

OCSC

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MULTIDISCIPLINARY CONSULTING ENGINEERS

ENGINEERING SERVICES REPORT

Modifications to 2no. Apartment Blocks

Kingscroft Developments

16 December 2025

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1 INTRODUCTION

1.1 APPOINTMENT

O'Connor Sutton Cronin & Associates (OCSC) have been appointed by Kingscroft Developments to carry out the design of the Civil Engineering services (roads, surface water drainage, wastewater drainage, and water main infrastructure) associated with the proposed modifications to 2no. Apartment blocks within the Jamestown LRD.

1.2 ADMINISTRATIVE JURISDICTION

The proposed development is located in the jurisdiction of Meath County Council and therefore the engineering services design was carried out with reference to the following:

- Meath County Development Plan (2021-2027)
- Code of Practice for Water Infrastructure Document IW-CDS-5020-03
- Code of Practice for Wastewater Infrastructure Document IW-CDS-5020-03
- Greater Dublin Strategic Drainage Study (GDSDS);
- The Planning System and Flood Risk Management Guidelines for Planning Authorities (Department of Environment, Heritage and Local Government and the Office of Public Works).

1.3 SITE LOCATION

The subject site is located at Jamestown, Rathoath, Co. Meath inside the lands of the previously approved planning application ABP-305196-19, as shown in *Figure 1.1 – Site Location*. The proposed development site surrounding the 2no. proposed apartment blocks are immediately bound by:

- Large residential development (original planning application – ABP-305196-19) to the north/east and west.
- Ratoath Outer Relief Road dissects apartment blocks and to the south.

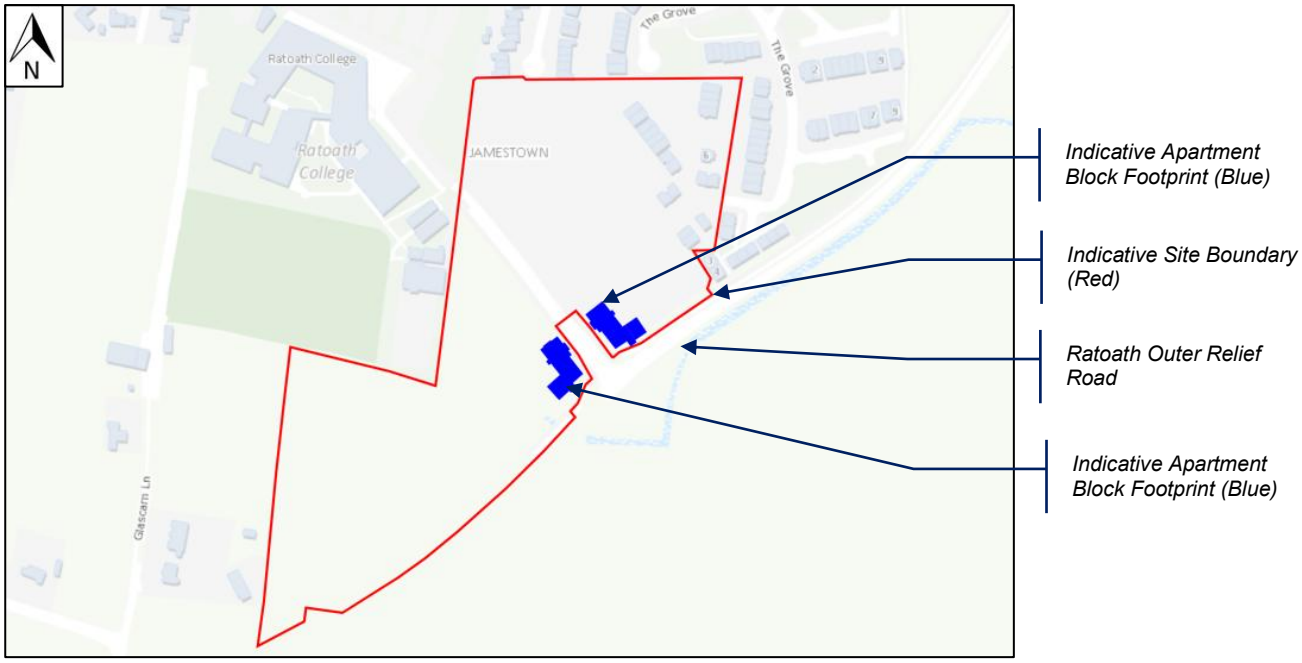


Figure 1: Site Location (www.osi.ie)

1.4 EXISTING SITE OVERVIEW

Currently, the other residential units within the site boundary which were granted planning under ABP-305196-19 are under construction and are at varying levels of completion. The land within the proposed footprint of the 2no. Apartment blocks have undergone enabling works such as site stripping etc. to prepare for the commencement of the construction phase (in line with the previously granted planning ABP-305196-19).

1.5 PROPOSED DEVELOPMENT CONTEXT.

Kingscroft Developments Limited, intend to apply for planning permission for a Large-scale Residential Development consisting of modifications to the previously granted Strategic Housing Development permitted under (ABP-305196-19) (Planning Ref. No. SH305196). The proposed modifications are to the granted 52 no. Apartment units (in 2 no. 4 & 5 storey Block 1 & Block 2 apartment buildings with 30 no. under-croft basement parking spaces per block) that consisted of 8 no. 1- Bed, 40 no. 2- Bed & 4 no. 3-bed Apartment units in total. Proposed modifications include

- an additional floor to the 2. No. apartment blocks and will now increase the no. of units to 64 no. Apartment units (in 2 no. 5 & 6 storey Block 1 & Block 2 apartment buildings with 25.no under-croft basement parking spaces per block and 7. no surface parking spaces per block) now consisting of 10 no. 1- Bed, 50 no. 2- Bed & 4 no. 3-bed Apartment units.
- No changes are proposed to houses and duplex apartment blocks granted under (ABP-305196-19) (Planning Ref. No. SH305196) & (ABP-318557-23-19) (Planning Ref. No. 23882).
- Minor modifications to the Communal Open space to accommodate the proposed Bin & bike storage for the apartment blocks.

The overall proposed units in the development have now increased from 228 to 240 units in total. All other associated landscaping, boundary treatments, site development and service infrastructure works at Jamestown, Ratoath, Co. Meath.

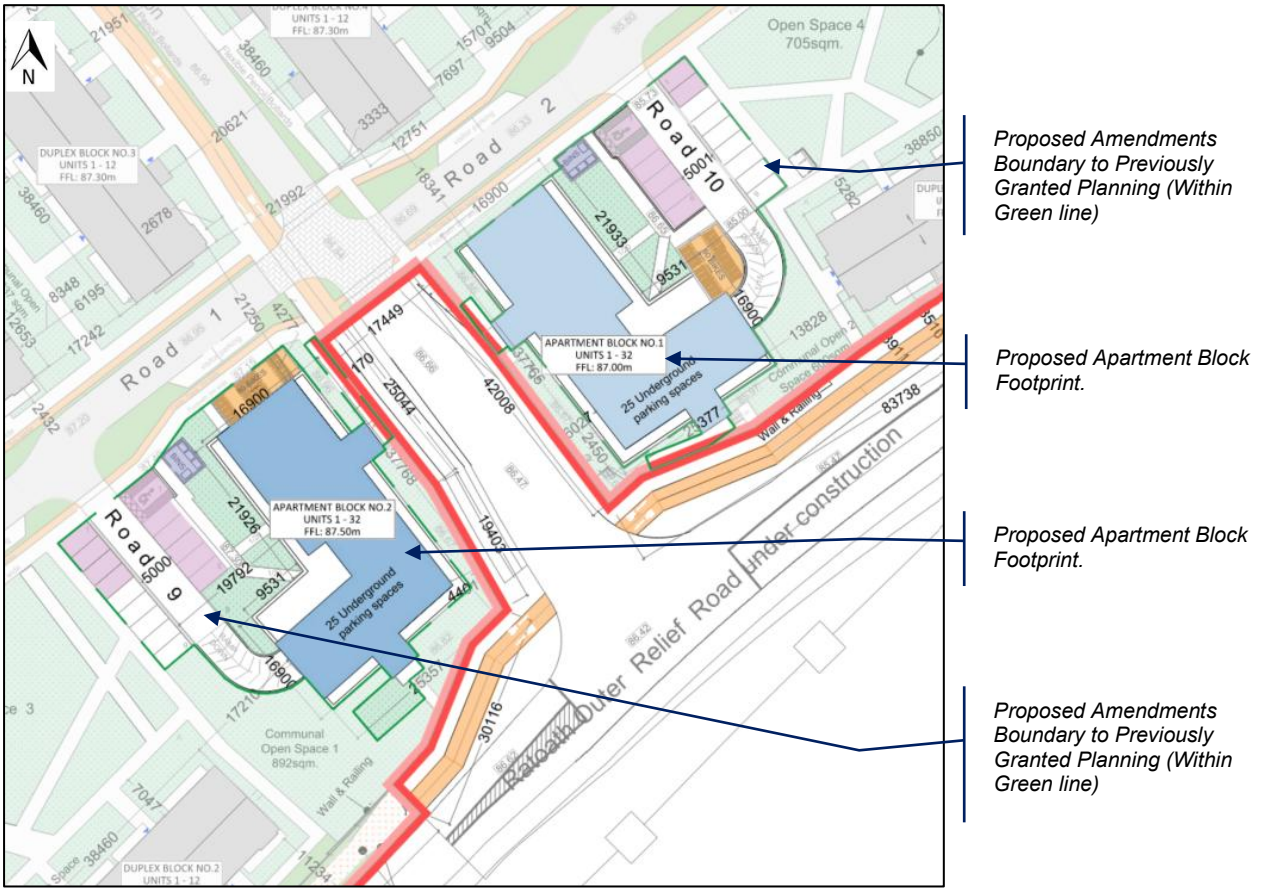


Figure 2: Proposed Site Layout.

2 SCOPE OF SERVICES REPORT

This Engineering Services Report was prepared by reviewing the available data from the local authority sources and national bodies ie., Meath County Council, Uisce Éireann, and the wider design team. The following services are addressed within this report with respect to the proposed development:

- Surface Water Drainage
- Wastewater Drainage
- Potable Water Supply
- Flood Risk
- Roads Infrastructure

This report should be read in conjunction with the OCSC Civil Engineering design drawings that accompany this submission:

- **A635-OCSC-XX-XX-DR-C-1500 (proposed drainage layout)**
- **A635-OCSC-XX-XX-DR-C-1550 (proposed watermain layout)**

The proposed design, for the aforementioned services, has been carried out in accordance with the following technical guidelines and information:

- Greater Dublin Strategic Drainage Study (GDSDS)
- Greater Dublin Regional Code of Practice for Drainage Works (GDRCOP)
- Irish Water Code of Practice for Wastewater, IW-CDS-5030-03
- Irish Water Code of Practice for Water Supply, IW-CDS-5020-03
- The Building Regulations – Technical Guidance Document Part H
- BE EN 752 – Drainage Outside Buildings
- BS 7533-13 – Guide for Design of Permeable Pavements
- The Office of Public Works, the Planning System and Flood Risk Management
- Meath County Council's and Uisce Éireann's Drainage and Watermain Records.

Members of the wider design team cover all other elements of the application pertaining to sustainability, landscaping, planning, ecological, and architectural detail.

3 SURFACE WATER MANAGEMENT PLAN

3.1 OVERVIEW

All proposed surface water drainage designs have been carried out in accordance with The Greater Dublin Regional Code of Practice for Drainage Works.
The existing surface water design for the site is divided into two separate networks, each equipped with individual attenuation and flow control systems. The northern network directs surface water in a north-easterly direction to an existing surface water network that currently serves a neighbouring development. Similarly, the southern network also flows in a north-easterly direction, discharging into an existing surface water network located within the access road to Ratoath College. Both networks have received planning approval under a previous application (ABP-305196-19) (Planning Ref. No. SH305196) and are designed to discharge at greenfield runoff rates. On receipt of granted planning permission, we will engage with Irish Water regarding unit numbers and any additional fees that may be required.

3.2 PROPOSED SURFACE WATER DRAINAGE STRATEGY

It is proposed to maintain the same surface water design that was approved under the previous planning application (ABP-305196-19) (Planning Ref. No. SH305196). There has been no significant increase in hard standing as a result of the modifications to the planning application, as the parking spaces will be permeable. Consequently, the previously approved attenuation systems and flow controls will remain unchanged, ensuring that the surface water management continues to operate effectively and in accordance with the original design parameters.

Additional road gullies and service connections will be provided locally to serve the sections of the road that were not included in the previous planning application. This will guarantee the continuity in design and ensure that the surface water design remains robust and effective for the entire development.
Refer to detailed design drawing **A635-OCSC-XX-XX-DR-C-1500** for surface water drainage layout.

4 WASTEWATER DRAINAGE

4.1 OVERVIEW

All proposed wastewater sewer designs have been carried out in accordance with Irish Water's Code of Practice for Wastewater Infrastructure.
The wastewater strategy for the site is divided into two distinct networks: the northern and southern networks. These are traversed by the access road connecting the Ratoath Outer Orbital Road to Ratoath College. The southern network slopes in a north-easterly direction towards an existing wastewater manhole located within the same access road. Similarly, the northern network also falls in a north-easterly direction, discharging into an existing wastewater network that serves a neighbouring development to the east of the site.
All wastewater infrastructure has received planning approval under the original ABP-305196-19 application, but upon receipt of granted planning permission, we will engage with Irish Water regarding unit numbers and any additional fees that may be required.

4.2 CONSULTATION

The existing wastewater design for the site has already been vetted by Uisce Éireann through the new connection process and a connection offer has been received (which includes the original 52no. apartment units).
This offer has allowed construction to commence on the installation of wastewater infrastructure on-site and the connection to the network of the remaining residential units.

4.3 PROPOSED WASTEWATER DRAINAGE STRATEGY

It is proposed to maintain the same wastewater design as approved under the ABP-305196-19 application to facilitate the connection of the 2no. Revised apartment blocks. Connections into the established design ensure that the hydraulic capacity and flow characteristics of the existing networks are maintained.
Additionally, the use of the pre-approved design simplifies the process, as the necessary permissions and assessments have already been completed under the previous planning application.
This continuity in design ensures that the wastewater design remains robust and effective for the entire development.
Refer to detailed design drawing **A635-OCSC-XX-XX-DR-C-1500** for wastewater drainage layout.

5 POTABLE WATER SUPPLY

5.1 OVERVIEW

All proposed potable water designs have been carried out in accordance with Irish Water's Code of Practice for Water Infrastructure, IW-CDS-5020-03.
The watermain strategy for the site is divided into two separate networks: the northern and southern networks, both of which are traversed by the access road connecting the Ratoath Outer Orbital Road to Ratoath College. The southern network includes a connection and appropriate metering infrastructure to the existing watermain infrastructure within the same road. Meanwhile, the northern network has a connection and appropriate metering infrastructure to an existing watermain located to the east of the site, which is currently serving a neighbouring residential development. This dual-network approach ensures efficient water distribution and management across the entire site.

5.2 CONSULTATION

Similar to wastewater the existing watermain design for the site has already been vetted by Uisce Éireann through the new connection process and a connection offer has been received (which includes the original 52no. apartment units). On receipt of granted planning permission, we will engage with Irish Water regarding unit numbers and any additional fees that may be required.
This offer has allowed construction to commence on the installation of watermain infrastructure on-site and the connection to the network of the remaining residential units.

5.3 CONNECTION TO THE EXISTING NETWORK

It is proposed to maintain the same watermain design as approved under the ABP-305196-19 application to facilitate the connection of the 2no. Revised apartment blocks. Connections into the established design ensure that the hydraulic capacity and flow characteristics of the existing networks are maintained.
Additionally, the use of the pre-approved design simplifies the process, as the necessary permissions and assessments have already been completed under the previous planning application.
This continuity in design ensures that the watermain design remains robust and effective for the entire development.
Refer to the detailed design drawing **A635-OCSC-XX-XX-DR-C-1550** for the watermain layout.

6 SITE-SPECIFIC FLOOD RISK ANALYSIS

6.1 OVERVIEW

A site-specific flood risk analysis is not required for this application, as the modifications to the 2no. Apartment blocks have not affected the likelihood of flooding as there is no introduction of any new flood risks or exacerbating existing ones, maintaining the site's compliance with relevant flood risk management standards.

7 ROADS INFRASTRUCTURE & TRAFFIC

7.1 ROADS DESIGN

The overall road layout permitted under planning reference ABP-318557-23 will be generally unaffected by the revised layout The previous road layout included two minor accesses for basement parking, which is being maintained, with some additional surface carparking along these internal basement access roads of the apartment blocks. There will also be additional bicycle storage included for both apartment blocks externally.

The access road widths, including buffer zones, are approximately 5.5m each, which is sufficient for vehicle turning movements and in accordance with section 4.3.3 of DMURS. Each car parking space is 2.5m x 5m, which is in line with section 4.4.9 of DMURS.

Bin collection has been located adjacent to Roads 1 and Road 2, to avoid the requirement for refuse collection trucks to access roads 9 and 10 (the access to the surface parking and basement). This removes the requirement for reversing movements of the refuse trucks.

7.2 TRAFFIC ASSESSMENT

Section 11.2.1 of the Meath County Development Plan 2021 - 2027 specifies the County's requirements in terms of traffic and transport assessments. It states that: "Applications for proposed new residential, commercial, mixed-use, industrial and educational developments shall be accompanied by a Traffic and Transport Assessment (TTA) as required by the Council. Developments shall have regard to the TII Traffic and Transport Assessment Guidelines, 2014 and any subsequent updated guidelines, where applicable." The Traffic and Transport Assessment Guidelines (2014) specify thresholds at which the production of Traffic and Transport Assessments in relation to planning applications is recommended. These Traffic Management Guidelines Thresholds for Transport Assessments are:

- Traffic to and from the proposed development exceeds 10% of the traffic flow on the adjoining road;
- Traffic to and from the proposed development exceeds 5% of the traffic flow on the adjoining road where congestion exists;
- Residential development in excess of 100 dwellings (Applications for 100 or more dwellings are decided by An Bord Pleanála as an SHD);
- Retail and leisure development in excess of 1,000 sq.m;
- Industrial development in excess of 5,000 sq.m, and
- Distribution and warehousing in excess of 10,000 sq.m.

The proposed residential development consists of 64 no. Apartments. The net increase in units permitted of 12. This is well below the specified threshold of 100 no. Units. Based on this, a Traffic and Transport Assessment is not required. The impact of the additional 12 units in the overall scheme is negligible.

The Guidelines also provide additional thresholds where National Roads are affected. It states that where the following thresholds are exceeded, a Traffic and Transport Assessment will be required:

- 100 trips in/out combined in the peak hours for the proposed development;
- Development traffic exceeds 10% of turning movements at junctions with and on National Roads;
- Development traffic exceeds 5% of turning movements at junctions with National Roads if the location has the potential to become congested or sensitive;
- Retail developments in excess of 1000 m^2 Gross Floor Area;
- Leisure developments in excess of 1000 m^2 Gross Floor Area;
- Business developments in excess of 2500 m^2 Gross Floor Area;
- Industrial developments in excess of 5000 m^2 Gross Floor Area;
- Distribution and warehouse developments in excess of 10000 m^2 Gross Floor Area;
- Hospitals and educational developments in excess of 2500 m^2 Gross Floor Area;
- Stadia in excess of 1500 person capacity;
- Community Facilities in excess of 1000 m^2 Gross Floor Area;
- Housing development with 50 dwellings within urban areas with a population of less than 30,000;
- Housing developments with 100 dwellings within urban areas with a population equal to or greater than 30,000; and
- 100 no. On-site parking spaces.

The development only impacts local roads. No National Roads will be significantly affected, and as such, these thresholds are not applicable.

As such, based on the Meath County Development Plan 2021 - 2027 and the Traffic and Transport Assessment Guidelines 2014, a Traffic and Transport Assessment is not required for the proposed development as none of the specified thresholds are exceeded.

8 ACCESSIBILITY

The proposed development is located an approximately 20-minute walk (and 7-minute cycle) from the town centre of Ratoath, providing access to the following services:

- Retail (Centra, SuperValu and Tesco Express, boutique, electronics, hardware, motor factors)
- Healthcare and Dental (2 no. pharmacies, medical centre, dental clinic)
- Beauty and Wellness (hair and beauty salons, barber, gym, salt therapy clinic)
- Financial Services (Credit Union, An Post)
- Hospitality (restaurants, cafés, takeaways and bars)
- Entertainment (arts centre and community centre)

Footpaths along this route appear to be in good condition, accessible for wheelchair users and well-lit. There is a reasonable provision of pedestrian crossing facilities, with a small number of signalised crossing points, as well as uncontrolled crossing points and zebra crossings. Shared space with provision for cyclists is provided at certain points along the route.

In this regard, Meath County Council is currently developing the Ratoath Pedestrian and Cycling Scheme, which will provide enhanced facilities including shared surfaces, dedicated cycle lanes, access within the proposed Broadmeadow Greenway, safe pedestrian crossing points, reallocation of road/ street space and enhanced parking facilities. Any improvements to cycle facilities will be developed in accordance with the NTA's Cycle Connects Plan, which is shown in Figure 3 below for Ratoath. The Plan designates much of the town as a secondary cycle route, with several feeder cycle routes accessing residential neighbourhoods.

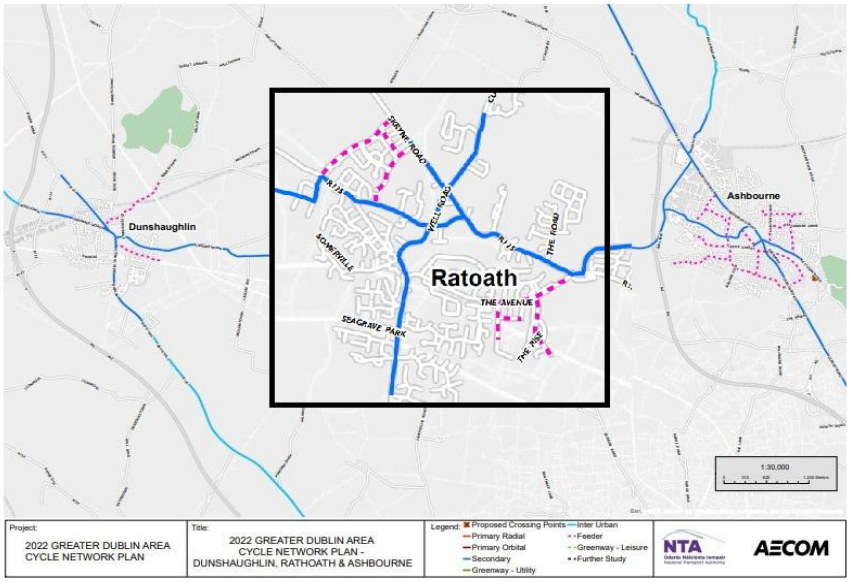


Figure 3: NTA Cycle Connects Plan, Ratoath.

The measures set out in the Ratoath Pedestrian and Cycling Scheme, once implemented, will promote increased active travel in the area, including the Jamestown development.

In terms of public transport, the development is served by two bus stops (in the eastbound and westbound directions respectively), located a ten-minute walk from the site. Bus routes serving these stops are as follows:

Route	Destination	Origin	Frequency
103	Dublin	Ratoath	20 mins
105	Blanchardstown	Drogheda	30 mins
105X	Dublin	Fairyhouse Road	30 mins (evening only)
109A	Dublin Airport	Kells	60 mins
194 (Ashbourne Connect)	Dublin	Ratoath	15 mins (morning only)

Table 1. Bus Services at Ballybin Roundabout.

Locations of all bus stops serving Ratoath are detailed in Figure 4 below infographic. An interactive map, provided by the NTA, is available on the Transport for Ireland website.

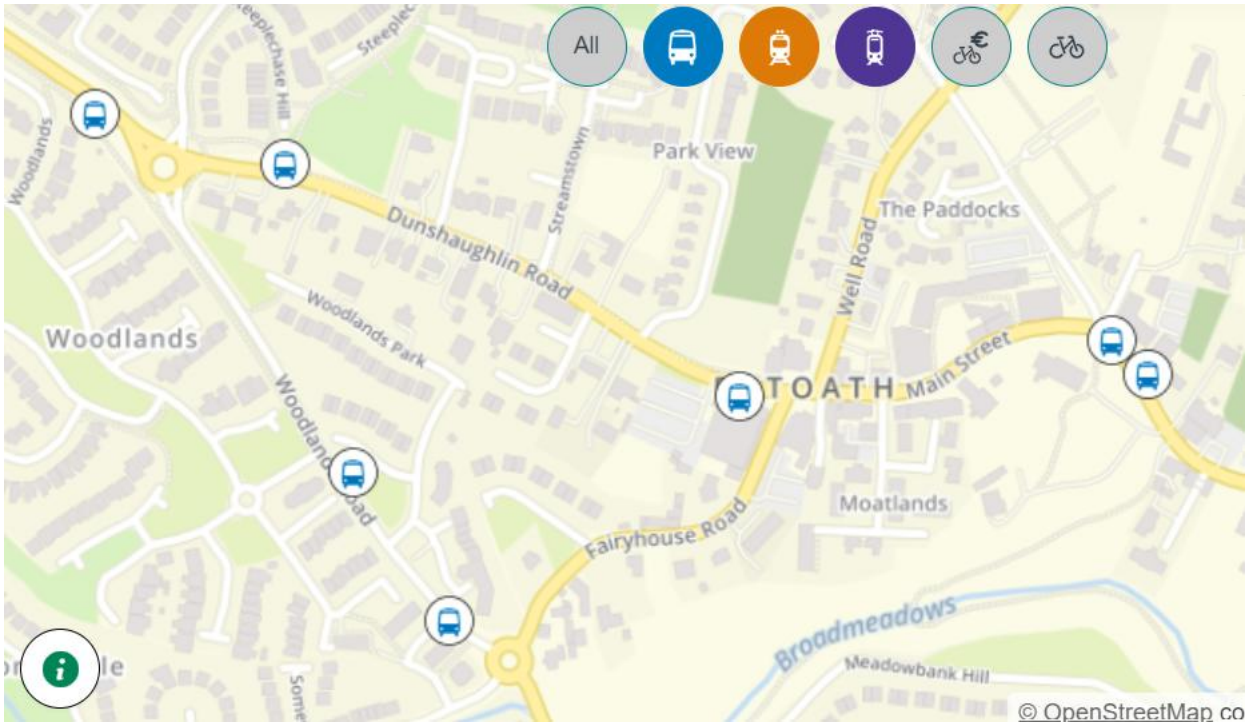


Figure 4: Locations of Bus stops, Ratoath (transport for Ireland)

Furthermore, as part of the National Transport Authority (NTA)'s Park and Ride Strategy, park and ride facilities are planned for Ashbourne, which is a ten-minute drive from the development and will link up with further bus services. Such a facility has the potential to encourage car sharing between neighbouring residents, particularly for daily commutes. Alternatively, the facility is likely to incorporate some form of cycle parking. Whilst there is no confirmed location for the facility, it is envisaged that it will be approximately a 15-minute cycle from the development, and less if using an electric bicycle or scooter.

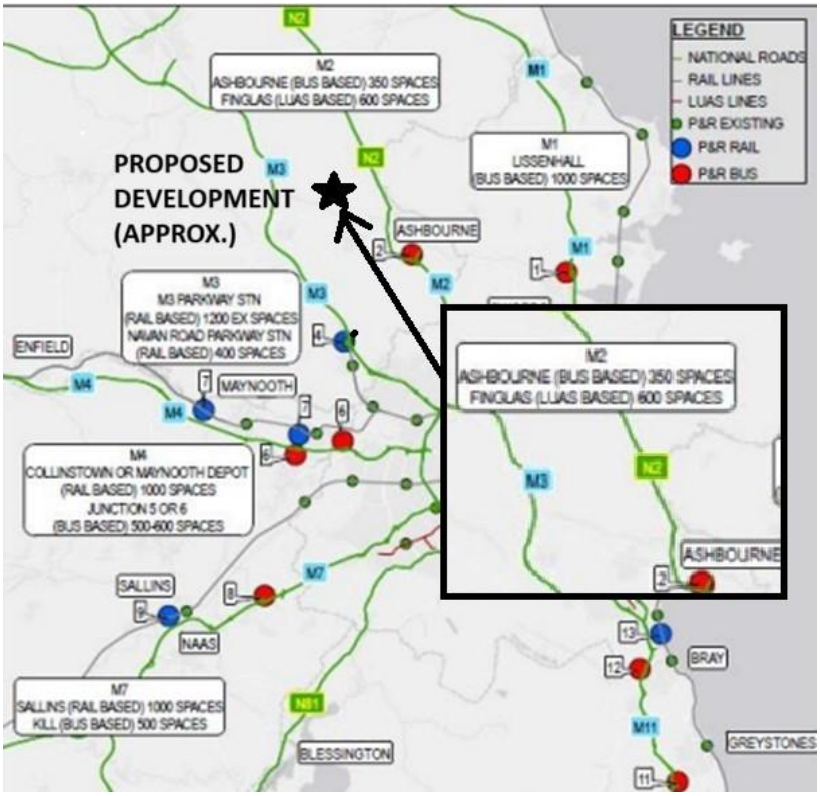


Figure 5: National Transport Authority (NTA)'s Park and Ride Strategy.

9 PARKING STRATEGY

The proposed car parking strategy at the site has been developed taking into consideration a variety of factors to ensure the appropriate number of spaces are provided which is in line with current sustainable travel and development objectives.

On this basis, the strategy has considered the standards set out within the latest Meath County Development Plan to ensure the objectives below are achieved.

- The promotion of sustainable modes of travel, which are within a reasonable walking distance of the development site;
- Facilitating an appropriate level of car storage at the development;
- The prevention of potential overspill parking into the local area.

CAR PARKING STANDARDS

The following car parking standards are applicable to this development:

Meath County Development Plan 2021 – 2027

Section 11.9.1 of the Meath County Development Plan 2021 – 2027 specifies the car parking standards for developments in the County. The following car parking standards apply:

- Residential:
  - Dwellings/ houses: 2 spaces per unit;
  - Apartments: 2 spaces per unit; and 1 visitor parking space per 4 units.

However, regard should be given to the Government's shift towards the promotion of more sustainable transport, and the local authorities' commitment to supporting increased usage of public transport and active travel. The Plan states "The provision of sufficient car parking is important, particularly in areas of the County which are currently poorly served by public transport networks. Therefore, the rationale for the application of car parking standards is to ensure that consideration is given to the accommodation of vehicles in assessing development proposals while being mindful of the need to promote a shift towards more sustainable forms of transport." In this regard, there is clear scope for a reduced car parking provision below the standard, subject to appropriate justification.

Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities

Section 5.3.4 of the Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities sets out the maximum car parking standards for high-capacity public transport node/interchange, accessible, intermediate and peripheral locations, detailed below:

- **High-capacity public Transport Node or Interchange** (i.e. Lands within 1,000 metres (1km) walking distance of an existing or planned high-capacity urban public transport node or interchange, namely an interchange or node that includes DART, high-frequency Commuter Rail, light rail or MetroLink services; or locations within 500 metres walking distance of an existing or planned BusConnects 'Core Bus Corridor' stop)**: 1 space per dwelling**
- **Accessible** (i.e. Lands within 500 metres (i.e. up to 5–6-minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus services)**: 1.5 spaces per dwelling**
- **Intermediate** (i.e. Lands within 500-1,000 metres (i.e. 10–12-minute walk) of existing or planned high frequency (i.e. 10-minute peak hour frequency) urban bus services; and Lands within 500 metres (i.e. 6-minute walk) of a reasonably frequent (minimum 15-minute peak hour frequency) urban bus service)**: 2 spaces per dwelling**
- **Peripheral** (i.e. Lands that do not meet the proximity or accessibility criteria detailed above. This includes all lands in Small and Medium Sized Towns and in Rural Towns and Villages)**: 2 spaces per dwelling**

Notwithstanding these maximum standards, the Guidelines also note the following: "The quantum of car parking in new developments should be minimised in order to manage travel demand and to ensure that vehicular movement does not impede active modes of travel or have undue prominence within the public realm." The Guidelines further state, "In areas where car-parking levels are reduced studies show that people are more likely to walk, cycle, or choose public transport for daily travel" and "where basement or undercroft car parking may not be feasible, it is important to achieve a balance between the quantum of car parking and its design, in order to ensure that parked cars do not dominate public areas." It should be noted that the revised development has replaced the original basement car parking provision with surface parking spaces.

In this regard, there is scope for reduced car parking provision below the maximum standard subject to appropriate justification. Such a reduction in car parking is likely to promote increased use of the nearby bus network and active travel by means of bicycle and electric scooters.

Design Standards for New Apartments – July 2023

The "Sustainable Urban Housing: Design Standards for New Apartments" (July 2023) defines three types of urban areas and associated car parking provision:

- **Central/Accessible Urban** - In larger scale and higher density developments, comprising wholly of apartments in more central locations that are well served by public transport, the default policy is for car parking provision to be minimised, substantially reduced, or wholly eliminated in certain circumstances (15 minutes walk of city centre/employment location, 10 minutes of rail, 5 minutes of high-frequency bus services (10 min peak hour frequency);
- **Intermediate Urban Locations** - suburban/urban locations served by public transport or close to town centres or employment areas and particularly for housing schemes with more than 45 dwellings per hectare net (18 per acre), planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard;
- **Peripheral/Less Accessible Urban Locations** - one car parking space per unit, together with an element of visitor parking, such as one space for every 3-4 apartments, should generally be required.

Due to the proximity of this development to high-quality public transport, as well as its mixed makeup of apartments and houses, it can be considered an *Intermediate Urban Location* which means that planning authorities should consider a reduced overall car parking standard. This is subject to appropriate justification.

PARKING PROVISION

The parking provision determined by the development is 74 parking spaces, and 2 separate disability parking spaces, which allocates 1.15 standard car parking space per unit and is below the maximum car parking provision set out above. The proposed provision of 76 total car parking spaces can be justified as follows:

- The development is located within walking distance of the town centre of Ratoath, with access to supermarkets, post and financial services, medical and dental care centres, beauty and wellness services such as salons and gyms, hospitality and entertainment.
- The development is located a ten-minute walk from a well-served bus stop, with routes to major population and employment centres such as Dublin, Navan and Drogheda.
- Once the adjacent distributor road is complete it is likely to increase the level of Bus service provided and reduce the distance to bus stops.
- A reduction in car parking spaces will encourage residents and visitors to make use of more sustainable transport alternatives such as public transport and active travel.
- A high number of bicycle parking spaces are proposed to encourage the use of cycling as a transport mode.
- Planned pedestrian and cyclist facility upgrades in Ratoath will promote an uptake in active travel.
- As per ABP-305196-19, the parent development makes provision for 30 visitor car parking spaces along the spine roads of the overall development, which are in close proximity to the proposed units. Therefore, additional spaces for visitor car parking are not required.
- As per the Design Standards for New Apartments, a reduced overall car parking standard can apply.

CYCLE PARKING

Table 11.4 of the Meath County Development Plan 2021 – 2027 details the standard for cycle parking in new developments. Apartments are to have provision for one cycle parking space **per bed space**, and a **minimum** of two spaces per unit., as well as one bicycle parking space per two units.

The development consists of 64 apartment units, the resident bicycle parking space requirements are set out in the following table:

	No. of Units	**No. of Bed Spaces per unit**	**No. of Cycle Parking Spaces**
1-Bedroom	10	2	20
2-Bedroom	50	2	100+25
3-Bedroom	4	3	12+2
Total			**159**

Table 2. Bicycle Parking by Unit Type

Based on the above standards, the development should provide the following bicycle parking:

- 159 resident bicycle parking spaces with 160 bicycle parking spaces provided

10 VERIFICATION

This report was compiled and verified by:

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