

Memo

To: John Moran, Mayor.

From: Nuala O'Connell, Development Management, Planning

Date: 31/03/2026

Re: Part 8 proposal, Reference PT8LL328 – The development will consist of:

1. Construction of 57 no. residential dwellings on 3 no. main plots, with associated ancillary roads, pedestrian pathways, hard and soft landscaping and site services infrastructure as follows:
 - a. 15 no. 2- storey 3-bed terraced houses;
 - b. 4 no. 2-storey 4-bed terraced houses;
 - c. 1 no. 3-bed duplex apartments;
 - d. 18 no. 2-bed duplex apartments;
 - e. 1 no. 2-bed apartment and
 - f. 18 no. 1-bed apartments.
2. Development of an access road to the proposed development via an East West Link Road from John Carew Link Road.
3. Provision of public open space areas (to include for play spaces), private open space areas, bicycle parking, footpaths, public lighting, hard and soft landscaping.
4. Provision of Car parking to include for 20% EV parking and ducting to the remainder of all the spaces for future electric charging points.
5. Proposed connection to existing mains water infrastructure.
6. Proposed on-site surface water drainage arrangements and connection to existing storm sewer network.
7. Proposed connection to sewer network, together with all
8. associated site works and services.

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 the construction of 57 no. residential dwellings on 3 no. main plots, with associated ancillary roads, pedestrian pathways, hard and soft landscaping and site services infrastructure; Development of an access road to the proposed development via an East West Link Road from John Carew Link Road; Provision of public open space areas (to include for play spaces), private open space areas, bicycle parking, footpaths, public lighting, hard and soft landscaping; Provision of car parking to include for 20% EV parking and ducting to the remainder of all the spaces for future electric charging points; Proposed connection to existing mains and water infrastructure; Proposed on-site surface water drainage arrangements and connection to existing storm sewer network; Proposed connection to sewer network, together with all associated site works and services at Toppins Field between O'Donoghue Avenue and John Carew Rd, Limerick

The proposal prepared by the Housing Construction and Maintenance Directorate 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 that the proposed development should be proceeded with as proposed to the Elected Members of Limerick City & County Council.

Signed:



Jennifer Collins, Executive Planner

Signed:



Gráinne O'Keeffe, Senior Executive Planner

Signed:



Nuala O'Connell, Senior Planner, Development Management

**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:

The development will consist of:

1. Construction of 57 no. residential dwellings on 3 no. main plots, with associated ancillary roads, pedestrian pathways, hard and soft landscaping and site services infrastructure as follows:
 - a. 15 no. 2- storey 3-bed terraced houses;
 - b. 4 no. 2-storey 4-bed terraced houses;
 - c. 1 no. 3-bed duplex apartments;
 - d. 18 no. 2-bed duplex apartments;
 - e. 1 no. 2-bed apartment and
 - f. 18 no. 1-bed apartments.
2. Development of an access road to the proposed development via an East West Link Road from John Carew Link Road.
3. Provision of public open space areas (to include for play spaces), private open space areas, bicycle parking, footpaths, public lighting, hard and soft landscaping.
4. Provision of Car parking to include for 20% EV parking and ducting to the remainder of all the spaces for future electric charging points.
5. Proposed connection to existing mains water infrastructure.
6. Proposed on-site surface water drainage arrangements and connection to existing storm sewer network.
7. Proposed connection to sewer network, together with all
8. associated site works and services,

at Toppins Field between O'Donoghue Avenue and John Carew Rd.

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 development consists of 57 residential units formed in two main blocks of terraced houses and three storey duplex over ground floor apartment units comprising the following:

- 15 no. 2 storey 3 bed terraced houses
- 4 no. 2 storey 4 bed terraced houses
- 1 no. 3 bed duplex apartments
- 18 no. 2 bed duplex apartments
- 1 no. 2 bed apartment and

- 18 no. 1 bed apartments.

The proposal also includes the construction of an access road to the proposed development via an East West Link Road from John Carew Link Road and the provision of a new linear public park adjacent to O'Donoghue Avenue and a new east-west link road providing site access from the John Carew Link Road (R526) as well as the provision of public open space areas (to include for play spaces), private open space areas, bicycle parking, footpaths, public lighting, hard and soft landscaping, car parking to include for 20% EV parking and ducting to the remainder of all the spaces for future electric charging points, connections to existing mains and water infrastructure, on-site surface water drainage arrangements, connection to existing storm sewer network and a connection to the sewer network, together with all associated site works and services.

2.1 Site Location

The application site measures 2.2 hectares in area and lies approximately 2.5km to the south of Limerick City Centre. It is generally rectangular in shape with its long sides facing west, and east. The proposal is for the first phase of the Toppins Field development, which will form part of an indicative future development as set out in the Illustrative Framework Plan (dwg. Ref. 22029-AAM-A-SK_48) for the area. The site is bound by existing commercial development to the north and the rest of Toppins Field to the East and O'Donoghue Avenue and Hogan Park to the west and south.



Figure 1: Aerial view of Toppins Field with site boundary in red

2.1 Public Consultation:

The plans and particulars were placed on public display from the 19th of December 2025 up to and including 26th of January 2026. Submissions and observations were invited up to the 10th of February 2026.

3.0 Submissions with respect to the proposed development

A total of 8 No. written submissions/observations were received and are listed below:

SUBMISSION No.	NAME
1	Uisce Eireann
2	Department of Housing Local Government & Heritage
3	Transport Infrastructure Ireland
4	An Taisce
5	Philomena Casey
6	Daniel Casey
7	William Casey
8	Martin and Margaret Casey

SUB (1) Uisce Eireann

Received Date: 06/02/2026

From: Dermot Phelan, Uisce Eireann, PO Box 448, South City, Delivery Office, Cork City.

Item No. 1:

Submission Summary:	Acknowledgement that applicant has engaged with Uisce Éireann (UE) via a Pre-Connection Enquiry (PCE) in relation to Water and Wastewater in 2022; and a Confirmation of Feasibility (COF) confirmed that in June 2022 capacity existed in the UÉ network to accommodate 372 units. While the COF is two and a half years old UE confirms that the development of 57 units proposed in this application is likely to be feasible, subject to the terms of a Connection Agreement with UÉ.
Mayor's Response:	<p>The Mayor acknowledges this item and confirms no changes are proposed to the application.</p> <p>The connection to the public WWTP will ensure that waste from the proposed development is dealt with in the most effective manner. The existing Confirmation of Feasibility for 372 units far exceeds the current proposed development of 57 units and will therefore not result in overloading existing capacity thereby ensuring that operational phase of the development will not cause harm to the River Shannon and the Lower River Shannon SAC and River Shannon and River Fergus Estuaries SPA sites. In addition to ensuring compliance with the Habitats Directive, it will mean that the development will not breach any requirements of the Water Framework Directive.</p>

Item No. 2:	
Submission Summary:	UE details the first of four conditions to be complied with: <ul style="list-style-type: none"> • The applicant shall enter into a Connection Agreement with UÉ prior to commencement.
Mayor's Response:	This item is acknowledged and it is confirmed that a connection agreement will be entered into as required.
Item No. 3:	
Submission Summary:	UE details the second of four conditions to be complied with: <ul style="list-style-type: none"> • No surface water generated within the development shall be permitted to be discharged to the public wastewater collection network, including combined sewers, during the construction phase and the finished / occupied development.
Mayor's Response:	The development will not discharge any surface water to the public wastewater collection network, including the existing wastewater sewer on O'Donoghue Avenue, during either the construction phase or the occupied phase of the project. During construction, the CEMP sets out strict controls that prevent runoff from entering foul or combined sewers, including designated bunded refuelling and concrete washout areas, daily inspection of silt and drainage protection measures, stockpile setback distances and full containment and off site removal of all liquid wastes. In the completed development, the Engineering Planning Report confirms a fully separated drainage system in which all foul flows discharge to the Uisce Éireann combined sewer, while all surface water flows are directed exclusively to the on site SuDS network and onward to the public storm sewer on John Carew Park Link Road, with Uisce Éireann explicitly prohibiting any stormwater discharge to foul networks. As designed, no surface water from any stage of the project can enter the public.
Item No. 4:	
Submission Summary:	UE details the third of four conditions to be complied with: <ul style="list-style-type: none"> • All development shall be carried out in compliance with Uisce Éireann's Standard Details and Codes of Practice.
Mayor's Response:	This item is acknowledged and it is confirmed that all development shall be carried out in compliance with Uisce Éireann's Standard Details and Codes of Practice as appropriate.
Item No. 5:	
Submission Summary:	UE details the fourth of four conditions to be complied with:

	<ul style="list-style-type: none"> The design and construction of the Water & Wastewater pipes and related infrastructure shall comply with the Uisce Éireann Connections and Developer Services Standard Details and Codes of Practice.
Mayor's Response:	This item is acknowledged and it is confirmed that the design and construction of the water and wastewater pipes and related infrastructure shall comply with the Uisce Éireann Connections and Developer Services Standard Details and Codes of Practice as appropriate.

SUB (2) Department of Housing Local Government & Heritage

Received Date: 09/02/2026

From: Diarmuid Buttimer, Development Applications Unit, Government Offices, Newtown Road, Wexford, Y35 AP90

Item No. 1:

Submission Summary:	<p><u>Nature Conservation:</u></p> <p>DHLGH notes the site is in proximity of the Lower River Shannon SAC and is highly sensitive to water quality issues and could be negatively impacted by construction activities.</p> <p>To prevent runoff into the adjacent SAC, watercourse mitigation measures and adherence to standard best practice construction measures for water quality and pollution control are required during construction phases.</p>
Mayor's Response:	<p>An AA Screening exercise was undertaken in respect of the proposed development. The screening exercise considered the potential for direct, indirect, and in-combination effects on European sites, in accordance with the requirements of Article 6(3) of the Habitats Directive.</p> <p>The assessment found there is no surface water connectivity between the proposed development and any surface water bodies connected to the Lower River Shannon SAC. The Dooradoyle Stream (EPA code: 24D36) lies approx. 260m to the southwest of the proposed development. There is no fluvial flooding overlap with the development.</p> <p>Nonetheless, as outlined in the AA Screening (Section 3.3) standard surface water management measures have been incorporated into the design of the proposed development, including an attenuation pond, petrol interceptors, connection to the existing Uisce Éireann (UÉ) storm drain network to control the surface water discharge to greenfield runoff rates, and Sustainable Urban Drainage Systems (SUDS) measures.</p>
Item No. 2:	
Submission Summary:	<u>Nature Conservation</u>

	DHLGH notes any ground works that include altering or removing hedgerows / vegetation on site must be conducted outside of the bird nesting season, which is defined as March 1st to August 31st.
Mayor's Response:	<p>As outlined in Section 5.1.2.1 of the Ecological Impact Assessment (EcIA), "in accordance with Section 40 of the Wildlife Acts, all vegetation proposed to be removed to facilitate the works will be cleared outside of the birds nesting season (1st March to 31st August, inclusive). This will ensure there is no direct mortality to nesting birds, their eggs, chicks, or destruction of nests as a result of the proposed construction works.</p> <p>In the event that clearance of vegetation is required within the bird nesting season, vegetation will first be surveyed by an experienced ecologist to identify the presence of nests. Only vegetation confirmed to be free of nests may be cleared. In the event that a nest is confirmed present, the nest will be cordoned off until the end of the birds nesting season."</p>
Item No. 3:	
Submission Summary:	<p><u>Nature Conservation</u></p> <p>DHLGH note that Swifts are a high-priority species facing a severe population decline in Ireland and Europe. To support the local swift colony, DHLGH request the building should include, if possible, at least 12 no. swift nest boxes, ideally recessed into the walls at least 5m above the ground.</p>
Mayor's Response:	This item is acknowledged and it is confirmed that at least 12 no. swift nest boxes will be incorporated in the development, recessed into the walls at least 5m above the ground.
Item No. 4:	
Submission Summary:	<p><u>Nature Conservation</u></p> <p>DHLGH note that Bats may be present in the buildings onsite.</p> <p>DHLGH note that all bat species in Ireland are strictly protected by legislation. Before any planning decision is made, a suitably qualified ecologist must conduct a bat survey, which the Council then submits to the Department for review. If bats are found in buildings or trees, the applicant must obtain a derogation license from the NPWS before construction.</p>
Mayor's Response:	<p>As outlined in Section 2.5.2.3.1 of the EcIA, bat surveys were undertaken to inform the impact assessment of the proposed development including a ground level tree assessment, a potential roost feature inspection survey, a night-time bat walkover survey, and activity surveys using static detectors.</p> <p>A low number of bat species were recorded commuting and/or foraging along the treeline; however, no bat roosts were recorded within the proposed development.</p> <p>A detailed survey report is included in Appendix C of the EcIA.</p>

	A bat survey will be carried out immediately prior to the commencement of works on site in order to obtain an up to date picture of bat activity and to inform the works programme.
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SUB (3) Transport Infrastructure Ireland (TII)	
Received Date: 09/02/2026	
From: No name or address supplied	
Item No. 1:	
Submission Summary:	<p>TII deemed the submitted Traffic and Transportation Assessment (TTA) incomplete because it does not evaluate the impact of signaling the John Carew Park Link Road junction on the M7/M20/N18 Junction 30. TII requested that effect on junction 30 be considered in the planning authorities report.</p> <p>TII require any mitigations identified in the TTA to be incorporated into the proposed scheme and any alterations or amendments to the national road network shall be agreed in consultation with TII in advance of any works.</p>
Mayor's Response:	<p>Considering the submission received and especially the section noting “<i>that no assessment is included of the M7/M20/N18 national road Junction 30 and associated mainline. Therefore, TII is unable to ascertain the potential impacts of the proposal to signalise the John Carew Park Link Road / Deer Court T-junction / East – West Link Road on the operation and safety of M7/M20/N18 national road Junction 30 and associated mainline.</i>” the Local Authority has engaged the Traffic Engineers (TOBIN) to complete a traffic analysis of the proposed junction and roundabout junction as a network and therefore demonstrate what impact (if any) the proposed signalised junction will have on the existing roundabout junction (Junction 30).</p> <p>TOBIN have completed the additional analysis and it indicates that the proposed signalised junction will not have an adverse effect on the existing roundabout junction (Junction 30) as the projected queue lengths are not impacting on the operation of the roundabout junction (the maximum queue length projected is 16.4 PCU which equates to a length of 94.3m, the existing roundabout junction is located over 150m away). We note that the original Optioneering Report completed for the junction indicated that the proposed 4 arm signalised junction would result in a maximum queue length of 107.5m (18.7 PCU). The current projected maximum queue length of 94.3m (16.4 PCU) was obtained by re-adjustment of the proposed signals for the junction which resulted in the reduced queue length (versus the Optioneering Report analysis) for the development scenario for the morning peak in the design year of 2043.</p> <p>To further reduce any potential impact on the existing roundabout junction, it is proposed to provide for the installation of road sensors on the approach arm of the signalised junction (Traffic Stream J1 3/2) at the end of the modelled max PCU queue length (16.4 PCU) to allow for the signal to trigger the green phase on the arm to ensure clearance of the projected queue length</p>

	<p>and allow for capacity to cater for any additional PCU buildup coming from the roundabout.</p> <p>The traffic analysis carried out by TOBIN was provided to Transport Infrastructure Ireland for review and confirmation was received (02/03/2026) noting TII acknowledges the clarifications provided in your email and welcomes proposals to address the initial comments of the Authority. TII is satisfied with the proposals outlined in your correspondence of 27 February, subject to the above requirements, and requests that those clarifications [mitigation measures] are included in the proposed Part VIII for approval.</p> <p>Having regard to the above, the proposed mitigation measures are deemed to satisfy current predicted flows associated with the proposed signalisation, however, given the potential for the impacts of cumulative development as well as possible trip redistribution on the road network the proposed queue identification and mitigation measures will include an appropriate inspection and maintenance regime once installed.</p> <p>Also, any alterations or amendments to the national road network shall be agreed in consultation with TII in advance of any works commencing onsite as requested by TII.</p>
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SUB (4) An Taisce	
Received Date: 09/02/2026	
From: An Taisce, The National Trust for Ireland, 5 Foster Place, Dublin 2	
Item No. 1:	
Submission Summary:	<p><u>Water Framework Directive</u></p> <p>An Taisce note that to comply with the Water Framework Directive (WFD), the proposal must be assessed under Article 4 to ensure it does not worsen water quality or prevent these waters from achieving "good" status by 2027.</p> <p>An Taisce state that close consideration should be given to the potential for construction phase run-off, as well as operational phase surface and foul water run-off to enter the receiving the aquatic ecosystem with potentially adverse impact.</p> <p>An Taisce recommends close consideration of potential hydromorphological impacts during the construction phase of the development. It notes that impeding this hydrological link via the proposed development could be likely to adversely impact the hydromorphology of the downstream portion of the river by reducing the quantity of water flowing into it and impacting the normal functioning of the aquatic ecosystem.</p>
Mayor's Response:	<p>The proposed development will not worsen water quality during construction or operation. Construction phase controls set out in the CEMP, including silt fencing, stockpile setbacks, designated concrete washout areas, banded fuel storage and dry weather excavation, prevent any sediment,</p>

	hydrocarbons, or concrete washings from entering the drainage system or nearby water features. During operation, all surface water from roofs, pavements and roads is captured and treated through a SuDS network consisting of permeable paving, rain gardens, tree pits, attenuation tanks, and an attenuation pond, with discharge restricted to greenfield rates and routed only to the public stormwater network, not to any watercourse. Pollution Mitigation Index values exceed 0.95 for all pollutant categories, demonstrating sufficient treatment of suspended solids, metals, and hydrocarbons. Foul water is separately conveyed to the existing Uisce Éireann sewer, with no stormwater connections permitted. As a result, there is no pathway for construction runoff, operational runoff, or foul effluent to reach the receiving aquatic environment
Item No. 2:	
Submission Summary:	<p><u>Appropriate Assessment</u></p> <p>An Taisce notes an obligatory requirement; <i>‘it should be ensured that the requirements of Article 6(3) with regard to the direct, indirect and cumulative impacts of the proposed development are satisfied’.</i></p> <p>An Taisce also note relevant case law to emphasize that approval can only be granted for applications when it has been established beyond all reasonable scientific doubt that the subject proposal will not adversely impact any Natura 2000 sites.</p>
Mayor’s Response:	<p>An Appropriate Assessment (AA) Screening exercise was undertaken in respect of the proposed development. The screening exercise considered the potential for direct, indirect, and in-combination effects on European sites, in accordance with the requirements of Article 6(3) of the Habitats Directive. The assessment evaluated the nature, scale, and location of the proposed works, alone and in-combination with other plans and projects.</p> <p>On the basis of the information available and the application of the precautionary principle, it was determined that the proposed development would not be likely to have a significant effect on any European site, either individually or in-combination with other plans or projects. Accordingly, the project screened out for Appropriate Assessment, and a Stage 2 Appropriate Assessment (Natura Impact Statement) is not required.</p>

SUB (5) Philomena Casey	
Received Date: 10/02/2026	
From: Philomena Casey, Bay 3, Toppins Field Site	
Item No. 1:	
Submission Summary:	The Submitter expresses displeasure at suddenly receiving ‘orders’ from LCCC in early 2025 to remove small animals and horses from Toppins Field and the Halting Site Bays at the same time as the preparation work began for the planning application.

Mayor's Response:	While the submitters concerns are acknowledged, it is not a relevant planning matter. The issues raised, relating to animals and horses, will be dealt with outside of the current Part 8 planning process.
Item No. 2:	
Submission Summary:	The Submitter has issue with the application making only a small reference to horses despite their existence at Toppins Field for almost every day approx. 40yrs, yet the potential disturbance and protection of other flora and fauna are carefully considered.
Mayor's Response:	The submitters concerns are acknowledged, however the protection of flora and fauna in the context of Planning is determined by European and National legislation. such as the Habitats Directive and the Wildlife Acts. These laws require rigorous assessment of wild species and their habitats. Domestic animals, including horses, do not fall under these ecological protection categories. Issues relating to horses will be dealt with outside of the planning process, this is not a relevant planning matter.
Item No. 3:	
Submission Summary:	The Submitter gives a personal account of family's legal case to remain at Toppins field and recounts her understanding of a specific exchange where the Council had no objections to the family grazing horses on the land.
Mayor's Response:	This is noted; however, it is not a relevant planning matter in terms of the current proposal.
Item No. 4:	
Submission Summary:	The Submitter gives personal account of family's relationship with horses and emphasizes the significance of horse ownership in relation to self-worth and mental health.
Mayor's Response:	The submitters long standing relationship with horses is noted, it is not a relevant planning matter.
Item No. 5:	
Submission Summary:	The Submitter gives a personal account of her family's poor health and objects to the planning application expressing a sense of injustice regarding the prioritization of new build housing over the long-standing health and cultural needs of her family.
Mayor's Response:	While the submitters concerns are noted, this is not a relevant planning matter. However, the Traveller Accommodation Unit continues to engage with the family with regards to housing needs.
Item No. 6:	

Submission Summary:	The Submitter expresses concern that her family's horses are not considered alongside the ecological factors of the planning application. The Submitter notes attempt to access horse projects in the past.
Mayor's Response:	The protection of flora & fauna in the context of Planning is determined by European and National legislation. such as the Habitats Directive and the Wildlife Acts. These laws require rigorous assessment of wild species and their habitats. Domestic animals, including horses, do not fall under these ecological protection categories. Issues relating to horse projects is not a relevant planning matter.
Item No. 7:	
Submission Summary:	The Submitter gives account of her family history in relation to their early responsibility and hardship, their interdependence with animals. She states her mother lived at Toppins field when the halting site was built. Despite changes in their environment and her husband's illness, she emphasizes a commitment to preserving heritage as her son carries these traditions into the next generation.
Mayor's Response:	While the submitters family history and current circumstances are noted, this is not a relevant planning matter.
Item No. 8:	
Submission Summary:	The Submitter expresses a concern that current housing planning is being conducted without regard for their community's specific way of life. Acknowledging that traditions naturally change, she argues for the right of their culture to evolve organically rather than being abruptly erased.
Mayor's Response:	While the submitters concerns are noted, this is not a relevant planning matter.
Item No. 9:	
Submission Summary:	The Submitter expresses a sense of personal and communal alignment between their family's needs at Toppins Field and global standards for sustainable development as cited in the planning application
Mayor's Response:	This Part 8 planning application directly implements the UN Sustainable Development Goals by transforming high-level global targets into tangible infrastructure and housing for all families.

SUB (6) Daniel Casey

Received Date: 10/02/2026

From: Bay 3 of the Toppins Field Site

Item No. 1:

Submission Summary:	<p>Daniel Casey objects to the planning application as an unwilling necessity primarily based on the impact it will have on their family's horses.</p> <p>He notes that efforts have been made to find alternative land, but these have been unsuccessful, leaving them with no other viable options for the animals' care.</p>
Mayor's Response:	<p>While the submitters concerns are noted, this is not a relevant planning matter. Issues relating to horses will be dealt with outside of the current Part 8 planning process.</p>
Item No. 2:	
Submission Summary:	<p>The Submitter notes importance of keeping horses and notes unsuccessful attempts to get help for equipment.</p>
Mayor's Response:	<p>Issues relating to horses will be dealt with outside of the planning process. This is not a relevant planning matter.</p>
Item No. 3:	
Submission Summary:	<p>The Submitter expresses his objection to the planning application due to the unresolved need for land to accommodate their family's horses.</p> <p>He outlines his communications to LCCC and the lack of any response despite the urgency of the pending planning application.</p> <p>He emphasises the well-being of the horses and the family are interdependent, and notes they live in conditions that pose risks.</p>
Mayor's Response:	<p>The submitter's objection is noted, however, issues relating to horses and housing will be dealt with outside of the planning process. This is not a relevant planning matter.</p>
Item No. 4:	
Submission Summary:	<p>The Submitter notes his initial belief that a housing review process would lead to a home with nearby land for their horses, resolving their long-standing difficulties. And refers to a '<i>legitimate expectation</i>' to describe the belief that the authorities would act to prevent the current crisis.</p> <p>He expresses distress and offense at being labelled '<i>trespassers</i>' by the Council's solicitor on land where they have lived their entire life and tended to horses since early childhood.</p>
Mayor's Response:	<p>Issues relating to horses and housing will be dealt with outside of the planning process. This is not a relevant planning matter.</p> <p>However, the Traveller Accommodation Unit continues to engage with the family with regards to housing needs.</p>
Item No. 5:	

Submission Summary:	Mentioning how much a sound home would mean, and empathising with those in need of housing, the Submitter concludes by expressing a reluctant but necessary objection to the planning application.
Mayor's Response:	The Submitters objection is noted, however, this is not a relevant planning matter. Issues relating to housing condition will be dealt with outside of the planning process, and the Traveller Accommodation Unit continues to engage with the family with regards to housing needs.

SUB (7) William Casey	
Received Date: 10/02/2026	
From: Bay 3 of the Toppins Field Site	
Item No. 1:	
Submission Summary:	The Submitter clarifies he does not object to building houses for people in need but specifically opposes this proposal due to its impact and disregard on those already living at Toppins Field which has been used for the grazing and caring of horses for longer than the site existed.
Mayor's Response:	The Submitters objection is noted. However, issues relating to horses and housing will be dealt with outside of the planning process. This is not a relevant planning matter.
Item No. 2:	
Submission Summary:	The Submitter describes an historical struggle to establish the Toppins Field Site and other similar sites in Limerick following a successful High Court case approximately 38 years ago (1988). He lists all those who helped.
Mayor's Response:	While the above is noted, it is not a relevant planning matter.
Item No. 3:	
Submission Summary:	The Submitter outlines the legal history and ongoing use of Toppins Field for animal care, specifically focusing on details they believe were omitted from a formal court judgement. The Submitter notes those named as helping with the High Court case recognised the intertwined lives of the family and their horses and the multigenerational practice of learning about, and tending to, their horses.
Mayor's Response:	While the above is noted, it is not a relevant planning matter.
Item No. 4:	

Submission Summary:	<p>The Submitter describes:</p> <ul style="list-style-type: none"> • Lack of consultation – claiming that despite providing information and requesting meetings, no meaningful consultation has occurred and instead they received a Solicitors letter accusing their horses of trespass • Long-standing use – highlighting that their community has lived on Toppins Field and kept horses there for over 40 years.
Mayor's Response:	<p>There has been ongoing consultation and correspondence between Limerick City and County Council and those who graze horses from time to time on Toppins Field.</p> <p>In this regard, issues relating to horses will be dealt with outside of the planning process. This is not a relevant planning matter.</p>
Item No. 5:	
Submission Summary:	<p>The Submitter gives personal account of health and makes a statement regarding inadequate living conditions and unmet medical needs.</p>
Mayor's Response:	<p>Issues relating to health and housing will be dealt with outside of the planning process. This is not a relevant planning matter.</p> <p>However, the Traveller Accommodation Unit continues to engage with the family with regards to housing needs.</p>
Item No. 6:	
Submission Summary:	<p>The Submitter notes they had asked Environment Health Officers assess health and safety issues, but the request was denied on the grounds that it was outside their remit.</p> <p>He states it ironic that while official assessments were conducted for the local flora and fauna, their own living conditions were ignored.</p> <p>He expresses concern that their horses were excluded from these environmental assessments, even though the animals would have been clearly visible to the analysts during their visits.</p>
Mayor's Response:	<p>Issues relating to health and housing will be dealt with outside of the planning process. This is not a relevant planning matter.</p> <p>However, the Traveller Accommodation Unit continues to engage with the family with regards to housing needs.</p> <p>In relation to environmental protections, the protection of flora and fauna in the context of Planning is determined by European and National legislation. such as the Habitats Directive and the Wildlife Acts. These laws require rigorous assessment of wild species and their habitats. Domestic animals, including horses, and human housing conditions, do not fall under these ecological protection categories.</p>
Item No. 7:	

<p>Submission Summary:</p>	<p>The Submitter concludes as follows:</p> <ul style="list-style-type: none"> • The order to remove their horses as a breach of their rights as Travellers and human beings. Noting the official recognition of their ethnic identity and the commitment to honour their culture and values. • The Planning Application has failed to assess the needs or provide protections for the actual inhabitants of the field including the Submitter and his family. • The Submitter's opposition remains firm until there is a resolution to the matters raised.
<p>Mayor's Response:</p>	<p>Issues relating to horses and will be dealt with outside of the planning process. This is not a relevant planning matter.</p> <p>With regards to protections to the inhabitants of Toppins Field; the protection of flora and fauna in the context of Planning is determined by European and National legislation. such as the Habitats Directive and the Wildlife Acts. These laws require rigorous assessment of wild species and their habitats. People do not fall under these ecological protection categories.</p> <p>The Submitters continued objection is noted.</p>

<p>SUB (8) Martin and Margaret Casey</p>	
<p>Received Date: 10.02.2026</p>	
<p>From: Martin & Margaret Casey, Bay 6, Toppins Field Site</p>	
<p>Item No. 1:</p>	
<p>Submission Summary:</p>	<p>Having lived at Toppins Field Site since it was built, the Submitters note they are not objecting to the housing development but raising concerns that they were not consulted.</p>
<p>Mayor's Response:</p>	<p>It is noted and welcomed that the Submitter is not objecting to the development of houses.</p> <p>To confirm, there has been ongoing consultation and correspondence between Limerick City and County Council and those who graze horses from time to time on Toppins Field.</p> <p>To clarify, the location of the planning application site is at the western edge of Toppins field and not at, or adjacent to, the Halting Site where the Submitter lives.</p>
<p>Item No. 2:</p>	
<p>Submission Summary:</p>	<p>The Submitters note that their housing conditions are dangerous and they have been looking for a transfer for more than 10 yrs.</p>
<p>Mayor's Response:</p>	<p>Issues relating to housing condition and will be dealt with outside of the planning process, and the Traveller Accommodation Unit continues to</p>

	engage with the family with regards to housing needs. This is not a relevant planning matter in the context of the current proposal.
Item No. 3:	
Submission Summary:	The Submitters have concerns that future development of further phases adjacent to their home which will intensify the existing overcrowding in their small bay.
Mayor's Response:	<p>To clarify, the 'further phases' to which the Submitters refer, appears to be the <i>indicative future plot F</i> as shown on the <i>Illustrative Framework Plan</i> (dwg. Ref. 22029-AAM-A-SK_48) provided in this Part 8 for information purposes only.</p> <p>As is noted in the <i>Design Statement & Housing Quality Assessment</i> document that accompanies the current Part 8 Proposal; the <i>Illustrative Framework Plan</i> merely indicates a potential approach to future development. It is an exercise to consider the wider sites indicative future plots, green spaces, vehicular routes, and potential capacity. These elements are outside the redline boundary and do not form any part of this Part 8 application. All future development will be subject to future planning applications.</p> <p>The current proposed development of this application is not adjacent to the Submitters home.</p>
Item No. 4:	
Submission Summary:	The Submitters report their distress over longstanding substandard living conditions.
Mayor's Response:	Issues relating to housing condition will be dealt with outside of the planning process, and the Traveller Accommodation Unit continues to engage with the family with regards to housing needs. This is not a relevant planning matter.
Item No. 5:	
Submission Summary:	The Submitters describe their prolonged and unsuccessful attempt to secure a council transfer. Key points being the long-term delay and broken promises despite their proof of eligibility, and the poor and inadequate living conditions.
Mayor's Response:	Issues relating to housing condition will be dealt with outside of the planning process, and the Traveller Accommodation Unit continues to engage with the family with regards to housing needs. This is not a relevant planning matter.
Item No. 6:	

Submission Summary:	<p>The Submitters note that while significant attention is paid to assessing the impact on wildlife, the human inhabitants of the land have not been consulted about how the development will affect their lives.</p> <p>The Submitters note that although project documents cite <i>United Nations Sustainable Development Goals</i> the actual suffering of people currently living in Toppins Field is being neglected.</p>
Mayor's Response:	<p>With regards to protections to the inhabitants of Toppins Field; the protection of flora and fauna in the context of Planning is determined by European and National legislation. such as the Habitats Directive and the Wildlife Acts. These laws require rigorous assessment of wild species and their habitats. People/human inhabitants do not fall under these ecological protection categories.</p> <p>This Part 8 planning application directly implements the UN Sustainable Development Goals by transforming high-level global targets into tangible infrastructure and housing for all families.</p> <p>And to clarify, the planning application site is at the western edge of Toppins field and there are no people currently residing on the planning application site.</p>
Item No. 7:	
Submission Summary:	<p>The Submitter notes the protections afforded in the equality and anti-discrimination legislation since 1998 has not translated into change in relation to:</p> <ul style="list-style-type: none"> • failed consultation: despite the law requiring local authorities to consult with Travellers when redesigning Accommodation Programmes every five years and note that no one has met with them to discuss plans for Toppins Field. • long-standing neglect: that has severely impacted both the physical and mental health of their families, leading to repeated tragic losses of life. <p>The Submitter concludes by stating that the opportunity to submit their story once again has given them some optimism.</p>
Mayor's Response:	<p>To confirm, there has been ongoing consultation and correspondence between Limerick City and County Council and those who graze horses from time to time on Toppins Field. The planning application site is not zoned as Traveller specific accommodation.</p> <p>Issues relating to housing conditions will be dealt with outside of the planning process, this is not a relevant planning matter, however the Traveller Accommodation Unit continues to engage with the family with regards to housing condition and needs.</p>
Item No. 8:	
Submission Summary:	<p>The Submitter raises the following concerns:</p>

	<ol style="list-style-type: none"> 1. Appeals for the long-promised housing transfer, citing a speech by a Dept Minister of intent to support home purchases for Traveller families in difficult circumstances. 2. Expresses frustration that new housing estates are being planned right next to them while their own transfer is being stalled. 3. Requests an immediate move to align with the Equality Legislation, the Traveller Accommodation Act of 1998, and the goals outlined in the Council's own preparatory documents.
Mayor's Response:	<ol style="list-style-type: none"> 1. Issues relating to housing transfer will be dealt with outside of the planning process and is not a relevant planning matter. It should be noted that the Traveller Accommodation Unit continues to engage with the family with regards to housing condition and needs. 2. The current proposed development of this application is not adjacent to the Submitters home. Any future development will be subject to future planning applications. 3. To confirm, Limerick City and County Council align with the Equality Legislation, the Traveller Accommodation Act of 1998, and the goals outlined in the Council's own preparatory documents. Eg the UN Sustainable Development Goals.

4.0 Habitats Directive Project Screening Assessment

An Appropriate Assessment Screening Report has been undertaken by Tobin Consulting Engineers Limited for the proposed development. Six designated sites were identified within 15km of the site, however four of these sites have been screened out as they are outside of the zone of influence. The Lower River Shannon SAC (Site Code 002165) is and River Shannon and River Fergus Estuaries SPA (Site Code 004077) are located approximately 1.6km from the proposed development. Section 5.2 of the AA Screening Report states that *“Considering the moderate size of the proposed development and absence of relevant pathways (Table 5-1), the proposed development will primarily affect the habitats recorded within its redline boundary. Because no obvious pathways have been recorded connecting the proposed development with any European site, the ZoI is determined to be the proposed development area and its immediate surroundings. However, adopting a precautionary approach, the Lower River Shannon SAC [002165] (1.6km) and the River Shannon and River Fergus Estuaries SPA [004077], which both lie 1.6km (direct distance) to the northwest of the site, will be subject to further appraisal (see Table 5-2).”*

In this regard, a review of the potential impacts on all identified designated sites and in particular the Lower River Shannon SAC and River Shannon and River Fergus Estuaries SPA were assessed in the report, including the following:

- Surface water
- Groundwater
- Land and Air
- In-Combination Effects

The report concludes as follows:

“The screening appraisal identified two European sites within the ZoI of the proposed Toppins Field Development in Limerick City. The screening appraised these designated sites for potential likely significant effects as a result of the proposed development using the source pathway-receptor model and concluded that no likely significant effects will occur, during the construction or operation phase, via surface water, groundwater or land and air pathways. The following European sites were screened out:

- *Lower River Shannon SAC [002165];*
- *River Shannon and River Fergus Estuaries SPA [004077]”*

The Council’s Ecologist has reviewed the AA Screening and is satisfied with the findings and states that progression to NIS Stage is not required.

Overall, 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 Tobin Consulting Engineers Limited for the proposed development.

The EIA Screening Assessment has determined that a sub-threshold EIAR is not required for this development. The proposed development is considered a sub-threshold project under Part 2 Class 10 (b) (i) (iv) Urban Development and Class 10 (dd), as the development is for the construction of 57 no. units, associated parking, vehicular access and all other associated works which contribute to the redevelopment of a vacant site within a relatively built-up area. The EIA Screening Assessment has been carried out considering the nature of the proposed development (57 units on 2.2 ha), size and location having due regard to the appropriate criteria listed in Schedule 7 of the Planning and Development Regulations 2001, as amended, and the relevant information listed in Schedule 7A. Having regard to same, the AA Screening Report has determined that there is no real likelihood of significant effects on the environment arising from the proposed development and that an EIA is not therefore required.

The Council’s Ecologist has reviewed the EIA Screening report and considers the findings of this report is acceptable.

The proposed development is considered sub-threshold as per the Screening Report and does not fall within the mandatory requirements for an EIA as specified in Section 5 of the Planning and Development Regulations 2001 (as amended). Taking into account the size of the development and its location within a modified environment, it has been determined that there is no real likelihood of significant effects on the environment arising from the proposed development a full Environmental Impact Assessment is not required for this project.

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:

Zoning: New Residential

Objective: To provide for new residential development in tandem with the provision of social and physical infrastructure.

Purpose: This zone is intended primarily for new high quality housing development, including the provision of high-quality, professionally managed and purpose built third-level student accommodation. The quality and mix of residential areas and the servicing of lands will be a priority to support balanced communities. New housing and infill developments should include a mix of housing types, sizes and tenures, to cater for all members of society. Design should be complimentary to the surroundings and should not adversely impact on the amenity of adjoining residents. These areas require high levels of accessibility, including pedestrian, cyclists and public transport (where feasible). This zone may include a range of other uses particularly those that have the potential to facilitate the development of new residential communities such as open space, schools, childcare facilities, doctor's surgeries and playing fields etc.

Policy HO P1 Implementation of the Housing Strategy, including the Housing Need Demands Assessment

It is a policy of the Council to facilitate the implementation and delivery of the Housing Strategy and Housing Need Demand Assessment (HNDA) 2022 – 2028, to meet the increasing projected population, changing household size and housing needs, including social and affordable housing requirements of Limerick over the lifetime of the Plan

Objective HO O1 Social Inclusion

It is an objective of the Council to ensure that new developments are socially inclusive and provide for a wide variety of housing types, sizes and tenure, in suitable locations, throughout Limerick, to cater for the demands established in the Housing Strategy and the Housing Need Demand Assessment.

Objective HO O2 Density of Residential Developments

It is an objective of the Council to:

- a) Promote, where appropriate, increased residential density in the exercise of its development management function and in accordance with Table 2.6 Density Assumptions per Settlement Hierarchy in Chapter 2: Core Strategy and the Sustainable Residential Development in Urban Areas Guidelines for Planning Authorities and the accompanying Urban Design Manual, DEHLG, May 2009.
- b) Encourage increased densities that contribute to the enhancement of a town or village by reinforcing street patterns or assisting in re-development of backlands and centrally located brownfield sites.

Objective HO O3 Protection of Existing Residential Amenity

It is an objective of the Council to ensure a balance between the protection of existing residential amenities, the established character of the area and the need to provide for sustainable new development.

Policy CS P2 Compact Growth

It is a policy of the Council to support the compact growth of Limerick City Metropolitan Area, towns and villages by prioritising housing and employment development in locations within and contiguous to existing City and town footprints where it can be served by public transport and walking and cycling networks, to ensure that development proceeds sustainably and at an appropriate scale, density and sequence, in line with the Core Strategy Table 2.7.

Policy CGR P1 Compact Growth and Revitalisation

It is a policy of the Council to achieve sustainable intensification and consolidation, in accordance with the Core Strategy, through an emphasis on revitalisation and the delivery of more compact and consolidated growth, integrating land use and transport, with the use of higher densities and mixed-use developments at an appropriate scale on brownfield, infill, backland, state-lands and underutilised sites within the existing built footprint of Limerick's City, Towns and Villages.

Objective KC O1 Kincora and Carew Parks

It is an objective of the Council to:

- a) Transform the Roxboro Road, the main access road dividing O'Malley Park and Keyes Park from Kincora and Carew Parks, from a route that is predominantly designed for the movement of vehicles to a traffic calmed street where the needs of pedestrians, cyclists and public transport users are prioritised.
- b) Protect and enhance the special landscape character and setting of Southill House.
- c) Promote the development of Barry's Field as a large-scale community garden/orchard to facilitate horticulture training and community garden enterprise and provide for active frontage in the form of residential use to the rear of Carew Park.
- d) Promote the following local connections within Carew and Kincora Parks, Southill:
 - i) Create a new east-west connection from John Carew Park to Yeats Avenue;
 - ii) Create a new north-south connection through the green at Carew Park to improve accessibility;
 - iii) Create a new east-west connection from Elm Place, Rathbane to John Carew Park Links Road;
 - iv) Create a new north-south connection from Childer's Road through the LEDP site and the Aldi Discount Store to connect with Kincora and Carew Park;
 - v) Create a pedestrian link from Markievicz Drive across Collins Avenue to the community hub.
- e) Provide crossings for pedestrians and cyclists which will provide direct and convenient access between local amenities at the following locations: i) At Collins Ave from Keyes Park to Southill House; ii) At Collins Ave from Lilac Court in Keyes Park to Markievicz Drive in Kincora Park.
- f) Provide new traffic-calming measures at O'Higgins Drive in Carew Park to improve safety for pedestrians and cyclists and slow traffic speeds.

g) Ensure any future development of the Toppin's Field site is in accordance with the Traveller Accommodation Programme 2019 – 2024 and any subsequent programme adopted by the Council.

Regional Guidance:

Regional Spatial and Economic Strategy for the Southern Region (RSES)

The RSES promotes infill development and the revitalization of important locations by setting several key objectives, which emphasize higher densities and sustainable compact growth including the following:

- Objective RPO 10 - Prioritise housing and employment development in locations within and contiguous to existing city footprints where it can be served by public transport, walking and cycling.
- Objective RPO 165 - Local Authorities, through appropriate Development Plan policies shall ensure the consolidation of development at higher densities within existing urban centres and provision of permeability (improved for existing areas and included in any new development), with a focus on locations where it can be demonstrated that such development supports the use of walking, cycling and public transport.
- Objective RPO 176 - It is an objective to attain sustainable compact settlements with the “10-minute” city and town concepts, whereby, a range of community facilities and services are accessible in short walking and cycle timeframes from homes or are accessible by high quality public transport services by connecting people to larger scaled settlements delivering these services. Local authorities should ensure that decision making in relation to new infrastructure for improved connectivity is informed by an appropriate level of environmental assessment.

National Guidance:

Project Ireland 2040: National Planning Framework:

Key National Policy Objectives (NPOs) which are applicable to the proposed development include the following:

- NPO 1b: Northern and Western Region: 160,000 - 180,000 additional people, i.e a population of just over 1 million.
- NPO 2a: A target of half (50%) of future population and employment growth will be focused in the existing five Cities and their suburbs.
- NPO 3a: Deliver at least 40% of all new homes nationally, within the built-up footprint of existing settlements.
- NPO 3b: Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing build-up footprints.
- NPO 4: Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.
- NPO 5: Develop cities and towns of sufficient scale and quality to compete internationally and to be drivers of national and regional growth, investment and prosperity.

- NPO 6: Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area.
- NPO 8: To ensure that the targeted pattern of population growth of Ireland’s cities to 2040 is in accordance with the targets set out in Table 4.1.
- NPO 13: In urban areas, planning and related standards, including in particular building height and car parking will be based on performance criteria that seek to achieve well designed high-quality outcomes in order to achieve targeted growth. These standards will be subject to a range of tolerance that enables alternative solutions to be proposed to achieve stated outcomes, provided public safety is not compromised and the environment is suitably protected.
- NPO 32: To target the delivery of 550,000 additional households to 2040.
- NPO 33: Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.
- NPO 35: Increase residential density in settlements, through a range of measures including reductions in vacancy, reuse of existing buildings, infill development schemes, area or site-based regeneration and increased building heights.

Table 4.1 Ireland 2040: Targeted Pattern of City Population Growth.

Table 4.1 | Ireland 2040: Targeted Pattern of City Population Growth

City	Population 2016	Population Growth to 2040 ²⁷		Minimum Target Population 2040
		% Range	People	
Dublin - City and Suburbs	1,173,000	20-25%	235,000 - 293,000	1,408,000
Cork - City and Suburbs	209,000	50-60%	105,000 - 125,000	314,000
Limerick - City and Suburbs	94,000	50-60%	47,000 - 56,000	141,000
Galway - City and Suburbs	80,000	50-60%	40,000 - 48,000	120,000
Waterford - City and Suburbs	54,000	50-60%	27,000 - 32,000	81,000

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024)

SPPR 2 - Minimum Private Open Space Standards for Houses It is a specific planning policy requirement of these Guidelines that proposals for new houses meet the following minimum private open space standards: 1 bed house 20 sq.m 2 bed house 30 sq.m 3 bed house 40 sq.m 4 bed + house 50 sq.m.

- Quality Housing for Sustainable Communities Guidelines (2007 as updated)
- Sustainable Urban Housing:

- Design Standards for New Apartments Guidelines for Planning Authorities (as amended) (2025)
- Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas, 2009, and the accompanying Urban Design Manual
- Development Management Guidelines for Planning Authorities
- Urban Development & Building Heights Guidelines for Planning Authorities, 2018
- Appropriate Assessment Guidelines for Planning Authorities
- The Planning System and Flood Risk Management, 2009
- Design Manual for Urban Roads and Streets

7.0 Appraisal

Principle of Development:

The proposed development comprises the following:

- Construction of 57 no. residential dwellings on 3 no. main plots, with associated ancillary roads, pedestrian pathways, hard and soft landscaping and site services infrastructure as follows:
 - a. 15 no. 2- storey 3-bed terraced houses;
 - b. 4 no. 2-storey 4-bed terraced houses;
 - c. 1 no. 3-bed duplex apartments;
 - d. 18 no. 2-bed duplex apartments;
 - e. 1 no. 2-bed apartment and
 - f. 18 no. 1-bed apartments.
- Development of an access road to the proposed development via an East West Link Road from John Carew Link Road.
- Provision of public open space areas (to include for play spaces), private open space areas, bicycle parking, footpaths, public lighting, hard and soft landscaping.
- Provision of Car parking to include for 20% EV parking and ducting to the remainder of all the spaces for future electric charging points.
- Proposed connection to existing mains water infrastructure.
- Proposed on-site surface water drainage arrangements and connection to existing storm sewer network.
- Proposed connection to sewer network, together with all associated site works and services.

This Part 8 application is for 57 residential units at Toppins Field, between O'Donoghue Avenue and John Carew Road, Limerick City, on appropriately zoned lands in the ownership of Limerick City and County Council (LCCC). LCCC seek to create sustainable communities and acknowledges that this requires the delivery of quality housing. In terms of site suitability, the site is zoned *New Residential* in the Limerick Development Plan 2022-2028 with an objective to provide for residential development, protect and improve existing residential amenity. In addition, Policy CGR P1 Compact Growth and Revitalisation seeks to activate underutilised sites within the existing built footprint of Limerick City. This site is a greenfield infill city site that is currently undeveloped and underutilised. The proposed development would provide the delivery of more compact and consolidated growth, which is to be welcomed. Having regard to

the above, the proposal to provide residential units on the site is therefore acceptable in principle.

Density

The proposed residential element of the development consists of the construction of 57 new dwellings across 2 no. blocks, Block A and Block B, with associated ancillary roads, pedestrian pathways, hard and soft landscaping, site services infrastructure, and all other associated site development works above and below ground level. The site is irregularly shaped and therefore the proposed development consists of three distinct parts:

- a residential area comprising of Block A and Block B (1 hectare in area),
- a new link road (1 hectare in area), and
- a public park (0.2 hectares in area).

Therefore, while the site is 2.2ha in total, the residential area itself comprises 1ha. Having regard to same, the provision of 57 residential units on a site of 1ha translates to a proposed density of 57 units per hectare (uph). This proposal therefore aligns with the designated density for this area, as outlined in the Limerick Development Plan for 2022-2028, which is a minimum of +45uph. The proposal comprises a mix of terraced two-storey houses and three storey blocks with ground floor apartment and duplex overhead set out in 2 no. blocks. The presented height and density are considered to be acceptable having regard to the location which faces onto O'Donoghue Avenue and is in close proximity to existing two and three storey residential development, and commercial uses that are currently 2-4 storeys (Roxboro Enterprise Centre and the Maldron Hotel). The site is considered to be a reasonable distance from existing residential units at O'Donoghue Avenue (west) and along John Carew Park Link Road (east). The site is also located in walking distance to a high frequency public transport services to the City Centre and the University of Limerick, employment zones such as Roxboro Enterprise Centre, Galvone Industrial Estate and Business Park, shopping areas including Roxboro Shopping Centre and several primary schools (Lady of Lourdes Primary School and Our Lady of Peace National School).

The proposed density development aligns with the objectives of the Limerick Development Plan, 2022-2028 by supporting compact growth, which prioritises efficient land use, sustainable urban expansion, and enhanced liveability. This approach promotes the consolidation of development within existing urban areas, reducing urban sprawl and encouraging the use of public transportation, walking, and cycling. By concentrating housing in well-connected areas, high-density development fosters economic vitality, social inclusion, and environmental sustainability, all of which are core goals of Limerick's strategy for long-term, balanced urban growth. Therefore, the proposed density proposed is considered appropriate at this location.

Layout and Design

The proposed scheme is for the first phase of the Toppins Field development, which will form part of an indicative future development as set out in the Illustrative Framework Plan (dwg. Ref. 22029-AAM-A-SK_48) for the area. The proposed development will involve the construction of 2 no. blocks (Block A and Block B) comprising a total of 57 residential units including a mix of two-storey terraced houses

and three storey blocks with ground floor apartment and duplex overhead on a 1 hectare site. The residential units are broken down as follows:

Unit T02:	2-Storey Terrace	4 Bed - 7 Person	x 4 Units
Unit T03:	2 Storey Terrace	3 Bed - 5 Person	x 15 Units
Unit T04A:	Single storey Apt	2 Bed - 4 Person	x 6 Units
	Duplex	1 Bed - 2 Person	x 6 Units
Unit T04B:	Single storey Apt	2 Bed - 4 Person	x 8 Units
	Duplex	1 Bed - 2 Person	x 8 Units
Unit T06:	Single storey Apt	1 Bed - 2 Person	x 2 Units
	Duplex	2 Bed - 4 Person	x 1 Unit
	Duplex	3 Bed - 5 Person	x 1 Unit
Unit T07:	Single storey Apt	1 Bed - 2 Person	x 2 Units
	Duplex	2 Bed - 4 Person	x 2 Units
Unit T09:	Single storey Apt	1 Bed - 2 Person	x 1 Unit
	Duplex	<u>2 Bed - 4 Person</u>	<u>x 1 Units</u>
Total:			57 Units

In terms of layout, 3 and 4 bed two storey houses are arranged in terraces facing into new home zone streets. A ribbon of defensible space surrounds the residential blocks, providing built in brick bin stores and cycle parking. Meter cabinets are designed into the surround and canopy feature at each two-storey terraced house, providing a neat and considered solution to utility junction boxes and meter cabinets. The three storey buildings are placed at the corners of the blocks and are composed of a pair of 2 storey duplex units over a pair of ground floor apartments separated by an enclosed communal vertical circulation stairwell. The accommodation blocks are standardised in plan with a communal stairwell positioned between each pair of three-storey blocks. These three storey units address both streetscapes (existing and new) and are also used to form the elevation addressing the new liner park to the west of the site, facilitating density at the appropriate part of the site. The three storey blocks provide for generous terraces that provide for private open spaces provision.

The site is bound by existing commercial development to the north and the rest of Toppins Field to the East and O'Donoghue Avenue and Hogan Park to the west and south.

Materials & Finishes:

The material palette includes painted textured render, both smooth and roughcast to residential units, grey brick to three-storey blocks and white brick to terraced dwellings, painted render to shared staircore blocks in both natural and buff finish, precast concrete banding elements, fibre Cement Slates (e.g. Thrutone Endurance Smooth, Blue Black) to proposed roofs. Boundary walls to the street are in brick or brick topped with a steel guardrail finished to compliment the window frames, doors and other architectural metalwork.

The finish of the proposed units is in keeping with the existing development within Elm Park and is considered acceptable. All duplex units will be provided with individual secure bin store areas, located within the privacy strip at the front of the units or to the side.

Compliance with Quality Housing for Sustainable Communities:

4 bedroom (7 x persons) residential units are required to have a target floor area of 110m². The area proposed for Dwelling Unit T02 is 115m² which exceeds the requirement.

3 bedroom (5 x persons) units are required to have a target floor area of 92m². The area proposed for Dwelling Unit T03 is 97m² which exceeds the requirement.

2 bedroom (4 x persons) units are required to have a target floor area of 80m². The area proposed for Apartment T04A, T04B, T06, T07 and T09 range from 92m² to 103m² which exceeds the requirement.

1 bedroom (2 x persons) units are required to have a target floor area of 45m². The area proposed for Apartments T04A, T04B, T06, T07 and T09 range from 53m² to 70m² which exceeds the requirement.

The submitted Design Statement includes a Unit Type and Areas Schedule of proposed internal areas and spaces. Having reviewed the information set out in the Planning Statement, it is considered that the proposed development complies with the relevant Section 28 Guidelines and with the policies and objectives of the Limerick Development Plan 2022-2028 with regard to units sizes and space requirements.

There is a slight discrepancy between the unit sizes noted in the planning statement, with a 2-bed 3 person unit of 83m² being identified in the Unit Types and Areas Schedule and only 2-bed 4 person units being noted in the Unit Mix and Areas Schedule. An email from the Housing Section dated 31/01/2026 confirms that there is no 2-bed 3 person unit, all 2-bed units are 4 person. This is acceptable.

Private Open Space:

Each dwelling has a dedicated private open space. All units enjoy dual aspect, many duplex units are triple aspect, with some quadruple aspect units enjoying glazed openings on all four elevations. All dwellings and ground floor apartments are provided with own door access, private amenity space in excess of the applicable standard and are all dual aspect, maximising access to daylight and passive ventilation. All duplexes are provided have a single ground floor entrance shared with one other duplex unit, have private amenity spaces at first floor level, directly accessed through each unit. Adequate separation distance is maintained between the proposed development and the existing dwellings within Elm Place. The proposed two-storey terraced dwellings vary in design to existing dwellings within Elm Place but are of a similar height. The three-storey blocks facing O'Donoghue Avenue and Elm Park are of a similar design to the proposed terraced dwellings. Each unit has their own individual private amenity space and having regard to the Unit Type and Areas Schedule included in the Design Statement which outlines the proposed area of private amenity space to be provided, it is considered that the provision of private open space as proposed complies with the relevant Section 28 Guidelines and with the policies and objectives of the Limerick Development Plan 2022-2028.

Residential Amenity

The orientation of the proposed development will ensure that there is no loss of residential amenity of the existing dwelling houses within Elm Park. Consideration has been given to separation distances to ensure that there will be no undue overlooking on neighbouring properties. The proposal is considered acceptable.

The proposed scheme has taken into account the sites constraints and has been designed with each dwelling type designed to maximise overlooking of public areas. Elevations are designed to incorporate corner windows to enhance passive surveillance of the landscaped areas. Active frontages and passive surveillance will be encouraged through ground floor entrances and defensible spaces to the units. Passive surveillance will be strengthened by the dwellings' orientation and fenestration, looking out to the public areas. Each unit's floor area and internal spaces are in accordance with the Planning Design Standards for Apartments Guidelines for Planning Authorities 2025 and the Quality Housing for Sustainable Communities 2007.

Having reviewed the comprehensive assessments submitted as part of this planning application, and in light of the site context within a built-up suburban area, including its relationship with neighbouring properties, it is considered that the overall scale, design, positioning and orientation of the proposed development, will not give rise to any significant detrimental impact on the residential amenity of neighbouring properties by reason of overlooking or an unacceptable overbearing visual appearance. It is considered that the proposed development complies with the relevant Section 28 Guidelines and with the policies and objectives of the Limerick Development Plan 2022-2028 and any issues raised by way of third-party submissions have been addressed



Bin Storage:

A secure external brick bin storage area is proposed to be provided in front privacy space of each unit.

Landscaping and Boundary Treatments

The existing public realm comprises mainly of hard surfaces, consisting of concrete footpaths bounded by pebble-dashed or rendered garden walls with gate piers. Elm park provides an open grassed area with trees uniformly spread around the perimeter. The proposed development presents an opportunity to soften and enliven this environment

through its boundary treatment, and the addition of the new linear public park, and the planting of additional trees along new public footpaths. The new public park, provided on the western side of the development, is easily accessible from the residential blocks. A series of openings in western boundary wall allow access from O'Donoghue Avenue to the park, linking the surrounding area to the proposed development and future phases of the Toppins Field development. The park consists primarily of soft landscaping with areas of planting, for sitting and recreation aligning with the recommendations made in the Architectural Heritage Impact Assessment report recommendations provided as part of this application.

The proposed buildings present brick facades to the public realm and a rendered finish to their rear. Boundary walls to the street are in brick or brick topped with a steel guardrail finished to compliment the window frames, doors and other architectural metalwork. The landscape consists of a mixture of hard and soft surfaces. The softer surfaces of the public park extend into the residential blocks, allowing greater connectivity to the existing residential areas to the west and to future phases of the Toppins Field development. Having regard to the above, the proposal is considered acceptable.

Access and Traffic Safety

All vehicular traffic to and from the proposed residential development will be by means of a new proposed Link Road providing site access from the John Carew Link Road (R526) running east west at the southern edge of Toppins Field. No vehicular access will be provided from O'Donoghue Avenue. It is noted that this requires that the junction of the John Carew Link Road (R526) and Deer Court be reconfigured, it also requires that a strip to the southern edge of Toppins Field be preserved for the new east-west link road. The submitted Engineer's Traffic and Transport report provided to support this application refers to this Link Road and junction reconfiguration in more detail. Pedestrians can access the development via the new link road or directly onto O'Donoghue Avenue to the west adjacent to Elm Park.

Car parking and bicycle parking is provided in accordance with Table DM9(a) of the Limerick Development Plan 2022-2028, which sets out a maximum of 67 spaces for the proposed 57 residential unit development. In this regard, it is proposed to provide 53 carparking spaces in total. All car parking spaces are overlooked by dwellings but integrated into the public realm. The on-street car parking will be a mixture of communal and assigned parking. Units designated as affordable purchase are assigned a single car parking space. The remaining car parking spaces are to be shared by the rest of the units. The car parking as proposed is considered acceptable and it is noted that the development is also located in proximity to a high frequency bus stop.

In terms of bicycle parking for the terraced housing, it is not feasible to provide dedicated cycle storage facilities of permanent construction within the building footprint. However, as all the terraced houses have direct 'own door' access via private open space to the front of the property that is exclusively for the use of the occupant (and their visitors) and therefore it is possible to provide dedicated cycle storage of permanent construction within the curtilage of the property. Therefore, cycle storage for the terraced houses will be provided within a private open space with a permanent cycle hoop to secure two bikes for residents that is fully enclosed by 1.4m high wall

and 1.2m high railings. The terraced houses also have secure rear gardens for additional security and long-term bike storage.

In terms of bicycle parking for the ground floor apartments, as all the ground floor apartments have direct 'own door' access via private open space to the front/sides of the property that is exclusively for the use of the occupant (and their visitors), cycle storage for the residents of the ground floor apartments will be provided in an adjacent purpose-built structure of permanent construction within the public realm. To be hangar/bunker type design as per Cycle Design Manual, and quantity to be 19 no. bikes. In addition, a Sheffield stand will be provided within the fully enclosed private open space to secure two bikes, for resident or visitors. The ground floor apartments also have secure rear terraces for additional security and long-term bike storage.

In terms of bicycle parking for the upper floor Duplex apartments, it is not feasible to provide dedicated cycle storage facilities of permanent construction within the building footprint. Therefore, cycle storage for the residents of the upper floor apartments will be provided in an adjacent purpose-built structure of permanent construction within the public realm. To be hangar/bunker type design as per Cycle Design Manual, and quantity to be 19 no. bikes.

Visitor/short term parking for the upper apartments is provided (as per LDP i.e. 1 space per 2 units) in the nearby public realm as communal bike stands.

Correspondence from the Council's Active Travel Section (30/03/2026) confirms that concerns raised at pre planning stage have been addressed and that the proposed bike storage is considered generally acceptable, details of how the long term residential storage will be secured can be finalised at detailed design stage. (fob or key). In addition, it is confirmed that the proposed cycle lane has been discussed previously and the 3m contraflow should be in line with Cycle Design Manual. The exact kerb height can be determined at detailed design stage. Having regard to the above, bicycle parking as proposed is considered acceptable.

Furthermore, it is noted that the proposed development is also located in proximity to a high frequency bus stop.

Conservation

The site is not located within or adjacent an ACA. The proposal will not have any undue impact on an Area of Architectural Conservation.

However, it is noted that the site was formerly part of with Willmount House Estate and associated gardens. In this regard, the Council Conservation Officer (31/03/2026) has reviewed the proposal and notes that the development is located within the historic demesne of Willmount (NIAH Garden Survey ID 1538). The Conservation Officer states that the site appears to correspond to the former orchard within this demesne and has reviewed imagery of the site and is satisfied that there are no traces of this demesne landscape extant. The proposed development therefore is not considered to have undue impacts on the demesne.

Archaeology

An Archaeological Heritage Impact Assessment was submitted with the application. The archaeological testing was carried out by Fintan Walsh of Archaeological Management Solutions (AMS) and was undertaken as part of Objective EH040 of the Limerick Development Plan 2022–2028, as a pre-planning exercise.

The proposed development site covers an area of *c.*3.95 acres (*c.*1.6 ha). Nine test trenches were mechanically excavated to cover *c.*5% of the proposed development footprint (440 linear metres). There are no recorded archaeological sites within or adjacent to the development; however, the site of Willmount House, the former home of the Toppin family, is located in the northern part of the development, and the remainder is a large greenfield area with the potential for unknown remains. The aim of the archaeological testing was to locate and identify any subsurface archaeological remains that may potentially be impacted during the construction of the proposed development. These results have informed the recommendations for any further archaeological mitigation measures relating to the proposed development works.

A comprehensive Built Heritage Report, which assesses the historical masonry wall that forms the western boundary of the proposed development, was also conducted prior to this Archaeological Heritage Impact Assessment. The programme of archaeological testing took place on 22–23 January 2024.

The conclusion of the Archaeological Heritage Impact Assessment notes that one area of archaeology was identified, which comprised a path C.3, structure C.5 and associated rubble C.6, and two yards C7 and C.8; all of which represent the remains of buildings and landscape associated with Willmount House/Estate.

In this regard, it is recommended that licensed archaeological monitoring be conducted of all site-preparation works, topsoil-stripping and subsurface works to be carried out within the development site during construction stage. It is further recommended that the post-medieval features revealed during the testing works be preserved by record prior to construction of the proposed development if preservation *in situ* is not feasible. This should involve recording of the outline of any structures associated with the former Willmount House that survive within the development site boundary.

The report further notes that recommendations are subject to the agreement of the National Monuments Service of the Department of Housing, Local Government and Heritage, the National Museum of Ireland and the local planning authority where required and should only be carried out in accordance with the necessary approvals. Please note that the statutory and local authorities may issue alternative and/or additional recommendations/conditions.

The Council Archaeologist has reviewed the proposed development and submitted Archaeological Heritage Impact Assessment and notes her involvement with this project from inception and confirms that archaeological test trenching was undertaken as well as an assessment of the surviving demesne wall. The Council Archaeologist agrees with the recommendations of the Archaeological Heritage Impact Assessment, that archaeological monitoring shall be in place for all ground disturbance associated with the development. This is acceptable.

Public Lighting

A public lighting drawing has been submitted showing the proposed public lighting for the proposed development. The Council Roads Department has reviewed the proposal (23/03/2026) and noted the proposed Lighting Design is not fully in line with Limerick City and County Councils Public Lighting Specification. In this regard, the Housing Section have confirmed that these details will be dealt with at detailed design stage, which is acceptable to the Council Roads Department.

In addition, I note that the submitted Bat Surveys Report notes that the design will specifically address the prevention of unnecessary light spillage (from temporary lighting at construction stage and permanent lighting at operation state) to mitigate any potential adverse effects on local wildlife, ensuring a balance between functional lighting and environmental protection. Having regard to the above and the report from Council Roads, the development as proposed is acceptable.

Surface Water and Sustainable Urban Drainage Systems (SuDS)

Details of surface water, drainage and SuDs measures for the proposed development have been submitted with the application. The Council Roads Department has reviewed the proposal (23/03/2026) and identified a number of issues with proposed surface water and SuDs measures including details relating to the proposed attenuation tanks and maintenance of same, permeable paving, SuDs overflow system, surface water calculations and discharge rates, climate change considerations, vent stacks and stormwater. In this regard, the Housing Section have confirmed that these details will be dealt with at detailed design stage, which is acceptable to the Council Roads Department. Having regard to the above and the report from Council Roads, the development as proposed is acceptable.

Flooding

The site is not within a flood zone as per the Council's GIS database. However, a Stage 1 Flood Risk Assessment was submitted with the application and has been reviewed by the Council Flood Section. The report notes that the proposed development is situated within Flood Zone C, as identified in the Limerick Development Plan 2022–2028 flood extent mapping, indicating a low probability of flooding and that JBA flood mapping was reviewed for comparative purposes and indicates that the proposed development is situated within flood Zone C. The report notes the submitted Stage 1 Flood Risk Assessment which is in line with the Planning System and Flood risk management guidelines and concludes that the entire proposed development is in Flood Zone C.

Having regard to the above, the Flood Section confirm that there is no objection on the grounds of flood risk. The proposal is therefore acceptable.

Invasive species:

The submitted CEMP notes that as Spanish Bluebell was recorded within the proposed development site, an Invasive Species Management Plan (ISMP) will be required to be prepared prior to the construction works commencing. The ISMP will outline control and treatment measures that will be implemented to completely eradicate the Spanish Bluebell. Control measures will include either mechanical or chemical control measures with best practice protocol to prevent the introduction of invasive species. The final CEMP will be developed by the contractor to incorporate the relevant best practice procedures to be adhered to throughout the construction works.

Services:

Site is to be connected to the Uisce Eireann water and wastewater infrastructure. A pre-connection enquiry has been submitted, and a connection of feasibility has been received which notes that a connection to both is feasible.

In their submission, Uisce Eireann acknowledges that applicant has engaged with Uisce Éireann (UE) via a Pre-Connection Enquiry (PCE) in relation to Water and Wastewater in 2022; and a Confirmation of Feasibility (COF) confirmed that in June 2022 capacity existed in the UÉ network to accommodate 372 units. While the COF is two and a half years old UE confirms that the development of 57 units proposed in this application is likely to be feasible, subject to the terms of a Connection Agreement with UÉ.


Construction Environmental Management Plan (CEMP):

A detailed Construction Environmental Management Plan (CEMP) to include a traffic management plan, which will take account of the site location, access issues, hydrocarbons, earth works, run-offs and location of services, will be prepared before any development is carried out and will include input from the design team, all specialist consultants and Limerick City and County Council.

8.0 Conclusion

Overall, the proposal is in accordance with the relevant policies and objectives of the Limerick Development Plan 2022-2028 as it will activate an underutilised city site and provide additional housing units within an existing residential area. This is a greenfield infill site which is suitable for residential development, and overall, it is considered that the proposal will have a positive benefit for this location.

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 be proceeded with as proposed in the report to the Elected Members of Limerick City & County Council.



Mr. John Moran
Mayor
Limerick City & County Council
Date: 1 April 2026

Appendix 1 – Internal Reports

Roads Department

From: Forde-Bradley, Mick <mick.bradley@limerick.ie>

Sent: Thursday 26 March 2026 13:11

Subject: RE: PT8LL328 - Toppins Field Development

Hi Tony

Thanks for your mail.

I confirm that these details will be dealt with at detailed design stage.

All the best

Mick Forde Bradley

Senior Executive Architect |

B. Arch | Prof Dip (Arch) | MRIAI | DGNB Sustainability Consultant



Comhairle Cathrach
& Contae **Luimnigh**

Limerick City
& County Council

Planning Application Internal Report

Planning Ref: PT8LL328 - Toppins Field Development

Applicant: Part 8

Development Address: Toppins Field between O'Donoghue Avenue and John Carew Rd, Limerick

Development Description: The proposed development will consist of: 1. Construction of 57 no. residential dwellings on 3 no. main plots, with associated ancillary roads, pedestrian pathways, hard and soft landscaping and site services infrastructure as follows; a. 15 no. 2 storey 3bed terraced houses b. 4 no. 2 storey 4 bed terraced houses c. 1 no. 3 bed duplex apartments d. 18 no. 2 bed duplex apartments e. 1 no. 2 bed apartment and f. 18 no. 1 bed apartments. 2. Development of an access road to the proposed development via an East West Link Road from John Carew Link Road. 3. Provision of public open space areas (to include for play spaces), private open space areas, bicycle parking, footpaths, public lighting, hard and soft landscaping. 4. Provision of car parking to include for 20% EV parking and ducting to the remainder of all the spaces for future electric charging points. 5. Proposed connection to existing mains and water infrastructure. 6. Proposed on-site surface water drainage arrangements and connection to existing storm sewer network. 7. Proposed connection to sewer network, together with all associated site works and services. The proposal has

undergone Appropriate Assessment Screening in accordance with Article 6(3) of the Habitats Directive (92/43/EEC) and screening for Environmental Impact Assessment under the EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU. In accordance with Article 81 of the Planning & Development Regulations 2001, as amended, the Planning Authority has made a determination and concluded that: (a) the proposed development, either individually or in combination with other plans and projects, is not likely to have a significant effect on any European site(s) and therefore a Stage 2 Appropriate Assessment is not required. (b) There is no real likelihood of significant effects on the environment arising from the proposed development and that the proposed development is not of a class set out under Schedule 5 of the Planning & Development Regulations 2001, as amended, and therefore does not require an Environmental Impact Assessment Report (EIAR). Any person may, within 4 weeks from the date of publication of this notice, apply to An Coimisiún Pleanála for a screening determination as to whether the development would be likely to have significant effect on the environment. Such a submission should be addressed to The Secretary, An Coimisiún Pleanála, 64 Marlborough Street, Dublin 1, D01 V902

Report Prepared By: Tony Carmody

Date: 26.03.2026

Comments:

Hi Mick

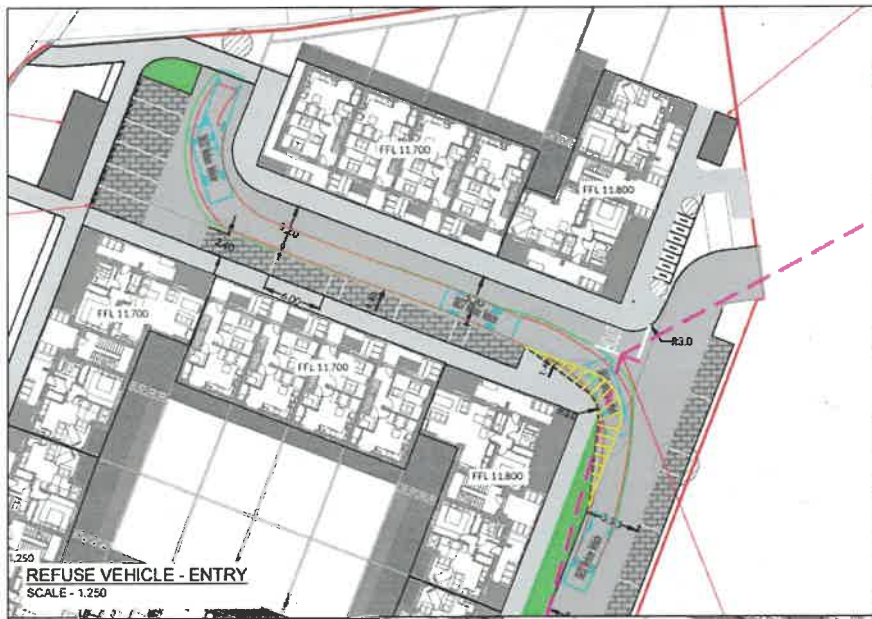
We will require an email from you to confirm that these details will be dealt with at detailed design stage so that I can sign off to our Planning Section

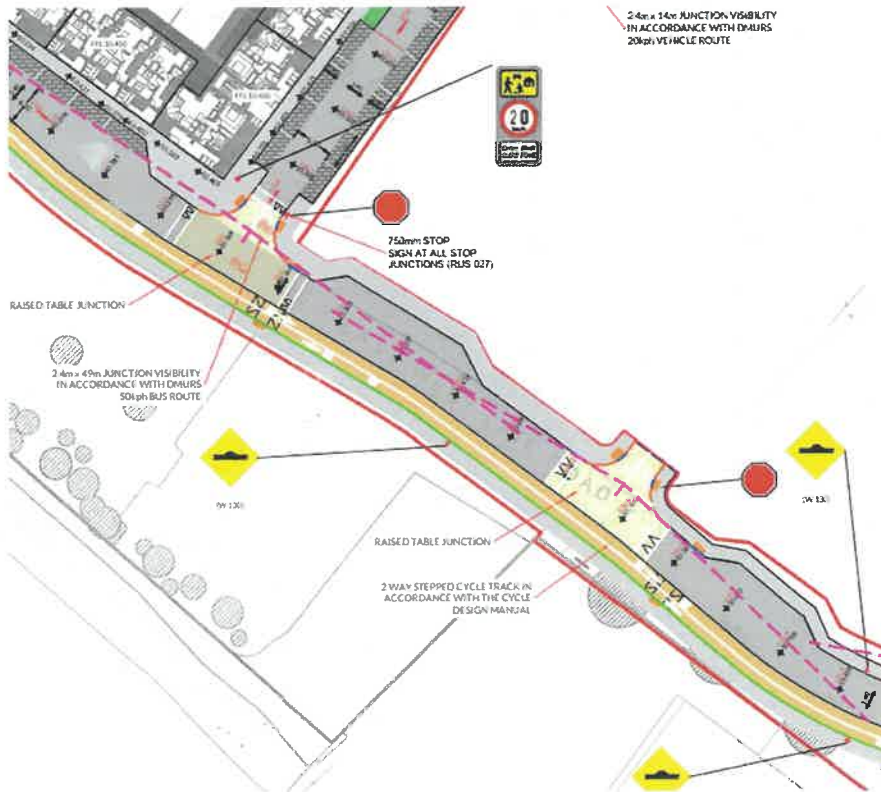
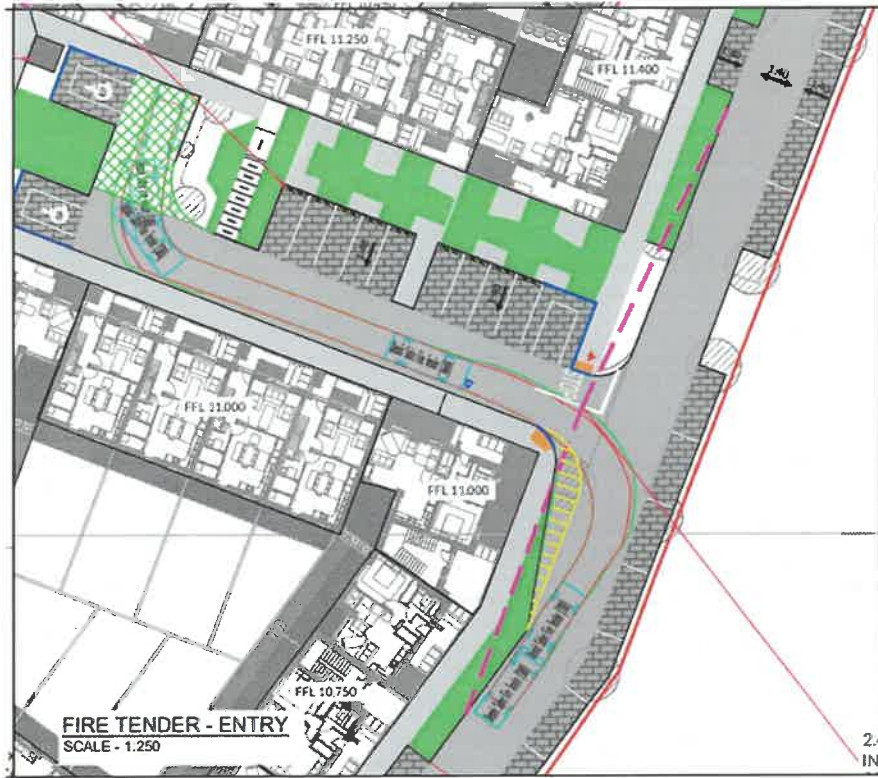
Design Issues Identified

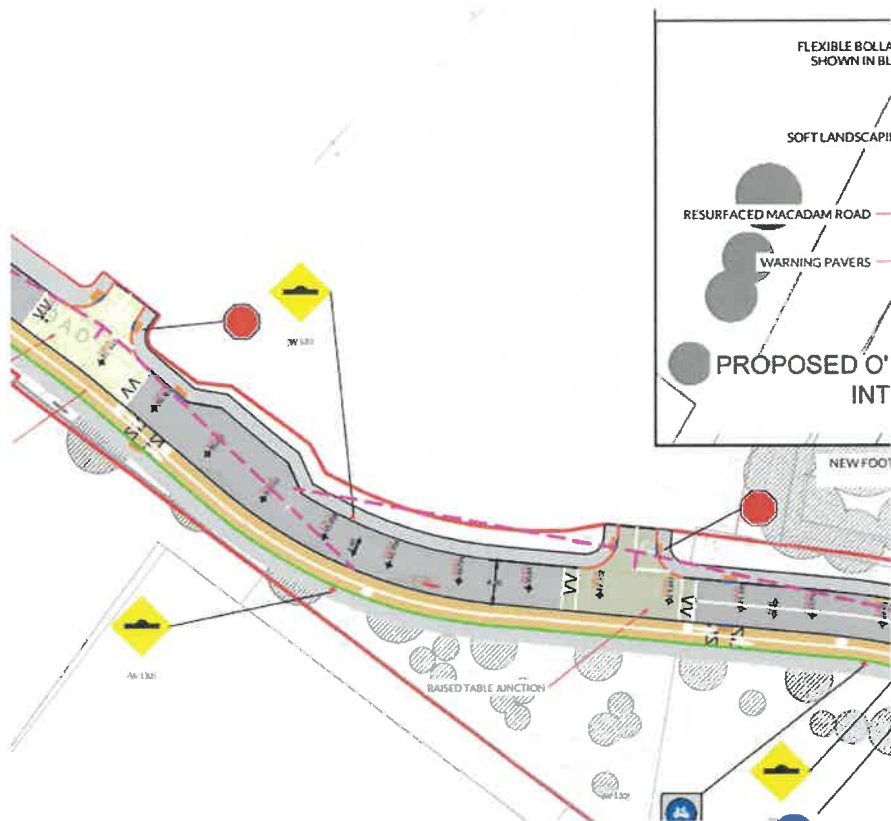
- Junction layouts not compliant with DMURS
Several junction designs do not align with the principles of the *Design Manual for Urban Roads and Streets (DMURS)*. The layouts as currently designed prioritise vehicle movements over pedestrian safety and comfort.
In particular, the use of hatched road markings to artificially form junction radii results in wider pedestrian crossing distances. The existing arrangement—where the footpath should continue across the side road to establish pedestrian priority—has not been correctly implemented.
- Missing tactile paving at signalised junction refuge islands
Tactile paving is absent from refuge islands at the main signalised junction. This omission reduces accessibility for visually impaired users and is not in accordance with DMURS guidance or relevant accessibility standards.
- Incorrect sightline representation
Sightlines at several junctions have been illustrated incorrectly in the design drawings. When adjusted to reflect DMURS-compliant approach speeds and sightline distances, the revised lines of sight show that the proposed parallel inset parking bays obstruct driver visibility.
- Inappropriate road surface specification
The proposed use of a 40 mm Hot Rolled Asphalt (HRA) surface course is not appropriate for residential housing developments. HRA is typically used on heavily

trafficked urban roads and national routes, not on local streets where lower-speed environments and different performance characteristics are required.

- **Non-compliant Combined Speed Ramp and Pedestrian Crossing detail**
The submitted details for the combined speed ramp and pedestrian crossing do not comply with the *TII Pedestrian Crossing Specification and Guidance*. The ramps and crossing elements must be designed in accordance with TII guidance to ensure correct geometry, visibility, and accessibility.
- **Incorrect surface material on speed ramp**
The typical section through the speed ramp indicates the use of brick surfacing. This is not permitted for traffic-calming ramps, as bricks do not meet required skid resistance, durability, or maintenance standards for vehicular loading.
- **Footpath construction detail not acceptable**
The proposal to construct footpaths using paved finishes to architectural standards is not permitted. Footpaths should be constructed using concrete to comply with local authority standards and to ensure consistency, durability, and accessibility for all users.







2. Lighting Arrangements

- The proposed Lighting Design is not fully in line with Limerick City and County Councils Public Lighting Specification. The Applicant shall submit a lighting design showing lux and contour levels in line with Limerick City and County Councils Public Lighting Specification.

3. Surface Water & SuDS Management

- Attenuation Tanks are shown located under internal roads. We generally don't allow this, if maintenance was required or we had to replace these or a section of these would result in the having to be excavated and would be no entry or exit points for residents.
- Kiosk to house the alarm and messaging system not shown.
- Permeable paving detail does not include an overflow system which is required, and it is not clear if the intention is to infiltrate to ground. If infiltrating to ground, an Aquifer Vulnerability Assessment shall be undertaken on to determine if infiltration is appropriate. Infiltration systems should not be proposed above vulnerable groundwater. This shall include details of the aquifer classification and groundwater vulnerability. Infiltration test results by way of BRE365 Method with supporting photographs are required.
- All SuDS components shall have an overflow system.
- Revised Surface Water Calculations shall be submitted prior to the commencement of the development as Return Period of (years) of 1 has been used for the design of the pipe sizes when it should be Return Period of (years) of 5.
- Confirm the discharge rate for the development will not exceed 2 l/s/ha.
- Climate change has been shown as 20% and must be revised to 30%.
- Show location of vent stacks to serve Interceptors and Attenuation Tanks.

- Submit details vent stacks.
- Submit a Stage 1 Storm Water Audit.

Regards

Tony

Tony Carmody | Executive Engineer
Limerick City & County Council
Roads - Central Services | County Hall

Council Archaeologist

From: McCutcheon, Sarah <sarah.mccutcheon@limerick.ie>

Sent: Monday 30 March 2026 19:12

To: Collins, Jennifer <jennifer.collins@limerick.ie>; McMullan, Cathal <cathal.mcmullan@limerick.ie>; Planning Referrals <planningreferrals@limerick.ie>

Subject: 25/8328

I have worked with this project from inception. Archaeological test trenching was undertaken as well as an assessment of the surviving demesne wall.

I agree with the recommendations of the Archaeological Heritage Impact Assessment, that archaeological monitoring shall be in place for all ground disturbance associated with the development.

Sarah McCutcheon

Local Authority Archaeologist

Council Conservation Officer

From: O'Keeffe, Shona <shona.okeeffe@limerick.ie>
Sent: Tuesday 31 March 2026 14:51
To: Collins, Jennifer <jennifer.collins@limerick.ie>
Cc: O'Keeffe, Grainne <grainne.okeeffe@limerick.ie>
Subject: Re: Re. PT8LL328 toppins Field 57 houses

Hi Jennifer,

The development is located within the historic demesne of Willmount (NIAH Garden Survey ID 1538). The site appears to correspond to the former orchard within this demesne. I have reviewed imagery of the site today and am satisfied that there are no traces of this demesne landscape extant. The proposed development therefore is not considered to have undue impacts on the demesne.

Shona
Shóna O'Keeffe

Executive Architectural Conservation Officer | Forward Planning, Urban Development and Heritage | Planning, Heritage and Ryder Cup Directorate

Limerick City & County Council

Merchants Quay | Limerick V94 EH90

061 556 051

www.limerick.ie | @LimerickCouncil | #LimerickEdgeEmbrace

Flood Section



Planning Application Internal Report

Planning Ref: PT8LL328
Applicant: Limerick City and County Council

Development Description:

The proposed development will consist of: 1. Construction of 57 no. residential dwellings on 3 no. main plots, with associated ancillary roads, pedestrian pathways, hard and soft landscaping and site services infrastructure as follows; a. 15 no. 2 storey 3bed terraced houses b. 4 no. 2 storey 4 bed terraced houses c. 1 no. 3 bed duplex apartments d. 18 no. 2 bed duplex apartments e. 1 no. 2 bed apartment and f. 18 no. 1 bed apartments. 2. Development of an access road to the proposed development via an East West Link Road from John Carew Link Road. 3. Provision of public open space areas (to include for play spaces), private open space areas, bicycle parking, footpaths, public lighting, hard and soft landscaping. 4. Provision of car parking to include for 20% EV parking and ducting to the remainder of all the spaces for future electric charging points. 5. Proposed connection to existing mains and water infrastructure. 6. Proposed on-site surface water drainage arrangements and connection to existing storm sewer network. 7. Proposed connection to sewer network, together with all associated site works and services.

Report prepared by: TMPR (Robert Woulfe EE)

Comments

TMPR has reviewed application ref. PT8LL328 with regard to flood risk and make the following observations.

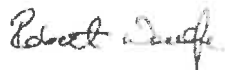
- The proposed development is situated within Flood Zone C, as identified in the Limerick Development Plan 2022–2028 flood extent mapping, indicating a low probability of flooding.
- JBA flood mapping was reviewed for comparative purposes and indicates that the proposed development is situated within flood Zone C.

- It is noted applicant has submitted a stage 1 flood risk assessment in line with the Planning System and Flood risk management guidelines concluding the entire proposed development is in Flood Zone C

Recommendation:

Subject to the above, TMPR raise no objection on the grounds of flood risk

Signed



Robert Woulfe

30/03/2026

Active Travel

From: O'Donnell, Rosie
Sent: Monday 30 March 2026 10:32
To: Forde-Bradley, Mick <mick.bradley@limerick.ie>
Cc: O'Keeffe, Grainne <grainne.okeeffe@limerick.ie>
Subject: RE: Toppins part 8

Mick

The notes in the appendix addressed the pre planning concerns raised by active travel.

The bike storage is considered generally acceptable, details of how the long term residential storage will be secured can be finalised at detailed design stage. (fob or key).

The cycle lane has been discussed previously ,the 3m contraflow should be in line with Cycle Design Manual. The exact kerb height can be determined at detailed design stage.

Kind Regards
Rosie
Active Travel

Environment and Climate Action



Planning Application Internal Report

Planning Ref: 25 8328

Applicant: Part 8

Development Description:

Construction of 57 no. residential dwellings on 3 no. main plots, with associated ancillary roads, pedestrian pathways, hard and soft landscaping and site services infrastructure as follows; a. 15 no. 2 storey 3bed terraced houses b. 4 no. 2 storey 4 bed terraced houses c. 1 no. 3 bed duplex apartments d. 18 no. 2 bed duplex apartments e. 1 no. 2 bed apartment and f. 18 no. 1 bed apartments. 2. Development of an access road to the proposed development via an East West Link Road from John Carew Link Road. 3. Provision of public open space areas (to include for play spaces), private open space areas, bicycle parking, footpaths, public lighting, hard and soft landscaping. 4. Provision of car parking to include for 20% EV parking and ducting to the remainder of all the spaces for future electric charging points. 5. Proposed connection to existing mains and water infrastructure. 6. Proposed on-site surface water drainage arrangements and connection to existing storm sewer network. 7. Proposed connection to sewer network, together with all associated site works and services. The proposal has undergone Appropriate Assessment Screening in accordance with Article 6(3) of the Habitats Directive (92/43/EEC) and screening for Environmental Impact Assessment under the EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU. In accordance with Article 81 of the Planning & Development Regulations 2001, as amended, the Planning Authority has made a determination and concluded that: (a) the proposed development, either individually or in combination with other plans and projects, is not likely to have a significant effect on any European site(s) and therefore a Stage 2 Appropriate Assessment is not required. (b) There is no real likelihood of significant effects on the environment arising from the proposed development and that the proposed development is not of a class set out under Schedule 5 of the Planning & Development Regulations 2001, as amended, and therefore does not require an Environmental Impact Assessment Report (EIAR). Any person may, within 4 weeks from the date of publication of this notice, apply to An Coimisiún Pleanála for a screening determination as to whether the development would be likely to have significant effect on the environment. Such a submission should be addressed to The Secretary, An Coimisiún Pleanála, 64 Marlborough Street, Dublin 1, D01 V902. Development Location: Toppins Field between O'Donoghue Avenue and John Carew Rd., Limerick

Recommendation:

Item 1: Importation/ Exportation of Soil and Stone or other construction and demolition materials to/from the Site

Subject to the grant of planning permission at this development, where there is a requirement to export soil and stone or other construction and demolition materials from this site for a particular phase of this development appropriate authorisation must be in place. Two options are available, provided appropriate planning is in place.

A. Local Authority Waste Facility Permit or Certificate of Registration

A waste facility permit (WFP) or Certificate of Registration (COR) obtained from the Local Authority under the Waste Management (Facility Permit and Registration) Regulations 2007 (as amended). The Waste authorisation i.e. WFP/COR must be issued by the Council prior to commencement of exportation of any suitable waste material (soil and stone) to the property. A Waste Facility Permit is limited to 200,000 tonnes for soil and stone and a Certificate of Registration is limited to 25,000 tonnes.

Link to information on Limerick City and County Council website is shown below

<https://www.limerick.ie/council/waste-facility-permits-and-registrations-enforcement>

B. By-Product Article 27 Declaration to the EPA

Exportation of soil and stone can also be carried out under a By-Product Declaration under Regulation 27 to the EPA. Please note that Source Location and Use Location must be planning compliant. Link to website is found below.

<https://www.epa.ie/our-services/licensing/waste/by-products-regulation-27/#>

Item 2: Resource Waste Management Plan

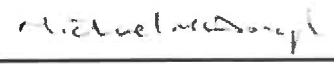
The following should be Conditioned into the Planning Decision.

Prior to initiating any works at this development, the site developer or appointed contractor shall submit to Planning Department for agreement in writing a site specific Resource Waste Management Plan (RWMP) as set out in the “Best Practice Guidelines for the Preparation of Resource and Waste Management Plans for C&D Projects (2021)”. The RWMP shall include:

- a. A list of proposed authorised waste collection permit holders to be employed.
- b. A list of the proposed waste facility permitted sites at which the wastes may be recovered or disposed of.
- c. Estimates of the proposed tonnages of construction and demolition (C&D) wastes by type e.g. soil and stone, rubble, wood, metal and plastic.
- d. Details of how the RWMP will be measured for and monitored for effectiveness.

All records relating to the agreed RWMP should be made available for inspection at the site offices at all times.

A template Resource and Waste management plan can be found on our website at: <https://www.limerick.ie/council/construction-and-demolition-waste>

Signed  Date: 17/02/2026
Michael McDonagh, E.S
Environment and Climate Action

Mid-West National Road Design Office

Óifig Doireadh Bóthar
Móistíní an Mheáin Iarthair
Cúmhailte Caidreach & Contae Luimnigh

Teach Lios an Fháltaigh,
Tur an Daí, Luimneach.



Mid West
National Road Design Office
Limerick City & County Council

Lissanelka House, Dooradoyle Road,
Dooradoyle, Limerick.

Our Ref: 0000/04/01143

Date: 20 January 2016

Barry Henn
Limerick City & County Council
Planning & Environmental Services
Civic Offices
Dooradoyle
Limerick

Re. Planning Ref. No. 25/8328

Applicant: Part 8 Toppins Field

Barry

I refer to the above application.

The Mid West National Road Design Office has no observations to make in relation to the above application.

Regards

Jari Howard
Senior Engineer



Telephone: 061 - 951000



e-mail: info@midwestroads.ie

Mid West National Road Design Office is a collaboration of
Limerick City & County Council and Toppins Field
Council.

Seirbhís Náisiúnta do Ghraobhadh Ríochtúla na Ríochtaí Meánaireanna
le Cúmhailte Caidreach & Contae Luimnigh agus Cúmhailte Contae Chiarraí.
Seirbhís.

Council Heritage Officer



Planning Application Internal Report

Planning Ref: PT8LL328 Toppins Field

Applicant: LCCC

Development Description: Residential Development.

Report Prepared By: T O Neill Heritage Officer.

Comments:

AA Screening: agree with the AA screening that progression to an NIS is not necessary. The AA Screening assessed the potential for direct, indirect, and in-combination effects on European sites and found there is no surface water connectivity between the proposed development and any surface water bodies connected to the Lower River Shannon SAC. The nearest water course, the Dooradoyle Stream (EPA code: 24D36) is 260m to the southwest of the proposed Part 8. The site does not flood removing this as potential pathway to the SAC for any contaminants.

Standard surface water management measures have been incorporated into the design of the proposed development, which would function during operational phase of the development, which include an attenuation pond, petrol interceptors, connection to the existing Uisce Éireann (UÉ) storm drain system to manage surface water discharge at greenfield runoff rate. Sustainable Urban Drainage Systems (SUDS) measures are also included in the standard measures employed.

EcIA: in line with the submission from the DAU and in the interests of enhancing the ecology of the development, to support the local swift colony, it is requested the development should include, at least 12 no. swift nest boxes, ideally recessed into the walls at least 5m above the ground. This could be included at final design stage.

The bat surveys for site are summarised in Section 2.5.2.3.1 including a ground level tree assessment, a potential roost feature inspection survey, a night-time bat walkover survey, and activity surveys using static detectors. A low number of bat species were recorded commuting and/or foraging along the treeline; however, no bat roosts were recorded within the proposed development. To minimise potential disturbance to bats, it would be best practice to ensure that a bat survey will be carried out immediately prior to the commencement of works on site to obtain an up to date picture of bat activity and to inform the works programme.

EIA: I would agree with the EIA screening that full EIA is not required. The development is below any EIA threshold and given the scale and location of the development on suitably zoned land (which had been subject to SEA during the DP process) it is not likely to regenerate any significant environmental effects.

Recommendation:

Permission to **be granted** for this development.

As outlined above if 12 swift bricks could be included in the development at final design stage to provide a valuable boost for the urban swift population. In addition, it is requested that any vegetation removal take place outside the bird nesting season (1st of March to end August) and that a pre-works bat survey is carried out to inform subsequent works to minimise possible bat disturbance.

Signed

T O Neill

Date: 30/3/2026

Appendix 2 External Report



Mick Forde Bradley
Senior Executive Architect
LA Housing Construction
Housing Directorate
Limerick City & County Council
Dooradoyle Road
Limerick

by e.mail; mick.bradley@limerick.ie

Dáta Date	Ár dTag Our Ref.	Bhur dTag Your Ref.
2 March 2026	TII26-134709	

Re: Part VIII; Toppins Field Development (PT8LL328)

Dear Mr. Forde Bradley,

Thank you for your e.mail of 27 February, 2026, concerning the above Part VIII proposal. TII has reviewed the clarifications provided in your e.mail which respond to the initial observations made by TII on the Part VIII proposal of 9 February, 2026.

TII initially recommended that the Traffic and Transport Assessment that accompanied the Part VIII proposal should be updated to include an assessment of the proposed signalisation of the John Carew Park Link Road / Deer Court T-junction / East – West Link Road Junction on the operation and safety of M7/M20/N18 national road Junction 30 and associated mainline.


TII welcomes the updated Traffic and Transport Assessment and the related Technical Note that accompanied your e.mail of 27 February, 2026. Following a review of the additional information circulated TII requests the following:


- Any mitigations identified in the TTA shall be incorporated into the proposed scheme.
- The proposed mitigation measures will satisfy current predicted flows associated with the proposed signalisation, however, given the potential for the impacts of cumulative development as well as possible trip redistribution on the road network, TII considers it critical that the proposed queue identification and mitigation measures include an appropriate inspection and maintenance regime once installed.
- Any alterations or amendments to the national road network shall be agreed in consultation with TII in advance of any works


TII acknowledges the clarifications provided in your e.mail and welcomes proposals to address the initial comments of the Authority. TII is satisfied with the proposals outlined in your correspondence of 27 February, subject to the above requirements, and requests that those clarifications are included in the proposed Part VIII for approval.

Próisealann BIE sonraí pearsanta a shíofaíl leat arís i gcomhréir lena Fhograir Chosaint Sonraí atá ar fáil ag www.tii.ie
TII process personal data in accordance with its Data Protection Notice available at www.tii.ie

 www.tii.ie

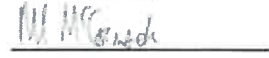
 info@tii.ie

 +353 (01) 646 3600

 Parkgate Business Centre,
Parkgate Street,
Dublin 8, D08 DK10, Ireland

TII trusts the foregoing observations are of assistance.

Yours sincerely,

A handwritten signature in dark ink, appearing to read "Michael McCormack", is written over a solid horizontal line.

Michael McCormack
Senior Land Use Planner

Memorandum

Date: 26.02.2026
Ref: 11429 - Toppins Field, Limerick
Prepared by J Quinn
Checked by M Geraghty
Re: Part 8 Planning Application - TII Submission

1. Assessment of the M7/M20/N18 national road Junction 30 and associated mainline

Following a submission from TII in relation to the above Part 8 Planning Application, TOBIN were instructed to carry out an assessment of Junction 30 and ascertain the potential impact (if any) from the proposed signalisation and provision of the new access road off the existing John Carew Road / Deer Court junction.

2. Submitted Traffic and Transport Assessment

The Traffic and Transport Assessment as submitted with the Part 8 Application provided an Optioneering Report in the appendices which assessed the potential options for the junction (priority / roundabout and signalised) while also considering safer provision for pedestrians and cyclists. The signalised option as assessed emerged as the preferred option as it addressed the objectives of the proposed scheme as well providing a safer option for pedestrians and cyclists to utilise for access onto the surrounding footpath / road network.

The report also stressed that the proposed signalised junction will not impact on the existing roundabout junction (Junction 30) with the worst queue length presented (107.5m) not expected to impact the roundabout junction.

3. Junction Assessment Methodology

Following the TII submission, the junction were assessed as part of an overall network using the JCT Consultancy computer program LinSig.

The proposed signal-controlled junction at John Carew Park Link Road / Deer Ct has been analysed using the JCT Consultancy computer program LinSig.

The key parameters examined in the results of the analysis are:

- Degree of Saturation (DoS) - The desirable DoS Values for junctions assessed is less than 0.90 / 90% which is generally taken as the maximum acceptable Degree of Saturation for a Lane to avoid significant performance issues on the Lane. Values over 1.00 indicate that the approach arm is over capacity.
- Maximum queue length on any approach to the junctions; and
- Average delay for each vehicle passing through the junction during the modelled period.
- PRC - Practical Reserve Capacity (%) is calculated from the maximum degree of saturation on a Lane controlled by the Stage Stream and is measure of how much additional traffic could pass through a junction by the Stage Stream whilst maintaining a maximum degree of saturation of 90% on all Lanes.

LinSig 3 requires the following input data:

- Basic modelling parameters (usually peak hour traffic counts synthesised over a 90-minute model period)
- Geometric parameters (including lane numbers, widths, visibility, storage provision, etc.)
- Traffic demand data (usually peak hour origin/destination table with composition of heavy goods vehicles input)
- Signal phases,
- Stage sequences,
- Intergreen split times

*For the purpose of this report, the varying vehicle types have been segregated into Light vehicles (LV) and Heavy Vehicles (HV) prior to input. For the LinSig model input, the varying vehicle types have been converted into passenger car units (PCU) prior to input. 1 PCU is equivalent to a car / light vehicle while a large HGV is equivalent to 2.3PCU.

The analysis results for the junction is outlined in the following Section. The full results of the LinSig analysis are provided in the Appendix A of this document.

4. Junction Assessment

As noted in Section 3, the additional LinSig analysis was completed for the proposed signal controlled junction and the existing Junction 30 as a network (as demonstrated in the Figure below).

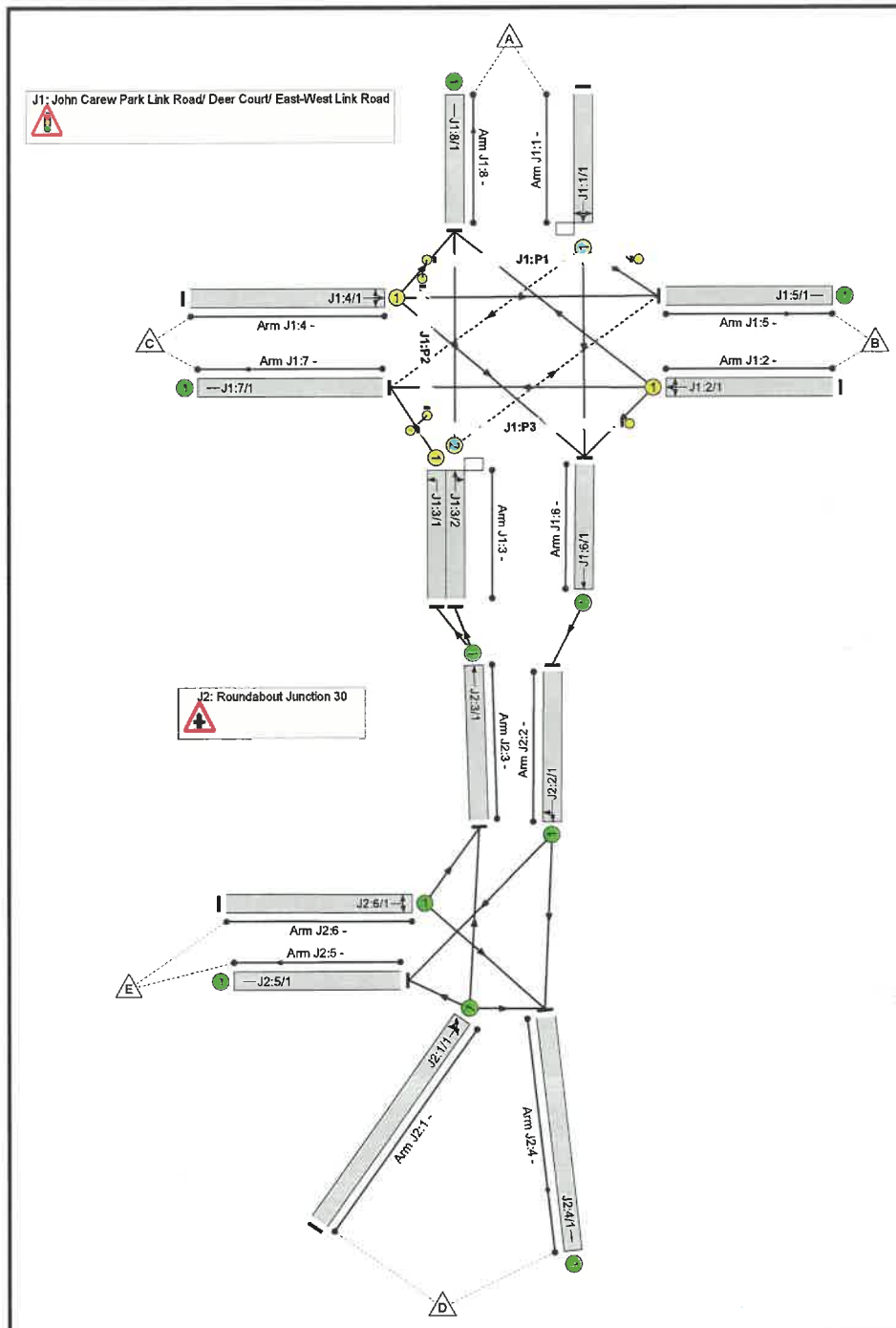


Figure 1: Network Diagram

The junction was analysed for the morning and peak hour periods for the design year of 2043. The analysis results, including the resulting delays and queue lengths, are set out in the Tables below.

Table 1-1: Junction 1 & 2 – AM & PM Peak Hours

Traffic Stream	Time	Cycle Time (s)	Degree of Saturation (%)		Av. Delay Per PCU (s/PCU)		Max Queue (PCU)		PRC (%)	
				With Dev.	Without Dev.	With Dev.	Without Dev.	With Dev.	Without Dev.	With Dev.
J1 Stream 1/1	08:00 – 09:00	120		57.2%		13.5		8.4	62.3	
J1 Stream 2/1	08:00 – 09:00	120		81.0%		66.1		13.1		
J1 Stream 3/1	08:00 – 09:00	120		3.3%		6.9		0.6		
J1 Stream 3/2	08:00 – 09:00	120		82.7%		21.6		16.4		
J1 Stream 4/1	08:00 – 09:00	120		75.5%		99.8		4.9		
J1 Stream 6/1	08:00 – 09:00	120		50.0%		1.9		7.0		
J2 Stream 7/1	08:00 – 09:00			2.5%		1.0		0.0		
J2 Stream 1/1	08:00 – 09:00			48.9%		1.8		0.5		
J2 Stream 2/1	08:00 – 09:00			50.0%		1.9		1.0		
J2 Stream 3/1	08:00 – 09:00			0.5%		0.9		0.0		
J1 Stream 1/1	17:15 – 18:15	120		77.8%		12.5		17.4	15.7	
J1 Stream 2/1	17:15 – 18:15	120		72.1%		98.7		4.5		
J1 Stream 3/1	17:15 – 18:15	120		5.0%		3.6		0.4		
J1 Stream 3/2	17:15 – 18:15	120		31.6%		6.7		3.9		
J1 Stream 4/1	17:15 – 18:15	120		42.8%		78.0		2.1		
J1 Stream 6/1	17:15 – 18:15	120		59.0%		2.3		0.7		
J2 Stream 7/1	17:15 – 18:15			4.4%		1.0		0.0		
J2 Stream 1/1	17:15 – 18:15			26.8%		1.3		0.2		
J2 Stream 2/1	17:15 – 18:15			59.0%		2.3		0.7		
J2 Stream 3/1	17:15 – 18:15			0.5%		0.9		0.0		

Note. The above figures include central Growth Rate

The LinSig analysis indicates that the proposed junction is forecast to operate within capacity during the morning and evening peak hours for the design year 2043.

APPENDIX A – LinSig Analysis Results

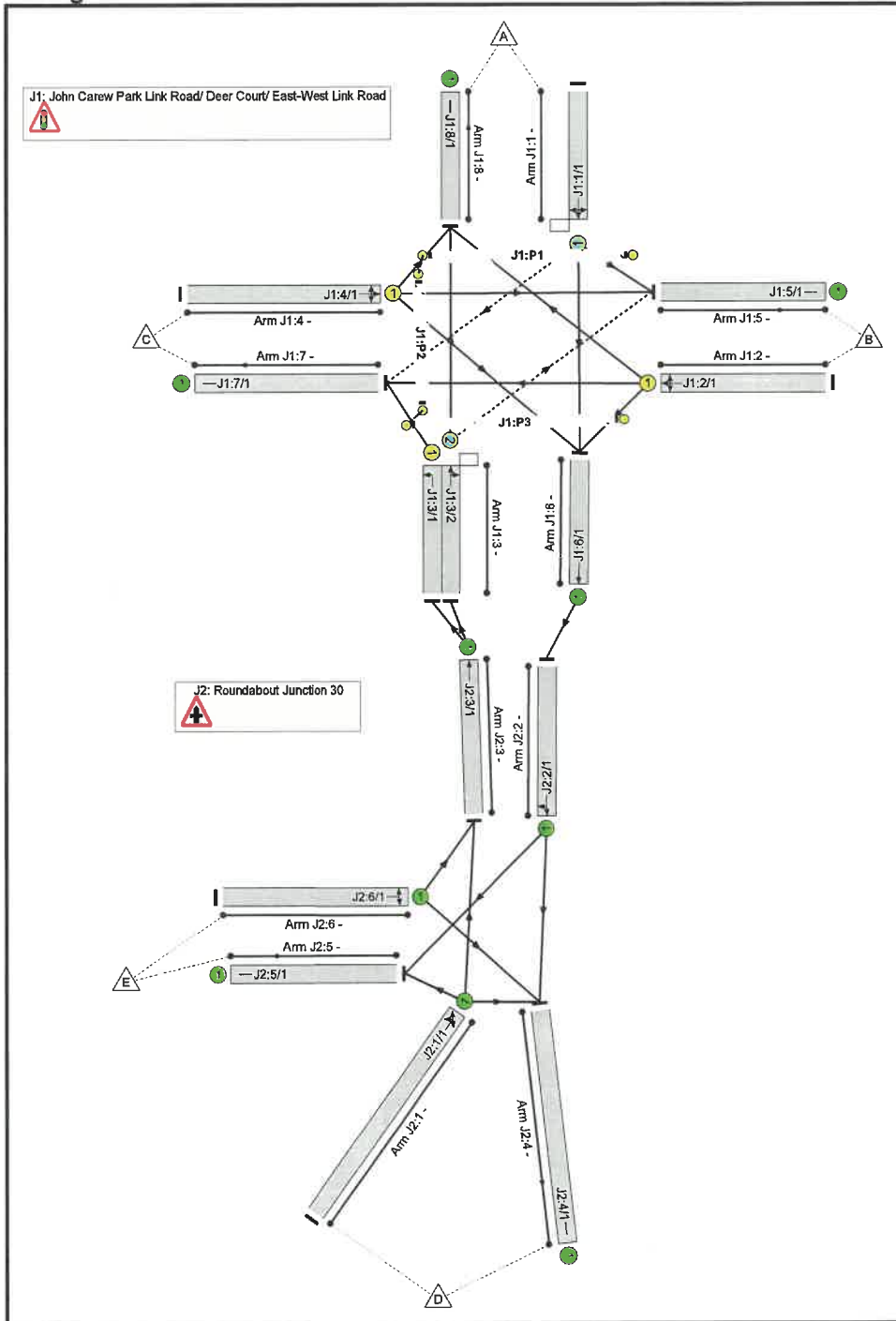
Full Input Data And Results
Full Input Data And Results

User and Project Details

Project:	Toppins Field
Title:	Proposed Signalised Jnt / R-A Jnt 30 assessment
Location:	John Carew Road
Additional detail:	
File name:	11429 Proposed Junction 2 2025 with RA.lsg3x
Author:	MG
Company:	TOBIN
Address:	

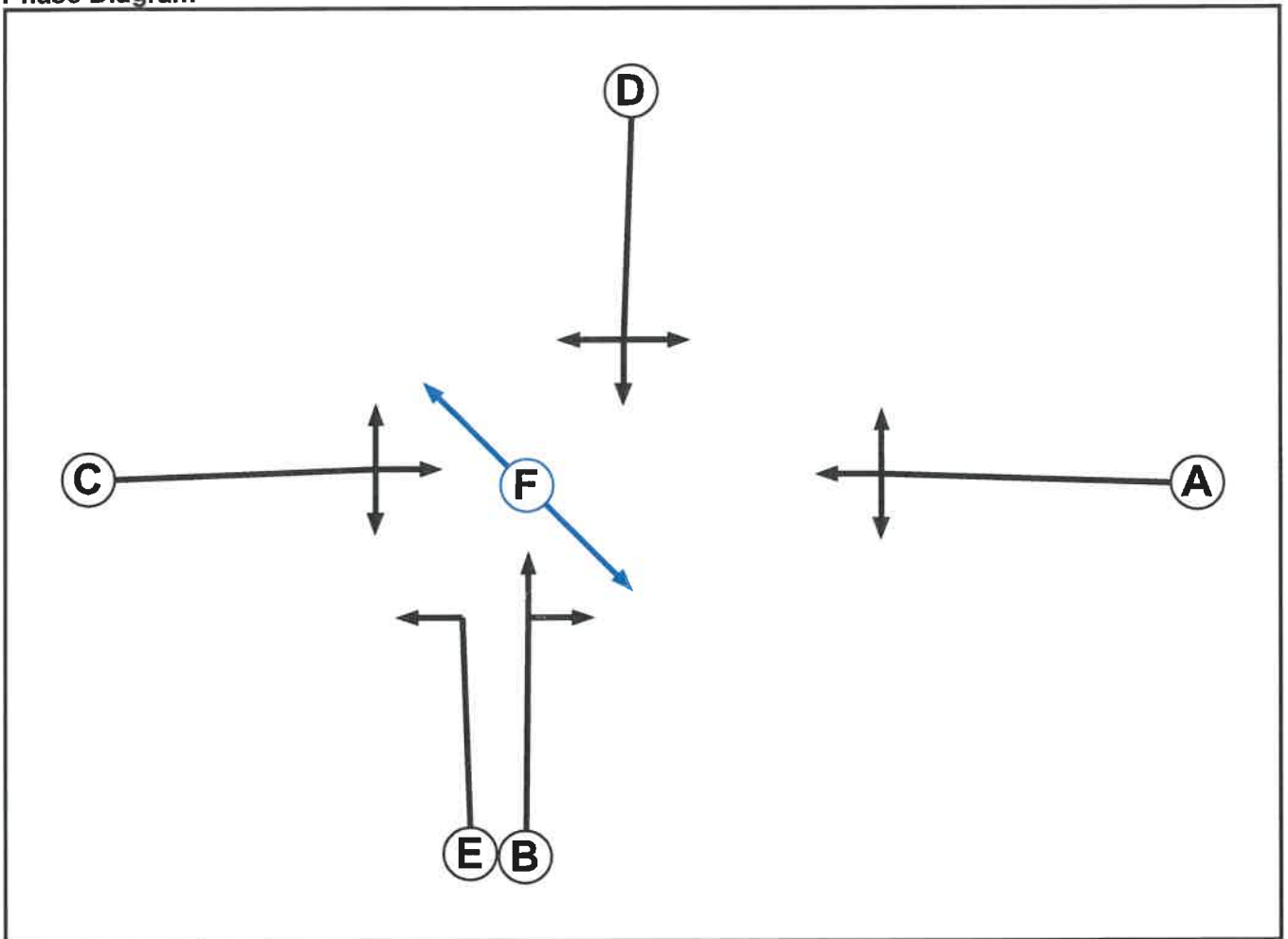
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Pedestrian		7	7

Full Input Data And Results

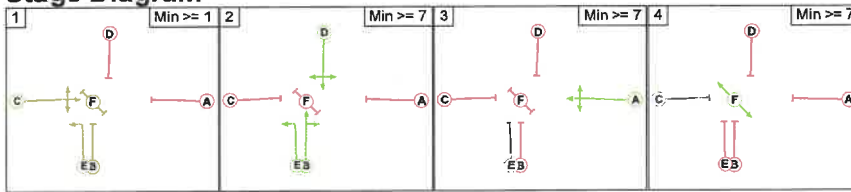
Phase Intergrens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A	5	4	4	-	5	
	B	4	4	-	-	5	
	C	4	4	4	-	-	
	D	4	-	4	-	5	
	E	-	-	-	-	4	
	F	8	8	-	8	8	

Phases in Stage

Stage No.	Phases in Stage
1	C E
2	B D E
3	A
4	F

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
There are no Phase Delays defined					

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1	4	4	4	
	2	4	4	5	
	3	4	5	5	
	4	8	8	8	

Full Input Data And Results
Give-Way Lane Input Data

Junction: J1: John Carew Park Link Road/ Deer Court/ East-West Link Road											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
J1:1/1	J1:7/1 (Right)	1439	0	J1:3/2	1.09	To J1:5/1 (Right) To J1:8/1 (Ahead)	1.00	1.00	0.50	1	2.00
J1:3/2	J1:5/1 (Right)	1439	0	J1:3/1	1.09	All	1.00	1.00	0.50	1	2.00
				J1:1/1	1.09	All					

Junction: J2: Roundabout Junction 30
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: J1: John Carew Park Link Road/ Deer Court/ East-West Link Road												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J1:1/1	O	D	2	3	60.0	Geom	-	3.25	0.00	N	Arm J1:5 Left	Inf
											Arm J1:6 Ahead	Inf
											Arm J1:7 Right	Inf
J1:2/1	U	A	2	3	60.0	Geom	-	3.25	0.00	N	Arm J1:6 Left	Inf
											Arm J1:7 Ahead	Inf
											Arm J1:8 Right	Inf
J1:3/1	U	E	2	3	8.7	Geom	-	3.25	0.00	Y	Arm J1:7 Left	20.00
J1:3/2	O	B	2	3	8.7	Geom	-	3.25	0.00	N	Arm J1:5 Right	Inf
											Arm J1:8 Ahead	Inf
J1:4/1	U	C	2	3	60.0	Geom	-	3.50	0.00	N	Arm J1:5 Ahead	Inf
											Arm J1:6 Right	20.00
											Arm J1:8 Left	10.00
J1:5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
J1:6/1	U		2	3	8.7	Geom	-	3.25	0.00	Y	Arm J2:2 Ahead	Inf
J1:7/1	U		2	3	60.0	Geom	-	3.25	0.00	Y		
J1:8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Junction: J2: Roundabout Junction 30												
Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
J2:1/1	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:3 Ahead	Inf
											Arm J2:4 U-Turn	Inf
											Arm J2:5 Left	Inf
J2:2/1	U		2	3	17.4	Geom	-	3.25	0.00	Y	Arm J2:4 Ahead	Inf
											Arm J2:5 Right	Inf
J2:3/1	U		2	3	17.4	Geom	-	3.25	0.00	Y	Arm J1:3 Ahead	Inf
J2:4/1	U		2	3	60.0	Geom	-	3.25	0.00	Y		
J2:5/1	U		2	3	60.0	Geom	-	3.25	0.00	Y		
J2:6/1	U		2	3	60.0	Geom	-	3.25	0.00	Y	Arm J2:3 Left	Inf
											Arm J2:4 Right	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'With Dev - Year of Opening [2028]'	08:00	09:00	01:00	
2: 'With Dev - Year of Opening [2028]'	17:15	18:15	01:00	
3: 'With Dev - Year of Opening [2033]'	08:00	09:00	01:00	
4: 'With Dev - Year of Opening [2033]'	17:15	18:15	01:00	
5: 'With Dev - Year of Opening [2043]'	08:00	09:00	01:00	
6: 'With Dev - Year of Opening [2043]'	17:15	18:15	01:00	

Full Input Data And Results

Scenario 1: 'AM YoO+15 [2043] with Dev [Phases 1and2]' (FG5: 'With Dev - Year of Opening [2043]', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						Tot.
	A	B	C	D	E		
Origin	A	0	64	11	559	0	634
	B	17	0	2	322	10	351
	C	25	4	0	79	0	108
	D	858	45	36	0	10	949
	E	0	0	0	10	0	10
	Tot.	900	113	49	970	20	2052

Traffic Lane Flows

Lane	Scenario 1: AM YoO+15 [2043] with Dev [Phases 1and2]
Junction: J1: John Carew Park Link Road/ Deer Court/ East-West Link Road	
J1:1/1	634
J1:2/1	351
J1:3/1	36
J1:3/2	903
J1:4/1	108
J1:5/1	113
J1:6/1	970
J1:7/1	49
J1:8/1	900
Junction: J2: Roundabout Junction 30	
J2:1/1	949
J2:2/1	970
J2:3/1	939
J2:4/1	970
J2:5/1	20
J2:6/1	10

Full Input Data And Results

Lane Saturation Flows

Junction: J1: John Carew Park Link Road/ Deer Court/ East-West Link Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1	3.25	0.00	N	Arm J1:5 Left	Inf	10.1 %	2080	2080
				Arm J1:6 Ahead	Inf	88.2 %		
				Arm J1:7 Right	Inf	1.7 %		
J1:2/1	3.25	0.00	N	Arm J1:6 Left	Inf	94.6 %	2080	2080
				Arm J1:7 Ahead	Inf	0.6 %		
				Arm J1:8 Right	Inf	4.8 %		
J1:3/1	3.25	0.00	Y	Arm J1:7 Left	20.00	100.0 %	1805	1805
J1:3/2	3.25	0.00	N	Arm J1:5 Right	Inf	5.0 %	2080	2080
				Arm J1:8 Ahead	Inf	95.0 %		
J1:4/1	3.50	0.00	N	Arm J1:5 Ahead	Inf	3.7 %	1932	1932
				Arm J1:6 Right	20.00	73.1 %		
				Arm J1:8 Left	10.00	23.1 %		
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J1:7/1	3.25	0.00	Y				1940	1940
J1:8/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Roundabout Junction 30								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	98.9 %	1940	1940
				Arm J2:4 U-Turn	Inf	0.0 %		
				Arm J2:5 Left	Inf	1.1 %		
J2:2/1	3.25	0.00	Y	Arm J2:4 Ahead	Inf	99.0 %	1940	1940
				Arm J2:5 Right	Inf	1.0 %		
J2:3/1	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:4/1	3.25	0.00	Y				1940	1940
J2:5/1	3.25	0.00	Y				1940	1940
J2:6/1	3.25	0.00	Y	Arm J2:3 Left	Inf	0.0 %	1940	1940
				Arm J2:4 Right	Inf	100.0 %		

Scenario 2: 'PM YoO+15 [2043] with Dev [Phases 1and2]' (FG6: 'With Dev - Year of Opening [2043]', Plan 1:

Full Input Data And Results
'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination						Tot.
	A	B	C	D	E		
Origin	A	0	77	16	1013	0	1106
	B	5	0	3	92	0	100
	C	14	2	0	39	0	55
	D	420	22	67	0	10	519
	E	0	0	0	10	0	10
	Tot.	439	101	86	1154	10	1790

Traffic Lane Flows

Lane	Scenario 2: PM YoO+15 [2043] with Dev [Phases 1and2]
Junction: J1: John Carew Park Link Road/ Deer Court/ East-West Link Road	
J1:1/1	1106
J1:2/1	100
J1:3/1	67
J1:3/2	442
J1:4/1	55
J1:5/1	101
J1:6/1	1144
J1:7/1	86
J1:8/1	439
Junction: J2: Roundabout Junction 30	
J2:1/1	519
J2:2/1	1144
J2:3/1	509
J2:4/1	1154
J2:5/1	10
J2:6/1	10

Full Input Data And Results

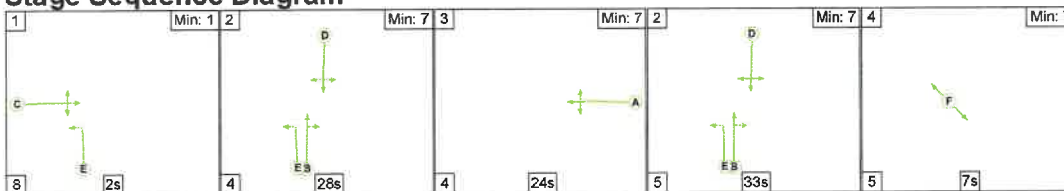
Lane Saturation Flows

Junction: J1: John Carew Park Link Road/ Deer Court/ East-West Link Road								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J1:1/1	3.25	0.00	N	Arm J1:5 Left	Inf	7.0 %	2080	2080
				Arm J1:6 Ahead	Inf	91.6 %		
				Arm J1:7 Right	Inf	1.4 %		
J1:2/1	3.25	0.00	N	Arm J1:6 Left	Inf	92.0 %	2080	2080
				Arm J1:7 Ahead	Inf	3.0 %		
				Arm J1:8 Right	Inf	5.0 %		
J1:3/1	3.25	0.00	Y	Arm J1:7 Left	20.00	100.0 %	1805	1805
J1:3/2	3.25	0.00	N	Arm J1:5 Right	Inf	5.0 %	2080	2080
				Arm J1:8 Ahead	Inf	95.0 %		
J1:4/1	3.50	0.00	N	Arm J1:5 Ahead	Inf	3.6 %	1929	1929
				Arm J1:6 Right	20.00	70.9 %		
				Arm J1:8 Left	10.00	25.5 %		
J1:5/1	Infinite Saturation Flow						Inf	Inf
J1:6/1	3.25	0.00	Y	Arm J2:2 Ahead	Inf	100.0 %	1940	1940
J1:7/1	3.25	0.00	Y				1940	1940
J1:8/1	Infinite Saturation Flow						Inf	Inf

Junction: J2: Roundabout Junction 30								
Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
J2:1/1	3.25	0.00	Y	Arm J2:3 Ahead	Inf	98.1 %	1940	1940
				Arm J2:4 U-Turn	Inf	0.0 %		
				Arm J2:5 Left	Inf	1.9 %		
J2:2/1	3.25	0.00	Y	Arm J2:4 Ahead	Inf	100.0 %	1940	1940
				Arm J2:5 Right	Inf	0.0 %		
J2:3/1	3.25	0.00	Y	Arm J1:3 Ahead	Inf	100.0 %	1940	1940
J2:4/1	3.25	0.00	Y				1940	1940
J2:5/1	3.25	0.00	Y				1940	1940
J2:6/1	3.25	0.00	Y	Arm J2:3 Left	Inf	0.0 %	1940	1940
				Arm J2:4 Right	Inf	100.0 %		

Scenario 1: 'AM YoO+15 [2043] with Dev [Phases 1and2]' (FG5: 'With Dev - Year of Opening [2043]', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

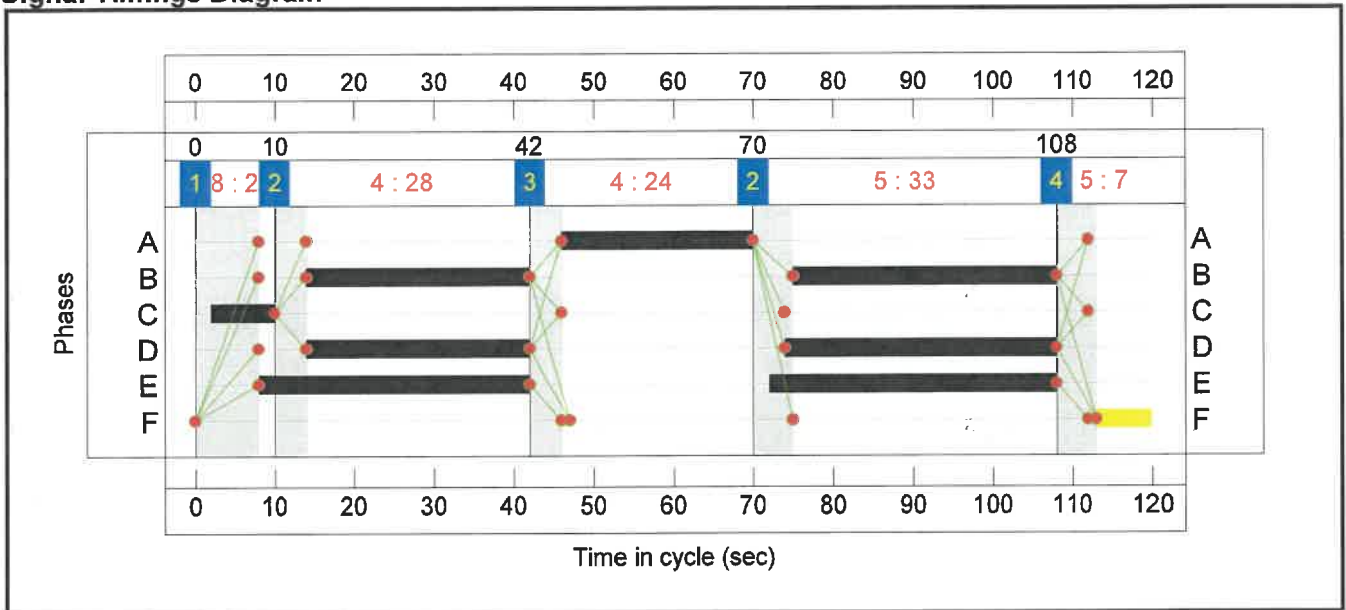


Full Input Data And Results

Stage Timings

Stage	1	2	3	2	4
Duration	2	28	24	33	7
Change Point	0	10	42	70	108

Signal Timings Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-	-	-	-	-	-	-	-	82.7%
J1: John Carew Park Link Road/ Deer Court/ East-West Link Road	-	-	N/A	-	-	-	-	-	-	-	-	-	82.7%
1/1	Left Ahead Right	O	N/A	N/A	D	-	2	62	-	634	2080	1109	57.2%
2/1	Left Ahead Right	U	N/A	N/A	A	-	1	24	-	351	2080	433	81.0%
3/1	Left	U	N/A	N/A	E	-	2	70	-	36	1805	1083	3.3%
3/2	Right Ahead	O	N/A	N/A	B	-	2	61	-	903	2080	1092	82.7%
4/1	Ahead Right Left	U	N/A	N/A	C	-	1	8	-	108	1932	145	74.5%
5/1		U	N/A	N/A	-	-	-	-	-	113	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-	-	-	-	-	970	1940	1940	50.0%
7/1		U	N/A	N/A	-	-	-	-	-	49	1940	1940	2.5%
8/1		U	N/A	N/A	-	-	-	-	-	900	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F	-	1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F	-	1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F	-	1	7	-	0	-	0	0.0%
J2: Roundabout Junction 30	-	-	N/A	-	-	-	-	-	-	-	-	-	50.0%
1/1	Ahead U-Turn Left	U	N/A	N/A	-	-	-	-	-	949	1940	1940	48.9%
2/1	Ahead Right	U	N/A	N/A	-	-	-	-	-	970	1940	1940	50.0%
3/1	Ahead	U	N/A	N/A	-	-	-	-	-	939	1940	1940	48.4%
4/1		U	N/A	N/A	-	-	-	-	-	970	1940	1940	50.0%
5/1		U	N/A	N/A	-	-	-	-	-	20	1940	1940	1.0%
6/1	Left Right	U	N/A	N/A	-	-	-	-	-	10	1940	1940	0.5%

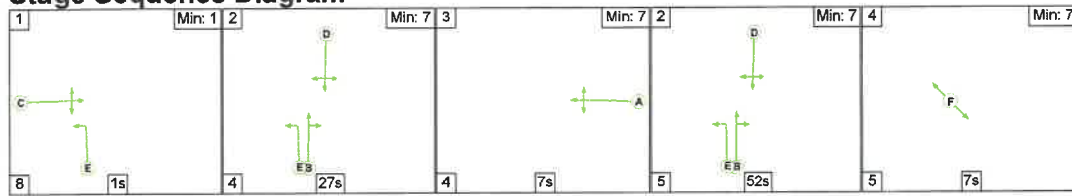
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	56	0	0	10.8	8.9	0.1	19.8	-	-	-	-
J1: John Carew Park Link Road/ Deer Court/ East-West Link Road	-	-	56	0	0	10.8	6.9	0.1	17.8	-	-	-	-
1/1	634	634	11	0	0	1.7	0.7	0.0	2.4	13.5	7.7	0.7	8.4
2/1	351	351	-	-	-	4.4	2.0	-	6.4	66.1	11.1	2.0	13.1
3/1	36	36	-	-	-	0.1	0.0	-	0.1	6.9	0.3	0.0	0.3
3/2	903	903	45	0	0	3.0	2.3	0.0	5.4	21.6	14.0	2.3	16.4
4/1	108	108	-	-	-	1.6	1.4	-	3.0	99.8	3.5	1.4	4.9
5/1	113	113	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	970	970	-	-	-	0.0	0.5	-	0.5	1.9	6.5	0.5	7.0
7/1	49	49	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
8/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Roundabout Junction 30	-	-	0	0	0	0.0	2.0	0.0	2.0	-	-	-	-
1/1	949	949	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
2/1	970	970	-	-	-	0.0	0.5	-	0.5	1.9	0.5	0.5	1.0
3/1	939	939	-	-	-	0.0	0.5	-	0.5	1.8	0.0	0.5	0.5
4/1	970	970	-	-	-	0.0	0.5	-	0.5	1.9	0.0	0.5	0.5
5/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
C1										PRC for Signalised Lanes (%): 8.8	Total Delay for Signalised Lanes (pcuHr): 17.31	Cycle Time (s): 120	
										PRC Over All Lanes (%): 8.8	Total Delay Over All Lanes (pcuHr): 19.78		

Full Input Data And Results

Scenario 2: 'PM YoO+15 [2043] with Dev [Phases 1and2]' (FG6: 'With Dev - Year of Opening [2043]', Plan 1: 'Network Control Plan 1')

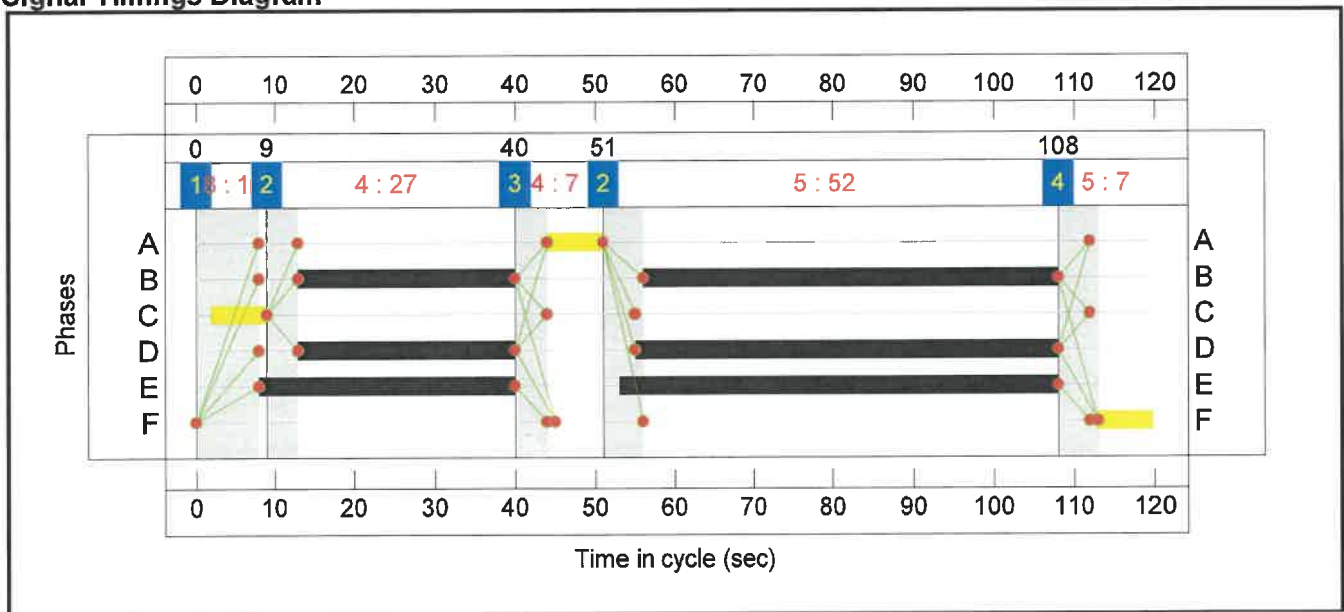
Stage Sequence Diagram



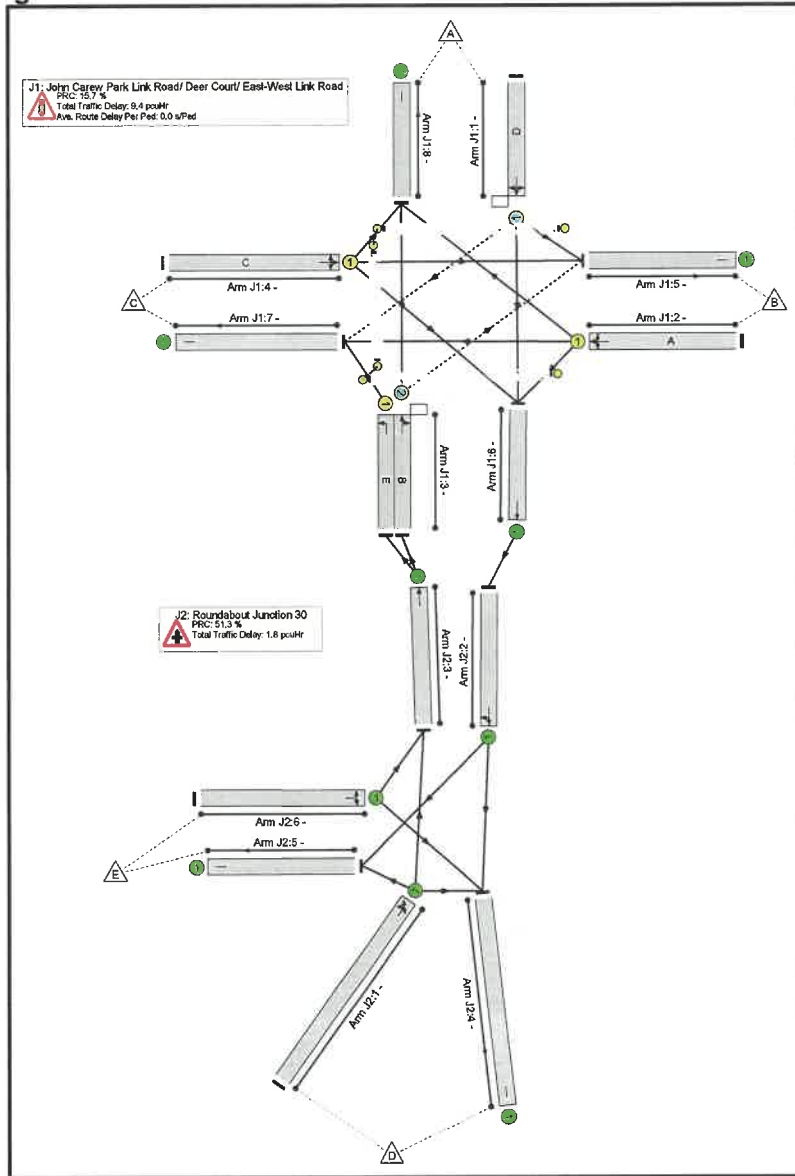
Stage Timings

Stage	1	2	3	2	4
Duration	1	27	7	52	7
Change Point	0	9	40	51	108

Signal Timings Diagram



Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	77.8 %
J1: John Carew Park Link Road/ Deer Court/ East-West Link Road	-	-	N/A	-	-		-	-	-	-	-	-	77.8 %
1/1	Left Ahead Right	O	N/A	N/A	D		2	80	-	1106	2080	1421	77.8 %
2/1	Left Ahead Right	U	N/A	N/A	A		1	7	-	100	2080	139	72.1 %
3/1	Left	U	N/A	N/A	E		2	87	-	67	1805	1339	5.0%
3/2	Right Ahead	O	N/A	N/A	B		2	79	-	442	2080	1398	31.6 %
4/1	Ahead Right Left	U	N/A	N/A	C		1	7	-	55	1929	129	42.8 %
5/1		U	N/A	N/A	-		-	-	-	101	Inf	Inf	0.0%
6/1	Ahead	U	N/A	N/A	-		-	-	-	1144	1940	1940	59.0 %
7/1		U	N/A	N/A	-		-	-	-	86	1940	1940	4.4%
8/1		U	N/A	N/A	-		-	-	-	439	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	F		1	7	-	0	-	0	0.0%
J2: Roundabout Junction 30	-	-	N/A	-	-		-	-	-	-	-	-	59.5 %
1/1	Ahead U-Turn Left	U	N/A	N/A	-		-	-	-	519	1940	1940	26.8 %
2/1	Ahead Right	U	N/A	N/A	-		-	-	-	1144	1940	1940	59.0 %
3/1	Ahead	U	N/A	N/A	-		-	-	-	509	1940	1940	26.2 %
4/1		U	N/A	N/A	-		-	-	-	1154	1940	1940	59.5 %
5/1		U	N/A	N/A	-		-	-	-	10	1940	1940	0.5%
6/1	Left Right	U	N/A	N/A	-		-	-	-	10	1940	1940	0.5%



Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Overs at Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Overs at Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	28	0	10	5.0	6.1	0.1	11.2	-	-	-	-
J1: John Carew Park Link Road/ Deer Court/ East-West Link Road	-	-	28	0	10	5.0	4.3	0.1	9.4	-	-	-	-
1/1	1106	1106	16	0	0	2.1	1.7	0.0	3.8	12.5	15.7	1.7	17.4
2/1	100	100	-	-	-	1.5	1.2	-	2.7	98.7	3.3	1.2	4.5
3/1	67	67	-	-	-	0.0	0.0	-	0.1	3.6	0.4	0.0	0.4
3/2	442	442	12	0	10	0.5	0.2	0.1	0.8	6.7	3.7	0.2	3.9
4/1	55	55	-	-	-	0.8	0.4	-	1.2	78.0	1.8	0.4	2.1
5/1	101	101	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	1144	1144	-	-	-	0.0	0.7	-	0.7	2.3	0.0	0.7	0.7
7/1	86	86	-	-	-	0.0	0.0	-	0.0	1.0	0.0	0.0	0.0
8/1	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
J2: Roundabout Junction 30	-	-	0	0	0	0.0	1.8	0.0	1.8	-	-	-	-
1/1	519	519	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
2/1	1144	1144	-	-	-	0.0	0.7	-	0.7	2.3	0.0	0.7	0.7
3/1	509	509	-	-	-	0.0	0.2	-	0.2	1.3	0.0	0.2	0.2
4/1	1154	1154	-	-	-	0.0	0.7	-	0.7	2.3	0.0	0.7	0.7
5/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
6/1	10	10	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
			C1		PRC for Signalled Lanes (%):		15.7	Total Delay for Signalled Lanes (pcuHr):					
			8.68		Cycle Time (s):		120						
					PRC Over All Lanes (%):		15.7	Total Delay Over All Lanes (pcuHr):					
							11.23						

