

Limerick City & County Council

Re: Part 8 Proposal for the following:

Part 8 proposal, Reference PT8LL420 – The development works will consist of new pedestrian footpaths, installation of dropped kerbs and tactile paving at pedestrian crossing points, new uncontrolled raised pedestrian crossing, provision of public lighting, relocation of existing overhead services to underground infrastructure, landscaping enhancements, boundary adjustments, school zone and associated road markings, and all associated site works at Adamswood and Croagh (townland), Croagh, Co. Limerick.

Appropriate Assessment (AA) Screening Determination

Pursuant to the requirements of the above Limerick City & County Council is proposing, at Adamswood and Croagh (townland), Croagh, Co. Limerick, works which will consist of new pedestrian footpaths, installation of dropped kerbs and tactile paving at pedestrian crossing points, new uncontrolled raised pedestrian crossing, provision of public lighting, relocation of existing overhead services to underground infrastructure, landscaping enhancements, boundary adjustments, school zone and associated road markings, and all associated site works.

The plans and particulars were placed on public display from the 3rd of July, 2026 up to and including the 31st day of July 2026, 2026, and submissions and observations were invited up to the 17th of August, 2026 in accordance with the requirements of Part XI of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations, 2001 (as amended).

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

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

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

Order: That Limerick City & County Council as the Competent Authority having considered the AA Screening Report prepared by Active Travel Department makes a

determination that, when considered either alone or in combination with other plans or projects, a Stage 2 Appropriate Assessment will not be required to accompany the proposal for the development works which will consist of new pedestrian footpaths, installation of dropped kerbs and tactile paving at pedestrian crossing points, new uncontrolled raised pedestrian crossing, provision of public lighting, relocation of existing overhead services to underground infrastructure, landscaping enhancements, boundary adjustments, school zone and associated road markings, and all associated site works Adamswood and Croagh (townland), Croagh, Co. Limerick.



Dr. Pat Daly

Director General

Limerick City & County Council

Date:

29/11/20

Limerick City & County Council

Re: Part 8 Proposal for the following:

Part 8 proposal - Reference PT8LL420 – The development works will consist of new pedestrian footpaths, installation of dropped kerbs and tactile paving at pedestrian crossing points, new uncontrolled raised pedestrian crossing, provision of public lighting, relocation of existing overhead services to underground infrastructure, landscaping enhancements, boundary adjustments, school zone and associated road markings, and all associated site works at Adamswood and Croagh (townland), Croagh, Co. Limerick.

Environmental Impact Assessment (EIA) Screening Determination

Pursuant to the requirements of the above Limerick City & County Council is proposing, at Adamswood and Croagh (townland), Croagh, Co. Limerick, works which will consist of new pedestrian footpaths, installation of dropped kerbs and tactile paving at pedestrian crossing points, new uncontrolled raised pedestrian crossing, provision of public lighting, relocation of existing overhead services to underground infrastructure, landscaping enhancements, boundary adjustments, school zone and associated road markings, and all associated site works.

The plans and particulars were placed on public display from the 3rd of July, 2026 up to and including the 31st July 2026, 2026, and submissions and observations were invited up to the 17th August, 2026 in accordance with the requirements of Part XI of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations, 2001 (as amended).

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

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

The subsequent EIA Screening Report concludes that it is considered that due to the nature, scale, location and design 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

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

Order: That Limerick City & County Council as the Competent Authority having considered the Environmental Impact Assessment Screening makes a determination that, makes a determination that an Environmental Impact Assessment will not be required to inform the proposal for the development works which will consist of new pedestrian footpaths, installation of dropped kerbs and tactile paving at pedestrian crossing points, new uncontrolled raised pedestrian crossing, provision of public lighting, relocation of existing overhead services to underground infrastructure, landscaping enhancements, boundary adjustments, school zone and associated road markings, and all associated site works Adamswood and Croagh (townland), Croagh, Co. Limerick.



Dr. Pat Daly

Director General

Limerick City & County Council

Date: 22/9/20

**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 works will consist of new pedestrian footpaths, installation of dropped kerbs and tactile paving at pedestrian crossing points, new uncontrolled raised pedestrian crossing, provision of public lighting, relocation of existing overhead services to underground infrastructure, landscaping enhancements, boundary adjustments, school zone and associated road markings, and all associated site works at Adamswood and Croagh (townland), Croagh, Co. Limerick.

1.0 Introduction

This report has been prepared pursuant to Section 179 of the Planning & Development Act 2000 (as amended).

2.0 Description of the nature and extent of the proposed development

The application site is located in Croagh, a level 5 settlement as defined in the Limerick Development Plan 2022-2028. The proposed development comprises pedestrian infrastructure, traffic calming and accessibility improvements along the L1240 which is within the settlement boundary and extends north along the L1421. The majority of the site lies within a zone of archaeological notification for recorded monuments LI020-

123, classified as a town, incorporating the historic settlement of Croagh. The proposed works include:

- New pedestrian footpaths
- Installation of dropped kerbs and tactile paving at pedestrian crossing points
- New uncontrolled raised pedestrian crossing
- Provision of public lighting
- Relocation of existing overhead services to underground infrastructure
- Landscaping enhancements
- Boundary adjustments
- School zone and associated road markings
- All associated site works

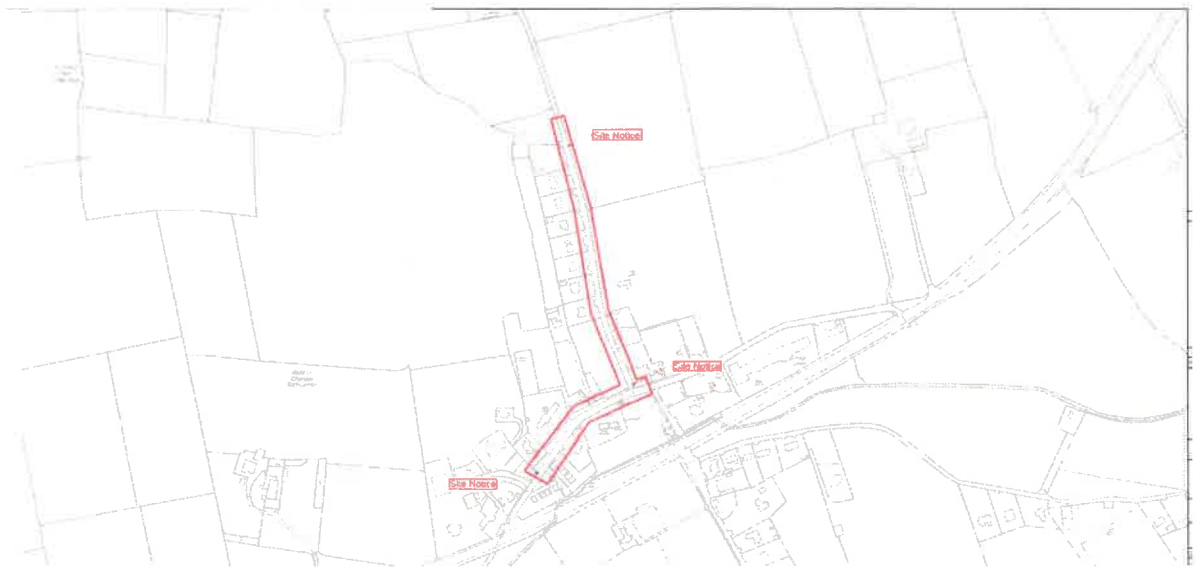


Figure 1. Site location.

2.1 Public Consultation:

The plans and particulars were placed on public display from the 3rd July 2026 up to and including the 31st July, 2026, and submissions and observations were invited up to the 17th August, 2026.

3.0 Submissions with respect to the proposed development

No third-party submission/observation or statutory body submission/observation was received in relation to this proposal.

4.0 Habitats Directive Project Screening Assessment

An Appropriate Assessment Screening Report has been undertaken by the Active Travel Department for the proposed development. The Appropriate Assessment Screening applied a Source-Pathway-Receptor model and identified that any potential pathway would be hydrological in nature. The proposal is located within the existing village environment of Croagh and is separated from the nearest designated sites by significant distances, the closest being Curraghchase Woods SAC which is 5.6km away. The nearest watercourse is the Greanagh Stream, approximately 85 metres south of the site, which is part of the River Maigue catchment but does not form part of the Lower River

Shannon SAC. No direct or indirect ecological or hydrological pathway linking the development to any European site was identified.

The report outlines that the scale of the works is modest, comprising footpaths, crossings, public lighting, landscaping, boundary adjustments and associated road improvement works within an established village. Given the distance from European sites, the absence of hydrological connectivity, and the limited nature of the works, no direct, indirect or in-combination effects were identified on the qualifying interests or conservation objectives of the Lower River Shannon SAC, Curraghchase Woods SAC or the River Shannon and River Fergus Estuaries SPA. The assessment found no potential for habitat loss, fragmentation, disturbance of qualifying species, deterioration in water quality, or interference with the ecological functioning of any designated site.

The screening concludes that there are no pathways by which the proposed development could give rise to significant effects on any designated site. Having regard to the scale and nature of the development, its location within a serviced village environment, and the absence of hydrological or ecological connectivity to nearby Natura 2000 sites, the project can be excluded from further Appropriate Assessment. It was determined beyond reasonable scientific doubt that the proposal will not adversely affect the conservation objectives of any SAC or SPA, either alone or in combination with other plans or projects, and therefore a Stage 2 Natura Impact Statement is not required.

Having regard to the above, 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

A preliminary examination has been carried out by the Active Travel Department in accordance with the requirements of the Planning and Development Regulations 2001 (as amended). Based on the nature, scale and location of the proposed development, it is considered that there is no real likelihood of significant effects on the environment. The proposal falls under Schedule 5, Part 2, Class 10(b)(iv) of the Planning and Development Regulations, relating to urban development projects, where the threshold for mandatory Environmental Impact Assessment is an area greater than greater than 10 hectares in the case of other parts of a built up area and 20 hectares elsewhere.

The proposed development consists of new footpaths, pedestrian crossings, public lighting, landscaping and road safety improvements within the existing village environment. The scheme is limited in scale, affecting approximately 0.11 hectares, and is primarily confined to existing road corridors.

The screening assessment found that the development would not give rise to significant impacts on water quality, biodiversity, landscape, cultural heritage, human health or flood risk. Construction impacts such as noise, dust and traffic disruption would be

temporary and localised while best practice construction management measures will be implemented.

The scheme is not located within or adjacent to any designated site, the nearest watercourse, the Greanagh Stream which is not part of the Lower River Shannon SAC, and the AA Screening determined that significant effects on any Natura 2000 site, either alone or in combination with other projects, can be ruled out. Having regard to the nature, scale and location of the proposed works, the screening concluded that there is no real likelihood of significant environmental effects. Consequently, an Environmental Impact Assessment Report (EIAR) is not necessary.

As the proposed development is significantly below this threshold and, having regard to its nature and location, is not likely to give rise to significant environmental effects, it is considered to be a sub-threshold development. Accordingly, an Environmental Impact Assessment is not required.

6.0 Key Policy Provisions

Limerick Development Plan 2022-2028:

Croagh is identified as a Level 5 Small Village in the Limerick Settlement Hierarchy.

The Limerick Development Plan, 2022-2028 sets out the following policies and objectives with respect to acceptable development at the location in question:

Policies and Objectives

Objective CGR O17 Development within Level 5 Settlements

It is an objective of the Council within these settlements to facilitate development, subject to compliance with the following: a) The scale of new residential schemes shall be in proportion to the pattern and grain of existing development and shall be located within the development boundary, thus avoiding 'leap frogging' of development and delivering compact growth and providing for the organic and sequential growth of the settlement. Infill and brownfield sites will be the preferred location for new development. In this regard, any development shall enhance the existing village character and create or strengthen a sense of identity and distinctiveness for the settlement. b) New commercial developments shall generally only be located within the core area and shall contribute positively to the village streetscape. c) New community and social facilities shall be provided in conjunction with residential development as required. d) The development of these centres shall provide for serviced sites and a variety of other house types and densities as appropriate. e) Where there is no treatment plant or limited capacity in the existing treatment plant, sewerage treatment shall generally be by means of individual treatment systems, subject to satisfactory site

assessment and compliance with EPA guidelines. All systems shall be constructed so as to allow connection to public sewers in due course when capacity becomes available.

Policy CGR P4 Revitalisation of Towns and Villages

It is the policy of the Council to:

- a) Actively address issues of vacancy and dereliction in settlements across Limerick.
- b) Promote projects contributing to compact growth and the physical, social and economic revitalisation of the towns and villages throughout County Limerick.

Objective CGR O20 Town and Village Revitalisation

It is an objective of the Council to:

- a) Promote and support the renewal and revitalisation of rural town and village centres to enhance the vitality and viability of settlements as attractive residential and service centres.
- b) Support and work with State Bodies, private landowners, community and voluntary groups to successfully achieve the renewal and revitalisation of Limerick's towns and village centres, including projects to re-use vacant premises and underutilised sites, enhance the unique characteristics and assets of main streets and improve the public realm

Chapter 7 - Sustainable Mobility and Transport

This chapter outlines the Council's strategy to provide an effective, sustainable and accessible transport system. A functional and effective transport network is fundamental to the creation of a compact and connected place. The National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) seek to reduce dependency on the private car and secure a shift towards sustainable modes of transport, including walking, cycling and public transport.

The Plan notes that a key project critical to enabling growth in Limerick includes the delivery of a comprehensive cycling and walking network for the Limerick City Metropolitan Area. The following objectives are included in the plan.

Objective TR P4 – Promotion of Sustainable Patterns of Transport Use

It is a policy of the Council to seek to implement in a positive manner, in co-operation with the other relevant authorities and agencies, the policies of the NPF, RSES and the Department of Transport's Smarter Travel, A Sustainable Transport Future 2009 – 2020 (and any subsequent updates), to encourage more sustainable patterns of travel and greater use of sustainable forms of transport, including public transport, cycling and walking.

Objective TR P5 – Sustainable Mobility and Regional Accessibility

It is a policy of the Council to support sustainable mobility, enhanced regional accessibility and connectivity within Limerick, in accordance with the National

Strategic Outcomes of the National Strategic Outcomes of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region.

Objective TR O2 – Design Manual for Urban Roads and Streets (Refer to Section 1.2.5 below)

It is an objective of the Council to support the appropriate road design standards of all roads and streets within the urban areas, including suburbs, towns and villages within the 60km/hr zone as per the Design Manual for Urban Roads and Streets and TII Publication Standards DNGEO-03084 The Treatment of Transition Zones to Towns and Villages on National Roads.

Objective TR O6 Delivering Modal Split

It is an objective of the Council to: a) Promote a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport in conjunction with the relevant transport authorities; b) Support investment in sustainable transport infrastructure that will make walking, cycling, carpool and public transport more attractive, appealing and accessible for all.

Objective TR O7 Behavioural Change Measures

It is an objective of the Council to: a) Continue to implement behavioural change initiatives and ‘softer measures’ aimed at enabling and promoting sustainable travel across Limerick’s workplaces, campuses, schools and communities as identified in LSMATS; b) Facilitate and implement school streets and school zones, including slow zones around schools, park and stride facilities and promote and facilitate active travel options for school children, to reduce the health and safety risks associated with traffic congestion, pollution and inactive lifestyles.

Objective TR O8 Walking and Cycling Infrastructure

It is an objective of the Council to: a) Improve and provide clear, safe and direct pedestrian linkages, cycle networks, including the greenways and primary segregated cycle routes, between the employment zones, shopping areas and residential areas throughout Limerick; b) Maintain and expand the pedestrian route network, infrastructure and where possible, retrofit cycle and pedestrian routes into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.

Objective TR O42 – Roads and Streets

It is an objective of the Council to secure improvements of the road network in Limerick, including improved pedestrian and cycle facilities, in conjunction and co-operation with relevant stakeholders, subject to resources becoming available.

Smarter Travel – A Sustainable Transport Future 2009 – 2020

Smarter Travel - A Sustainable Transport Future, was published in February 2009 and represented a new transport policy for Ireland for the period 2009-2020. The policy recognised the vital importance of continued investment in transport to ensure an

efficient economy and continued social development, but it also sets out the necessary steps to ensure that people choose more sustainable transport modes such as walking, cycling and public transport. The policy is a direct response to the fact that continued growth in demand for road transport is not sustainable due to the resulting adverse impacts of increasing congestion levels, local air pollution, contribution to global warming, and the additional negative impacts to health through promoting increasingly sedentary lifestyles.

Design Manual For Urban Roads And Streets (DMURS)

DMURS provides guidance relating to the design of urban roads and streets. It presents a series of principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regard to street networks and individual streets. The manual places a significant emphasis on car dominance in Ireland and the implications this has had regarding the pedestrian and cycle environment. The document encourages more sustainable travel patterns and safer streets by proposing a hierarchy for user priorities. This hierarchy places pedestrians at the top, indicating that walking is the most sustainable form of transport and that by prioritising pedestrians first, the number of short car journeys can be reduced and public transport made more accessible.

7.0 Appraisal

Principle of Development:

The proposed development includes new pedestrian footpaths, installation of dropped kerbs and tactile paving at pedestrian crossing points, new uncontrolled raised pedestrian crossing, provision of public lighting, relocation of existing overhead services to underground infrastructure, landscaping enhancements, boundary adjustments, and a school zone in Croagh Village in Co. Limerick. The works are largely located centrally in the village and extend north along the L1421.

The proposal accords with Policy CGR P4 (Revitalisation of Towns and Villages), which seeks to promote projects contributing to compact growth and the physical, social and economic revitalisation of towns and villages throughout the County. The provision of pedestrian infrastructure, traffic calming and accessibility improvements will enhance accessibility and connectivity within Croagh Village by facilitating the safe movement of pedestrians along the existing road network. The development will improve local infrastructure, promote active travel, and enhance the attractiveness and functionality of the village for residents and visitors alike. In this regard, the proposal represents an important investment in community infrastructure that will support the sustainable growth and long-term vitality of Croagh and its wider hinterland.

The development is also consistent with Objective CGR O20 (Town and Village Revitalisation), which promotes and supports the renewal and revitalisation of rural towns and villages to enhance their vitality and viability as attractive residential and service centres. The proposed works will make a positive contribution to the social and physical infrastructure of in the village by providing a safe and accessible pedestrian

link, improving connectivity within the area and encouraging walking as a sustainable mode of transport. Furthermore, the development aligns with the objective of working with communities and other stakeholders to improve the quality of life within settlements through the delivery of essential infrastructure and public realm improvements that support sustainable rural communities.

The proposal will serve to enhance local social and transportation infrastructure, improve pedestrian safety, support active travel objectives, and contribute positively to the sustainable development and revitalisation of Croagh Village. Accordingly, the proposed development is considered acceptable in principle and consistent with the objectives of the Limerick Development Plan 2022-2028.

Design and Layout:

The scheme has been prepared by the Active Travel Department and works are contained to existing carriageways and footpaths. Along the L-1240, footpaths are to be extended and planting bays with trees are to be introduced, a school zone is also proposed which includes roundels. Tactile paving is shown at crossings and car parking bays are to be provided.

A speed ramp is proposed on the L1421, new footpaths are to be developed on each side of the road with grass verges altered to allow for adequate carriage width. Footpaths will be dishd to ensure residential properties can be accessed easily, road gullies and watermains will also be repositioned as part of the scheme.

It is considered that the development will deliver a significant improvement to pedestrian infrastructure within Croagh Village, enhancing accessibility, safety and connectivity while contributing positively to the public realm and supporting the sustainable development of Croagh as a rural settlement. Landscaping and planting as proposed will also improve visual amenity in the village.

Access and Traffic Safety:

The Stage 1/2 Road Safety Audit notes the proposed works would significantly improve walkability, accessibility and pedestrian safety through the provision of new footpaths, crossing points, public lighting and public realm enhancements. The scheme will improve connectivity within the village, particularly for school children, residents and other vulnerable road users.

Despite these benefits, a number of road safety and accessibility concerns were identified. These include narrow and discontinuous footpaths, poor visibility at crossings and junctions, inadequate provision for cyclists, parking arrangements that obstruct pedestrian movements and sightlines, poor drainage, utility poles and street furniture within pedestrian routes, and the absence of traffic-calming measures.

The report recommends widening footpaths where possible, improving crossing design and visibility, introducing traffic calming and gateway treatments, addressing

drainage and parking issues, and incorporating cycling facilities. A further detailed design audit is recommended before construction proceeds.

The Mid-West Roads Design Office have not raised any concerns in relation to the development in the report received. Limerick City and County Council Roads Department have reviewed the proposal, and comments are included as an appendix to the Part 8 report prepared by the lead department.

Archaeology:

The majority of the site lies within a zone of archaeological notification for recorded monuments LI020-123, classified as a town, incorporating the historic settlement of Croagh. The proposed development is located within an established village setting on lands that have been previously disturbed through historic development, groundworks and associated infrastructure works.

The County Archaeologist has not raised any objections to the proposal in the report on file. Having regard to the location of the site, its development history and the nature and scale of the works proposed, the development is not considered likely to result in significant adverse impacts on the archaeological heritage of the area.

Flooding:

The site lies outside of flood zone A and flood zone B. Given the limited scale of works proposed and that surface water will be managed through the existing drainage network, the development would not increase flood risk at this location.

Waste Management

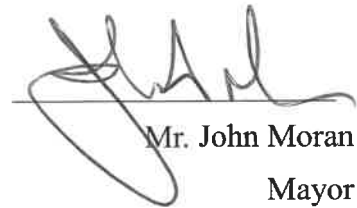
The Outline Resource and Waste Management Plan (RWMP) has been prepared in accordance with EPA guidance and relevant national and European waste management legislation. The proposed scheme is classified as a Tier 1 project, as it is expected to generate less than 100m³ of construction and demolition waste. While detailed waste quantities have not yet been determined, the appointed contractor will be required to prepare and implement a detailed construction-stage RWMP. The plan establishes principles for waste reduction, reuse and efficient resource management throughout the construction process.

8.0 Conclusion:

In conclusion, it is considered that the proposal is in accordance with the relevant policies and objectives of the Limerick Development Plan 2022-2028. The proposal for pedestrian infrastructure, traffic calming and accessibility improvements will have a positive impact in terms of providing enhanced pedestrian infrastructure for the local community in Croagh Village. Overall, it is considered that the proposal will provide a positive benefit for Croagh residents.

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 with 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 that the proposed development should proceed with as proposed for the consideration of the Elected Members of Limerick City and County Council.



Mr. John Moran
Mayor

Limerick City & County Council

Date: 29/9/2024

APPENDIX 1 - INTERNAL REPORTS

Oifig Dearadh Bóthar
Móistúnta an Mheáin Iarthair
Comhairle Cathrach & Contae Luimnigh
Teach Lios an Fháthaigh,
Tuir an Daill, Luimneach.



Mid West
National Road Design Office
Limerick City & County Council
Lissanalta House, Dooradoyle Road,
Dooradoyle, Limerick.

Our Ref: 0073/03/00619

28th July 2026

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

Re. Planning Ref. No. 268420

Applicant: Part 8

Barry,

I refer to the above application.

The Mid West National Road Design Office has the following observation to make in relation to the above application:

The applicant is to be aware of the nearby location, construction and operation of the Foynes to Limerick Road (including Adare Bypass).

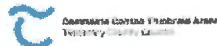
Regards,

Dermot Boland

Executive Engineer



Telephone: 061 - 951000



e-mail: info@midwestroads.ie

Mid West National Road Design Office is a joint venture between the Mid West National Road Design Office and the Limerick City & County Council and the Department of Transport, Tourism and Sport.





Comhairle Cathrach
& Contae Luimnigh

Limerick City
& County Council

Planning Application Internal Report

Application Number: PT8LL420

Applicant title: Croagh Development Works

Development Description: The development works will consist of: • New pedestrian footpaths • Installation of dropped kerbs and tactile paving at pedestrian crossing points • New uncontrolled raised pedestrian crossing • Provision of public lighting • Relocation of existing overhead services to underground infrastructure • Landscaping enhancements • Boundary adjustments • School zone and associated road markings • All associated site works

Address: Adamswood and Croagh Townlands

Report Prepared By: Sarah McCutcheon, Local Authority Archaeologist

Comments: The works are located within the Recorded Monument, LI020-123, classified as a Town, incorporating the historic settlement of Croagh. While the works are limited to public realm improvements, previous monitoring in the urban area has recorded archaeological material.

Recommendation: No objection subject to the following conditions:

The developer shall preserve, protect or otherwise record archaeological materials or features that may exist within the site by ensuring that all greenfield ground disturbance associated with the site development is archaeologically monitored under licence from the National Monuments Service.

Condition 1:

- a. Notify the Planning Authority in writing at least four weeks prior to the commencement of any site operation (including hydrological and geotechnical investigations) relating to the proposed development.

- b. Employ a suitably qualified archaeologist who shall apply for a licence to monitor all site investigations, excavation works and all ground disturbance associated with the development.
- c. Submit the name of the suitably qualified archaeologist to the Planning Authority four weeks in advance of the commencement of any site works (including site investigations) accompanied by a site specific letter from the archaeologist certifying that they have applied for a licence.

Condition 2:

- a. Submit on completion of the ground works a report detailing the results of the licensed archaeological monitoring works to the Department of Housing, Local Government & Heritage and the Planning Authority. The report shall contain a drawing showing the exact extent of the area that was archaeologically monitored certified by the archaeologist. Excavators should include a catalogue of excavated features with 12 figure ITM coordinates for the centre point of each feature. In the event that the development is phased, interim reports shall be submitted at each stage showing the area monitored and giving preliminary results.
- b. Should archaeological material be found during the course of monitoring, the archaeologist may have work on the site stopped, pending a decision as to how best to deal with the archaeology. The Development Applications Unit, National Monuments Service, Department of Housing, Local Government & Heritage and the Planning Authority Archaeologist shall be informed immediately. The developer shall be prepared to be advised by the National Monuments Service, Department of Housing, Local Government & Heritage and the Planning Authority with regard to any necessary mitigating action.
- c. Should an archaeological excavation be required then the following shall apply: the developer shall provide satisfactory arrangements for the recording and excavation of any archaeological material that may be considered appropriate to excavate and shall undertake to complete all post excavation analysis up to and including final report stage. Excavators should include a catalogue of excavated features with 12 figure ITM coordinates for the centre point of each feature. Within twelve months of the completion of the excavation a final report (in the format recommended in the Guidelines for Authors of Reports on Archaeological Excavations 2006 National Monuments Service) shall be submitted to the Planning Authority

Reason - In order to conserve the archaeological heritage of the site and to secure the preservation of any remains which may exist within the site.


Signed:

Local Authority Archaeologist

Date: 01.09.2026

