



# SEXTON CONSULTING

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Planning Department  
South Dublin County Council  
County Hall  
Tallaght  
Dublin 24

Our Ref. SC04/21020

21<sup>st</sup> March 2022

## **PLANNING APPLICATION:**

Planning Permission is sought by Clondalkin Rugby Football Club Ltd for the relocation of the existing Clondalkin RFC grounds at 'Gordon Park', Old Naas Road, Kingswood, Clondalkin, Dublin 22, (itself subject to Planning Application Reg. Ref. SD21A/0327), to new lands at Kingswood Farm Moneenalion Commons Lower Clondalkin and comprising:

- a) 4 No. new rugby playing pitches, including a high-quality Main Competition pitch (with modern directional floodlighting comprising 18m high floodlighting columns either side) and a high-quality Junior pitch, both laid approximately level, and two back pitches as well as various grassed rugby training areas all laid on the existing land crossfall levels; and
- b) Change of use of an existing agricultural shed to accommodate new two storey changing facility and storage areas; and
- c) A new two storey Clubhouse Pavilion with supporting facilities including Dressing Rooms, Physio Rooms, Coffee Dock, Committee Rooms, Members Bar & Lounge, Plantroom and Toilets; and
- d) All associated site development sustainability and infrastructure works including connection to existing public foul sewer, SUDs, Sedum Roof and PV roof panels, and
- e) new landscaping throughout the site comprising trees, hedges and wild flower areas; and
- f) new cycle track and pedestrian access and stairs off the R136, bicycle shelter, children's playground area, electrical car charging stations, vehicle parking and new vehicle entrance off the Old Country Roadway.

## **LOCATION:**

Kingswood Farm, Moneenalion Common Lower, Kingswood, Dublin 22

## **APPLICANT:**

Clondalkin Rugby Football Club Ltd

Dear Sirs

On behalf of our client, Clondalkin Rugby Club, we enclose an Application for Planning Permission for the above proposed development.

Clondalkin RFC was founded in 1973 and until 1977 had its home in Moyle Park College, Clondalkin courtesy of the Marist Brothers. During these early years the Club grew to field three Senior Teams regularly and also started developing at juvenile level. In 1977 an enormous fundraising and local voluntary effort was made by the membership who along with local industry and businesses in the surrounding area were able to raise enough funds to support the purchase of the grounds at Kingswood where they have been ever since. The ground was called Gordon Park after one of the original founders, Paddy Gordon. The existing clubhouse building went through a few development iterations most recently in 2014 under Register Reference SD14A/0032 when the Clubhouse was extended and modernised with new changing rooms and floodlighting.



**Gordon Park: Current condition circa early 2021**

That season (2013/14) marked the 40<sup>th</sup> Anniversary of the Club and while the non-playing facilities were greatly improved and so eased the management challenges of the club with its increasing diverse and growing between ladies, gents and youths membership, the problem then became the number of available playing fields. Now approaching the 50<sup>th</sup> Anniversary of the club (2023/2024) there was a growing realisation that the current number of playing fields was not sustainable. In fact, as it is, while there are 2 No. playing fields at Gordon Park, only the main pitch adjacent to the clubhouse meets the required rugby playing standards, and even at that just about. In addition, with developments in the vicinity in recent years it is clear that there is no possibility of expansion of the current site.

Other background on the club and recent developments is better explained in a letter from the Club Chairman, Gerry Gilligan, addressed to you and which we have appended to this cover letter and which I trust is self-explanatory.

As part of our appraisal and masterplanning of this site we very much appreciate the two Pre-Planning meeting afforded to us by the Senior Planners and various Departments and Council Services. We have to the best of our ability tailored the application and associated documentation to address the various concerns raised which I summarise as follows:

- Land Zoning and justification why this site is most suitable for the Club's relocation. This is best summarised as follows, and which the Architect, Cummins & Voortman elaborates on in their Design Statement for the proposal:
  - Availability of site in close proximity to existing site
  - Size of site to allow for minimum no. of pitches
  - Proximity to user base and heartland of Clondalkin village from whence it came. We note in this regard that the Clondalkin Rugby Club Crest has always included the Round Tower and a rugby ball.
  - Ease of access to the site
  - County Development Plan Zoning of existing site at Gordon Park, inherently requiring a more intensive development use for the site to service the growing needs of the community.
- Site level considerations, proposed earthworks and cross sections
  - The only substantial earthworks that will occur will be under the main competition and Junior pitches and will simply involve only a regrading of the ground levels to form high quality almost level playing fields. It is not intended that any excavated material will be removed from site instead it will be used to raise low lying areas and otherwise in features contributing to the proposed overall aesthetic.
  - The training and back pitch areas will be simply laid to the existing falls as the field is already relatively level and adequate for rugby playing purposes.
- Casement Aerodrome and the Inner Security Zone
  - As an early part of our appraisal of this site we contacted the Department of Defence Property Management Section, to seek their guidance and indeed constraints for developments within the Inner Security Zone. Refer to Appendix A for copy of correspondence including a copy of the Auctioneers' sales brochure for the site. Lot 1 defines the new CRFC grounds.

- The Camac River Flooding and Surface Water Drainage
  - A Flood Risk Assessment has been carried out which addresses the flood risk, mainly to the proposed playing field areas but also includes recommendations for sealing manhole covers of the proposed foul sewer in the potential flood zone.
  - Otherwise we enclose reports addressing the sustainable management of surface water on the site which has been tied in with the Architect's Landscape proposals for the site.
- Foul Sewer connection to public infrastructure
  - A 150mm diameter on-site sewer is proposed to traverse the site and connect with the relatively recently constructed 675mm diameter Saggart-Rathcoole Main Drainage Scheme passing through the northwestern portion of the site.
  - This includes an underground crossing of the Camac River which will be done in strict accordance with the requirements of Irish Water.
- Traffic Appraisal and Access to the Site
  - The Old Country Road, which used to be one side of the old N7 Dual Carriageway/ Kingswood crossroad is now effective a cul-de-sac, having been cut off by the redevelopment of the N7. The accessible lands down this laneway are now in separate ownerships.
  - An appraisal of this Country Roadway has been undertaken following discussions with the Area Engineer and in our opinion a clear travel corridor of approximately 5.5m is available from the local access road, which we understand is called the L2006, up to the Old Country Rd side junction at approx. chainage 200 whereupon it tightens from approximately 4.5m to 5.5m wide up to the proposed new entrance of the club grounds. Therefore, traffic can safely pass, as they have always done, constrained as they have always been by speed requirements, commons courtesy when navigating intersections and travelling along a Country Roadway. In addition, we have undertaken some additional *Autoturns* Traffic simulations to highlight 2 No. scenarios as follows:
    1. Car traffic to the Club meeting articulated vehicle traffic from the Old Country Road junction (Ch~200) while at the same time flatbed truck traffic from the Scaffolder's yard around the corner at the end of the Country Road and
    2. Bus traffic to the Club meeting similar traffic. This scenario, while it works, we believe is not a very realistic scenario as at match times, i.e. when a bus or max two may be arriving to the ground, travel will be restricted pretty much to the weekend when business traffic would naturally be expected to be much less.
  - In addition, it is worth noting that, in a typical season, buses would be expected only for travelling teams from the Midlands or else for an important game, such as league or cup final, or an occasional touring team and the like so likely only one bus and, even at that, very seasonal/ fixture dependent.
  - We note incidentally that we expect farm vehicles still to be periodically travelling these roads as Baldonnell Farmyard which the new club ground surround on three sides will still be operational, albeit we expect to a much lessor extent than previously.
  - In essence, in our opinion, we do not believe that the proposed development will make the current situation substantially different than that which currently pertains at the moment.
  - As a final point we note that from the proposed new Clubhouse entrance there are excellent sightlines each way which will be enhanced as an inherent part of the entrance forming process. All road and site development guidelines and recommendations will be followed in this regard.
  - Pedestrian and cycle access to the site was another consideration which we have developed and indeed has become an essential feature of the overall site master planning strategy. Pedestrian access will be via a new staircase approximately 95m from the existing pedestrian crossing on the R136 adjacent to the Kingswood Overbridge Roundabout while the proposed new cycleway access is approximately 30m from the northern most tip of the site boundary, providing near level access to the ground. This entrance is not far from the Corkagh Park entrance off the R136 and thereby provides a direct route from Clondalkin Village along a green corridor.
  - Subject to other considerations we have received confirmation from the Economic Development Section of SDCC that this proposal for two accesses off the R136 is acceptable in principle. Refer to Appendix B for a copy of correspondence.
- Green & Blue Strategy for the site and Natural Heritage:
  - As part of this developed design for this site an Ecological Assessment has been undertaken which has helped us to focus on the ecologically sensitive portions of this site and concludes that the proposals, as developed, would not have any significant impact on protected species. Measures put in place for the protection of flora and fauna will ensure there are no potential for significant effects, and the project is recommended to proceed as proposed.
  - However, a follow up bat survey of the mature trees within the site boundary has been recommended and we confirm that this will be undertaken during the active bat survey season

(April – September). This survey will be carried out at dawn/dusk and will monitor bat activity and any trees that have the potential for bats to roost in.

- It is not intended to remove any significant trees as part of the development and any hedgerows removed will be replaced and indeed significantly enhanced as part of the landscaping strategy for the development.

In conclusion, we are pleased to submit for your consideration the following documentation in support of the above Planning Application and in accordance with your requirements:

- Completed Planning Application Form;
- 1 No. copy of Newspaper Notice (The *Irish Daily Star* dated 15<sup>th</sup> March 2022);
- 1 No. copy of the Site Notice (Dated 21<sup>th</sup> March 2022);
- Planning Fee: Cheque for €3,627.38 lodged with previous application Reg Ref. SD22A/0068;
- Planning Fee Calculation Sheet;
- 6 No. copies each of the following drawings detailing the site location, site survey and urban design and Architectural Design Statement by Cummins & Voortman Ltd, Sustainable Architecture & Urban Designers:

Layout ID	Layout Name	Published	Drawing Scales	Size
<b>A.03 STAGE 3: Developed Design / PLANNING</b>				
	Sheet Index	<input checked="" type="checkbox"/>		420 / 297
<b>A.03.01 Site Location</b>				
A.03.01.1	Site Location Plan	<input checked="" type="checkbox"/>		297 / 420
A.03.01.2	Ordnance Survey Map	<input checked="" type="checkbox"/>	1:2500	297 / 420
<b>A.03.02 Design Statement</b>				
	Title	<input checked="" type="checkbox"/>		420 / 297
A.03.02.1	Development Objectives	<input checked="" type="checkbox"/>		420 / 297
A.03.02.2	Zoning	<input checked="" type="checkbox"/>		420 / 297
<b>A.03.02.3 Site Access and Connectivity</b>				
A.03.02.3.1	Members Location	<input checked="" type="checkbox"/>	1:120000	420 / 297
A.03.02.3.2	Dublin Map	<input checked="" type="checkbox"/>		420 / 297
A.03.02.3.3	Public Transport	<input checked="" type="checkbox"/>		420 / 297
A.03.02.3.4	Site Access - Existing	<input checked="" type="checkbox"/>	1:2000, 1:8000	420 / 297
A.03.02.3.5	Site Access - Proposed	<input checked="" type="checkbox"/>	1:2000, 1:8000	420 / 297
<b>A.03.02.4 Urban Design Strategy</b>				
A.03.02.4.1	Urban Design Strategy	<input checked="" type="checkbox"/>		420 / 297
A.03.02.4.2	Architectural Strategy	<input checked="" type="checkbox"/>		420 / 297
A.03.02.4.3	Visualizations	<input checked="" type="checkbox"/>		420 / 297
A.03.02.4.4	Photomontage	<input checked="" type="checkbox"/>		420 / 297
<b>A.03.02.5 Development Standards</b>				
A.03.02.5.1	G&B Plan - Existing	<input checked="" type="checkbox"/>	1:2000	420 / 297
A.03.02.5.2	G&B Plan - Proposed	<input checked="" type="checkbox"/>	1:2000, 1:8000	420 / 297
A.03.02.5.3	Drainage strategy	<input checked="" type="checkbox"/>	1:1250	420 / 297
A.03.02.5.4	Vehicular Tracking	<input checked="" type="checkbox"/>	1:1000	420 / 297
A.03.02.5.5	Parking, Plot Ratio & Coverage	<input checked="" type="checkbox"/>	1:0.60	420 / 297
<b>A.03.02.6 Development Site Details</b>				
A.03.02.6.1	Lighting Plan	<input checked="" type="checkbox"/>	1:1500	420 / 297
A.03.02.6.2	Lighting Fixtures	<input checked="" type="checkbox"/>	1:100	420 / 297
A.03.02.6.3	Public Furniture	<input checked="" type="checkbox"/>	1:100	420 / 297
A.03.02.6.4	Stairs Access	<input checked="" type="checkbox"/>	1:200, 1:500	420 / 297
A.03.02.6.5	Bicycle Shelter	<input checked="" type="checkbox"/>	1:100, 1:500	420 / 297
A.03.02.6.6	Playground	<input checked="" type="checkbox"/>	1:200, 1:500	420 / 297
A.03.02.6.7	Elevated grass viewing areas	<input checked="" type="checkbox"/>	1:200	420 / 297
<b>A.03.03 Site</b>				
A.03.03.1	Site Survey / Siteplan 1/1000	<input checked="" type="checkbox"/>	1:1000	594 / 841
A.03.03.2	Site Survey 1/2	<input checked="" type="checkbox"/>	1:500, 1:4000	594 / 841
A.03.03.3	Site Survey 2/2	<input checked="" type="checkbox"/>	1:500, 1:4000	594 / 841
A.03.03.4	Site Layout Plan - Proposed 1/2	<input checked="" type="checkbox"/>	1:500, 1:4000	594 / 841
A.03.03.5	Site Layout Plan - Proposed 2/2	<input checked="" type="checkbox"/>	1:500, 1:4000	594 / 841
A.03.03.6	1/250 Site layout Plan	<input checked="" type="checkbox"/>	1:500, 1:250	841 / 594
A.03.03.7	Site Sections 1:500 - Existing	<input checked="" type="checkbox"/>	1:500, 1:3000	841 / 594
A.03.03.8	Site Sections 1:500 - Proposed	<input checked="" type="checkbox"/>	1:500, 1:3000	841 / 594
<b>A.03.04.1 Building 1 - Clubhouse</b>				
A.03.04.1.1	Clubhouse - Floor Plans	<input checked="" type="checkbox"/>	1:100, 1:200	841 / 594
A.03.04.1.2	Clubhouse - Elevations and Sections	<input checked="" type="checkbox"/>	1:100	841 / 594
<b>A.03.04.2 Building 2 - Changing Facilities</b>				
A.03.04.2.1	Changing Rooms - Floor Plans	<input checked="" type="checkbox"/>	1:100, 1:200	841 / 594
<b>A.03.04.3 Building 3 - Existing Shed</b>				
A.03.04.3.1	Existing Shed	<input checked="" type="checkbox"/>	1:200, 1:1000	841 / 594

- 6 No. copies each of the following drawings summarising the proposed site development drainage works and consideration of vehicular access along the Old Country Road:

SCEG DRAWING No.	DRAWING TITLE	SCALE
<b>Drainage Strategy</b>		
CRFC-SC-SS-00-DR-C-2000-S2-P12	EXISTING SITE SERVICES & PROPOSED ESB OVERHEAD LINE UNDERGROUNDING	1/1000
CRFC-SC-FW-00-DR-C-2001-S2-P12	PROPOSED FOUL WATER SEWER	1/1000
CRFC-SC-FW-00-DR-C-2002-S2-P12	PROPOSED FOUL WATER SEWER LONG SECTION	1/50
CRFC-SC-SW-00-DR-C-2003-S2-P12	PROPOSED SURFACE WATER PERMEABLE & IMPERMEABLE AREAS	1/1000
CRFC-SC-WM-00-DR-C-2004-S2-P12	PROPOSED WATERMAINS LAYOUT	1/500
CRFC-SC-SD-XX-DR-C-2005-S2-P12	SITE DEVELOPMENT WORKS STANDARD MANHOLE DETAILS	NTS
CRFC-SC-SD-XX-DR-C-2006-S2-P12	SITE DEVELOPMENT WORKS STANDARD PIPE BEDDING DETAILS	NTS
CRFC-SC-SD-XX-DR-C-2007-S2-P12	SITE DEVELOPMENT WORKS STANDARD GULLY DETAILS	NTS
<b>Country Road Traffic Appraisal</b>		
CRFC-SC-TA-00-DR-C-2010-S2-P12	CRFC VEHICLE ACCESS: COUNTRY LANEWAY TRAFFIC APPRAISAL	1/500
CRFC-SC-TA-00-DR-C-2011-S2-P12	CRFC VEHICLE ACCESS: COUNTRY LANEWAY - TRAFFIC APPRAISAL CHAINAGE 0 - 200m	1/250
CRFC-SC-TA-00-DR-C-2012-S2-P12	CRFC VEHICLE ACCESS: COUNTRY LANEWAY - TRAFFIC APPRAISAL CHAINAGE 200 - 350m	1/250
CRFC-SC-AA-00-DR-C-2013-S2-P12	CRFC VEHICLE ACCESS: COUNTRY LANEWAY - TRAFFIC AUTOTURN ANALYSIS	1/500
CRFC-SC-AA-00-DR-C-2014-S2-P12	CRFC VEHICLE TRAFFIC APPRAISAL: SCENARIO 1	1/250
CRFC-SC-AA-00-DR-C-2015-S2-P12	CRFC VEHICLE TRAFFIC APPRAISAL: SCENARIO 2	1/250

- 6 No. Copies of Ecological Impact Assessment Report Ref. PES\_EcIA-21349 by Panther Environmental Services Ltd dated 09.12.2021
- 6 No. copies of Floodlighting Design Report comprising design calculations for Philips BVP528 OptiVisionGen3 LED directional floodlights for the Main Competition Pitch, prepared by Signify (Ireland) Ltd using their Philips Lighting B.V. 'CalCuLux' software application.
- 6 No. Copies of a Site-Specific Flood Risk Assessment Ref. 21-651 by Hydrocare Environmental Ltd dated 21.02.2022;
- 6 No. Copies on Waste Water Treatment proposals Report Ref. 21-651 by Hydrocare Environmental Ltd dated 22.02.2022;
- 6 No. Copies on Surface Water Drainage proposals Report Ref. 20-629 by Hydrocare Environmental Ltd dated 21.02.2022;

We trust that the above is satisfactory and we look forward to receiving your decision in due course. In the meantime should you require anything further please do not hesitate to contact the undersigned.

Yours faithfully,



Paul Sexton  
 CHARTERED ENGINEER  
 FOR SEXTON CONSULTING

## **APPENDIX A**

Email correspondence with Department of defence dated 6<sup>th</sup> April 2021:

### **Paul Sexton**

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**From:** Defence Property Management Planning  
<PropertyManagementPlanning@defence.ie>  
**Sent:** Tuesday 6 April 2021 17:03  
**To:** Paul Sexton  
**Cc:** Gareth O'Flaherty (Defence); Sarah Zacharia (Defence); Jason Kearney (Defence)  
**Subject:** Clondalkin RFC - Feasibility of Moving to Lands closer to Casement Aerodrome, Baldonnell  
**Attachments:** 28 PSZ and Red Zone.docx

Dear Mr. Sexton,

In response to your query in relation to a prospective planning application in lands with the vicinity of Casement Aerodrome, I wish to advise at the outset that any determination in relation to a planning consent is solely a matter for the planning authorities and/or ABP. Therefore the following observations are made on a non pre judicial basis and are not intended to be used to rely on a prospective planning application nor are these observations to be relied on in the event of any commercial transaction pertaining to such lands and are not to be relied on in the event of any contract exchange pertaining to same.

#### **Lots 1-3**

Lots 1-3 lie within and underneath a number of protected areas for Casement Aerodrome. These areas are described in the current South Dublin County Council Development Plan. The attached document shows the Public Safety Zone (PSZ) and Red Zone for Runway 28 at Casement Aerodrome.

#### **Lot 2: C:54.4 acres:**

This site lies within a number of protected areas for Runway 28 at Casement Aerodrome.

The Public Safety Zone is a triangular surface that stretches 681m from the threshold of Runway 28 (see attached). A small portion of Lot 2 is within the PSZ as shown on the attached map.

Most of this site lies within the Red Zone for Runway 28, (1,370m from the runway end ) as shown in the attached map. Development is prohibited, unless the development could not be reasonably expected to increase the number of people working or congregating in or at the property.

Most of this site lies beneath the Approach Surface to Runway 28. and 2km zone.

Taking an approximate center point of the site, a height restriction of 20m would apply. This height would reduce as it gets closer to the aerodrome at a slope of 1:50.

#### **Lot 1: C:25 acres.**

Apart from a small south east portion, this site lies outside the PSZ and Red Zone but within the 2km zone. The southern half however lies underneath the Approach Surface to Runway 28 and the Take Off Climb Surface of Runway 10.

- A height restriction of 20m would apply.
- In the south east corner within the red zone (see attached map), no development that will cause people to congregate within the area.

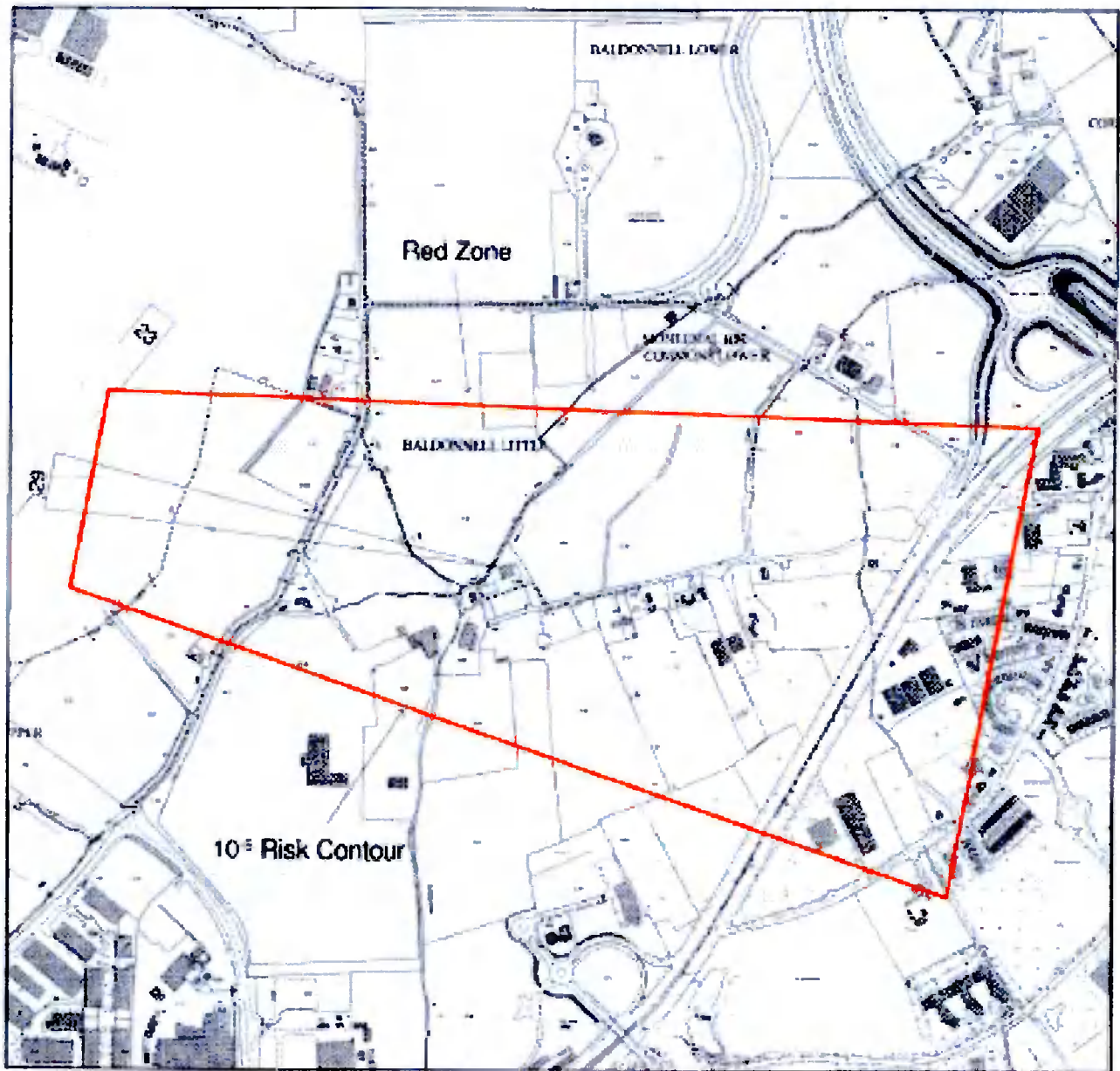
#### **Lot 3: C8.6 acres.**

This site lies wholly outside the PSZ's, Red Zones and Approach/Take Off Climb surfaces.

- A height restriction only of 30m will apply.

All planning assessments also consider lighting, bird attractants, construction methods etc.

**Figure 7.7: Runway 29 Red Zone and  $10^{-5}$  Risk Contours**



Nothing in the above observations shall be taken as a binding response by the Minister for Defence in the event that a planning application is made. The Minister reserves the right to comment on an actual planning application as and when submitted in accordance with the provisions of the planning regulatory code.

Best regards

Don

**Don Watchorn**

*Property Management Branch*

**An Roinn Cosanta**

*Department of Defence*

**Bóthar an Stáisiúin, An Droichead Nua, Contae Chill Dara, W12 AD93.**

Station Road, Newbridge, Co. Kildare, W12 AD93.

T +353 (0)45 492199

E-mail [don\\_watchorn@defence.ie](mailto:don_watchorn@defence.ie)

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**From:** Defence Property Management Planning <[PropertyManagementPlanning@defence.ie](mailto:PropertyManagementPlanning@defence.ie)>

**Sent:** Thursday 18 March 2021 09:50

**To:** [psexton@sceg.ie](mailto:psexton@sceg.ie)

**Cc:** Gareth O'Flaherty (Defence) <[Gareth.OFlaherty@defence.ie](mailto:Gareth.OFlaherty@defence.ie)>; Sarah Zacharia (Defence) <[Sarah.Zacharia@defence.ie](mailto:Sarah.Zacharia@defence.ie)>

**Subject:** Clondalkin RFC - Feasibility of Moving to Lands closer to Casement Aerodrome, Baldonnell

Dear Mr. Sexton,

We wish to acknowledge receipt of your e-mail and attached documentation.

We will consult with the relevant Military Authorities and revert in due course.

Best regards

Don

**Don Watchorn**

*Property Management Branch*

**An Roinn Cosanta**

*Department of Defence*

**Bóthar an Stáisiúin, An Droichead Nua, Contae Chill Dara, W12 AD93.**

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**From:** Paul Sexton <[psexton@sceg.ie](mailto:psexton@sceg.ie)>

**Sent:** Tuesday 16 March 2021 17:26

**To:** Defence Property Management Planning <[PropertyManagementPlanning@defence.ie](mailto:PropertyManagementPlanning@defence.ie)>

**Subject:** Clondalkin RFC - Feasibility of Moving to Lands closer to Casement Aerodrome, Baldonnell



Dear Sir/ Madam

I am writing on behalf of Clondalkin Rugby Club as part of my appraisal of the feasibility of relocating the club grounds as set out below and on the attached. Basically, I need to ascertain whether the potential new location for the Club grounds would cause any concern for the Department of Defence and particularly the Air Corps at Casement Aerodrome in Baldonnell.

#### **BACKGROUND**

Clondalkin Rugby Club was founded in 1973 and for the first 4 years of its existence had its home in Moyle Park College in Clondalkin Village, courtesy of the Marist Brothers. In 1977 it moved to its current location at Gordon Park, Kingswood on the Old Naas Road; back then it was surrounded by countryside but now it's effectively bounded by the extensive development of Citywest Business Campus, associated housing developments and the Roadstone Group Sports Club such that any future expansion there is completely impossible. The current site comprises a clubhouse, car parking facilities and 2 No. floodlit pitches. Refer attached photo of clubhouse including 18m floodlighting poles installed during the past decade.

In recent years it has become apparent that the number of pitches available is no longer adequate as there are now 4 Senior Teams (including a Ladies Team) and a very rapidly growing and expanding Youths Section with all age groups represented – there are well over 100+ kids regularly training on a typical Sunday morning. Many more can be expected in years to come due to the natural catchment of the expanding suburbs of Clondalkin, Newcastle, Rathcoole, Saggart, Citywest and Tallaght.

#### **ENQUIRY**

I am writing now because an opportunity has arisen for lands just on the other side of the N7 which looks to be perfect in so many respects that the club membership is actively considering it. Attached is the sales brochure for context as well as a study which includes my estimate of flight paths that I'm very conscious we need to be respectful of. The current east-west runway flightpath runs directly over the current grounds so we have a long history and awareness of its presence. There have been no issues arising of which I am aware.

I've investigated the new location as best I can based on information available online and in respect of flight paths from Casement Aerodrome using a basic assumption that a flight path is just a truncated cone from the end of each runway. In this instance, I just assumed 40m diameter at the runway end up to 300m diameter, say 2 km out, which is an approx. 3.7 degree flare angle of approach. This seems reasonable to me as an outer envelope of a corridor that the Air-Corps might need to restrict any development in. While I don't know if my 'reasonable' is good enough I do know that any 'development' per se would be very limited comprising a basic low rise clubhouse, probably located where the existing farm buildings currently stand, and an arrangement of pitches with floodlight over the site as available funds and needs must.

Lot 1 is the one of interest as comprises about 25 acres. The current thinking being that that's probably the maximum the Club could afford. The idea is to sell the current ground to enable the purchase along with fundraising among members and local communities. In any event a purchase would be predicated on the successful sale of the current club grounds.

Any assistance that you can provide is greatly appreciated. In the meantime, should you have any queries or indeed require anything further please do not hesitate to contact me.

Regards

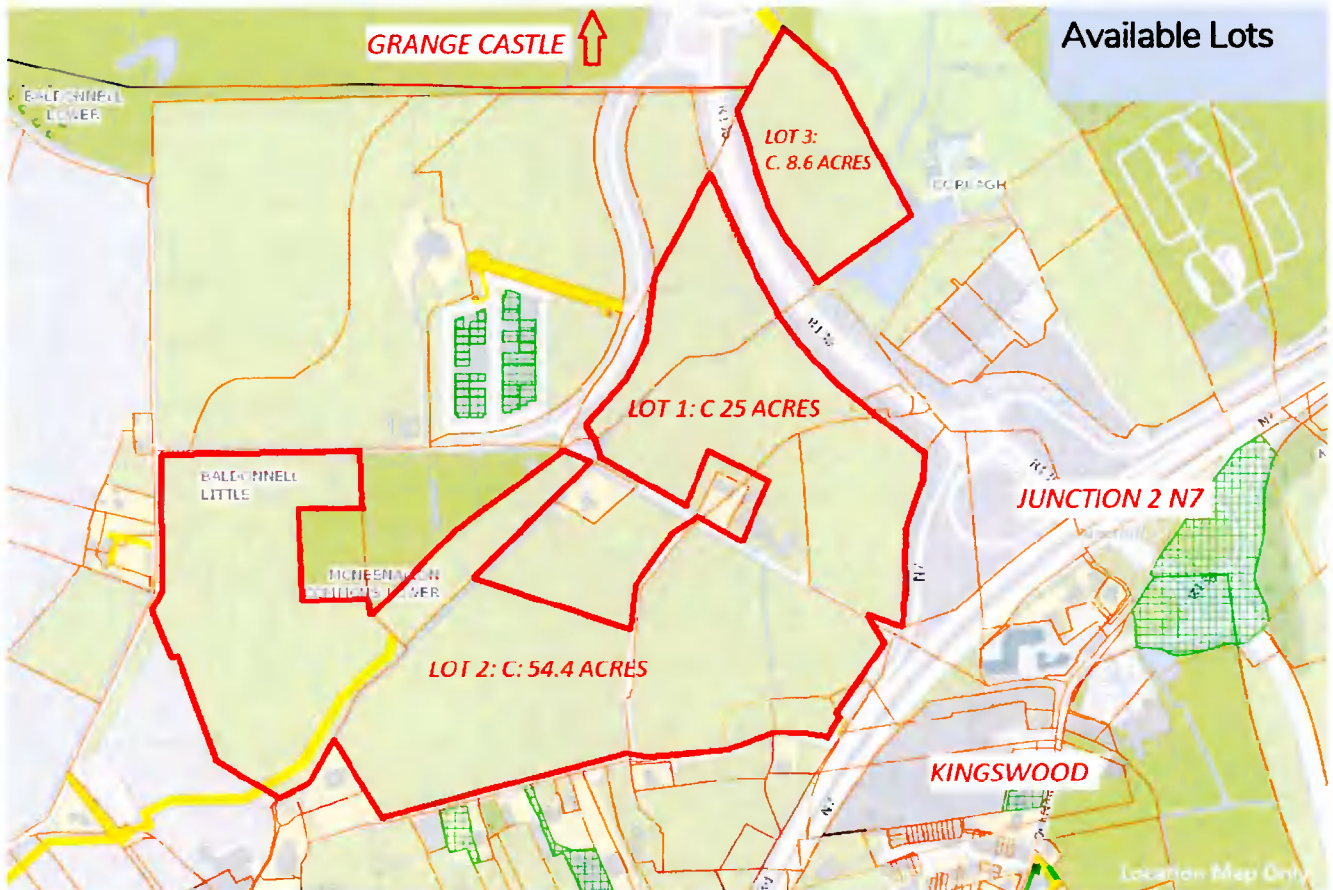
Paul Sexton (0872028150)  
CHARTERED ENGINEER  
BA, BAI, MSc, MIEI, MStructE, CEng  
**For SCEG LIMITED**  
'The Five Roads', Jordanstown, Lusk, Co. Dublin, Ireland  
K45 NY74 t: +35318490999; e: [connect@sceg.ie](mailto:connect@sceg.ie); [www.sceg.ie](http://www.sceg.ie)

"Together We Can Do Anything"

Fógra faoi Rúndacht: Tá an ríomhphost seo agus aon iatán a ghabhann leis rúnda. Is leis an duine / nó daoine sin amháin a bhfuil siad

seolta chucu a bhaineann siad agus ní ceart iad a léamh ná a scaoileadh chuig aon tríú páirtí gan cead roimh ré ón Roinn Cosanta.

Notice re Confidentiality: This e-mail and any attachment transmitted with it are confidential. They are intended solely for the use of the intended recipient and should not be read or released to any third party without the prior consent of the Department of Defence.



(Note: Extract from sales brochure JP & M Doyle Auctioneers (PSRA Licence Number 002264))

## APPENDIX B

Email correspondence with SDCC Estates Department of defence dated 16<sup>th</sup> February 2022:

**Paul Sexton**

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**From:** Laura Leonard <lleonard@SDUBLINCOCO.ie>  
**Sent:** Wednesday 16 February 2022 16:33  
**To:** Paul Sexton  
**Cc:** Eamonn Stapleton  
**Subject:** RE: Ownership query

Hi Paul,

Can confirm SDCC ownership and have liaised with Traffic who have no issues with the access points as presented. Obviously, there will be a full assessment as part of the planning inputs.

As mentioned, I have initiated the process of preparing a formal consent letter for the incorporation of the lands [SDCC] in the Planning Application. This in itself involves engagement with relevant Departments and preparation of a Chief Executive order granting the consent. This should come to me for signing shortly.

I hope this email meets your requirements in the shorter term and reaffirms SDCC position that the scheme will benefit from the additional access points off R136 proposed.

Regards

Laura

Laura Leonard

Senior Executive Officer | Economic, Enterprise & Tourism Development | South Dublin County Council | County Hall | Tallaght, Dublin 24 |

Tel: +353 1 4149000 Ext 9186

E-mail: [lleonard@sdublincoco.ie](mailto:lleonard@sdublincoco.ie)

<http://www.grangecastle.ie/>

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**From:** Laura Leonard <lleonard@SDUBLINCOCO.ie>  
**Sent:** Monday 7 February 2022 22:51  
**To:** Paul Sexton <psexton@sceg.ie>  
**Cc:** Eamonn Stapleton <estapleton@clonmelent.com>  
**Subject:** RE: Ownership query

Hi Paul,

I am liaising with colleagues [reconfirming ownership etc] on this and will get back to you shortly.

Regards

Laura

Laura Leonard

Senior Executive Officer | Economic, Enterprise & Tourism Development | South Dublin County Council | County Hall | Tallaght, Dublin 24 |

Tel: +353 1 4149000 Ext 9186

E-mail: [lleonard@sdublincoco.ie](mailto:lleonard@sdublincoco.ie)

<http://www.grangecastle.ie/>

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**From:** Paul Sexton <[psexton@sceg.ie](mailto:psexton@sceg.ie)>  
**Sent:** Thursday 3 February 2022 11:43  
**To:** Laura Leonard <[leonard@SDUBLINCOCO.ie](mailto:leonard@SDUBLINCOCO.ie)>  
**Cc:** Eamonn Stapleton <[estapleton@clonmelent.com](mailto:estapleton@clonmelent.com)>  
**Subject:** FW: Ownership query

You don't often get email from [psexton@sceg.ie](mailto:psexton@sceg.ie). [Learn why this is important](#)

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**Our Ref.: SC04/21020 – CLONDALKIN RUGBY FOOTBALL CLUB – KINGSWOOD RELOCATION**

Dear Laura

We act as agents and professional engineering consultants to Clondalkin Rugby Football in their endeavours to relocate the club grounds to a larger site adjacent to the R136 and Kingswood Overbridge, as you will recall from the email correspondence below. Eamonn Stapleton is the chairman of the development committee for the Club and he kindly passed on your email response.

Our master planning and design development of the site is now practically complete and we intend lodging a Planning Application for SDCC consent in the very near future. However, before we do this we'd gratefully appreciate it if you could reconfirm that the proposed pedestrian and cycleway access off the R136 which we've more accurately placed and highlighted on the attached site layout and development plan is also acceptable to your Department. Subject of course to the determination and input from other Departments as they may be.

While the pedestrian access is approximately in a position that you indicated on your markup plan below we have separated the bicycle/ cycleway access to the northern end of the site, namely approximately 30m from the 'pointed' field/ site boundary. This is simply because there is near level access across the site boundary at this position so cycle access here would be inherently less impactful, disruptive and difficult for all concerned.

Regards

Paul Sexton (0872028150)  
CHARTERED ENGINEER  
For **SCEG LIMITED**  
"The Five Roads", Jordanstown, Lusk, Co. Dublin, Ireland  
K45 NY74 t: +35318490999; e: [connect@sceg.ie](mailto:connect@sceg.ie); [www.sceg.ie](http://www.sceg.ie)

"Together We Can Do Anything"

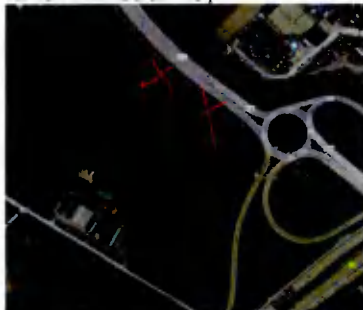
**From:** Laura Leonard <[leonard@SDUBLINCOCO.ie](mailto:leonard@SDUBLINCOCO.ie)>  
**Sent:** Tuesday 2 November 2021 17:49  
**To:** Eamonn Stapleton <[estapleton@clonmelent.com](mailto:estapleton@clonmelent.com)>  
**Subject:** FW: Ownership query

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Hi Eamon,

I can confirm that the roadside margin [ off R136] as (roughly) marked below is in the ownership of the Council. I have spoken with Tracy McGibbon A/Senior Exec Planner and understand that pedestrian/cycle access through a suitable section of this margin would be considered advantageous to any planning proposal that may be brought forward for a sports facility. From land ownership perspective, this Department has no issue with the use of a suitable section of land for the purpose of such access subject to determination and input by Roads Traffic section.

Can further discuss as necessary.



Regards

Laura

Laura Leonard

Senior Executive Officer | Economic, Enterprise & Tourism Development | South Dublin County Council |  
County Hall | Tallaght, Dublin 24 |

4



**IMPORTANT NOTE:**  
 All dimensions are in millimetres.  
 Dimensions shown on this drawing are to be used for construction work only. They are not to be used for any other purpose.  
 It is the responsibility of the client to ensure that the drawing is used for the correct purpose.  
 All dimensions are to be checked on site.  
 All dimensions are to be checked on site.

**CRITICAL DIMENSIONS TO BE CHECKED ON SITE**

**IF THE ABOVE DIMENSION DOES NOT MEASURE THREE CENTIMETERS (3 CM) EXACTLY, THIS DRAWING WILL HAVE BEEN ENLARGED OR REDUCED, AFFECTING ALL LABELLED SCALES**

DATE: 02/02/2022  
 FILE: 02/02/2022\_01/2000.dwg  
 E-mail: info@csd.co.uk  
 Web: www.csd.co.uk  
 Company Registration No: 473173

**Client:** Clondalkin RFC  
**Client Ref:** CRFC

**Project Name:** G&B Plan - Proposed  
**Project Stage:** Pre - Planning

**Scale:** 1:2000, 1:8000  
**Date:** 02/02/2022

**Drawing No:** 2106 1624  
**Revision:** A.03.02.12

**Author:** [Name]  
**Checked:** [Name]  
**Approved:** [Name]

**Site Location:** Clondalkin RFC  
**Client:** CRFC

**Cummins + Voorman Ltd**  
 Environmental & Planning  
 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200



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Planning Department  
 South Dublin County Council  
 County Hall  
 Tallaght  
 Dublin 24

Our Ref. SC04/14013

24<sup>th</sup> February 2014

**PLANNING APPLICATION:**

Planning permission is sought by Clondalkin Rugby Football Club Ltd for relocation of the existing Clondalkin RFC grounds at 'Gordon Park', Old Naas Road, Kingswood, Clondalkin, Dublin 22, (itself subject to Planning Application Reg. Ref. SD21A/0327), to new lands at Kingswood Farm Moneenalion Commons Lower Clondalkin and comprising a) 4 No. new rugby playing pitches, including a high quality Main Competition pitch (with modern directional floodlighting comprising 18m high floodlighting columns either side) and a high quality Junior pitch, both laid approximately level, and two back pitches as well as various grassed rugby training areas all laid on the existing land crossfall levels; and b) Change of use of an existing agricultural shed to accommodate new two storey changing facility and storage areas; and c) a new two storey Clubhouse Pavilion with supporting facilities including Dressing Rooms, Physio Rooms, Coffee Dock, Committee Rooms, Members Bar & Lounge, Plantroom and Toilets; and d) all associated site development sustainability and infrastructure works including connection to existing public foul sewer, SUDs, Sedum Roof and PV roof panels, and e) new landscaping throughout the site comprising trees, hedges and wild flower areas; and f) new cycle track and pedestrian access and stairs off the R136, bicycle shelter, children's playground area, electrical car charging stations, vehicle parking and new vehicle entrance off the Old Country Roadway.

**LOCATION:** Kingswood Farm Moneenalion Commons Lower, Kingswood, Clondalkin, Dublin 22

**APPLICANT:** Clondalkin Rugby Football Club Ltd

**PLANNING FEE CALCULATION SHEET**

1624	FEE Calculation	no.		Total units	Total sq.m.		Fees	Class	total
<b>Changing Rooms</b>	Level 0	203.6	sq.m.						
	Level 1	158.41	sq.m.						
	<b>Total</b>	<b>362.01</b>	<b>sq.m.</b>	<b>1</b>	<b>362.01</b>	<b>sq.m.</b>	<b>€3.60</b>	<b>4</b>	<b>€1,303.24</b>
<b>Clubhouse</b>	Level 0	333.06	sq.m.						
	Level 1	268.09	sq.m.						
	<b>Total</b>	<b>601.15</b>	<b>sq.m.</b>	<b>1</b>	<b>601.15</b>	<b>sq.m.</b>	<b>€3.60</b>	<b>4</b>	<b>€2,164.14</b>
<b>Bike Shelter</b>		1	unit				€80.00	4	€80.00
<b>Lights</b>		1	set				€80.00	4	€80.00
<b>Total planning fee</b>									<b>€3,627.38</b>

/END