



# Planning Report

## **In respect of**

A Proposed Strategic Housing Development (SHD) on Lands at  
Ratoath, Co. Meath

## **On behalf of**

Beo Properties Limited

**May 2022**

## Document review and approval

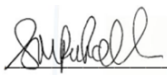
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## 1.0 Introduction

This Planning Report document has been prepared by KPMG Future Analytics (KPMG FA) of 1 Stokes Place, St. Stephen's Green, Dublin 2 on behalf of Beo Properties Limited of Unit 6, Argus House, Greenmount Office Park, Harold's Cross Road, Dublin 6W. It relates to a proposed development on lands to the immediate south of the established town of Ratoath. The purpose of the Report is to introduce the proposed development and to outline and summarise the key planning and development considerations that relate to it.

The proposed development is in excess of 100 no. residential units and does not exceed the thresholds for non-residential uses. Therefore, it is deemed to be a Strategic Housing Development (SHD) and eligible for consideration under the provisions of the Planning and Development (Housing) and Residential Tenancies Act, 2016 and the Planning and Development (Strategic Housing Development) Regulations, 2017.

The formal Section 247 Pre-Planning Consultation with Meath County Council required under the Planning and Development (Housing) and Residential Tenancies Act, 2016 took place on the 19<sup>th</sup> January 2021. A Pre-Application Consultation meeting with An Bord Pleanála (ABP) and Meath County Council took place on 26<sup>th</sup> January 2022 (ABP-311774-21). In the Opinion issued on 08 February 2022, An Bord Pleanála outlined matters which need to be addressed in order to constitute a reasonable for an application for Strategic Housing Development.

The design team has given extensive consideration to the Opinion issued by ABP and has advanced the scheme significantly to address the issues identified in the Opinion. At this advanced stage of the application preparations, it is impractical for the applicant to re-direct the application through the Planning and Development – Large Scale Residential Housing (LSRD) Act 2021 process and undo the extensive work that the design team has carried out on the project. Notice of the intention to proceed with the SHD application was provided by email to the Strategic Housing Unit of ABP on 27<sup>th</sup> January 2022. Please refer to Appendix 1 for an acknowledgement of receipt of the notification email dated 28<sup>th</sup> January 2022.

### 1.1 Purpose of the Report

This report is in support of the proposed development following on from the pre-application consultation (PAC) with An Bord Pleanála (ABP) and Meath County Council (MCC).

- Detail the site location and context, as well as its history;
- Provide a detailed description of the proposed development;
- Identify key planning policies and objectives and compliance with same;
- Undertake an assessment of the development from a planning perspective, thereby addressing the matters set out in the Planning and Development (Strategic Housing Development) Regulations, 2017; and
- Address other key matters including any comments arising from the PAC with MCC and ABP

Recognising the scale of the development and the significant design detail that has been undertaken to date, this Report should be read in conjunction with the enclosed inputs prepared by the other members of the Design Team.

We confirm that this planning application including the enclosed drawings, public notices, and application form, have been prepared in accordance with the requirements of the Planning and Development Regulations 2001, as amended, including all provisions set out in the Planning and

Development Regulations 2017 relating to Strategic Housing Developments (hereafter referred to as the Regulations).

## 1.2 Statutory Description

Please refer to the statutory public notices included as part of this application below: -

*“We, Beo Properties Limited, intend to apply to An Bord Pleanála for permission for a strategic housing development at this site (c.14.166 ha), on existing agricultural lands located immediately to the south of the existing built area of Ratoath in County Meath. The site is generally bound to the north by Glascarn Lane, the rear of houses at Glascarn Lane, further existing residential dwellings and a permitted strategic housing development (Reg Ref: TA17/305196); to the east and south by existing agricultural fields and by Glascarn Lane; and to the west by Fairyhouse Road (R155), the rear of houses at Fairyhouse Road, the Carraig Na Gabhna and Cairn Court developments, and existing agricultural fields. The subject site is located on lands within the following town lands (in part): Legagunia, Commons, Jamestown, Glascarn and Newtown.*

*The proposed development will principally consist of the construction of 452 no. residential units and all associated ancillary accommodation, open space and site development works. The total gross floorspace (GFA) of the overall development is c.55,714.4 (c.59,177 with ancillary uses included) of which c.54,175 is residential and c.1,539.4 is non-residential uses. The proposed development will principally consist of 150 no. semi-detached and terraced dwelling houses (3-bed - with option to convert attic in 89 no. units, thereby creating 4-bed houses), 182 no. maisonettes (15 no. 1-bed & 167 no. 3-bed) and 120 no. apartments (100 no. 2-bed and 20 no. 3-bed)(with balconies/terraces across all elevations), with heights ranging from 2-3 storey terraced houses and 3-4-storey duplex buildings (1 storey ground floor units and 2 storey first and second floor units; 2 storey ground and first floor units and 2 storey second and third floor units) and 6-storey apartment blocks. The scheme provides the following house types (as detailed in the application pack materials):61 no. A1 (with the option to provide as A2 given similar appearance), 28 no. A2 (with the option to provide as A1 given similar appearance), 30 no. B1, 31 no. B2, 42 no. M1, 42 no. M2, 34 no. M3, 34 no. M4, 15 no. M5, 15 no. M6, 60 no. D1, 20 no. D2, 20 no. D3, 20 no. D4. The scheme is presented across 12 neighbourhoods (A-H & J-M), each with its own designated central communal open space, car and cycle parking (746 no. car parking spaces and 816 no. cycle parking space) as follows:*

**Neighbourhood A:** *consisting of 38 no. units comprising 4 no. 2 storey three-bedroom terraced housing units, 30 no. apartments (25 no. two-bedroom units and 5 no. three-bedroom units), 4 no. 2 storey three-bedroom maisonettes, ancillary accommodation, including lobby (c.53 sq. m), post room (c.13 sq. m), ESB storage (c.11 sq. m), water storage (c.14 sq. m), refuse storage (c.29 sq. m), bike storage (c.135 sq. m), car park (c.702 sq. m) associated private balconies/terraces/rear gardens, communal open space (c.662 sq. m), 51 no. surface and undercroft car parking spaces (42 no. residential and 9 no. visitor) and 92 no. cycle parking spaces.*

**Neighbourhood B:** *consisting of 43 no. units comprising 23 no. terraced housing units (10 no. 2 storey three-bedroom units and 13 no. 3 storey three-bedroom units), 20 no. 2 storey three-bedroom maisonettes, ancillary accommodation including, associated private balconies/terraces/rear gardens/winter gardens, communal open space (c.1,753 sq. m), 76 no. car parking spaces (66 no. residential and 10 no. visitor) and 52 no. cycle parking spaces.*

**Neighbourhood C:** *consisting of 62 no. units comprising 12 no. 2 storey terraced housing units, 30 no. apartment units (25 no. two-bedroom units and 5 no. three-bedroom units), 20 no. maisonette units (18 no. 2 storey three-bedroom units and 2 no. single storey one-bedroom units), ancillary accommodation, including lobby (c.53 sq. m), post room (c.13 sq. m), ESB*

storage (c.11 sq. m), water storage (c.14 sq. m), refuse storage (c.29 sq. m), bike storage (c.135 sq. m), , car park (c.702 sq. m), associated private balconies/ terraces/rear gardens, communal open space (c. 1,270 sq. m), 96 no. surface and undercroft car parking spaces (74 no. residential and 22 no. visitor) and 142 no. cycle parking spaces.

**Neighbourhood D:** consisting of 38 units comprising 14 no. terraced housing units (7 no. 2 storey three-bedroom units and 7 no. 3 storey three-bedroom units), 24 no. maisonettes (20 no. 2 storey three-bedroom units and 4 no. single storey one-bedroom units), ancillary accommodation, including associated private balconies/terraces/rear gardens, communal open space (c.798 sq. m), 62 no. car parking spaces (52 no. residential and 10 no. visitor), 60 no. cycle parking spaces and an ESB substation (c.14 sq. m).

**Neighbourhood E:** consisting of 30 units comprising 18 no. 2 storey three-bedroom terraced housing units, 12 no. 2 storey three bedroom maisonettes, ancillary accommodation, including associated private balconies/terraces/rear gardens, communal open space (c.643 sq. m), 56 no. car parking spaces (48 no. residential and 8 no. visitor), 30 no. cycle parking spaces and an ESB substation (c.14 sq. m).

**Neighbourhood F:** consisting of 36 units comprising 20 no. terraced housing units (12 no. 2 storey three-bedroom units and 8 no. 3 storey three-bedroom units), 16 no. 2 storey three-bedroom maisonettes, ancillary accommodation, including associated private balconies/terraces/rear gardens, communal open space (c.664 sq. m), 64 no. car parking spaces (56 no. residential and 8 no. visitor) and 42 no. cycle parking spaces.

**Neighbourhood G:** consisting of 29 units comprising 11 no. 3 storey three-bedroom terraced housing units, 18 no. maisonettes (15 no. 2 storey three-bedroom units and 3 no. single storey one-bedroom units), ancillary accommodation, including associated private balconies/terraces/rear gardens/winter gardens, communal open space (c.430 sq.m), 48 no. car parking spaces (40 no. residential and 8 no. visitor), 48 no. cycle parking spaces and an ESB substation (c.14 sq.m).

**Neighbourhood H:** consisting of 50 units comprising 8 no. terraced housing units (4 no. 2 storey three-bedroom terraced housing units, 4 no. 3 storey three-bedroom terraced housing units), 30 no. apartment units (25 no. two-bedroom units and 5 no. three-bedroom units), 12 no. 2 storey three-bedroom maisonettes, ancillary accommodation, including associated private balconies/terraces/rear gardens/winter gardens, 4 no. commercial/local retail units (c.533.6 sq. m), 4 no. wc (c.44 sq. m), lobby (c.50 sq. m), post room (c.14 sq. m), ESB storage(c.13 sq. m), water storage (c.14 sq. m), refuse storage (c.30 sq. m), communal bins (c.11 sq. m), bike storage (107 sq. m), communal open space (c.1,153 sq. m), 76 no. surface and undercroft car parking spaces (58 no. residential and 18 no. visitor) and 118 no. cycle parking spaces and an ESB substation (c.14 sq. m).

**Neighbourhood J:** consisting of 37 units comprising 13 no. terraced housing units (5 no. 2 storey three-bedroom units and 8 no. 3 storey three-bedroom units), 24 no. maisonette units (20 no. 2 storey three-bedroom units and 4 no. single storey one-bedroom units, ancillary accommodation, including associated private balconies/terraces/rear gardens/winter gardens, communal open space (c.1,148 sq. m), 56 no. car parking spaces (50 no. residential and 6 no. visitor) and 60 no. cycle parking spaces.

**Neighbourhood K:** consisting of 30 no. apartment units (25 no. two-bedroom units and 5 no. three-bedroom units), ancillary accommodation, including associated private balconies, ancillary childcare facility (c.1,003 sq. m) with associated play areas (c.727 sq. m), lobby (c.53 sq. m), post room (c.14 sq. m), ESB storage (c.13 sq. m), water storage (c.14 sq. m), refuse storage (c.28 sq. m), bike storage (c.132 sq. m), car park (c.702 sq. m) communal open space (c.200 sq. m), 38 no. surface and undercroft car parking spaces (30 no. residential and 8 no. visitor) and 92 no. cycle parking spaces, in addition to 22 no. car parking spaces for the creche.

**Neighbourhood L:** consisting of 35 units comprising 15 no. terraced housing units (11 no. 2 storey three-bedroom units and 4 no. 3 storey three-bedroom units), 20 no. maisonettes (18 no. 2 storey three-bedroom units and 2 no. single storey one-bedroom units), ancillary



accommodation, including associated private balconies/terraces/rear gardens/winter gardens, communal open space (c.845 sq. m), 57 no. car parking spaces (50 no. residential and 7 no. visitor), 50 no. cycle parking spaces and an ESB substation (c.14 sq. m).

**Neighbourhood M:** consisting of 24 units comprising 12 no. terraced housing units (6 no. 2 storey three-bedroom units and 6 no. 3 storey three-bedroom units), 12 no. 2 storey three-bedroom maisonettes, ancillary accommodation, including associated balconies/terraces/rear gardens/winter gardens, communal open space (c.1,017 sq. m), 39 no. car parking spaces (36 no. residential and 3 no. visitor), 30 no. cycle parking spaces and an ESB substation (c.14 sq. m).

The proposed development also includes 2.247 ha of landscaped public open space which includes a civic plaza (0.513 ha), greenway spine (1.087 ha) and parklands (0.674 ha); solar PV Panels in various locations; and public lighting. All associated site development works above and below ground including hard and soft landscaping, roads/footpaths/cycle paths, play areas, boundary treatments, SuDs, pumping station, EV charging points, green roofs, ESB substations and services to facilitate the development.

Planning permission is also sought for a second phase of the Ratoath Outer Relief Road (RORR) (c. 22,825 sq. m), that will run along the southern boundary of the application site and join up to the existing constructed section of the RORR. The section of the RORR proposed as part of this development runs from a new signalised junction on the R155, east for approximately 1100m, to the end of the site boundary. The proposed roadway will provide access for the site in the form of two priority controlled junctions. A series of pedestrian and cycle connections are provided to site from the Fairyhouse Road (R155), Glascarn Lane and the new RORR as well as a pedestrian link to Carraig Na Gabhna. The site provides permeability through its internal road and shared surface networks, including pedestrian and cycle paths (implementing a segregated pedestrian and cycle path proposed along the RORR) but also within the site. A greenway will be provided across the site that will connect the R155 Fairyhouse Road with Garraig Na Gabhna road and Glascarn Lane. This greenway will provide pedestrian/cyclist connection to the newly proposed pedestrian/cyclist infrastructure along the RORR. Planning permission is also sought for all associated site development and infrastructural works, services provision, foul and surface water drainage, an extension to the foul water network, surface water and watermain along the RORR required to facilitate the development, access roads/footpaths, lighting, landscaping and boundary treatments.”

## 2.0 Subject Site

The proposed development is situated to the south of Ratoath town centre. The specific elements of the site location and subject site are detailed in the sub-sections below.

### 2.1 Site Location

The proposed development site to which this SHD application relates is situated to the southern edge of the settlement of Ratoath, Co. Meath, within the townland of Commons as shown on Figure 2.1 below. The subject site is situated along the R155 which connects Ratoath to the M3. The settlement of Ashbourne is located to the east and Dunshaughlin to the west. The popular tourist attraction of Tayto Park is situated approximately 4km north of the town and Fairyhouse racecourse is located 1km south of the subject site.



*Figure 2.1 Site context which shows the location of the subject site in relation to Ratoath*

The site is a short distance from Ratoath town centre. The town centre has a range of retail options and personal and professional services are available. The subject site is within close proximity to schools, childcare facilities, retail outlets, restaurants, health care facilities, a post office and fitness centres, which are detailed in the Social Infrastructure Assessment which accompanies this application.

Figure 2.2 below illustrates the subject site's proximity to other towns such as Drogheda, Navan and Dunshaughlin, as well as Dublin city.

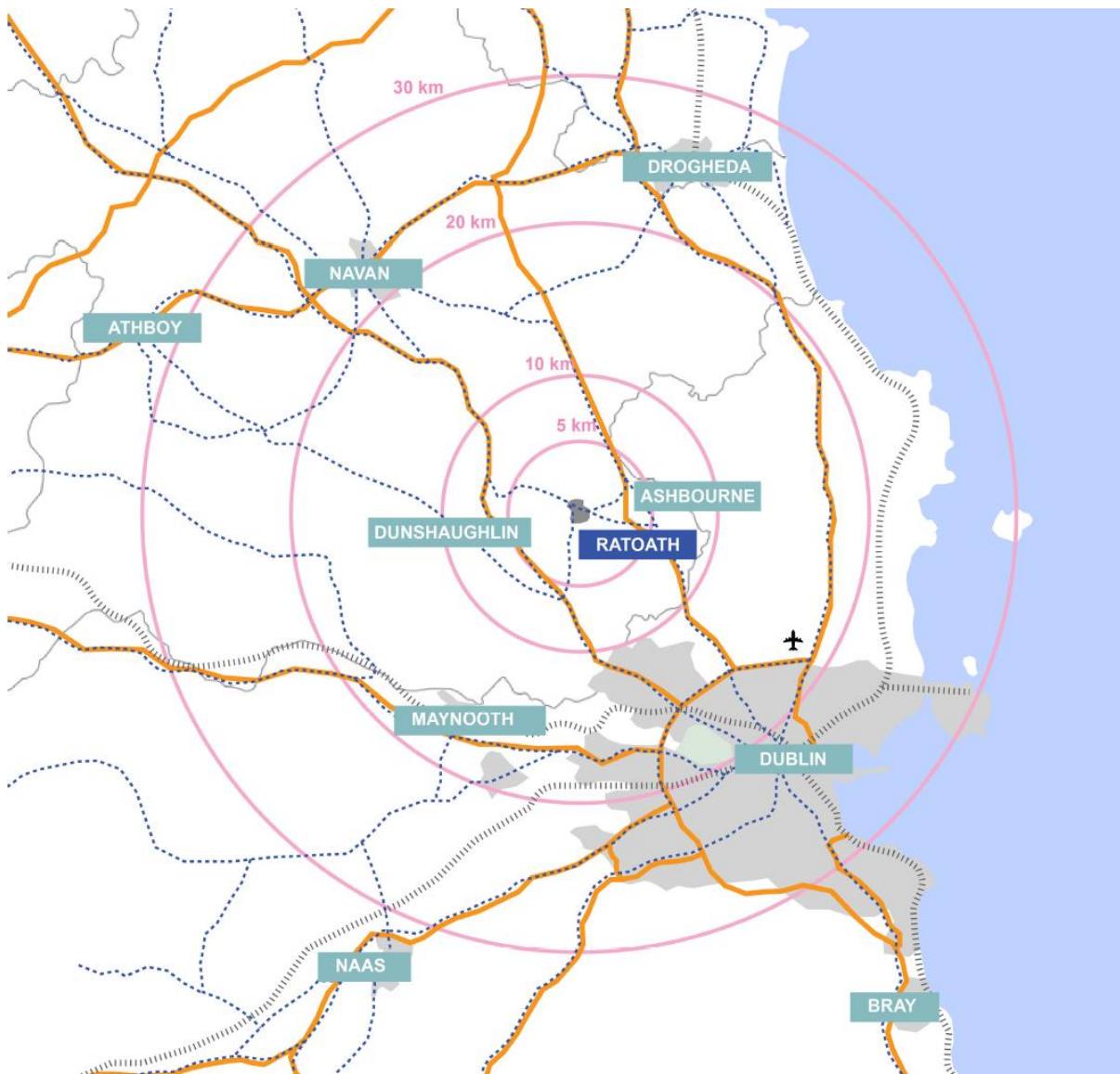


Figure 2.2 Site Context in the Greater Dublin Area

## 2.2 Site Description

The irregularly shaped site comprises a gross area of approximately 14.166 ha and is currently laid out as agricultural grassland, with established mature hedgerows (Figure 2.3). There is a row of single dwellings situated along Glascarn Lane which bounds the site to the north and north-western edge. The site is bounded by the R155 to the West. Glascarn Lane also bounds the site along its north eastern edge. The remainder of the eastern boundary and the boundary to the south are adjoined by primarily by neighbouring agricultural lands interspersed with housing on Fairyhouse Road and the new Ratoath Outer Relief Road (hereafter referred to as 'RORR'). The portion of the RORR within the ownership of the applicant will be delivered in tandem with the proposed development.



Figure 2.3 Aerial image of subject site bound in red

### 2.3 Accessibility

The subject site is approximately 1.3km from Ratoath town centre as the crow flies. There is an existing bus stop along Fairyhouse Road for residents at the development site in the future. The key routes serving the bus stop within a short walk of the development are provided in the table below.



Route	Description
Route 103	Dublin – Tayto Park via Ratoath
Route 105	Drogheda – Blanchardstown via Ratoath
Route 105X	Fairyhouse Road – Ratoath - Dublin
Route 109	Dublin Kells via Ratoath

Figure 2.4: Existing Bus Stops

The 105 bus route service links the proposed development to Dunboyne Rail Station which provides access to the Dublin to Maynooth, Longford and M3 Parkway services. The bus journey is approximately 25 minutes from Fairyhouse Road to the station, as illustrated in Figure 2.5 below.

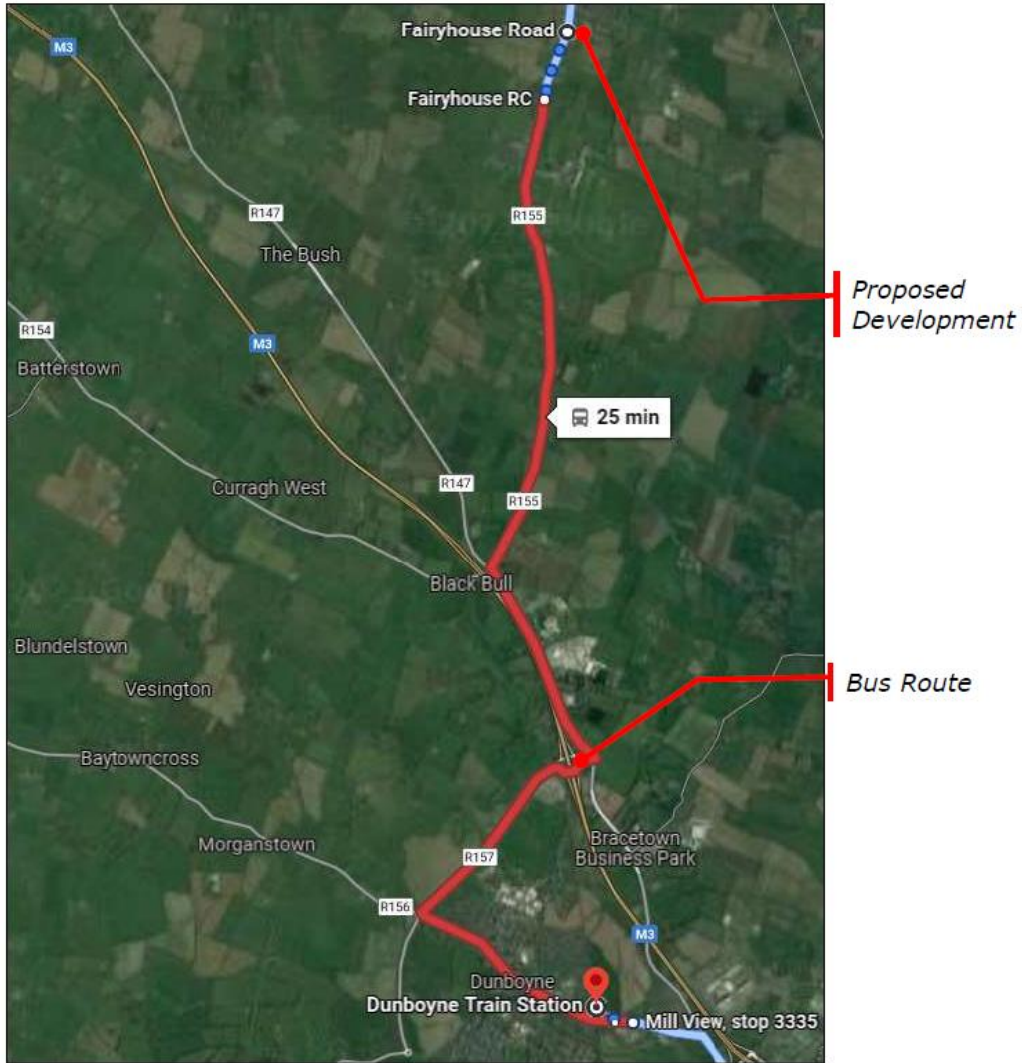


Figure 2.5 Route to Dunboyne Train Station

## 2.4 Masterplan 37 Designation

The subject site forms part of a wider landholding with a masterplan designation referred to as MP37. The lands associated with the subject proposal is highlighted in red in Figure 2.6 below. The planning applications associated with the remaining MP37 lands are provided in section 2.5.1 below.

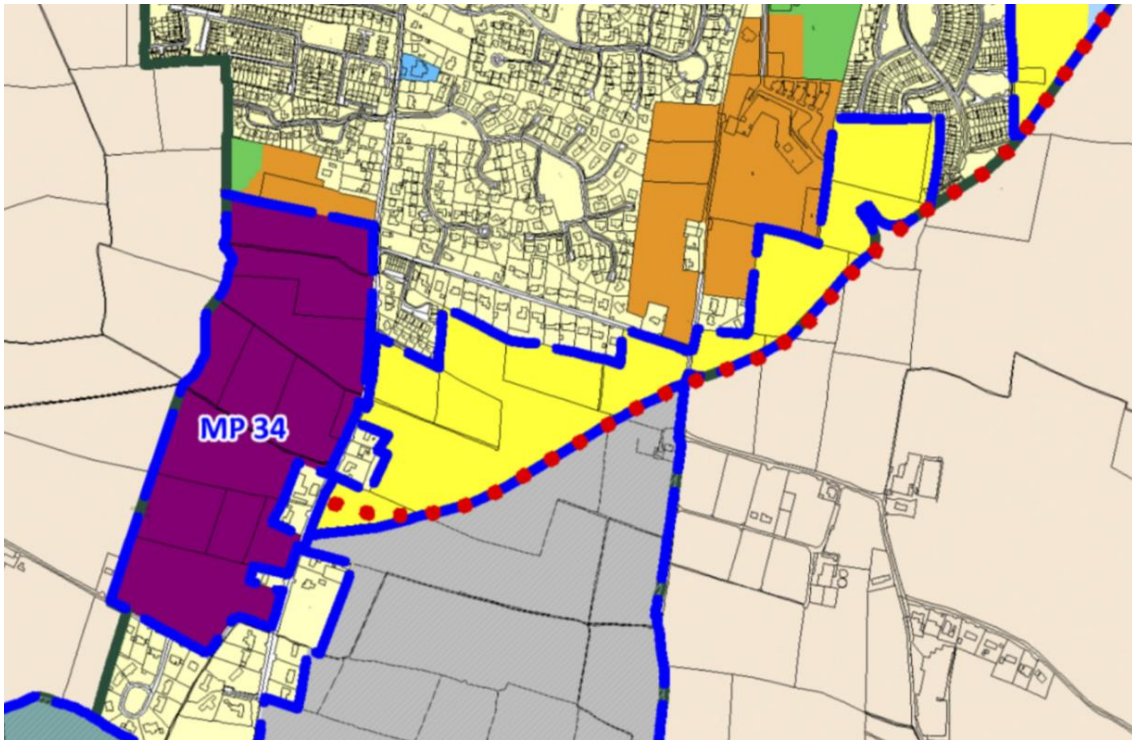


Figure 2.6 MP 37 Lands

## 2.5 Relevant Planning History

A review of Meath County Council’s online planning register indicates that the subject site has no previous planning history.

### 2.5.1 Related Developments

#### RA150993/RA180046 /RA180157

Permission was granted in November 2016 for a housing development (128 dwellings) and ancillary works including the construction of a portion of an Outer Relief Road (on part of lands previously granted planning permission under Ref. DA/70037 & DA/120765 at Jamestown, Ratoath & Tankardstown Townlands, Ratoath on lands located within the MP37 designation. This application was later appealed to ABP and was later granted. The permission was subsequently amended by RA180046 and RA180157.



Figure 2.7 Site Layout of 180046

**TA17.305196**

Permission was granted in December 2019 for a Strategic Housing Development application comprising 228 no. residential units (114 no. houses, 114 no. apartments), childcare facilities and associated site works to the north of the subject site on lands located within the MP37 designation.

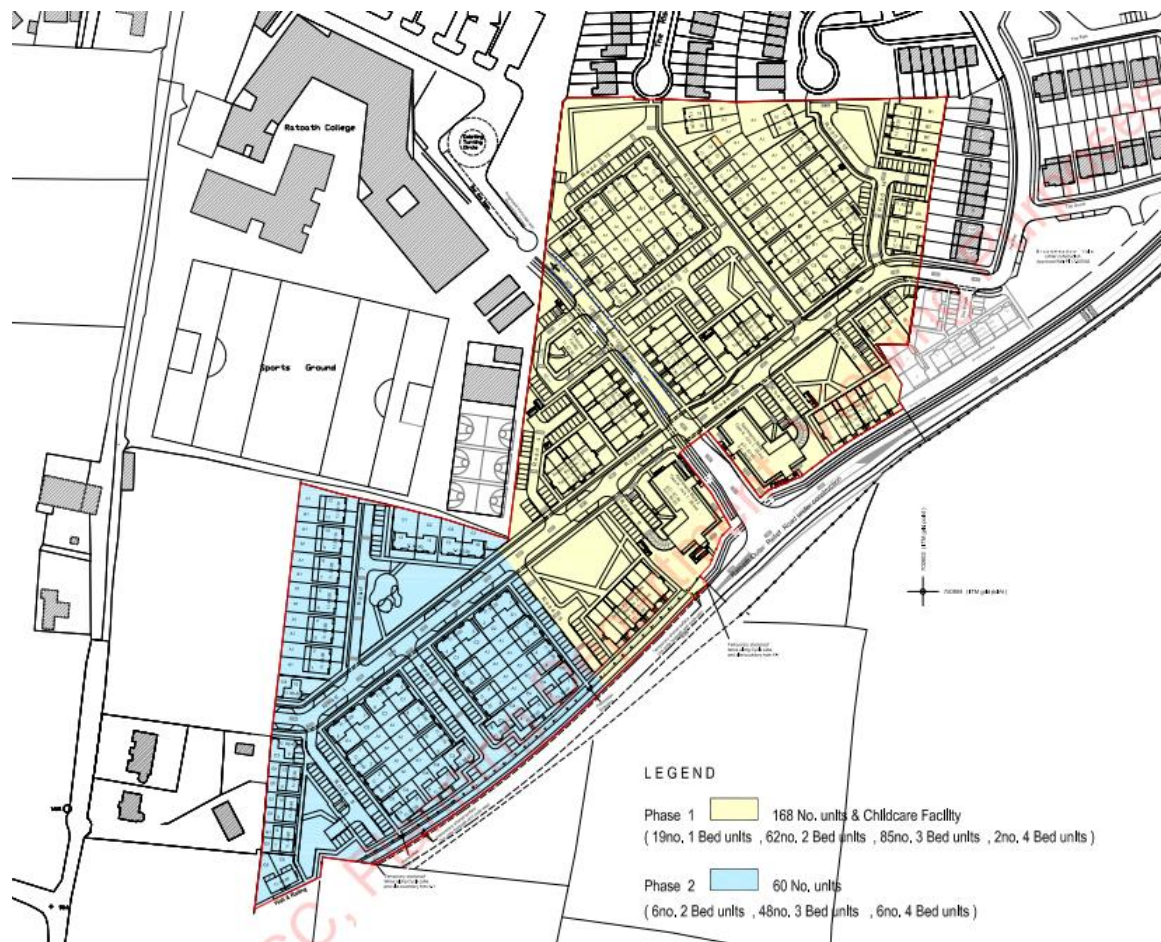


Figure 2.8 Site Layout Plan from SHD Application TA17.305196

**Reg Ref: RA190890**

Permission was granted in August 2019 for an amendment to the road junction at Moulden Bridge on that portion of the Ratoath Outer Relief Road as approved under planning permission Ref. PL17.247003/RA150993. This application was appealed to ABP by a third party and was later modified.

**Reg Ref: RA190724**

Permission was granted in September 2019 for an amendment to the link road junction accessing Ratoath College on that portion of the Ratoath Outer Relief Outer Road as approved under planning permission Ref. No. PL17.247003/ RA150993.

**Reg Ref: 212210**

Permission was granted in March 2022 for revisions to a plan for a single story dwelling to the north of the northern boundary of the subject site on Glascarn Lane.

**2.6 Social Infrastructure**

A Social Infrastructure Audit has been prepared by KPMG Future Analytics as part of this proposal. This audit has identified and established the level of existing social infrastructure provision within and bordering the c.2km study area to support the needs of the existing population and offer insights into the likelihood of the capacity of the existing services and facilities to support future residents. The baseline study undertaken identified a significant range of services which contribute to quality of life for local residents, with more than 75 no. facilities located in close proximity to the subject site.



It is concluded that the existing social infrastructure provision identified within the c. 2km study area, in conjunction with the commercial space and childcare facility proposed with the subject application will be capable of serving the existing population and potential demand generated by the proposed development scheme, with no significant gaps in the existing services network identified.

## 3.0 Consultation

Prior to lodging this application, the Applicant and Design Team engaged with MCC and An Bord Pleanála through a Section 247 Pre-Planning Consultation (PPC) and a Section 5 Pre-Application Consultation (PAC). Summaries of these meetings are detailed below.

### 3.1 Pre-Planning Consultation with Meath County Council

A S.247 PPC meeting was held between the Design Team and representatives of MCC on 19<sup>th</sup> August 2021. The minutes from this meeting are included in Appendix 2.

Table 3.1: Attendees at the first S.247 PPC

Meath County Council (MCC)	
Padraig Magiure	Senior Planner
Billy Joe Padden	Senior Executive Planner
Nicholas Whyatt	Senior Engineer
Adrian Santry	Executive Engineer
Brendan Fulham	Senior Executive Officer
Alan Rogers	Executive Officer
Applicant and Design Team	
Michael Ryan	Applicant
Michael Ryan Jr	Applicant
Geoff Blitho	Applicant
Mark Arrans	Applicant
Peter Daly	Applicant
Anne Sweeney	Applicant
Tony Horan	Project Manager – Floton PM
Stephen M. Purcell	Planning Agent – KPMG FA
Daniel Moody	Planning Agent – KPMG FA
Paul Davey	Architect – RKD Architects
Harry Browne	Architect - RKD Architects
Dónal Crowe	Architect - RKD Architects
Karolina Backman	Architect - RKD Architects
Thomas Burns	Landscape Architect - BSM
Anthony Horan	Engineer - OCSC
Shane McGivney	Engineer - OCSC
Deirdre Ryan	Engineer - OCSC
Barry O'Neill	M&E Engineer - BBSC

### 3.2 Pre-Application Consultation with An Bord Pleanála

Following the above PPC meeting, a S.5 PAC meeting was held between the Design Team, representatives from MCC and An Bord Pleanála.

The consultation was held on 26<sup>th</sup> January 2022 and primarily focused on traffic, development strategy and drainage. The attendees are detailed in Table 3.2 below. The PAC minutes (Record of Meeting) are included in Appendix 2.

Table 3.2: Attendees at the S.5 PAC.

<b>An Bord Pleanála</b>	
Stephen O’Sullivan	Assistant Director of Planning
Karen Hamilton	Senior Planning Inspector
Helen Keane	Executive Officer
<b>Meath County Council (MCC)</b>	
Padraig Maguire	Senior Planner
Billy Joe Padden	Senior Executive Planner
Jennifer McQuaid	Executive Planner
Joe McGarvey	Senior Executive Engineer
Paul Aspell	Executive Engineer
David Keyes	Senior Executive Engineer
Karen Dalton	Senior Staff Officer, Planning
Alison Condra	Administrative Officer
<b>Applicant and Design Team</b>	
Tony Horan	Project Manager – Floton PM
Thomas Burns	Brady Shipman Martin
Anthony Horan	Engineer - OCSC
Deidre Ryan	Engineer - OCSC
Paul Davey	Architects - RKD Architects
Harry Browne	Architects - RKD Architects
Dónal Crowe	Architects - RKD Architects
Karolina Backman	Architects - RKD Architects
Stephen Purcell	Planning Agent – KPMG FA
Katie Waters	Planning Agent – KPMG FA
Michaél Ryan	Applicant - BEO Properties
Peter Daly	Applicant - BEO Properties

### 3.3 Responses to PAC

The PAC Opinion stated that An Bord Pleanála “*is of the opinion that the documents submitted with the request to enter into consultations require further consideration and amendment to constitute a reasonable basis for an application for strategic housing development*”.

Consequently, the Applicant was directed to address issues relating to Permeability and Connectivity and Design Strategy, as well as highlighting 9 no. specific items/reports to be included should a planning application be subsequently lodged.

In response, a Report titled ‘Statement of Response to An Bord Pleanála’s Opinion have been prepared which provides detailed responses to all queries raised in the PAC.

### 3.4 Prescribed Bodies

As directed in the PAC Opinion, the applicant has notified the following prescribed authorities: Irish Water, National Transport Authority, Transport Infrastructure Ireland and Meath County Childcare Committee.

Details of this correspondence are included as part of this application.

### **3.5 Irish Water**

OCSC Consulting Engineers have consulted with Irish Water in relation to the connection of the site to the public mains. Irish Water has since issued a Confirmation of Feasibility and Statement of Design Acceptance; both of which have been included as appendices to the enclosed Engineering Services Report by OCSC Consulting Engineers.

## 4.0 Proposed Development

The proposed development includes a residential scheme with a crèche, commercial/retail units, high-quality public open space, car parking and the construction of a future phase of the RORR. The specific elements are detailed in the sub-sections below.

### 4.1 Development Description

The proposed development comprises of 452 no. residential units across a series of clustered neighbourhood blocks (the neighbourhoods are indicated in Figure 4.1 below). All residential neighbourhoods are clustered around an area of open green space which acts as a communal court for the residents. Each neighbourhood is connected as the layout and design has achieved a high level of accessibility and permeability.

It is worth noting that no development is taking place within the triangle of land at the north east of the site along the RORR.

An overview of the key development statistics is set out in Table 4.1 below.

Table 4.1 Key Development Statistics

<b>KEY DEVELOPMENT STATISTICS</b>	
<b>Site Area</b>	14.166 ha
<b>Gross Floor Area (Residential)</b>	54,175 sq. m
<b>Density</b>	41.1
<b>Plot Ratio</b>	0.42
<b>Site Coverage</b>	17.2%
<b>Height</b>	2-6 Storeys
<b>Total No. of units</b>	452 units
<b>OPEN SPACE</b>	
<b>Public Open Space</b>	2.25 ha
<b>Communal Amenity Open Space</b>	1.06 ha
<b>NON-RESIDENTIAL</b>	
<b>Commercial Units</b>	533.6 sq.m comprising 4 no. commercial/local retail units
<b>Crèche facility</b>	1,003 sq.m (Capacity 121) Creche play areas 727 sq.m
<b>RESIDENTIAL</b>	
<b>Apartments</b>	120
<b>Houses</b>	150
<b>Maisonettes</b>	182
<b>Dual and triple aspect apartments and duplexes</b>	100%
<b>Part V</b>	45
<b>PARKING</b>	
<b>Car Parking Provision</b>	746 no.
<b>Bicycle Parking</b>	816 no.
<b>Motorbikes</b>	6

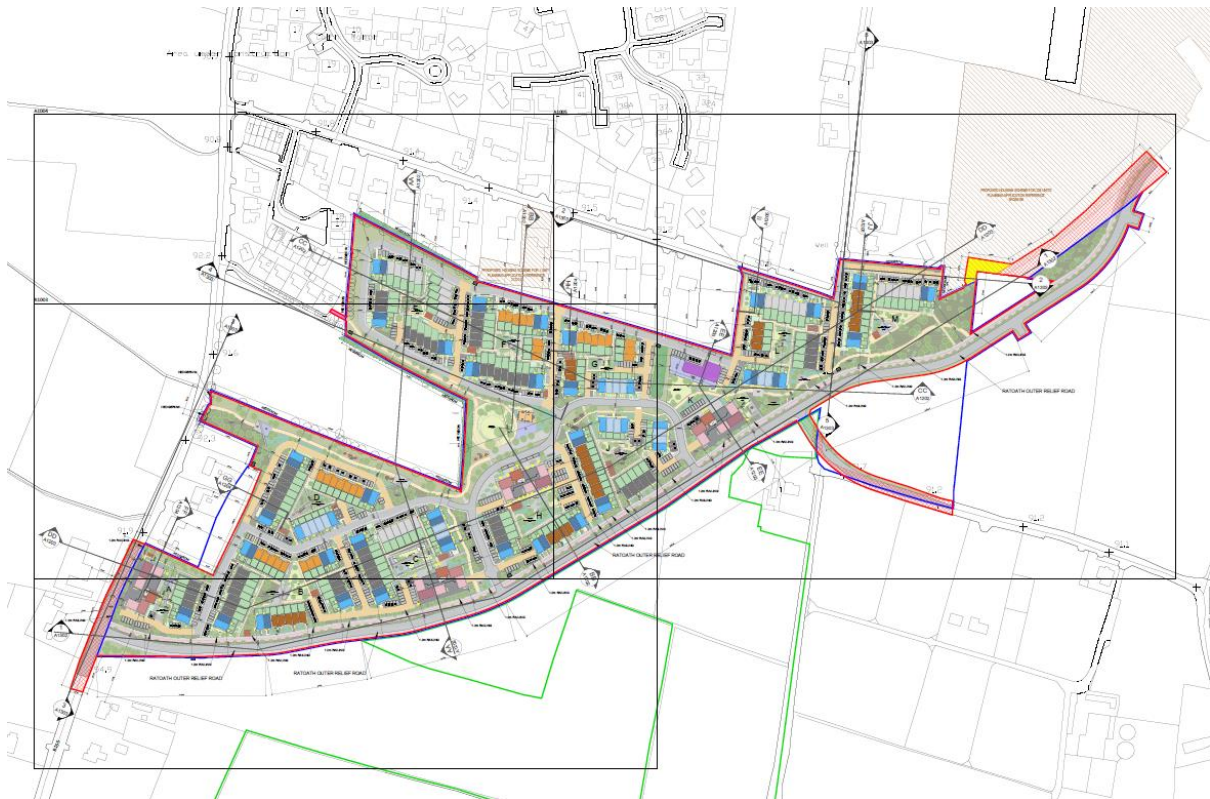


Figure 4.1 Proposed Site Layout Plan

#### 4.2 Land Use Zoning and Proposed Uses

The subject site is prescribed with a an **'A2 New Residential'** zoning objective in the Meath County Development Plan 2021 – 2027 (hereafter 'MCDP'), with an objective,

*“To provide for new residential communities with ancillary community facilities, neighbourhood facilities and employment uses as considered appropriate for the status of the centre in the Settlement Hierarchy.”*

The entirety of the site is within the Ratoath settlement boundary and abuts existing development. Please refer to Figure 4.2 below.

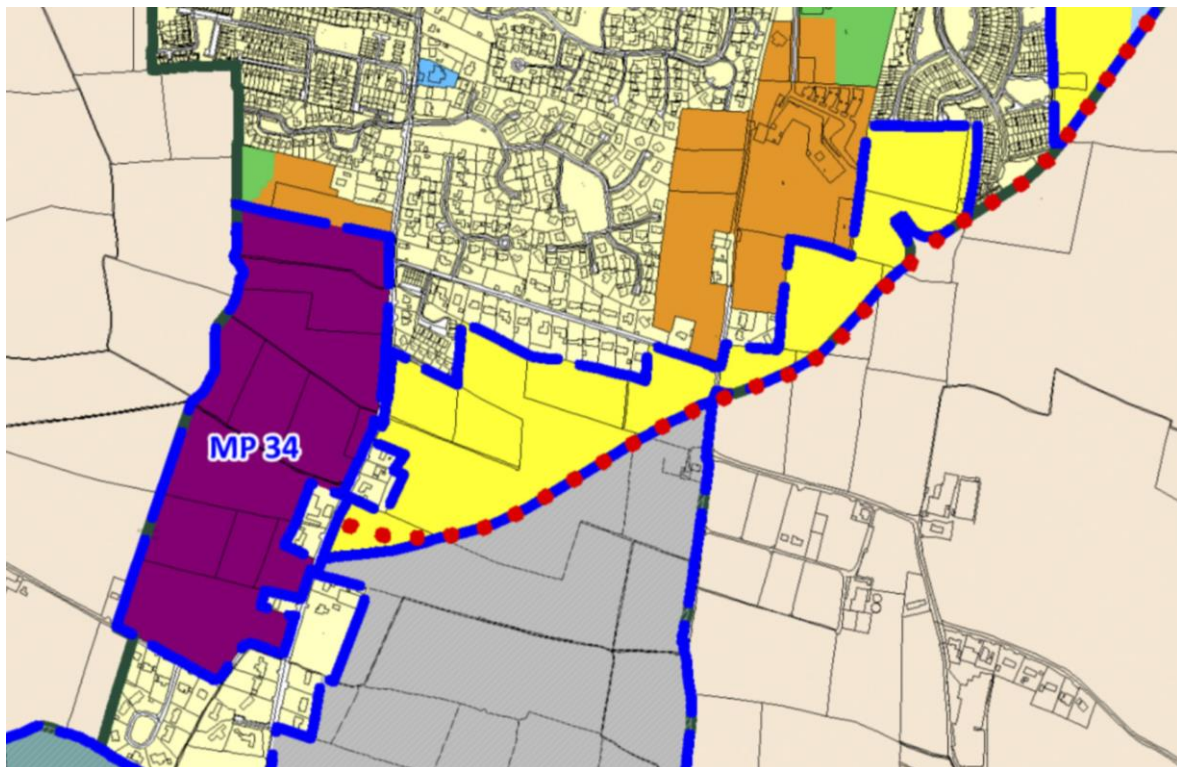


Figure 4.2 Subject Site Zoning

The guidance in the MCDP in relation to non-residential uses on lands associated with this land-use zoning notes the following;

*“Whilst residential zoned lands are primarily intended for residential accommodation, these lands may also include other uses that would support the establishment of residential communities. This could include community, recreational and local shopping facilities...*

*These facilities must be at an appropriate scale and can not interfere with the primary residential use of the land. The detail of ancillary uses to be provided as part of a residential development shall form part of pre-application discussions in respect of any planning proposal unless otherwise indicated in Volume 2 of the Development Plan.*

*Individual convenience stores in neighbourhood centres on A2 zoned lands should generally not exceed 1,000m<sup>2</sup> net retail floorspace unless otherwise identified in a Local Area Plan”.*

The various ‘Permitted’ and ‘Open for Consideration’ uses are detailed in Table 4.2 below. The proposed development, with its 452 no. units, creche (c.1,003 sq. m) and 4 no. commercial/ local retail units (533.6 sq. m) aligns with these uses and will support the creation of a vibrant and viable community with an appropriate mix of uses.

Table 4.2 Permitted and open for consideration uses on A2-zoned lands.

Permitted Uses	Open for Consideration Uses
<p><b>Residential</b> / Sheltered Housing, B &amp; B / Guest House, Bring Banks, Community Facility / Centre, Childcare Facility, Convenience Outlet, Childcare Facility, Children Play / Adventure Centre, Education (Primary or Second Level), Halting Site / Group Housing, Home Based Economic Activities, Leisure / Recreation / Sports Facilities, Retirement Home / Residential Institution / Retirement Village, Utilities.</p>	<p>Betting Office, Caravan Park, Cultural Facility, Education (Third Level), Enterprise Centre, Health Centre, Healthcare Practitioner, Hotel / Motel / Hostel, Offices &lt;100m, Place of Public Worship, Bar/ Restaurant / Café, Take-Away / Fast Food Outlet, Veterinary Surgery.</p>

The 4 no. commercial/local retail units will be subject to a final occupier, but it is envisaged that these units will provide a localized service to residents of the scheme. It was considered appropriate to refrain from seeking permission for prescriptive neighbourhood uses at this location in order to provide flexibility for the applicant to secure suitable tenants, as end users have not been identified at the time of this planning application. This will help avoid unnecessary change of use applications, whilst also ensuring a broad mix of uses and vibrancy at street level in accordance with the zoning objective.

#### 4.2.1 MP 37 Lands

The Meath County Council Development Plan 2021-2027 provides the following in relation to the subject and surrounding lands:

*“Additional lands identified to deliver the completion of the R125 and R155 link road amount to approximately 3.8 hectares and shall include the provision of a public landscaped park of circa 0.7 hectares with appropriate recreational facilities to be agreed with the planning authority. This facility shall be delivered as part of the overall development proposal. The public park can be provided as part of the overall open space requirement on site. The first phase of development shall include the construction of the adjoining section of the Ratoath Outer Relief Road. Any planning application made for development on these lands shall be accompanied by a Master Plan (MP 37), detailing development proposals for the full extent of the lands. This shall include details of the overall site and building layout for the lands, building height and design principles, mix of uses, open space and recreational provision, traffic impact assessment and management proposals and service.”*

The subject proposal directly responds to above requirement from Meath County Council, specifically by providing a section of the RORR in conjunction with a high-quality proposal for 452 no. residential units. The development proposals will open up this area of Ratoath for development and will also act as a catalyst for the further development of the wider masterplan lands.

#### 4.3 Need for the Development

The subject site is strategically located along the settlement edge of Ratoath and benefits from a wealth of facilities and services, such as being within walking distance to Ratoath town centre, having access to public transport and also by having an abundance of amenities to enjoy (as demonstrated by the Social Infrastructure Audit accompanying this application). This, coupled with the sustained population growth and a demand for housing, results in the proposed site and its location having all the requisite assets and features to accommodate an SHD scheme of the scale proposed.



Given that Ratoath is the fourth largest town in Meath, it is positioned in the Meath County Development Plan as a 'Self-Sustaining Town'. The vision for the town is to promote a sustainable and sequential approach to development which utilises its strategic proximity to Fairyhouse, Tattersalls, Dunshaughlin, Navan and Dublin.

One of the key strategic opportunities for Ratoath is the development of the RORR, as this key piece of infrastructure would unlock a series of landbanks on the southern boundary of the town and would also greatly reduce congestion in the town. The proposed development will bring forward a large portion of this RORR for construction which will, in turn, offer a substantial planning gain for the area. Specifically, the delivery of this section of the RORR which is included in the development proposals will greatly benefit the existing settlement of Ratoath by ensuring that it is brought forward for development in a timely manner. Furthermore, it will also ensure that the proposed development is easily accessible and well-served by infrastructure.

Given the availability of a highly skilled and educated workforce currently residing in the town, lands between the existing built-up area of Ratoath and Fairyhouse/Tattersalls Equestrian complex have been identified for the creation of an employment hub. It is envisaged that these lands would facilitate the development of the original five strategic employment sites designed in the Economic Development Strategy for County Meath. In relation to the subject site, these 'employment' lands are located directly to the south-west of the site. It is therefore concluded that the proposed development is strategically located in relation to employment opportunities and its delivery is timely in terms of the delivery of the proposed Employment hub also. In addition, both the development proposals and this employment hub will offer a sequential approach to development in Ratoath and will counter-act current commuting patterns in the town.

The Implementation Roadmap for the National Planning Framework (NPF) outlines the transitional regional and county population projects to 2031. It notes that between 2016-2026, Meath is projected to see a population increase from 195,000 to 216,000-221,000. Specifically, between 2016 - 2031, the county is projected to see a population increase ranging between 225,000 to 231,000. As a 'Self-Sustaining Town', Ratoath will be expected to assist in meeting these population targets.

As demonstrated in Table 4.3, Ratoath has experienced a significant population increase between 2011 and 2016 and is expected to experience further growth between now and 2026. This is reflected in the Core Strategy of the Meath County Council Development Plan 2021-2027 (MCDP).

Table 4.3 Population in Ratoath (Source: MCDP 2021-2027)

Ratoath Population	2011 Population	2016 Population	2011-2016 Change (#)	2011-2016 Change (%)	Projected Population 2026
	9,043	9,533	490	5.40%	11,033

The population growth and projections for the Ratoath provide further justification for and validation of the development proposal for new housing. Population and housing are intrinsically linked. An increase in population influences housing by creating demand. The availability of housing influences house and rental prices and can have a significant influence on who can potentially migrate into an area, affecting total population.

The MCDP outlines that there are two key drivers influencing the approach to residential development in the town:

- Core Strategy - The Core Strategy of the County Development Plan provides a housing allocation of 803 units to Ratoath over the 2021 – 2027 period. MCC determined that there are already 72 no. units committed at the time of preparing the plan.
- Outer Relief Road - Ratoath has received LIHAF funding to assist in the delivery of a section of the Outer Relief Road. This will facilitate the construction of residential units in the south-eastern part of the town. There is an opportunity to secure the completion of this road in this Plan by zoning additional residential lands to the south west. This would complete the link between the R125 and the R155 and would ensure the maximum return on the investment in this piece of infrastructure.

The subject proposal compliments the above in the following ways:

- ✓ It will deliver much needed housing units which in turn will contribute to the overall core strategy targets.
- ✓ It will deliver on the objective to complete the RORR, subsequently completing the link between the R125 and the R155 and will unlock the southern lands in Ratoath of further development.

#### 4.4 Phasing Plan

The subject proposal will be provided in 4 no. phases as illustrated on Figure 4.3 below.

An initial strategy for phasing of the development consist of:

- ❖ Phase 1: Construction of the RORR and the four blocks (A-D) closest to the R155, introducing the beginning of the greenway spine and pedestrian/bicycle connections to the R155.
- ❖ Phase 2: Construction of the central green park at the heart of the site, the site access road and the two relating blocks (H & J) along the RORR including the commercial/retail units.
- ❖ Phase 3: Construction of the three blocks (E, F & G) along the north of the central green heart and a new pedestrian/bicycle connection along the hedgerow to the south of these blocks, connecting back to the neighbouring residential development and the R155 and the delivery of the creche to serve the full development.
- ❖ Phase 4: Construction of the remaining blocks (K, L & M) to the north-east of the site, finalising the greenway spine with connection back up to Glascarn Lane.

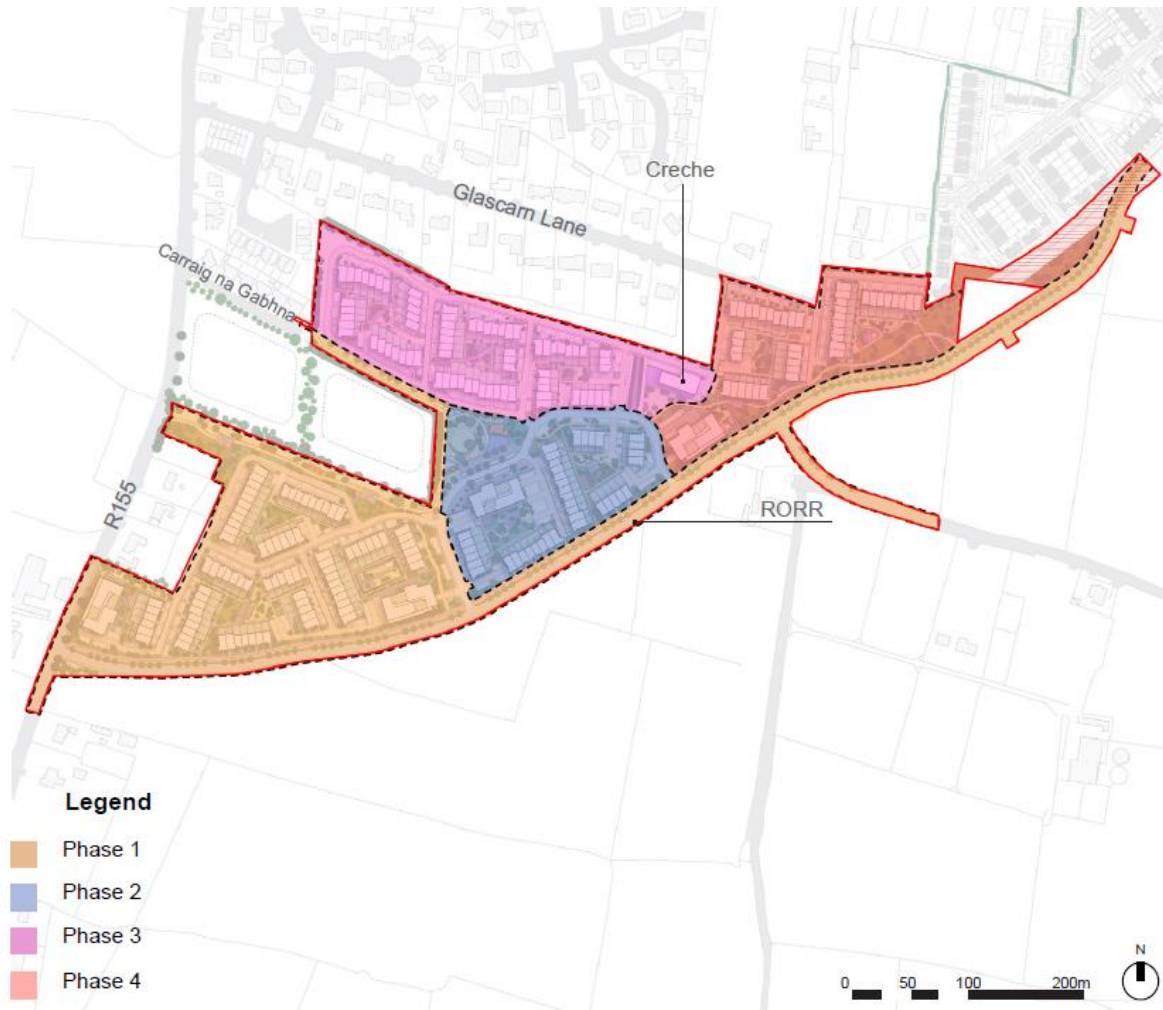


Figure 4.3 Phasing Plan

#### 4.5 Design and Layout

The proposed development comprises of 452 no. residential units across 12 clustered neighbourhood blocks. The neighbourhoods are lettered from A – M as shown on Figure 4.4 (note: there is no ‘I’ block). All residential neighbourhoods are clustered around an area of open green space which acts as a communal court for the residents. Each neighbourhood is connected as the layout and design has achieved a high level of accessibility and permeability.



Figure 4.4 Overall Plan of Residential Proposal

The design approach for the proposed development is to create an innovative housing model that is an alternative to traditional housing estates. The residential clusters are shaped by the existing field patterns, retaining existing hedgerows where possible to preserve wild life habitats. New ecological corridors and sustainable drainage systems are incorporated in the design to enhance the ecosystem of the site.

The neighbourhood model will provide each block with a communal court space to be shared by the residents and encourage social interaction. These communal courts will have distinct characters and functions to encourage the inhabitants to move between them. The character of each cluster will be further enhanced by a variety of materials applied across the development. Each cluster will be distinct, creating a sense of place and ownership amongst the residents whilst enabling easy wayfinding across the site. The 4-sided nature of the neighbourhood blocks will ensure that public open space is overlooked by buildings ensuring an element of supervision and safety for the residents using it.

The clusters will be linked together by a network of shared public open spaces and routes that give precedence to pedestrians and cyclists. The focal point of the public open space network is a large green park adjacent to a civic plaza and local commercial/retail units. A crèche is also proposed to provide childcare for the new population of the area.

The communal courtyards have strong levels of surveillance as the residential units overlook these areas. A mix of green infrastructure, seating, allotments, bicycle parking and children’s play areas will be included and will create a vibrant atmosphere within each of these areas.

A main access road loops from two points on the new Outer Relief Road and enables easy approach to the centre of the development where a park and civic plaza provide a focal point and heart for the scheme, as well as a location for necessary recreational and commercial facilities. Access roads and shared streets are kept to the perimeter of the blocks. This ensures that the shared courtyards are car free and safe for pedestrians and children to play.



Figure 4.5 CGI of the proposed scheme

#### 4.6 Residential Unit Type and Mix

The residential mix will consist of numerous housing types which includes rowhouses (150 no. (33%), duplexes/maisonettes (182 (40%)) and apartments (120 (27%)) (Table 4.4).

Table 4.4: Residential unit mix of the proposed development

Dwelling Type	No. Bedrooms	No. Units	Sub-Total	Total
Apartments	2-bed	100	120	452
	3-bed	20		
Maisonettes	1-bed	15	182	
	3-bed	167		
House	3-bed	150	150	

Regarding the unit mix the proposed development is made up of 1-bed, 2-bed and 3-bed units. 1-bed units account for 3%, 2-bed units account for 22% and 3-bed units account for 75% of the total units. In total, there are 15no. 1-bedroom units, 100no. 2-bedroom units and 337no. 3-bedroom units.

The inclusion of a range dwelling sizes (in terms of the number of bedrooms) is a positive and progressive approach to planning and development, as it:

- ❖ Allows for residential downsizing locally;
- ❖ Provides options for larger and smaller households;
- ❖ Attracts a broader range of prospective residents (age, socio-economic background, life stage, etc.); and
- ❖ Enhances the options available to prospective residents.

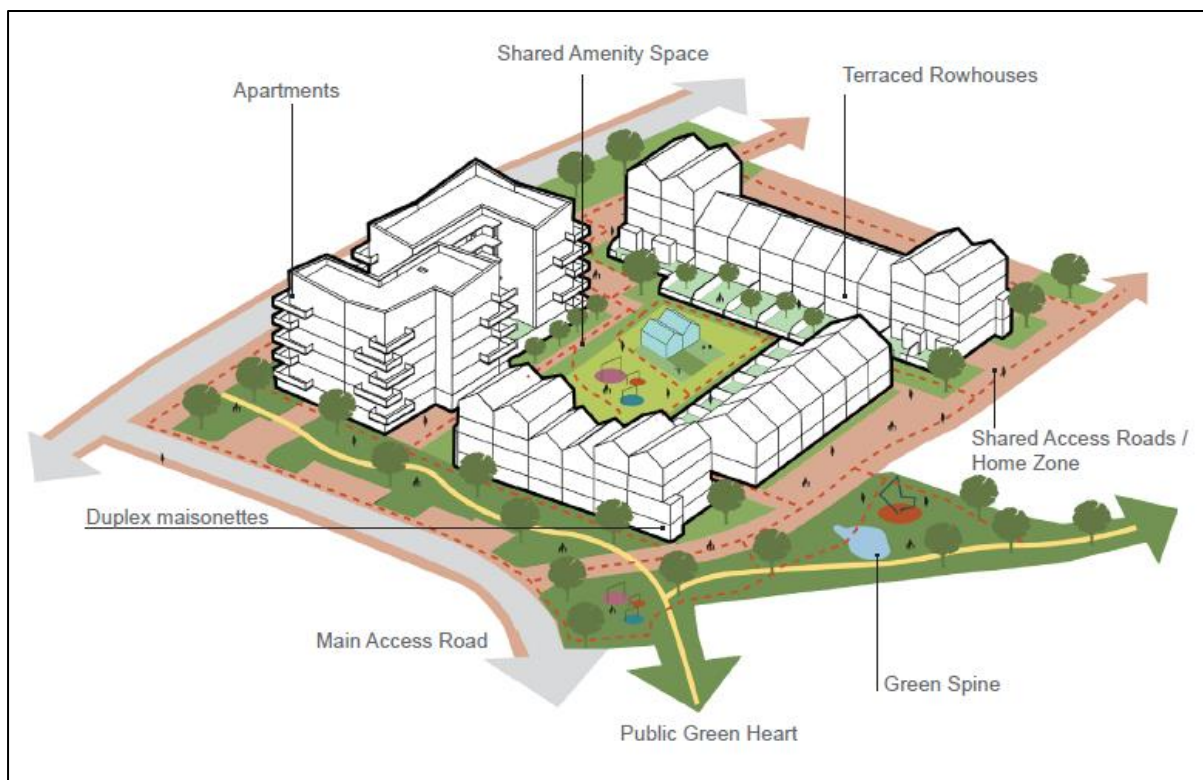


Figure 4.6 Typical Block Plan

#### 4.6.1 Internal Areas

The internal spaces of the proposed residential dwellings have been informed by the guidance contained in “Quality Housing for Sustainable Communities: Best Practice Guidelines for Delivering Homes and Sustaining Communities”.

Table 4.5: Internal Floor Area of Proposed Unit

Unit Type	Dwelling Type	No. Bedrooms	No. Units	Floor Space Required	Floor Space Proposed	Exceedance
A1	Terraced House	3	61	92	124.2	35%
A2	Terraced House	3	28	92	124.0	24%
B1	Terraces House	3	30	110	139.9	27%
B2	Terraced House	3	31	110	141.4	29%
M1	Maisonette	3	42	90	122.8	36%
M2	Maisonette	3	42	90	151.7	69%

M3	Maisonette	3	34	90	121.3	35%
M4	Maisonette	3	34	90	150.2	67%
M5	Maisonette	1	15	45	62.5	39%
M6	Maisonette	3	15	90	144.3	60%
D1	Apartment	2	60	73	82.6	13%
D2	Apartment	2	20	73	92.9	27%
D3	Apartment	2	20	73	84.5	16%
D4	Apartment	3	20	90	109.0	21%

It should be noted that the proposed duplexes were also designed in accordance with the standards in “Quality Housing for Sustainable Communities: Best Practice Guidelines for Delivering Homes and Sustaining Communities”.

As demonstrated in Table 4.5 above and on the drawings, all properties have exceeded the internal space targets and requirements of the aforementioned guidance document.

A full Schedule of Accommodation and Housing Quality Assessment has been provided by RKD Architects and should be read in conjunction with this report.

#### 4.6.2 Dual and Single Aspect

Of the 452 no. units proposed, all units are either dual or triple aspect. In total, there are 288 no. dual aspect units and 164 no. triple aspect units. A breakdown of the no. of dual and triple aspect units by neighbourhood is provided below in Table 4.6.

Table 4.6: Dual and Triple Aspect Units

Neighbourhood	Dual Aspect	Triple Aspect	Total Units
A	16	22	38
B	33	10	43
C	34	28	62
D	28	10	38
E	24	6	30
F	28	8	36
G	21	8	29
H	24	26	50
J	25	12	37
K	10	20	30
L	27	8	35
M	18	6	24
<b>Total</b>	<b>288</b>	<b>164</b>	<b>452</b>

#### 4.7 Density

The MCDP includes Objective DM OBJ 12 and DM OBJ 14, which provides the following in relation to density:

**DM OBJ 12** To encourage and facilitate innovative design solutions for medium to high density residential schemes where substantial compliance with normal development management considerations can be demonstrated.

**DM OBJ 14:** The following densities shall be encouraged when considering planning applications for residential development:

- Residential Development Beside Rail Stations: 50 uph or above
- Regional Growth Centres/Key Towns: (Navan/Drogheda) - 35-45 uph
- Self-Sustaining Growth Towns: (Dunboyne, Ashbourne, Trim, Kells): greater than 35uph
- **Self-Sustaining Towns: 25uph - 35uph**
- Smaller Towns and Villages: 25uph - 35 uph
- Outer locations: 15uph – 25uph

In support of the density standard, national guidance in *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns and Villages)* states that greenfield sites should have residential densities of at least 35–50 uph. Recently published national and regional guidance has sought to further emphasise the need to increase residential densities and this has become increasingly evident in decisions being made by An Bord Pleanála. The densities of schemes similar to that proposed herein granted by the Board have generally been in excess of 35 uph.

The subject lands are considered to be edge of centre/greenfield. The total site area is 14.166 ha (including the RORR). As per the *Sustainable Residential Development in Urban Areas*, the calculation of the net site area allows for the exclusion of major and local distributor roads, significant landscape buffer strips and non-residential uses.

A gross site density of 34 uph is achieved based on 452 no. units across the total application area of 13 ha. Excluding the RORR, main site access road and the crèche, the net residential development area of the site totals 11 ha (Figure 4.7). This, along with the total dwelling number of 452, results in a density of 41.1 uph; in excess of the 25-35 uph standard set out for a 'self-sustaining town' in the MCDP. This density makes efficient use of the residential zoned lands and includes an appropriate quantum of public open space (20.4% of the site area) and communal amenity space (9.6% of the site area) within the residentially zoned lands.



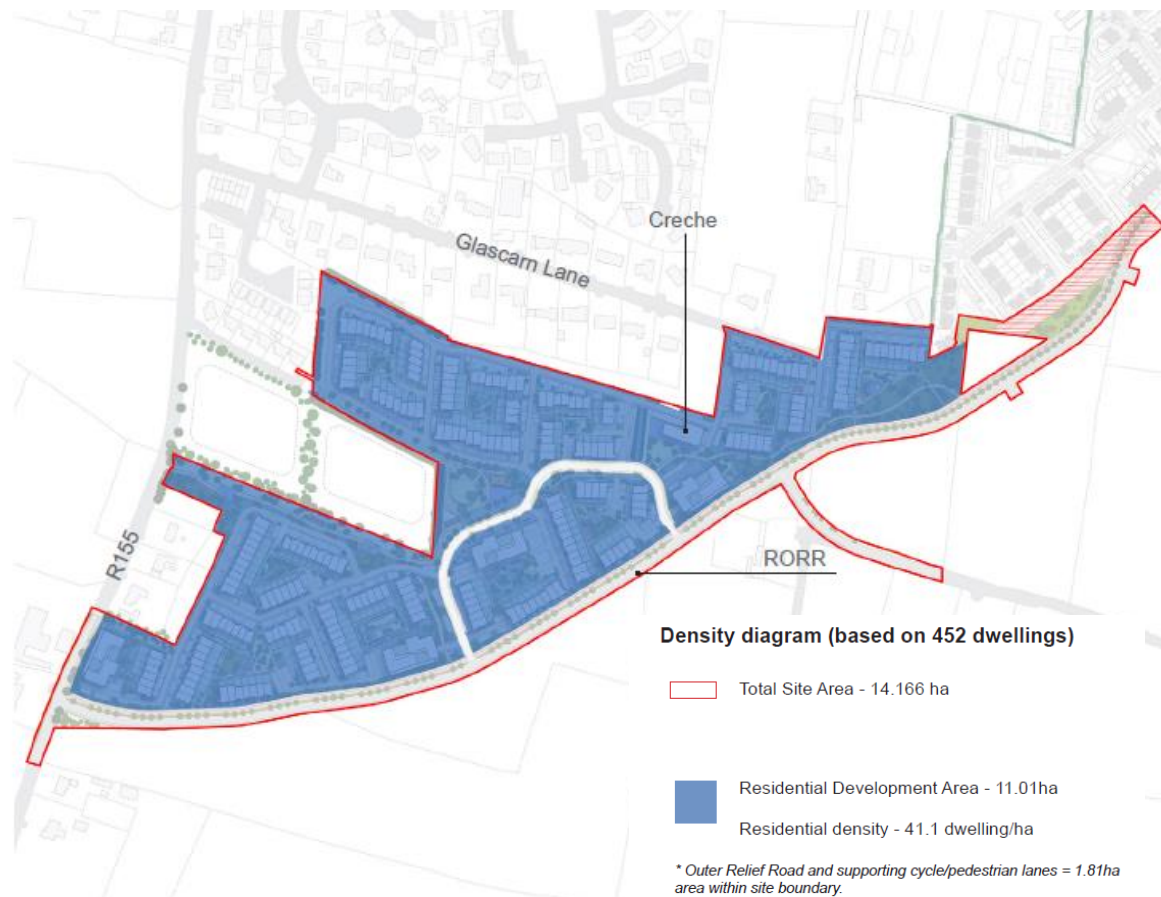


Figure 4.7 Density of the Site

The proposed development has been designed to use the site's area, shape and features to deliver a high-quality living environment in an efficient and sustainable manner. It is considered that the proposal will result in a residential development of an efficient and sustainable residential density.

#### 4.8 Plot Ratio, and Site Coverage

Plot ratio is a ratio of gross floor area to site area and gives an indication of the scale and extent of development at a particular site. The Development Plan prescribes, as a general rule, indicative maximum plot ratio standards of 1.0 for housing at edge of town locations with an indicative maximum plot ratio of 2.0 in town centre/core locations.

The proposed development has a total gross floor area of approximately 59,177 sq. m, of which 54,175 sq. m is residential development. Based on the site area of 14.166 ha, this will deliver plot ratio of 0.42 which complies with the Development Plan standard.

#### 4.9 Height

In limited locations across the proposed scheme, building heights of 6 no. storeys are achieved. The rest of the scheme comprises a combination of 2-4 storey buildings. The tallest buildings are the apartments which are situated in neighbourhoods A, C, H, and K. Neighbourhoods shown below on Figure 4.8 feature the varying heights throughout the proposed development.

It is worth noting that approximately 20% of the house units feature an attic space that can be extended into, allowing them to be developed into 4 bedroom units at a later stage.

In order to be sensitive to this condition, a number of lower units are placed adjacent to boundaries, with higher typologies limited to prominent locations at the corners of blocks. Maisonette gable ends, in which stair cores and service rooms are located internally, are faced towards boundaries to ensure privacy is not hindered. The proposed apartment blocks are located at prominent locations close to the R155 and the RORR, where there is no overlooking issue.

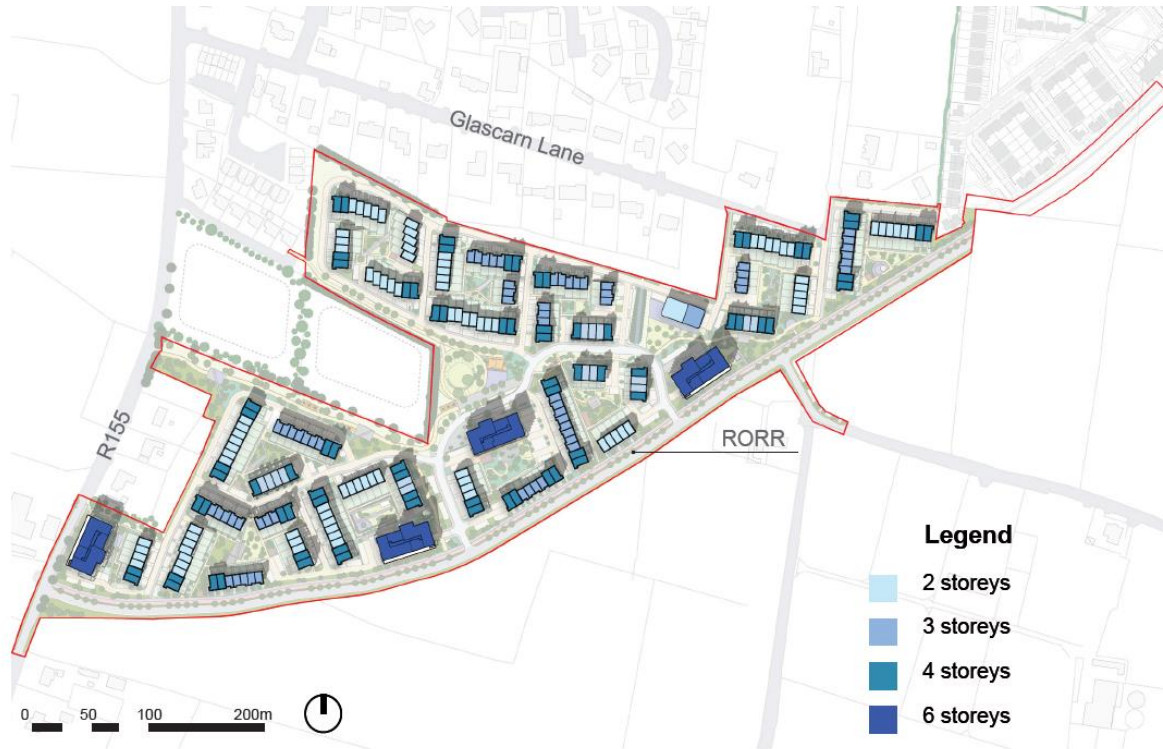


Figure 4.8 Building Heights across the scheme

The mix of typologies, their varying height and the designed roofscape creates a unique and diverse streetscape. The taller maisonettes have been placed at the gable ends of the blocks to mark entrances to the courtyard and to create a visual distinction. The apartment blocks are located at key entrances and at the central green park in order to highlight points of interest.

The varying heights of blocks with lower runs of terraces at strategic locations ensure good daylight penetration to courtyards, public space and dwellings. It is worth noting the height as proposed will have no adverse impacts on existing or future residents. A Sunlight and Daylight Assessment prepared by Digital Dimensions accompanies this application which has concluded that the scheme has been designed to maximise access to sunlight and daylight and therefore minimises overshadowing for future residents. Please refer to the accompanying Sunlight and Daylight Assessment for more information.

The MCDP states that, in all cases, all proposals for buildings in excess of 6 stories at these locations shall be accompanied by a statement demonstrating compliance with the Urban Development and Building Heights, Guidelines for Planning Authorities (2018), or any updates thereof. The Board are asked to refer to the Statement of Consistency provided with this application which provides a specific response to the Urban Development and Building Height Guidelines.

## 4.10 Open Spaces

### 4.10.1 Public Open space

The proposed public open space proposition has sought to meet the quantitative standard of 15% of the site area, whilst creating an attractive, functional and ecologically beneficial series of spaces. In doing so, it has incorporated significant stretches of existing hedgerows and subsequently secured an area of 2.25 ha, equivalent to 20.4% of the total site area. Details are provided in the Architectural and Urban Design Report prepared by RKD Architects and Landscape Design Rationale document prepared by Brady Shipman Martin; both of which are included in this pack. The key principles include the creation of a central open space and linear plaza fronting Neighbourhood H and a series of existing hedgerows.



Figure 4.9: Central Green Open Area



Figure 4.10 View of the proposed civic plaza

The central area of public open space provided creates a large inviting area of open green space and paved areas to provide a multi-functional space. As illustrated on Figure 4.9 and 4.10 above, this area includes a stepped down lawn amphitheatre, play area, plaza area with raised planter with seating edges, wildflower meadow and open lawn area. This area also has the potential to support pop up markets and food trucks for community events. In addition, a public square / linear plaza to the north of Neighbourhood H will front onto the central open space area, activating the area outside the retail space thereat. A series will of green spines will incorporate significant stretches of hedgerows to be protected and create functional and permeable open space areas.

The proposed development has a strong focus on incorporating green infrastructure into the built environment, with all neighbourhoods have access to green open space. In terms of public open space, the proposed development provides 2.25 ha which equates to 20.4 % of the overall site area. This is in excess of the 15% required in the MCDP and includes the central open area and greenway spine as well as additional parklands. Specifically, no dwelling has a walk greater than a few minutes from a public open space.

#### 4.10.2 Communal Amenity Space

In addition to the public open space provided, the scheme offers additional areas of communal open space for each residential neighbourhood. The proposed development offers 10,583sq.m of communal amenity spaces, principally proposed in courtyard spaces, equivalent to 9.6% of the overall site area. These communal areas provide space for different functions and activities such as communal gardens, allotments, attenuation, children’s play areas, bicycle storage and refuse and recycling storage.

The Landscape Masterplan provides four landscape character areas. These include Residential Courtyards, Existing Hedgerows, Linear Parks and Central Green Open Areas. Meath County Council and An Bord Pleanála are referred to the Landscape Design Rationale document prepared by Brady Shipman Martin for further detail.



Figure 4.11 View in to one of the proposed courtyards

### 4.10.3 Private Open Space

The private open space standards for houses are set by the MCDP (see Table 4.7) and for apartments the standards are set by the Guidelines for Planning Authorities on Sustainable Urban Housing: Design Standards for New Apartments (see Table 4.8).

Table 4.7: MCDP Private Open Space Standards

House Type	Minimum Area of Private Open Space to be Provided
1-/2-bedrooms	55 sq. m
3-bedrooms	60 sq. m
4-bedrooms+	75 sq. m

Table 4.8 Sustainable Urban Housing: Design Standards for New Apartments Private Open Space Standards.

Minimum Apartment Floor Areas	Minimum floor areas for private amenity space
Studio	4 sq. m
1-bedrooms	5 sq. m
2-bedrooms (3 persons)	6 sq. m
2-bedrooms (4 persons)	7 sq. m
3-bedrooms	9 sq. m

The variation in dwelling type and size will result in a series of different private open space types: ground floor gardens, balconies, terraces and winter gardens.

As is evident in Housing Quality Assessment in RKD’ Design Statement, the proposed private open spaces by dwelling type will all meet or exceed the minimum standards prescribed in the Tables above. The result will be the creation of high-quality living environments with exceptional residential amenities.

Table 4.9: Private Amenity Space

Unit Type	Dwelling Type	Private Amenity Area Required	Private Amenity Area Proposed
M1	Maisonette	7	36.4
M2	Maisonette	7	9
M3	Maisonette	7	36.4
M4	Maisonette	7	9
M5	Maisonette	5	35.8
M6	Maisonette	7	9
D1	Apartment	6	7.3
D2	Apartment	6	7.3
D3	Apartment	6	7.3
D4	Apartment	7	9

The distribution of the private open space will support a further greening of the site that will augment the proposed public open space and communal amenity spaces.

#### 4.10.4 Play and Amenity Areas

In terms of provision of play, the landscape masterplan has had regard to the requirements of Section 4.13 of the ‘Sustainable Urban Housing: Design Standards for New Apartments’ and has made provision in excess of these requirements with:

- ✓ formal play opportunities, including a MUGA for older children, provided in the central public open space;
- ✓ exercise, formal and natural play opportunities provided throughout the linear park and other public open spaces; and
- ✓ natural play opportunities and play for younger children provided within individual courtyards;

#### 4.10.5 Drainage

It is proposed to provide an integrated SuDS network to serve the proposed development, which will fall by gravity to discharge attenuated flow to the existing network to the north of the site as mentioned above.

The attenuation in the central open space will comprise of a of detention basin and landscaped depressions with concrete storage tank below. Runoff from the more frequent events, up to and including the 1 in 30-year return period with a 10% increase in intensities to account for climate change is to be temporarily stored below ground. Less frequent events are to be temporarily stored within the detention basin.

#### 4.10.6 Ecology

An Appropriate Assessment (AA) Screening Report was prepared by Altemar Marine and Environmental Consultancy and is included as part of this application. Given that there are no direct or indirect hydrological pathways or biological corridors from the proposed development site to the closest SAC (Rye Water Valley / Carton SAC), the AA Screening concludes the following: -

*“There is no possibility of significant impacts on European sites, features of interest or site specific conservation objectives. A Natura Impact Statement is not required.*

*Accordingly, having carried out the Stage 1 Appropriate Assessment Screening, the competent authority may determine that a Stage 2 Appropriate Assessment of the Proposed Development is not required as it can be excluded, on the basis of objective scientific information following screening under this Regulation 42 of the European Communities (Birds and Natural Habitats) Regulations 2011, as amended, that the Proposed Development, individually or in combination with other plans or projects, will have a significant effect on any European site.”*

### 4.11 Residential Amenities

#### 4.11.1 Commercial/Retail Units

A neighbourhood building is provided at the heart of the scheme with 4 no. commercial/local retail units within the proposed development (Figure 4.12). The commercial/retail space proposed in the form of 4 no. commercial/retail units (H1-H4) with a total of 533.6 sq. m and will help facilitate the day-to-day needs of the local population.

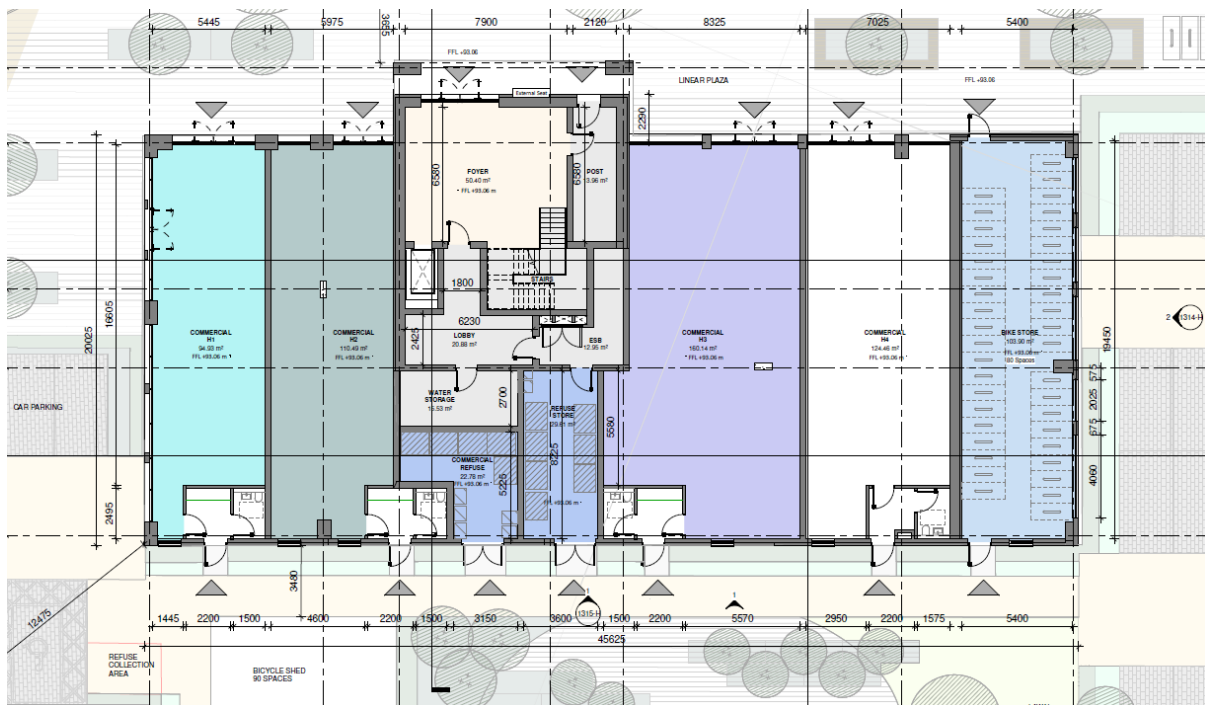


Figure 4.12: Commercial/Retail Units at Ground Floor Level in Block H

A breakdown of the floor area for each commercial/local retail unit is provided below:

Table 4.10 Schedule of the Commercial/Retail units

Unit	Floor Area (sq. m) – (including toilets)
H1	105.8
H2	121.4
H3	171
H4	135.4
<b>Total</b>	<b>533.6</b>

4.11.2 Childcare facility

The proposed development includes the provision of a childcare facility to meet the demand generated by the proposed development. This facility measures 1,003 sq. m and has capacity for 121 children. The facility will also benefit the town economically as it will provide 25 jobs. The childcare facility, as shown on Figure 4.13 and 4.14 below, is located in neighbourhood K. This is considered to be an appropriate location proximate to all residents of the proposed development and existing residents within Ratoath. The decision to locate the creche in Block K reflect feedback provided by Meath County Council during the s.247 meeting to avoid perceived risks of locating the creche where traffic congestion could arise.

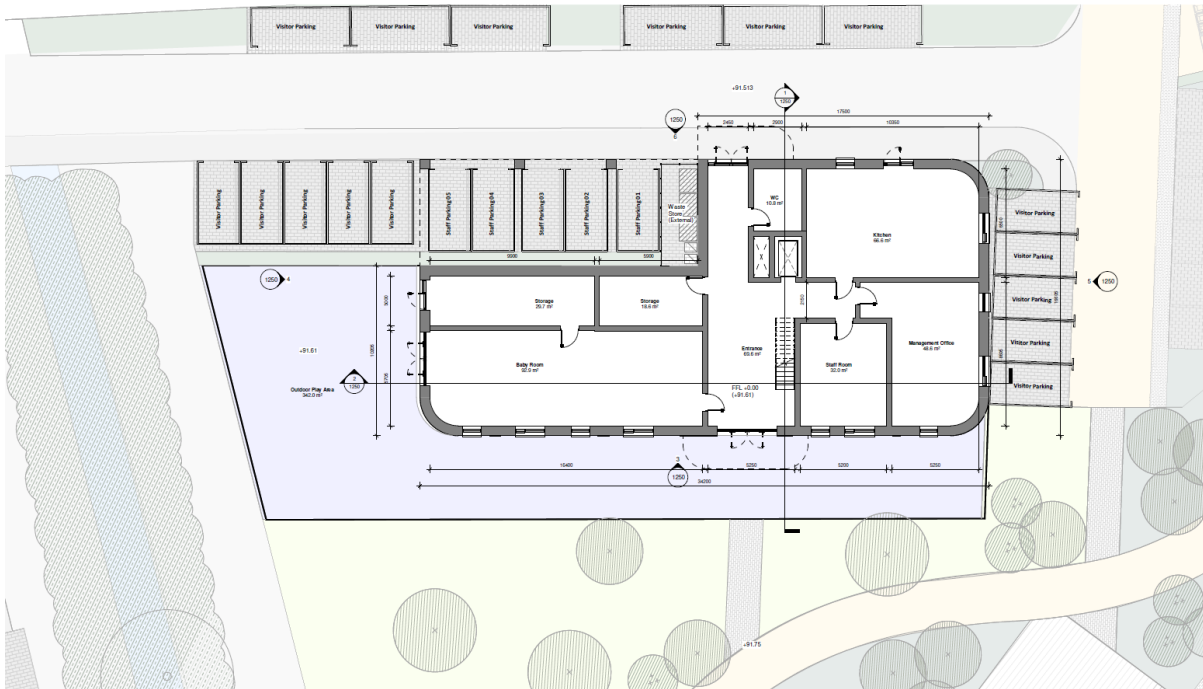


Figure 4.13: Creche Floor Plan Ground Floor Plan

The creche has an allocated 22 no. car parking spaces for the purpose of drop-off and staff car parking.



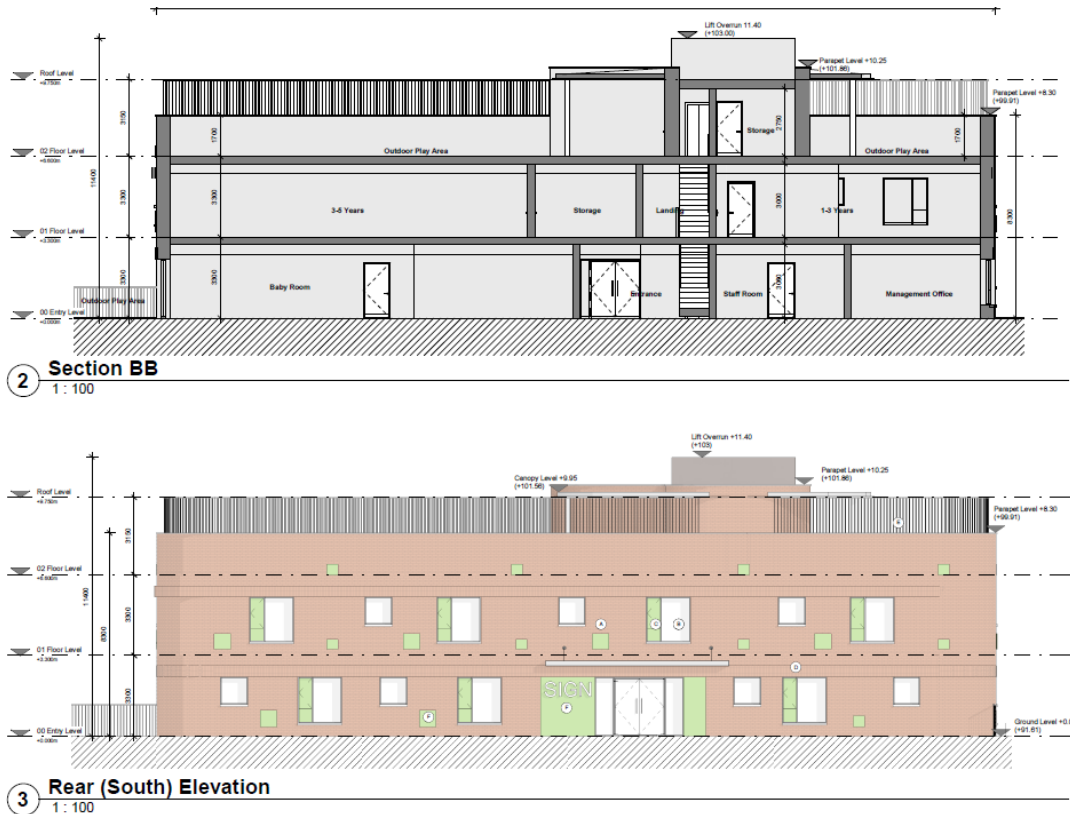


Figure 4.14: Creche Elevation

Internally, the creche comprises of an outdoor play area, a baby room, a staff room and a management office at ground floor level; a 3–5-year-old room, a 1–3-year-old room and a storage room at first floor level and outdoor play areas and storage room at roof level, as illustrated in Figure 4.14 above.

Please refer to the enclosed Social Infrastructure Audit for more detail on how the proposed development complies with childcare space demand in the area.

## 4.12 Mobility

### 4.12.1 Pedestrians and Cyclists

The proposed development accommodates an extensive pedestrian and bicycle network along safe, dedicated routes that run through the blocks and along the greenway spine. This will provide a delightful circulation route with vegetation and activation of space along the way.

The cycle network is developed based on the requirements of the National Cycle Manual including a central 3m wide cycleway and pedestrian path through the site that is off-road and remote from vehicular traffic. This central route offers high comfort levels and serves both commuter and leisure functions by connecting to the R155, Glascarn Lane and the RORR to access town.

From Glascarn Lane there could be links forged to Jamestown SHD, Ratoath Town and Ratoath College, should land become available.

The bicycle and pedestrian circulation also allows for connections to the adjacent lands to the west which are currently zoned new residential. This ensures these lands are not land locked but can form part of the greater development in the future.

The first phase of the development will deliver three new cycle entrance points to the site and three pedestrian entrances with connections to both R155 and the RORR. This will allow cyclist and

pedestrian connection to Jamestown SHD and Ratoath College from day one and would also tie in with MCC's proposed extension to the pedestrian and bicycle infrastructure of Ratoath Village.

The permeability of the blocks allows for secure pedestrian routes through the entirety of the site and additional pedestrian connections to the RORR footpath and the R155 are also provided. Pedestrian and bicycle routes are integrated alongside preserved hedgerows which will assist in activating these spaces.

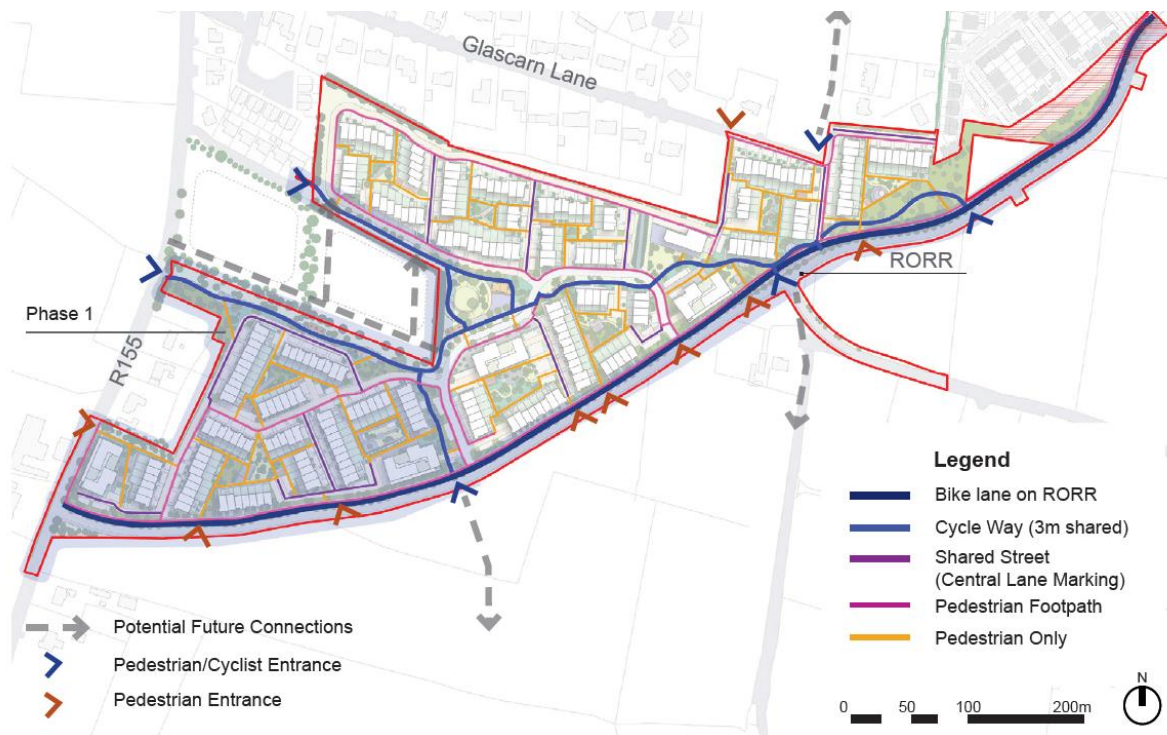


Figure 4.15 Pedestrian and Cyclist Connectivity

#### 4.12.2 Vehicles

##### Streets

The main vehicular access is via two entry points off the new Ratoath Outer Relief Road which are joined by a looped 30km/hr road through the centre of the scheme past the civic plaza and central park. The central road offers a potential route for a public bus to travel and it could stop at the centre of the scheme within easy walking distance of all neighbourhoods. In addition to this main road, a network of 15km/hr neighbourhood access roads and shared surface streets provide access to all of the blocks. The neighbourhood roads provide separate footpaths whilst the shared surface streets are pedestrian/bicycle priority roads with lane marking and bicycle symbols indicating for vehicles to give way. These shared surface streets will be of sufficient width to allow for waste lorry and fire tender access.

The proposed development offers a clearly defined, safe and accessible network of streets and public open space. The layout accords with the principals of DMURS, providing active street frontage, permeability and traffic calming. A major concept for the site is the greenway spine for pedestrians and cyclists that provides routes for residents to Ratoath Town via the R155m Jamestown SHD, Glascarn Lane and future development to the south. A hierarchy of street types provided consisting of 30km/hr site access road with distinctive footpaths, 15km/hr neighbourhood access roads with footpaths and 15km/hr shared surface 'home zones', as all designed to prioritise pedestrians and cyclists. Traffic speeds are controlled by bends and surface treatment.

A clear hierarchy of the roads provided is provided in Figure 4.16 below. Further detail in this regard can be found in the Architectural & Urban Design Statement and drawing pack prepared by RKD Architects and also in the Traffic Impact Assessment prepared by OCSC Consulting Engineers.

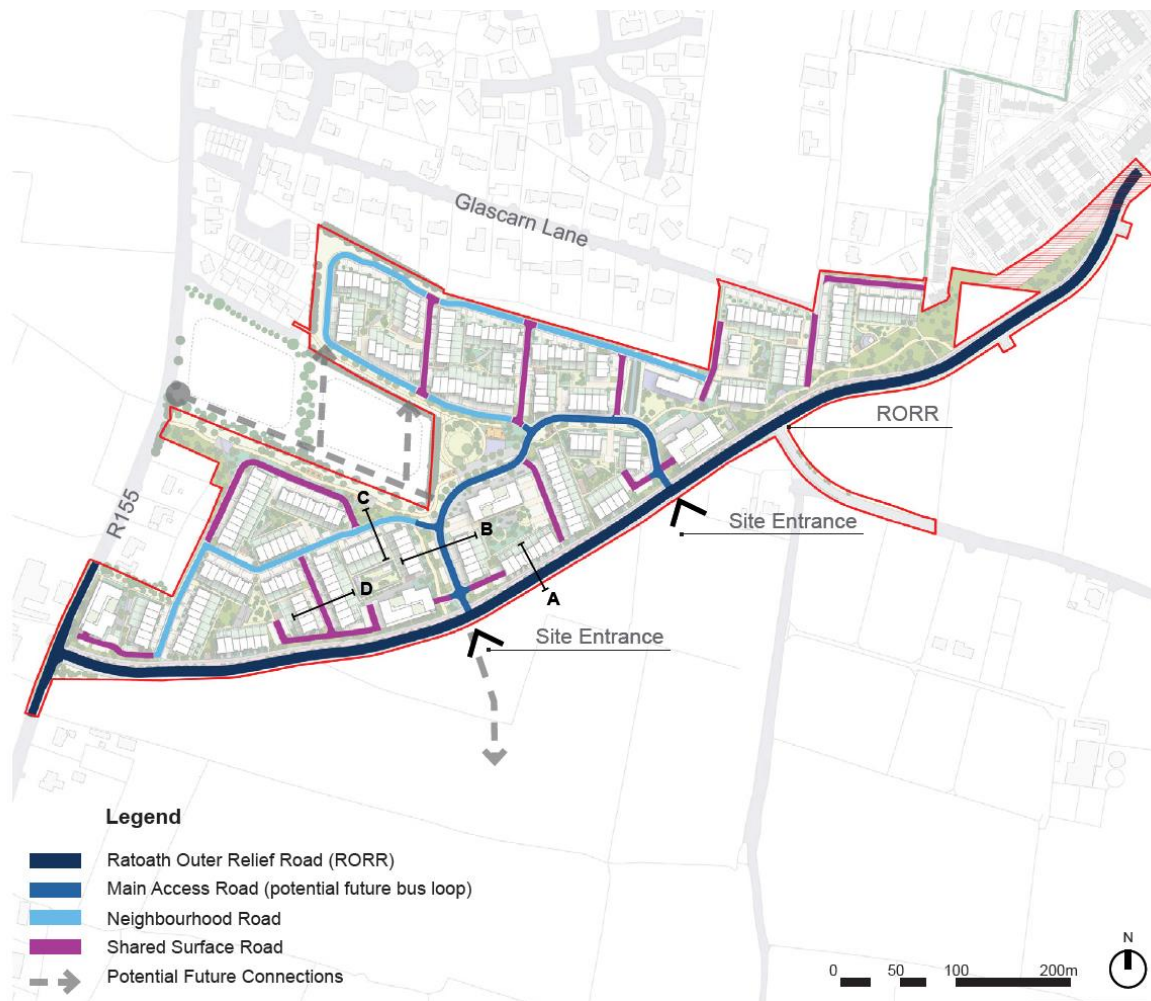


Figure 4.16 Road Hierarchy Diagram

### Car Parking

The proposed development provides for a total of 746 no. car parking spaces. A total of 602. no spaces are provided for the residential component of the proposed development, 5 spaces are provided for the creche staff and 139 spaces are provided for visitors and are intended to serve as dual use spaces. The car parking layout is designed to maximise supervision and minimise potential theft. Electric Vehicle (EV) spaces will also be provided throughout the development. The proposed new roadscape is illustrated below in Figure 4.17.

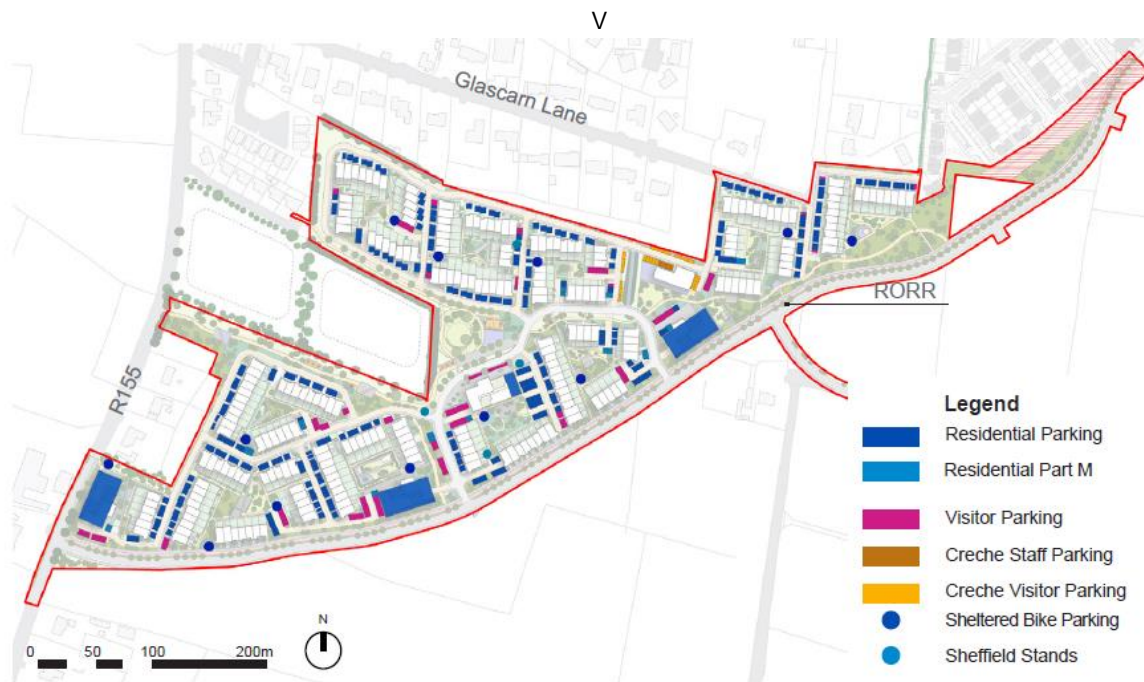


Figure 4.17 Proposed Car Parking

In terms of car parking, the Meath County Development Plan 2021-2027 sets out a requirement of 2 no. spaces per conventional dwelling and 2 no. spaces per apartment/flat.

It is also noted that the Sustainable Urban Housing Design Standards for New Apartments (December 2020) from the Department of Housing, Planning and Local Government are also applicable in this instance with respect to the residential car parking provision. Section 4 of these guidelines sets out guidance and defines Peripheral and/or Less Accessible Urban Locations, stating:

*“As a benchmark guideline for apartments in relatively peripheral or 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.”*

Based on the existing public transport facilities along with the location of the proposed development, it is therefore clear that the development falls into this category, meaning it is wholly appropriate to provide one car parking space per apartment and maisonette type unit and one visitor car parking space for every 4 apartment/maisonette units on the development site. This equates to 1.25 car parking spaces per apartment/maisonette type unit.

Thus, based on the above, it is proposed to provide 2 car parking spaces per house in line with the Meath Development Plan 2021 – 2027 and it is proposed to provide 1.25 car parking spaces per apartment/maisonette in line with the Sustainable Urban Housing, Design Standards for New Apartments (December 2020).

Based on the above it is proposed to provide 746 no. car parking spaces at surface and undercroft level. A total of 602 of these spaces are dedicated resident parking, 5 are for creche staff and the balance of 139 are for visitors.

Car parking is provided through a mix of on-curtilage parking, undercroft parking and parking clusters. This is to minimise the impact on the public realm and allow dwellings to front the RORR without having parking accessed directly off it.

As mentioned above, the proposed parking strategy for the site is based on a combination of the Development Plan and the Design Standards for New Apartments 2020. This rationale is explained in greater detail in the enclosed Traffic Impact Assessment and accompanying drawings prepared by OCSC Consulting Engineers.

A breakdown of the proposed car parking is provided in Table 4.4 below.

Table 4.11: Car Parking Breakdown

Land Use – Residential	Car Spaces	Units/ Sq.m.	Requirement	Provided
Rowhouse	2 per conventional dwelling	150	300	741 (including visitor spaces)
Maisonettes	1.25 per unit	182	227.5	
Flats/ Apartments	1.25 per unit	120	150	
<b>Total</b>			<b>677.5</b>	
<b>Land Use – Commercial</b>				
Food Retail	1 per 20 sq.m. gross floor area. Where the floor area exceeds 1,000 sq.m. gross floor area, 1 space per 14 sq.m. gross floor area.  *Provision should be made for taxi drop off spaces.	533.6 sq.m.	26.68	-
Non-Food Retail	1 per 20 sq.m. gross floor area.			
<b>Land Use - Community Facilities</b>				
Crèches	1 per employee & dedicated set down area and 1 per 4 children plus dedicated set down area	1,003 sq.m. (121 children & 28 staff)	58.25	5 staff
<b>Total</b>			<b>763</b>	<b>746</b>

The car parking provision set out in Table 4.4 is considered to meet the requirements arising from the proposed development. While it appears from this breakdown that the scheme is under providing in terms of car parking for the commercial element of the proposal, Meath County Council and An Bord Pleanála will note that based on our assessment of the Apartment Guidelines (2020). The subject proposal also provides a significant number of visitor car parking spaces (139) which are intended to be used by visitors to the childcare facility and the commercial and retail units. The proposed commercial/retail units on site are intended to meet daily needs and serve the proposed population of the development, without creating a pull from the commercial and retail facilities in the town centre. The car parking allocated to the commercial/retail component is considered to reflect this rationale.

The provision of parking spaces offers the minimum standards for residential land use but maxima standards for the non-residential car parking standards. Ratoath South SHD is a newly created neighbourhood providing a significant amount of visitor parking over and above the prescribed minimum. This was implemented to function as a dual usage to cater for the casual trade users and encourage park and stride for crèche users. The council encourages innovative design solutions for medium to high density residential schemes where substantial compliance can be demonstrated.

The subject site is strategically located a short distance from Ratoath town centre. The proposed development will be well connected to public transport. The site is served by a number of bus routes (103,105,105X and 109) that can be accessed from an existing bus stop of Fairyhouse Road, a short walk from the subject site. The bus routes operating in close proximity of the proposed development provide the bus services which link the development site to town within Meath County (i.e. Ashbourne) and outside Meath County (i.e. Drogheda and Dublin). As noted in Section 2 above, the 105 bus route also provides a link to Dunboyne Rail Station which provides access to the Dublin – Maynooth, Longford and M3 Parkway services. The Planning Authority and the Board are referred to the Mobility Management Plan prepared by OCSC which describes in detail the various access routes to the subject site.

It is strongly considered that given the subject sites close proximity to the town in conjunction with the existing access to public transport the car parking proposed is entirely appropriate for and will be sufficient to meet the needs of future residents and patrons of the development.

#### **4.12.3 Cycle Parking**

In terms of cycle parking, the Meath County Development Plan 2021-2027 sets out a requirement of 1 no. space per bed space and 1 no. per two housing units.

The Sustainable Urban Housing, Design Standards for New Apartments (December 2020) from the Department of Housing, Planning and Local Government are also applicable in this instance with respect to the provision of cycle parking within the apartment and maisonette type units. The guidelines set out a requirement of 1 no. space per bed room and 1 no. visitor space per two units.

In this instance it is proposed to provide 816 no. cycle parking spaces (192 no. provided for visitors) that is in excess of the Apartment Guidelines as listed above.

These spaces will be provided throughout the development for use by residents and visitors. The design of the cycle parking will be high quality, secure, lockable and covered in line with the Apartment Guidelines requirements.

A quantum of parking will be provided at the gable ends of buildings where the communal courts are accessed. These are partially hidden by planting, bin storage or bike parking at the interior end. The communal courtyards are kept free of cars. The finish of the parking areas are the same as the pedestrian zone to blend with the public realm and promote alternative use when not needed.

#### **4.12.4 Wider Traffic and Transport Measures**

#### **4.13 Ratoath Outer Relief Road (RORR)**

A section of the Ratoath Outer Relief Road (c. 22,470sq.m) (RORR) is proposed as part of this development, which will result in the completion of the RORR originally permitted under the following applications Reg Ref: RA150993 and Reg Ref: RA190724. The section of the RORR proposed as part

of this development runs from a new junction with the R155 east for approximately 1100m to the end of the site boundary. It is proposed to have two access for the site off the RORR.

The RORR is a vital piece of infrastructure outlined in the MCDP and has been designed to connect with the Fairyhouse Road (R155) to the south-west. There is a specific reference to the long-term ambition to complete the RORR recognising the...

*“...opportunity to maximise the investment in this LIHAF funded infrastructure by facilitating the completion of this Outer Relief Road and complete the link between the R125 and R155. This will be achieved by zoning additional lands for residential development and requiring that the remainder of this link road is delivered as part of the development of these lands.”*

It is envisaged that this road will be developed in tandem with the proposed SHD and thus will comply with RATH OBJ 7 to serve the proposed development. Pervious pavements are provided in all car parking areas. Please refer to OCSC’s Engineering Services Report and Traffic Impact Assessment for further details.

**4.14 Strong Urban Edge**

An Bord Pleanála requested that the applicant consider justification regarding the design approach of the proposed development and the need for a high quality, strong urban edge which integrates effectively along the proposed RORR.

The proposed development will deliver a significant part of the RORR which connects the site to R155 and Neighbouring Jamestown SHD and delivers a continuation of the strong urban edge along the RORR, originally established by the permitted SHD to the north east.



Figure 4.17 Proposed Urban Edge along the RORR



Figure 4.18 Proposed Urban Edge along the RORR

The RORR itself is a distributor road with a 3m wide bicycle lane and 2.5m wide footpath along the development side of the road. The proposed urban edge strategy for this development is an open frontage which allows permeability and views into the central areas of the development. This is important due to the central green spine connecting back to the RORR at two key locations. The green spine also continues along the RORR at the east of the site to connect with a future extension of the bridle path and Glascarn Lane, as well as Jamestown SHD. To accommodate this the dwellings at this location have been set back from the road.

At all other locations the dwellings along the RORR have been brought forward to have a direct interface with the road, contributing to a more active urban edge, and safer road conditions. Apartment buildings are placed to mark the two main entrances to the site, the urban edge facing the R155 and the central public space.

Multiple options of the RORR interface balancing adequate parking for residents within walkable distance to their front door, and car free courtyards were studied. The options are explained on the following pages. The final outcome was an approach of clustered parking along the edge of neighbourhood blocks which allows for view lines into the central spaces at these 'openings' whilst the street maintain a strong interface and a high quality urban edge.



Figure 4.19 Scheme frontage onto the RORR

Pre-planning discussions with Meath County Council made it clear that the Local Authority vision for the RORR is to create a DMURs compliant road. An Bord Pleanála are referred to the DMURs Compliance Statement provided by OCSC Consulting Engineers and the Road Safety Audit and DMURs Quality Audit provided by Bruton Consulting Engineers.



When looking at development along the RORR, there were a number of considerations for the Design Team. Any development along the RORR should engage with the road, providing frontage and therefore encouraging a low-speed, more people friendly environment. Further questions of privacy, security and defensible space also arise when dwellings are located fronting a busy distributor road.

Parking became a key consideration, as without the internal road spaces must then be placed elsewhere. Suggestions of parallel spaces or pockets of parking off the RORR were negatively received by the Local Authority while the red line for the Design Team was that the space in the communal courtyards behind these dwellings were off-limits to vehicles.

The ultimate solution proposed sees the dwellings in neighbourhoods right along the southern site boundary pulled forward to provide frontage onto the RORR. This provides an urban edge along the road however, rather than a continuous impermeable barrier, this edge is softened and broken at the corners of the neighbourhood blocks to allow for pedestrian, cyclist and visual access to the site. Parking is also provided in concentrated lots at these corners. Terraces without on-curtilage parking are kept short enough that the inhabitants will not have to walk significant distance from their cars to their front doors.

The dwellings themselves are provided with a buffer between the front doors and the RORR consisting of defensible front garden space in addition to the footpath, cycle path and grass verge associated with the road. **Ultimately the proposed solution provides an urban edge that is strong and visually consistent from a drivers' perspective, yet permeable and sufficiently buffered from a resident's perspective.**

#### 4.15 Drainage and Water Services

Full details of the proposed water services are set out in OCSC's enclosed drawing and report, and summarised in sections 4.15.1-4.15.3.

##### 4.15.1 Water Supply

A 200mm HDPE watermain is proposed to connect to a 200 mm watermain on Ratoath Outer Relief Road, it is further proposed 100 mm and 150 mm HDPE watermain branches to serve part of the residential development. Fire Hydrants will be positioned around the site to ensure they are accessible within a maximum 30m distance from any road edge and that all buildings are within a 46m radius of the hydrant.

The proposed connection is to be carried out in accordance with Irish Water's Code of Practice for Water Infrastructure, following agreement with Irish Water.

##### 4.15.2 Foul Water

It is proposed to separate the wastewater and surface water drainage networks, which will serve the proposed development, and provide independent connections to the local public foul and surface water sewers respectively.

The wastewater from each unit is to connect to the new gravity pipe network within the development which has been designed in accordance with the Irish Code of Practice for Wastewater Infrastructure. The proposed wastewater design network will serve the proposed development and drain by gravity to an existing wastewater network on Ratoath Outer Relief Road.

The proposed wastewater network is to be designed and constructed in accordance with Irish Water Code of Practice for Wastewater Infrastructure, will discharge through a gravity sewer from a constructed discharge manhole, at a location to be agreed with Irish Water.

#### 4.15.3 Surface Water and Sustainable Urban Drainage (SUDS)

The overall surface water drainage system serving the proposed development is to consist of a gravity sewer network that will convey runoff from the roofs and paved areas to the outfall manhol, which will discharge a controlled flow rate to the existing surface water network in the Ratoath Outer Relief Road to the north-east.

The proposed piped network has been designed in accordance with BS EN 752 and all new infrastructure is to be compliant with the requirements of the GSDS and the GDR COP for Drainage Works, with minimum full-bore velocities of 1.0 m/s achieved throughout.

All main surface water carrier pipes have been sized to ensure no surcharging of the proposed drainage network for rainfall events up to, and including, the 1 in 5-year ARI event, with a projected climate change allowance of 20% increase in rainfall intensity.

Temporary underground attenuation is to be provided within the developments open space, in order to restrict discharge rates from the development's surface water network to the greenfield equivalent flow rate.

It is proposed to provide an integrated SuDS network to serve the proposed development, which will fall by gravity to discharge attenuated flow to the existing network to the north of the site as mentioned above. A gravity surface water network will be provided throughout the proposed road layout, with the development's surface water runoff being attenuated to restrict the outfall flow rate to equivalent to the greenfield runoff.

Attenuation will be predominantly provided in the form of proprietary underground concrete tank prior to the outfall and at intermediary locations, in order to temporarily store excessive runoff volumes during significant rainfall events. As noted above, the attenuation in the central open space will comprise of a detention basin and landscaped depressions with concrete storage tank below. Runoff from the more frequent events up to and including the 1 in 30-year return period with a 10% increase in intensities to account for climate change is to be temporarily stored below ground. Less frequent events are to be temporarily stored within the detention basin. A flow control chamber immediately downstream of the attenuation systems will act to restrict the development's runoff to a flow rate equivalent to the existing networks.

For further detail in respect of surface water and sustainable urban drainage, please refer to the *Engineering Services Report* prepared by OCSC Consulting Engineers.

#### 4.16 Flood Risk Assessment

As indicated in the Site-Specific Flood Risk Assessment prepared by OCSC, the site is not at significant risk of flooding. OCSC's assessment concludes:

"From the information reviewed, it is considered that the site of the proposed development is not within the 1 in 100 and 1 in 1000-year flood extents.

The site is located in Flood Zone C as outlined in the Meath County Development Plan and, as such, the proposed residential development is considered appropriate."

For further detail in respect of the flood risk, please refer to the Site-Specific Flood Risk Assessment prepared by OCSC which accompanies this application.

#### 4.17 Archaeology and Architectural Conservation

As part of the Environmental Impact Assessment Report, an assessment in respect of cultural heritage was carried out by *Archaeological Consultancy Services Unit Ltd (ACSU)*, which is contained in Chapter 13. The results of this assessment were as follows:

In respect of archaeological monuments, *ACSU* concluded the following:

***There will be no direct impacts on recorded archaeological monuments as no recorded monuments are located within the proposed development site.*** *There is a monument located in the immediate environs of the site, enclosure ME045-066 located c. 160m to the southeast of the site's very east extremity, and it will not be impacted in any way.*

In respect of architectural heritage, *ACSU* concluded the following:

***There will be no direct impacts on architectural heritage as no Protected Structures or sites listed within the National Inventory of Architectural Heritage (NIAH) are located within the proposed development site.*** *Protected Structure, Ratoath Manor (RPS ID 91453) that is also a National Inventory of Architectural Heritage Site (NIAH Reg. 14336002) is located c. 1km to the north of the site and will not be impacted in any way.*

In respect impacts on Known and Potential Archaeological Features, *ACSU* concluded the following:

***The proposed development will have a direct impact on three areas of archaeological activity (one in Field 2 and 2 in Field 5) identified as a result of archaeological assessment of the site in the form of test trenching (21E0511).*** *The features exposed consist of ploughed out pits, post-holes and spreads, likely associated with prehistoric activity while a number of linears exposed, indicated by the geophysical survey results (20R0026) were found to represent field ditches and drains relating to modern agricultural activity.*

*Furthermore, the northeast portion of the site, Area 5 (Error! Reference source not found.) w as not subject to test trenching carried out previously. A potential impact on the archaeological resource lies in the uncovering of sub-surface archaeological features during topsoil removal and other groundworks associated with the construction of the proposed buildings and associated infrastructure within this area. Ground disturbance associated with the proposed development within this area, has the potential to uncover some minor monuments and associated artefacts. Further investigations, including test trenching and/or monitoring will be carried out. The development of the site for the current proposal will involve preservation by record of the three areas (Areas 1-3) of archaeological significance identified (21E0511).*

In respect of Direct Impacts on Tangible Cultural Heritage, *ACSU* concluded the following:

***The proposed development will have a direct impact on the townland boundary between Commons and Jamestown (CHA2), and the structure/building depicted on the 1835 map (CHA1) should it have any sub surface remains (Error! Reference source not found.).*** *The townland boundary between Commons and Jamestown and Ratoath townlands was depicted along the west and south of Glascarn Lane on the 1835 map respectively, and within the lanes footprint on the 1909 map. A north to south portion of Glascarn Lane will be realigned to the west. The structure depicted on the 1835 map represents a pre 19th century building, which would give any remains if present, a vernacular status.*

*Prior to development of the site a photographic and measured survey (including written description, and photographic record) will be carried out on the townland boundary between Commons and Jamestown (CHA2) that is to be removed, the townland boundary between Commons and Ratoath and further archaeological investigations, including monitoring of topsoil*

*stripping (Area 4) and excavation of remains if identified will be carried out in relation to the area where a building is depicted on the 1835 map (CHA1).*

In respect of Indirect Impacts, ASCU concluded the following:

*Indirect impacts here are those which may have a negative (or positive) effect on the archaeological landscape after the construction phase of the development (i.e. operational). Indirect impacts may include the visual impact on the surrounding archaeological landscape. The nearest monuments to the site comprise enclosure ME045-066 located c. 160m to the southeast of the site's very east extremity. The monument has no surface expression. While the development will see the continued preservation of two townland boundaries between Commons and Ratoath (CHA3 and CHA4), a photographic and measured survey (including written description, photographic record) prior to development commencing will be carried out.*

***The introduction of the proposed development to the area will not result in a major change to the general setting of any of the monuments listed. This is due to the fact that the enclosure is located within a greenfield and outside of the site, and with no surface expression, its immediate setting will remain unchanged.***

A series of mitigation measures are proposed by ASCU which aim to address any potential impact arising from both the construction and operational phases of this development. For further information in respect of archaeological and architectural heritage, please refer to Chapter 13 Cultural Heritage of the EIAR

#### 4.18 Public Lighting

The following policy and objectives are provided in MCDP in respect of public lighting:

***DM POL 3:*** *All public lighting proposals shall be in accordance with the Councils Public Lighting Technical Specification & Requirements, June 2017, and the Council's Public Lighting Policy, December 2017, (or any updates thereof).*

***DM OBJ 9:*** *A separation distance of 5 metres between the lighting column and the outside of the crown is required for the lighting to work as designed. Trees or vegetation shall not be planted within 7 metres of a public light column.*

***DM OBJ 10:*** *The design of all new developments shall take into consideration the layout of the proposed public lighting column locations and the proposed landscape design. Both layouts should achieve the 7 metres separation between all trees and public lighting columns.*

A Lighting Design and Specification Report and Lighting Layout Plan has been prepared by Redmond Analytical Management Services for this application. An Bord Pleanála are referred to this pack for full details in respect of site lighting.

#### 4.19 Waste Management

The following policy and objectives are provided in the MCDP in respect of Waste Management:

***DM POL 16:*** *All new residential schemes shall include appropriately sited and designed secure refuse storage areas, details of which shall be clearly shown in pre-application discussion and planning application documentation.*

***DM OBJ 52:*** *In residential schemes, appropriately sized bin storage areas must be provided to the front of terraced dwellings in locations which are easily accessible by the householder. These areas shall be well screened and the design shall integrate with the dwelling.*

**DM OBJ 53:** *Apartment schemes shall make provision for waste segregation and recycling. Bin storage shall generally be on the ground floor level of development, be adequately ventilated, screened from public view and adjacent to the block it serves. Where appropriate, the bin storage area shall be a separate structure to the apartment building.*

**DM OBJ 54:** *Shared bin storage areas shall be located conveniently for residents and collection service providers with appropriate security measures.*

An Operational Waste Management Plan OWMP has been prepared by AWN Consulting for this application. The OWMP provides full details in respect of waste storage requirements, estimated waste arising and waste collection points within the scheme. For full details in respect of operational waste management in the scheme, please refer to the OWMP prepared by AWN Consulting.

#### 4.20 Visual Impact Assessment

A Landscape Visual Impact Assessment was carried out by Brady Shipman Martin and is included as part of the Environmental Impact Assessment Report (EIAR) which accompanies this application (Chapter 14). BSM concluded the following in relation to Ratoath South SHD:

*It is considered that the Proposed Development is appropriately sited, designed and laid out so as to be capable of being integrated into the new emerging residential character of the southern extent of Ratoath. This integration is underpinned by the proposed delivery of a contiguous section of the Ratoath Outer Relief Road and by the architectural and landscape approach for the Proposed Development that envisages diverse and integrated communities with connected public and communal open spaces.*

*Therefore, while the Proposed Development will give rise to localised visual impacts the overall development will have a positive residual impact on the emerging local character, and will not adversely impact sensitive landscape characteristics or views to and from the wider landscape. It is considered that the operational stage of the development will make a continued positive contribution to the emerging residential community of the wider area.*

An Bord Pleanála are referred to Chapter 14 Landscape of the EIAR for further detail.

#### 4.21 Daylight and Shadow Assessment

A Sunlight and Daylight Assessment prepared by digital dimensions accompanies this application. In their assessment, digital dimensions have reviewed the impacts in respect of daylight and sunlight for existing dwellings, proposed dwellings and proposed amenity space. The assessment also provides a shadow analysis.

In respect of the impact on existing dwellings, digital dimensions reviewed the impact on a single story dwelling on Fairyhouse Road which has a window facing towards Apartment Block A. Their assessment concluded that while there is a minor reduction to the VSC of this window, it meets the recommendations of the BRE guidelines. Any reduction to the daylight in the neighbouring dwellings would be imperceptible. On that basis, digital dimensions concluded that the proposed development meets the recommendations of the BRE guidelines.

In respect of Average Daylight Factor (ADF), digital dimensions have assessed the multi-unit buildings within the scheme. Their assessment concluded that 100% of the apartment units exceed the minimum recommendations for the ADF, set out in the BRE guidelines. In terms of the maisonettes, 100% of bedrooms and 96% of Living/Kitchen/Dining rooms exceed the minimum recommendations for the ADF and will be well lit. While a small number are marginally below the 2% target for ADF, they all exceed the 1.5% value. The living kitchens dining rooms that do not achieve the 2% have a layout that consist of a long room with windows at both ends to the kitchen and the dining room. The layout is well designed

with kitchen located beside the window and would receive ample levels of daylight. On this basis, digital dimensions have concluded that the proposed development meets the recommendations of the BRE guidelines in respect of ADF.

In respect of sunlight to the amenity areas within the scheme, digital dimensions note that 100% of public amenity spaces exceed the BRE recommendation that 50% of the area receive more than 2 hours of sunlight on the 21<sup>st</sup> of March, most of which received in excess of 90%. All of the private amenity gardens in the proposed development were assessed. It is the nature of a housing estate that plots orient in all directions. It was concluded by digital dimensions that the scheme is well designed for sunlight, with more than 70% meeting the BRE recommendation.

As demonstrated by the assessment carried out by digital dimensions, the scheme has been designed to maximise access to sunlight and daylight, minimise overshadowing and for future residents.

#### 4.22 Energy Efficiency

It is the policy (DM POLC 2) of Meath County Council that:

*Appropriate energy conservation strategies should be employed in location, design, mass, orientation and the choice of materials of all new and renovated developments.*

An Energy Statement prepared by BBSC Building Services Consulting Engineers is submitted with this application. This report confirms that the proposed site development will meet or exceed where feasible the requirements of the Part L 2021 building regulations. An Bord Pleanála are referred to the Energy Statement for further detail.

#### 4.23 Telecommunications

A Telecommunications Impact Assessment Report prepared by BBSC Building Services Consulting Engineers is submitted with this application.

Telecoms shall be routed in underground ducts from the existing street Underground and or over ground services as required to each Unit (being a Dwelling, Apartment, Landlord requirement, Commercial unit) as required. It is expected to provide Fibre/ CAT 6 or CAT 7 to each dwelling from several on street cabinets to each dwelling or unit. No shared lines to be provided.

Other phone or data lines for Fire alarms, lifts etc. shall be provided from the building specific rack to service the landlords obligations in regards to same for health, safety and other legal requirements.

Mobile Phone base stations are expected to be required given the current ratio of towers to persons and the expected population growth. These are expected to be mounted on Apartment roofs and a separate planning application for these will be required at a future date and once the population changes are fully determined.

Please refer to the Telecommunication Impact Assessment Report for further detail.

#### 4.24 Building Life Cycle

A Building Life Cycle Report has been prepared by BBSC Building Services Consulting Engineers is submitted with this application. The Building Life Cycle Report document sets out to address the requirements of Section 6.13 of the Apartment Guidelines.

The report is broken into following requirements as follows:

- An assessment of long term running and maintenance costs as they would apply on a per residential unit basis at the time of application

- Measures specifically considered by the proposer to effectively manage and reduce costs for the benefit of residents.

For further details in relation to the above, please refer to the Building Life Cycle report enclosed with this application.

#### 4.25 Construction Phase

A comprehensive range of measures to mitigate against temporary construction-related inconveniences are proposed. These include a detailed site management plan, implementation of dust and noise mitigation measures, and the introduction of a range of traffic management measures; all of which are to be implemented during the construction stage. The hours within which construction works take place will be managed in accordance with the conditions of planning.

Please refer to the Construction and Environmental Management Plan prepared by OCSC Consulting Engineers which accompanies this planning application. The environmental impacts and impacts on population and human health of the construction stage of the development proposal are described in detail as part of the EIAR accompanying this application.

#### 4.26 Taking in Charge

Following discussion with MCC, the following proposal has been put forward in respect of Taking in Charge.



Figure 4.20 Taking in Charge Proposal

#### 4.27 Management Company Areas

All areas outside of that shown in Figure 4.10 above will be under the control of a management company. This includes the communal courtyard areas associated with each block. An Bord Pleanála are referred to the enclosed letter from the applicant, Beo Properties Limited, which outlines their commitment to appoint a management company for these areas which is provided in Appendix 4.

#### 4.28 Part V and Development Contributions

We confirm that the applicant has engaged with Housing Authority of MCC and is prepared to enter into an agreement under condition of planning permission to comply with the requirements of Part V in manner that is determined acceptable to the Council.

The incorporation of affordable units across the proposed development also considers the provision of a variety of typologies and locations of these units.

In total, there are 45 affordable units spread across the 12 neighbourhood blocks. The unit mix of Part V proposal agreed with MCC is as follows; 25 no. 2-bed apartments; 6 no. 3-bed houses; 4 no. 3-bed maisonettes and 10 no. 1 bed maisonettes. A full breakdown of this mix is provided in Table 4.5 below.

Table 4.12 – Part V Breakdown

Block	Unit Type	No. of Unit Type	No. Bedrooms	Floor Area in sq. m
A	D1	5	2	82.6
A	D2	5	2	92.9
A	D3	5	2	84.5
B	B1	1	3	139.9
C	D1	5	2	82.6
C	M5	2	1	62.5
C	M6	2	3	144.3
D	M5	2	1	62.5
E	A2	1	3	124.0
G	M5	2	1	62.5
H	B1	1	3	139.9
J	M5	2	1	62.5
J	M6	2	3	144.3
K	D2	5	2	92.9
L	M5	2	1	62.5
L	B1	1	3	139.9
L	A2	1	3	124.0
M	A2	1	3	124.0
<b>Total</b>		<b>45</b>		

The units are strategically spread across the site to ensure that they retain the same quality of living environment as all other units and have the same access to high quality public realm.



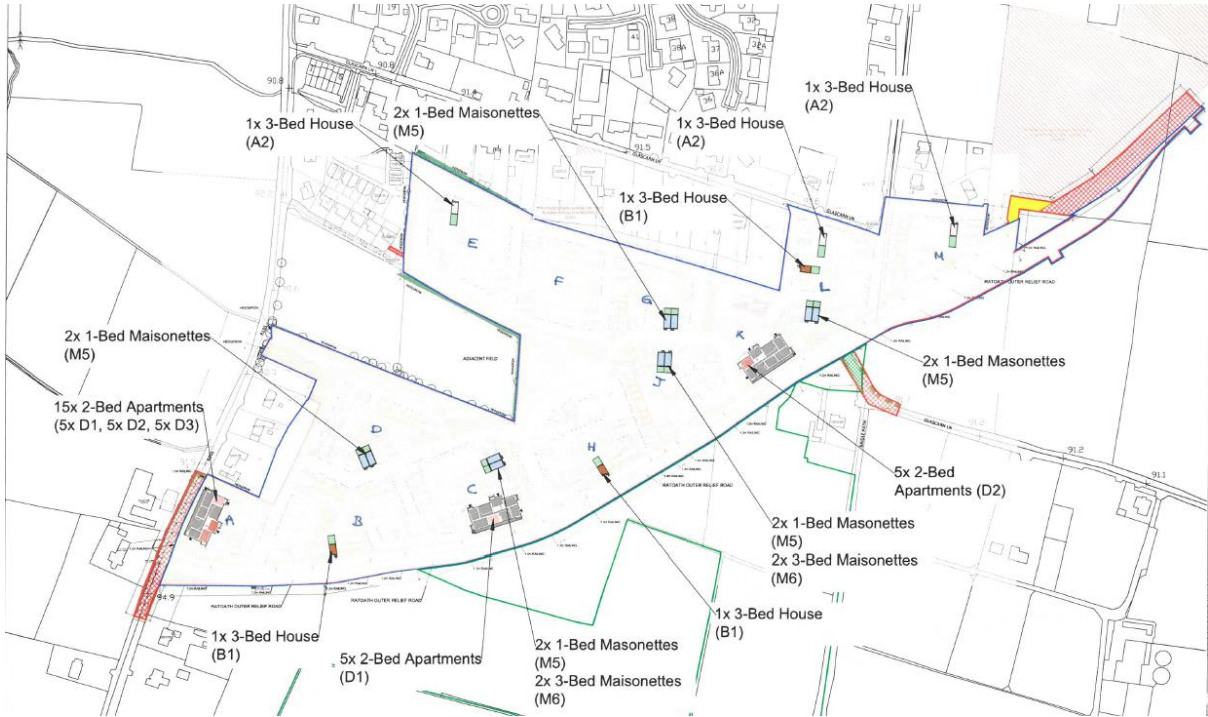


Figure 4.21 – Site Layout Plan outlining location of Part V Units

A letter from Meath County Council’s Housing Department is included within this application which outlines agreement in principle to the Part V Proposals included as part of this development.

Please refer to the enclosed Part V Pack prepared by RKD Architects for more detail.

## 5.0 Statement of Effects on Environment and European Sites

### 5.1 Environment Impact Assessment

An Environment Impact Assessment Report (EIAR) is required under Schedule 5, part 2, Class 10(b)(i) and / or 10(b)(iv) of the Planning and Development Regulations, 2001 (as amended) and has been prepared in association with the submission of this application. The EIAR has been prepared in accordance with Directive 2011/92/EU as amended by Directive 2014/52/EU *on the assessment of the effects of certain public and private projects on the environment* as adopted on 16 April 2014. The EIAR incorporates the following chapters:

<b>Chapter 1</b>	Introduction
<b>Chapter 2</b>	Planning Policy Context
<b>Chapter 3</b>	Description of Projects & Alternatives
<b>Chapter 4</b>	Population & Human Health
<b>Chapter 5</b>	Biodiversity
<b>Chapter 6</b>	Land & Soils
<b>Chapter 7</b>	Water
<b>Chapter 8</b>	Air & Climate
<b>Chapter 9</b>	Noise & Vibration
<b>Chapter 10</b>	Material Assets: Built Services
<b>Chapter 11</b>	Traffic & Transportation
<b>Chapter 12</b>	Material Assets: Resource & Waste Management
<b>Chapter 13</b>	Cultural Heritage
<b>Chapter 14</b>	Landscape
<b>Chapter 15</b>	Summary of Interactions
<b>Chapter 16</b>	Summary of Effects & Mitigation / Monitoring Measures

The EIAR has considered the likely direct and indirect, significant, effects of the proposed project on the receiving environment. Mitigation measures are included to reduce impacts on the environment, where considered necessary. Mitigation measures have also been incorporated into the design of the proposed development to avoid or reduce the effects on the environment, as appropriate.

### 5.2 Appropriate Assessment Screening

Screening for Appropriate Assessment (AA) has been undertaken by Altemar for the proposed development in accordance with Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (2009). These reports forms part of the application documentation.

The following was concluded by Altemar: *“There is no possibility of significant impacts on European sites, features of interest or site specific conservation objectives. A Natura Impact Statement is not required.”* An Bord Pleanála are referred to the AA Screening prepared by Altemar which accompanies this application for further detail.

## 6.0 Conclusion

The development proposal brought forward for consideration is the result of a carefully considered planning and design process which has been evolved and been enhanced by a detailed consultation process involving Beo Properties Limited, the design team, Meath County Council, An Bord Pleanála and a range of other parties.

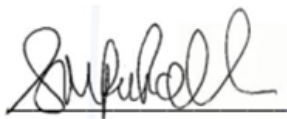
The proposed development comprises of 452 no. residential units across 12 clustered neighbourhood blocks. The neighbourhoods are lettered from A – M. All residential neighbourhoods are clustered around an area of open green space which acts as a communal court for the residents. Each neighbourhood is connected as the layout and design has achieved a high level of accessibility and permeability.

The design approach for the proposed development is to create an innovative housing model that is an alternative to traditional housing estates. The residential clusters are shaped by the existing field patterns, retaining existing hedgerows where possible to preserve wild life habitats. New ecological corridors and sustainable drainage systems are incorporated in the design to enhance the ecosystem of the site.

The scheme has been planned and designed to integrate with the surrounding land uses both from design and social perspectives. An in-depth analysis of site character and environmental amenity have been instrumental in guiding an appropriate urban design and landscaping response. The proposed development represents a high-quality scheme in a location proximate to the settlement of Ratoath with minimal impact on adjoining properties.

The development has undergone several iterations in order to address the items raised in pre-planning meetings, as well as being cognisant of the planning history in the area also. In combination with the Statement of Consistency (enclosed separately), this planning report clearly highlights the scheme's alignment with the relevant policies and objectives at local, county, regional and national levels. It meets and exceeds the standards prescribed by the relevant guidance documents and will provide for a new, attractive, high-quality residential and community space development.

It is therefore considered that the proposed development will complement the existing use within the surrounding sites, and it is accordingly brought forward that a grant of planning permission should be issued. We therefore trust that it will meet with favourable assessment by An Bord Pleanála



Stephen M. Purcell MIPI FSCSI FRICS

**Director and Co-Head**

For and on behalf of KPMG Future Analytics Consulting Ltd.

## ***Appendix 1 ABP Acknowledgement of notification to proceed with SHD***

**From:** [Purcell, Stephen](#)  
**To:** [Waters, Katie](#)  
**Subject:** FW: 311774 - Agenda - Lands immediately to the south of the existing built area of Ratoath, Ratoath, Co. Meath  
**Date:** Thursday 14 April 2022 00:51:04

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Stephen M. Purcell | Director & Co-Head | [KPMG Future Analytics](#) | Mobile +353 87 63 44 507  
| email: [stephen.purcell@kpmg.ie](mailto:stephen.purcell@kpmg.ie)

---

**From:** Strategic Housing Unit <[strategichousing@pleanala.ie](mailto:strategichousing@pleanala.ie)>  
**Sent:** Friday 28 January 2022 07:27  
**To:** Purcell, Stephen <[stephen.purcell@kpmg.ie](mailto:stephen.purcell@kpmg.ie)>  
**Subject:** RE: 311774 - Agenda - Lands immediately to the south of the existing built area of Ratoath, Ratoath, Co. Meath

Good morning,

I wish to acknowledge receipt of your email.

The Board advises that the lodging of the application should not be left to the end of the prescribed timeframe having regard to the validation process the Board undertakes. Any invalidity of an application may not give enough turnaround time to resubmit if lodged towards the end of the prescribed timeframe.

Kind regards,  
Cora.

---

**From:** Purcell, Stephen <[stephen.purcell@kpmg.ie](mailto:stephen.purcell@kpmg.ie)>  
**Sent:** Thursday 27 January 2022 23:55  
**To:** Strategic Housing Unit <[strategichousing@pleanala.ie](mailto:strategichousing@pleanala.ie)>  
**Cc:** Waters, Katie <[katie.waters@kpmg.ie](mailto:katie.waters@kpmg.ie)>  
**Subject:** 311774 - Agenda - Lands immediately to the south of the existing built area of Ratoath, Ratoath, Co. Meath

Dear SHD Unit,

This email is in relation to the LRD legislation enacted on 17 December 2021 and the transitional arrangements made available for Strategic Housing Development therein.

KPMG Future Analytics act as Agent to BEO Properties Ltd., of Unit 6, Argus House, Greenmount Office Park, Harold's Cross Road, Dublin 6W, for a SHD scheme at a site measuring of 13 hectares, situated to the southern edge of the settlement of Ratoath, Co. Meath.

This application, proposing in excess of 100 residential units, is eligible to be considered under the provisions of the Planning and Development (Housing) and Residential Tenancies Act, 2016, and the Planning and Development (Strategic Housing Development) Regulations, 2017.

Following s247 engagement with MCC in 2021, a Pre-Application Consultation meeting with An

Bord Pleanála and Meath County Council took place on 26 January 2022 (TC17.311774) and we are currently awaiting an Opinion from ABP.

On receipt of an Opinion from ABP, the design team intend to give extensive consideration to issues raised by ABP in an effort to address concerns prior to lodgement.

At this advanced stage of the application preparations, it is impractical for the applicant to re-direct the application through the LRD process and undo/redo the extensive work that the design team has carried out on the project. It is therefore our intention to lodge the full SHD application to ABP within 16 weeks of receiving an Opinion from ABP, in accordance the Planning and Development (Amendment) (Large-scale Residential Development) Act, 2021.

I trust the above is satisfactory, and would appreciate acknowledgement of this correspondence in due course.

Kind regards,

Stephen

Stephen M. Purcell | Director & Co-Head | [KPMG Future Analytics](#) | Mobile +353 87 63 44 507  
| email: [stephen.purcell@kpmg.ie](mailto:stephen.purcell@kpmg.ie)

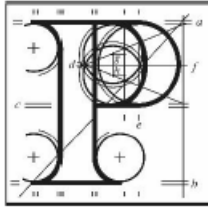
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## ***Appendix 2 Record of Pre-Planning Consultation***



**An  
Bord  
Pleanála**

## Record of Meeting ABP-311774-21

<b>Case Reference / Description</b>	452 no. residential units (150 no. houses, 302 no. apartments). creche and associated site works. Lands immediately to the south of the existing built area of Ratoath, Ratoath, Co. Meath.		
<b>Case Type</b>	Section 5 Pre-Application Consultation Request		
<b>Date:</b>	26 <sup>th</sup> January 2022	<b>Start Time</b>	10:00 am
<b>Location</b>	Remotely via Microsoft Teams	<b>End Time</b>	11:40 am
<b>Chairperson</b>	Stephen O'Sullivan	<b>Executive Officer</b>	Helen Keane

### Representing An Bord Pleanála:

Stephen O'Sullivan, Assistant Director of Planning
Karen Hamilton, Senior Planning Inspector
Helen Keane, Executive Officer

### Representing Prospective Applicant:

Tony Horan, Floton PM
Thomas Burns, Brady Shipman Martin
Anthony Horan, OCSC
Deirdre Ryan, OCSC
Paul Davey, RKD Architects
Harry Browne, RKD Architects
Dónal Crowe, RKD Architects
Karolina Backman, RKD Architects
Katie Waters, KPMG Future Analytics
Katie Waters, KPMG Future Analytics
Micheál Ryan, BEO Properties Ltd.
Peter Daly, BEO Properties Ltd.



### Representing Planning Authority

Padraig Maguire, Senior Planner
Billy Joe Padden, Senior Executive Planner
Jennifer McQuaid, Executive Planner
Joe McGarvey, Senior Executive Engineer, Transportation
Paul Aspell, Executive Engineer, Water Services
David Keyes, Senior Executive Engineer, Environment
Karen Dalton, Senior Staff Officer, Planning.
Alison Condra, Administrative Officer

### Introduction

The representatives of An Bord Pleanála (ABP) welcomed the prospective applicant, Planning Authority (PA) and introductions were made. The procedural matters relating to the meeting were as follows:

- The written record will be placed on the pre-application consultation file and will be made public once the Opinion has issued,
- ABP received a submission from the PA on Meath County Council providing the records of consultations held pursuant to section 247 of the Planning and Development Act, 2000, as amended and its written opinion of considerations related to proper planning and sustainable development that may have a bearing on ABP's decision,
- The consultation meeting will not involve a merits-based assessment of the proposed development,
- The meeting will focus on key site-specific issues at strategic overview level, and whether the documents submitted require further consideration and/or amendment in order to constitute a reasonable basis for an application.
- Key considerations will be examined in the context of the statutory development plan for the area and section 28 Ministerial Guidelines where relevant,
- A reminder that neither the holding of a consultation or the forming of an opinion shall prejudice ABP or the PA concerned in relation to any other of their respective functions under the Planning Acts or any other enactments and cannot be relied upon in the formal planning process or in legal proceedings.

The ABP representatives acknowledged the letter dated 27<sup>th</sup> October 2021 formally requesting pre-application consultations with ABP. The prospective applicant advised of the need to comply with the definition of SHD as set out in the (Housing) and Residential Tenancies Act of 2016, as amended, in relation to thresholds of development. The representatives of ABP advised that the Inspector dealing with the pre-application consultation request would be different to the Inspector who would deal with the application when it was submitted. Recording of the meeting is prohibited.

## Agenda

1. Traffic & Transport, *inter alia*, Rathoath Outer Relief Road (RORR), DMURS compliance, permeability, and connectivity
  2. Development Strategy, *inter alia*, design and layout, open space strategy (public/communal), material contravention
  3. Drainage and IW submission
  4. Any Other Matters.
- 
1. **Traffic & Transport, *inter alia*, Rathoath Outer Relief Road (RORR), DMURS compliance, permeability, and connectivity**
    - **ABP Comments:**
    - The prospective applicant is to provide further details on how the lands can be serviced, how movement in and out of the village by the residents is to be undertaken, and the connection onto the existing RORR.
    - Irish Water have stated in their submission that a pipe network extension is required to connect to the new infrastructure installed as part of the new Ratoath Outer Relief Road.
    - The prospective applicant is to provide details of the pedestrian and cycle connectivity.
    - Ensure DMURS compliance.
  
    - **Planning Authority's Comments:**
    - The prospective applicant is to refer to the PA's submitted opinion.
    - The completion of the RORR is a requirement of the Meath County Development Plan 2021-2027.
    - The prospective applicant is to provide details at application stage in relation to the compatibility with DMURS and the creation of an urban edge.
    - The PA has concerns in relation to a sole access at Glascarn Lane which is a 1-kilometre cul-de-sac.
    - The active street frontage should be as close as possible to the road.
    - A road safety audit and walking and cycling audit should be included at application stage.
    - The completion of the RORR is a key objective of the PA.
    - The remaining section of the RORR must be developer led.
  
    - **Prospective Applicant's Comments:**
    - There have been difficulties in acquiring a small portion of land for the purposes of servicing. The prospective applicant is happy to purchase this small portion of land if it can be obtained at a reasonable price, although it is felt that this is being used as a random strip.
    - An agreement is in place with a neighbouring developer for servicing in order to overcome the issues presented by the difficulty in obtaining the small portion of land.
    - The PA have provided a letter of consent to show an extended red line.
    - The prospective applicant has an agreement with the PA in relation to an alignment that would go around the small portion of land for servicing.

- The prospective applicant is providing the full extent of the remaining RORR where it is adjoining lands in their control.
- A wayleave agreement is in place to public lands.
- The prospective applicant can further discuss the traffic and transport assessment with the PA.
- The scheme has a pedestrian and cycle link to the town, via Glascarn Lane.
- East-west connections are provided where possible.
- There is a footpath on the Fairyhouse road from the proposal and from Glascarn Lane.
- The applicant was aware of a previous Part VIII for the upgrade of Fairyhouse Road although believes this has been withdrawn.
- A traffic impact assessment is provided and shows no impact on the junction in the centre of the town until design year.

**Further ABP comments:**

- The PA has an important role in the delivery of public infrastructure and has CPO powers which the prospective applicant does not.

**Further PA comments**

- It is considered that the junctions in the town will be overcapacity once the proposed development is complete, if the RORR is not connected.

**2. Development Strategy, *inter alia*, design and layout, open space strategy (public/communal), material contravention**

**• ABP Comments:**

- The prospective applicant is to provide further details on how the proposed development will interact with the future RORR and how the urban edge will be created.
- Provide further details on how the clustering element will function, taken in charge lands, maintenance, passive surveillance, and the shortfall of public open space.
- If there is a Material Contravention, this may set a precedent for all further developments in Meath.
- There are functionality and usability concerns.
- There is concern in relation to the management of the open space areas.
- The prospective applicant is to indicate how the best practice manual is complied with.
- The urban edge is an important aspect.
- Have consideration for the functionality of the open space beside the RORR and be conscious of the edge along it in relation to design.
- Have regard to the National Cycle Manual.

**• Planning Authority's Comments:**

- The prospective applicant is to provide further clarification on taken in charge areas.
- The PA welcomes the size of the public open space.

- The prospective applicant is to have regard for DM OBJ 26 in Chapter 11 of the Meath County Development Plan 2021-2027 and the adopted plan does not require a material contravention of the development plan in relation to open space.
- Have consideration for the building height guidelines.
  
- **Prospective Applicant's Comments:**
- The prospective applicant is cognisant of the need to deliver the portion of the RORR that is within their control.
- The proposed development is made up of 12 clusters that create a strong sense of community.
- Pedestrians and cyclists have priority.
- The proposed development is to consist of a wide variety of residential units with the potential for integrated living.
- There is to be a network of landscaped spaces and greenspace connectivity.
- Existing eco-systems will be protected.
- The proposed development will provide a robust and sustainable community for Ratoath.
- The four retail units and the creche will strengthen links with the town.
- Provision has been made for two primary access points into the scheme off the RORR.
- The pre-application documentation demonstrates that the scheme is fully served by the portion of the RORR within the prospective applicant's control.
- The prospective applicant will be proposing a stretch of the RORR at application stage.
- The prospective applicant is of the view there is no Material Contravention and a statement is not required at application stage.
- The layout of the proposed development is built around connectivity and permeability.
- The public open space calculation is 17%.
- Each courtyard space has a slightly different character but there is a continuity of approach.
- Grading is also provided on the central open space.
- The prospective applicant will include details in the application documentation demonstrating how the management company will manage the communal spaces that are not to be taken in charge.
- The prospective applicant is conscious of having a level of interface with the road.
- There is connectivity with the urban edge.
- There is a 2-metre footpath on the RORR.
- Opportunities for pedestrian and cycle routes in and out of the proposed development are currently under consideration.

### 3. Drainage and IW submission

- **ABP Comments:**
- Irish Water have made a submission requiring the delivery of water and wastewater along the RORR route.

- **Prospective Applicant's Comments:**
- The applicant has been in discussion with IW and in the absence of the RORR the proposed development can connect to the public infrastructure to the north of the site.
- **Planning Authority's Comments:**  
The PA has no objection to the connection of the water and wastewater to the north of the site.

#### 4. Any other matters

- **ABP Comments:**
- Land included within the redline boundary requires a letter of consent.
- **Prospective Applicant's Comments:**
- The prospective applicant anticipates that the application will include an EIAR.
- **Planning Authority's Comments:**
- The PA will have further discussions with the prospective applicant in relation to the taken in charge lands.
- Bus stops on the RORR are to be provided for mobility management.
- The traffic and transport assessment is to acknowledge that Junction 5 is at capacity.

#### Conclusion

The representatives of ABP emphasised the following:

- There should be no delay in making the planning application once the public notice has been published.
- A Schedule of Documents and Drawings should be submitted with the Application.
- Sample notices, application form and procedures are available on the ABP website.
- Irish Water would like prospective applicants to contact Irish Water at [cgsdesignqa@water.ie](mailto:cdsdesignqa@water.ie) between the Pre-Application Consultation and Application stages, to confirm details of their proposed development and their proposed design.
- The email address to which applicants should send their applications to Irish Water as a prescribed body is [spatialplanning@water.ie](mailto:spatialplanning@water.ie).

---

Stephen O'Sullivan  
Assistant Director of Planning  
February, 2021

## ***Appendix 3 Correspondence with Statutory Consultees***

**From:** [Planning](#)  
**To:** [Waters, Katie](#)  
**Cc:** [David Lee \(C\)](#)  
**Subject:** Strategic Housing Development Application (Ratoath) - Prescribed Body  
**Date:** Wednesday 30 March 2022 12:07:13

---

Dear Katie,

Thank you for contacting Irish Water in regards to a proposed Strategic Housing Development.

We recommend that all correspondence is sent to [planning@water.ie](mailto:planning@water.ie) and also please advise of the development websites so we can access the documents electronically. Please notify us when the development website goes live so I will pass it on to the relevant team.

You do not need to send printed copies. IW is satisfied that SHD applications are posted to Colvill House on a USB/CD (we don't accept We Transfer links) with a covering letter for same.

Letters should be addressed as follows:

Development Management Planning  
Irish Water  
Colvill House,  
24-26 Talbot Street,  
Dublin 1.

I hope you find the information helpful. Should you have any further queries, please do not hesitate to contact me.

Kind regards,

**Bojana Grujic**  
*Planning Application Specialist*

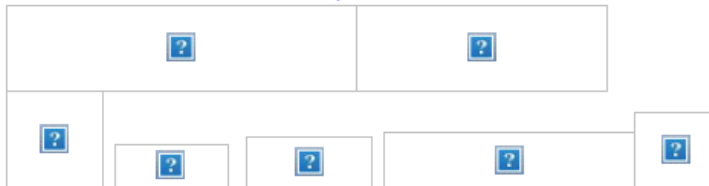
**Uisce Eireann**  
Bosca OP 860, Oifig Sheachadta na Cathrach Theas, Cathair Chorcaí, Éire  
**Irish Water**  
PO Box 860, South City Delivery Office, Cork City, Ireland  
**T: 1800 278 278**  
**Minicom: 1850 378 378**  
[www.water.ie](http://www.water.ie)

**From:** [Catherine Coogan](#)  
**To:** [McCormack, Shane](#)  
**Cc:** [Waters, Katie](#)  
**Subject:** Planning consultation KPMG Ratoath Strategic Development  
**Date:** Wednesday 6 April 2022 14:46:17  
**Attachments:** [image001.jpg](#)  
[image002.png](#)  
[image003.png](#)  
[image004.jpg](#)  
[image005.jpg](#)  
[image006.png](#)  
[image007.jpg](#)

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Dear Shane,  
Thank you for your recent email into the office regarding planning application for Ratoath. We would welcome a link to all the documents through a website for this application. As evidence of your consultation with Meath County Childcare Committee, we can offer a letter outlining current Early Learning and Care provision and recommendations for further provision type.

Kindest Regards  
Catherine Coogan  
Support & Development Officer Meath CCC  
Mobile: 087 2031227 or Email [Catherine@mccc.ie](mailto:Catherine@mccc.ie)  
Address: C15RX61 Website: <http://www.mccc.ie/>





**From:** [Planning](#)  
**To:** [Waters, Katie](#)  
**Subject:** RE: Re: Strategic Housing Development Application (Ratoath) - Prescribed Body  
**Date:** Wednesday 6 April 2022 12:55:05

---

Katie

Apologies for the delay. You can send a cover letter and link to the website with the relevant documents to this email address. No hard copy needed. Much appreciated.



Kind Regards  
David O'Sullivan  
Strategic Planning

National Transport Authority  
Údarás Náisiúnta Iompair

**A:** Dún Scéine, Iveagh Court, Harcourt Lane, Dublin 2 D02 WT20  
**Tel:** +353 (0) 1 879 8300  
**E:** [david.osullivan@nationaltransport.ie](mailto:david.osullivan@nationaltransport.ie)  
**W:** [www.nationaltransport.ie](http://www.nationaltransport.ie)

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**From:** [Landuse Planning](#)  
**To:** [Waters, Katie](#)  
**Subject:** RE: Strategic Housing Development Application (Ratoath) - Prescribed Body  
**Date:** Wednesday 30 March 2022 11:21:45

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**Dear Ms. Waters**

Thank you for your email of 30 March '22 in relation to a Strategic Housing Development application.

I wish to advise that any planning related documentation including a link to the application website, may be sent electronically to [landuseplanning@tii.ie](mailto:landuseplanning@tii.ie)

Thank you for your assistance in this matter.

**Kind regards**  
**Olivia Morgan**  
**Land Use Planning**

## *Appendix 4 Management Company Letter*

Beo Properties Ltd  
6 Argus House  
Greenmount office park  
Harolds cross  
D 6w

#### Property Management Company Role

It is our intention that this letter shall set out the management strategy for the scheme post construction in order to demonstrate to the Council as to how once operational, the mechanics of the property management and the public realm maintenance will work both in practice and for the development to be maintained to the highest standards, in line with the planning application for this scheme, this letter to be read in-conjunction with reports submitted, the Multi Units Development Act of 2011 (MUD Act) and the Companies Act 2014.

We envisage that a number of Management Companies shall be formed, One to cover the non-apartment areas of the development comprising the largest land bank, mainly housing, and One per Apartment Block, in total 5 number.

These Management Companies will resolve issued of internal courtyards, apartment services i.e. Lifts etc. and common area gardening and maintenance tasks in accordance with the Multi Units Development Act of 2011 (MUD Act). These Property Management Companies will be employed to co-ordinate and carry out the activities relating to a well-managed development as is required under the Act.

Each Dwelling owner shall be a member of the Property Management Company, and on sale of the unit the membership will transfer with the property to the new purchasers of the dwelling, the agreements for same will be attached to the deeds of the property.

The members will be tasked with forming a Board of Directors.

At suitable time after post construction of the units in the development, the members will take charge of the company from the Board of Directors formed under Beo Properties direction at the date of formation. Beo Properties will engage a number contracting companies to carry out tasks as listed below so as to ensure the obligations under the MUD act is discharged in a timely and professional manner. At no time shall the Development be allowed to progress from the sale of the dwellings without a Property Management Company as set out in the Multi Units Development Act of 2011 (MUD Act) in place and formulated as per the Companies Act 2014 .

The property management company will enter into a contract directly with the Owners Management Company (OMC) for the ongoing management of the built development. This contract will be for a maximum period of 15 years and in the form prescribed by the PSRA and subject to the Board of Managements instructions, agreements and liabilities at the termination of this time period.

We envisage that all gardening and other scheduled services, as listed below, will be under the direction of the Property Management Company for the upkeep of the development post Sale of the dwellings and until agreement with Meath County Council

The Property Management Company also has the following responsibilities for the Development and Apartment developments once constructed:

- Timely formation of an Owners Management Company (OMC) – which will be a company limited by guarantee having no share capital. All future purchasers will be obliged to become members of this OMC.
- Preparation of annual service charge budget for the development common areas.
- Fair and equitable apportionment of the Annual operational charges in line with the Multi Units Development Act 2011 (MUD Act).
- Engagement of independent legal representation on behalf of the OMC in keeping with the MUD
- Act - including completion of Developer OMC Agreement and transfer of common areas.
- Transfer of documentation in line with Schedule 3 of the MUD Act.
- Estate Management.
- Third Party Contractors Procurement and management.
- OMC Reporting.
- Accounting Services.
- Corporate Services.
- Insurance Management.
- After Hours Services.
- Staff Administration
- Other requirements as per MUD act and future alterations to the Act as they apply

The Property Management Company as part of their responsibilities, they shall in first instance compile the annual service charge budget for the development for agreement with the OMC.

The service charge budget shall at a minimum cover items such as;

- Management of the Communal Courtyards
- Cleaning
- Landscaping
- Refuse management
- Utility bills
- Insurance
- Maintenance of life safety systems
- Maintenance of Lifts
- Maintenance of common good Mechanical, electrical and security systems etc.
- Property management fee
- Others etc.,

To the development common areas in accordance with the Multi Unit Developments Act 2011 ("MUD" Act).

This service charge budget also includes an allowance for a Sinking Fund and this allowance is determined following the review of the Building Investment Fund (BIF) report prepared for the OMC.

The BIF report once adopted by the OMC, determines an adequate estimated annual cost provision requirement based on the needs of the development over a 30-year cycle period.

The BIF report will identify those works which are necessary to maintain, repair, and enhance the premises over the 30-year life cycle period, as required by the Multi Unit Development Act 2011.

In line with the requirements of the MUD Act, the members of the OMC will determine and agree each year at a General Meeting of the members, the contribution to be made to the Sinking Fund, having regard to the BIF report produced.

A sample format of the typical BIF report is set out in Appendix A of the Building Life Cycle Report.

We note that the Apartments Property Management Company will have other costs associated with Capital Costs replacements and as such these blocks of Apartments will be standalone for sinking funds, which will be managed by the dedicated Property Management Company(ies) which will resolve these costs on a block by block basis

Kind regards,



Beo Properties Ltd