beyond. It identifies regional assets, opportunities and pressures and provides appropriate policy responses in the form of Regional Policy Objectives. The RSES builds on the foundations of Government policy in Project Ireland 2040 and replaces the current Regional Planning Guidelines (RPGs).

The subject lands are situated on the South Western Corridor as identified by the RSES. Grange Castle Business Park is identified as lands to support the promotion of space intensive uses inclusive of high tech, manufacturing and research development a reference to the provision of public transport and access for the park. With regard to Employment Generation, we refer to the following commentary

*‘Outside the M50 ring there is potential to re-intensify older industrial estates such as Naas Road/Ballymount, brownfield lands in Tallaght/Cookstown and to provide for high tech and research and development employment at strategic employment hubs such as Dublin Enterprise Zone in Blanchardstown and Grangecastle Business Park, linked to improved bus connections’.*

The subject lands are appropriately situated as the nature of businesses which currently operate within Grange Castle Business Park and land intensive, requiring large plots of land which are not available within the M50 ring due to the density of these lands. Noting this, however, the lands are situated in between residential development to the south, Newcastle, to the north, Adamstown, and to the north-east, Clonburris SDZ. These lands are considered to be strategically located in this regard as the availability of land permits the further development of Grange Castle Business Park to the west while being served by a high catchment population in the immediate and wider areas.

The Metropolitan Area Strategy notes that it is expected for there to be 1.65 m people living within the metropolitan area by 2031. Regarding the subject site, it is noted that the short to medium term phasing of additional infrastructure is to provide additional public transport and access. By doing so, Grange Castle Business Park can continue to expand while ensure that this development can be facilitated by providing the necessary additional infrastructure required.



Figure 48.0 Dublin Metropolitan Area Strategic Plan.

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#### 4.4 Project Ireland 2040 National Planning Framework

The Project Ireland 2040 - National Planning Framework (2018) (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland up to 2040. The framework plan seeks more balanced and concentrated growth, particularly within the five major cities in Ireland and other large towns. The following target is outlined in relation to national growth:

*'We have five cities in Ireland today in terms of population size (>50,000 people): Dublin, Cork, Limerick, Galway, and Waterford. In our plan we are targeting these five cities for 50% of overall national growth between them, with Ireland's large and smaller towns, villages and rural areas accommodating the other 50% of growth.'*

The clear policy direction as outlined above, is to focus a significant proportion of population growth within the country's larger towns. South Dublin, as situated within the South West Corridor, is thus set to accommodate a proportion of this planned growth.

With regard to the subject lands, it is considered that the expansion of Grange Castle Business Park presents an opportunity to concentrate this growth on lands which are situated in an area that is well-connected, has a high employment catchment population and an already established number of businesses inclusive of technology and pharmaceuticals.

*'It will also require significant green-field development, on sites that can be integrated with the existing built-up area of the city and serviced by high capacity public transport, many of which are already designated as Strategic Development Zones (SDZs).'*

*'This requires a holistic approach to ensure that residential and employment development is served by transport, infrastructure and amenities. It also means ensuring that smaller scale opportunities for infill and brownfield development are realised.'*

The subject lands are in close proximity to Newcastle, Adamstown and Clonburris SDZ providing the future expansion of the Grange Castle Business Park access to a large workforce population. Additionally, the lands are well-connected in terms of transport with the M4, N4, M50 and N7 providing access.

The following policies as included within the National Planning Framework document are also considered to be of relevance in the context of the development of the subject lands:

**National Policy Objective 5**      *Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment, and prosperity.*

**National Policy Objective 11** *In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns, and villages, subject to development meeting appropriate planning standards and achieving targeted growth.*

Regarding the above, it is considered that the expansion of Grange Castle Business Park will strengthen the economic and employment development of South Dublin County within an area that is easily accessible and within close proximity to the national road network. It is noted that the proposal will aid in creating additional jobs at this location as well as the creation of a more people-centred environment, which is consistent with the objectives of the National Planning Framework.

### 5.0 Grange Castle West Masterplan

RKD Architects have prepared a draft masterplan for the Grange Castle West lands. This masterplan responds to South Dublin County Council’s vision for the lands, involving a design which incorporates connections to future transport routes inclusive of a connector road from the N7 to the south and the N4/M4 to the north as well as a through road from the east to the west of the site. Additionally, we note the connection between the subject lands and the lands to the north of these where a connection can be facilitated. High-quality landscaping and tree planting will be provided for through the subject lands to ensure a development which is considerate of its surroundings, enhancing the green infrastructure network.



Figure 49.0 Draft masterplan for Grange Castle West.

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Further details on the proposed masterplan are detailing in the following sections.

## 5.1 Block Details

### Height

The masterplan has been prepared to ensure compliance with Development Plan objectives and policies. Although the submission lands are not within the flight paths or within the public safety rings of Baldonnel Airport situated c. 2.7 km to the south-east and Weston Airport situated c. 3.7 km to the north-west of the submission lands, consideration has still been had to ensure there are no negative impacts on these airports, ensuring public and aviation safety.

The height strategy for the masterplan is to maintain a low-rise nature throughout with height typically comprising one and two-storeys with increased heights between three and five storeys at locations which are not considered to be sensitive inclusive of corner sites and sites situated within the centre of the masterplan lands. The varying heights throughout the masterplan are considered to provide visual interest and reduce the perceived massing of the overall development lands.

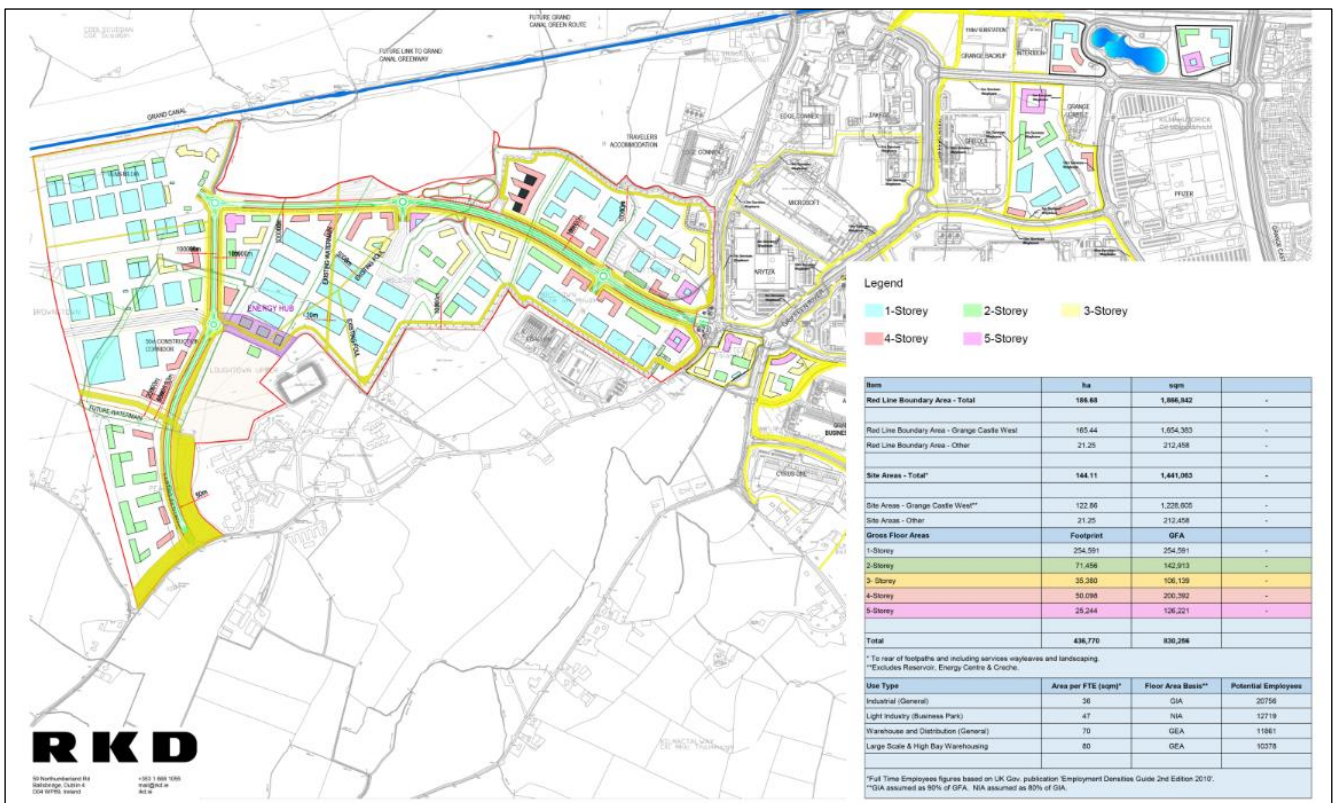


Figure 50.0 Height strategy of Grange Castle West masterplan.

*Block Structure*

The overall structure of the masterplan includes arterial roads throughout the site from the east to the southwest. These routes are kept to a minimum to ensure that permeability throughout the blocks is maintained for pedestrian access, ensuring a proposal which provides for safe mobility. There is a clearly defined urban edge to ensure a well-defined, considered, and coherent overall development.

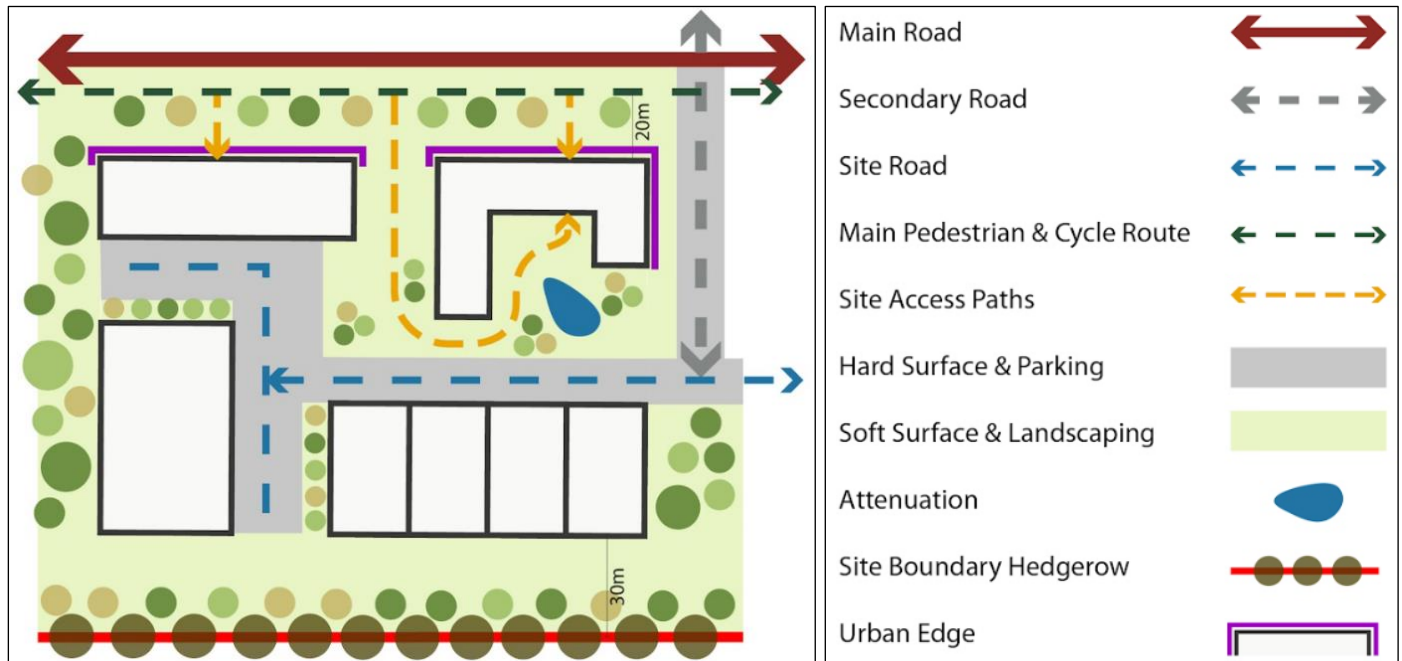


Figure 51.0 Block structure of draft masterplan.

*Areas*

An estimate of floor area depending on the densities of development proposed has been prepared and is to be read in conjunction with the masterplan. Additionally, these estimations provide insight on the footprint of each of the proposed structures depending on height. This is detailed in Figure 52.0

Gross Floor Areas	Footprint	GFA	
1-Storey	254,591	254,591	-
2-Storey	71,456	142,913	-
3- Storey	35,380	106,139	-
4-Storey	50,098	200,392	-
5-Storey	25,244	126,221	-
<b>Total</b>	<b>436,770</b>	<b>830,256</b>	

Figure 52.0 Gross floor areas of development at varying densities.

## 5.2 Landscaping

The landscape masterplan prepared for the subject lands provides for a number of interventions prior to the establishment of businesses operating within Grange Castle West. It is proposed to provide SuDS throughout the site to ensure a development which is permeable, mitigating pluvial flooding as a result of development. Landscaping works have taken place towards the entrance of the site, as well as throughout including the construction of an attenuation lake featuring three levels of water with habitat planting zones inclusive of aquatic planting, dry planting and wet woodlands.

The perimeter of the subject lands have been provided with a boundary treatment berm typically 2 metres high and c. 10 metres wide with a 3 metre high berm of c. 15 metres in width used where additional early screening is required, protecting existing amenity and feature planting to provide a natural look.

Hedgerows along the Tobermaglugg stream have been retained as bat corridors and have been filled in gaps with new native hedgerow planting and native trees. A 10 metre buffer zone will be created on either side of the stream and other important wildlife corridors and will be planted as riparian buffer zones. Additionally, scrub woodland planting has been provided to the rear of the entrance area and at certain hedgerow junctions. The landscaping masterplan has been prepared to ensure compliance with Development Plan guidance, providing for an overall development which ensures the protection of the existing natural amenity of the site and ensuring the provision of a high quality green and blue infrastructure network.

The landscaping masterplan also provides amenity space to future occupants of the site. Throughout, it is proposed to provide for seating and picnic areas, of consistent materials and colours providing a sense of consistency and coherence throughout the subject lands. Additionally, the site will include gym equipment and a looped exercise circuit.

Figures 53.0 to 57.0 provide extracts of the landscape masterplan as well as images of the landscaping works at the subject lands so far.

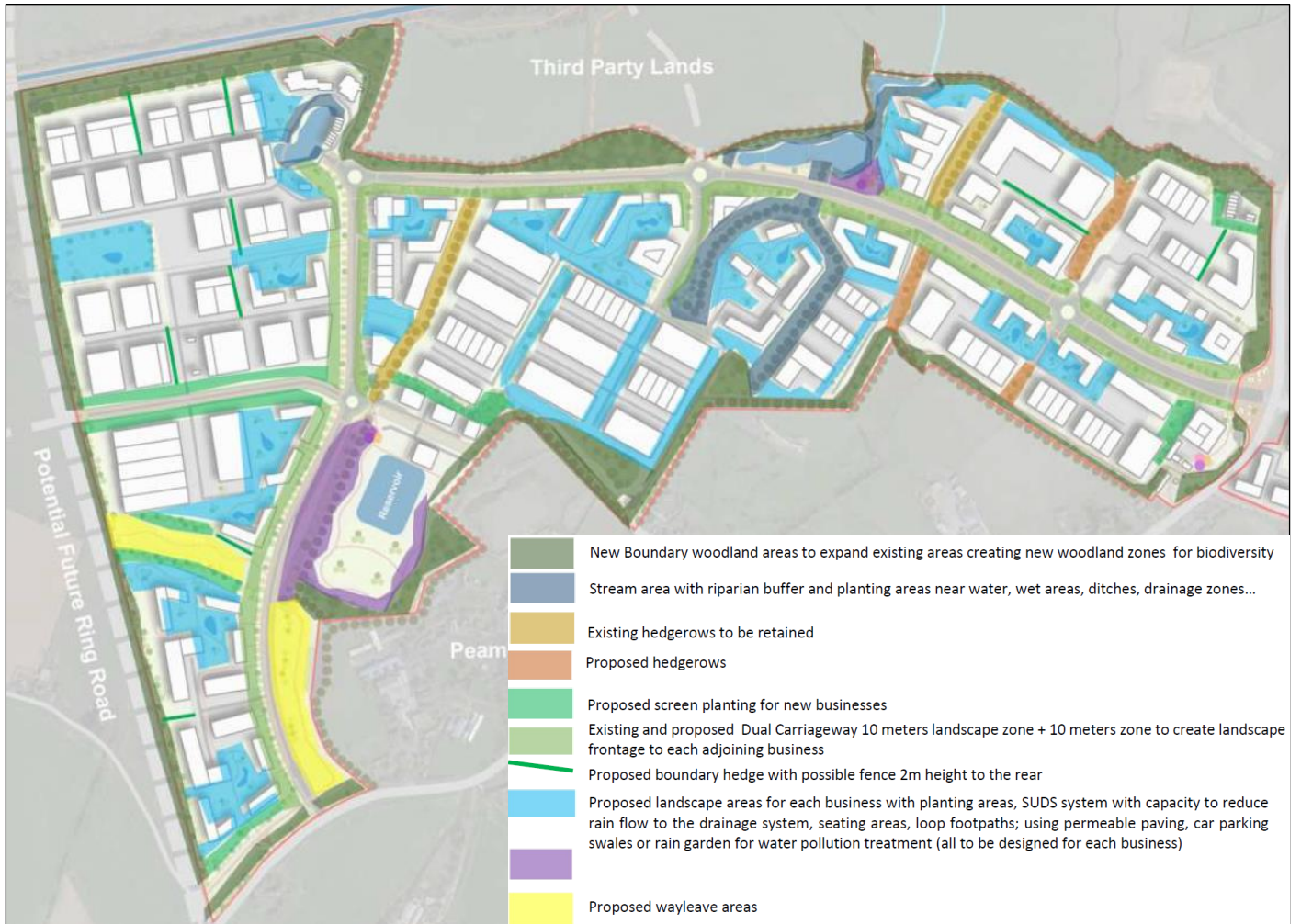


Figure 53.0 Landscape masterplan of subject lands.

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Figure 54.0 Landscaping details of Grange Castle West.



Figure 55.0 Landscaping details of Grange Castle West.

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Figure 56.0 Landscaping details of Grange Castle West.

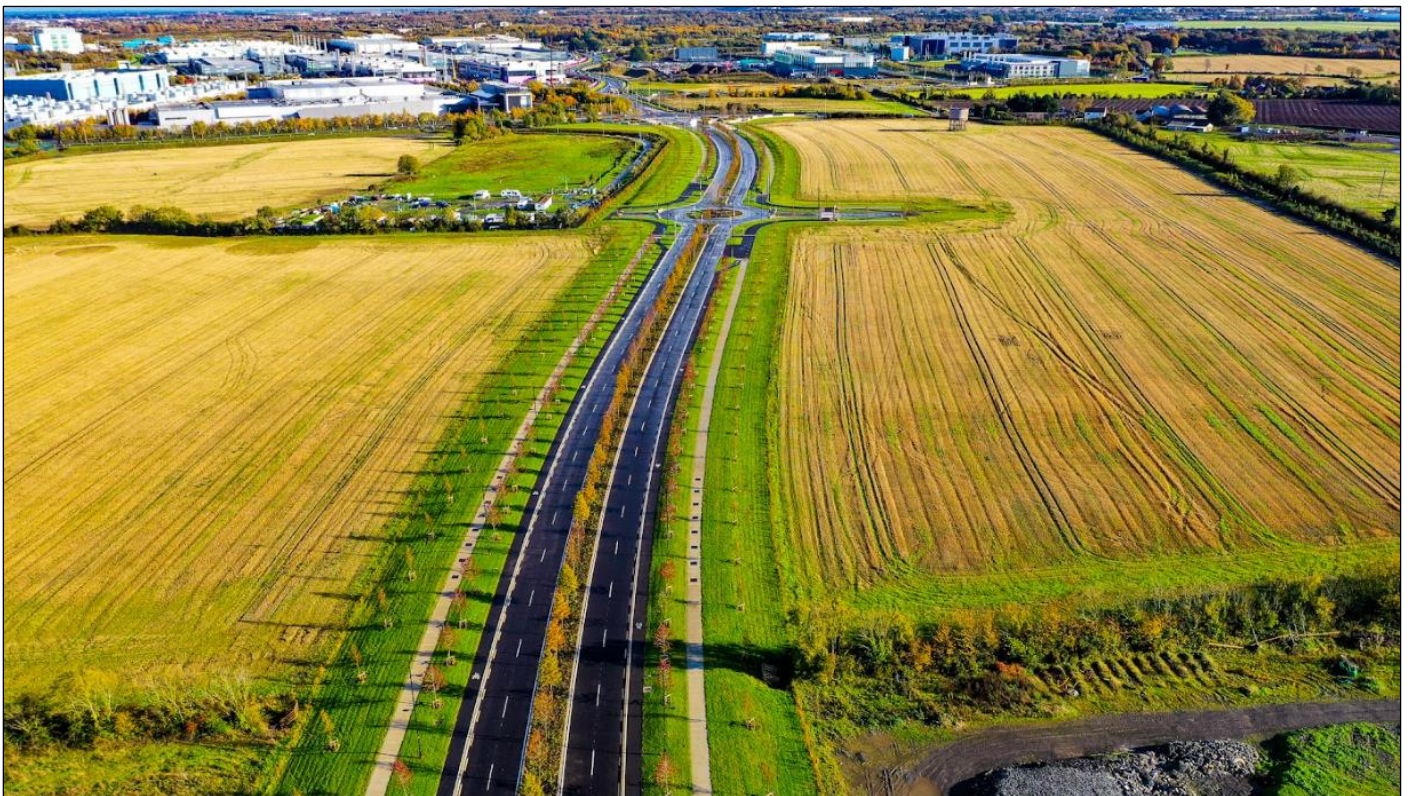


Figure 57.0 Landscaping details of Grange Castle West.

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### 5.3 Engineering – Attenuation and SuDS

Clifton Scannell Emerson Associates have prepared a services overview of the subject lands including details of Attenuation and Sustainable Urban Drainage Systems. Regarding stormwater runoff, we note the following attenuation interventions to ensure that stormwater is managed in a controlled manner before entering into the Tobermaclugg Stream:

*‘All storm water runoff generated from the GCW Access Road scheme footprint discharges into a attenuation lake prior to discharging downstream, in a controlled manner, into the existing Lucan (Tobermaclugg) stream which flows in a south to north direction prior to discharging into the River Liffey. In order to maintain the ecology of the stream, the existing flow rates of the stream are being maintained through the attenuation lake using flow control devices.’*

In this regard, the proposal demonstrates compliance with Development Plan objectives regarding the sustainable management of water. Additionally, each of the developable land plots should ensure the provision of water management which is compliant with the Development Plan for sustainable water management. In this regard, we refer to commentary prepared by Clifton Scannell Emerson Associates:

*‘It should be noted that each of the proposed developable land plots in GCW will be required to attenuate surface water run off in accordance with QBar (Greenfield run off)’.*

Through the provision of these Sustainable Urban Drainage Systems, the development of the subject lands will provide for efficient mitigation efforts against flooding while ensuring the protection of the blue infrastructure network of the County.

### 5.4 Employment

Various uses of the subject will provide for varying job creation. A draft employment density has been prepared and is included in Figure 57.0 of this report. These estimates state that the lands have the capacity to provide for between 10,378 and 20,756 employees for uses inclusive of industrial, light industry, warehouse and distribution and large scale and high bay warehousing.

Use Type	Area per FTE (sqm)*	Floor Area Basis**	Potential Employees
Industrial (General)	36	GIA	20756
Light Industry (Business Park)	47	NIA	12719
Warehouse and Distribution (General)	70	GEA	11861
Large Scale & High Bay Warehousing	80	GEA	10378

Figure 57.0 Details of employment depending on use type of Grange Castle West.

In this regard, the subject lands have the capacity for high density employment creation helping to develop the county's economic development while providing jobs to the immediate and wider areas.

## **5.5 Lighting Layout**

Clifton Scannell Emerson Associates have prepared an engineering overview of the masterplan which provides details of public lighting noting that:

*'Each public lighting column contains two LED lantern heads which are secured to the pole at different heights so that both the parks footways/cycle track and carriageway surfaces are illuminated simultaneously. The public lighting system is also cognisant of its surrounding environs where baffles have been strategically installed to ensure existing bat foraging corridors are maintained'.*

The lighting layout of the subject lands are in keeping with South Dublin County Council's Public Lighting Specification ensuring future development is of high quality and compliant with the vision of the lands as set out in the Development Plan to provide for a well-designed and sustainable development.

## **5.6 Ecology**

An ecology report has not yet been prepared however this section will be updated once this has been completed.

## **6.0 Conclusion**

The subject lands present an opportunity to have a significant positive impact on South Dublin County's economic and employment development, ensuring that local and wider populations are provided with employment opportunities. The preparation of this document outlines the requirements for the further development of Grange Castle West to follow to ensure a development which is consistent with the sustainability objectives as outlined in the South Dublin Development Plan 2022-2028.

## Appendix A – Full Planning History of Subject Lands

**Reg. Ref. SD08A/0039** *Planning permission granted by South Dublin County Council on 14th March 2008 for the construction and operation of a bus garage for the parking, maintenance and servicing of buses.*

The application was subject to a third-party appeal to An Bord Pleanála under ABP Ref. 228538. The Board upheld the decision of the Council and on 18th September 2008 ordered a grant of permission.

**Reg. Ref. SD08A/0630** *Planning permission granted by South Dublin County Council on 11th December 2008 for alterations to Reg. Ref. SD06A/0527 and SD07A/0102 including a revised gate house design, new pedestrian turnstile access and pathway, revise bus shelter and parking layout.*

**Reg. Ref. SD07A/0102** *Planning permission granted by South Dublin County Council on 15th May 2007 for alterations to Reg. Ref. SD06A/0527 including reconfiguring building layout.*

**Reg. Ref. SD06A/0527** *Planning permission granted by South Dublin County Council on 26th September 2006 for demolition of existing dwelling and associated farm outhouse and construction of headquarters offices.*

**Reg. Ref. SD04B/0109** *Planning permission and retention permission granted by South Dublin County Council on 13th August 2004 for the construction of a detached double garage adjacent to existing dwelling.*

Pfizer, Grange Castle

Reg. Ref.	Description	Final Grant Date
S00A/0455	Construction of a bio-technology campus comprising three-storey laboratory building of c. 15,000 sq.m, three-storey secondary production, packing building of c. 36,000 sq.m, five-storey production building of c. 27,300 sq.m, five storey development building of c. 26,000 sq.m, two storey warehouse and material management building of c. 14,000 sq.m and two storey utilities building of c. 5,800 sq. m.	21st September 2000
S01A/0205	Alterations to Reg. Ref. S00A/0455 including extension to utilities building and three-storey extension to administration and laboratory building.	21st June 2001

S01A/0790	Alterations to Reg. Ref. S00A/0455 including a three-storey extension to product development building, a reduced footprint and floor area of product development building and revised elevations to link spine building.	14th March 2002
SD03A/0247	Retention and upgrade of temporary construction warehouse as a warehouse and associated link structure.	31st July 2003
SD03A/0643	Site signage, new lobby and alteration to employee entrance.	26th November 2003
SD04A/0658	Construction of 5 no. flagpoles at main entrance and revised signage.	26th November 2004
SD06A/0111	Alterations and extension including a three-storey extension to product development building with revised elevations.	25th May 2006
SD07A/0308	Alterations to Reg. Ref. S00A/0455 and S01A/0790 including recycling facility and an enclosed yard.	31st July 2007
SD17A/0192	Construction of a single-storey modular laboratory extension and conversion of existing temporary construction related car park to permanent car park of 220 spaces.	18th September 2017
SD18A/0004	Construction of an internal mezzanine.	6th April 2018
SD21A/0346	Provision of new external freezer plan platform structure, single storey stores building and external data centre unit	13th July 2022
SD21A/0364	Replacement of existing signage.	10th August 2022

#### Grifols, Grange Castle

Reg. Ref.	Description	Final Grant Date
SD13A/0186	Construction of a warehouse, distribution, packaging and logistics building over two floors with a 3 storey administration and laboratory building with a total floor area of c. 22,800 sq.m.	9th December 2013
SD15A/0243	Retention and completion of amendments to Reg. Ref. SD13A/0186 including increase area of cooling pods and minor increase to parapet levels and roof profile of cold room storage warehouse.	16th November 2015
SD15A/0352	Addition of signage.	1st March 2016
SD16A/0250	Construction of a three-storey production and filling facility, two-storey central utility building, single-storey boiler building, external services yard, single-storey glazed link corridor and additional 90 car parking spaces.	17th October 2016

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SD17A/0402	Alterations to Reg. Ref. SD16A/0250, SD13A/0186 SD15A/0243 and SD15A/0352 including relocation of part of the north boundary fence, proposed feature trees, pedestrian gate and alterations to production building.	20th February 2018
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Microsoft, Grange Castle

Reg. Ref.	Description	Final Grant Date
SD13A/0143	Construction of a single-storey data centre with gross floor area of c. 35,000 sq.m.	23rd October 2013
SD13A/0265	Alterations to Reg. Ref. SD13A/0143 including revised height of flues.	24th March 2014
SD14A/0194	Alterations to Reg. Ref. SD13A/0265 to include a reduction in the gross floor area to 21,350 sq.m and construction of an administration area with office space and additional 6 no. buildings totalling 28,383 sq.m.	19th December 2014
SD15A/0343	Alterations to Reg. Ref. SD15A/0343 replacing previously permitted 6 no. buildings and construction of 2 no. single-storey data centres, heat dispersal infrastructure and provision of a total of 257 no. car parking spaces.	23rd February 2016
SD16A/0088	Demolition of existing vacant house and outbuildings, diversion of Baldonnel Stream, construction of 4 no. single-storey data centres with offices and 160 no. additional car parking spaces.	13th June 2016
SD20A/0283	Demolition of existing single-storey vacant house and associated buildings, construction of a 1-4 storey central administration building and 2 no. two-storey data centres. The total gross floor area of the development will be 59,766 sq.m.	10th May 2021
SD21A/0203	Alterations to Reg. Ref. SD20A/0283 including alterations to building footprint and floorplans of previously approved buildings.	20th December 2021

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## Takeda, Grange Castle

Reg. Ref.	Description	Final Grant Date
SD02A/0554	Construction of a bulk pharmaceutical plant consisting of the construction of a two-storey administration and laboratory building of c. 1125 sq.m, five-storey production building of c. 5499 sq.m, utility building of c. 716 sq.m, single-storey product/raw material warehouse of c. 634 sq.m and single-storey liquids drum storage building of c. 360 sq.m.	6th January 2003
SD05A/0452	Ground level signage.	27th September 2005
SD09A/0467	Two-storey extension to administration building.	18th March 2010
SD09A/0466/ABP Ref. 236228	Construction of a two-storey modular office building.	24th June 2010
SD09A/0112	Two-storey extension linked to administration building with entrance hall to accommodate a workshop, toilet facilities office and canteen.	23rd June 2009
SD13A/0107	Construction of a 257 sq.m extension to the existing warehouse and 10 no. visitor car parking spaces and 26 no. staff car parking spaces.	3rd September 2013
SD16A/0044	Construction of a 254.32 sq.m extension to drum store.	23rd May 2016
SD17A/0019	Construction of single-storey pharma production facility, two-storey plant room, single-storey electrical building, external utility yard and 37 no. car parking spaces.	8th May 2017
SD17A/0118	2 no. illuminated company logo signs.	12th July 2017
SD17A/0354	Construction of a two-storey biopharma production facility, single storey electrical building, external utility yard, single storey pump house and 81 no. car parking spaces.	15th January 2018
SD17A/0388	Alterations to SD17A/0019 including of the removal of escape stair, re-arrangement of store areas, removal of pump house and re-arrangement of perimeter fencing.	30th January 2018
SD18A/0092	Alterations to SD17A/0354 including increase of total main building floor area, elevation alterations, relocation of electrical building and reduction of car parking spaces.	25th June 2018

SD18A/0169	Construction of new single-storey electrical building, external utility yard and fuel storage tank.	20th August 2018
SD20A/0147	Construction of two-storey biopharma production facility, single-storey administration extension and 48 no. car parking spaces.	16th November 2020
SD22A/0303	Construction of a volatile organic compound abatement system.	17th October 2022