



LRD Opinion Response (Planning Reference No: LRD9004/26-S2)

Proposed Residential Development at Beaumont Road /
Beaumont Grove / Grace Park Court / Ellenfield Road, Beaumont,
Dublin 9

September 2026

Waterman Moylan Consulting Engineers Limited

Block S, Eastpoint Business Park, Alfie Byrne Road, Dublin D03 H3F4

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Client Name: Urban Life (BMD) Ltd
Document Reference: 20-048r.021
Project Number: 20-048

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with
Waterman Group's IMS (BS EN ISO 9001: 2015, BS EN ISO 14001: 2015)

Issue	Date	Prepared by	Checked by	Approved by
No. 1	Sep' 26	B. Lucas	B. Gallagher	

Comments

Disclaimer

This report has been prepared by Waterman Moylan, with all reasonable skill, care and diligence within the terms of the Contract with the Client, incorporation of our General Terms and Condition of Business and taking account of the resources devoted to us by agreement with the Client.

We disclaim any responsibility to the Client and others in respect of any matters outside the scope of the above.

This report is confidential to the Client and we accept no responsibility of whatsoever nature to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at its own risk.

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1. Introduction

Dublin City Council Planning authority, under section 32D of the Planning and Development (Large Scale Residential Developments) Act 2021, provided an opinion as to whether or not the documents submitted for the purposes of the meeting constitute a reasonable basis on which to make an application for permission for the proposed LRD. The planning authority is of the opinion that the documentation constitutes a reasonable basis for an application for permission and in addition to the requirements of article 23, requested specific information to be submitted with the LRD application for the proposed development.

The proposed Large Scale Residential Development (LRD) will comprise 100 no. apartments/duplexes (17 no. studios, 45 no. 1-beds, 27 no. 2-beds and 11 no. 3 beds) within 4 no. blocks ranging in height from 3 to 6 storeys. All residential units will be provided with associated private balconies/terraces to the north/ south/ east/ west elevations. Provision of internal amenity space and lobby/reception area at the ground floor of the apartment block. Vehicular/pedestrian/cyclist access from Grace Park Court and pedestrian/cyclist and emergency access via Ellenfield Road. All associated site development works including import, export and reuse of material to achieve appropriate site levels, infrastructure and enabling works including water services provision and upgrades, public utilities, open spaces (including play areas), surface car parking, set down areas, cycle parking areas/buildings, landscaping and boundary treatment works, plant areas (at ground and roof level), green roofs, roof mounted photovoltaic (PV) panels, ESB substation, and waste storage.

This Report sets out the civil engineering responses which are required in respect of the engineering related items from the opinion. This submission is made on behalf of the applicant, Urban Life (BMD) Ltd.

The items addressed are as set out on the following report items.

2. Response to Engineering Conditions

Section 2 – Transportation Matters

- *Application Red Line Boundary and work to the Public Road*

A Letter of Consent to extend the redline boundary into the public road will be required. The applicant is requested to liaise with and seek agreement on proposed changes from the Transportation Planning Division prior to submission of the application with regard to the Letter of Consent and show the intention of a pedestrian crossing along the slip road off Beaumont Road as per the recommendation of the RSA.

Response

We have engaged with Dublin City Council to seek agreement on the red line into the public road. Please refer to Waterman Moylan Drawing 20-048-P2000-Proposed Works on Public Space for the approved red line extents. See attached letter of consent received from Dublin City Council at Appendix B of this report.

- *Site Access & Internal Permeability*

(a) The applicant should submit updated site plans and landscaping drawings demonstrating that all internal footways are designed with a minimum width of 1.8m, in compliance with the requirements of DMURS.

(b) A verge of 0.30m should be provided in areas of perpendicular parking where vehicles may overhang the footway in compliance with the Requirements of DMURS.

(c) The applicant should provide a dedicated set down area within the site for servicing and deliveries. The dimensions of this shall comply with DMURS or otherwise as required with the Servicing and Delivery Management Plan.

(d) The Applicant should provide additional landscaping to break up the Shared Functional Area to ensure it is not car dominant and is an inviting space for pedestrian/cyclist permeability.

(e) The applicant shall provide a Walking and Cycling Audit, in compliance with Objective SMT010 of the DCCP 2022-2028.

Response

- a) Please refer to Waterman Moylan drawing No. 20-048-P2030– DMURS layout for the complete layout assessment in relation to DMURS requirements, including the width of footways and roads through the development. We can confirm all footways are a minimum of 1.8m wide as required, in compliance with DMURS requirements.
- b) All parking spaces on the development have been revised and are a minimum of 5.10m long, which will ensure no vehicle overhang will be over footpaths. The longer parking bay is in accordance

with DMURS requirements. (Additionally, where parking spaces are located in close proximity to a building, a wheel stopper will be provided to guarantee the walls are not damaged.)

- c) A dedicated loading bay has been provided within the development for servicing and deliveries. The dimension of it is compliant with DMURS standards. Please refer to Waterman Moylan's drawing No. 20-048-P2020– Parking layout for more details on the proposed location of the loading bay/set down area.
- d) The layout has been revised to ensure that the development is not car dominant. The main central area of the development is now proposed to be a shared area for pedestrians and cyclists, with no proposed internal road connecting Beaumont Road to Ellenfield Road. Permeability at this location is now designed to cater for pedestrian and cyclist only, with the exception of the fire tender emergency route.

The car residents car parking to the south of the development has landscaping breaks between the spaces to also guarantee a more inviting area.

- e) A Quality Audit including a Road Safety, a walking and a cycling audit has been carried by Bruton Engineering and can be found together with this application under separate cover.

- *Car Parking*

a) The applicant is requested to increase the car parking ration to a minimum of 0.5 from the proposed 0.3. The site is located within Zone 2 of Map J, is not located within 1,000 metres walking distance of an existing or planned high-capacity urban public transport node or interchange, or within 500 metres walking distance of an existing or planned BusConnects 'Core bus Corridor' stop, and as such this division has concerns in relation to the overall car parking quantum.

b) The applicant must demonstrate through a revised Swept Path Analyses Drawing that access/egress to car parking spaces No. 1 and No. 23 is safe and would not result in vehicles mounting internal pedestrian areas as per space No. 1 or clipping the proposed pedestrian crossing across the priority-controlled stop junction in the case of space No. 23.

c) A Car Parking Management Plan shall be submitted to include the following:

i) Details of a pro-active management of residential visitors to the site, in particular by private car and also day-to-day services.

ii) The applicant must demonstrate that all car parking bays have a minimum width of 2.4 meters and a minimum length of 4.8m in compliance with DMURS.

iii) Provision of a minimum of 50% car parking spaces with EV infrastructure with the remaining car parking spaces to be ducted. The EV Charging must not impact the proposed internal footways.

iv) Provision of motorbike parking at a quantum of 5% of car parking.

v) Provision of accessible car parking at a quantum of at least 5% of the total number of spaces shall be accessible car parking spaces, with a minimum provision of at least one such space.

vi) The applicant is requested to support reduced car parking on site by increasing the provision of car share to a minimum of 2-5no. car spaces. A Letter of Intent from a car share provider for the

car share spaces shall support the application. An updated site layout plan shall be resubmitted illustrating the increase in spaces.

Response

- a) For the subject site, please see the table below for the proposed parking space provision:

Table 1 - Car Parking Proposed

Proposed Car Parking Summary			
Unit Type	No. of Units	Spaces Proposed	Total
Apartments / Duplexes	100	41	41
Shared Car Station	-	1 marked space	1 (10 worth)
TOTAL			42 (51 Worth)

From the above table, we can see that the ratio of car parking for the overall development is 0.51.

With that, we can confirm that the ratio of car parking spaces has increased from 0.30. Please refer to Waterman Moylan Drawing Number 20-048- P2020- Parking Layout for more details of car parking on the site.

- b) The layout and parking spaces for the overall site have been revised. A Swept Path Analysis has been carried out, demonstrating that access/egress to all car parking spaces is possible and ensuring there is no mounting of the internal pedestrian areas, or clipping of the proposed pedestrian crossing at the priority-controlled stop junction. Please refer to Waterman Moylan's drawing No. 20-048-P2050 –Swept Path Analysis- Standard Vehicle for more details.
- c) Please refer to Waterman Moylan Report No. 20-048r.019 Parking Management Plan, which is included within this submission under separate cover, and it includes details of the following:
- i) Visitors to the site and day-to-day services will be managed by restricting access to the residents-only car parking spaces as well as providing a loading bay for day-to-day services as set out in Waterman Moylan Report 20-048r.019- Parking Management Plan and Waterman Moylan Drawing No. 20-048-P2020 – Parking Layout.
 - ii) Please refer to Waterman Moylan Drawing No. 20-048-P2030 – DMURS Drawing which demonstrates that all car parking bays have a minimum width of 2.4 meters and a minimum length of 5.1m in compliance with DMURS.
 - iii) 22 No. EV car parking spaces (50%) will be provided within the site, with ducting for future EV infrastructure installed at the remaining residential car parking spaces. EV charging points have been designed so as not to impact proposed internal pedestrian footpaths. Please refer to Waterman Moylan Drawing Number 20-048-P2020-Parking Layout for more details on EV Parking Infrastructure.

- iv) The parking layout has been revised to ensure there are motorbike spaces equivalent to a minimum of 5% of the total car parking spaces, with 2 no. motorbike spaces within the development, as demonstrated in Waterman Moylan Drawing 20-048-P2020-Parking Layout
- v) 2 No. accessible car parking spaces will be provided within the site, meeting the requirement for at least 5% accessible spaces. Please refer to Waterman Moylan Drawing Number 20-048-P2020-Parking Layout for more details of accessible car parking on the site.
- vi) We can confirm that car share parking is proposed to support reduced car parking on site. Please refer to Appendix A of this report for the Car Share company letter of intent. Please refer to Waterman Moylan Drawing Number 20-048-P2030-DMURS Drawing for more details of Car Share parking spaces on the site.

- *Servicing and Delivery Management Plan*

The applicant is requested to submit a Servicing and Delivery Strategy which outlines deliveries, loading areas and waste collection within the site and includes the appropriate auto tracking for each required vehicle type. Auto Tracking should ensure that there is no overhang or impingement. Staging areas and pick up locations for refuse should be demarcated which does not negatively impact or rely on the pedestrian footpaths. The proposed service strategy should ensure all elements of services are contained within the site.

Response

The Servicing and Delivery strategy of the site is addressed in Waterman Moylan report No. 20-048r.023 - Delivery and Service Management Plan, submitted together with this application. In addition, auto tracks for refuse vehicles, fire tender, delivery rigid trucks and standard cars are included with this application pack. For the loading bays and refuse route, no overhanging or impingement is present. The refuse collection point is within the development and not on the public road, so it will not impact on pedestrian paths and circulation.

- *Bicycle Parking Proposals*

- a) *The Applicant shall prepare a Bicycle Design Statement. The BDS should provide details, drawings and associated documentation to address all bicycle parking issues in terms of quantity and quality of provision. The documentation shall provide detailed drawings of all the bicycle parking areas, with 1:100 drawings of each of the bicycle parking stores types, and site map to capture the provision of outdoor parking, ensuring adequate separation distances, in compliance with the NTA's Cycle Design Manual 2023. The provision of cargo bicycle spaces at a rate of 5% of the overall bicycle parking shall also be demonstrated (Section 6.3 (Universal Access) of the Cycle Design Manual)*

Response

- a) The bicycle design statement is addressed together within Waterman Moylan's report No.20-048r.024 – Bicycle Design Statement, in addition, the provision of cycle parking spaces and

management of the same are included in reports 20-048r.019 Parking Management Plan and 20-048r.022 Traffic and Transport Assessment submitted with this application. The Parking Management Plan clarifies the management of the proposed cycle parking spaces, addresses the proposed parking number in relation to Local Authority requirements, as per below:

Table 2 - Bicycle Parking Proposed

Land Use	No. Units	Cycle Parking Spaces Ratio		Cycle Parking Spaces Required	
		Resident	Visitor	Resident	Visitor
Studio	17	1 per Unit	0.5 per unit	17	8
1 bed	45	1 per Unit	0.5 per unit	45	23
2-bed	27	2 per Unit	0.5 per unit	54	13
3-bed	11	3 per Unit	0.5 per unit	34	6
Total	100			150	50

The location of the proposed cycle parking can be found in Waterman Moylan's drawing No. 20-048-P2020-Parking Layout. The detailed drawings showing all cycle areas and different stores can be found within the Architect's drawings pack (drawing numbers EPB-HJL-XX-00-DR-A-1010 and EPB-HJL-XX-00-DR-A-6601), submitted within this application.

- *Documentation*
 - a) The applicant should ensure that all submitted documentation has been updated in the Stage 3 application documentation.
 - b) The applicant should provide a Traffic and Transport Assessment in accordance with Table 15.1 of the DCDP 2022-2028

Response

- a) We can confirm that all submitted documentation has been updated for the Stage 3 application documentation.
- b) A Traffic and Transport Assessment has been carried out and can be found within this application under separate cover, under Waterman Moylan Ref. No. 20-048r.022 – Traffic and Transport Assessment.

Section 4 – Drainage Matters

- *Surface Water Management – The applicant is required to fully explore potential source control measures for surface water management. Small-scale measures such as rainwater planters to take roof runoff should be considered. Much greater integration is required between the landscaping*

and drainage proposals. There's an opportunity to incorporate SuDS measures such as rain gardens and SuDS tree pits into the various landscaped areas. Green/open spaces should be designed as multifunctional spaces in accordance with the Dublin City Development Plan 2022-2028.

- Appendix 13 of the Dublin City Development Plan 2022-2028 sets out all criteria that need to be addressed in the Surface Water Management Plan, including interception storage.*
- The proposed green roof must be a deeper intensive roof if the current proposal cannot meet the minimum green roof coverage percentages set out in the DCC Green Blue roof guide.*
- A more detailed sub-catchment layout should be provided, which indicates clearly how each area within the site is to be drained.*
- If the stone attenuation areas are designed to infiltrate, then groundwater levels need to be confirmed. There should be sufficient depth of unsaturated soil between the bottom of infiltration devices and top groundwater level.*
- The proposed tree planting over the line of the existing River Wad culvert requires further consideration. Access for sewer maintenance purposes should not require the removal of large mature trees.*
- Public surface water infrastructure: The width of the wayleave over the existing River Wad culvert that runs through the eastern corner of the site needs to be confirmed.*
- It is a requirement for any diversion of existing public surface water sewer that the hydraulic capacity is not negatively impacted. 90 degree turns/bends in the diversion should be minimised.*
- Longitudinal sections through the proposed diversion should be provided.*
- Taking in charge: A taking in charge layout is required which shows clearly the areas within the development to be taken in charge by Dublin City Council. If there are no areas intended to be taken in charge, confirmation of the same should be provided.*

Response

- The overall site has been reassessed, and more SuDS features are now proposed within the site and the site has several multifunctional elements now. A complete Surface Water Management Plan has been prepared and can be found together with this submission under Waterman Moylan Report No. 20-048r.020 – Surface Water Management Plan. The plan shows in detail each type of SuDS elements proposed and can be read together with Waterman Moylan's drawing No. 20-048-2040 – Proposed SUDS Layout, which highlights the location of all SuDS elements and drawing No. 20-048-P200 - Proposed Drainage layout that show how the multiple elements interact between themselves. All elements added to the drainage system are designed in line with Dublin City Council Sustainable Drainage design & Evaluation Guide (2021), Dublin City Council Green & Blue Roof Guide (2021), Appendix 11 and 13 of Dublin City County Council Development Plan 2022-2028, CIRIA SUDS manual and the GSDS.
- Waterman Moylan Report 20-048r.020 – Surface Water Management Plan (submitted with this application) has been prepared in accordance with the Dublin City Council Development Plan 2022-2028 guidelines. The Report includes for details on the attenuation storage, SuDS Elements storage capacity and addresses the Interception volumes for the site in line with GSDS Criteria.

- The green roof is proposed to 50% of the total roof area, meeting the minimum green roof coverage set out in the DCC Green Blue Roof Guide for and intensive green roof which is the type proposed for the development. We would further note that all roofs will have allowance for a Blue Roof, including areas where green coverage is not proposed. Please refer to Waterman Moylan's drawing 20-048-2040 – Proposed SUDS Layout for the coverage of the green/blue roof.
- The development has been divided into 2 different catchments to allow for better management of the proposed attenuation volume within the site, and to allow connection with the existing line southeast of the proposed development. The figure below shows a high-level separation of each catchment, which will be better described below.

Figure 1 - Catchment Division



The site is roughly split in half, with the northern catchment covering most of the duplex units, apartment blocks and the main plaza area. The southern catchment includes mainly the residential parking lot and the remaining duplex units within the site.

The table below, taken from Waterman Moylan's report No. 20-048r.013 – Engineering Assessment Report, clearly states the details for the overall site, including catchments 01 and 02.

Table 3 - Surface Water Overall Site Details

	Overall	Catchment 1	Catchment 2
Subject Site Area – Ha	0.581	0.384	0.197
Factored Impermeable Area – Ha	0.386	0.250	0.136
% Hardstanding	66%	65%	69%
SAAR - mm		776	
SOIL Index		0.47	
Climate Change		20%	

The greenfield runoff rate for this site has been calculated using the Institute of Hydrology report No 124 “Flood Estimation for Small Catchments” and the UK tools for design and evaluation of sustainable drainage systems - Appendix C.

Each catchment will be restricted as follows:

Table 4 - Run off table

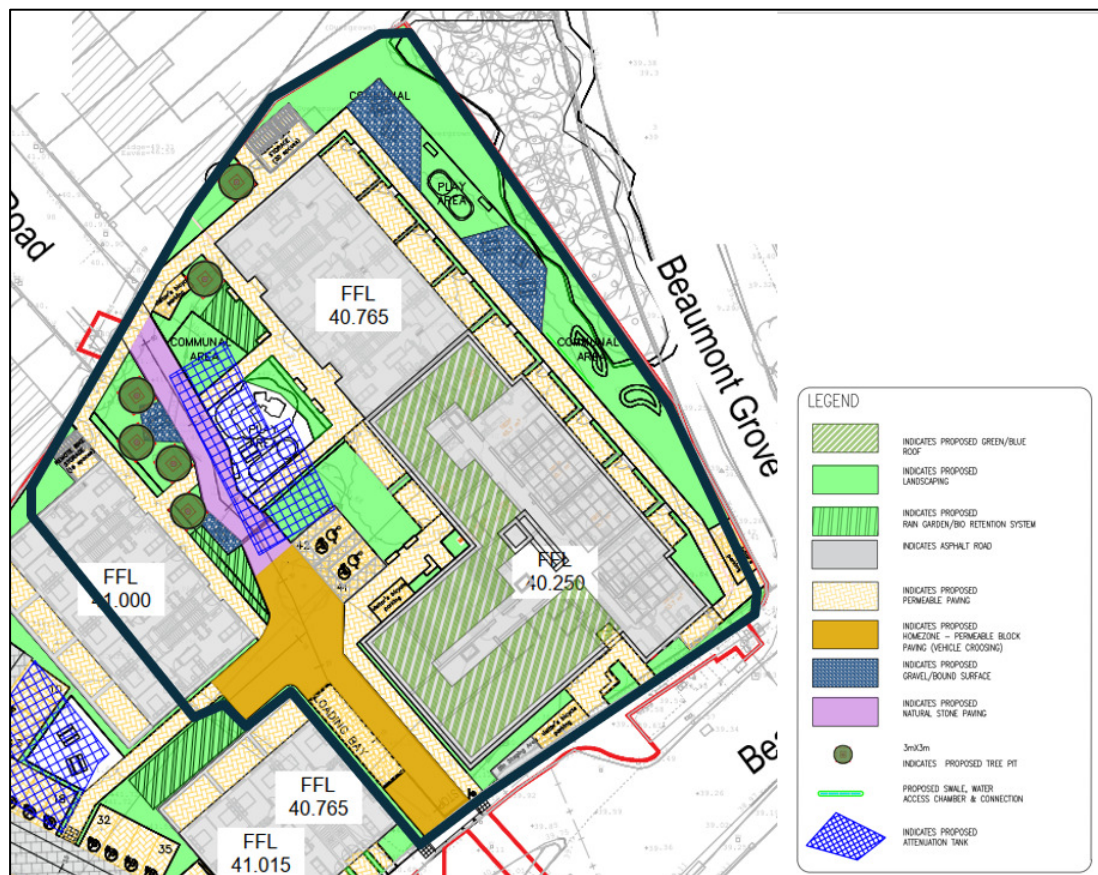
	Catchment 1	Catchment 2	Total
Site Area - Ha	0.384	0.197	0.581
Hardstanding Area - Ha	0.250	0.136	0.386
Outflow– l/s	2.09	1.08*	3.16

*We would note that the final outflow rate for this catchment will be set to 2.0l/s, to comply with the minimum allowable orifice size (50mm) of the hydrobrake.

For each catchment the worst-case scenario was included into the modelling software, meaning that for the 1-30 and 1-30 year storm, not all SuDS elements were considered to attenuate and store rainwater (only interception), so the safety factor of the drainage system is therefore elevated.

Catchment 01 is represented in more details at the image below:

Figure 2 - Catchment 1



For this catchment, the hardstanding area breakdown is as per the table below, taken from the Engineering Assessment Report:

Table 5: Surface Water Catchment 1 Details

	Area (m ²)	CV	Area (m ²)
Roofs	1481.81	1.00	1481.81
Permeable Paving	688.79	0.70	482.15
Roads and Concrete paths	504.24	0.95	479.02
Green area	1162.21	0.05	58.11
TOTAL	3,837.06		2,501.11

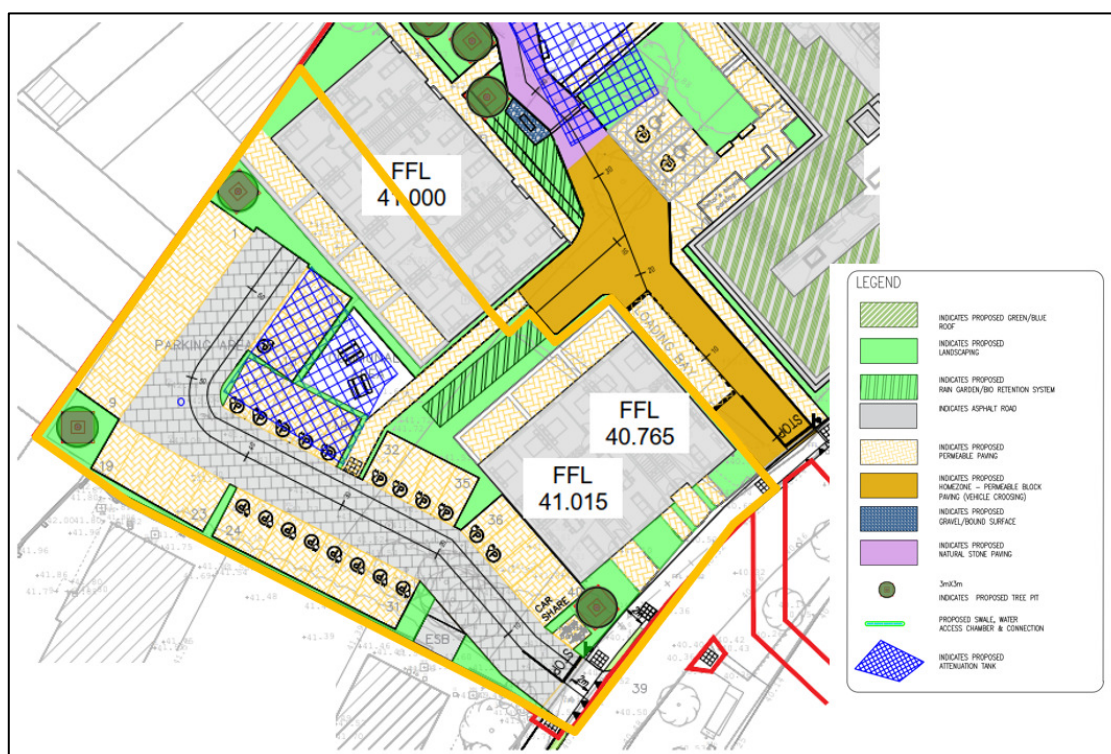
For this catchment, as can be seen in figure 2 above, most of the pavement proposed is to be permeable or otherwise draining into rain gardens and/or ground level bioretention systems. The proposed flat roof of the apartment building will be 100% a blue roof, to intercept and store water. The water from the roof will be restricted at roof level to an allowable flow of 0.40 l/s (in reference to the Greenfield Run off) and will connect directly into the tank from an inspection chamber as shown

in Waterman Moylan Drawing No. 20-048-P2200 – Proposed Drainage Layout. 50% of this roof will also be an intensive green roof to enhance the biodiversity elements of the site. A number of tree pits are proposed, which will intercept and direct excess water to the drainage network or directly to the rain gardens. The main attenuation and storage features for the catchment are the proposed underground stone attenuation tank, located under the main plaza central area. This tank will be lined, and all outfall water will be restricted by means of a hydrobrake set to greenfield run off as set above.

We would further note that we did not propose any infiltration element for this site. All drainage features, including tanks and rain gardens, will be lined to ensure the water will drain into the proposed drainage lines. This is due to the fact that the site area has poor infiltration rates, as confirmed by the Site Investigation Percolation test carried out in April 2026, appended to this report for reference. Please Refer to Appendix C.

Catchment 02 is represented in more detail below:

Figure 3 - Catchment 02



For this catchment, the hardstanding area breakdown is as per the table below, taken from the Engineering Assessment Report:

Table 6 - Surface Water Catchment 2 Details

	Area (m ²)	CV	Area (m ²)
Roofs	513.49	1	513.49
Permeable Paving	581.47	0.7	407.03
Roads and Concrete Paths	439.45	0.95	417.47
Green area	439.30	0.05	21.96
TOTAL	1,973.71		1,359.96

Catchment 02, different from catchment 01, is mainly comprised of the parking area for the residents and the remaining duplex roof areas. The parking area access road is proposed to be in asphalt, and the water from this surfacing will drain mainly to the permeable paving edges and to some road gullies. Every parking space is proposed to be a permeable paving, designed to intercept and store rainwater, which will then drain slowly to the proposed attenuation stone tank. Tree pits are also proposed for this catchment to help to enhance the biodiversity of SuDS elements and minimize from a car-dominant landscape. Rain gardens or biodiversity planted systems will be provided at ground level behind the duplex block, this will intercept rainwater draining from paths that connects the main plaza to the parking area.

The main attenuation and storage features for the catchment, similar to catchment 1, is the proposed underground stone attenuation tank, located under the play area and central parking spaces. This tank will be lined, and all outfall water will be restricted by means of a hydrobrake set to greenfield run off as set out on table 4 above.

We would further note that we did not propose any infiltration element for this site. All drainage features, including tanks, permeable paving, and rain gardens, will be lined to ensure the water will drain into the proposed drainage lines. This is due to the fact that the site area has poor infiltration rates, as confirmed by the Site Investigation Percolation test carried out in May 2026, appended to this report for reference. Please refer to Appendix C.

Both catchments will connect into the surface water diverted line, proposed to pass through the centre of the site in a north-south direction. For the complete drainage arrangement for the site please refer to Waterman Moylan's drawing 20-048-P2200 – Proposed Drainage Layout.

- The stone attenuation areas are not proposed to infiltrate into the ground. Both tanks proposed will be lined in order to retain attenuated water that will discharge in a controlled rate into the existing surface water network. A Site Investigation was carried out in the site in May 2026 to observe existing conditions, carry out infiltration tests for soakaways and report recommendations. The complete report of the SI can be found in the Appendix of this report. Please refer to Appendix C. The site investigation revealed that in all locations where infiltration tests were conducted, the water level dropped too slowly to allow any calculations for the soil infiltration rate. The surface water strategy was designed on the conclusion that the site has no permeability, and all water surface water will drain into the proposed network. Groundwater for the proposed site was encountered overall at c.1m below ground level. All SuDS measures and the attenuation tanks will be lined to avoid groundwater seeping into the surface water system.

- At current no new trees are proposed to be planted near the River Wad culvert and neither near the drainage line (proposed and diverted). The trees shown in the wayleave area of the culvert are existing trees to be retained. Access manholes for the existing sewer will be cleared of any restrictions necessary with agreement of the local authority.
- Please refer to Waterman Moylan's drawing No. 20-048-P2500 – Wad River Wayleave showing the wayleave for the culvert. We have allowed a 12m wayleave (6 metres from each side of the culvert wall) in line with recommendations from CIRIA, TII manuals and the GDSDS general guidance.
- 90 degree bends have been removed for the diverted surface water line at this site to ensure that hydraulic capacity is not impacted. Please refer to Waterman Moylan Drawing 20-048-P2200-Proposed Drainage Layout for the final proposed diverted route of the existing network. Additionally, Longitudinal sections through the proposed diversion have been prepared and can be found in Warterman Moylan Drawing 20-048-P2200-Surface Water Long Sections.
- Please refer to Warterman Moylan Drawing 20-048-P2200-Surface Water Long Sections for the whole site surface water network long sections, including the diverted line.
- Please refer to drawing EPB-HJL-XX-00-DR-A-0510 for the TIC areas of the proposed development provided by the Architects, together with this application under separate discipline submission

APPENDICES

A. Car Share Company Letter of Intent



Urban Life (BMD) Ltd
Upper Mell,
Drogheda, Co. Louth
A92 P598
Ireland

10th July 2026

To Whom It May Concern,

This is a letter to confirm that GoCar intends to provide a car sharing service in the proposed development located on lands in Beaumont Road/Beaumont Grove, Beaumont, Dublin 9 areas. GoCar representatives have discussed the project with Urban Life (BMD) Ltd and are excited to commit to providing one (1) car sharing spaces to service this location. The development consists of one hundred and two (102) units within the central Dublin 9 area. The developer proposes to have available one (1) vehicle for service at surface level for the wider communities.

GoCar is Ireland's leading car sharing service with over 60,000 members and over 1200 cars and vans on fleet. Each GoCar which is placed in a community has the potential to replace the journeys of up to 15 private cars, massively reducing the need for parking in any given area. The Department of Housing's Design Standards for New Apartments - Guidelines for Planning Authorities 2018 outline: "For all types of location, where it is sought to eliminate or reduce car parking provision, it is necessary to ensure... provision is also to be made for alternative mobility solutions including facilities for car sharing club vehicles."

Carsharing is a sustainable service. By allowing multiple people to use the same vehicle at different times, car sharing reduces car ownership, car dependency, congestion, noise, and air pollution. It frees up land which would otherwise be used for additional parking spaces. Most GoCar users only use a car when necessary and walk and use public transport more often than car owners.

By having GoCar car sharing vehicles in a development such as this, the residents therein will have access to pay-as-you go driving, in close proximity to their homes, which will increase usership of the service.

I trust that this information is satisfactory. For any queries, please do not hesitate to contact me.

Daniel Ralston
Business Account Manager
GoCar Carsharing Ltd
Mobile: 086 0414 991
E: daniel.ralston@gocar.ie

B. Dublin City Council Letter of Consent



**Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council**

Transportation & Public Realm Department
Civic Offices, Wood Quay, Dublin 8

Iompar agus Fearann Poiblí
Oifigí na Cathrach, An Ché Adhmaid, Baile Átha Cliath 8
T.(01) 2222099 E. transportplanning@dublincity.ie

Urban Life (BMD) Ltd,
Upper Mell
Drogheda
Co. Louth

25th August 2026

Re: Letter of Consent for Planning Application

**Site: Planning Application for a Proposed Residential Development at Beaumont Road /
Beaumont Grove / Grace Park Court / Ellenfield Road, Beaumont, Dublin 9**

To Whom It May Concern,

I refer to the above intended planning application, the site of which includes lands in the control of Dublin City Council, specifically lands within the roadway and footpath (as indicated hatched on attached drawing No. 20-048-P2000 – Proposed Works on Public Space).

I wish to confirm that the City Council has no objection to the inclusion of these lands for the purpose of making a planning application. This is without prejudice to the outcome of the planning application process.

In the event that planning permission is granted and the development requires acquisition of Dublin City Council property including air rights, disposal will be subject to terms and conditions agreed with the Chief Valuer's Office. Any disposal of Dublin City Council property is also subject to Council approval under Section 183 of the Local Government Act 2001 (as amended).

Yours faithfully,

Derek Dixon

Executive Manager



NOTES:

- 1. DO NOT SCALE. USE PROVIDED DIMENSIONS ONLY.
- 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DOCUMENTS, INCLUDING BUT NOT LIMITED TO, RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS.

LEGEND

- INDICATES LIMIT AND EXTENT OF WORKS ON DCC LANDS DEFINED BY PINK SHADING
- INDICATES APPLICATION SITE BOUNDARY
- INDICATES OWNERSHIP BOUNDARY

Proposed Development Site Area:
(Within Red Boundary Line)
0.5163 ha = 1,265 acres

Ownership Site Area:
(Within Red Boundary Line)
0.5251 ha = 1,295 acres

Extent of Works on DCC lands area:
0.0338 ha = 0.084 acres



Associations	
By	On

PROPOSED RESIDENTIAL DEVELOPMENT
ELLENFIELD PLACE, BEAUMONT ROAD,
DUBLIN 9

PROPOSED WORKS ON PUBLIC SPACE

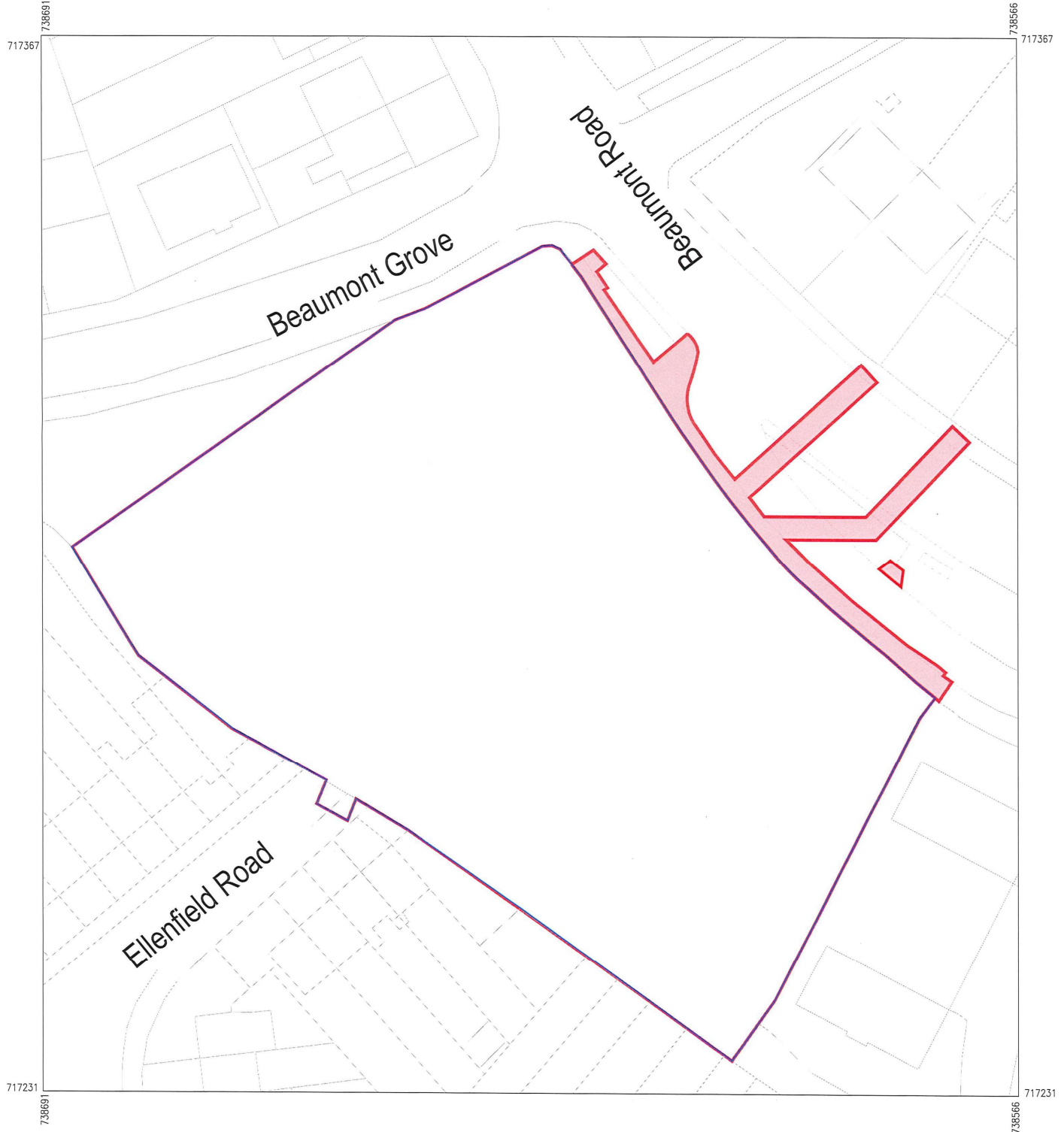
URBAN LIFE



BLOCK 5, EASTPORT BUSINESS PARK, ALFIE BYRNE ROAD,
DUBLIN D09 H245 IRELAND. Tel: 011 664 8900
Email: info@watermanmoylan.ie www.watermanmoylan.ie

FOR PLANNING ONLY

Company No.	BL	Project No.	JG	Drawn By	20-048
Drawn By	BL	Date	03/06/2020	As Shown @ A1	
Project - Description	PRD - WMC - ZZ - XX-DR- C - P2000				



C. Site Investigation Report



GROUND INVESTIGATIONS IRELAND

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Ground Investigations Ireland

Beaumont, Co. Dublin

Waterman Moylan Consulting Engineers

Ground Investigation Report

May 2026

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1.0 Preamble

On the instructions of Waterman Moylan Consulting Engineers, a site investigation was carried out by Ground Investigations Ireland Ltd., in April 2026 at the site of the proposed development at Beaumont, County Dublin.

2.0 Overview

2.1. Background

It is proposed to construct a new development with associated services at the proposed site at Beaumont, County Dublin.

2.2. Purpose and Scope

The purpose of the site investigation was to investigate subsurface conditions utilising a variety of investigative methods in accordance with the project specification. The scope of the work undertaken for this project included the following:

- Visit project site to observe existing conditions
- Carry out 3 No. Soakaways to determine a soil infiltration value to BRE digest 365
- Report with recommendations

3.0 Subsurface Exploration

3.1. General

During the ground investigation a programme of intrusive investigation specified by the Consulting Engineer was undertaken to determine the sub surface conditions at the proposed site. Regular sampling and in-situ testing was undertaken in the exploratory holes to facilitate the geotechnical descriptions and to enable laboratory testing to be carried out on the soil samples recovered during excavation and drilling.

The procedures used in this site investigation are in accordance with Eurocode 7 Part 2: Ground Investigation and testing (ISEN 1997 – 2:2007) and B.S. 5930:2015.

3.2. Soakaway Testing

The soakaway testing was carried out in the selected trial pits at the location shown in the exploratory hole location plan in Appendix 1. These pits were carefully excavated and filled with water to assess the infiltration characteristics of the proposed site. The pits were allowed to drain and the drop in water level was recorded over time as required by BRE Digest 365. The pits were logged prior to completing the soakaway test and were backfilled with arising's upon completion. The soakaway test results are provided in Appendix 2 of this Report.

4.0 Ground Conditions

4.1. General

The ground conditions encountered during the investigation are summarised below with reference to insitu and laboratory test results. The full details of the strata encountered during the ground investigation are provided in the exploratory hole logs included in the appendices of this report.

The sequence of strata encountered were variable across the site and generally comprised;

- Topsoil
- Made Ground
- Cohesive Deposits

TOPSOIL: Topsoil was encountered and was present to a maximum depth of 0.60mBGL.

MADE GROUND: Made Ground deposits were encountered in the majority of the exploratory holes and were present to a depth of 0.90mBGL. These deposits were described generally as *greyish brown clayey gravelly fine to medium Sand and light greyish brown sandy gravelly Clay*.

COHESIVE DEPOSITS: Cohesive deposits were encountered beneath the Made Ground and were described typically as *greyish brown slightly sandy slightly gravelly CLAY with occasional cobbles and boulders* overlying a *stiff black sandy gravelly CLAY with occasional cobbles and boulders*. The secondary sand and gravel constituents varied across the site and with depth, with granular lenses occasionally present in the cohesive matrix. These deposits had low (<5%) cobble content, where noted on the exploratory hole logs.

4.2. Groundwater

Groundwater strikes are noted on the exploratory hole logs where they occurred and where possible drilling was suspended for twenty minutes to allow the subsequent rise in groundwater to be recorded. We would point out that these exploratory holes did not remain open for sufficiently long periods of time to establish the hydrogeological regime and groundwater levels would be expected to vary with the tide, time of year, rainfall, nearby construction and other factors.

5.0 Recommendations & Conclusions

5.1. General

The recommendations given and opinions expressed in this report are based on the findings as detailed in the exploratory hole records. Where an opinion is expressed on the material between exploratory hole locations, this is for guidance only and no liability can be accepted for its accuracy. No responsibility can be accepted for conditions which have not been revealed by the exploratory holes. Limited information has been provided at the ground investigation stage and any designs based on the recommendations or conclusions should be completed in accordance with the current design codes, taking into account the variation and the specific details contained within the exploratory hole logs.

5.2. Excavations

Short term temporary excavations in the cohesive deposits will remain stable for a limited time only and will require to be appropriately battered or the sides supported if the excavation is below 1.25mBGL or is required to permit man entry. Excavations in the Made Ground or soft Cohesive Deposits will require to be appropriately battered or the sides supported due to the low strength of these deposits. Any waste material to be removed off site should be disposed of to a suitably licenced landfill.

5.3. Soakaway Design

At the locations of SA-01, SA-02 and SA-03 the water level dropped too slowly to allow calculation of 'f' the soil infiltration rate.

The recommendations provided in this report should be verified in the design of the proposed buildings, using the full details of the loading conditions and taking into consideration the allowable tolerable settlements/movements that the building can accommodate. The founding strata should be inspected and verified by a suitably qualified engineer prior to construction of the building foundations.

APPENDIX 1 - Site Location Plan



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APPENDIX 2 – Soakaway Records





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Site Beaumont	Trial Pit Number SA01
Client Waterman Moylan	Job Number 15510-04-26
Engineer	Sheet 1/1

Machine : Kubuta u35-3a3 Method : Trial Pit	Dimensions 2.00m x 0.50m x 1.70m (L x W x D)	Ground Level (mOD)
	Location	Dates 28/04/2026

Depth (m)	Sample / Tests	Water Depth (m)	Field Records	Level (mOD)	Depth (m) (Thickness)	Description	Legend	Water
						TOPSOIL: Greyish brown clayey gravelly fine to medium Sand with fragments of red brick and rootlets.		
					(0.60)			
					0.60	Soft greyish brown sandy slightly gravelly CLAY.		
					(0.50)			
					1.10	Firm greyish brown mottled light grey slightly sandy slightly gravelly CLAY		∇1
			Slow(1) at 1.10m.		(0.60)			
					1.70	Complete at 1.70mBGL		

Plan	Remarks
	Groundwater encountered at 1.10m BGL; slow seepage Trial pit stable Soakaway test completed in trial pit in accordance with BREDigest 365. Refusal at 1.70m BGL due to stiff clay Trial pit backfilled upon completion
	Scale (approx) 1:25
	Logged By SOB
	Figure No. 15510-04-26.SA01



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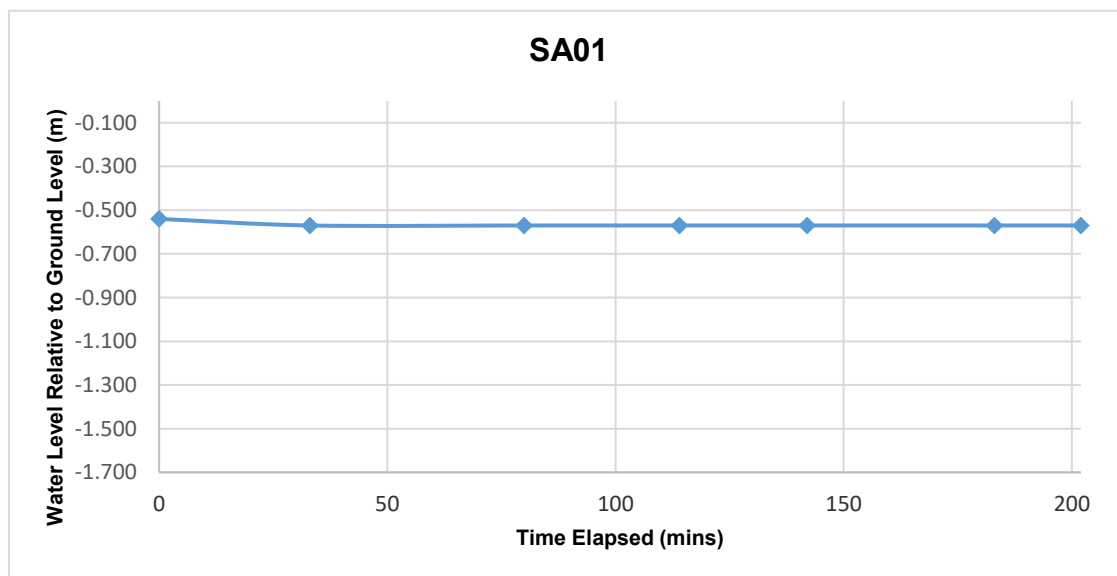
SA01

Soakaway Test to BRE Digest 365

Trial Pit Dimensions: 2.00m x 0.50m x 1.70m (L x W x D)

Date	Time	Water level (m bgl)
28/04/2026	0	-0.540
28/04/2026	33	-0.570
28/04/2026	80	-0.570
28/04/2026	114	-0.570
28/04/2026	142	-0.570
28/04/2026	183	-0.570
28/04/2026	202	-0.570

Start depth	Depth of Pit	Diff	75% full	25%full
0.54	1.700	1.160	0.83	1.41



SA-01





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Site Beaumont	Trial Pit Number SA02
Client Waterman Moylan	Job Number 15510-04-26
Engineer	Sheet 1/1

Machine : Kubota u35-3a3 Method : Trial Pit	Dimensions 2.20m x 0.50m x 2.00m (L x W x D)	Ground Level (mOD)
	Location	Dates 28/04/2026

Depth (m)	Sample / Tests	Water Depth (m)	Field Records	Level (mOD)	Depth (m) (Thickness)	Description	Legend	Water
			Slow(1) at 0.90m.		(0.40)	TOPSOIL: Dark greyish brown sandy slightly gravelly Clay with rootlets and bricks.		
					0.40 (0.50)	MADE GROUND: Light greyish brown sandy gravelly Clay with low cobble content.		
					0.90 (1.30)	Firm greyish brown mottled light grey slightly sandy gravelly CLAY. Gravel is fine to medium angular to subrounded.		∇1
					2.20	Complete at 2.20mBGL		

Plan	Remarks
	Groundwater encountered at 0.90m BGL; slow seepage Trial pit stable Soakaway test completed in trial pit in accordance with BREDigest 365. Refusal at 2.20m BGL due to stiff clay Trial pit backfilled upon completion
	Scale (approx) 1:25
	Logged By SOB
	Figure No. 15510-04-26.SA01



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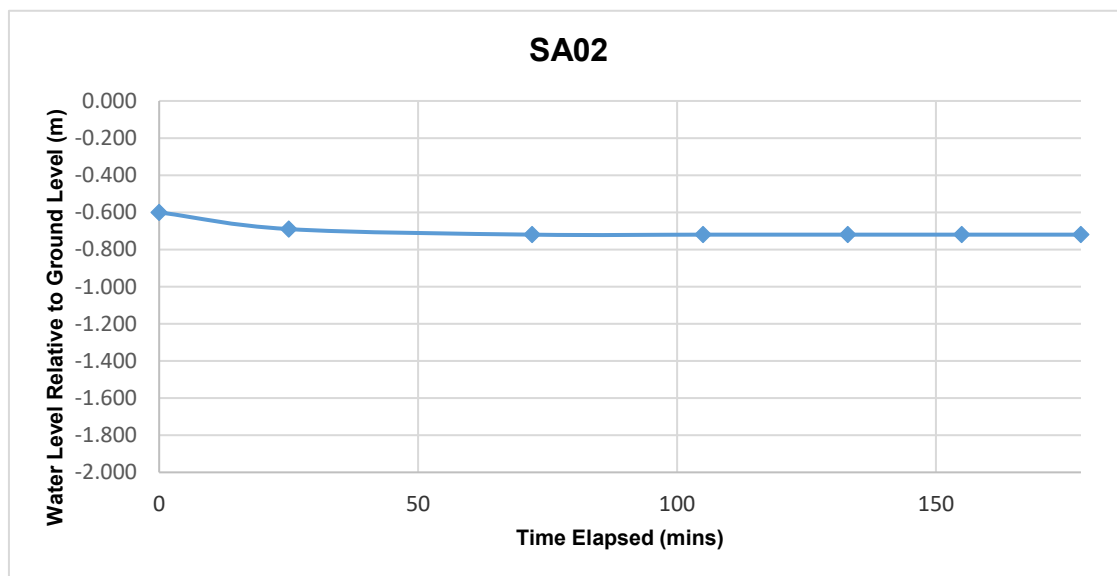
SA02

Soakaway Test to BRE Digest 365

Trial Pit Dimensions: 2.20m x 0.50m x 2.00m (L x W x D)

Date	Time	Water level (m bgl)
28/04/2026	0	-0.600
28/04/2026	25	-0.690
28/04/2026	72	-0.720
28/04/2026	105	-0.720
28/04/2026	133	-0.720
28/04/2026	155	-0.720
28/04/2026	178	-0.720

Start depth	Depth of Pit	Diff	75% full	25%full
0.60	2.000	1.400	0.95	1.65



SA-02





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Site
Beaumont

Trial Pit
Number
SA03

Machine : Kubota u35-3a3 Method : Trial Pit		Dimensions 2.30m x 0.60m x 2.10m (L x W x D)	Ground Level (mOD)	Client Waterman Moylan	Job Number 15510-04-26
		Location	Dates 28/04/2026	Engineer	Sheet 1/1

Depth (m)	Sample / Tests	Water Depth (m)	Field Records	Level (mOD)	Depth (m) (Thickness)	Description	Legend	Water
						MADE GROUND: Dark greyish brown slightly clayey gravelly fine to medium Sand with fragments of red brick, concrete, plastic, ceramic and to rootlets.		
					0.30 (0.30)	MADE GROUND: Dark brown sandy slightly gravelly Clay with fragments of red brick.		
					0.60 (0.50)	Firm greyish brown slightly sandy slightly gravelly CLAY with low cobble content.		
			Slow(1) at 1.00m.		1.10 (1.00)	Firm greyish brown mottled light grey slightly sandy gravelly CLAY with low cobble content.		∇1
					2.10	Complete at 2.10mBGL		

Plan					Remarks		
.	.	.	.	.	Groundwater encountered at 1.00m BGL; slow seepage Trial pit stable Soakaway test completed in trial pit in accordance with BREDigest 365. Refusal at 2.10m BGL due to stiff clay Trial pit backfilled upon completion		
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.	.	.	.	.			
.	.	.	.	.			
.	.	.	.	.			
.	.	.	.	.			
					Scale (approx)	Logged By	Figure No.
					1:25	SOB	15510-04-26.SA01



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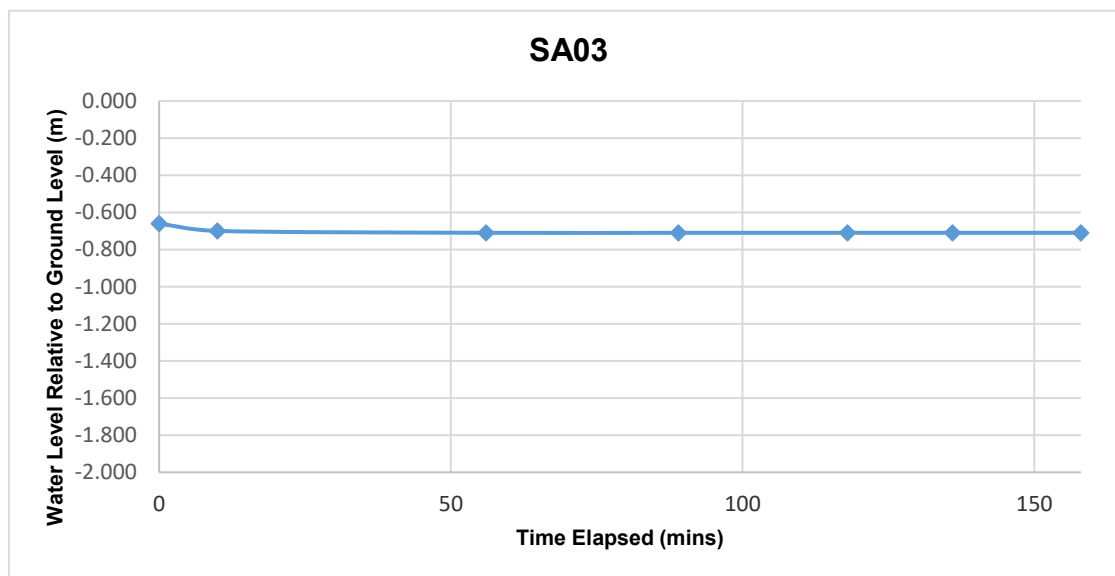
SA03

Soakaway Test to BRE Digest 365

Trial Pit Dimensions: 2.30m x 0.60m x 2.10m (L x W x D)

Date	Time	Water level (m bgl)
28/04/2026	0	-0.660
28/04/2026	10	-0.700
28/04/2026	56	-0.710
28/04/2026	89	-0.710
28/04/2026	118	-0.710
28/04/2026	136	-0.710
28/04/2026	158	-0.710

Start depth	Depth of Pit	Diff	75% full	25%full
0.66	2.100	1.440	1.02	1.74



SA-03



UK and Ireland Office Locations

