



Comhairle Cathrach
& Contae **Luimnigh**

Limerick City
& County Council

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

**A temporary car park as part of a Part & Ride scheme associated with the
Ryder Cup, Collopy's Cross, Attyflin, Patrickswell, Co. Limerick.**

Reference: PT8LL383

Limerick City and County Council

25th June 2026

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**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:

PT8LL383

1.0 Introduction

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

2.0 Description of the nature and extent of the proposed development

A temporary car park as part of a Part & Ride scheme associated with the Ryder Cup, 2027 at Collopy's Cross, Attyflin, Patrickswell, Co. Limerick. The site is a large greenfield site approximately 26.7ha in size which fronts onto the R526 and is within the development boundary of Patrickswell village. The facility will include for the provision of temporary car and bus parking spaces during the Ryder Cup event which will be under the control of an overall Temporary Traffic Management Plan which is to be implemented for the Ryder Cup event.

3.0 Site Location

The site is located in the townland of Attyflin within the development boundary of Patrickswell village. The site is bounded to the north by the R526, by the Limerick to Foynes Railway and the M20 motorway along the south, commercial units to the east and agricultural lands to the west. The site is made up of one large field with natural boundaries on all sides. There is an archaeological feature centrally located within the site.



4.0 Public Consultation:

The plans and particulars were placed on public display from the 29th April 2026 to 12th June 2026 (inclusive).

5.0 Submissions with respect to the proposed development

A total of 2 observations were received and are listed below:

No.	Name
1	Desmond Fitzgerald
2	Patrickswell Community Council
SUB (1) Desmond Fitzgerald	
<u>Submission Summary:</u>	
Mr Fitzgerald has proposed that Traffic lights be installed at the Junction of the R526 and Clarina Road to facilitate local traffic movements during the period in which the Park and Ride facility will be in operation. He has stated that the right turn exit from the Clarina Road is difficult at peak times and that a permanent solution be examined.	
<u>Mayor's Response:</u>	
A detailed traffic management plan (TMP) will be prepared as part of the transport strategy, and this will examine the impacts on the road network in the direct vicinity of the Park and Ride Location. This TMP will be cognisant of Patrickswell village and will identify any mitigation measures required.	
With respect to a permanent solution, this request falls outside the scope of this project. Your comment however will be passed onto the relevant area engineer for examination.	
SUB (2) Patrickswell Community Council	
<u>Submission Summary:</u>	
Patrickswell Community Council (PCC) have requested that Limerick City and County Council consider the legacy for Patrickswell Village similar to supports that has been proposed in Adare Village. They would suggest that such projects should include improved signage, improved landscaping at each end of Village, deal with legacy issues already identified within Patrickswell to Limerick City and County Council and support community groups and organisations to deliver projects.	
PCC have requested that Limerick City and County Council commit to establishing a Community Gain Fund for local groups to avail of to advance small scale capital projects in preparation for the Ryder Cup, this will also deliver a legacy for the Ryder Cup in our Village.	
PCC note that Limerick City and County Council propose to use an exit to the East of the site in the event of an Emergency. PCC state that this entrance was constructed by the previous owner without planning permission (circa 2015) with concerns raised with Limerick City and County Council at the time. Whilst PCC acknowledge it is not possible to pursue this as a planning enforcement matter now they do note the above application does	

not seek the retention. In light of this PCC would request that a commitment be provided to close this entrance once the event has concluded.

PCC request that Limerick City and County Council consider better infrastructure for pedestrian connectivity within Patrickswell Village Core and this site. At present we have no dedicated crossing point at the upper end of the Village, we would request this be considered.

PCC have requested that outside of this statutory consultation that ongoing engagement occur with local groups in advance of the Ryder Cup to ensure that the positive effects of this event are maximised for our Village.

Mayors Response

Legacy

The request for legacy projects in Patrickswell is acknowledged. However, this request lies outside the scope of the Ryder Cup temporary park and ride Part 8 at Collopy's Cross. Nonetheless, Limerick City and County Council will liaise with the Dept of Culture, Communications and Sport on the projects identified by the Community Council. The Dept provided the primary funding for the legacy projects in Adare.

Community Gain Fund

The request for a community gain fund is acknowledged. This request lies outside the scope of the temporary park and ride proposals.

Emergency Exit

The proposal for the Ryder Cup park and ride site is for a temporary use of the site only over a short period. The request to close this entrance would be more appropriately dealt with during any future planning consultation process' should a permanent development be proposed.

Connectivity with Patrickswell Village Core

The request for an additional pedestrian crossing at the upper end of the village is noted but lies outside the scope of this Part 8. The request however will be forwarded to the Metropolitan Roads Engineer and the Limerick Active Travel Office for their consideration.

Ongoing Engagement

Limerick City and County Council have engaged with the community previously and will continue to do so in the run up to the Ryder cup.

6.0 Habitats Directive Project Screening Assessment

An Appropriate Assessment Screening Report has been undertaken by Whitehall Environmental on behalf of Limerick City and County Council, for the proposed development. The Lower River Shannon SAC is approximately 3.4km west of the subject site while the River Shannon and River Fergus Estuaries SPA is approximately 4.1km northwest of the subject site. There are no watercourses on site and therefore no viable source-pathway receptor linkage between the site and the SAC or SPA. No habitats of conservation interest are present within the project area. The AA screening found that given the distance of the site from the SAC/SPA, size, scale, temporary nature of the development and the fact that no construction works are required and

therefore will not generate emissions to any watercourses connected to the SAC or SPA, the proposed development will have no likely significant effects on the Qualifying Interests of the Lower River Shannon SAC or the River Shannon and River Fergus Estuaries SPA. The temporary car park will not give rise to any changes to the existing natural surface water regime on the site as all grassland habitats will remain.

Prior to the Part 8 application being lodged, the AA screening was assessed by the Council Heritage Officer who was satisfied that the significant effects on the nearby Natura 2000 sites can be ruled out due to separation distance and the limited scale of works and the temporary and readily reversible nature of the parking facility itself.

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

7.0 Environmental Impact Assessment Screening

An EIA Screening Report has been undertaken by Caas Ltd for Punch Consulting on behalf of Limerick City & County Council for the proposed development and assesses whether the proposed development falls within any project categories as set out in Annexes I and II of the Directive. Annex I projects automatically require EIA while projects falling into Annex II require EIA if they meet or exceed a given threshold. The development as proposed does not fall under Annex I projects but has been assessed against under category 10 (infrastructure projects) within Annex II.

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

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

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

- (ii) construction of a car park providing more than 400 spaces, other than a car park provided as part of and incidental to the primary purpose of a development
- (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20

hectares elsewhere. (In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)
(dd) all private roads which would exceed 2000m in length.

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

The EIA screening was assessed by the Council Heritage Officer prior to the Part 8 application being lodged and agrees that a full EIA was not required. Due to the limited scale of works, their readily reversible nature and the limited time span of usage it is not likely to generate any significant environmental effects. On site ecological and archaeological features will be protected by temporary fencing, affording further protection and lessening still further the potential for effects.

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

8.0 Key Policy Provisions

Patrickswell Local Area Plan 2024-2030:

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

Zoning – site is subject to two zonings – *Agriculture* and *Enterprise and Employment*.

Agriculture

Objective: To protect and improve rural amenity and provide for the development of agricultural uses.

Purpose: Protect rural amenity and agricultural lands from urban sprawl and ribbon development and provide a clear demarcation to the adjoining built up areas. Uses which are directly associated with agriculture or rural related business activities which have a demonstrated need for a rural based location, and which would not interfere with rural amenity are open for consideration. Compliance is required with the criteria for Small Scale Home Based Businesses In Rural Areas as set out in the Limerick Development Plan 2022-2028 or any replacement thereof. One off dwellings will only be considered on agriculturally zoned land outside of Flood Zones A and B for the permanent habitation, subject to the terms and conditions of the rural housing policy as set out in the Limerick Development Plan 2022-2028.

Enterprise and Employment

Objective: To provide for and improve general enterprise, employment, business and commercial activities.

Purpose: Provides for enterprise, employment and general business activities and acknowledge existing/permitted retail uses. This land use zone may accommodate light industry, low input and emission manufacturing, logistics and warehousing and office

developments. The form and scale of development on these sites shall be appropriate to their location, having regard to surrounding uses and scale. Proposals may generate a considerable amount of traffic by both employees and service vehicles and traffic assessments may be required. Sites should be highly accessible, well designed and permeable with good pedestrian, cyclist links to the village centre and public transport. The implementation of mobility management plans will be required to provide important means of managing accessibility to these sites.

Objective ED O3 - Tourism Development:

It is an objective of the Council to:

- (a) Enhance the tourism potential of Patrickswell, including the promotion of new tourism products in an environmentally sustainable manner and work with relevant landowners and stakeholders to encourage new development for the tourist industry within the Local Area Plan boundary.
- (b) Support growth in the tourism sector in Patrickswell by facilitating vital connections between complementary locations, and ensuring visitors can easily avail of services in Patrickswell village centre.
- (c) Support the provision of a new Greenway linking Patrickswell with the Limerick Greenway and the wider Greenway/ Active Travel network.
- (d) Require new tourism projects located within the village to foster synergy with the services and retail businesses located in the village.
- (e) Support community engagement in the development of niche tourism and amenity projects in the village

Objective CH O9 - Archaeological Heritage:

It is the objective of the Council to:

- (a) Seek the preservation (in situ, or at a minimum, preservation by record) of all known sites and features of historical and archaeological interest, including wreck, sites and objects underwater. This is to include all the sites listed in the Record of Monuments and Places as established under Section 12 of the National Monuments (Amendment) Act 1994. In securing such preservation, the Council will have regard to the advice and recommendations of the National Monuments Service, Department of Housing, Local Government and Heritage, the National Museum of Ireland and the Local Authority Archaeologist.
- (b) Protect and preserve (in situ, or at a minimum, preservation by record) all sites and features of historical interest discovered subsequent to the publication of the Record of Monuments and Places.
- (c) Ensure that any proposed development shall not have a negative impact on the character or setting of an archaeological monument. In assessing proposals for development, the Council will take account of the Archaeological potential of rivers and other waterways.
- (d) Ensure that the area of a monument and the associated buffer area shall not be included as part of the open space requirement demanded of a specific development, but should be additional to the required open spaces, and if appropriate, where such a monument lies within a development, a conservation and/or management plan for that monument, shall be submitted as part of the landscape plan for that development.
- (e) Protect and preserve the industrial, military, maritime, riverine and post-medieval archaeological heritage of the Plan area. Proposals for refurbishment, works to or redevelopment of these sites should be subject to a full architectural and archaeological assessment, including where appropriate underwater archaeological impact assessment.

Objective CH O10 - Record of Monuments and Places:

It is an objective of the Council to: Seek the preservation of all known sites and features of historical and archaeological interest. This includes all the sites listed in the Record of Monuments and Places, as established under Section 12 of the National Monuments (Amendment) Act 1994.

Limerick Development Plan 2022-2028**Objective ECON O45 Tourism**

It is an objective of the Council to:

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

Section 5.9.2 Rural Tourism

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

Objective EH O10 Trees and Hedgerows

It is an objective of the Council to:

- a) Retain and protect amenity and biodiversity value of the County and City by preserving as far as possible trees, woodlands and hedgerows, having regard to the significant role that trees and hedgerows play in local ecology, climate change and air quality and their contribution to quality place making and the associated health and wellbeing benefits.
- b) Require, in the event that mature trees or extensive mature hedgerow is proposed to be removed, that a comprehensive tree and hedgerow survey be carried out by a suitably qualified tree specialist to assess the condition, ecological and amenity value of the tree stock/ hedgerow proposed for removal and to include mitigation planting and a management scheme. The Council will seek in all cases to ensure when undertaking

development, or when permitting development, that the loss of, or damage to, existing trees is minimised.

c) Require the planting of native trees, hedgerows and vegetation and the creation of new habitats in all new developments and public realm projects. The Council will avail of tree planting schemes administered by the Forest Service, in ecologically suitable locations, where this is considered desirable.

d) To identify and prepare TPO's where trees of exceptional amenity, cultural or environmental value are identified which warrant a high level of protection.

e) To implement the Limerick City and County Tree Policy when completed and review as appropriate.

9.0 Appraisal

Principle of Development:

Principle of Development

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

The event consists of three practice days and three match days with provision to extend play into Monday 20th September should adverse weather or other circumstances determine this necessary. Attendance is anticipated at 55,000 to 65,000 persons per day, including the practice days. An Event Licence was granted for the Ryder Cup Event on the 22nd July 2025. Limerick City and County Council are engaged in the development of a transport plan associated with the Ryder Cup and which includes for the delivery of a number of temporary Park and Ride facilities in the County. The subject site is one of these facilities along with one adjacent to the existing Mackey Roundabout in Annacotty, one at Limerick Racecourse/Richmond Villa and two on the east side of Croagh Village (Croagh west (1) and Croagh north/south (2), all of which have received permission. The purpose of these facilities is to accommodate temporary parking off site thus relieving traffic within the immediate vicinity of Adare and the Manor. It is the intention that the public will park at the proposed facilities and then be bussed from same to the Ryder Cup Event in Adare which will reduce the amount of traffic in and around the village.

The proposed temporary installation associated with the Park & Ride at Attyflin facility consists of the following:

- Widening of existing access to provide for bus entry and exit onto the R526;
- Preparation of two new car entry and exits onto the R526;
- Provision of emergency entrance and exit onto the Enterprise Centre Road;
- Clearance of boundary hedging/fencing/walls to facility the accesses;
- Provision of temporary fencing to provide suitable separation from hedgerows / water features (5m from hedgerows/treelines and 10m from watercourses where relevant)
- Temporary designated in-field car parking which will be outlined using wire and stake or appropriate demarcation with approximately 7,000 to 7,500 parking spaces for visitors availing of the Park & Ride facility;
- Provision of a minimum 25m buffer provided outside the protected ringfort to the centre of the site, which will be outlined using appropriate fencing;

- Provision of temporary ground protection mats ('trackway' mats or similar) on main access routes where heavier traffic is envisaged and over existing watermain crossings the site;
- Installation of separation membranes, geogrids, hardcore and trackway in areas where bus turning movements will occur;
- Temporary designated bus loading and unloading areas;
- Temporary signage on site and at site entrance to guide vehicles & pedestrians;
- Temporary site lighting;
- Full reinstatement of any areas disturbed during the event in include re-planting of affected hedgerows, reinstatement of boundaries and making good to any damaged ground.
- Reinstatement of boundaries and making good to any damaged ground. Hedgerow re-planting will include for native species to include a mixture of hawthorn, blackthorn, crab apple etc ;

Zoning

It is acknowledged that the lands are subject to both *Enterprise and Employment* and *Agriculture* zoning objectives. The zoning matrix of the Limerick Development Plan 2022–2028 identifies Park and Ride facilities as being open for consideration on lands zoned *Enterprise and Employment*, while such uses are generally not permitted on lands zoned *Agriculture*. In this instance, however, the proposal is materially distinct from a permanent car park or permanent transport-related land use, having regard to its temporary, event-specific and fully reversible nature.

The proposed Park and Ride facility is required for a limited period only, in association with the Ryder Cup 2027, and forms part of a wider traffic and mobility management strategy intended to reduce traffic congestion in and around Adare and support the safe and efficient movement of spectators to and from the event. No permanent change of use of the agricultural lands is proposed, and all temporary infrastructure, including parking demarcation, ground protection measures, signage, lighting and fencing, will be removed following the event. The lands will be reinstated to their original condition within one month of the conclusion of the Ryder Cup.

Having regard to the temporary duration of the proposal, its strategic role in supporting a major international event expressly recognised in the Limerick Development Plan, and the commitment to full reinstatement of the lands thereafter, it is considered that the proposal would not undermine the long-term agricultural zoning objective for the lands. On this basis, the temporary use is considered acceptable in principle and would not establish a precedent for permanent non-agricultural development on agriculturally zoned lands.

Access

The temporary car park requires the use of existing access points to the lands and the provision of new access points. The existing access point at the north corner of the site will be for bus entry and exit. This entrance is located adjacent to an arched gateway which is a protected structure (ref: 1532). The existing entrance will be widened in a westerly direction away from the protected structure which will be protected from incidental damage during widening and reinstatement works. An emergency exit is proposed along the eastern boundary via an existing entrance. A new car entrance/exit is located at the southwest corner of the site closest to the N20 and M20 which is expected where the majority of traffic will come from. A car exit point is proposed to

the northwest of the site which will allow for vehicles entering the site in error to exit back onto the R526. A Temporary Traffic Management Plan will be prepared for the Park and Ride Facility. The TTMP will allow for the period when site preparation works are underway to create the access for the duration of the Ryder Cup event and during the reinstatement works. Traffic controls or flagmen will be provided to facilitate the safe crossing of pedestrians from the parking area to the racecourse. Additionally a Road Safety Audit will be carried out on the TTMP arrangement.

Field boundaries

The majority of existing mature trees and hedgerows will be retained with the parking to be arranged in a grid system to suit the existing boundaries. Full reinstatement of any affected hedgerows to include re-planting of same and will include for native species to include a mixture of hawthorn, blackthorn, crab apple etc.

Ecology

The application is accompanied by a preliminary Ecological Appraisal report carried out by Whitehill Environmental. A field survey was carried out on site on the 3rd March 2026 which did not reveal any notable signs of any protected mammal species, amphibian, reptile, invertebrates or birds. The agricultural grassland within the site is of low ecological value, being intensively managed and species poor and representative of a common and widespread farmland habitat. There is a small area of wet grassland in the western corner, which provides habitat variation in the field and is considered to be of slightly higher ecological value at a local level. The site boundaries provide habitat diversity and ecological connectivity. of greater ecological value, providing structural diversity, foraging and nesting opportunities for birds, potential commuting and foraging habitat for bats, and important ecological connectivity within an otherwise intensively managed agricultural setting. The vegetation associated with the Lissard ringfort, including mature beech, ash, sycamore and hawthorn growing on the earthen banks, represents a remnant semi-natural woodland element and contributes notable structural and biodiversity value in addition to its archaeological and landscape importance.

There are no buildings within the site that are proposed for demolition but there are a number of mature trees present on site and this coupled with the presence of the old lime kiln may provide suitable roosting and nesting sites for bats. While the overall landscape is not considered to be of high or exceptional value for bats it is assessed as being of local ecological importance due to the presence of the mature trees.

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

The following best practice measures are recommended/proposed:

- Vegetation clearance to be kept to a minimum and confined to areas where vegetation is already sparse

- Clearance to be undertaken outside of the bird nesting season (March 1st to August 31st) unless pre-works check by a suitably qualified ecologist confirms the absence of nesting activity
- Reinstatement of any vegetation removed to take place following cessation of use with planting focused on native species
- Lighting to be kept to the minimum level required for safety and switched off at night
- A 10m buffer to be maintained between the car parking area and the area of wet grassland in the western section of the site.
- a walkover mammal survey in advance of the event to take place, ideally during the winter survey season, to confirm the presence or absence of badger setts or otter habitat. Should evidence of such species be identified, appropriate avoidance or mitigation measures (e.g. exclusion buffers) can then be implemented.

Flooding

The site is not within an area identified as liable to flood. The Patrickswell River crosses under the M20 at the southeast corner of the site and flows south-north through the village which is a tributary of the Barnakule River but there has been no flooding issues recorded with regards to same. The nearest river which has recorded flood risks is the River Maigue but this is approximately 4km to the west of the site. The site is therefore considered to be located outside the flood extents shown on the CFRAMs mapping.

Archaeology/Conservation

The site has a number of protected structures and recorded monuments.

RPS – 1528: milestone

RPS – 1532: arched gateway

RPS: 1533 Lime kiln

LI012-088 - ringfort

The Council's Archaeologist was consulted prior to the publication of the Part 8 proposal and was satisfied subject to a 25m buffer from the outer known edge of the monument. A 25m buffer is proposed around the ringfort and kiln and the existing mature vegetation associated with same will be retained in full and protective fencing will be installed as the buffer. No works are proposed in proximity to the existing milestone. As noted above, the bus entrance/exit is immediately adjacent to the arched gateway, but the entrance shall be widened in a westerly direction away from the protected structure which will be protected from incidental damage during widening and reinstatement works as was requested by Council Conservation Officer during preliminary consultations.

Lighting

Public lighting exists along the R526. Temporary lighting will be provided during the hours of darkness and poor daylight to assist patrons. The lighting will be operated by on site generators or battery powered.

Surface Water

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

OIREMP (Outline Installation and Reinstatement Environmental Management Plan)

The proposal is accompanied by an OIREMP. This document describes the methodology of the temporary installation and reinstatement of the site. The development will be in 3 phases.

Phase 1 involves site preparation, installation of temporary fencing, installation of separation membrane and ground protection mats, demarcation of car parking spaces using wire and stake, establishment of temporary bus loading/unloading zones, temporary signage and site lighting.

Phase 2 involves finalisation of operational layout in coordination with An Garda Síochána and Ryder Cup Event Management, implementation of traffic management measures, coordination of transport routes and ongoing monitoring and adjacent of the parking arrangement based on ground conditions and operational needs during the event.

Phase 3 involves the removal of all temporary installation and repair any damaged ground including re-planting of any affected hedgerows. All installations are designed to be fully removable, with the site reinstated to its original condition within one month after the conclusion of the Ryder Cup. It is noted that portable toilets will be provided on site for staff and public availing of the Park & Ride Facility but waste produced from same will be tankered off site for disposal at an appropriately licenced facility. The P&R Operator will be responsible for developing a Waste Management Plan.

Residential Amenity

The surrounding area is generally rural in nature but there are a number of houses in close proximity to the northwest of the site. Due to the nature of the use there is potential for increase of traffic, noise and vibration levels. As such it is proposed to limit the hours during which site preparation activities will occur and a variety of noise control measures will be included for such as location of noisy/vibratory plant as far away from properties, selection of plant with low potential for noise and or vibration and the erection of barriers as necessary.

Utilities

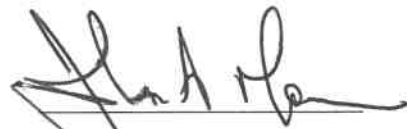
There are no overhead or underground ESB lines within the site. There are no gas lines crossing through the site but there is an 250PE gas pipeline running along the R526 to the north of the site adjacent to the proposed bus access/exit point. GNIS are to be consulted in advance of any works to confirm location of the pipeline and any temporary protection measures required. There are no EIR utilities cutting through the site and there are no sewer mains within the site.

There is an existing 100mm UE watermain running from north to south through the site and an above ground reservoir within the ringfort while a non UE owned watermain runs from the centre of the site, south of the reservoir. Mitigation measures will be provided to prevent any accidental damage to both the UE watermain and private watermain such as trackway mats and concrete protection slabs or pipes laid over the watermains on the main vehicular access routes through the site. Furthermore, parking will be prohibited within 5m on either side of the watermains and measures to be agreed with UE.

10.0 Conclusion

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

Having regard to the foregoing evaluation and the reasons and considerations as set out, the proposal is considered to be in accordance with the objectives of the Patrickswell Local Area Plan 2024-2030 and the Limerick Development Plan, 2022 - 2028 and the proper planning and sustainable development of the area. Pursuant to Section 179(3)(a) of the Planning and Development Act 2000 (as amended), it is recommended to the Elected Members of Limerick City & County Council that the proposed development proceed with as proposed.



Mr. John Moran

Mayor

Limerick City & County Council

Date: 7/7/2026

