

AVIATION IMPACT REPORT

For

New Residential Development of Affordable Rental Apartments at SDCC lands west of new link road connecting Cookstown Road and Belgard Square North.

For Part 8 Planning

August 5th 2020

by

SDCC, Architects Department.

1. Introduction

This non-Technical Aviation Impact report has been prepared to support the Part 8 application for a new development of Affordable Rental Apartments by South Dublin County Council comprising 133 Dwelling units, on lands west of the new Belgard- Cookstown link road.

The report will outline policy set out in the development plan, as well as existing and proposed mitigating factors within the surrounds of the site.

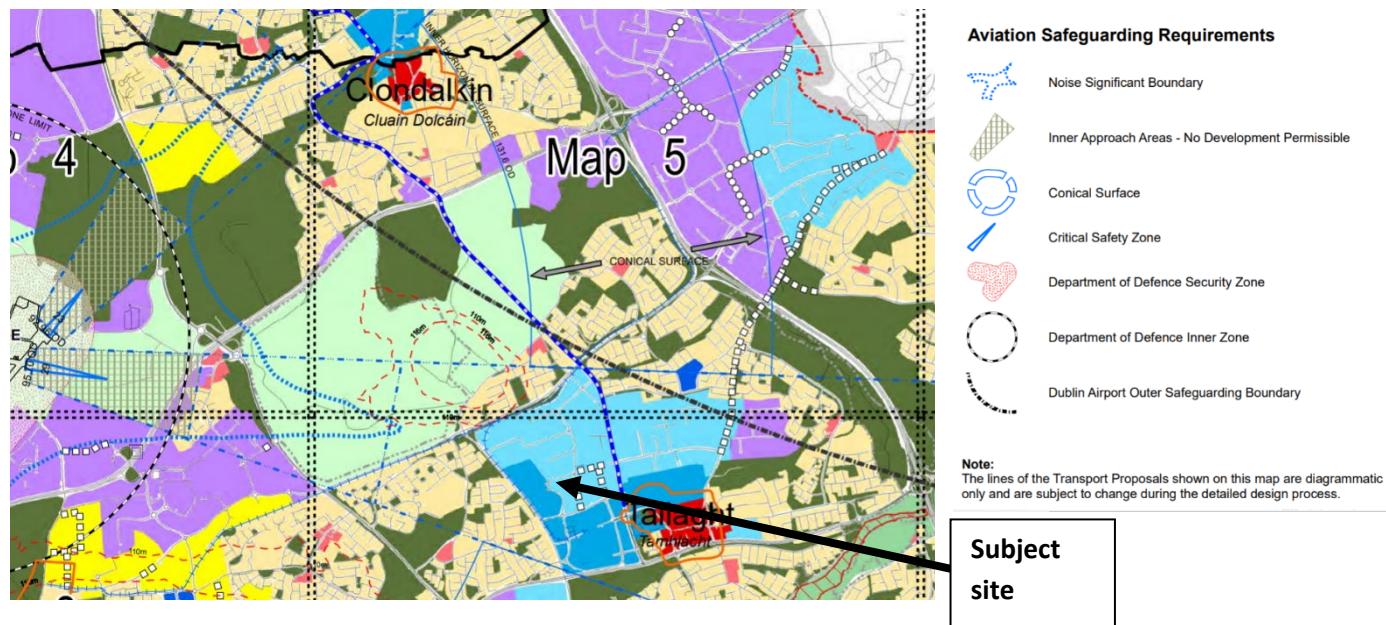
2. Overview

The proposed site is located within Tallaght Town Centre, on lands north of Exchange Hall, east of the hospital and west of the new link road joining Cookstown and Belgard Square North.

The site will deliver 133 new affordable rental apartments and extends to c. 0.49Ha.

3. County Development Plan

The County Development Plan under Section 7.8 sets out policy with regards to Aerodromes and Airport. The subject site lies under the Approach and Take-Off Climb Surfaces to/from Casement Aerodrome's main runway as well as the Conical Surface at Casement military aerodrome. The extract from the Development Plan Key map indicates the site location, as well as Aviation safeguarding requirements.



This report is a non-technical report which address the implications of the proposed development for air safety and aviation

Section 7.8.1 of the Development Plan notes; *Casement Aerodrome is in continuous aviation use and is the only fully equipped military airbase in the State and serves as the main centre of Air Corps operations.*

It is the policy of the Council to safeguard the current and future operational, safety and technical requirements of Casement Aerodrome and to facilitate its ongoing development for military and ancillary uses, such as an aviation museum, within a sustainable development framework.

IE8 Objective 1:

To ensure the safety of military air traffic, present and future, to and from Casement Aerodrome with full regard for the safety of persons on the ground as well as the necessity for causing the least possible inconvenience to local communities.

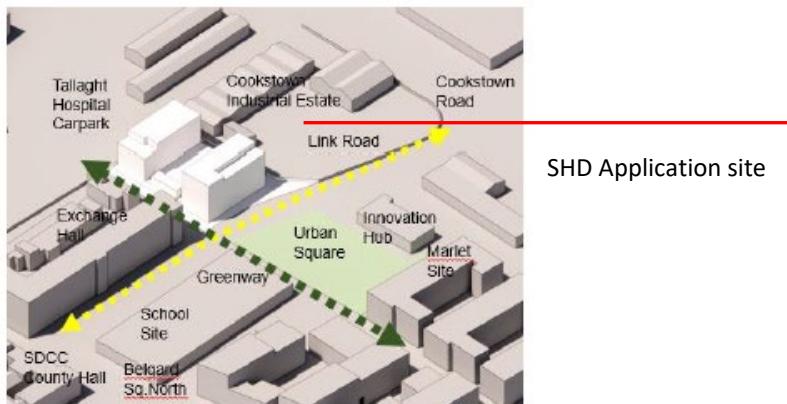
The proposed scheme sits within the Tallaght town and adjoins an existing 7-8 storey building. The subject site sits north towards Casement aerodrome, but sits broadly at a similar height. The bounding site to the North was subject to an SHD application (SHD3ABP-305725-19) which extended significantly higher than the subject application development. Below is a contiguous elevation of the existing Exchange Hall to the south, the proposed development to the centre and the proposed SHD application to the North. A full technical aviation impact report was carried out as part of the above SHD application, and while the application was not successful, the aviation impact was not raised as a reason for refusal. The overall development constituted over development of the site and extended to +140600 OD, the development subject of this application will at its highest point extend to +129050 OD- more than 10 metres lower than the scheme which sits closer to Casement. Therefore it is reasonable to assume that the proposed development will not impact the current or future operations, safety or technical requirements of Casement Aerodrome.



4 Other Aviation Considerations Relevant to this Site

4.1 Tallaght Hospital HeliPad

The helipad at Tallaght Hospital is located to the south-west of the subject site. While we do not have details of the flight path- it may be assumed that as the report prepared with regard to the site north of our site, which is further removed from obstacles (the subject site adjoins an 8 storey structure) we do not pose a risk to the access and safety of the hospital flight path. Being a private helipad, it has no published flight procedures or established obstacle limitation surfaces.



4.2 External Lighting

In order to avoid light spill or impact on ecology- the limited street lighting will be downlighting fixtures and will not project upwards.

4.3 Tower Cranes During Construction

It is likely that a tower crane will be required in the construction of the proposed development might project above the Conical Surface. Should this be required prior notification of use of any tower crane to be submitted, 30 days in advance, to the Irish Aviation Authority and to Casement Aerodrome, who may need to issue the necessary notifications to pilots. In this event all requirements of the aerodrome will be addressed.

5 Summary

Based on the view that the scheme to the north of our site which is closer to Casement Aerodrome, is acceptable in aviation terms, we submit that our site does not impede or pose any risk to the airspace surrounding the subject site.