

## Memo

**To:** Mayor Moran.

**From:** Stephane Duclot, Director of Services, Planning, Heritage and Ryder Cup

**Date:** 15/01/2026

**Re:** Part 8 proposal, Reference PT8LL303

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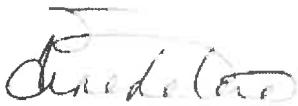
Dear Mayor,

Please find attached for your consideration report prepared in accordance with Section 179 of the Planning and Development Act 2000 (as amended) in respect of a proposal for:

- A temporary car and bus park as part of a Park & Ride scheme associated with the Ryder Cup, 2027 at Croagh (North and South), County Limerick.

The proposal prepared by the Transportation and Mobility Department has been evaluated taking into consideration all submissions received. It is concluded that the proposed development is in accordance with the objectives of the Limerick Development Plan, 2022 – 2028, and the proper planning and sustainable development of the area.

It is recommended to the Elected Members of Limerick City & County Council that the proposed development proceed with as proposed.



Signed:

**Aine Leland, Executive Planner**



Signed:

**Gráinne O'Keeffe, Senior Executive Planner**



Signed:

**Barry Henn, A/Senior Planner**

Signed:

**Stephane Duclot, Director of Services, Planning, Heritage and Ryder Cup.**



**MAYOR'S REPORT & RECOMMENDATION IN ACCORDANCE  
WITH SECTION 179 3(a) OF THE PLANNING & DEVELOPMENT  
ACT 2000 (AS AMENDED)**

**Re: Part 8 Proposal for the following:**

- PT8LL303

**1.0 Introduction**

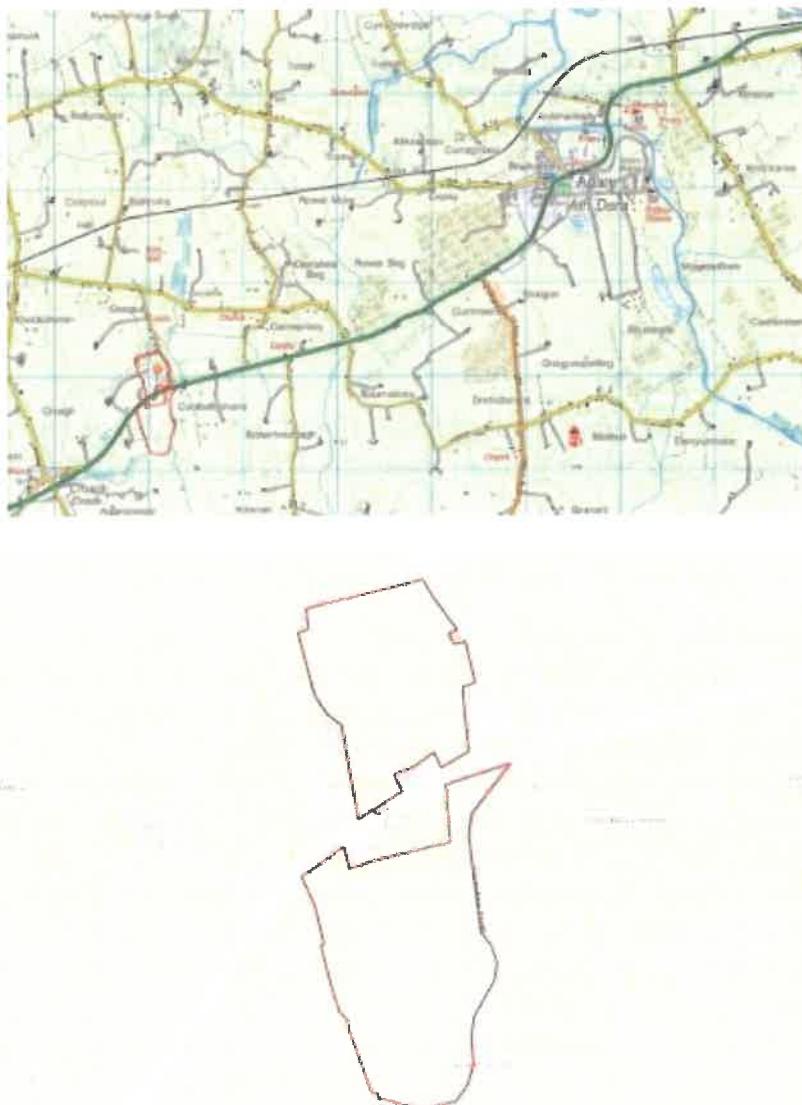
This report has been prepared pursuant to Section 179 of the Planning & Development Act 2000 (as amended), and Part 8 of the Planning & Development Regulations 2001 (as amended).

**2.0 Description of the nature and extent of the proposed development**

The proposed temporary development will consist of the provision of car and bus parking as part of a Park & Ride scheme associated with the Ryder Cup in 2027. The temporary car and bus parks require new temporary vehicle accesses located to the north of the Croagh Roundabout on the N21 and a temporary access on the L8026 local road. The sites are referred to as 'Croagh North and South'. All installations associated with the Park & Ride facility are temporary and removable with the lands to be returned to existing use within one month after completion of the Ryder Cup to include reinstatement of boundaries where access provision is proposed. This Part 8 Planning Application is being submitted in conjunction with separate applications for the provision of temporary Park & Ride facilities at the Mackey Roundabout Annacotty, Croagh (West) and Patrickswell and will form part of a larger overall transport plan for the Ryder Cup.

**Site Location Plan**

The site comprises of two parcels of land on either side of the N21 in the townland of Croagh, approximately 1.4km northeast of Croagh settlement and located to the north and south of the existing Top Oil Service Station. The surrounding area consists of agricultural lands and one off houses. Access to the northern parcel is to the west of the service station and access to the south is close to the newly constructed roundabout which accesses onto the Adare bypass which is currently under construction. The P&R facility known as Croagh west is to the west of the subject site further along the N21.



## 2.1 Public Consultation:

The plans and particulars were placed on public display from the 24<sup>th</sup> October to the 8<sup>th</sup> December 2025.

## 3.0 Submissions with respect to the proposed development

A total of 1 third party submission/observation and 4 statutory body submissions/observations were received and are listed below:

<b>1</b>	<b>MWRDO</b>
<b>2</b>	<b>OPW</b>
<b>3</b>	<b>TII</b>
<b>4</b>	<b>Department of Housing, Local Government and Heritage</b>
<b>5</b>	<b>Mr Robert Reidy</b>

### **SUB (1) MWRDO**

#### **Submission Summary:**

The application needs to take cognisance of the Adare Bypass Construction site, which is in close proximity to the proposed temporary car and bus parks. The Adare

Bypass contractor and council site supervision team should be consulted prior to any works commencing on site.

Regarding the proposed temporary car and bus park at the Croagh South site, the most Eastern Entrance of the Croagh South site is to be the sole entrance used for both the construction/mobilisation and demobilisation of the temporary car and bus park. A detailed Traffic Management Plan is to be provided and accepted by Limerick City and County Council prior to the commencement of any works associated with the development of these sites. Should operational plans allow, it would be preferential to utilise the Eastern Entrance as the main access point for the duration of the event. Every effort should be made to avoid excessive stacking /queueing onto the N21.

A Traffic and Transport Impact Assessment (TTIA) and a Road Safety Audit (RSA) should be undertaken for each proposed temporary car and bus park prior to;

- a. the construction/mobilisation phase
- b. the operational phase; (as part of the overall traffic management plan), and
- c. the demobilisation phase.

The application needs to take due cognisance of the regulations, guidelines, etc, as detailed in the following documents:

- a. TII Traffic and Transport Assessment Guidelines PE-PDV-02045 (May 2014),
- b. Limerick Development Plan 2022-2028, and
- c. Spatial Planning and National Road – Guidelines for Planning Authorities (DoECLG 2012)..

**Mayor's Response:**

We can confirm that the Adare Bypass contractor and council site supervision team will be consulted prior to any works commencing on site.

We can confirm that it is our intention to utilise the eastern access for the mobilisation and demobilisation. We will endeavour to utilise the eastern access for the management of event traffic subject to the final traffic management plans.

We can confirm that a TTIA and an RSA will be carried out on the stages outlined above.

The planning of these temporary Park and ride sites are cognisant of the documents outlined above.

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**SUB (2) OPW**

**Submission Summary:**

A 5 Metre wide strip of land running parallel with Channel C1/17, should be provided to facilitate access and maintenance activities by this office in the immediate area. This Area should be accessible to mechanical plant and should not be landscaped, paved or otherwise developed in a manner that would prevent access.

The OPW have also requested that we consider the Flood risk at the proposed site.

**Mayor's Response:**

We can confirm that maintenance access as outlined above shall be maintained and that the flood risk has been assessed with respect to this site.

### **SUB (3) TII**

#### **Submission Summary:**

TII acknowledges the engagement that has occurred to date in relation to this Event and confirms support for the proposed Part VIII subject to the following:

Continued liaison with TII and any mitigations, identified in the Engineering Planning Report, to safeguard the levels of safety and function of the strategic National Road Network in the area being applied.

The proposed park and ride facility is for a temporary period only and any temporary works to the National Road Network to facilitate the proposed Part VIII shall be reinstated to TII Publications standards on completion of the Event.

#### **Mayor's Response:**

We can confirm that TII shall continue to be consulted with respect to the Park and Ride sites and that the sites are temporary to facilitate the Ryder Cup.

### **SUB (4) Department of Housing, Local Government and Heritage**

#### **Submission Summary:**

Department of Housing, Local Government and Heritage have requested that we ensure watercourse mitigation measures are undertaken to prevent runoff during works to the adjacent SAC. Standard best practice construction measures such as water quality, and or pollution measures need to be adhered to during all construction phases.

Should ground works include the alteration or removal of hedgerows/vegetation on site, this is to be undertaken outside of the bird nesting season 1st March to 31st of August.

Bats may be present in the buildings/trees onsite. All bat species are protected by the Wildlife Acts of 1976-2010 and are listed on annex IV of the Habitats Directive (Council Directive 92/43/EEC on the Conservation of natural habitats and of wild fauna and flora). Therefore a bat survey should be carried out by a suitably qualified ecologist prior to a decision being made on planning. A copy of the survey report must be forwarded by the Council to the Department for comment before any decision is made on planning. If bat species are found to be roosting in the buildings or trees a derogation license will need to be applied for from the National Parks and Wildlife Service of this Department.

#### **Mayor's Response:**

The Departments points regarding the best practice construction measures such as water quality, and or pollution measures need to be adhered to during all construction phases and the bird nesting seasons are noted.

As outlined in the Part 8 submission it is our intention to carryout additional surveys closer to the event to ensure that any environmental mitigation measures are in place. It is not expected that preparation of the sites will commence until 2027 meaning that any surveys carried out currently will establish a baseline and inform future surveys.

We can confirm that a bat survey shall be carried out in the appropriate season prior to the commencement of works and that should a derogation license be required that it shall be sought from the National Parks and Wildlife Service of this Department.

### **SUB (5) Robert Reidy**

#### **Submission Summary:**

Mr Reidy is concerned regarding the impact on his property which abuts an entrance on the L8026 for Croagh North. He is also concerned regarding the reinstatement plan and that there will be no long-term impact on his property or setting.

#### **Mayor's Response:**

Limerick City and County Council shall commit to undertaking a pre and post condition survey to ensure no direct impacts are incurred on Mr Reidy's property. It should also be noted that it is not the intention to have this entrance as a primary entrance for traffic using the P&R site. This will be an overflow entrance and will be used for car access only should the primary entrance need relief.

Limerick City and County Council also confirm that any temporary amendments shall be reinstated fully to its existing condition.

## **4.0 Habitats Directive Project Screening Assessment**

An Appropriate Assessment Screening Report has been undertaken by Whitehall Environmental on behalf of Limerick City and County Council, for the proposed development. The Lower River Shannon SAC is approximately 4.4 km northeast of the subject site while the River Shannon and River Fergus Estuaries SPA is approximately 10km northeast of the subject site. Additionally, Curraghchase Woods SAC is 3.7km north while Askeaton Fen Complex SAC is 4.1km northwest. No habitats of conservation interest are present within the project area. The AA screening found that given the distance of the site from the SAC/SPA, size, scale, temporary nature of the development and the fact that no construction works are required and therefore will not generate emissions to any watercourses connected to the SAC or SPA, the proposed development will have no likely significant effects on the Qualifying Interests of the Lower River Shannon SAC or the River Shannon and River Fergus Estuaries SPA. The temporary car park will not give rise to any changes to the existing natural surface water regime on the site as all grassland habitat will remain.

In conclusion it is considered that having regard to the scale of the development and the distance of the development from any SAC and SPA, the development as proposed should not exercise a significant effect on the conservation status of any SAC or SPA either alone or in combination with other plans or projects and therefore a Stage 2 NIS is not necessary.

## **5.0 Environmental Impact Assessment Screening**

An EIA Screening Report has been undertaken by Caas Ltd on behalf of Limerick City & County Council for the proposed development and assesses whether the proposed development falls within any project categories as set out in Annexes I and II of the Directive. Annex 1 projects automatically require EIA while projects failing into Annex

II require EIA if they meet or exceed a given threshold. The development as proposed does not fall under Annex I projects but has been assessed against under category 10 (infrastructure projects) within Annex II.

The EIA screening concludes that under 10(b) urban development projects including the construction of shopping centres and car parks, that taking into account the court ruling in *Flynn and Carvill v Dublin City Council* whereby the court considered that installation of a cycleway, which was described as involving 'minimal civil works' and 'localised alterations' to an existing roadway did not come within the nature of building or construction and therefore did not fall into category 10(b) of the Directive for which construction is a prerequisite, the proposed development which is temporary, removable and requires minimal works can reasonably be considered as not coming within the nature of building or construction and can those be taken as not falling into this category.

The development was also assessed under category 10(e) construction of roads, harbours and port installation including fishing harbours. It was concluded that for the same reasons in relation to category 10(b) above, primarily the absence of construction, the proposed development can be taken as not falling into this category.

Furthermore the development as proposed was assessed under category 10(b) of Schedule 5, Part 2 of the Planning and Development Regulations and notably the following sections:

- (ii) construction of a car park providing more than 400 spaces, other than a car park provided as part of and incidental to the primary purpose of a development
- (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)
- (dd) all private roads which would exceed 2000m in length.

The assessment concludes that the development does not involve a private road and given that the absence of 'construction' the development does not fall into any of the categories above within Schedule 5, Part 2 of the Regulations.

It is considered that due to the nature, scale and temporary nature of the proposed development there is no real likelihood of significant effects arising as a result of the proposed scheme. Nor is there potential for cumulative or in combination effects to arise. Therefore, the overall conclusion is that the preparation of an Environmental Impact Assessment Report is not required.

## 6.0 Key Policy Provisions

### **Limerick Development Plan, 2022-2028:**

The Development Plan sets out the following policies and objectives with respect to acceptable development at the location in question:

#### **Objective ECON 045 Tourism**

It is an objective of the Council to:

- a) Support strong growth in the tourism sector in Limerick ensuring the economic and societal benefits of tourism are effectively distributed throughout the County, through connections between complementary sites and attractions, by encouraging visitors to move around the County and to enable them to do so with ease.
- b) Support the development of Limerick's capacity for largescale group tourism, through improved transport amenities for bus tours, group tours and cruise ship visitors.
- c) Recognise the heritage value of Limerick's towns and villages such as Adare, Kilmallock and Askeaton and seek opportunities to enhance their tourism potential.
- d) Support and harness the tourism potential of existing rural and heritage site amenities/attractions, including The Clare Glens, Lough Gur, Knockfierna, Munster Vales, Ballyhoura Country, Foynes Flying Boat and Maritime Museum, The Shannon Estuary Way, Curragh Chase, Fullers Folly and Adare Heritage Centre, in a way that promotes sustainable tourism.
- e) Actively develop Limerick as an Events location with the appropriate infrastructure to attract international conferences, sporting, cultural and commercial events, including the development of an International Conference Centre and improved public realm, which supports outdoor performance and events of scale (Refer to Chapter 3: Spatial Strategy Section 3.4.5.1).
- f) To adopt a strategic collaborative approach to the delivery of the Ryder Cup in Adare/Limerick in 2027 to leverage the legacy potential of this major event and ensure maximum return on investment for Limerick and the region.

### **Section 5.9.2 Rural Tourism**

Adare Manor and Limerick will play host to the Ryder Cup in 2027. Limerick City and County Council will work collaboratively to ensure that the appropriate infrastructure and transport provisions are in place, capitalising on the event to ensure economic and social benefits for the region.

### **Objective EH O10 Trees and Hedgerows**

It is an objective of the Council to:

- a) Retain and protect amenity and biodiversity value of the County and City by preserving as far as possible trees, woodlands and hedgerows, having regard to the significant role that trees and hedgerows play in local ecology, climate change and air quality and their contribution to quality place making and the associated health and wellbeing benefits.
- b) Require, in the event that mature trees or extensive mature hedgerow is proposed to be removed, that a comprehensive tree and hedgerow survey be carried out by a suitably qualified tree specialist to assess the condition, ecological and amenity value of the tree stock/ hedgerow proposed for removal and to include mitigation planting and a management scheme. The Council will seek in all cases to ensure when undertaking development, or when permitting development, that the loss of, or damage to, existing trees is minimised.
- c) Require the planting of native trees, hedgerows and vegetation and the creation of new habitats in all new developments and public realm projects. The Council will avail of tree planting schemes administered by the Forest Service, in ecologically suitable locations, where this is considered desirable.
- d) To identity and prepare TPO's where trees of exceptional amenity, cultural or environmental value are identified which warrant a high level of protection.
- e) To implement the Limerick City and County Tree Policy when completed and review as appropriate.

## 7.0 Appraisal

### Principle of Development

The 2027 Ryder Cup will take place at Adare Manor, Adare, Co. Limerick from the 13<sup>th</sup> to the 19<sup>th</sup> September, inclusive. The Ryder Cup is a biennial golf competition where teams from Europe and the United States compete in a match-play format over three days featuring team formats and singles matches with the goal of winning the Ryder Cup Trophy.

The event consists of three practice days and three match days with provision to extend play into Monday 20<sup>th</sup> September should adverse weather or other circumstances determine this necessary. Attendance is anticipated at 55,000 to 65,000 persons per day, including the practice days. An Event Licence was granted for the Ryder Cup Event on the 22<sup>nd</sup> July 2025. Limerick City and County Council are engaged in the development of a transport plan associated with the Ryder Cup and which includes for the delivery of a number of temporary Park and Ride facilities in the County.. The subject site is one of these facilities along with one adjacent to the existing Patrickswell Race Track, one at the Mackey Roundabout and a third further west of the site on the N21 (Croagh West). The purpose of these facilities is to accommodate temporary parking off site thus relieving traffic within the immediate vicinity of Adare and the Manor. It is the intention that the public will park at the proposed facilities and then be bussed from same to the Ryder Cup Event in Adare which will reduce the amount of traffic in and around the village.

The proposed temporary installation associated with the Park & Ride at the north and south Croagh facility consists of the following:

- Preparation of new temporary car and bus entry and exit accesses onto the N21;
- Preparation of new temporary cars entry and exit onto the L8026 local road from Croagh North
- Clearance of boundary hedging/fencing/wall to facilitate access over a length of approx. 12m at Croagh North and approx. 12m & 6m at two locations at Croagh South;
- Provision of temporary fencing to provide suitable separation from hedging / water features;
- Provision of temporary fencing at Croagh North to provide 25m separation to the outer know edge of LI020-181 archaeological feature;
- Temporary designated parking area which will be outlined using wire and stake or appropriate demarcation with approximately 3,345 parking spaces for the northern site and 4,590 parking spaces for the southern site visitors availing of the Park & Ride facility, totalling 7,935 spaces.
- Provision of temporary ground protection mats ('trackway' mats or similar) on main access routes where heavier traffic is envisaged;
- Installation of separation membranes, geogrids, hardcore and trackway in areas where bus turning movements will occur;
- Temporary designated bus loading and unloading areas.
- Temporary signage on site and at site entrance to guide vehicles & pedestrians.
- Temporary site lighting;
- Full reinstatement of any areas disturbed during the event in include re-planting of affected hedgerows, reinstatement of boundaries and making good to any damaged ground. Reinstatement of boundaries and making good to any damaged ground.

Hedgerow re-planting will include for native species to include a mixture of hawthorn, blackthorn, crab apple etc

### Access

#### Croagh North

Two temporary entrances are proposed for this site: one to the east off the L8026, which currently exists) to facilitate cars only and a second entrance off the N21 to the south, west of the existing service station and which will facilitate an entrance for cars and a separate entrance for busses. A bus turning and setdown area is proposed to the front of the site.

#### Croagh South

A temporary entrance is proposed for Croagh South in close proximity to the new roundabout associated with the Adare bypass that has recently been constructed. The entrance will facilitate separate entrances for bus and cars. A bus turning and set down is proposed to the front of the site to the rear of the existing dwellings facing onto the N21.

All traffic routes will be agreed in advance with LCCC and included in the Construction Traffic Management Plan which will outline traffic control measures, signage and coordination with An Garda Siochana and other stakeholders. The volume of HGV movements is expected to be low with no demolition, bulk excavation or concrete pours proposed. The appointed PSCS will prepare a detailed Construction Traffic Management Plan in accordance with the Department of Transport's Traffic Signs Manual (Chapter 8). The plan will be coordinated by the PSDP and will prioritise the safety of the workforce and the travelling public while minimising disruption to the local road network. The delivery and removal of all plant will take place outside of peak working hours so as to minimise any impact on traffic on the adjacent road network.

### Field boundaries

The majority of existing mature trees and hedgerows will be retained with limited clearance at the entrance to the site to create a temporary access while internally some hedges will be removed to provide linkages between the fields. It is noted that the internal hedgerows within Croagh South are structurally poor and exhibit wide gaps with limited species diversity. The internal hedgerows within Croagh north are well developed in some places while others are less diverse with occasional mature ash trees. Where trees are removed to facilitate interconnection, new native trees will be planted in replacement following completion of the Ryder Cup Event. Temporary fencing will be installed to provide separation from hedging and water features.

### Ecology

The applicant is accompanied by an Ecological report carried out by Whitehill Environmental. A field survey was carried out on site on the 23<sup>rd</sup> September which did not reveal any notable signs of any protected mammal species, amphibian, reptile, invertebrates or birds. There are no buildings within the site that are proposed for demolition but there are a number of mature trees present on site that could be potential for bat roost. In addition to roosting opportunities the site and its surrounding landscape provide foraging and commuting habitats for bats. While the overall landscape is not considered to be of high or exceptional value for bats it is assessed as being of local ecological importance due to the presence of the mature trees. The hedgerows at Croagh North and the hedgerows and watercourses in Croagh South are considered to be of

local ecological importance due to their role in supporting biodiversity and facilitating ecological connectivity within an intensively farmed setting

Given the absence of construction and temporary nature of the activity there will be no direct loss of habitats of ecological value while indirect effects such as disturbance from human activity and vehicle movements are expected to also be minimal. Overall, the proposal is not considered likely to give rise to significant ecological effects either during or following the event. No long-term or residual impacts are predicted, and the ecological baseline of the site will remain unchanged once the temporary use has ceased.

The following best practice measures are recommended/proposed:

- Vegetation clearance to be kept to a minimum and confined to areas where vegetation is already sparse
- Clearance to be undertaken outside of the bird nesting season (March 1<sup>st</sup> to August 31<sup>st</sup>) unless pre-works check by a suitably qualified ecologist confirms the absence of nesting activity
- Reinstatement of any vegetation removed to take place following cessation of use with planting focused on native species
- Lighting to be kept to the minimum level required for safety and switched off at night
- a walkover mammal survey in advance of the event to take place, ideally during the winter survey season, to confirm the presence or absence of badger setts or otter habitat. Should evidence of such species be identified, appropriate avoidance or mitigation measures (e.g. exclusion buffers) can then be implemented.

#### Flooding

A flood risk assessment accompanies the application. Croagh North does not fall within a floodzone however Floodzone A and B runs along the west and southern boundary of Croagh South due to the presence of the Clonshire River. It is noted that no works are proposed within the floodzone and all internal trackways and parking spaces do not occur within same. Taking this into consideration and the fact that the works as proposed are considered less vulnerable development as per the Flood Risk Management Guidelines, it is considered that the proposed facility will not increase ground levels on the site and will not increase runoff and the risk of flooding elsewhere. It is noted that a review of ground conditions and weather conditions will be carried out in the run up to the event to examine whether parking provision within Flood Zone B will be allowed with the number of parking spaces potentially curtailed.

#### Archaeology

There is an archaeological feature (enclosure LI020-181) located centrally within Croagh North and has an approximately diameter of 50m and currently planted with a maize crop. A 25m buffer is proposed between the parking area and the outer extends of the feature with the provision of temporary fencing. There are no archaeological features within the Croagh South site.

#### Lighting

Temporary lighting will be installed at the entrance and welfare area to facilitate safe accruing during early morning and evening hours. All lighting will be directed away from adjacent properties and roadways to minimise light spill. Lighting used will be

mammal friendly and is not expected to give rise to any impacts or negative effects upon nocturnal species such as bats, badgers or otters.

#### Surface Water

No changes to the existing surface water drainage system are proposed and the use of ground protection mats and hardcore fill will not impact on the current surface drainage pathways in the site.

#### OIREMP (Outline Installation and Reinstatement Environmental Management Plan)

The applicant is accompanied by an OIREMP. This document describes the methodology of the temporary installation and reinstatement of the site. The development will be in 3 phases. Phase 1 involves site preparation, including clearance of boundary hedging/fencing/wall to facilitate access off the N21 and improvements to existing access off the L8026 for Croagh North, installation of temporary fencing to protected hedgerows and archaeological features, installation of separation membrane and ground protection maps, demarcation of car parking spaces using wire and stake, establishment of temporary bus loading/unloading zones, temporary signage and site lighting. Phase 2 involves finalisation of operational layout in coordination with An Garda Siochana and Ryer Cup Event Management, implementation of traffic management measures, coordination of transport routes and ongoing monitoring and adjacent of the parking arrangement based on ground conditions and operational needs during the event. Phase 3 involves the removal of all temporary installation and repair any damaged ground including re-planning of any affected hedgerows. It is noted that portable toilets will be provided on site for staff and public availing of the Park & Ride Facility but waste produced from same will be tankered off site for disposal at an appropriately licenced facility. The P&R Operator will be responsible for developing a Waste Management Plan.

#### Utilities

There is an MV overhead line running close to the southern boundary of Croagh North which serves the dwellings and filling station along the N21. An LV overhead line runs along the eastern boundary of Croagh north site. There are no ESB lines within the Croagh South site.

There are no Gas lines within either sites or adjacent to the boundaries.

There are EIR underground ducting in the verge of the N21 at the entrance to both sites. Temporary mitigation measures will be provided to prevent any accidental damage to the Eir ducting which runs through the location of the temporary access to the Park & Ride facility. The measures will include for temporary concrete protection slabs or pipes laid over the ducting at the entrance.

There are no sewer mains, discharge points, manholes or watermains running with the sites or along the boundaries.

#### Residential Amenity

Both facilities are in close proximity to a number of residential properties. I also note the concerns raised by a third party in relation to the proximity of the entrance on the L8026 for Croagh North to his property. Limerick City and County Council have committed to undertaking a pre and post condition survey to ensure no direct impacts are incurred on Mr Reidys property. It should also be noted that it is not the intention

to have this entrance as a primary entrance for traffic using the P&R site. This will be an overflow entrance and will be used for car access only should the primary entrance need relief. Limerick City and County Council also confirm that any temporary amendments shall be reinstated fully to its existing condition. In relation to other properties, I note that same have existing mature trees to sides and rear. Taking these measures into account, together with the temporary nature of the development, it is considered that any impact on residential amenity will be minimal.

## 8.0 Conclusion

The proposed temporary Park & Ride facility at Croagh (North and South) represents a critical component of Limerick City and County Council's transport strategy for the Ryder Cup 2027. The development has been carefully designed to utilise existing access points, retain mature vegetation, and implement best-practice ecological and archaeological protection measures, ensuring minimal environmental and cultural impact. With robust traffic management, ecological safeguards, and a comprehensive reinstatement plan, the project will deliver a practical, sustainable, and reversible solution that supports efficient event logistics while preserving the integrity of the local landscape while also significantly reducing traffic in and around Adare and within the vicinity of the golf club. As such, based on the documentation provided it is considered that the proposal is in accordance with the relevant policies and objectives of the Limerick Development Plan 2022-2028.

Having regard to the foregoing evaluation and the reasons and considerations as set out, the proposal is considered to be in accordance with the objectives of the Limerick Development Plan, 2022 - 2028 and the proper planning and sustainable development of the area. Pursuant to Section 179(3)(a) of the Planning and Development Act 2000 (as amended) the proposed development is recommended to the Elected Members of Limerick City & County Council to proceed with as proposed.



Mr. John Moran  
Mayor  
Limerick City & County Council  
Date: 21/01/2026

## Limerick City & County Council

### **Re: Part 8 Proposal for the following:**

Part 8 proposal, Reference PT8LL303 – A temporary car and bus park as part of a Part & Ride scheme associated with the Ryder Cup, 2027 at Croagh (north and south), County Limerick

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### **Appropriate Assessment (AA) Screening Determination**

Pursuant to the requirements of the above Limerick City & County Council is proposing the development as described above at Croagh (north and south), County Limerick.

The plans and particulars were placed on public display from the 24<sup>th</sup> October to the 8<sup>th</sup> December 2025 in accordance with the requirements of the Part XI of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations, 2001 (as amended).

Having regard to Article 6 of the Habitats Directive 92/43/EEC and (inter alia) the Department of Housing Planning Community and Local Government's Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities (2010), screening of the development for Appropriate Assessment was carried out by Whitehall Environmental on behalf of Limerick City & County Council.

An AA of the proposed development is not required as it can be excluded, on the basis of objective information provided in the Screening Report, the scale of the development, the temporary nature of the development and the distance of the development from any SAC and SPA, that the proposed development, individually or in combination with other plans or projects, will not have a significant effect on any European sites. Therefore, this proposed project does not need to proceed to Stage II of the Appropriate Assessment Process. The Screening has determined that there is no potential for likely significant effects on any European sites.

For the reasons outlined above it is considered that the application for consent for the proposed development does not require an Appropriate Assessment or the preparation of a Natura Impact Statement (NIS).

**Order:** That Limerick City & County Council as the Competent Authority having considered the AA Screening Report prepared by Whitehall Environmental which makes a determination that, when considered either alone or in combination with other plans or projects, a Stage 2 Appropriate Assessment will not be required to accompany the proposal for a temporary car and bus parking as part of a Park & Ride Scheme associated with the Ryder Cup 2027 at Croagh (north and south), Co. Limerick

~~John Moran~~

Mr. John Moran

Mayor

Limerick City & County Council

Date: 21/07/2026

## Limerick City & County Council

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Part 8 proposal, Reference PT8LL303 – A temporary car and bus park as part of a Part & Ride scheme associated with the Ryder Cup, 2027 at Croagh (north and south), County Limerick

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### **Environmental Impact Assessment (EIA) Screening Determination**

Pursuant to the requirements of the above Limerick City & County Council is proposing the development as described above at Croagh (north and south), County Limerick.

The plans and particulars were placed on public display from the 24<sup>th</sup> October to the 8<sup>th</sup> December 2025 in accordance with the requirements of the Part XI of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations, 2001 (as amended).

Having regard to EIA Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive), the guidance contained in the Department of Housing Planning Community and Local Government's "Environmental Impact Assessment Guidance for Consent Authorities regarding Sub- Threshold Development" (2003), Screening of the development for Environmental Impact was carried out by Caas Ltd on behalf of Limerick City & County Council.

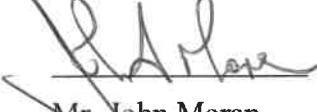
The Screening has been carried out in accordance with the EIA Directive and to Annex I, II and III of that Directive, which sets out requirements for mandatory and sub-threshold EIA. The proposal has been assessed in accordance with the criteria for sub-threshold development to determine the potential impact on the environment of the project.

The subsequent EIA Screening Report concludes that the development has been assessed under the environmental criteria outlined in Schedule 5 of the Planning and Development Regulations 2001, as amended, and an EIAR is not required. In conclusion, it is considered that the proposed development will not have any significant impacts on the environment given the scale of development, the temporary nature of the development and the size of the site. All recommended mitigation measures and standard practices will be employed throughout the construction phase of the development to ensure that the proposed development will not create any significant impacts on the quality of the surrounding environment.

For the reasons outlined above it is considered that the proposal will not present a risk to the environment. As such this screening exercise concludes that an Environmental Impact Assessment is not required for this project.

**Order:** That Limerick City & County Council as the Competent Authority having considered the EIA Screening Report prepared by Caas Ltd makes a determination that an Environmental Impact Assessment will not be required to inform the development consisting of works for a temporary car and bus

parking as part of a Park & Ride Scheme associated with the Ryder Cup 2027  
at Croagh (north and south), Co. Limerick.



Mr. John Moran  
Mayor

Limerick City & County  
Council

Date: 21/01/2026