

**AVIATION SAFETY ASSESSMENT REPORT  
[ADDITIONAL INFORMATION]**

**RE  
WAREHOUSE ON SITE 'C' AT  
COLLEGE LANE, GREENOGUE  
RATHCOOLE  
COUNTY DUBLIN**

**FOR  
PLANNING APPLICATION  
BY  
JORDANSTOWN PROPERTIES LIMITED**

**SOUTH DUBLIN COUNTY COUNCIL  
PLANNING REG. REF. NO.: SD21A/O200**

**OCTOBER 2021**



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**O'DWYER & JONES DESIGN PARTNERSHIP  
AVIATION PLANNING & ARCHITECTURE CONSULTANTS  
28 LEESON PARK • DUBLIN 6 • TEL.:353-1-498 1893 [FAX:353-1-496 4410]**

Aviation Safety Assessment - 29<sup>th</sup> October 2021

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**1. Purpose of this Report**

1.1 This report addresses the aviation impact of a proposed warehouse development for Jordanstown Properties Ltd. at College Lane, Greenogue, Rathcoole, for which the South Dublin County Council planning register reference no. is SD21A/0200.

1.2 In particular this report addresses the following items of Additional Information requested by South Dublin Planning Department on 9<sup>th</sup> September 2021:

"8. An objection was received from the DOD regarding the following:

- (1) The proposed development with a height of 23.7m AGL is located within the 2km Zone for Casement Aerodrome.
- (2) The proposed development penetrates the upper limit of the 2km Zone by 2.3 meters.
- (3) The proposed development is located at 1.85km at its nearest point from Casement Aerodrome ARP.

"The applicant is requested, by way of additional information, to confirm if the points raised in the objection received from the DOD can be satisfactorily addressed within an appropriate report."

1.3 This report also assesses all other aviation-related issues which might affect the site, including all relevant ICAO [Annex 14] 'Obstacle Limitation Surfaces'.

## 2. Description and Zoning of the Site

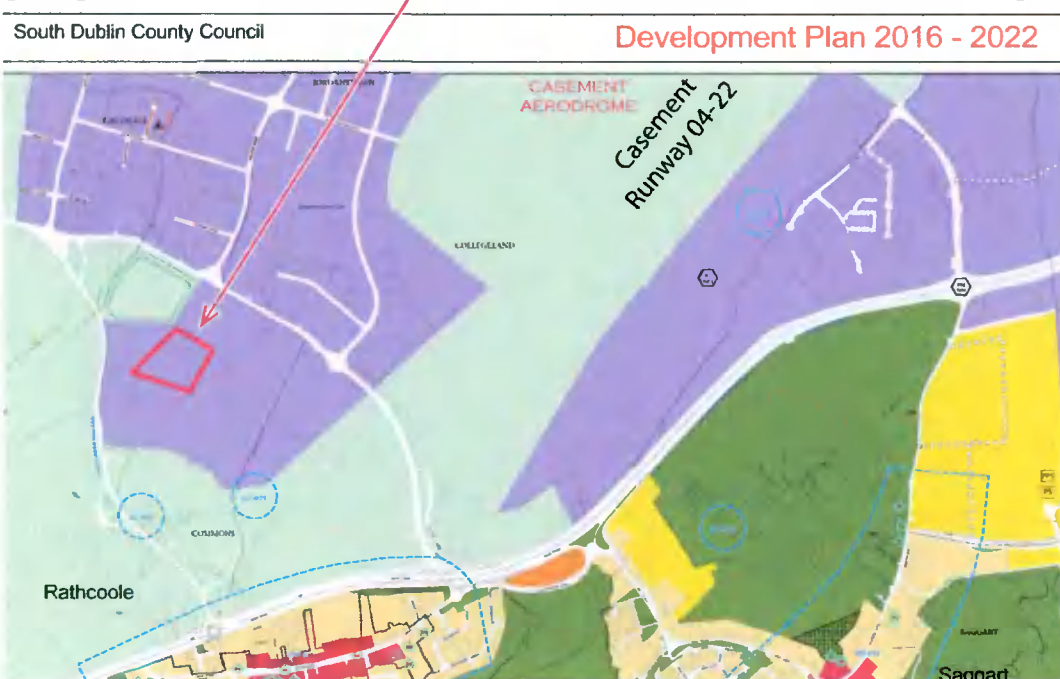
### 2.1 Site Description:

The site, of area 2.7 hectares (*outlined in red on the aerial photo below*), is within Aerodrome Business Park, Rathcoole, County Dublin. It lies to south-west of Threshold 04 at Casement Aerodrome, and under the Inner Horizontal Surface of the aerodrome. The ground elevations on the site vary from 98.2m OD to 102.6m OD, with the proposed Warehouse ground floor level at 99.4m OD (i.e. at 2.2m higher than the Threshold of Casement Aerodrome's Runway 04).



### 2.2 Zoning:

In the current South Dublin County Council Development Plan 2016-2022, the Aerodrome Business Park (which includes this site) is zoned 'Objective EE: To provide for enterprise and employment related uses' (in which 'Warehousing' is 'permitted in principle'). The site is outlined in red below on an extract from the 2016-2022 Plan Map 8.



### 3. Relevant Development Plan Paragraphs

- 3.1 Paragraphs in the South Dublin County Council Development Plan 2016-2022 of particular relevance to the "2km Zone" [referred to in the Development Plan, and previously by the Department of Defence, as the "Inner Zone"] are shown below.
- 3.2 These include, within Section 7.8.0 'Aerodromes & Airport' on page 136 of the Plan, references to the principal ICAO Obstacle Limitation Surfaces (including Approach, Transitional, Inner Horizontal, and Conical Surfaces), and include, within Section 7.8.1 'Casement Aerodrome' on page 138, "IE8 Objective 5" which specifically refers to the "Department of Defence Inner Zone" and states that this Zone is "**delineated on Development Plan Index Map**" (with similar text, including same definition of the Zone's location, repeated on p.230 of the Plan).

#### SOUTH DUBLIN COUNTY COUNCIL DEVELOPMENT PLAN 2016 - 2022

Obstacle Limitation Surfaces of the International Civil Aviation Organisation's (ICAO) 'Annex 14' are:

- Approach Surfaces: long wedge-shaped funnels, leading to the end(s) of each runway.
- Transitional Surfaces: to both sides of each runway and approach surface, mostly contained within the aerodrome itself.
- Inner Horizontal Surface: a large race track shaped or circular area above an aerodrome.
- Conical Surface: a large rising 'rim' area just outside the Inner Horizontal Surface.

The main Obstacle Limitation Surfaces for each instrument runway are mapped on the County Development Plan Map Index.

Casement Aerodrome, being a military aerodrome, does not fall under the control of the Irish Aviation Authority but the ICAO Standards and Recommended Practices are applied as policy by the Department of Defence at Casement Aerodrome.

Additionally, the Department of Defence applies two further restricted areas of its own, a circular 'Inner Zone' of 2km radius, and a 'Security Zone' more closely aligned with the flight strips, which are the areas around the runways.

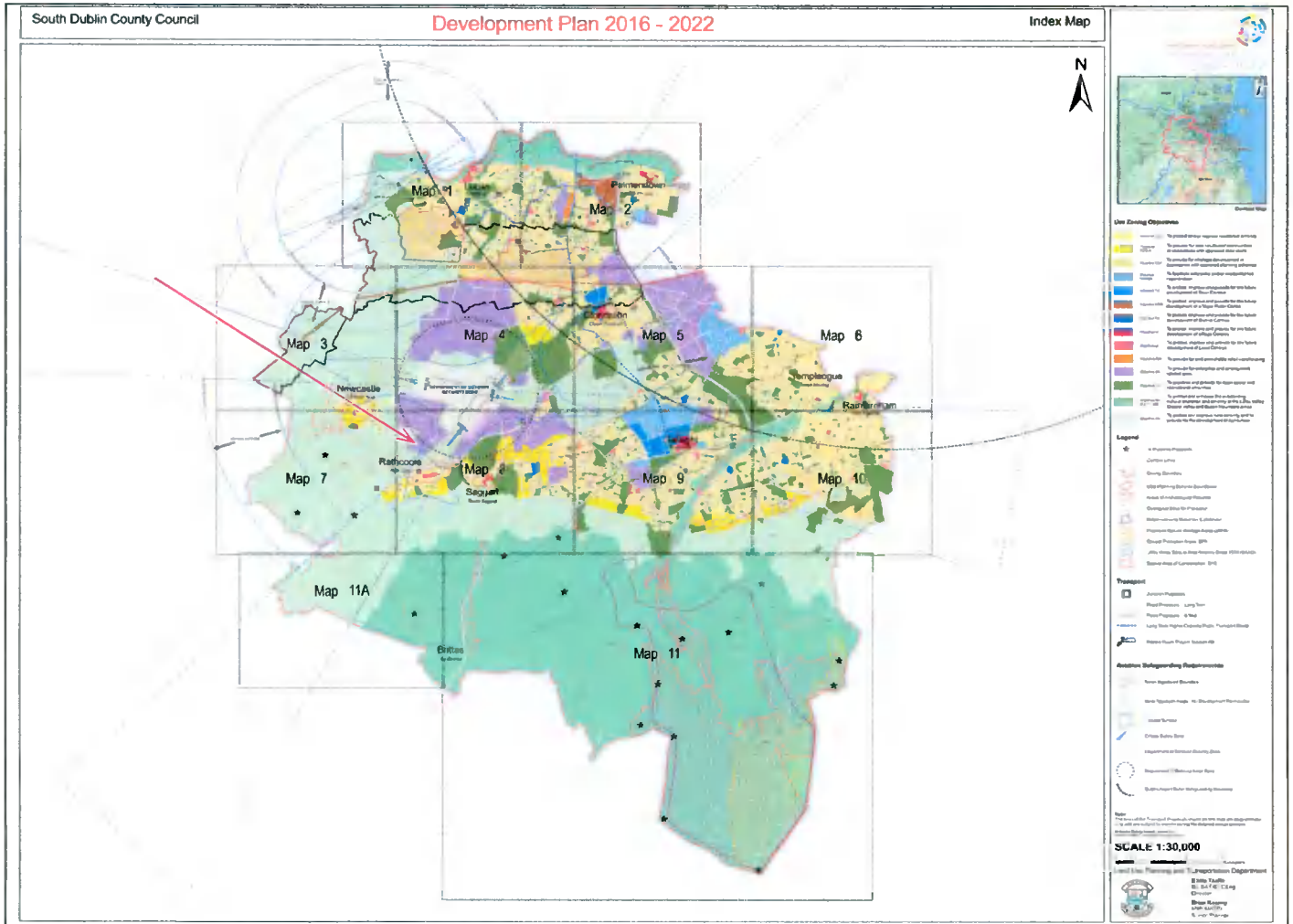
As such, in the instance of Casement the following is mapped (in addition to the Obstacle Limitation Surfaces):

- Department of Defence Security Zone and
- Department of Defence Inner Zone Limit.

#### IE8 Objective 5:

Within the Department of Defence Inner Zone (delineated on Development Plan Index Map), in addition to the Obstacle Limitation Surfaces for the Aerodrome, no buildings or structures exceeding 20m in height above ground level should be permitted except where specifically agreed following consultation with the Department of Defence that the proposed development will not affect the safety, efficiency or regularity of operations at the aerodrome.

3.3 The S.D.C.C. Development Plan Index Map referred to in IE8 Objective 5, which provides the defined location of the Department of Defence “Inner Zone” [also called by DoD “the 2km Zone”] is illustrated below, with the ‘Site C’ location indicated by a red arrow. This Index Map shows the outline of the “Inner Zone”/“2km Zone” and it also outlines relevant Obstacle Limitation Surfaces including Approach and Inner Horizontal Surfaces.



3.4 An enlargement of part of the SDCC Index Map which includes “Site C” along with the Index Map’s outline of the “Inner Zone”/ “2km Zone” is shown on the following page.

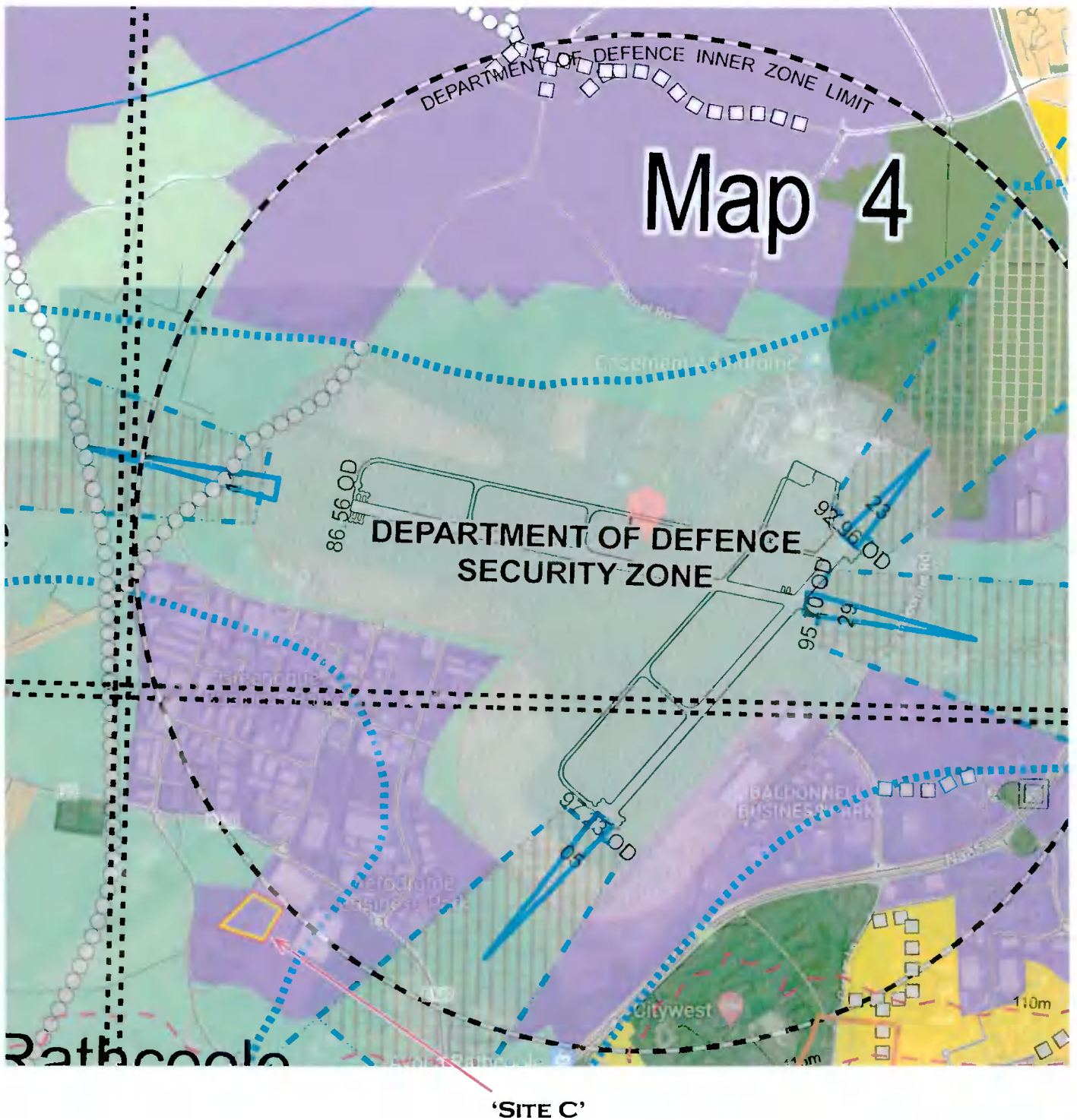
*Note 1:* In relation to the Casement runway designations included in the current Development Plan 2016-22, it should also be noted that, as of February 2019, Casement’s runways have been **redesignated 10/28 & 04/22** (rather than 11/29 & 05/23 as they were referred to previously).

*Note 2:* Much of the information concerning aviation & aerodromes in the SDCC Development Plan (including that for Casement military aerodrome) has been provided by our own firm as aviation consultant to SDCC.

4. Assessment of 'Site C' in Relation to Casement's "Inner Zone" / "2km Zone"

4.1 Development Plan Index Map:

Below is an extract from the current (2016-2022) Development Plan Index Map, on which the "Department of Defence Inner Zone Limit" is marked. This map is shown below superimposed onto the current aerial photograph of Casement Aerodrome and its surroundings, and the 'Site C' location is identified in a red+yellow outline. It can be clearly seen that 'Site C' lies wholly outside the Department of Defence "Inner Zone" circle (also referred to as "the 2km Zone").



#### 4.2 2009 Mott MacDonald "Inner Zone" Map

Below is an extract from the digital map drawn by Mott MacDonald Engineers (of Croydon), which also appears on page "1-3" of their "Review of Policy at Casement Aerodrome" dated January 2009. This map was presented to SDCC by the Department of Defence in 2009, for the purpose (among others) of defining the exact extent, location, and "limit" of the "Department of Defence Inner Zone" of 2km radius. The "Inner Zone" included in the South Dublin Development Plan Index Map of 2016-2022 is in this exact location (see preceding page 5).

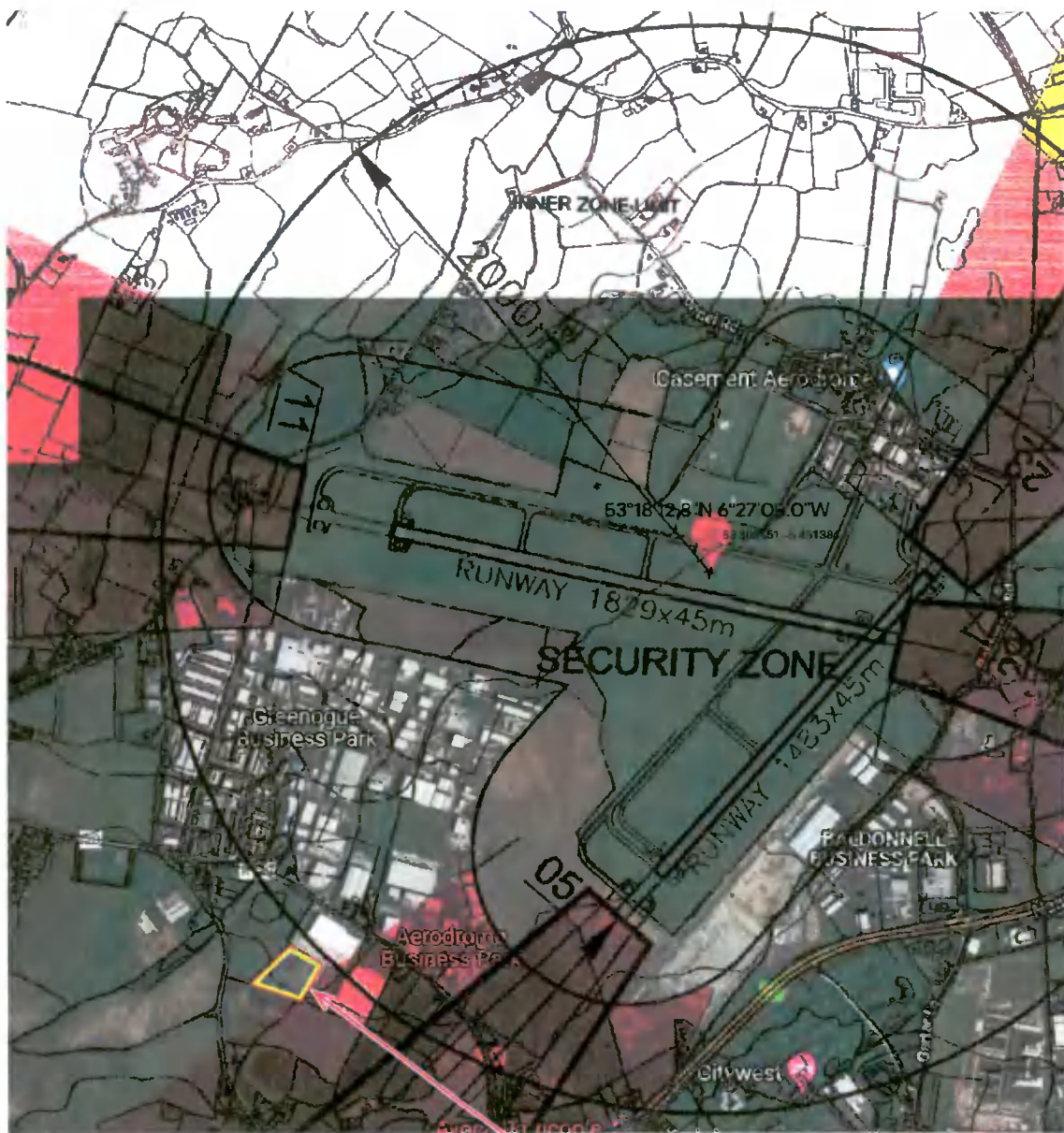
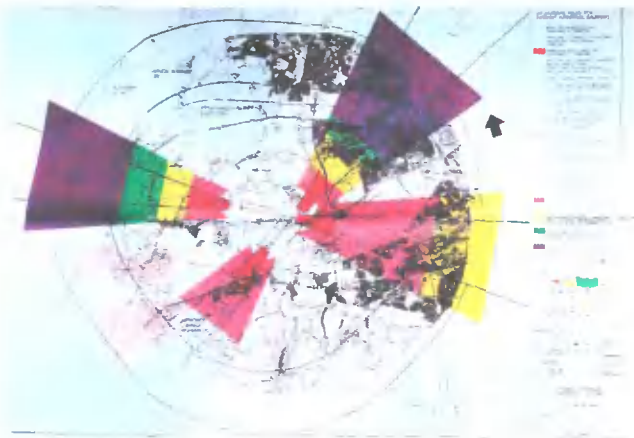
Again, this map is shown here superimposed onto a current aerial view, along with the coordinates of the Inner Zone's centre, at N 53° 18' 12.8", W 06° 27' 05.0" (the point of the red pin). And again, it can be clearly seen that 'Site C' (outlined in red+yellow) lies wholly outside the Mott MacDonald "Inner Zone" 2km circle.



4.3 2004 F. Snow & Ptnrs Map:

The map (shown opposite >) – prepared by F. Snow & Partners Engineers (London) – was provided by the Department of Defence to S.D.C.C. in April 2004, for the purpose of defining a revised “Inner Zone Limit”.

An extract from this map – which included field boundaries – is shown below, superimposed onto the current aerial photo of the same area. It can be seen, without doubt, – from the Department of Defence’s own map – that ‘Site C’ (outlined in red+yellow) lies wholly outside this “Inner Zone”.



‘SITE C’



#### 4.4 Summary with Regard to the "2km Zone"/ "Inner Zone" and items 8(1) and 8(2) of the Additional Information requested by SDCC

It can be clearly seen from the superimposed drawings (on the three previous pages, in sections 4.1, 4.2 & 4.3), – which include the Department of Defence's own drawing which defined the location of this Zone – that the proposed development, and the entirety of the 'Site C' land, lies entirely outside the Department of Defence "Inner Zone" at Casement Aerodrome (also called "the 2km Zone").

- 4.5 The centre of the "Inner Zone" (as drawn on the Index Map, and as also shown on the Department of Defence's own map of 2004 which defined its location) is at coordinates N 53° 18' 12.8", W 06° 27' 05.0". The corner of the proposed warehouse development nearest to the "Inner Zone" circle (its north-east corner) is at N 53° 17' 25.6", W 06° 28' 22.9". The distance between these coordinates is exactly 2,052 metres.  
Consequently the proposed building is NOT within the "2km Zone"/"Inner Zone".

- 4.6 Accordingly, re **Item 8(1)**:  
The Department of Defence is **not correct** in claiming that –  
*"The proposed development with a height of 23.7m AGL is located within the 2km Zone for Casement Aerodrome."*

- 4.7 And re **item 8(2)**:  
The Department of Defence is **not correct** in claiming that –  
*"The proposed development penetrates the upper limit of the 2km Zone by 2.3 meters."*

- 4.8 **Re Item 8(3)**:  
As noted in para. 4.5 above, **the proposed development is located at just over 2.05km** (at its nearest point) from the Reference Point defined by the Department of Defence –  
(i) as the Aerodrome's then Reference Point (in November 1999), and  
(ii) as the Reference Point for the centre of Casement Aerodrome's "Inner Zone" of 2km radius (which was notified to SDCC in April 2004).

*Note:* Since 1999, Casement Aerodrome's "Aerodrome Reference Point" [ARP] has been defined in 3 different locations\* on the airfield, and there is current uncertainty as to its location [which is stated in Casement's *Aerodrome Data* text as being "North of Midpoint RWY 10/28" but with quoted coordinates at "West of Midpoint Rwy 10/28"]

\* 1979 & 1989: Casement's ARP shown on Charts & defined to be at 53°18 06N, 06°27 05W;  
1999: Casement's ARP defined (in DOD Cmt Review of Policy) as at 53°18 13N, 06°27 05W;  
2015 & 2019: Cmt ARP omitted from Charts, and 2 locations stated incl. 53°18 11N, 06°27 19W.

*[See further details of these Aerodrome Reference Point changes in para 4.9 on the following page.]*

In any event, it is not a planning consideration as to whether or not the proposed development is located at 1.85km (or otherwise) from Casement Aerodrome's recently relocated ARP. The only planning consideration is that it lies beyond 2.05km from the defined centre of the "Inner Zone" in the Development Plan.

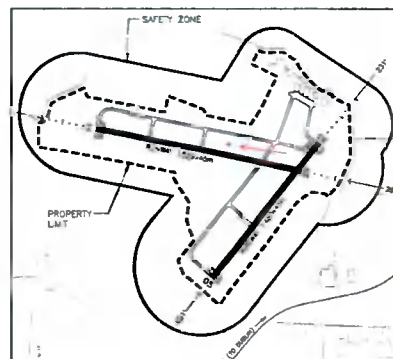
#### 4.9 Historical Notes in regard to changes to the "Department of Defence Inner Zone" and to Casement's "Aerodrome Reference Point"

The Inner Zone at Casement Aerodrome is not a standard aviation requirement. It is arbitrary in its building height limit, in the location of its centre, and in its radius, and it has nothing to do with ICAO obstacle height limitations, which relate to elevations-OD (/AMSL) and not to an arbitrary height above local ground level.\*

[\* *Note:* The assessment of obstacles in relation to local ground level (as opposed to elevation/s above sea level) is ill-advised where there is undulating terrain (as there is in South Dublin).]

**Pre-1980**, the "Inner Zone" at Casement has its origin in a **4km-radius** circle on the 6" [Transport & Power] Aerodrome Map, which pre-dated the mapping of the aerodrome's Inner Horizontal Surface (per ICAO definitions). This 4km circle, with arbitrary **15m height limit** (centred at 53°18 06N, 06°27 05W) was intended to facilitate a simplified (non-ICAO) aviation planning approach.

**In 1999**, in the "Review of Policy in Relation to Casement Aerodrome" prepared by F. Snow & Ptnrs (London), this 4km-r circle (in conflict with ICAO definitions) was reduced to **2.5km**, and its **centre was shifted** to lower terrain – from 53°18 06N, 06°27 05W (south of the main runway) to 53°18 13N, 06°27 05W (north of the main runway). This new location was declared (**on p.2 of this 1999 Department of Defence document by F.Snow**) to be the location of Casement's **Aerodrome Reference Point** [as arrowed in Figure ES-2 of the report, above ^]:



**In 2004**, in a F. Snow & Ptnrs revised 'Safeguarding Map' presented by the Department of Defence to SDCC on 16 April 2004, the radius of the "Inner Zone" was reduced **from 2.5km to 2km**, and its height (AGL) was changed **from 15m to 20m**, but its centre was retained at 531813N, 062705W (**north of Rwy 10/28**) [This Map is shown on page 7 above].

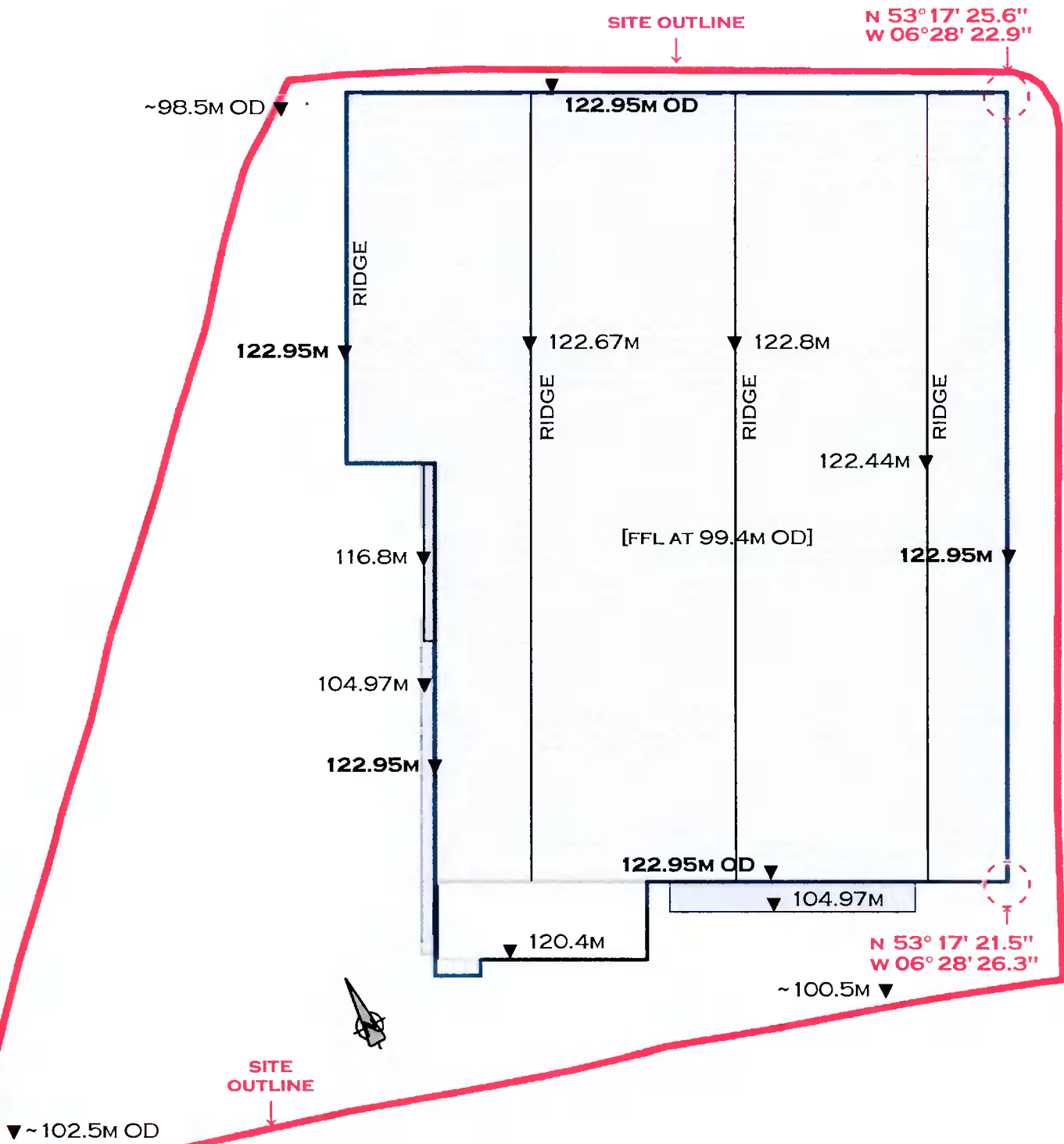
**In 2009**, in a further "Review of Policy at Casement Aerodrome" by Mott MacDonald (Croydon), this same "Inner Zone" of **2km radius, with its centre at 53°18'13"N, 06°27'05"W (north of Rwy 10/28)** was provided to SDCC for the purpose of inclusion in the Development Plan [The Map from this report is shown on page 6 above].

**In 2015 & 2019**, Casement's Aerodrome Reference Point was moved from its previous location (at centre of the "Inner Zone") and given new coordinates 53°18 11N, 06°27 19W, but it was removed from Aerodrome Charts (and given a conflicting text description). [It should be noted that para. 4.9.1 of ICAO *Annex 4* states that "charts shall show" the ARP.]

**In 2021**, the location of Casement's ARP remains unmapped, and missing from the Aerodrome Chart (contrary to ICAO guidance). Two different ARP locations are currently listed in Casement's "Aerodrome Geographical Data EIME AD 2.2".

5. Roof Plan, with Elevations-OD & Coordinates

5.1 Below, to approximate scale 1:1000, is a Roof Plan of the proposed Warehouse development, with elevations (OD) of the highest elements, and coordinates of relevant corners.

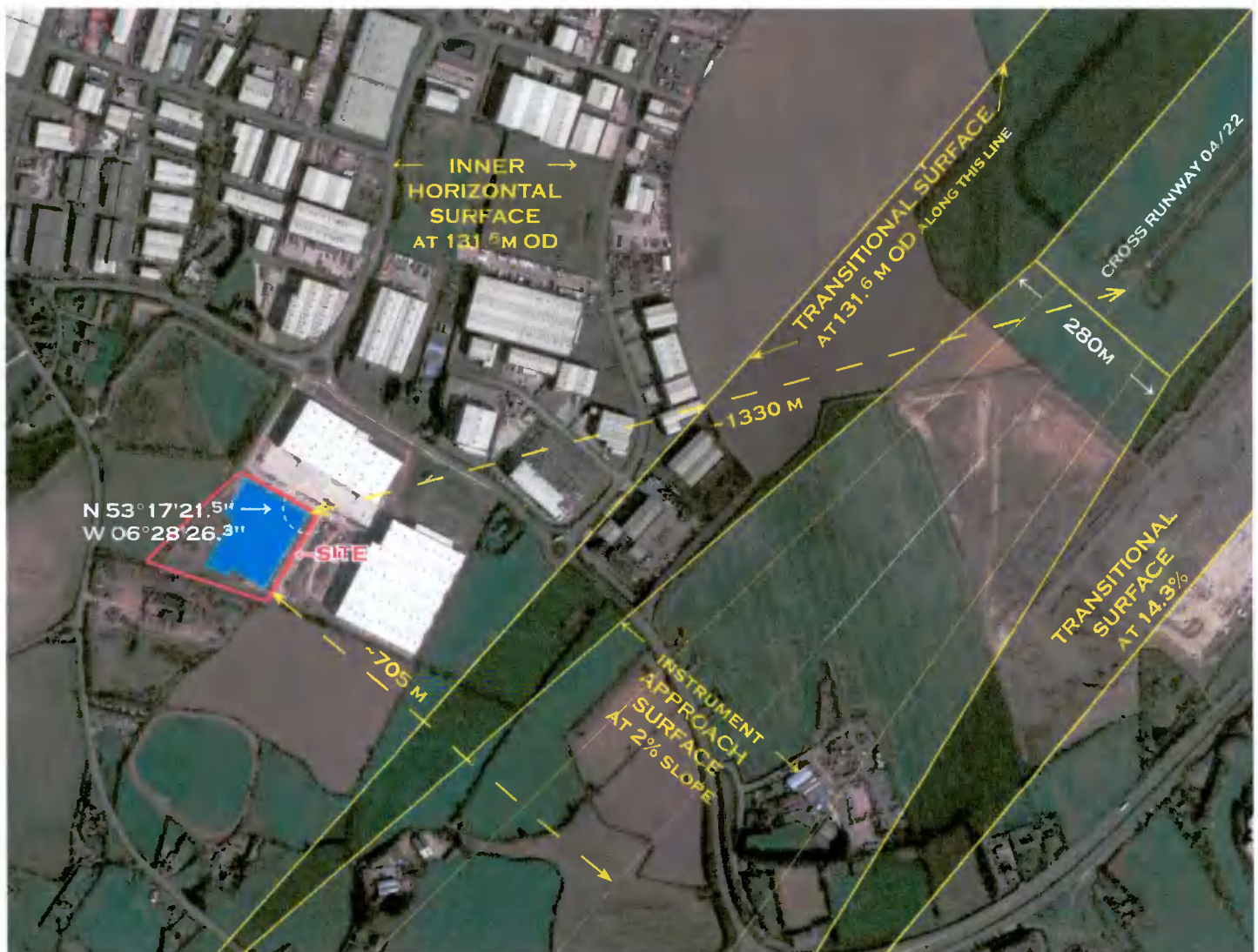


ROOF PLAN OF PROPOSED DEVELOPMENT WITH ELEVATIONS (O.D.) OF HIGHEST PARTS SCALE 1: 1000 APPROX.

## 6. Assessment in Relation to ICAO Obstacle Limitation Surfaces

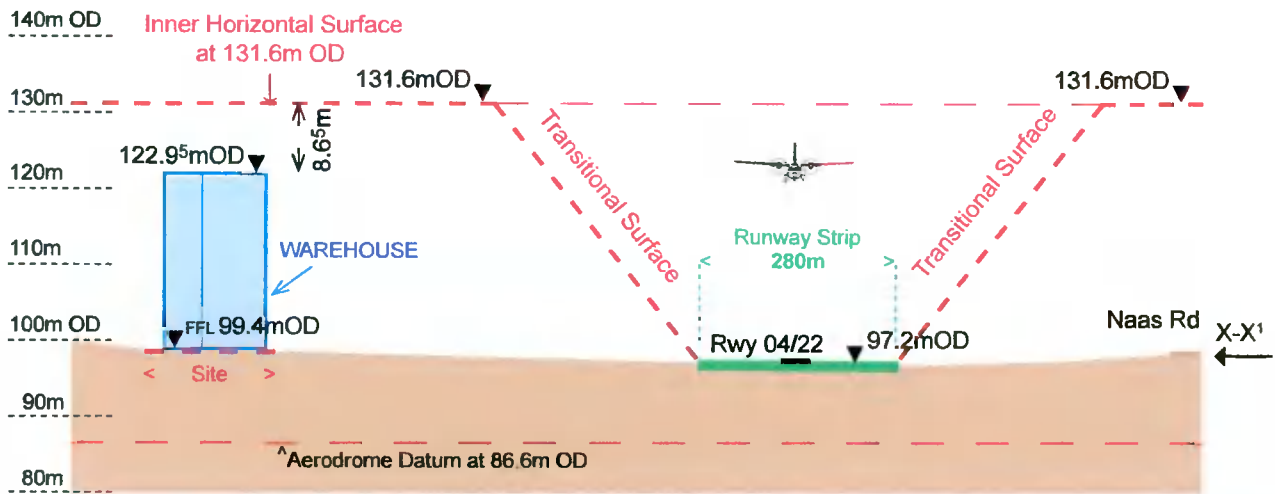
6.1 While the building's height does not affect Casement's "Inner Zone" (as it does not lie within that zone), it is of relevance to the ICAO 'obstacle limitation surfaces' which lie above it. It can be seen in the diagram below on which the aerodrome's 'obstacle limitation surfaces' are plotted that the site and the proposed building lie wholly outside the Approach Surface to Casement's subsidiary runway 04 (plotted to "instrument" dimensions), and (being more than 700m from Runway 04's extended centreline) it also lies beyond the Transitional Surface (also plotted to "instrument" dimensions). The only 'Surface' under which the proposed building lies is Casement's Aerodrome's Inner Horizontal Surface.

6.2 Casement's Inner Horizontal Surface lies at 131.6m OD, and the highest element of the proposed Warehouse (its parapet) is at 122.95m OD. Consequently the proposed building is comfortably clear of Casement's Inner Horizontal Surface (by 8.65m), and it is therefore clear of all aviation surfaces affecting the site. *This is illustrated in a Cross-Section Diagram on the following page. >>*



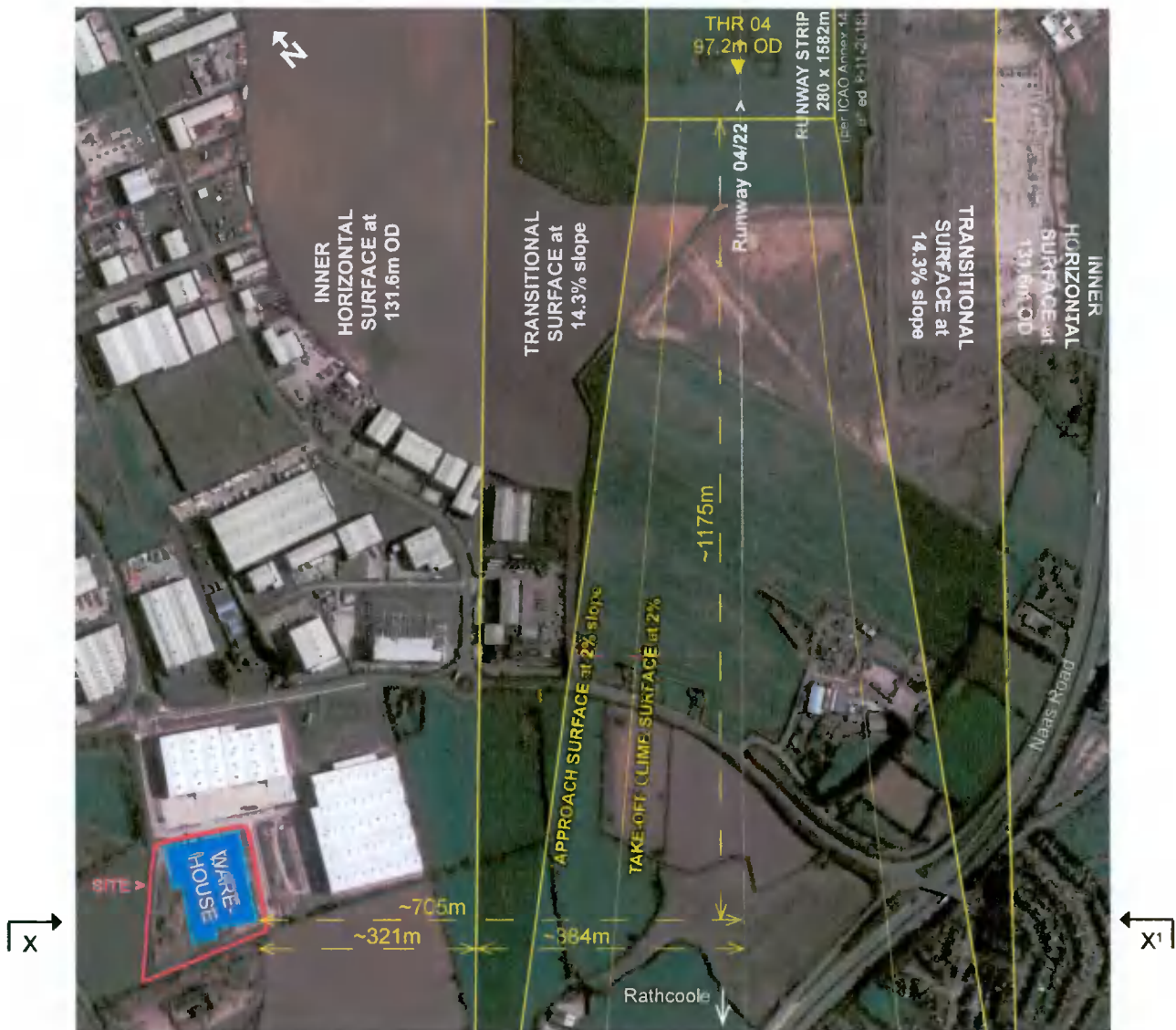
7. Cross Section & Aerial Map Diagrams

NB – Aeronautical Diagram:  
horizontal scale = 10x vertical scale.



Cross-Section Diagram (above) to approx. Scales 1:1,000 (vertical) and 1:10,000 (horizontal) [A4-SIZE]

Plan Diagram (below) superimposed on aerial photograph, to approx. Scale 1:10,000 [A4-SIZE]



## **8. Other Aviation Considerations Relevant to this Development**

### **8.1 Solar /PV Panels**

No Solar/PV panels are being provided as part of this development (so that no Glint & Glare Study is required).

### **8.2 External Lighting & Obstacle Lighting**

Being moderately close to the Approach and Take-Off Climb Surfaces to and from Runway(s) 04/22, external lighting should ideally be of the cut-off type (i.e. showing no light above the horizontal). Proposed lighting masts will be well below the building's parapet levels, and therefore also well below all 'obstacle limitation surfaces'.

### **8.3 Use of Cranes During Construction**

It is proposed that mobile cranes will be used in the construction of this warehouse. With 8.65m to spare between the building's highest element and the Inner Horizontal Surface which lies above it, it is possible that a crane might temporarily need to project above the Inner Horizontal Surface. In any event, prior notification of the use of any cranes on this site must be submitted, at least 30 days in advance, to the Irish Aviation Authority [in accordance with S.I. 215 of 2005 – *Irish Aviation Authority (Obstacles to Aircraft in Flight) Order*] and to the Air Corps Air Traffic Services at Casement Aerodrome, who may need to issue any necessary notifications to pilots. It is possible that these cranes may need to be fitted with aircraft warning lights, and may be subject to other restrictions to minimize any possible interference with operations on Casement's Runway 04/22.

### **8.4 Aviation Noise**

The proposed Warehouse lies outside the noise contour for Casement Aerodrome, and in any event the development is not of a type that is affected by aviation noise.

### **8.5 Request for a copy of the Department of Defence's (/Air Corps's) Objection**

In order to ensure that all possible concerns of the Department of Defence & Air Corps be fully addressed in this report, this firm sought from the Department of Defence (on behalf of the applicant) a full copy of their objection to the proposed development. [*This correspondence is included in the Appendix on pp.15-16 >*]

The Department of Defence has indicated that it does not believe it is appropriate for them to furnish this to the applicant.

## 9. SUMMARY

### 9.1 Points raised by the Department of Defence:

The Department of Defence has expressed concern that the proposed warehouse might be located within Casement's "Inner Zone" (in which additional building height limits apply, over and above the normal ICAO obstacle limits).

This concern is unwarranted, as it is clear that 'Site C' lies wholly outside the "Inner Zone" 2km circle (as it was defined in 2009 by the Department of Defence itself).

**In regard to item 8(1), the site lies clearly outside the "Inner Zone"/"2km Zone".**

**In regard to item 8(2), the proposed building clearly does not project above the "2km Zone" or above any Zone or any Obstacle Limitation Surface.**

**In regard to item 8(3), the nearest corner of the proposed building is located at 2.05km from the Reference Point defined in 1999 as the centre of the "Inner Zone" (which was defined as the then location of the aerodrome's ARP).**

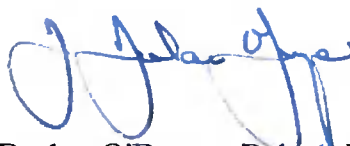
Any current (further revised) location of Casement's ARP is unrelated to the "Inner Zone" on the 2016-22 SDCC Development Plan Index Map.

### 9.2 The Development vis-à-vis Casement's 'Obstacle Limitation Surfaces':

The only 'obstacle limitation surface' (or Casement "Zone") under which the proposed warehouse development will lie is Casement Aerodrome's **Inner Horizontal Surface**. This Surface is at 131.6m OD, which is 8.65m higher than the highest element of the proposed warehouse (its parapet at 122.95m OD), so that the proposed development will not infringe in any way upon this Surface. The proposed development does not lie under any of the aerodrome's other obstacle limitations surfaces, such as the Take-off Climb Surface from Runway 22 (at 418m distance) or an Approach Surface to Runway 04 (at 390m distance, when calculated to "instrument" dimensions).

### 9.3 Overall:

We consider that the proposed Warehouse development complies fully with all aviation and aeronautical requirements affecting the site; and it complies fully with all additional restrictions which the Department of Defence has notified to SDCC.



J. Declan O'Dwyer B.Arch MBA RIBA

29<sup>th</sup> October 2021

*O'Dwyer & Jones Design Partnership*

*Aviation Planning Consultants*

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J. O'DWYER B.Arch MBA RIBA

J. NI MA

**APPENDIX:**      *Emails to & from the Department of Defence*

**From:** O'Dwyer & Jones - Aviation Planning <[admin@aviationplanning.ie](mailto:admin@aviationplanning.ie)>  
**Sent:** 26 October 2021 17:00  
**To:** 'Gareth O'Flaherty (Defence)' <[Gareth.OFlaherty@defence.ie](mailto:Gareth.OFlaherty@defence.ie)>  
**Cc:** 'Sadhbh O'Connor' <[Sadhbh@toctownplanning.ie](mailto:Sadhbh@toctownplanning.ie)>; 'Tim Gleeson' <[Tim@toctownplanning.ie](mailto:Tim@toctownplanning.ie)>; 'Con McCarthy' <[conmccarthy@greenogue.com](mailto:conmccarthy@greenogue.com)>; 'Patrick Kavanagh' <[pkavanagh@kavanaghburke.ie](mailto:pkavanagh@kavanaghburke.ie)>  
**Subject:** "Site C" at Rathcoole - SDCC ref SD21A/0200 - request for copy of objection letter

**O'DWYER & JONES DESIGN PARTNERSHIP** AVIATION PLANNING CONSULTANTS  
28 LEESON PARK, DUBLIN 6, D06E338, IRELAND  
TEL: 00-353-1-4981893.  
EMAIL: [ADMIN@AVIATIONPLANNING.IE](mailto:ADMIN@AVIATIONPLANNING.IE) OR [DESIGNPARTNERS@IOL.IE](mailto:DESIGNPARTNERS@IOL.IE) WEB: [WWW.AVIATIONPLANNING.IE](http://WWW.AVIATIONPLANNING.IE)  
FROM: J. DECLAN O'DWYER B.ARCH MBA RIBA  
TO: GARETH O'FLAHERTY, PROPERTY MANAGEMENT BRANCH, DEPARTMENT OF DEFENCE

Dear Gareth,

I am writing to you in relation to a proposed warehouse development at Site C, College Lane, Greenogue, Rathcoole, which is already the subject of a planning application to SDCC, with **Planning Ref. No. SD21A/0200**, and which has been referred back to the applicant's agents, Thornton O'Connor Town Planning, for Additional Information.

We have been engaged to provide the required aviation-related input for this Additional Information.

SDCC has stated in their notification letter that an objection has been received to this development from DOD [meaning Department of Defence], and the applicant's team is requested to address this DOD objection. We do not have a date for the DOD letter of objection, and, in accordance with SDCC current practice (as previously mentioned), the DOD letter is not at this time uploaded by SDCC to their planning website. For your information, SDCC's letter of notification indicates that the objection relates to the "Inner Zone" at Casement Aerodrome.

Consequently, I am writing to you now (with Thornton O'Connor's authority) for a **copy of the DOD objection letter sent to SDCC re this application SD21A/0200**.

As it is currently planned to have all of the requested Additional Information submitted to SDCC within the next few days, **we would be grateful if you could email to this office (by tomorrow afternoon if at all possible) a copy of the Department of Defence's submitted objection letter re planning application ref SD21A/0200**.

Very best wishes,  
Declan

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**From:** Gareth O'Flaherty (Defence) <[Gareth.OFlaherty@defence.ie](mailto:Gareth.OFlaherty@defence.ie)>  
**Sent:** 26 October 2021 17:00  
**To:** O'Dwyer & Jones - Aviation Planning <[admin@aviationplanning.ie](mailto:admin@aviationplanning.ie)>  
**Subject:** Automatic reply: "Site C" at Rathcoole - SDCC ref SD21A/0200 - request for copy of objection letter

I am out of the office until Monday, 1 November 2021. In my absence, please contact my colleague, Mr. Don Watchorn ([don.watchorn@defence.ie](mailto:don.watchorn@defence.ie)).



**APPENDIX:** *Emails to & from the Department of Defence*

**From:** O'Dwyer & Jones - Aviation Planning <[admin@aviationplanning.ie](mailto:admin@aviationplanning.ie)>  
**Sent:** Tuesday 26 October 2021 17:33  
**To:** Don Watchorn (Defence) <[Don.Watchorn@defence.ie](mailto:Don.Watchorn@defence.ie)>  
**Cc:** Sarah Zacharia (Defence) <[Sarah.Zacharia@defence.ie](mailto:Sarah.Zacharia@defence.ie)>; 'Sadhbh O'Connor' <[Sadhbh@toctownplanning.ie](mailto:Sadhbh@toctownplanning.ie)>; 'Tim Gleeson' <[Tim@toctownplanning.ie](mailto:Tim@toctownplanning.ie)>; 'Teisla Klein' <[tklein@kavanaghburke.ie](mailto:tklein@kavanaghburke.ie)>; 'Con McCarthy' <[conmccarthy@greenogue.com](mailto:conmccarthy@greenogue.com)>  
**Subject:** FW: "Site C" at Rathcoole - SDCC ref SD21A/0200 - request for copy of objection letter

**O'DWYER & JONES DESIGN PARTNERSHIP** AVIATION PLANNING CONSULTANTS  
28 LEESON PARK, DUBLIN 6, D06E338, IRELAND

Dear Don,

Sorry to bother you, but in response to my email below, I just now received from Gareth an automatic reply saying he is on leave until next week.

Do you think that you could possibly email me a copy of the letter to SDCC re SD21A/0200 ? (I'm guessing it may have been signed by you).

Very best wishes,

Declan

**From:** Defence Property Management Planning <[PropertyManagementPlanning@defence.ie](mailto:PropertyManagementPlanning@defence.ie)>  
**Sent:** 27 October 2021 12:32  
**To:** O'Dwyer & Jones - Aviation Planning <[admin@aviationplanning.ie](mailto:admin@aviationplanning.ie)>  
**Cc:** Sarah Zacharia (Defence) <[Sarah.Zacharia@defence.ie](mailto:Sarah.Zacharia@defence.ie)>; Gareth O'Flaherty (Defence) <[Gareth.OFlaherty@defence.ie](mailto:Gareth.OFlaherty@defence.ie)>  
**Subject:** "Site C" at Rathcoole - SDCC ref SD21A/0200 - request for copy of objection letter

Good afternoon Declan,

Thank you for your email below.

As South Dublin County Council's (SDCC) website states, inter alia "Any submission/observation made to the Planning Authority is made available for public inspection both in the hard copy file and on the Council's website", the Department is of the view that it is more appropriate to seek its submission directly from SDCC in order to preserve the integrity of the planning application process. SDCC provides the following email address on their site: [planningdept@sdblincoco.ie](mailto:planningdept@sdblincoco.ie) for queries.

Yours sincerely,

Don

**Don Watchorn**

*Property Management Branch*

**An Roinn Cosanta**

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