

Memo

To: Mayor Moran.

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

Date: 15/01/2026

Re: Part 8 proposal, Reference PT8LL305


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 park as part of a Part & Ride scheme associated with the Ryder Cup, Richmondvilla, Patrickswell, Co. 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.



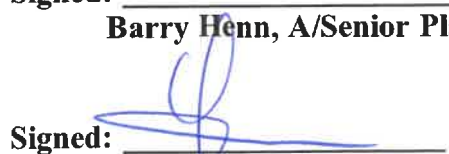
Signed: _____
Áine Leland, Executive Planner



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:

PT8LL305

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

A temporary car park as part of a Part & Ride scheme associated with the Ryder Cup, 2027 at Richmondvilla, Patrickswell, Co. Limerick. The site has an existing access at the northwest corner onto the L1407 where there is an existing gated entrance. The remainder of the roadside boundary consists of an old stone wall which will not be affected. Bus transfer is to be provided from the adjacent racecourse with the Park and Ride buses to enter the racecourse for loading and unloading.

Site Location Plan

The site is located in the townland of Richmondvilla, south of Patrickswell village, on the L1407 and opposite the Limerick Racecourse. The site is bounded to the north east by the L1407, to the north west by a row of stand alone dwellings and to the west and south by agricultural lands. The site is made up of three fields divided by existing hedgerows. There is an archaeological feature immediately west of the site also.



2.1 Public Consultation:

The plans and particulars were placed on public display from the 24th October 2025 to the 8th December 2025 (inclusive).

3.0 Submissions with respect to the proposed development

A total of 2 statutory body submissions/observations were received and are listed below:

No.	Name
1	TII
2	Department of Housing, Local Government and Heritage

SUB (1) 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 (2) 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.

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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 documents 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.

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 4.6km northwest of the subject site while the River Shannon and River Fergus Estuaries SPA is approximately 5.3km northwest of the subject site. No habitats of conservation interest are present within the project area. Furthermore, the Tory Hill SAC is approximately 4.5km south of the site. 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 habitats 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:

Policies and Objectives

Objective ECON O45 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 identify 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:

Principle of Development

The 2027 Ryder Cup will take place at Adare Manor, Adare, Co. Limerick from the 13th to the 19th 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 20th 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 22nd 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 1 adjacent to the existing Mackey Roundabout in Annacotty and 2 on the east side of Croagh Village (Croagh west (1) and Croagh north/south (2)). 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 Patrickswell facility consists of the following:

- Preparation of new temporary car entry and exit access onto the L1047 at the existing access point to the lands at the north-west corner of the site;
- Provision of temporary fencing to provide suitable separation from hedgerows;
- Provision of temporary fencing to provide 25m separation to ringfort feature
- Temporary designated parking area which will be outlined using wire and stake or appropriate demarcation with approximately 3,980 parking spaces for visitors availing of the Park & Ride facility.
- Provision of temporary ground protection mats ('trackway' mats or similar) on main access routes where heavier traffic is envisaged;
- Temporary signage on site and at site entrance to guide vehicles & pedestrians.
- Temporary site lighting;
- Full reinstatement of any areas disturbed during the event including making good to any damaged ground.

Access

The site has an existing gated entrance at the northwest corner of the site which is proposed to be used for an access to the subject site and which will be for car use only. The park and ride buses are planned to use the adjacent existing racecourse facility. A Temporary Traffic Management Plan will be prepared for the Park and Ride Facility. The TTMP will allow for the period when site preparation works are underway to create the access for the duration of the Ryder Cup event and during the reinstatement works. Traffic controls or flagmen will be provided to facilitate the safe crossing of pedestrians from the parking area to the racecourse.

Field boundaries

The majority of existing mature trees and hedgerows will be retained with the parking to be arranged in a grid system to suit the existing boundaries. Crossing points between fields will avail of existing agricultural crossing points or at locations which feature fence installations only.

Ecology

The applicant is accompanied by a preliminary Ecological Appraisal report carried out by Whitehill Environmental. A field survey was carried out on site on the 23rd September 2025 which did not reveal any notable signs of any protected mammal species, amphibian, reptile, invertebrates or birds. The agricultural grassland within the site is of low ecological value, being intensively managed and species poor. However the site boundaries provide habitat diversity and ecological connectivity. 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.

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 1st to August 31st) 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

The site is not within a floodzone. There is a local stream to the west of the site but as per the CFRAM mapping there has been no flooding issues recorded with regards to same.

Archaeology

There is a ringfort immediately adjacent to the subject site to the west. Same is proposed to be protected by fencing with a 25m buffer to be maintained between the parking area and the outer extents of the ringfort through the provision of temporary fencing. The hedgerow to the east of the ringfort will also be preserved.

Lighting

Temporary lighting will be installed at the entrance and welfare area to facilitate safe accruing during early morning and evening hours. The lighting will be operated by on site generators or battery power and will be mammal friendly.

Surface Water

No changes to the existing surface water drainage system is proposed and the use of ground protection mats and hardcore fill will not impact on any 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, installation of temporary fencing, installation of separation membrane and ground protection mats, 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 Síochána and Ryder 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.

Residential Amenity

There are a row of houses in close proximity to the proposed entrance while there is another dwelling further east at the corner of the site onto the L1407. The dwellings to the northwest are bounded by a stone wall separating the site. No works are proposed to this wall. The entrance is an existing gated entrance. The site to the northeast is well screened along its side boundary and the proposed parking area is set back from the boundary. 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.

Utilities

There are no overhead or underground ESB lines within the site. There are no gas lines crossing through the site or adjacent to the site boundaries. There are no EIR utilities cutting through the site and there are no sewer mains, discharge points, manholes or water mains running with the site boundary.

8.0 Conclusion

The proposed temporary Park & Ride facility at Richmondville, Patrickswell 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 utilize 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), it is recommended to the Elected Members of Limerick City & County Council that the proposed development 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 PT8LL305 – A temporary car park as part of a Park and Ride Scheme associated with the Ryder Cup 2027 at Richmondvilla, Patrickswell, Co. Limerick

Environmental Impact Assessment (EIA) Screening Determination

Pursuant to the requirements of the above Limerick City & County Council is proposing development as described above at Richmondvilla, Patrickswell Co. Limerick.

The plans and particulars were placed on public display from the 24th October to the 8th 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 "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 and 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 prepared 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 park as part of a Park & Ride Scheme associated with the Ryder Cup 2027 at Richmondvilla, Patrickswell, Co. Limerick.



Mr. John Moran

Mayor

Limerick City & County

Council

Date: 21/01/2026

Limerick City & County Council

Re: Part 8 Proposal for the following:

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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 Richmondvilla, Patrickswell, Co. Limerick.

The plans and particulars were placed on public display from the 24th October to the 8th 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 park as part of a Park and Ride Scheme associated with the Ryder Cup 2027 at Richmondvilla, Patrickswell, Co. Limerick.



Mr. John Moran

Mayor

Limerick City & County Council

Date: 21/01/2026