



PARKWAY VALLEY ARCHITECTURAL DESIGN STATEMENT



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DOCUMENT DETAILS

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| | HK | CR | 14.05.26 | P03 |

01

INTRODUCTION

1.1 EXECUTIVE SUMMARY

1.1.1 PURPOSE OF DESIGN STATEMENT

This report has been prepared by Reddy A+U, architects and masterplanners in collaboration with a multi-disciplinary team of specialist consultants on behalf of Kirkland Investments for the development of lands at Parkway Valley, Singland, Limerick. The lands subject of this application comprise primarily of 6.18ha. with the majority zoned for mixed use development.

This sets out a land use and design framework for the future development of the Parkway Valley site at Singland, Ballysimon, Limerick. It seeks to reinforce and expand on the vision for the site as identified in the Limerick Development Plan 2022 – 2028, as a high quality environment for employment and other uses consistent with its mixed-use zoning.

Harnessing the potential for this landmark site to deliver a sustainable form of development which contributes strongly to the townscape and placemaking of Limerick City at a local level while also contributing to the aims and targets of the national strategic development plans.

This document sets out the development and design concepts which are grounded in an initial assessment of site constraints and opportunities, including its surrounding context and the land use and design principles for the site as set out in Objective PV01 of the Development Plan.

The design approach aims to be inclusive and responsive to the local context and this unique opportunity for a distinct and integrated urban community in Parkway Valley. The lands provide a unique opportunity to transform this closed, inward-looking site into a new, vibrant, welcoming sustainable urban community with a distinctive identity that will be integrated into the wider community of Ballysimon, Singland, Garryowen, and Rhebogue.

The masterplan will deliver a distinctive new working and living neighbourhood with supporting amenities within an attractive environment, incorporating the adaptive reuse of existing concrete retaining wall structures on site.

A strong emphasis on an inclusive landscape will enhance the integration of the new development into the wider existing enterprise, employment, and residential surroundings.

Key themes which have informed the development of this scheme include the promotion of active travel and minimisation of vehicular presence, green spaces, access and connectivity, height, density and scale, community infrastructure and opportunities to enhance local facilities, tenure and housing, sustainability and biodiversity, heritage, and the existing concrete walls that enclose the site.

1.1.2 DEVELOPMENT DESCRIPTION

The proposed LRD development comprises 5 no. blocks with a total of 403 no. residential units, ranging from 5 to 8 storeys in height; a medical centre located at the western edge of the site; a creche located at ground level within Block B; and all associated site works and development.

The current LRD development proposals also extend to the R445 to accommodate a proposed entrance from the R445. They will also include a proposed nature based surface water drainage solution within the neighbouring Groody Valley green wedge.

Specifically, the proposed uses for the LRD development are:

Medical Centre

c. 3,082sq. m, 5-storey medical centre is proposed to be located at the western extent of the application site.

Creche

c. 306 sq. m creche is proposed on the lower ground floor level of Block B.

Residential Development

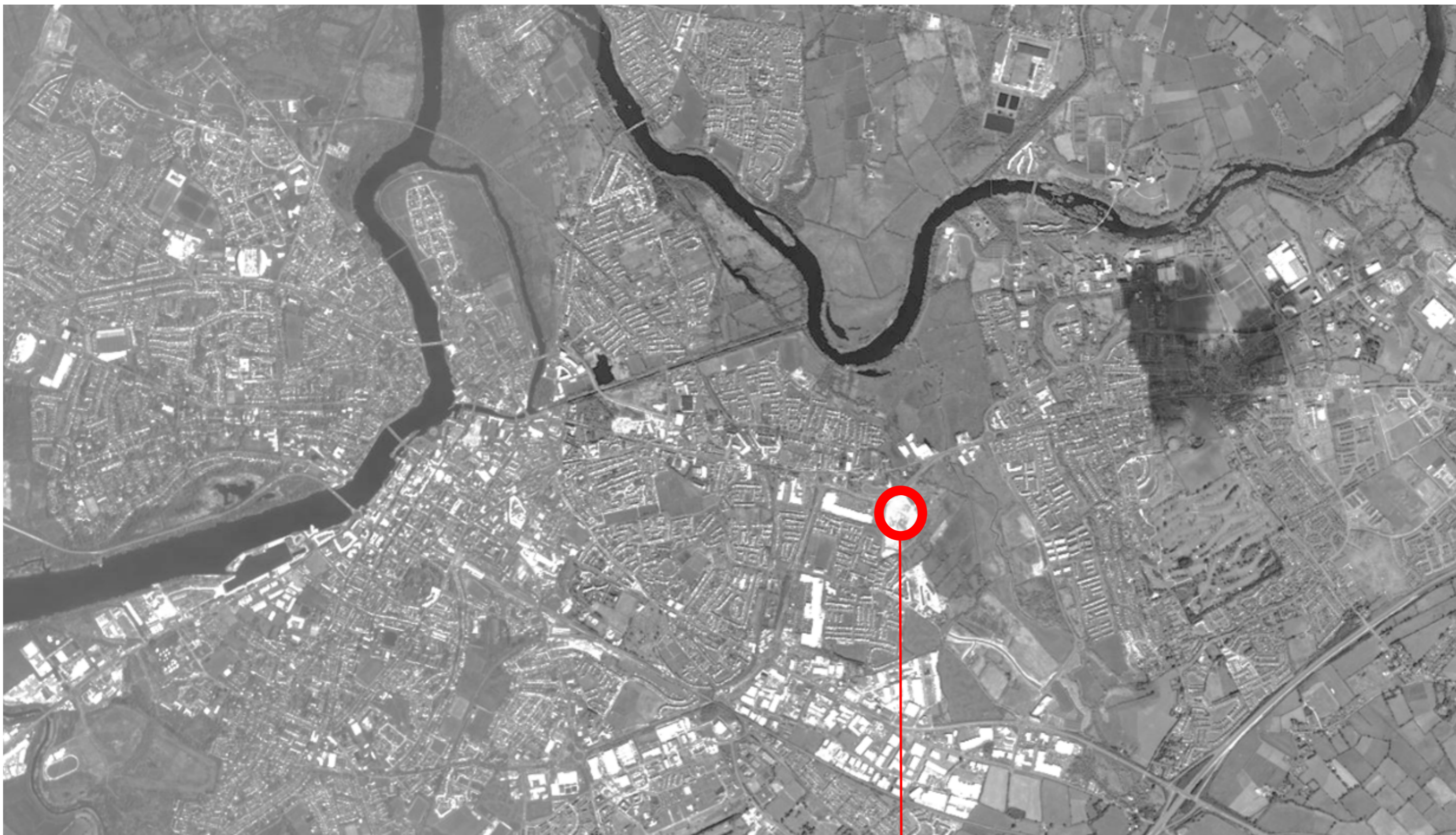
The subject proposals will provide a total of 403 no. units comprising of 246 No. 1 Bed units, 29 No. 2 Bed (3 person) units and 128 No. 2 Bed (4 person) units.

The Parkway Valley site is the former Horizon Mall brownfield site on which a mixed use commercial and leisure development was partially constructed in 2009. That development was never completed and the partially constructed structures were largely removed from the site with some concrete retaining wall maintained which address level changes across the site falling from west to east.

The Limerick Development Plan 2022 – 2028 (LDP) requires the preparation of a masterplan for the Parkway Valley to inform future development. A masterplan which provides for the orderly and comprehensive full build out of the site, will inform and support phased development applications.

The proposed scheme seeks to deliver a sustainable form of development which contributes strongly to the townscape and placemaking of Limerick City at a local level while also contributing to the achievement of national strategic development priorities.

The development and design concepts evolve to form a Masterplan Strategy for the site along with accompanying Design Statements showing how the strategy is consistent with the design principles of Objective PV01.



Site

1.2 SUMMARY OF PROJECT INFORMATION



GROSS SITE AREA
6.18ha



NO. APARTMENT UNITS
403



DENSITY CALCULATION
131 dph



MIXED USE



CLOSE TO PUBLIC TRANSPORT
+ CITY CENTRE



2.09 m² OF OPEN SPACE

1.3 PROFESSIONAL TEAM

CLIENT:

Kirkland Investments

CONSULTANT TEAM:

Masterplanners & Architects

Planning Consultant

Civil & Structural Engineers

Landscape Architect

Environment & EIA

Bat and Bird Survey

Ecological Surveys

Quantity Surveyor

Mechanical & Electrical Engineers

Fire Consultant

Wind Survey

Archaeology

Acoustic Consultant

Landscape Visual Impact Assessment

Verified Views / Daylight Assessment / CGIs

Reddy A+U

RPS / Town + Country Resources Ltd

Punch Consulting Engineers

JBA Consulting

AWN

Eire Ecology

Moore Group

Mitchell McDermott

Moloney Fox Consulting Engineers

Jensen Hughes

IES

Aegis

Dalton Acoustics

Macroworks

Digital Dimensions

KEY CONTACT:

REDDY A+U Contact:

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Gardens International, 19 Henry Street ,

Limerick, V94 01W7

(061) 276789

1.4 PLANNING CONTEXT

1.4.1 STANDARDS, GUIDELINES AND COMPLIANCE

The following standards and guidelines have been taken into consideration throughout the entirety of the design development to date:

- National Planning Framework - Project Ireland 2040, First Revision, April 2025
- Housing For All (2021)
- Housing For All Progress Report Q2 2024
- Regional Spatial Economic Strategy (RSES), Southern Regional Assembly
- Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025)
- Sustainable Urban Housing Design Standards for Apartments (2023)
- Sustainable and Compact Settlement Guidelines for Planning Authorities (Jan 2024)
- Census 2022
- Limerick Development Plan 2022-2028
- Building Height Strategy for Limerick City

Parkway Valley site is zoned 'Mixed Use' under the Limerick City Development Plan 2022 - 2028 (LDP). The neighbouring land to the east, part of which is also in the ownership of Kirkland Investments is zoned under 'Groody Valley Green Wedge'.

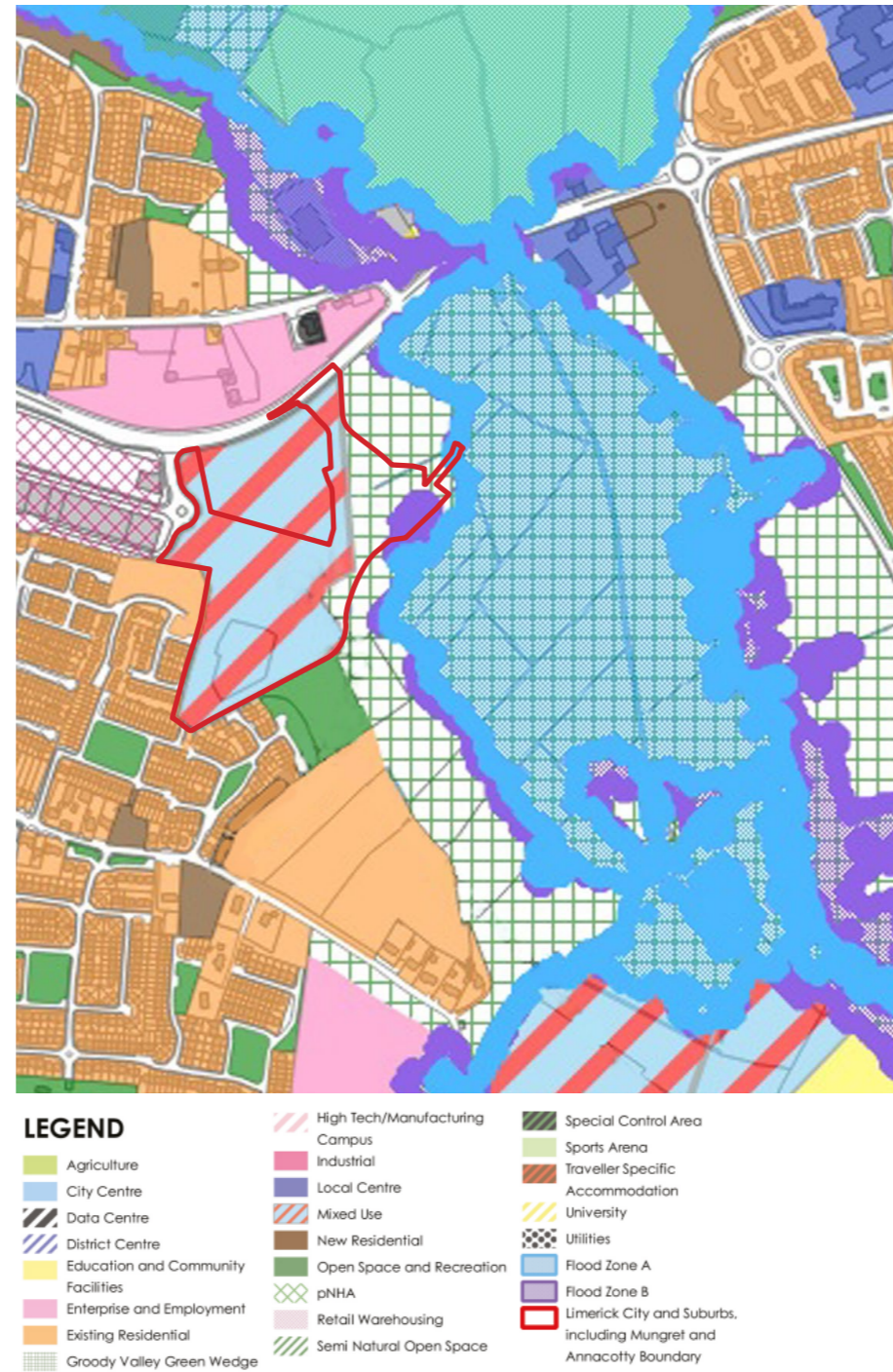


Figure 1 : Limerick City Development Plan 2022 - 2028, Zoning Plan

1.4 PLANNING CONTEXT

1.4.2 PLANNING HISTORY

In February 2022 planning permission was refused by An Bord Pleanála for three reasons for development on the entirety of the lands comprising a mixed use residential, commercial and community development. Each of these reasons and any relevance it has for principles of this masterplan are set out below.

Reason for Refusal No. 1

Given the zoning objective attached to the site to provide for the creation and protection of enterprise to facilitate opportunities for employment creation combined with the prominent and strategic location of the site, Reason for Refusal No. 1 considered that the overall form, mix, ratio and disposition of uses on site would not be consistent with the zoning objectives.

Matters for Consideration for Masterplan Land use and Design Principles:

- Employment and enterprise uses should form the public face of development at this strategic site, contributing positively to placemaking of this urban area.
- Employment and enterprise and associated commercial uses should comprise the majority of uses at the overall lands.

Reason for Refusal No. 2

The second reason for refusal was based on the design and layout of the development which considered that it would injure the amenities of future occupants of the development, in particular residents.

Matters for Consideration for Masterplan Land use and Design Principles:

- The siting of residential development adjacent to the R445 may be inappropriate due to the high noise environment.
- Where appropriate active ground floor uses or forms of enlivenment to be provided for.
- Car access to be minimised throughout the development to prioritise safe pedestrian, pedestrian friendly and active travel access and spaces.

Reason for Refusal No. 3

The final reason for refusal concluded that an apartment block proposed next to the R445 would comprise substandard accommodation. It noted the high noise environment of the roadway and a number of design measures included in the proposals aiming to mitigate the noise but which would have other negative implications for residential amenity.

Matters for Consideration for Masterplan Land use and Design Principles:

- As per Reason for Refusal No. 2, the siting of residential development adjacent to the R445 likely to be inappropriate due to the high noise environment, regardless of potential design mitigation measures.

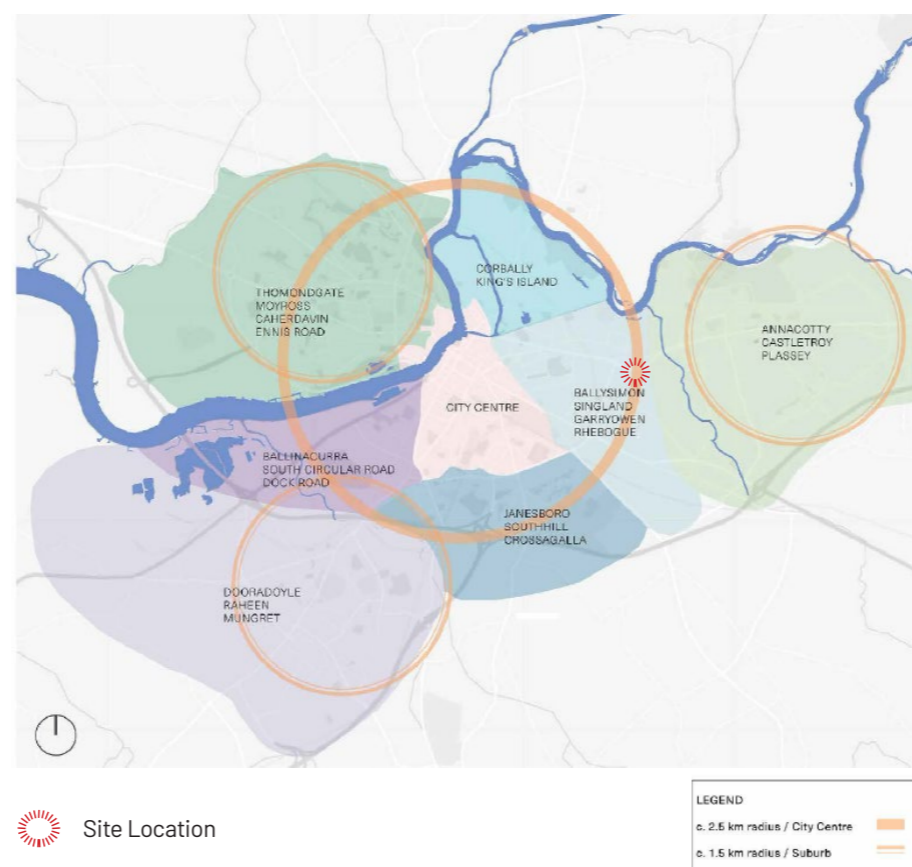


Figure 2 : LCCDP City, Suburbs & Neighbourhoods

1.5 LIST OF SUPPORTING DOCUMENTS

The following reports, assessments and supporting documentation that accompany the application are referred to throughout the course of this document. Please refer to these documents for further information and detail as required.

| | |
|---------------------------------------|----------------------------|
| Planning Report | RPS Tetra Tech |
| Masterplan Document | Reddy A+U |
| Housing Quality Assessment | Reddy A+U |
| Engineering Planning Report | Punch Consulting Engineers |
| Traffic and Transportation Assessment | Punch Consulting Engineers |
| Flood Risk Assessment | Punch Consulting Engineers |
| Landscape Design Statement | JBA Consulting |
| Climate Impact Action Statement | Moloney Fox Engineers |
| Public Lighting Design & Report | Moloney Fox Engineers |
| Sunlight / Daylight Analysis Report | Digital Dimensions |
| AA Screening Report | Moore Group |
| Operational Waste Management Plan | AWN |
| Construction Environmental Mgmt Plan | AWN |
| Social Infrastructure Audit | RPS Tetra Tech |



Figure 3 View of site facing south

02

SITE CONTEXT & ANALYSIS

2.1 SITE OVERVIEW

2.1.1 Site Context - City & Local

The former Horizon Mall brownfield site is located adjacent to the Parkway Retail Park in the townland of Singland. Located approximately 2.5kms west of Limerick City and 1.6kms from University of Limerick, the Parkway Valley site is uniquely placed close to retail centres and is easily accessible from Limerick city centre, representing a strategic opportunity for regeneration and renewal which would provide a strong precedent and catalyst for new developments in the area.

The site is bounded by the Dublin Road (R445) to the north, the Parkway Retail Park and Chesterfield Grove to the west, Carn Ree to the south and undeveloped lands stretching to the Groody River to the East.

A brownfield site which has been largely cleared of a partially constructed development from 2009, existing concrete retaining walls address levels changes across the site as the only remaining structures. These walls are significant in their own right, addressing height changes of 5 - 6m.

2.1.2 Surrounding Land Use

A combination of mixed uses; retail, warehousing, enterprise/employment and residential, inform the surrounding context of the subject site. Bound to the north by R445 Dublin Road, which links the city to the University of Limerick. The northside of the road is underdeveloped with residential, employment and enterprise buildings. Low-rise residential development consisting of semi-detached two-storey houses organised around green spaces and the Cloughaun GAA grounds lies to the southern edge of the site.

To the west lies the Parkway Retail Park and the Parkway Shopping centre within a 15 minute walk from the site. Lidl, Dunnes Stores and Tesco all have grocery stores within 15-20 mins walk from the site.

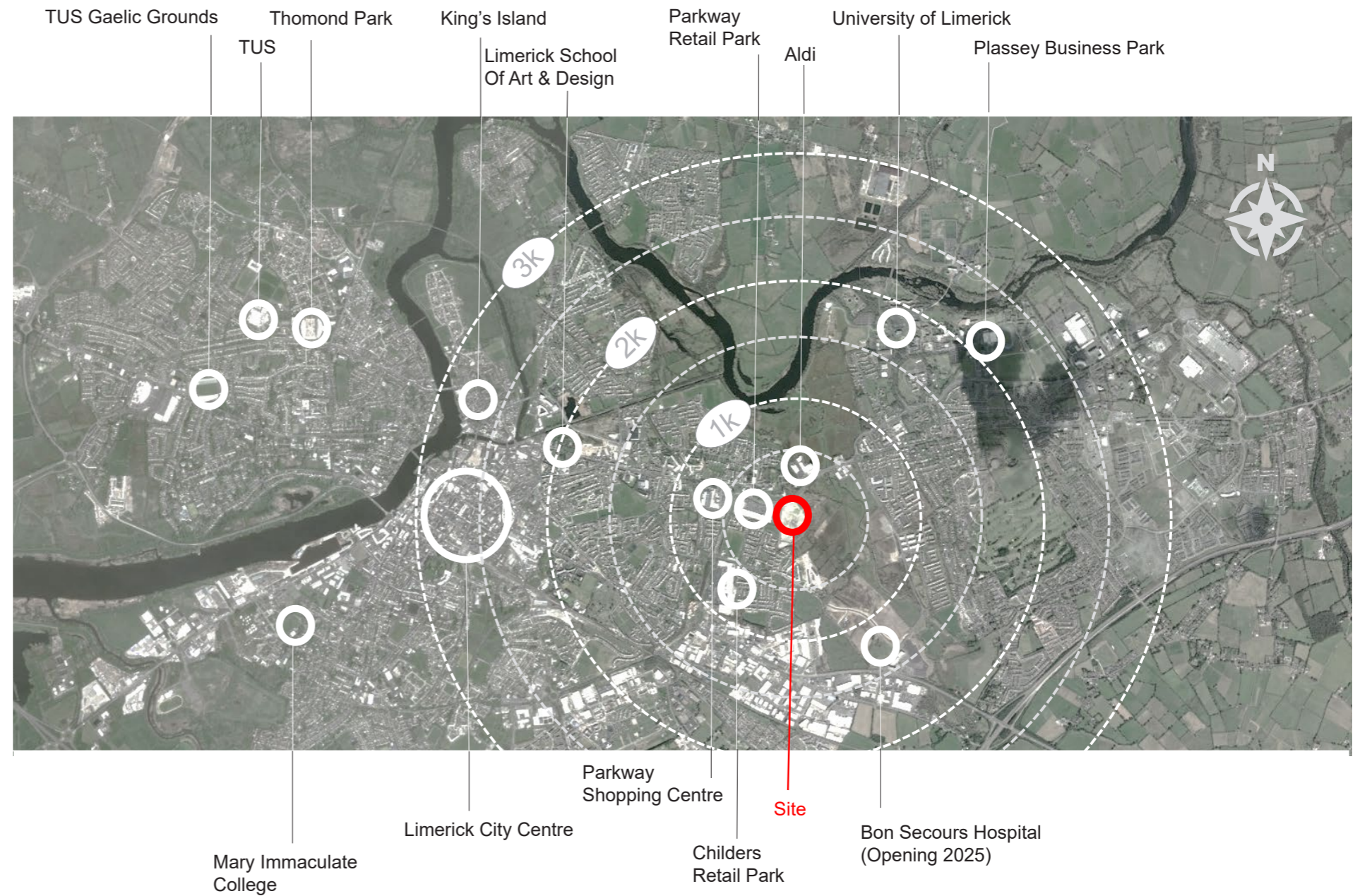


Figure 4 : LCCDP City, Suburbs & Neighbourhoods

2.1 SITE OVERVIEW

Residential

The immediate context of the site largely comprises residential development of two storeys to the south, with the housing estates of Chesterfield Grove to the South West and Carn na Ree to the South both accessed from Bloodmill Road.

Retail

While some small-scale, sporadic commercial and retail development can be found on the Dublin Road to the north, there is a particular concentration of retail to the west. A public house, pharmacy, bakery, fast food outlets, Post Office, two Dunnes Stores, and Lidl are all within 1km of the subject site.

Education

There are several primary and secondary schools located nearby and within 5 to 10 minutes' walk from the site. Also, University of Limerick is approximately 20 minutes' walk from the site. 'LETTTS' post-primary schools is about 15 minutes' walk from the site.

Childcare

There are a number of day-care and creche facilities in the area such as the Tall Trees childcare, Castletroy View Montessori, Park Childcare, Clever Cats, and Small World; all within a 1km zone of the development.

Healthcare

The subject site offers convenient access to a range of healthcare facilities, including Roxboro Health Centre, Old Clare Street clinic in Limerick City, and Castletroy Primary Care Centre at Unit 1 Castletroy, and the recently completed Bons Secours Hospital at Towlerton.

Sports & recreation

The site enjoys access to a wide variety of sports and recreational facilities within a 2 kilometre radius including gyms, exercise studios and swimming pools.

| Destination (Distance from 'X') | Walk (min) | Cycle (min) | Destination (Distance from 'X') | Walk (min) | Cycle (min) |
|--------------------------------------|------------|-------------|------------------------------------|------------|-------------|
| 1 Parkway Shopping Centre 0.5 km | 7 | 2 | 4 Limerick City Centre 3.5 km | 40 | 14 |
| 2 Childers Road Shopping Centre 1 km | 14 | 4 | 5 Bon Secours Hospital 1.5 km | 20 | 6 |
| 3 University of Limerick 2 km | 28 | 8 | 6 Colbert Station 2 km | 40 | 14 |

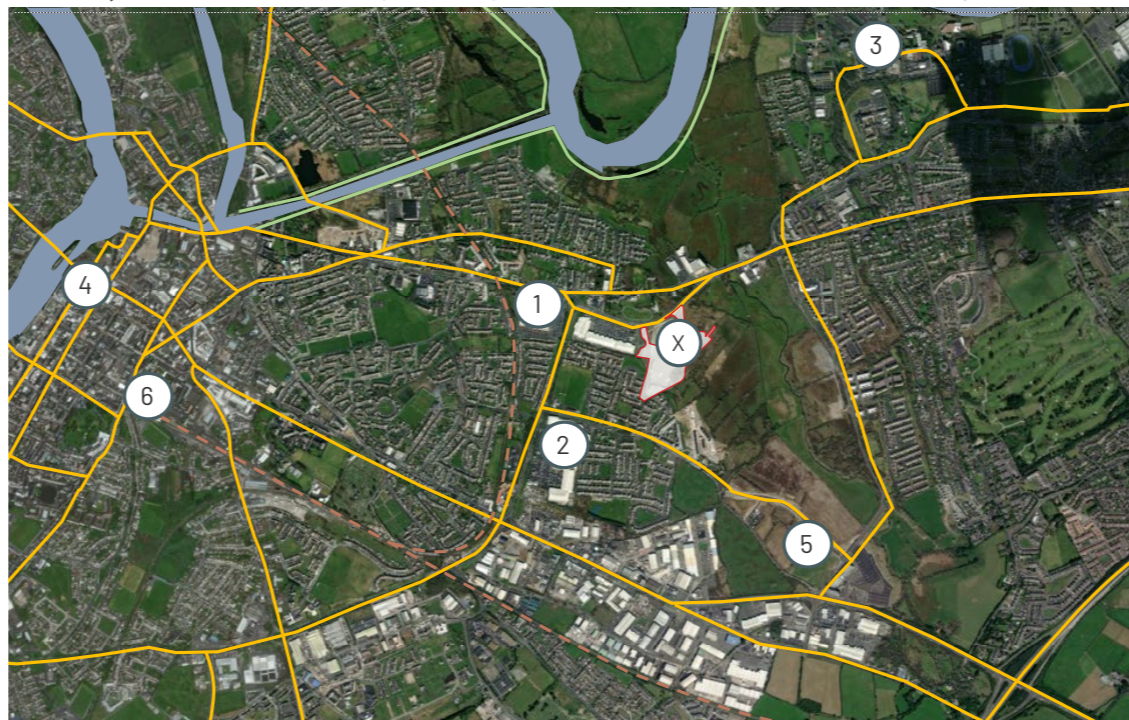


Figure 5: Wider context location map



Figure 6: Local context map

2.1 SITE OVERVIEW

2.1.3 Photographic Survey



Figure 7 : View of Main Entrance from the Dublin Road



Figure 8 : View of site from the Dublin Road in the direction of Limerick City Centre

2.1 SITE OVERVIEW



1 Site entrance off the Dublin Road, facing University of Limerick



2 Northsite edge, parallel to the Dublin Road



3 View west facing towards the Parkway Retail Park



4 View along eastern edge of site, Groody Valley Green Wedge to the left hand side



5 View toward the east from the back of the site with the Travel Lodge Hotel in the background

Figure 9 : Photographic analysis

2.1 SITE OVERVIEW



Figure 10 : View from within site facing south with Chesterfield and Carn Na Ree residential estates in the background.

2.1 SITE OVERVIEW



6 View of Southern boundary towards Carn Na Ree residential estate



7 View of western boundary

2.2 CONSTRAINTS & OPPORTUNITIES

Parkway Valley is situated at a strategic crossroads, bounded by natural features, key infrastructure, and established neighbourhoods. Encompassing a diverse terrain, it includes brown field site, open fields, wooded areas, and the Groody River nearby. Its proximity to transportation arteries, regional amenities, and natural landscapes makes it an appealing prospect.

Existing biodiversity

The Groody Valley stretches from the UL roundabout along the R445 down along the Groody Road and crosses the Ballysimon road. The majority of the Groody Valley is in a flood plain and is an important part of flood management for the neighbourhood. This limits the development potential in the area as it is likely to cause further flooding in the future and exacerbate the effects of flooding. There are currently no buildings on the Groody Valley Green wedge and the purpose of the designation was to maintain the natural boundary between the City and the Environs and to allow the area to function as a Green Lung in an urbanised context. As the Groody River has been identified as being important for salmonids the provision of a suitable buffer between any development and the Groody River will be required.

Concrete Retaining Wall

A key constraint on the site is the in-situ concrete wall, generally measuring 4 to 6 metres above adjoining ground levels and having a cumulative length of approximately 1,640 linear metres. One of the key challenges of the site's redevelopment lies in the design of a new neighbourhood within the limitation of these walls particularly in determining how and where to create appropriate openings and access points so as to connect and integrate the site with adjoining developments and the surrounding area.

The site's redevelopment presents significant opportunities for enhanced local permeability and connectivity, for the integration of neighbouring but physically disjunct communities, and for a sensitive rejuvenation of what has long been an unused, insular parcel of land for the benefit of the wider community.

Permeability

Retention of the concrete retaining walls, whose imposing forms diminish the physical and visual permeability of the site, will prove to be a key challenge in enhancing access to the proposed amenities. The selective adaptation of the site's physical perimeter is seen as presenting a generational opportunity to integrate with adjoining neighbourhoods and to redefine the site's image in its setting among Limerick's suburbs.

Access Points

The successful integration of the site with surrounding development will rely on creation of new access points, and the site's relationship with residential housing to the south is recognised as presenting a unique opportunity to enhance local connectivity and permeability.

Pylons Exclusion Zone

There is an ESB transmission line running through the Groody Valley Green Wedge. Development is restricted in the vicinity of the line as follows:

- 20m from the centreline of the overhead line route
- 23m from the centre of the pylons tower

Key design parameters

- The retaining concrete walls structural stability, condition and quality will determine whether certain sections should be retained, restored, modified or removed.
- Enhancing permeability and creating positive interfaces along the site's Public realm frontages.
- Take advantage of the steep cross section across the site by locating underground car parking in close proximity of the concrete retaining wall.



Figure 11 : Aerial View of River Groody Green Wedge

2.2 CONSTRAINTS & OPPORTUNITIES

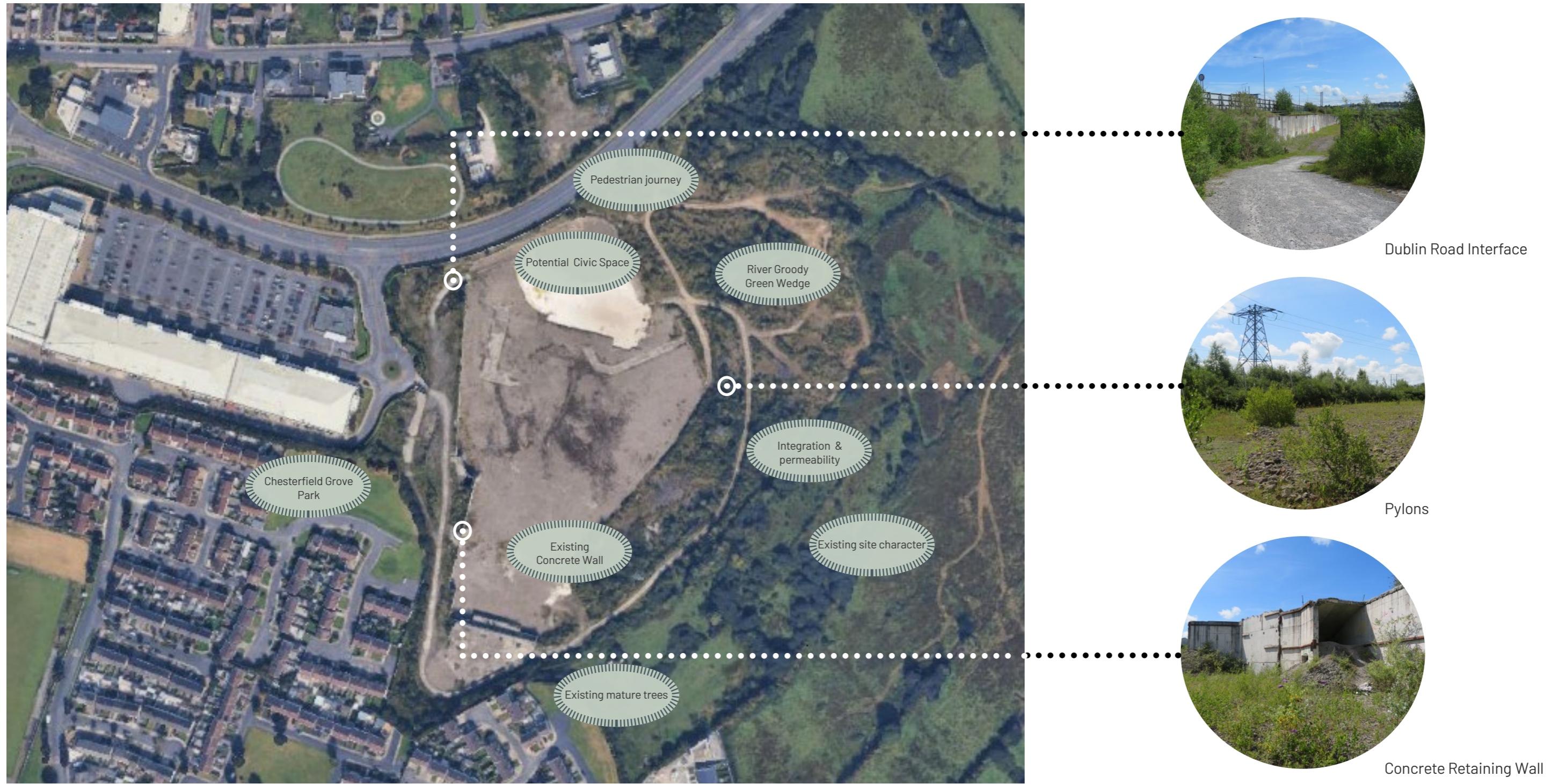


Figure 12 : Constraints

2.2 CONSTRAINTS & OPPORTUNITIES

Microclimate

The Parkway Valley concrete retaining walls and vegetation, as well as adjoining development, all serve to screen this site from the elements and afford a sense of shelter. The prevailing wind direction on site is from the southwest, while the site's proximity to the river Shannon a short distance to the north also serves to influence the site's microclimate.

Natural Features

The site's natural features offer the chance to create green spaces, public spaces, parks, and ecological corridors, enhancing biodiversity and quality of life for residents.

Blue and Green Infrastructure

The site spans along the western side of the River Groody. The river is a tributary of the River Shannon which it joins a short distance north of the site. The river is one of Limerick's notable waterways, winding its way through the eastern suburbs before joining the Shannon near Corbally.

The green infrastructure of the River Shannon is very developed linking Limerick City to the University of Limerick with an offshoot to Corbally.

Other significant green spaces in close proximity to the Parkway Valley include University of Limerick Sports Arena and a number of small and informal pocket parks and open spaces are also found throughout surrounding residential areas. The masterplan suggests the Chesterfield Grove Park as a natural link to the Parkway Valley development. The River Groody Wedge running along the eastern edge of the site opens up the opportunity to extend this green wedge into the residential scheme creating a parkland setting.

The terrain within the site is largely level, with sparse vegetation and remnants of abandoned construction materials scattered throughout.

One of the most notable natural features adjacent to the site is the Groody green wedge—a linear corridor of open space that follows the course of the Groody River. This green wedge plays a vital role in maintaining ecological connectivity across the urban landscape, providing a buffer between built-up areas and supporting potential biodiversity.

The proximity of the Parkway Valley brownfield site to this green corridor underscores the importance of integrating green infrastructure into any redevelopment plans. By enhancing the interface with the Groody green wedge, future proposals could foster native planting, create pedestrian and cycle links, and establish a seamless transition from urban amenities to natural landscapes. Such integration would not only improve the ecological value and visual amenity of the area but also support community well-being and climate resilience for the wider Singland vicinity.

Concrete Retaining Wall

Given that these concrete retaining walls are a distinguishing feature of the site, innovative solutions will be required not only to retain the wall but also in the formation of proposals for appropriate, limited interventions in the walls at selected points. The potential for retained concrete walls to act as design features in a new residential development must also be considered. Taking advantage of the steep cross section across the site by locating underground car parking in close proximity of the concrete retaining wall, will also protect residents from prevailing western winds forming a microclimate.

Transportation

Proximity to transportation corridors makes Parkway Valley ideal for supporting higher-density, public transit-friendly development, reducing car reliance and supporting regional mobility goals.

Parkway Valley is defined as much by its constraints as by its opportunities. By understanding environmental sensitivities, physical challenges, regulatory boundaries, and community concerns, planners and developers can craft strategies that respect the site's limitations while capitalizing on its strengths. With a holistic, inclusive approach, Parkway Valley can evolve into a model community—one that balances growth with stewardship, innovation with tradition, and prosperity with equity.

2.2 CONSTRAINTS & OPPORTUNITIES

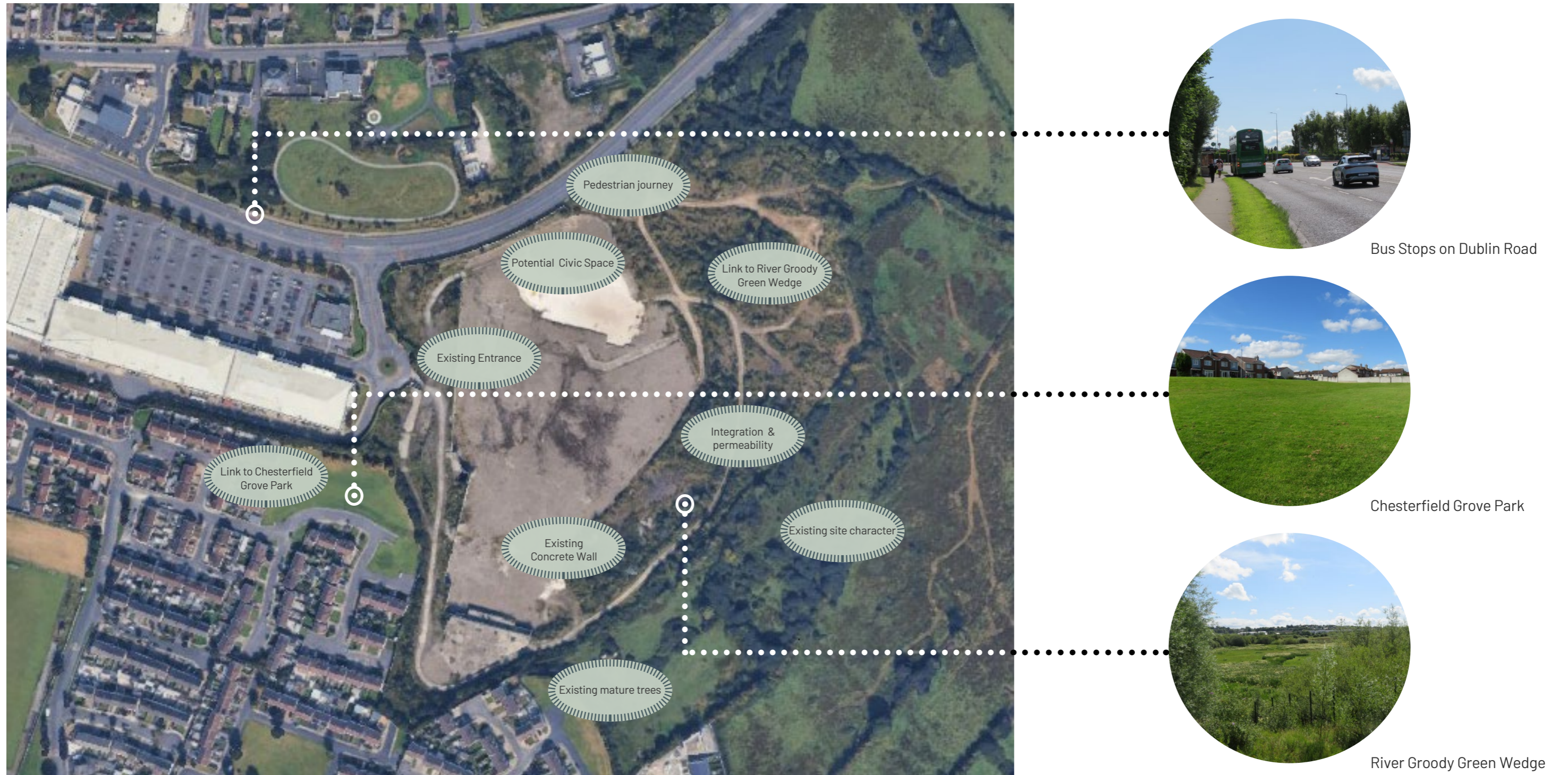


Figure 13 : Opportunities

2.3 MOVEMENT + CONNECTIVITY

2.3.1 Public Transport

The site is well served by existing public transport infrastructure, with a bus stop directly outside the site. It is envisaged that local capacity and access will be further enhanced over the coming years under the BusConnects programme when implemented.

There are bus services routed to and from the city centre on the Dublin Road. Route 304A operates at approximately every 30 minutes (Monday–Sunday). Route 304 on Dublin Road runs weekdays and Saturdays, every 15 minutes, while on Sundays, it runs every 30 minutes, and Route 323 frequency is typically every 3 hours.

The closest train station to the development site is Colbert Station which is circa 3.4km by car. There is a regular train service that links Limerick to surrounding areas such as Ennis, Galway, Cork, Dublin and Waterford. Train services at the Colbert Station operate from Monday to Sunday at 30 minutes to 1-hour intervals.

The proposed development site is therefore already well served by high quality public transport services in the immediate vicinity.

2.3.2 Pedestrian / Cycleways

There are footpaths already along Dublin Road and the Parkway Retail Park access road. A new pedestrian link is being proposed from Dublin Road in addition to the existing access from Parkway Retail Park roundabout. These footpaths further link to a broader network within Limerick City Centre, facilitating easy pedestrian access. The site is in close proximity to Parkway Retail Park with a walking time of less than 2 minutes. The bus stops are situated within a 30-minute walking distance from the site, making the combination of walking and bus commuting an excellent option for residents, creche and medical facility workers.

2.3.2 Vehicular

It is proposed to provide 138 no. car parking spaces on the development site. Due to the close proximity of the bus stops, cycle lanes and shops, a reduced parking rate is proposed for the development.

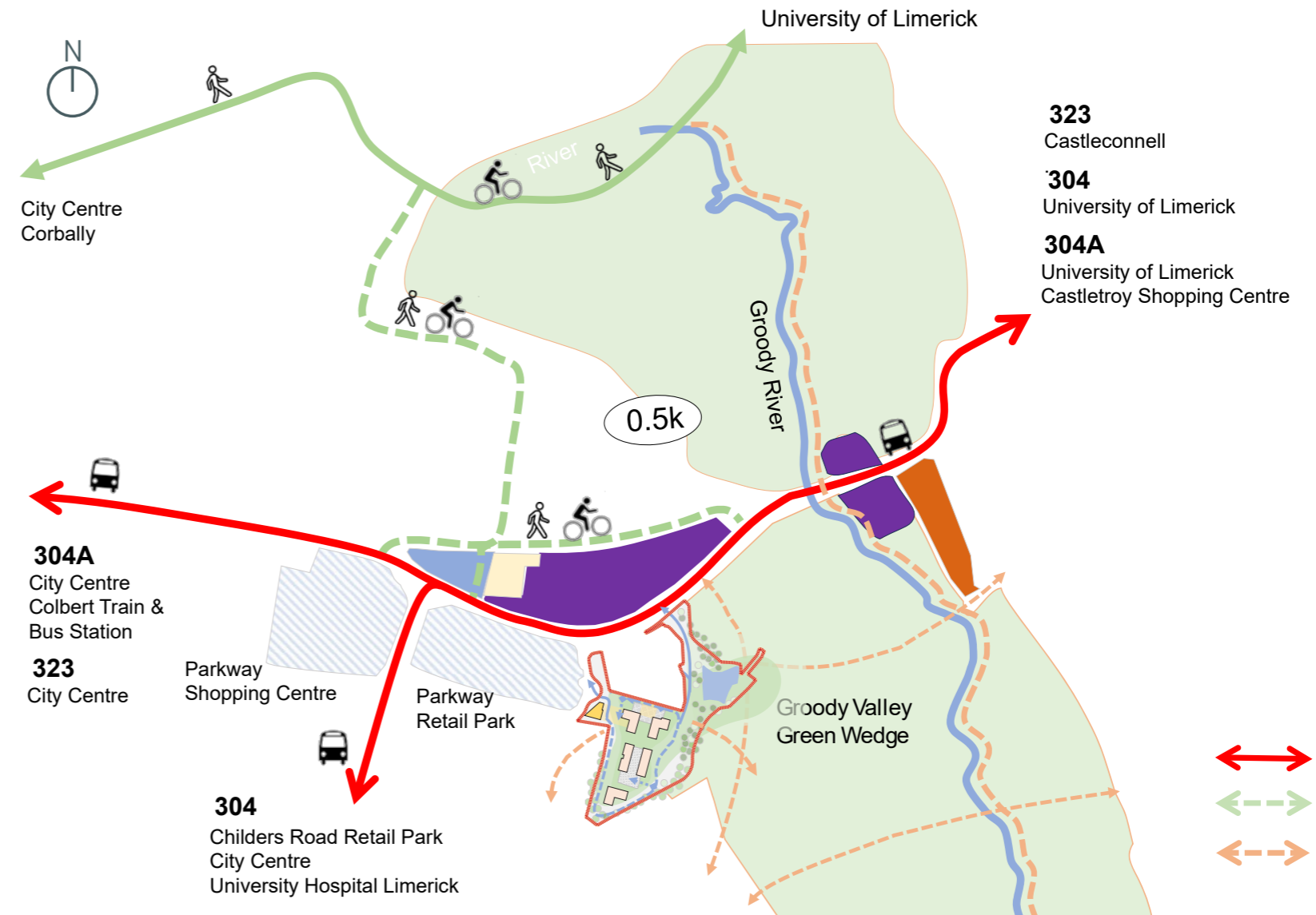


Figure 14: Site connectivity map

| Destination | (Distance from Dublin Road) | Walk (min) | Cycle (min) | (Distance from Dublin Road) | Public Transport (min) | Car (min) |
|------------------------|-----------------------------|------------|-------------|-----------------------------|------------------------|-----------|
| Parkway Shopping | 500 m | 6 | 2 | University of Limerick | 2.0 km 10 | 6 |
| University of Limerick | 2.0 km | 29 | 7 | Limerick City Centre | 2.5 km 20 | 14 |
| Limerick City Centre | 2.5 km | 40 | 14 | Shannon Airport | 20.6 km 60 | 40 |

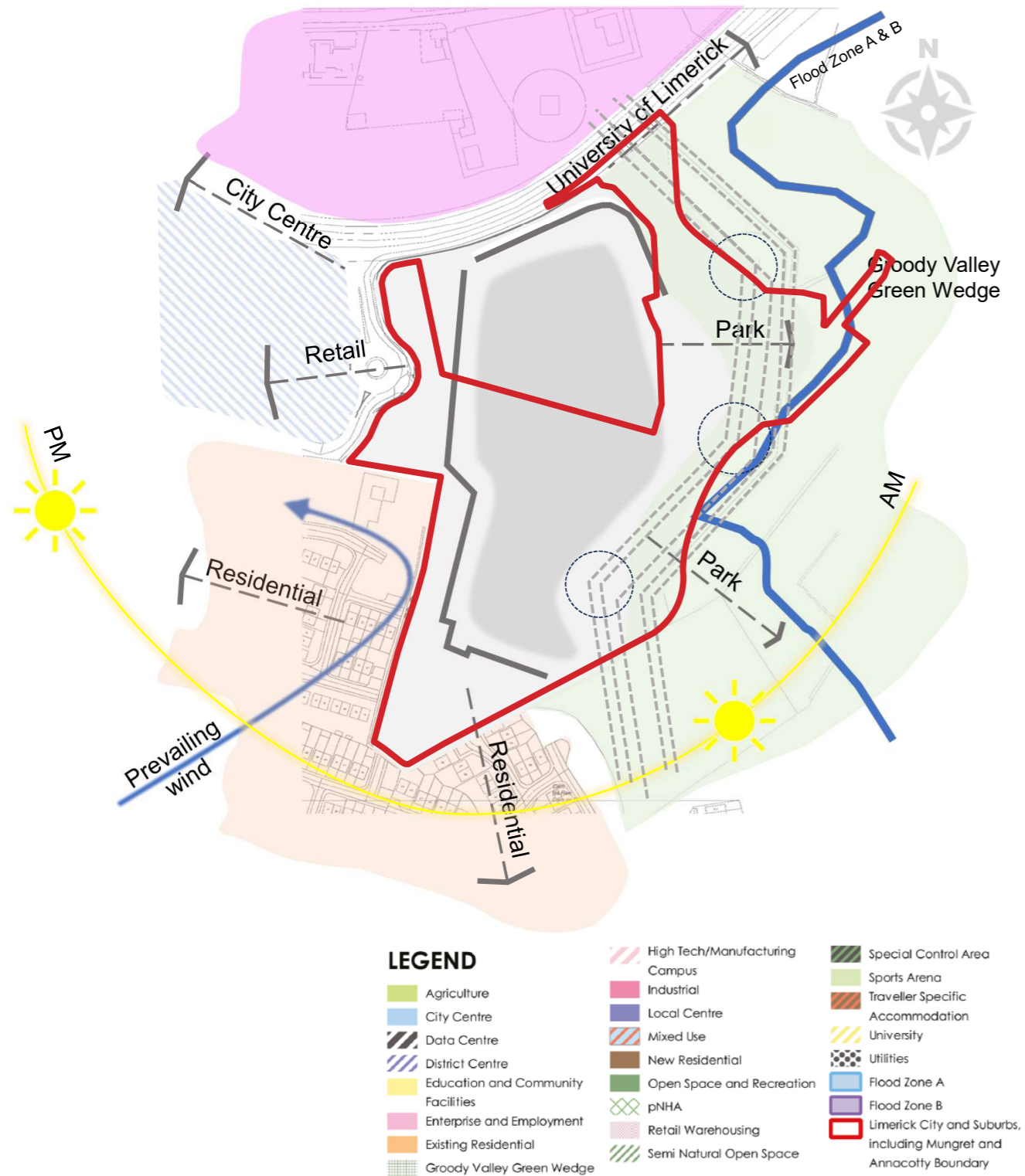
Please refer to the Mobility Management Plan prepared by Punch Consulting Engineers for further details



Figure 15 : Existing Bus Stop along Dublin Road

2.4 SITE ANALYSIS

Existing Context



Building Heights



As outlined elsewhere in this document the existing context is predominately 2-storey residential, however there are several 2-3 storey retail units in close proximity with heights in excess of 8m along with the existing Travellodge hotel that is 9 storeys tall.

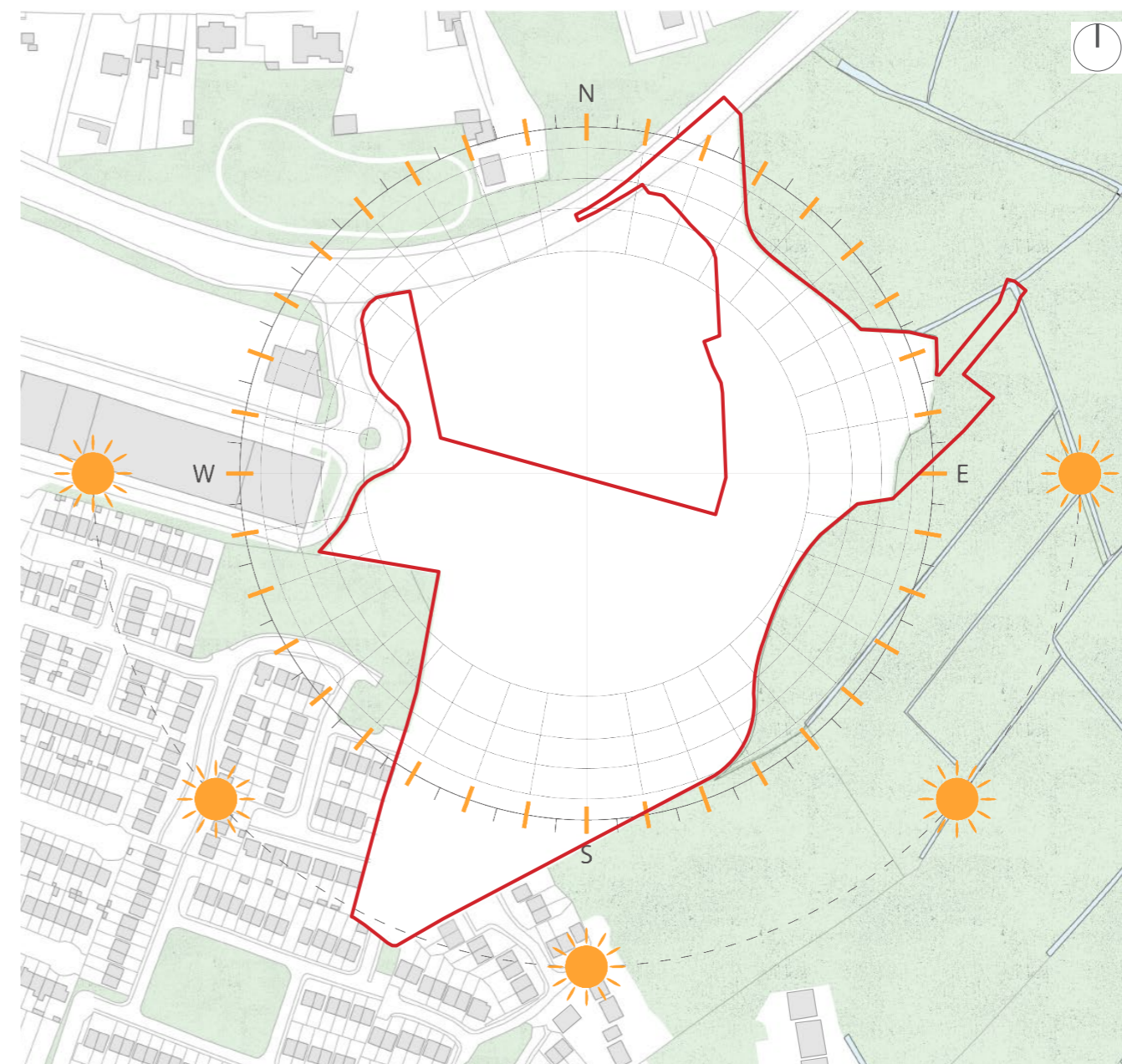
2.4 SITE ANALYSIS

Topography



The current condition and topography of the Parkway Valley site reflects years of inactivity, with sections overgrown by wild grasses and scrub, and remnants of unfinished foundations still visible in places. The existing site topography is currently punctured by an extensive concrete retaining wall that creates a basin within the site and addresses level changes of circa 5-6m.

Site Orientation



The aspect of the site is generally open and unshaded, with much of its boundary exposed to the east and south, allowing for good sunlight on clear days, especially in the morning and early afternoon. Prevailing winds typically coming from the southwest, bringing mild temperatures and regular rainfall throughout the year.

03

URBAN DESIGN AND DEVELOPMENT

3.1 DESIGN CONCEPTS & PRINCIPLES

3.1.1 Place-Making & Urban Design Principles

Key placemaking and urban design principles underpinning the Masterplan are set out here in three core areas: Parkland, Enterprise/Community and Sustainability.

Parkland

The Groody River winds its way through the eastern suburbs before joining the Shannon near Corbally. Over the years, the river has played a subtle but important role in shaping the natural landscape and urban development on the city's periphery. Its banks are lined with a mix of established neighbourhoods and more recent developments, and the river forms part of the green infrastructure that supports biodiversity and offers recreational opportunities for residents.



Flowing near Singland and Rhebogoe, the Groody River has shaped suburban growth and character. Integrating the river into greenways and open spaces balances environmental needs with urban development, supporting scenic routes and flood management. As the city grows, the river highlights the importance of natural features in an urban setting.

Landscape that functions all year round: Provision of a range of activities and adaptable spaces that will be usable by all age groups throughout the year.

Focus on micro-climate: Design of landscape and architecture will focus on achieving conducive micro-climate for all.

Sense of belonging: By seamlessly integrating existing with new, and retaining the existing landscape will evoke a look and feel of the sense of living with nature.

Sense of hierarchy: Defining the hierarchy and order of spaces through distinction between public and private open spaces to provide comfort for the new residents.

Sustainable urban drainage: Integrating SuDS measures within the landscape strategy emerging proposal.

Adaptive reuse: Breathing new life into a brown field neglected site connecting the Singland community.

Celebrating the river and flood plain: Programming uses around the existing assets as a focal point by enhancing their setting.

Home work balance: Living and working within walking/cycling distance or by use of public transport within 15 minute walk.

Sustainability

The masterplan will be built around strong sustainability principles as follows:

Community-focused: Providing opportunities for a socially sustainable new community through community focused activities with a range of open spaces for active and passive recreation, and community meeting places.

Smart neighbourhood and circular systems: Creating systems and networks that will result in a smart, efficient, zero-carbon community.

Resilient and sustainable: Respecting the site's environment and ecological zones and harnessing the potential for a symbiotic relationship between the new residents and the sites biodiversity.

A completely self-reliant, highly sustainable, integrated, efficient and resilient new neighbourhood to be created through the use of technologies to create a circular system with renewable energy. This regenerative model and approach to masterplanning not only focuses on the applied technologies to meet the environmental targets but also strongly encourages social and economic sustainability. The design of such an integrated community is possible through frameworks for empowering the residents and develops a sense of community as part of the shared local ecosystem.

3.1 DESIGN CONCEPTS & PRINCIPLES



Identity and Character

Creating a place that celebrates the site's unique setting and maximises its development potential. Establish an identity to the new built environment by building on the site's intrinsic qualities and defining an identifiable character for the new community through the quality of architectural style, open spaces, materials, activities and providing a new sustainable lifestyle. The identity and character will be strengthened through well-designed spaces that play an important part in supporting the components of society: these spaces improve people's health and patterns of movement, making walking and cycling networks usable and attractive. They create visual links and connections that are clearly defined and easy to read.



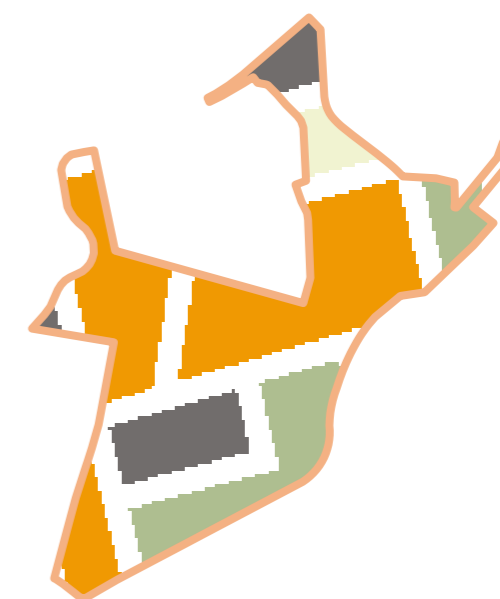
Distinctive Landscape

Create a distinctive landscape that will build upon, refine and integrate the existing natural assets within the masterplan area; enhance the landscape by adopting innovative and sustainable water management and protection of ecological habitats and vegetation. Design adaptable open spaces which integrate the existing landscape and biodiversity with any newly built form. Maximise public open space and green assets while providing improved public spaces and amenity offers such as play, exercise and rest spaces, as well as increased access to nature.



Sustainable Urban Community

Create an urban quarter which is environmentally and socially sustainable and focuses on enhancing diversity and inclusion by providing adequate public services and amenities for a diverse demographic to meet the different needs of residents enabling healthy, independent and sustainable lifestyles. Designing a strategic green network consisting of streets, paths and public spaces that the wider area can enjoy. Providing a space for the local community to come together, accommodating a wide range of ages and home tenure-ship. Increase in shared activities and services between neighbourhoods. Promoting climate change and resilient design by strengthening connectivity to public transport and encouraging walking and cycling.



Diversity

Design a neighbourhood that significantly changes the perception of the area and provides a neighbourhood that is attractive to a wide profile of residents. Create a diverse environment by proposing a mix of uses and tenure mixes located within close proximity of one another so that a new development culture is recognised, valued and encouraged. Work towards responding to the essence of the place and actively encouraging new cultural opportunities to flourish.

3.1 DESIGN CONCEPTS & PRINCIPLES

3.1.2 Layout, Form And Massing

The key principles informing the site layout and massing are as follows:

- Incorporation of a landmark building(s) along the R445 Dublin Road
- Provision of civic square and active frontage streets
- Provision of a link street improving connectivity within the area.
- Parking to be provided predominantly under podiums with limited provision for suitably located and screened surface parking.
- Increased height & massing at the centre of the site to minimise impact on the periphery and surrounding context.
- Sensitively designed edge conditions to create a positive interface with the existing low-rise residential dwellings.
- Strategically locating a range of everyday uses, e.g. convenience/ grocery stores & childcare facilities within the site as placemaking elements, activating different quarters within the masterplan.
- Integrating active sports facilities and play areas for different age groups in the landscape strategy and strengthening permeability between the Groody Valley Green Wedge and neighbouring residential areas.

3.1.3 Permeability & Access Strategy

Encouraging alternative and sustainable means of movement within and around the site by promoting active travel modes, reducing car dependency, enhancing accessibility and connectivity by integrating the proposed development within existing networks and responding to apparent desire lines. Alternative methods such as car share, efficient routes for walking and cycling, and access to public transport will be offered to the new residents to reduce dependency on private cars. Increasing the permeability of the site by creating new pedestrian/ cycle access points.

Adopt a holistic masterplan design approach that enhances the permeability of the site by improving connectivity between the site and its surroundings in order to integrate the new community into the existing urban form. The integration of the new community can be strengthened by providing pedestrian/cycle links between neighbourhoods and key destinations which offer safe, active and attractive routes, linking people and places and opening up the area for greater movement and permeability. Along with a

physical response to the site conditions, the approach also considers the community, the context, the scale, the uses and people’s behaviour within the space, aiming to develop a community’s social, economic and cultural situation as well as their physical surroundings.

- Minimise vehicular movement in certain parts of the site via the positioning of amenities in conjunction with a strong mobility and movement strategy.

3.1.4 Open Space And Landscape

The Groody River is one of Limerick’s notable waterways, winding its way through the eastern suburbs before joining the Shannon near Corbally. The Limerick Development Plan notes that there is the potential to develop a linear park to provide walkways and cycleways at this location.

This masterplan intends to harness the sites proximity to the Groody Valley by merging the landscaping between buildings to create a parkland setting for the new community of residents & workers, via the following measures:

- Integrating, complementing and enhancing the existing landscape through the design of a range of amenities for passive and active recreation for all age groups. In addition to the public open spaces, generous and well-designed private open spaces will support the needs of the new residents.
- Defining the public realm through well-designed streetscape with a high standard of finishes and treatments that will encourage use by pedestrians and cyclists and minimise the dominance of vehicle users. Clearly defining and designing the buffer zones and edge treatment between private and public open spaces. Activating the public realm by integrating the ground floor uses and entrances to encourage active and passive supervision. Incorporating appropriately designed street furniture to define the hierarchy and character of the public realm.
- Integration with Groody Valley, the river forms part of the green infrastructure that supports biodiversity and offers recreational opportunities for residents.

3.1.5 Density

Delivering an appropriate density of development reflective of the highly accessible urban nature of the site. Residential densities shall be in accordance with the compact settlement guidelines which in turn will influence building layout, heights, massing and density of commercial uses provided.

The proposed residential units will meet local housing needs and allow more people within Limerick to live close to the town centre, increasing catchment and footfall in local facilities, therefore increasing vitality to the area.

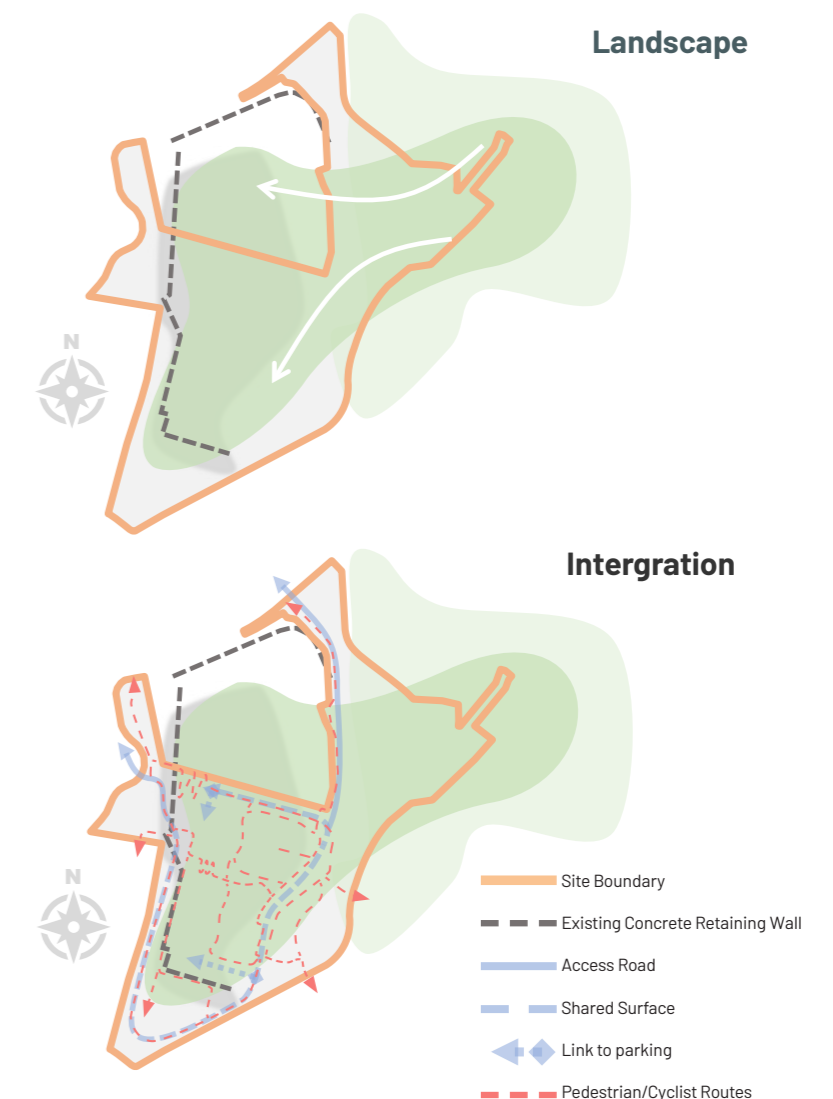


Figure 16 : Design principles

3.1 DESIGN CONCEPTS & PRINCIPLES

3.1.6 Sustainable Development and Circular Economy

The proposed development at Parkway Valley has been designed to deliver a sustainable, resource-efficient urban neighbourhood, transforming a previously underutilised brownfield site into a high-quality mixed-use environment.

The layout and building design respond to climatic conditions by Optimising orientation for daylight and solar gain and creating sheltered microclimates through site layout and topography.

A comprehensive Sustainable Drainage Systems (SuDS) strategy has been incorporated across the site, including:

- Green roofs
- Rain gardens and swales
- Infiltration trenches and tree root systems
- A detention pond

These features manage stormwater at source, improve water quality and contribute to climate resilience .

Circular economy principles underpin the development through:

- Reuse of brownfield land and integration of existing site features
- Design for adaptability and long-term flexibility
- Selection of durable materials and provision of recycling facilities

This approach minimises waste and optimises resource efficiency over the lifecycle of the development.

Overall, Parkway Valley represents a comprehensive and integrated approach to sustainable development, combining compact growth, climate-responsive design, SuDS, biodiversity enhancement and circular economy principles to deliver a resilient and future-proofed urban neighbourhood.



Figure 17 : Proposal CGI

3.1 DESIGN CONCEPTS & PRINCIPLES

3.1.7 Appropriate Density Range

The appropriate density range for development at Parkway Valley is informed by the Sustainable Residential Development and Compact Settlements Guidelines. For accessible urban neighbourhoods in Limerick City, the applicable density range is: 50 to 200 dwellings per hectare (dph) .

This range reflects the need to achieve efficient land use on serviced, accessible sites while ensuring high standards of amenity and design quality.

The Parkway Valley site represents a highly accessible urban neighbourhood location with:

- Mixed use zoning
- Proximity to established infrastructure and services
- Capacity to support higher densities and compact development

The Planning Authority has also indicated that, given these characteristics, the development should seek to achieve an appropriate increase in density to align with compact growth objectives

Having regard to the policy context and site characteristics it is appropriate for density at the site to be at or above the mid-density range. The mid-density level would be 125dph. Having regard to the existing pattern of low density development to the south and southwest however, it is considered appropriate that the density would not extend significantly above the mid-density range. In this regard a range of 125dph - 135dph is considered suitable at this site.

This density:

- Falls comfortably within the 50-200 dph policy range
 - Reflects the transition from suburban to urban character
- Supports efficient use of a strategically important brownfield site.

The proposed density is not applied in purely quantitative terms but is derived from a design-led masterplanning approach, ensuring that:

- Building heights, massing and layout respond to site context
- Adequate daylight, privacy and amenity standards are achieved
- High-quality open space and landscape are integrated throughout

This ensures that increased density does not compromise residential quality, but instead enhances vibrancy and placemaking.

The proposed density at Parkway Valley, at 131 dph, represents an appropriate, policy-compliant and design-led response to the site's urban context.

It aligns with the 50-200 dph density range for accessible urban neighbourhoods, while responding positively to the Planning Authority's observations regarding the need for increased efficiency and intensity of development.

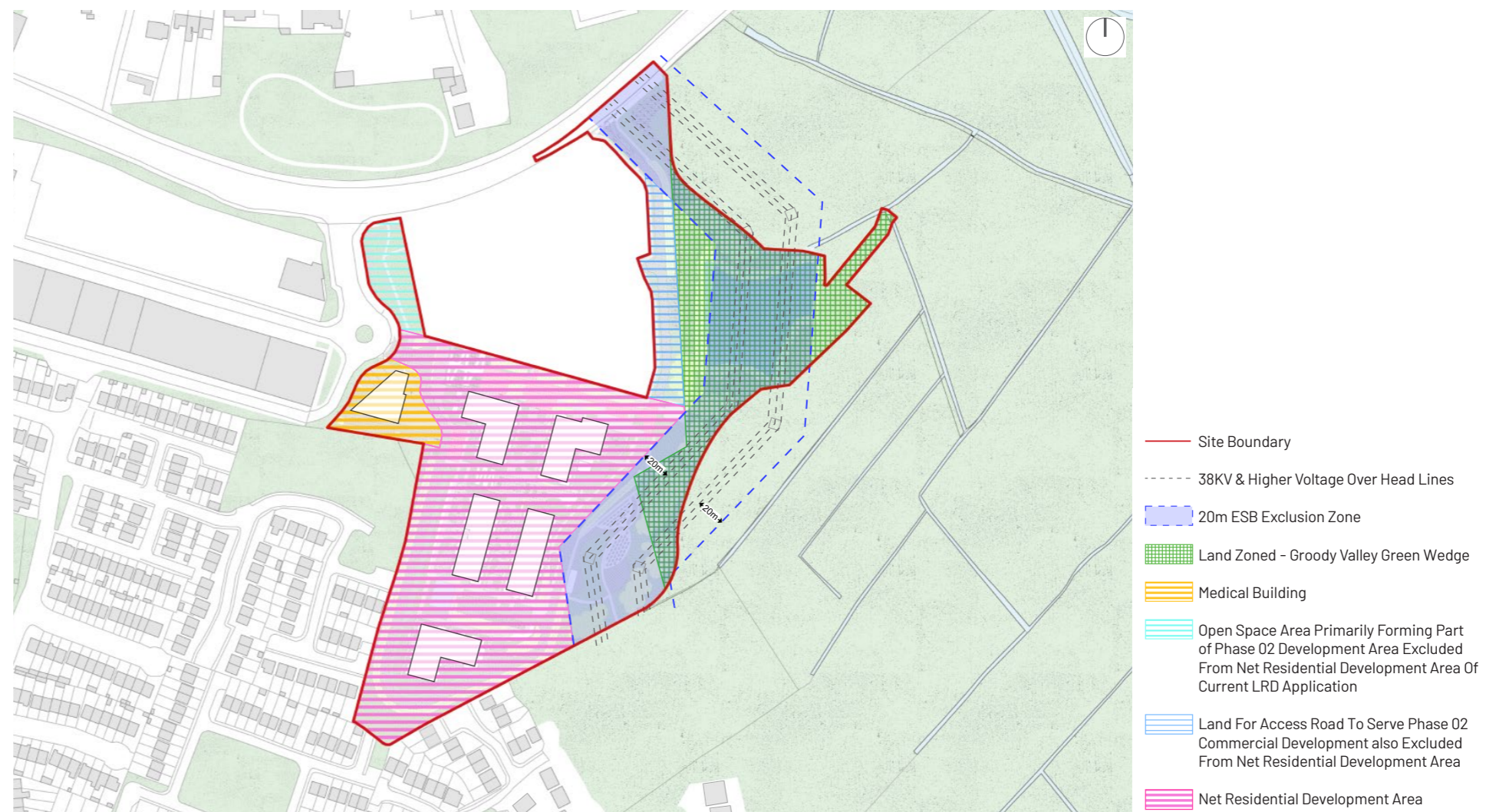


Figure 18 : Site Net Area Approach



Figure 19 : View of site facing east, main entrance from Parkway roundabout

3.2 MASTERPLAN STRATEGY

Limerick Development Plan 2022-2028, Objective PV 01

Key site characteristics and drivers of the masterplan configuration are driven by the Limerick Development Plan 2022-2028, Objective PV 01 Parkway Valley. It is an objective of the Council to:

a) Require preparation of a masterplan by a suitable qualified person, with accompanying design statements showing how the design concepts are consistent with the following principles:

i) Demonstrating the internal organisation of land uses, amenities and the layout of each block, the detailed design of individual buildings and spaces, including private and collective amenity areas, hard and soft landscaping, materials, finishes, street furniture, signage and lighting. Finishes, materials and heights shall be consistent with the overall development of the site.

ii) Given the strategic location of the site on the R445 Dublin Road, there is potential for landmark buildings.

iii) The purpose of the link street is to improve connectivity within the area and the layout, location and design of new streets/roads will be determined at planning application stage.

b) Support development of the area as a major employment centre with supporting facilities such as crèches and amenity areas for employees and visitors. A high standard of urban design will be required throughout the site in order to create a high quality environment with a defined sense of place, functionally and physically connected to the existing and permitted development on surrounding lands.

c) Support development of a civic square and streets with active frontage. The public realm will be characterised by a high standard of finishes and treatments. A network of high-quality spaces formed by the highest quality of buildings, paving and landscaping is required. Architecturally designed buildings and open plazas, using high quality

finishes will define civic spaces. Development shall be double fronted and shall address the Groody Park, the Dublin Road and streets and civic spaces within the development.

d) Ensure a sufficient mix of uses, including a maximum of 48% of development for residential use, which shall be appropriately integrated with other development on site to create a successful mixed-use development.

e) Encourage the use of underground parking, which shall be sensitively located and adequately screened.

f) Ensure provision of a network of pedestrian and cycle routes through the lands linked to the Groody Valley Green Wedge. Details of these linkages will be required in the masterplan.

g) Enable access via one entry point only along the R445 Dublin Road, with potential for a new access point to link with the Tipperary Road.

h) Ensure adequate provision of social and community facilities within the site, to serve existing and future residents. Provision shall be made for childcare facilities, playground and facilities suitable for a range of age groups including walking paths and community meeting space.

Proposed Variation No. 3 to the Limerick Development Plan 2022-2028, Objective PV 01

Proposed Variation No. 3 to the Limerick Development Plan 2022-2028 transitions Parkway Valley from an employment-led zone to one where residential development constitutes the primary use on site. The Parkway Valley Masterplan has been developed to provide for two potential future build-out scenarios for the wider site. The current Phase 1 LRD application has been designed with this flexibility in mind, ensuring that it is compatible with and does not prejudice either potential future masterplan scenario.

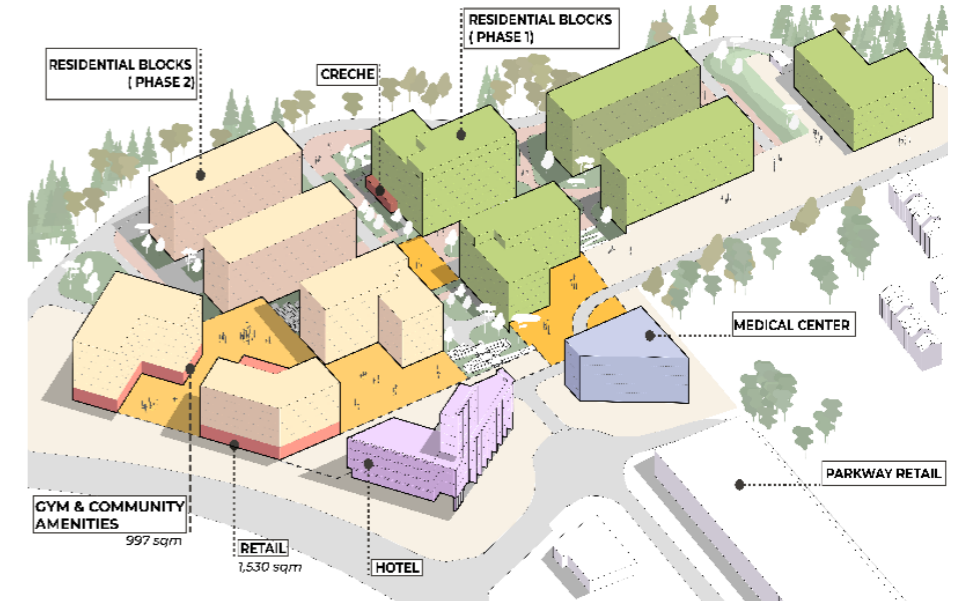


Figure 20 : Indicated impact variation 03 could have on the site, to be developed further under Phase 2.

Access

Access from Dublin Road for all users results in a continuous movement loop potentially located to the edge of the site to promote a car free zone at the centre.



Figure 21 : Access Routes

3.3 DESIGN STRATEGY

Masterplan Strategy

Each of these spatial drivers was assessed in the context of the aforementioned principles of the masterplan and are identified as follows:

- Access and movement
- Open space configuration
- Edge condition
- Network of high-quality spaces
- Parkland Setting
- Enterprise & Employment
- Residences
- Community facilities

Access & Movement

One of the key parameters that will impact the site layout is the provision of single / multiple user access that will determine the internal circulation layout. This involves the hierarchy of movement corridors involving pedestrians, cyclists, private vehicles and delivery drop-off and emergency access. The location of primary vehicular access to the site informs the internal circulation. The Limerick Development Plan notes that access will be provided via one entry point only along the R445 Dublin Road, with potential for a new access point to link with the Tipperary Road.

An access point will be required for fire tender access as noted in the Technical Report by the fire service in the Inspector's Report ABP-308027-20 (26th April 2021) in regard to Planning reference 20/25.

Access from the Dublin Road for Enterprise and Employment users links the continuous loop located closer to the edge of the site to promote a car free zone at the centre. This allows potential for access to a below podium car park serving the hotel, employment and enterprise buildings.

The different community clusters are fed by secondary shared road surface access corridors connected to the primary loop.

While providing a necessary vehicular service to residents/users, footpaths and cycleways should be equally distributed across the site to encourage walk-ability to facilities and transport connections.

Open Space - Parkland

This looks at the various configurations of open space to achieve the quantum of open space required as per the land zoning requirement. The different configuration of open spaces leads to the creation of multiple characters and typologies from parkland, greenways, active spaces, to the eco park that will sway from east to west across the site.

Edge Conditions

Given the strategic location of the site on the R445 Dublin Road, the masterplan supports the potential for a landmark buildings along the Dublin road, The development of a civic square and streets with active frontage. Facing the Dublin Road. Architecturally designed buildings and open plazas, using high quality finishes will define civic spaces. Development shall be double fronted and shall address the Groody Park, the Dublin Road and streets and civic spaces within the development.

Create a Expanding existing parkland and parks into the proposed site helps blend existing site conditions and uses to proposed development. Open space configurations are explored to analyse their impact on the masterplan layout and the quality of spaces created. A key parameter in determining the quality of the space is the usable size of the space for a range of activities and the clear distinction between public, communal and private spaces.

Network

A network of high-quality spaces formed by the highest quality of buildings, paving and landscaping. Creating the following distinct spaces.

Public open space is an integral part of the residential development. A variety of types and sizes of public open space should be provided with natural passive surveillance by the residents. Residential development should incorporate appropriate provision of quality public open space and play areas in accordance with national guidance and any subsequent guidance within the timeframe of the Plan. Open space will be required as follows:

Healthcare Plaza

The western entrance from the Parkway retail roundabout marks the

beginning of the route around the development and becomes a new arrival space that links with the proposed healthcare facility, existing retail and proposed residential blocks. The tree foliage around the periphery is retained, allowing key views to the south of the site. A new green space builds upon its central north-south axis.

Community Square

Located at the interface of the Enterprise/Employment and the Residential areas of the site, this space will be lead by the need for an active residential circulation route east and west across the site and also the north/south axis of residential courtyards (to the south) and the civic square (to the north).

PARKLAND SETTING

It is the policy of the Limerick City Council to preserve and protect the River Groody Green Wedge in order to maintain its significance as an important ecological role, as a natural wildlife corridor and as a flood risk management zone. The protection of this area is also considered necessary to act as a natural amenity area for the immediate area. Any landscaping of the subject site will marry sensitively with the Groody Valley Green Wedge when developed by LCCC in the future thus creating a parkland setting for new developments.

COMMUNITY FACILITIES

Ensure adequate provision of social and community facilities within the Site, to serve existing and future residents. Provision shall be made for medical, childcare facilities, playgrounds and facilities suitable for a range of age groups including walking paths and community meeting space. It is an objective of the Council to implement a strategy based on the sustainable compact settlements concept '10-minute city and town', whereby, a range of community facilities and services are accessible in short walking and cycle timeframe from homes, or are accessible by high quality public transport services by connecting people to larger scaled settlements delivering these services.

3.4 PROPOSED MASTERPLAN

Focal Points

A new enclosed civic space adjacent to the Dublin Road forms the urban edge of the site, in contrast to the green heart that forms the main central core whilst connecting the north and south of the site. The enclosed 'public spaces' become small community centres which meet diverse demands of everyday life while allowing users to be close to nature.

Edge condition

Existing vegetation enclosing the western/southern boundary and the dramatic cross section across the site creates a sheltered residential area from the south westernly winds. Trees enroaching the site from the east will be retained and permits the 'River Groody Green Wedge' native planting sweep into the site creating a 'soft boundary' along the eastern edge.

The formation of a new pedestrian/cyclist access along the Dublin Road and from Cherterfield Grove would serve to shorten travel distances between Chesterfield the Parkway Shopping Centre and the University of Limerick. It will also serve as a link to the proposed Healthcare Clinic, reducing journey times between existing community facilities on either side of the site.

Built form

Mixed low to mid-rise blocks on a more human scale with an immediate connection to nature with informal courtyards that nourish a sense of community. Clusters of ample parking spaces located around the site along with pedestrian connections to existing housing development Chesterfield Grove.

The Parkway Valley provides an integral pedestrian and cycle friendly environment that plays host to various amenity uses and a diverse range of habitats for the existing community and future residents to be at one with nature.

Community Facilities

Given the size of the site and the scale of development being proposed under the masterplan, the proposals should also consider an appropriate range and scale of community facilities to support residents of the masterplan and surrounding development. Childcare and medical facilities in particular are provided for in the Masterplan.

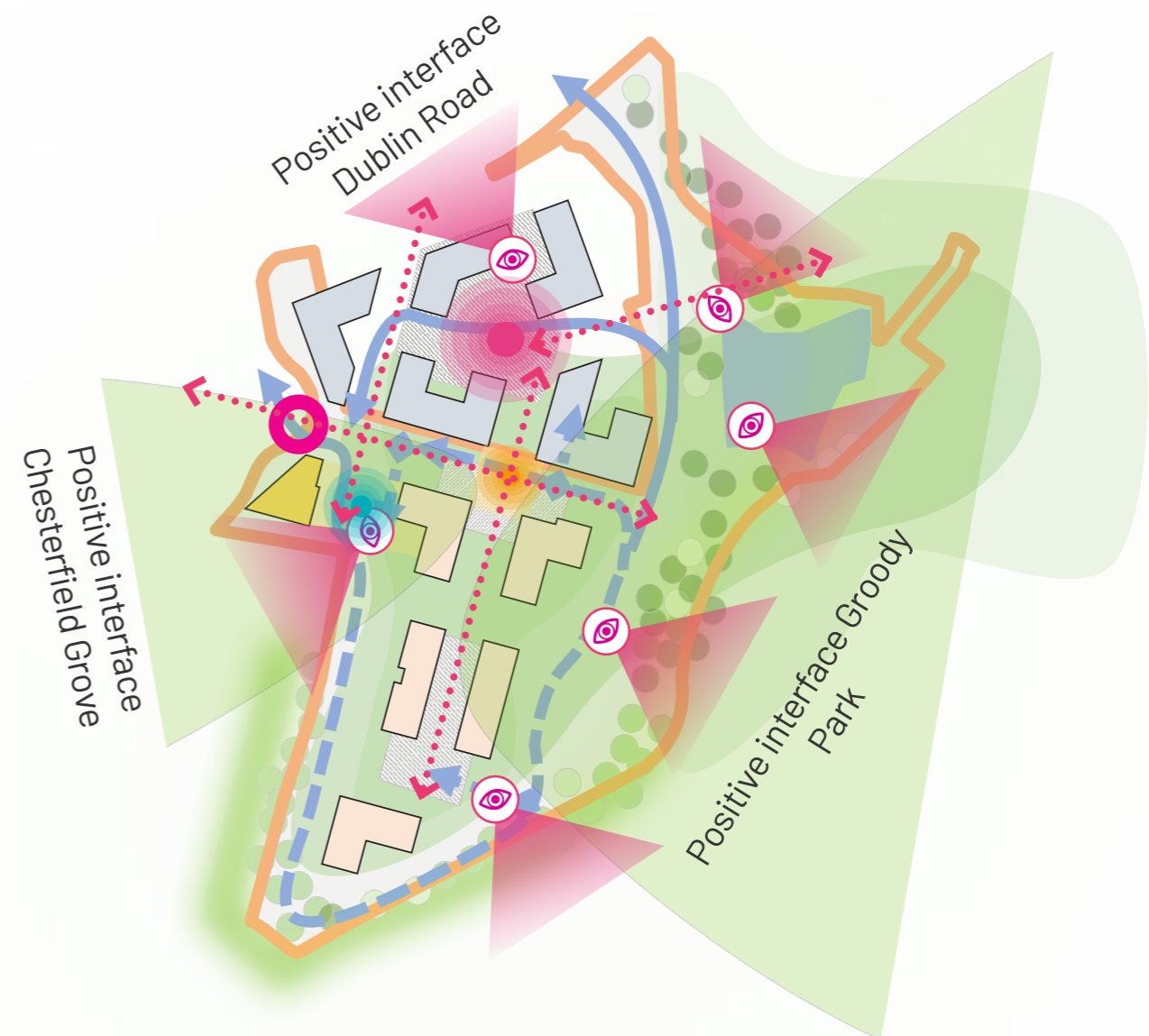


Figure 23: Masterplan

Key features:

- Sequencing of spaces
- Maximise southern light into the heart of the scheme
- Scheme has a north south axis, maximising east, west and south facing facades
- Diverse spaces, architecture, landscape and experiences
- Clear hierarchy of spaces
- Clear desire lines
- Focus around community facilities
- Landscaped Central promenade connecting residential buildings and community square

Strengths:

- Strong desire lines/public realm
- Three centres - Civic, Entrance Plaza and Community space
- Community facilities
- East-west green link to 'River Groody Green Wedge'.
- Varied typologies creating distinct architecture
- Largely car-free pedestrian and cycle ways
- Takes advantage of site cross section to conceal car parking
- Existing site levels & constraints help minimise the impact of the scale of development

3.4 PROPOSED MASTERPLAN



Figure 24: Proposed Masterplan view representing a strong architectural expression along Dublin Road

04

DESIGN PROPOSAL

4.1 APPROPRIATE DEVELOPMENT MIX

The Parkway Valley site is identified as a Mixed Use development opportunity, accommodating a combination of Enterprise & Employment and Residential uses, supported by complementary community infrastructure. The zoning objective seeks to facilitate a balanced mix of primary residential uses alongside compatible commercial and employment activities, in a location benefiting from high levels of accessibility.

The proposed development has been carefully structured to respond directly to this policy context, delivering a cohesive and integrated urban neighbourhood.

The residential element is primarily delivered in the form of high-quality apartment development, providing:

- A level of density appropriate to a centrally located, well-connected urban site.
- High levels of residential amenity, supported by generous communal and private open space.

The location of residential uses within the Masterplan has been carefully considered to ensure a high standard of living environment, positioned away from the most intensive commercial edges.

Supporting Uses and Community Infrastructure the development mix is further reinforced by a range of supporting uses, including:

- Healthcare (e.g. medical facilities)
- Childcare (creche provision)
- Civic and communal spaces

These uses are integrated throughout the scheme to:

- Support daily life for residents and workers
- Reduce the need for off-site travel
- Contribute to a socially sustainable and inclusive neighbourhood.



4.2 SITE ARRANGEMENT

The Parkway Valley site is oriented within a broad east-west valley landscape and is defined by its topography, surrounding road infrastructure and existing urban development patterns. The orientation of the site has been a key driver in shaping the masterplan structure, building placement and open space arrangement, as set out in the Parkway Valley Masterplan.

The proposed development is arranged to take full advantage of the site's orientation, with building blocks positioned to:

- Maximise daylight and sunlight penetration to apartments and communal open spaces
- Create sheltered external environments within the valley setting
- Establish a clear spatial structure that responds to existing movement corridors.

The orientation of buildings helps define streets, courtyards and landscaped spaces, reinforcing a sense of enclosure while maintaining permeability and visual connections across the site.

The orientation strategy has been informed by environmental considerations, including solar access and prevailing climatic conditions. Buildings are aligned to optimise solar gain where appropriate, while avoiding excessive overshadowing of neighbouring buildings and shared open spaces.

Open spaces and pedestrian routes are positioned to benefit from favourable sunlight conditions and shelter, contributing to year-round usability and residential amenity within the valley landscape.

The orientation of the Parkway Valley development has been carefully considered as part of an integrated masterplan approach. By responding to topography, solar conditions and surrounding context, the proposed layout delivers a well-oriented residential environment that supports high levels of amenity, legibility and environmental performance, consistent with the overall vision for the site



4.3 SITE ORIENTATION

Site Context and Orientation

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4.4 BICYCLE & PEDESTRIAN ACCESS

Pedestrian & Cyclist

A continuous movement loop located closer to the edge of the site to promote a car free zone at the centre. Permeable edge along Dublin Road and Chesterfield Estate for cyclist and pedestrians.

Pedestrian Movement

A comprehensive network of pedestrian routes is provided throughout the site, designed to ensure permeability, ease of movement and personal safety. Pedestrian routes:

- Link residential entrances with communal open spaces, amenities and service areas
- Connect clearly to surrounding residential areas, parks and the wider movement network
- Are designed as overlooked, active routes to promote natural surveillance and passive safety.
- Clear prioritisation of pedestrians at crossing points and within shared spaces

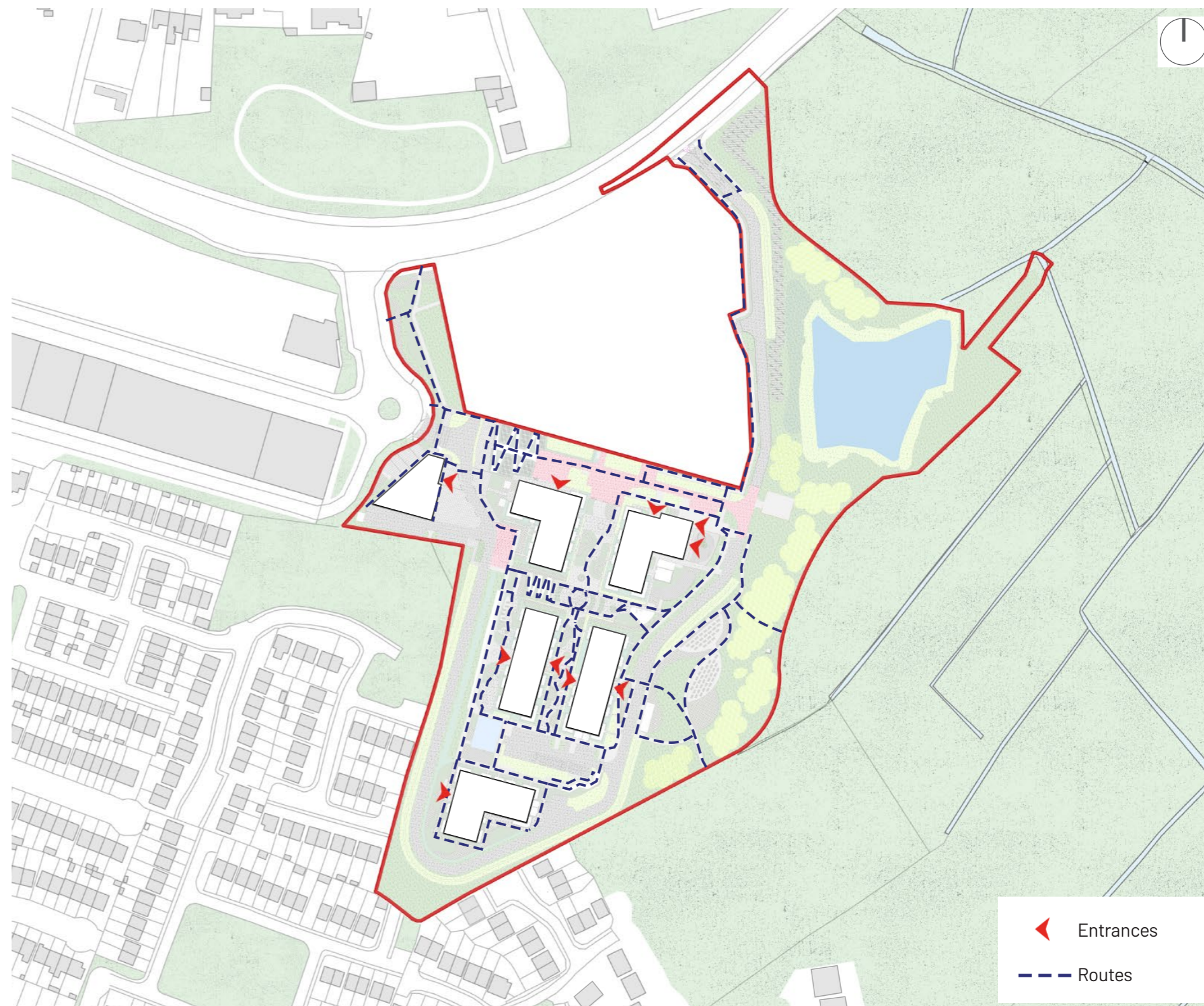
Footpaths are designed with generous widths, step-free gradients and high-quality surface finishes.

Cycling Movement

Cycling is supported as a practical and attractive mode of transport within Parkway Valley. The internal layout incorporates:

- Dedicated and shared low-speed routes suitable for cyclists
- Direct and continuous connections between residential blocks, bicycle parking facilities and site access points
- Integration with pedestrian routes where appropriate, within a traffic-calmed environment

Cycling routes are designed to form part of a wider network, encouraging both everyday utility cycling and recreational use through the valley landscape.



◀ Entrances
 - - - Routes

4.5 VEHICULAR ACCESS

Access

The existing entrance from Parkway Retail Park is retained but widened for all users and secondary access is proposed from the Dublin Road. A shared space forms the entrance creating a pedestrian friendly environment. The shared space is framed by a three storey healthcare facility on the western side and apartment on the eastern side, framing the entrance to the residential area.

Vehicular access is taken from the existing public road network, via clearly defined junctions designed in accordance with applicable road design standards and subject to agreement with the relevant roads authority. The access points are positioned to:

- Provide clear visibility and safe manoeuvring
- Respond to existing road geometry and site levels
- Avoid undue impact on adjacent residential areas.

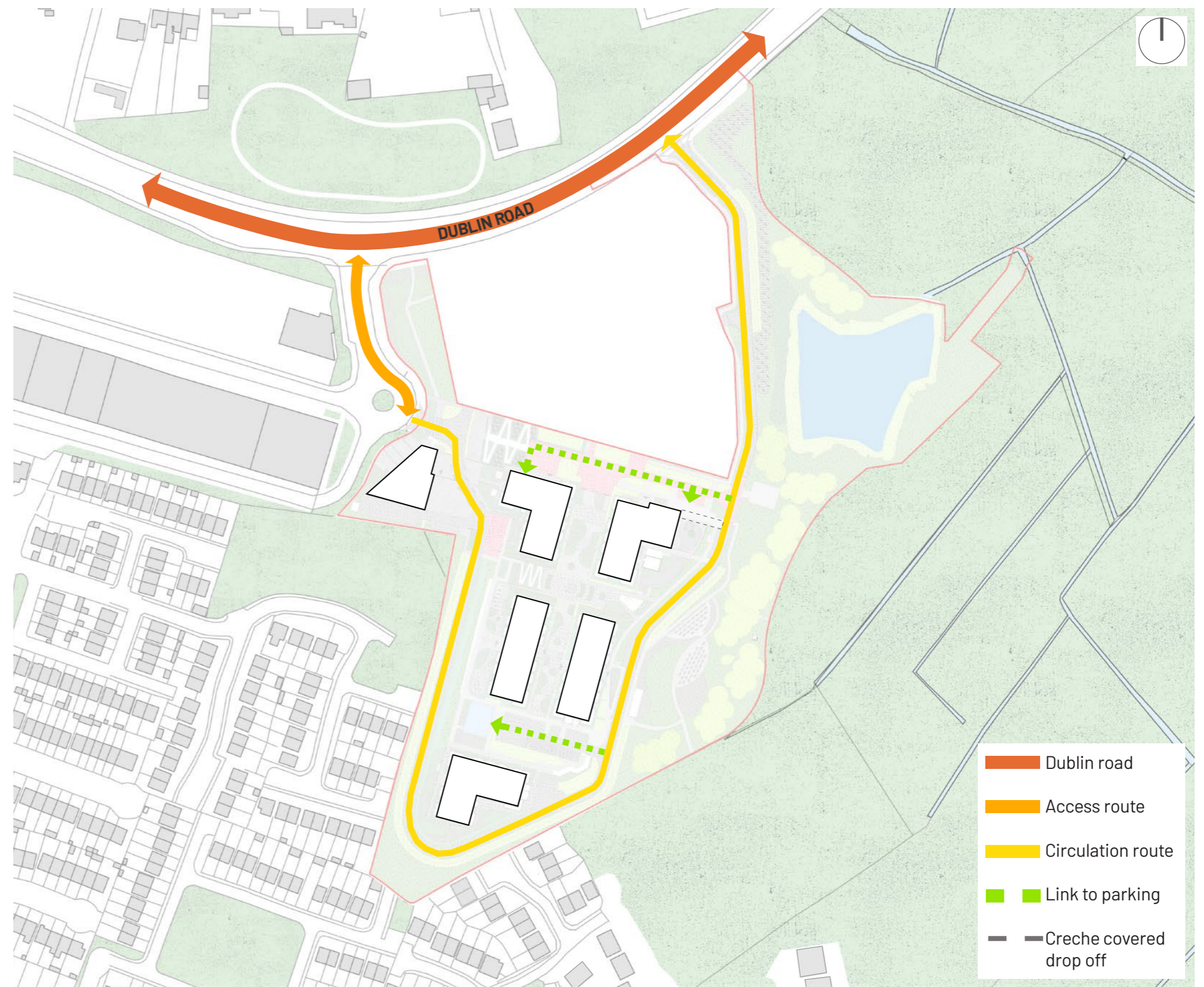
From these access points, vehicles are distributed via an internal network of streets and access roads designed to operate at low speeds, reinforcing a residential character and ensuring pedestrian safety.

The internal vehicular layout is structured as a clear hierarchy, comprising:

- Primary access streets accommodating general traffic, service vehicles and emergency access
- Secondary access routes serving residential blocks and parking areas
- Limited vehicular penetration into areas predominantly designed for pedestrians and cyclists

Road widths, gradients and turning heads are designed to accommodate refuse vehicles, delivery vans and emergency services, while avoiding over-engineered streetscapes.

In response to the LRD Opinion, a covered entrance canopy has been incorporated at the creche to provide a sheltered parent drop-off area. This dedicated set-down area is located in close proximity to the creche entrance, separated from the general vehicular circulation route, minimising conflict between dropping-off parents and through traffic.



4.6 SITE USE

Site Use

The Parkway Valley site forms part of a wider residential and urban landscape and is situated within an established suburban context characterised by predominantly residential uses, supported by local services, open spaces and transport infrastructure. The site currently represents an opportunity to consolidate and complete the existing urban structure, making more efficient and sustainable use of serviced land in accordance with national and regional planning policy objectives.

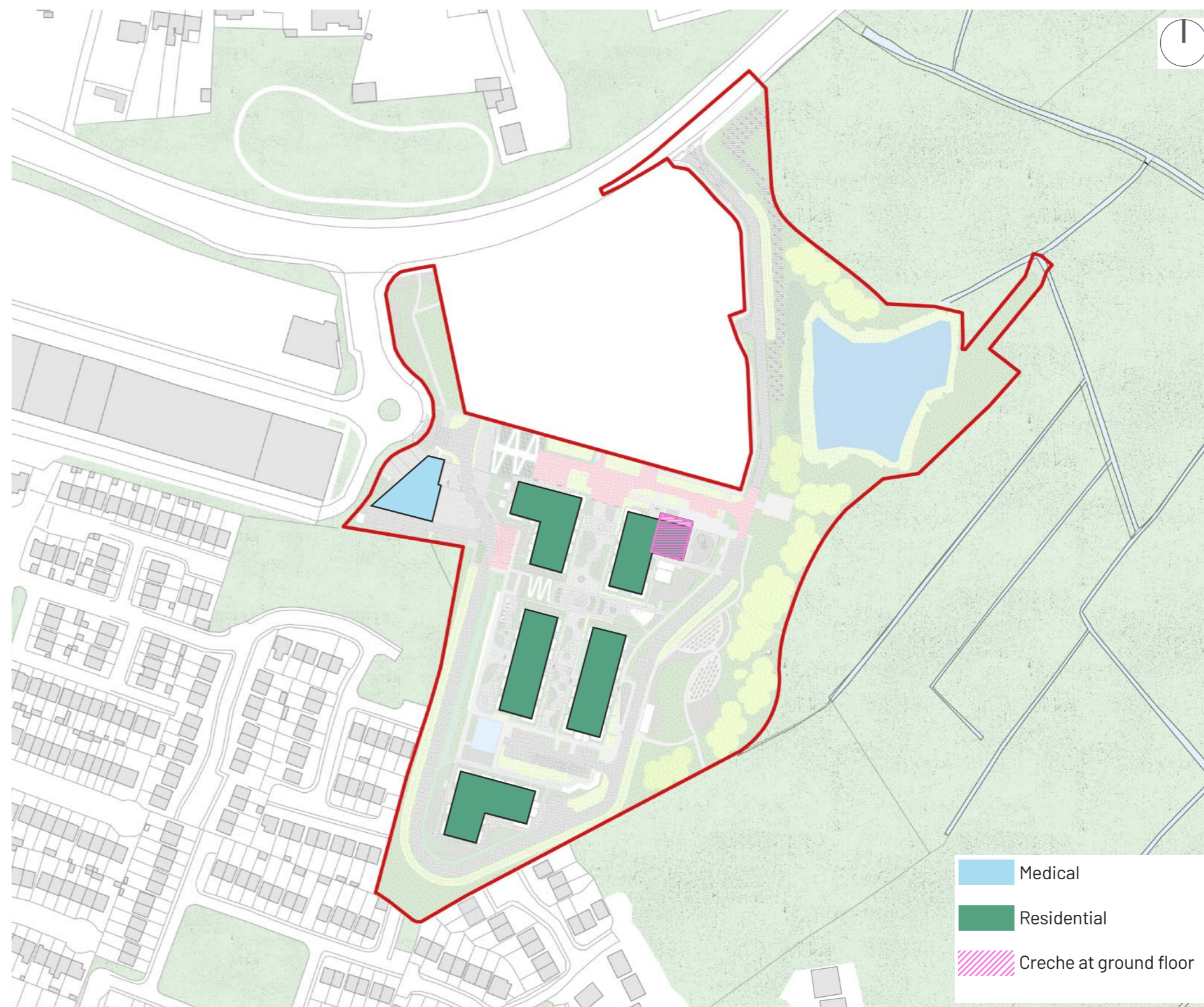
The proposed development provides for the residential use of the site in the form of a high-quality apartment-led scheme, supported by appropriate ancillary and communal uses. The scheme is designed to deliver a compact, well-connected residential environment that responds to its surroundings while contributing positively to the overall character and function of the area. The primary use of the site is residential, comprising purpose-designed apartment buildings arranged to:

- Optimise site efficiency and land use
- Deliver a range of dwelling types and sizes to support a mixed and balanced community
- Provide a clear hierarchy of public, semi-public and private spaces.

The proposed use of the site has been informed by the surrounding context and responds appropriately to adjacent land uses. The development is designed to:

- Transition sensitively in scale and form where it interfaces with neighbouring properties
- Reinforce existing movement patterns and connections
- Support permeability and pedestrian accessibility through the site

This ensures that Parkway Valley functions as an integrated part of the wider urban area rather than an isolated enclave



4.7 BUILDING HEIGHTS

Building Heights

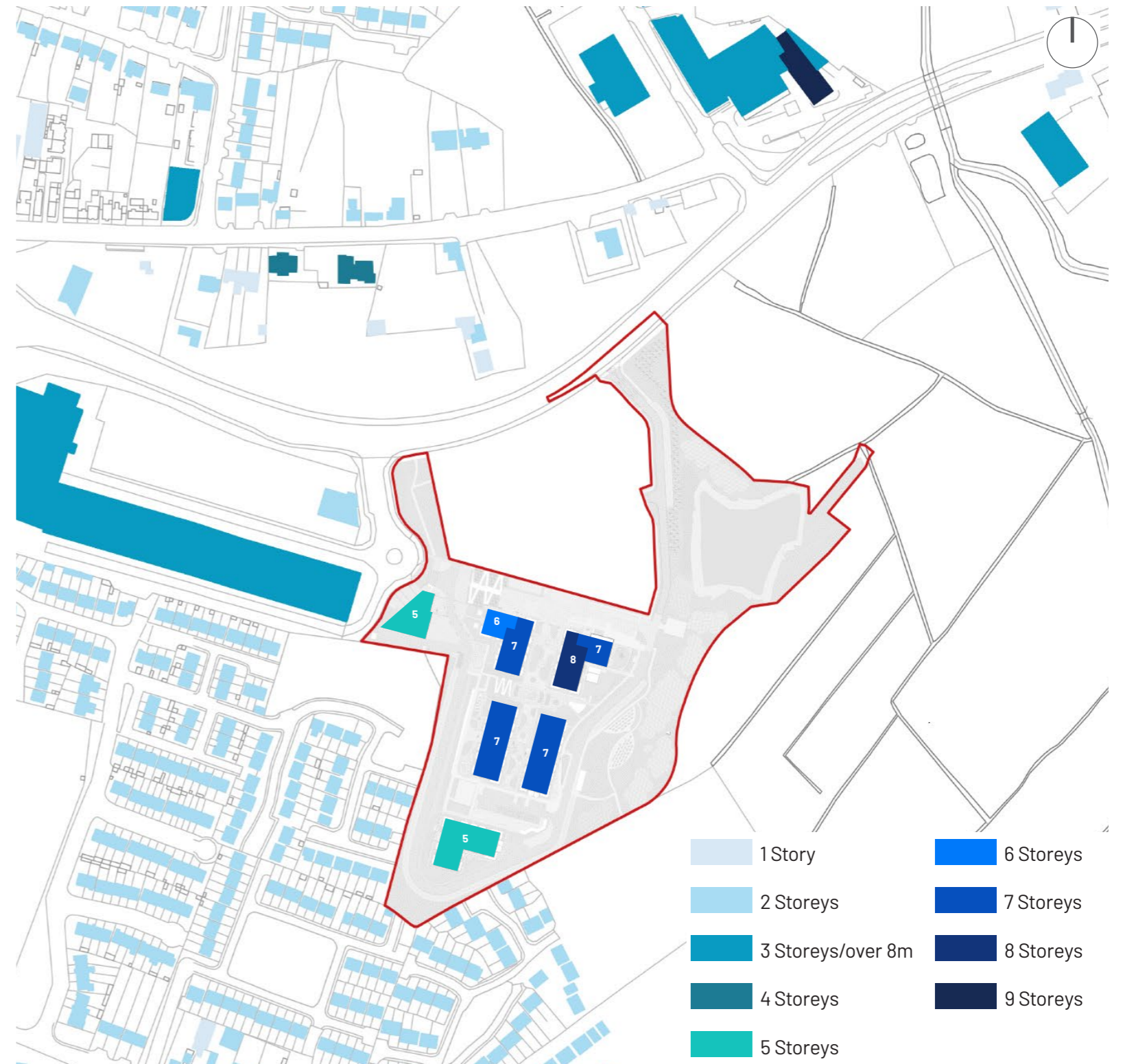
The proposed building heights at Parkway Valley form an integral part of the overall masterplan strategy, responding to the site's topography, surrounding context and its designation as a mixed-use, high-accessibility urban site.

The height strategy has been carefully developed to deliver an appropriate urban scale while maximising site efficiency and residential amenity. The development is characterised by a series of mid-rise buildings, generally ranging from approximately 5 to 9 storeys across the site, with height varying in response to specific site conditions and adjoining use.

The proposed heights have been carefully calibrated to integrate with the existing site context while facilitating an appropriate level of intensification in line with planning policy. The development:

- Transitions in height towards adjoining lower-density residential areas
- Reinforces the character of more active edges, including those adjoining primary routes
- Minimises overlooking and overshadowing through appropriate spacing and orientation.

This graduated approach ensures that the development is well integrated into its surroundings.



4.8 BIKE & CAR STORAGE

Bike parking provision

The masterplan proposal promotes healthy active travel modes and sustainable modes of transport over car-dependent transport. Priorities for the masterplan will be the development of high quality infrastructure for pedestrians and cyclists and enhancing access and permeability to and through the masterplan site in the context of surrounding development.

End of Journey Facilities - Creche and Medical Centre

In accordance with Section 11.8.7 of the Limerick Development Plan 2022-2028 and the LRD Opinion requirement to encourage modal shift through the provision of end-of-journey facilities, both the creche and medical centre include shower, changing facilities and lockers for staff. Sheltered and secure cycle parking is provided at both creche and medical centre.

A covered entrance canopy has been incorporated at the creche in response to the LRD Opinion requirement for a covered parent drop-off area. This provides a sheltered arrival and departure experience for parents and children.

Visitor Bike Parking

Generous on-street cycle parking will be provided for visitors to the site, in well lit, overlooked spaces. All short-term cycle parking is located in close proximity to the access and egress points of the buildings it serves.

Residential Bike Parking

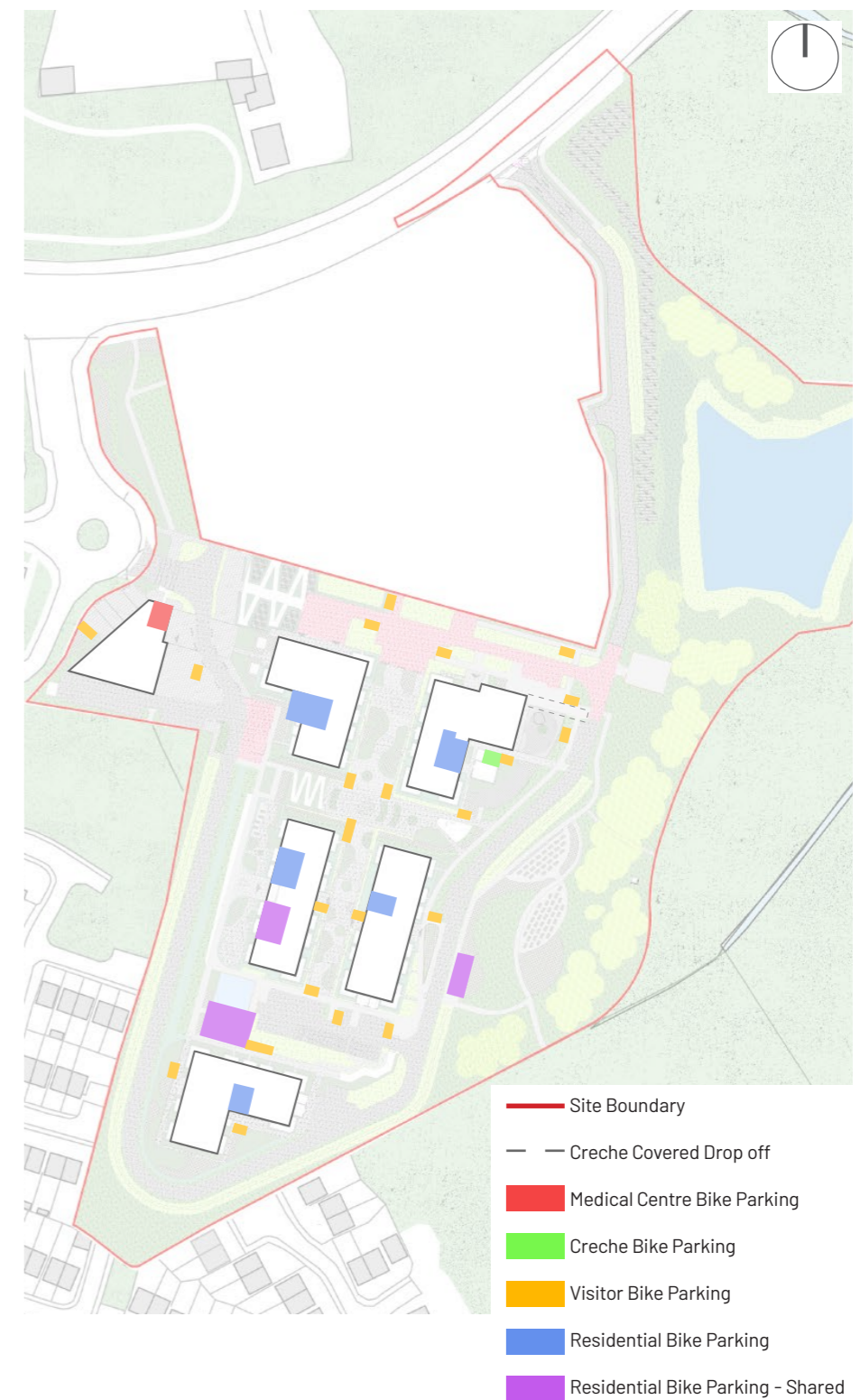
Long-term secure residential cycle parking is provided across a network of dedicated cycle storage facilities serving the residential blocks, totalling no.570 spaces. Each residential block is served by its own dedicated bike store, supplemented by three shared residential bike stores which provide additional capacity. The residential bike parking provision comprises a mix of storage types, with 45% Sheffield-type loop stands (including the provision of 18 sheffeild-type cargo bike spaces) and 55% racking. All residential cycle storage is located within secure, access-controlled facilities exclusively available to residents.

Non-Standard Bike Provision

Sheltered and secure cycle parking is provided across the residential, medical centre and creche facilities, each of which includes dedicated cargo bike spaces to accommodate non-standard cycles. To future-proof the scheme and support the growing use of electric bikes and scooters, each bike storage room shall provide appropriate electric points for the purpose of charging electric bikes/scooters.

| Site Wide Bike Parking Summary | | | |
|---------------------------------|-------|------|--------|
| MEDICAL CENTRE | | | |
| Sheffield | Cargo | | Totals |
| 24 | 1 | | 25 |
| CRECHE | | | |
| Sheffield | Cargo | | |
| 8 | 1 | | 9 |
| VISITOR | | | |
| Sheffield | | | |
| 214 | | | 214 |
| RESIDENTIAL BIKE PARKING | | | |
| Sheffield | Cargo | Rack | |
| 240 | 18 | 312 | |
| 42% | 3% | | |
| 45% | | 55% | 570 |
| SITE WIDE BIKE PARKING | | | |
| Sheffield | Cargo | Rack | |
| 486 | 20 | 312 | |
| 59% | 2% | | |
| 62% | | 38% | 818 |

Bicycle Storage



4.8 BIKE & CAR STORAGE

Car parking provision

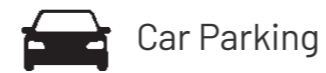
DSFNA recommends the following:

“Planning authorities must consider a reduced overall car parking standard and apply an appropriate maximum car parking standard.”

The creation of a pleasant, people-friendly public realm, with conditions that are conducive to greater uptake and participation in active modes, are key drivers of the masterplan design proposals. The masterplan seeks to provide for such conditions by reducing the dominance of cars in the design and utilisation of public space. The design of public realm and streets within the masterplan site will incorporate homezones and other measures that will reduce the speed of motorised traffic, limit through traffic and seek to minimise at-grade or surface parking for cars.

Car parking

Car parking in the proposed development will consist of below podium/lower ground floor parking, with suitably placed accessible and on-grade parking. The podium/lower ground floor parking will concentrate car parking in clusters, where users can walk a short distance to and from residential units. Such parking clusters will be located below or adjacent to each apartment block.



Lower ground floor plan

Ground floor plan

4.9 LANDSCAPE & OPEN SPACE STRETEGY

Open Spaces

Streets form an important component of the scheme, and the quality of streets in terms of hierarchy, design, materiality and user priority will have an impact on the character and quality of these spaces and play an important role in providing safe environments for all residents, especially children in accessing different spaces as well as encouraging walking and cycling.

The interface between Parkway Valley and Chesterfield Grove provides an opportunity to strengthen links between the existing and proposed communities.

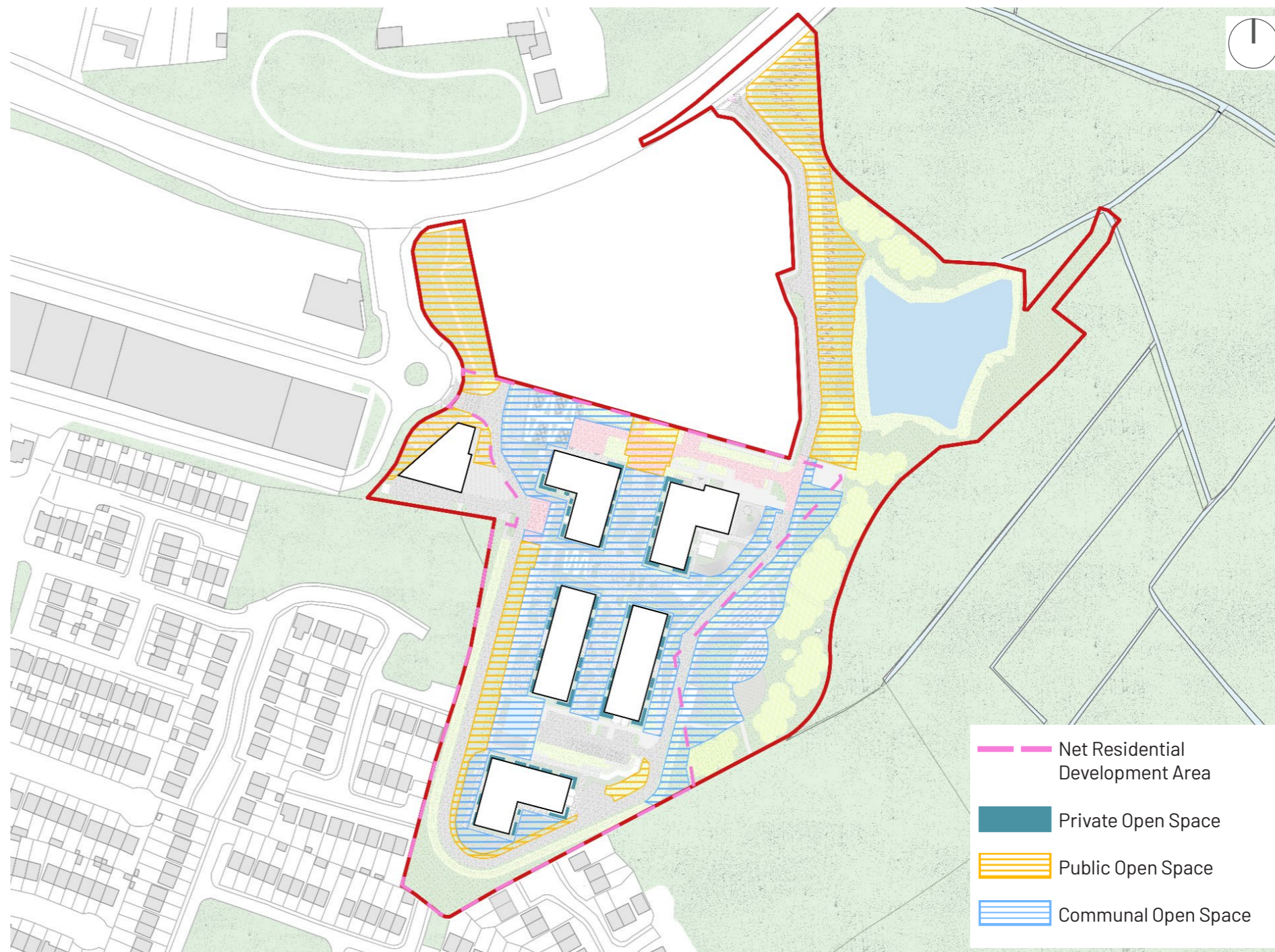
The creation of a linear landscaped edge along the Dublin Road creates a understated gateway to the Parkway development and will ensure the connection is more informal, encouraging connection.

The 'River Groody Green Wedge' will extend east to west into the site and becomes more formal inbetween the residential blocks where the open space becomes a more north/south linear park linking the Employment & Enterprise and residential blocks.

Open Spaces Provision

The proposed development provides a total of 2.09 hectares of open space across the gross site area, representing 34% of the overall site. Within the net residential development area, a total of 1.18 hectares of open space is provided, equating to 19% of the net residential development area. This figure encompasses both public open space and communal amenity space serving the residential development.

| | |
|---|--------------|
| Gross site proposed open space | 2.09ha (34%) |
| Proposed open space within net residential development area | 1.18ha (19%) |



4.9 LANDSCAPE & OPEN SPACE STRETEGY



Figure 25 : Public through route



Figure 26 : Street trees and benches create rest points



Figure 27 : Rain gardens provide sustainable drainage features



Figure 24 : Raised plating provides a buffer to ground floor residences

4.9 LANDSCAPE & OPEN SPACE STRETEGY

Play Scapes

Play provision will be an important integral part of the development. The open space network that is proposed for Parkway Valley will allow for a broad variety of play and play spaces. Differing materiality, scale, surrounding built form and content ensure that each play area caters for varying age groups and skills. Play spaces will be located so they are both convenient and easily accessible to both residents and visitors.

Demonstrated through the accompanying images, there will be a focus on natural play within the development. Designed to encourage exploration and imaginative play through the integration of play features and structures within the landscape, and using natural features which encourage interaction and exploration of the natural environment. All play areas will be well connected through a comprehensive network of pedestrian and cycle routes.

Green Roofs

Green roofs will be provided on the tops of buildings as demonstrated to provide aesthetically pleasing, environmental & SUDs friendly use which benefit people and wildlife alike. Green roofs can play an important role in stormwater management, in capturing rainwater and reducing run-off into the public drainage system. Green roofs also provide habitats for insects and birds, helping to improve the areas biodiversity.

Key Principles, Opportunities

- Stormwater Management
- Recreation Opportunity
- Improved Biodiversity
- Aesthetic Improvement



Figure 30 : Green Roof



Figure 28 : Incidental play areas



Figure 31 : Existing soft landscape and trees

Figure 29 : Green Roof, Swarthmore College of PA, Pennsylvania

4.9 LANDSCAPE & OPEN SPACE STRETEGY

Courtyard Gardens & Private Amenity

Courtyards are important spaces for residents as places to relax, play and enjoy outdoor space close to their homes. These spaces are especially important for children and the less abled who may not have access to the larger open spaces on a day to day basis.

Courtyards provide important spaces where neighbours can meet one another and therefore enhance the sense of community within large developments as well providing environments which create habitats to support local wildlife.

Key Principles

- Privacy Buffer for Ground Floor Apartments
- Pedestrian Circulation
- Flexible Central Open Space
- Formal And Informal Play Opportunities
- Congregation And BBQ Opportunity
- Recreational Opportunities
- Communal Garden Opportunity
- Storage provision
- Structural Planting with Seasonal Interest



Figure 34 : Privacy buffer to ground floor properties



Figure 36 : Flexible central open space



Figure 33 : Courtyard principles illustration

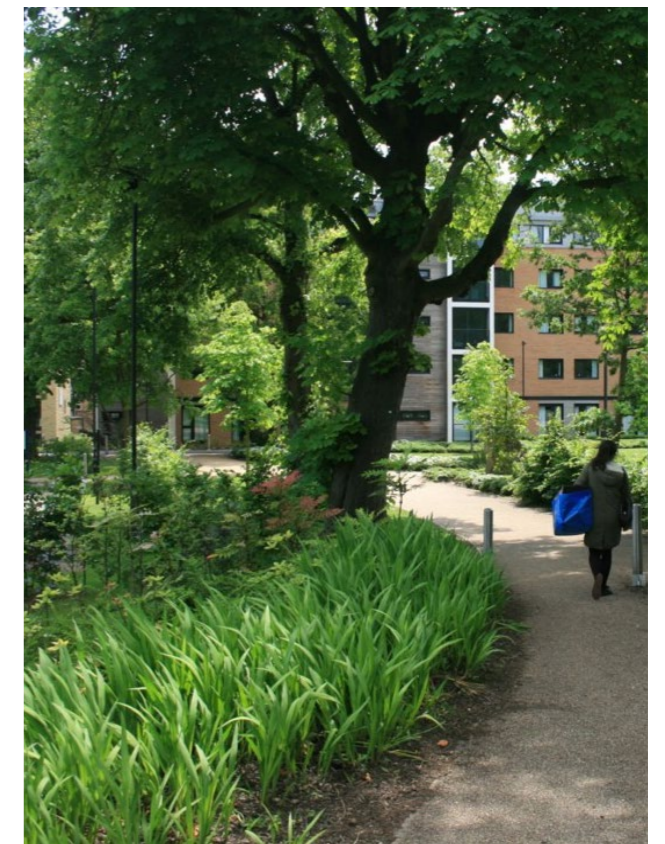


Figure 35 : Sensitive landscape integration

4.9 LANDSCAPE & OPEN SPACE STRETEGY

Boundary Strategy



Figure 37 : View of Site boundary along the River Groody Green Wedge



Figure 39 : Section location

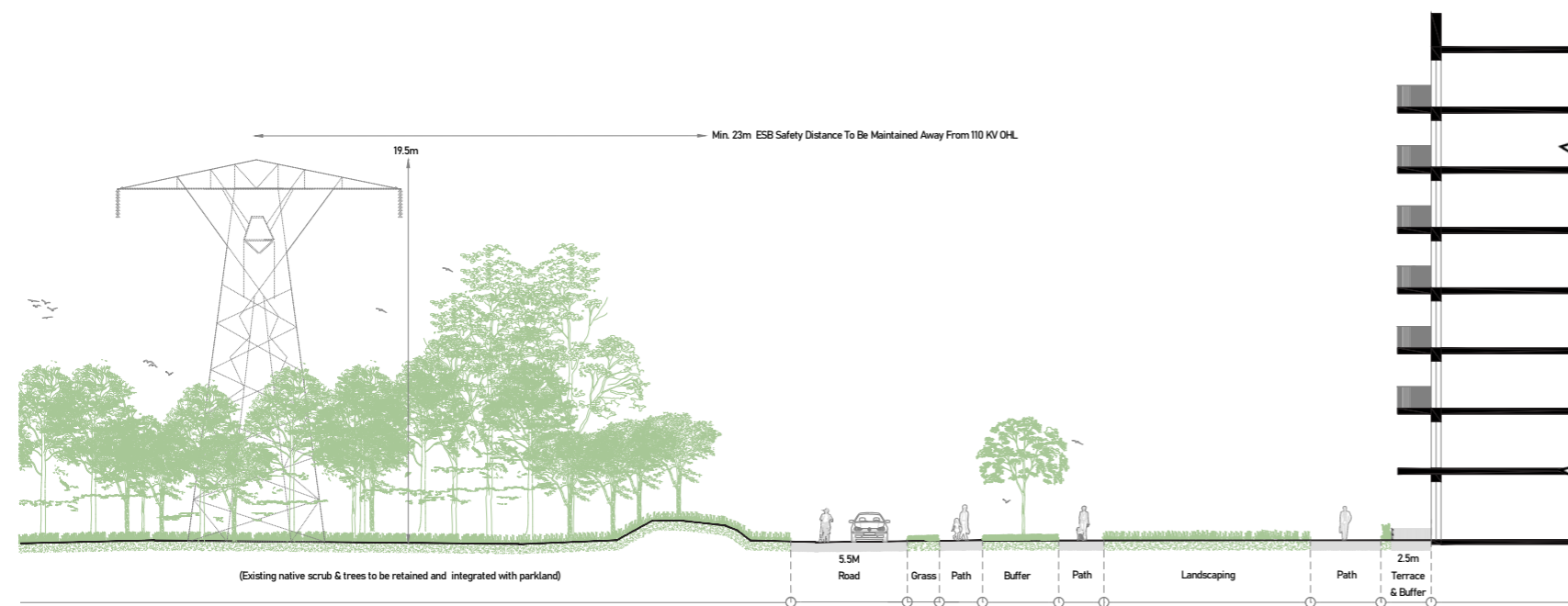
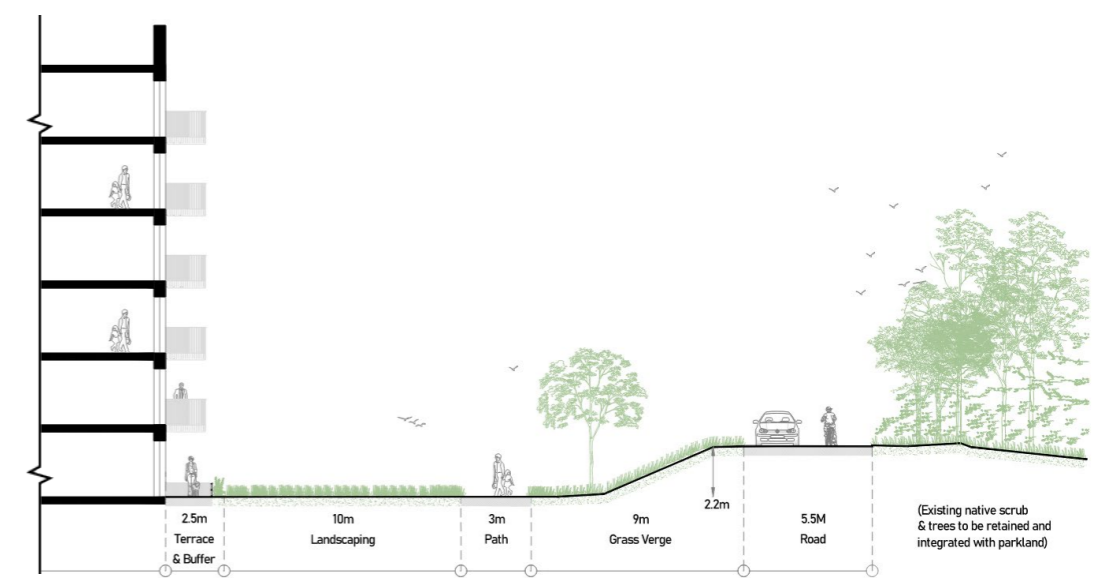


Figure 38 : Site Section outlining boundary interactions



4.9 LANDSCAPE & OPEN SPACE STRETEGY

Boundary Strategy

Maintain & enhancing the existing site boundaries with soft landscaping, as well as the existing concrete wall within the site as a unique feature, creates a sense of enclosure within the development, and provides sense of relief from the surrounding area. Changes in height are to be considered, where the wall condition is poor, or the wall is overbearing on residential areas. Key strategies will be to:

- Define key gateways, which are welcoming and encourage people into the development to create a vibrant public realm
- Framing views of the development set within the landscape to draw people into the site
- Create a landscape corridor along the length of the wall, to visually soften its aesthetic
- Create a strong ecological corridor along the Groody Valley Green Wedge which augments that boundary to the site.
- Explore ways to creatively change the boundary so as to encourage physical and visual permeability, and engages people.

The existing site offers a variety of softworks elements which have been categorised into 6 groups, Specimen Trees, Street Trees, Shrubs and Underplanting, Meadow and Wild Areas, Amenity Lawn and Wetland Areas.

Please refer to JBA Landscape Architects Masterplan site layout, appended, for further detail.






-  Gateways
-  Boundary
-  Habitat integration / fauna permeability
-  Existing Planting retained
-  Change in boundary to integrate the site into the wider urban context



Figure 40 : Boundary Strategy

4.9 LANDSCAPE & OPEN SPACE STRETEGY

Boundary Treatment

The proposed boundary treatment strategy for the Parkway Valley development has been designed to promote a landscape-led development within a parkland setting. A clear hierarchy of boundary conditions is established, responding to the varying interfaces across the site and reinforcing a coherent and high-quality edge condition.

Existing Residential Interface (including Chesterfield Park)
The boundary adjoining existing residential areas, including Chesterfield Park, will:

- Retain the existing block wall boundary where feasible.
- Be upgraded and supplemented with soft landscaping, including
- Existing native hedgerows and trees will be retained where feasible and supplemented with additional native planting as required.

This approach:

Maintains continuity with the established residential edge. Enhances privacy and visual amenity for adjoining properties. Reinforces a robust but softened boundary condition through landscape integration.

Groody Valley Green Wedge

The interface with the Groody Valley Green Wedge is treated as a sensitive landscape edge, characterised by:

- A naturalised boundary condition.
- Regraded slopes where required, with native planting and ecological buffers.

This approach ensures:

- A soft, visually permeable transition to the wider landscape.
- Integration with the ecological and visual character of the green wedge.
- Avoidance of formalised or hard boundary treatments in this location.

Interface between phases;

- A 2.0m high hoarding will be provided along the boundary with Phase

2 lands.

The hoarding will be:

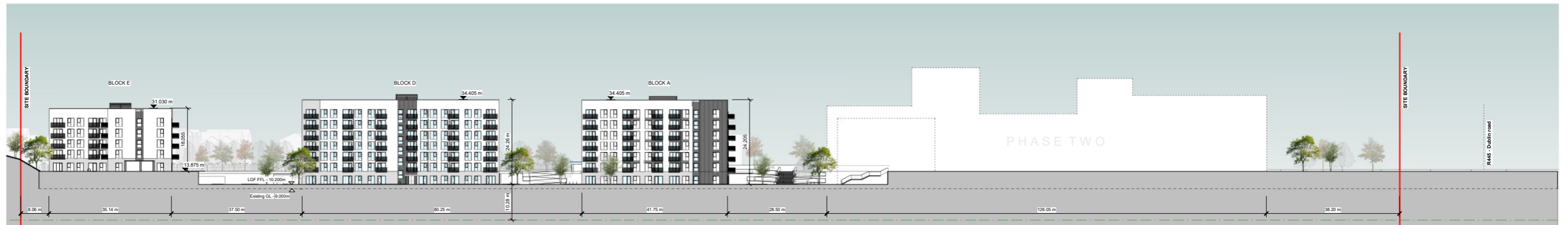
- Maintained in good condition for the duration of its use.
- Positioned to ensure site security and safeguard future development
- Managed to minimise visual impact on occupied parts of the development.
- Landscaping, including trees and hedges will be completed up to edge of hoarding

Overall Strategy

The boundary treatment strategy for Parkway Valley:

- Reinforces the parkland setting and landscape-led design approach
- Responds appropriately to existing residential edges, sensitive landscape interfaces, and future development phases.
- Provides a balanced solution addressing privacy, security, and visual integration.
- Delivers a coherent and high-quality boundary consistent with the strategic development of this prominent site.

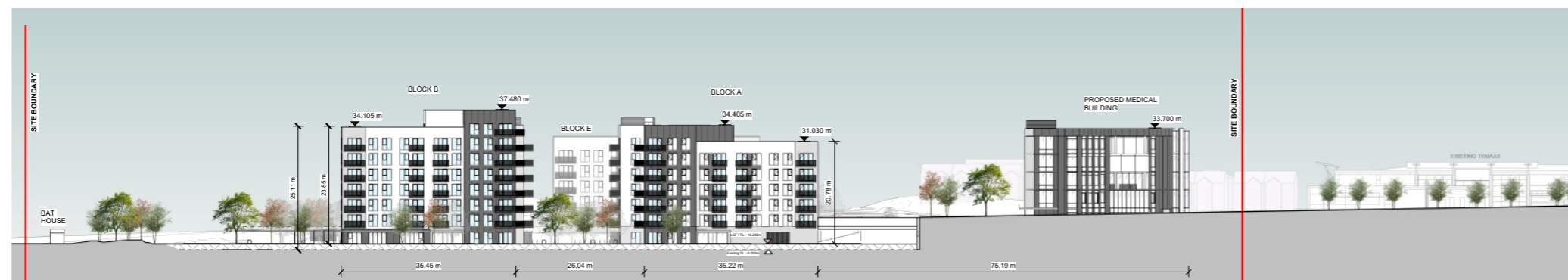
4.10 SITE ELEVATIONS & SECTIONS



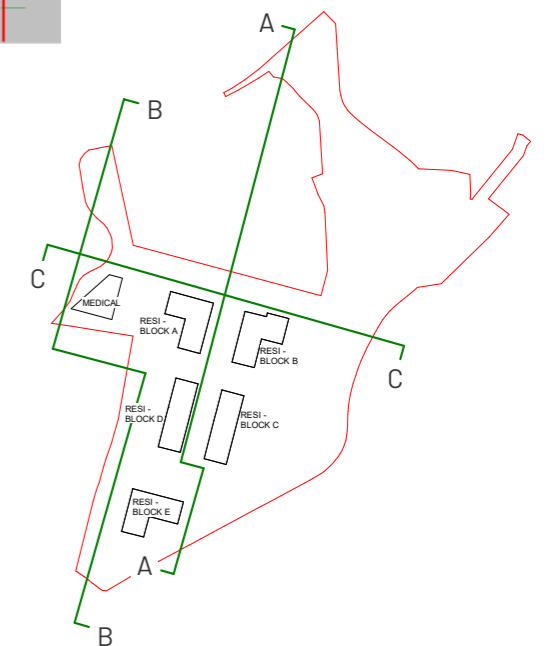
Contiguous Elevation A



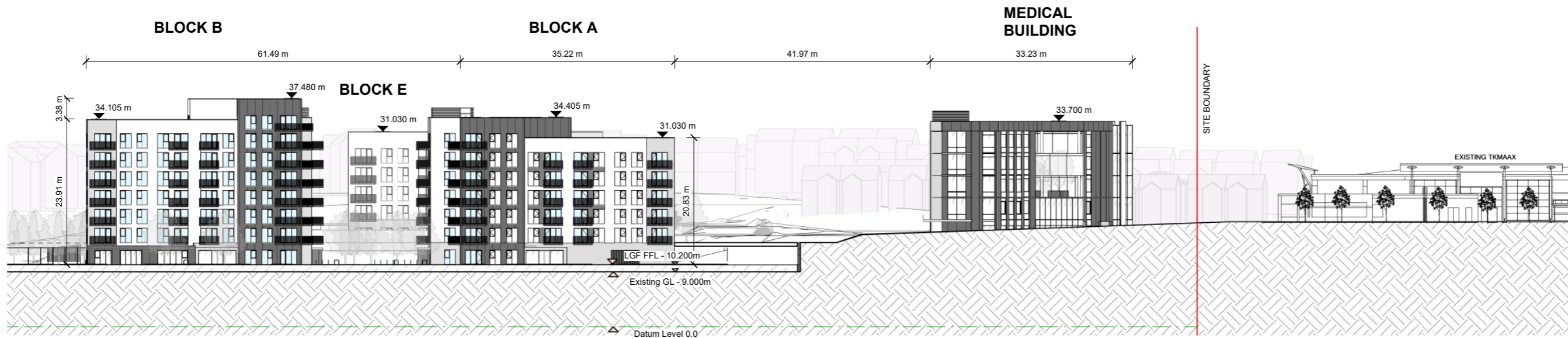
Contiguous Elevation B



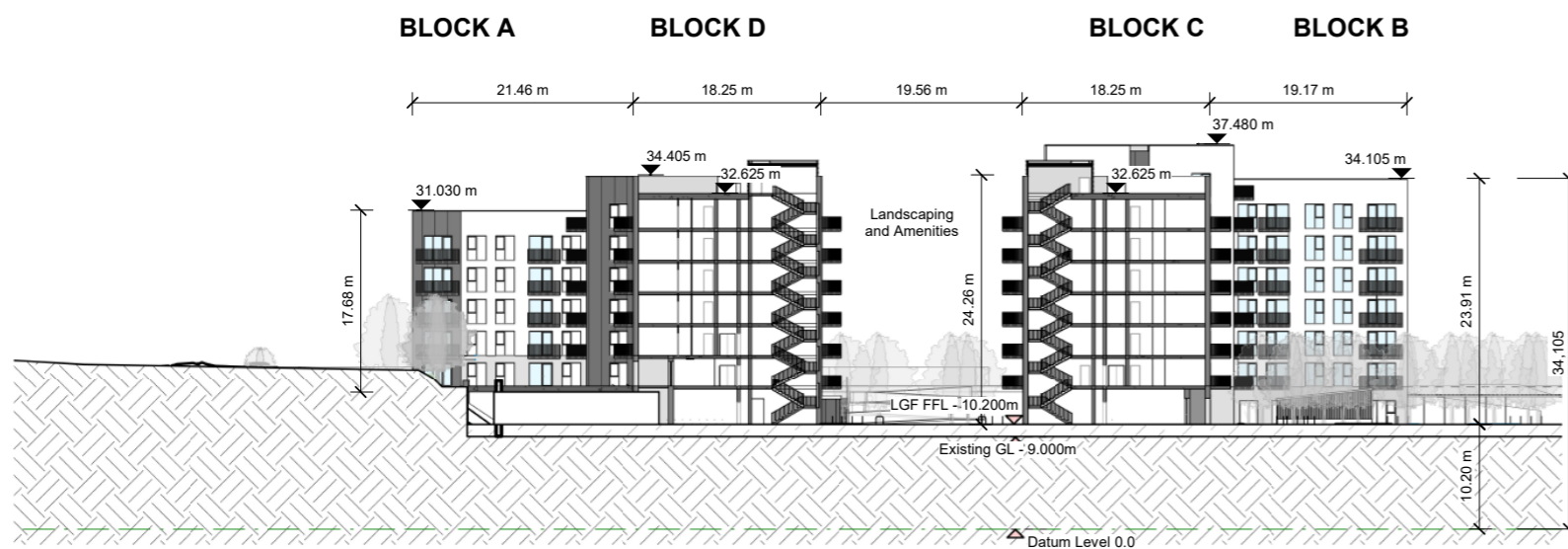
Contiguous Elevation C



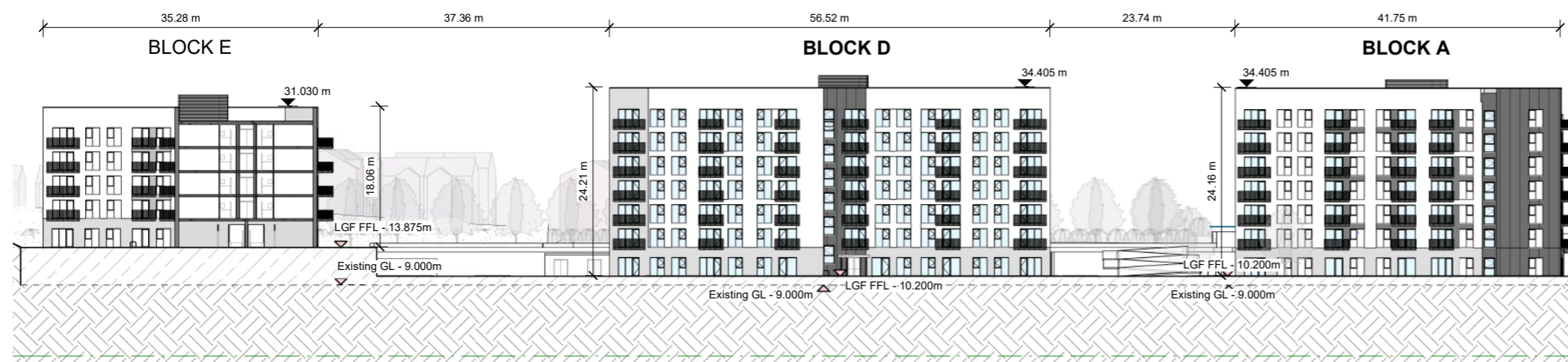
4.10 SITE ELEVATIONS & SITE SECTIONS



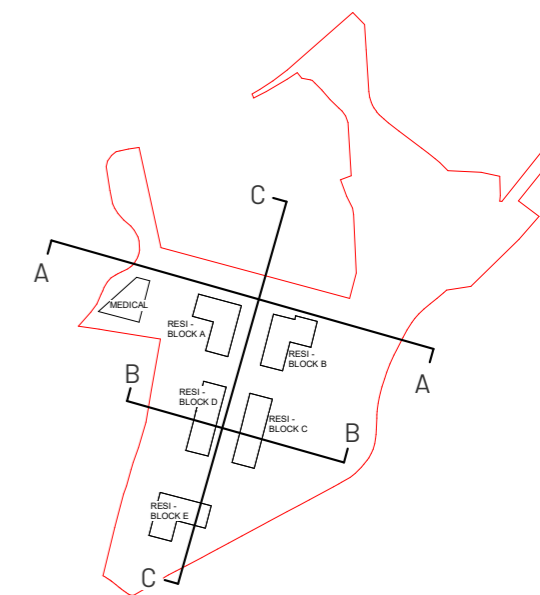
Section A-A



Section B-B



Section C-C



4.11 FACADE TREATMENT

Facade treatment BLOCK A



1. Selected fibre cement cladding
2. Selected buff brick
3. Selected render
4. Selected aluminium balcony
5. Selected spandrel panel
6. Selected Aluminium window frames

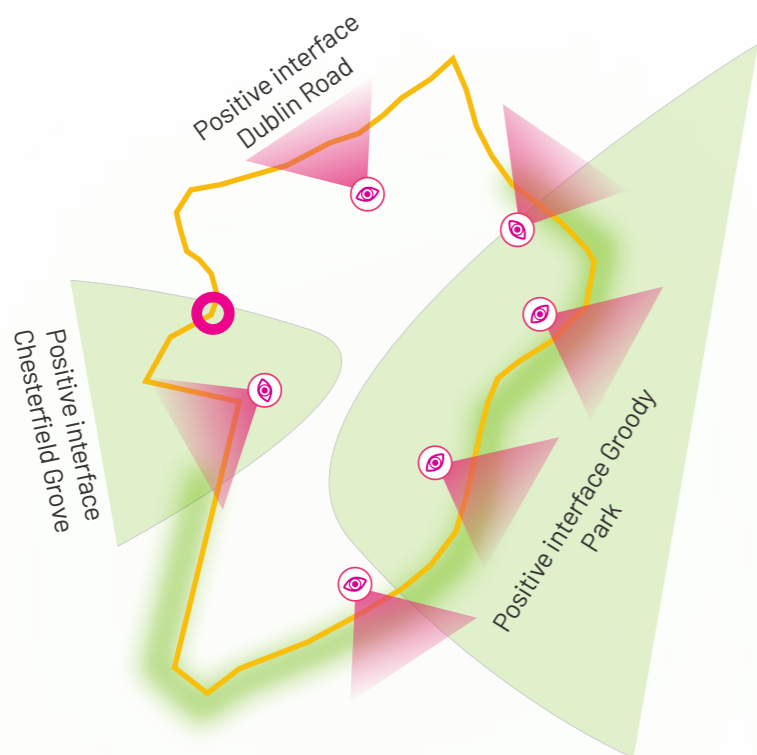
4.12 RESIDENTIAL STANDARDS & DESIGN

In Context Of The Parkway Valley Materplan



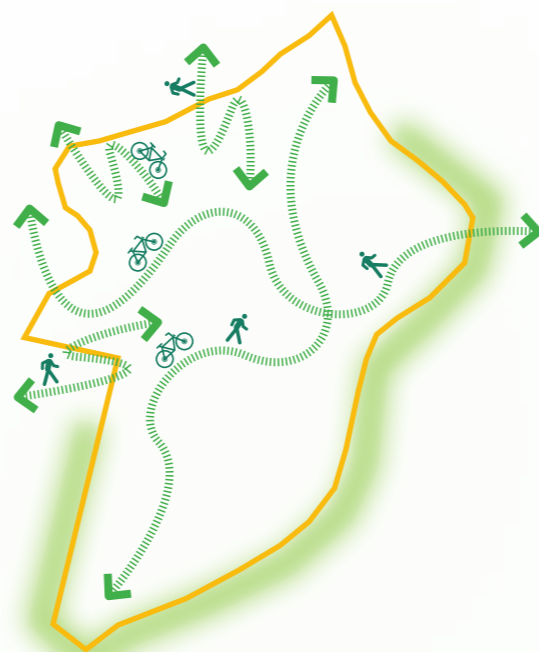
Landscape

On the East boundary Chesterfield Grove Green and along the western boundary the Groody Park existing vegetation encroaching the site will be embellished with native trees and plants.



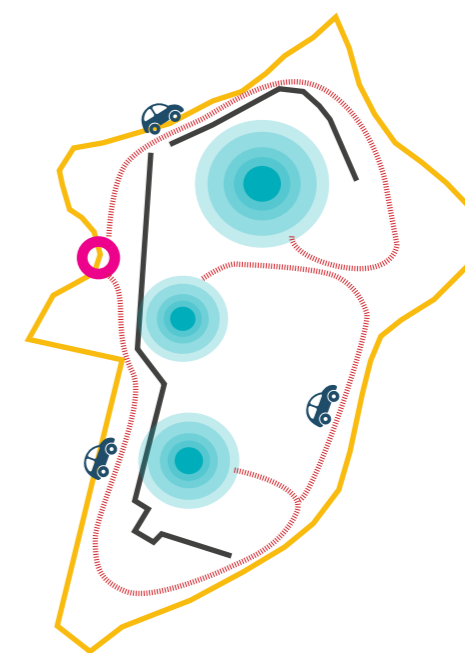
Pedestrian & Cyclist

A continuous movement loop located closer to the edge of the site to promote a car free zone at the centre. Permeable edge along Dublin Road and Chesterfield Estate for cyclist and pedestrians.



Podiums

Podiums located along the concrete retaining wall provide underground car parking reducing the visual impact of car parking. On grade car parking will be located strategy across the site for short term car parking and electric car charging.



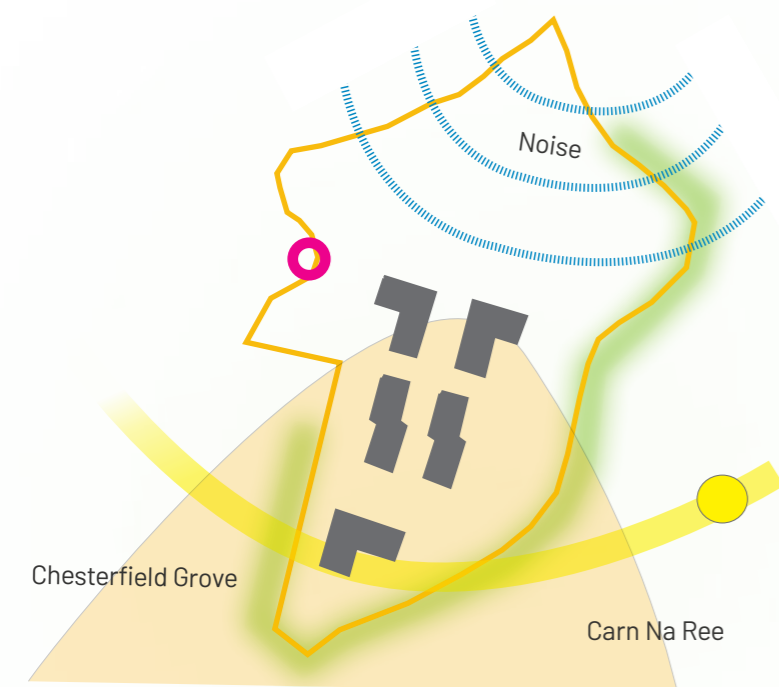
4.12 RESIDENTIAL STANDARDS & DESIGN

In Context Of The Parkway Valley Materplan



Residential

Proposed residential zone extends the existing residential areas of Chesterfield Grove and Carn Na Ree. Taking advantage of east/west orientation and southern aspect.



Enterprise & Employment

The principal uses shall be for employment creation. Life Science and office accommodation developing an urban edge to the Dublin Road and a buffer to the residential area at the southern aspect of the site.



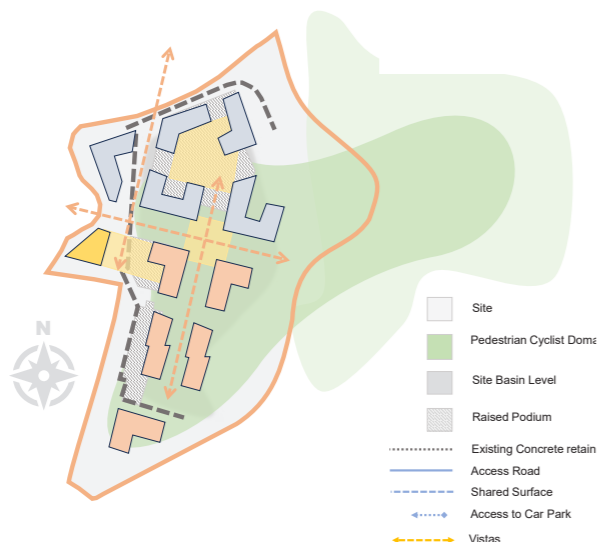
Civic Space

The public realm will be characterised by a high standard of finishes and treatments. A number of civic spaces are proposed, the largest nestled within the Employment & Enterprise district, second at the entrance as part of the healthcare centre and the third at the interface between residential and commercial.



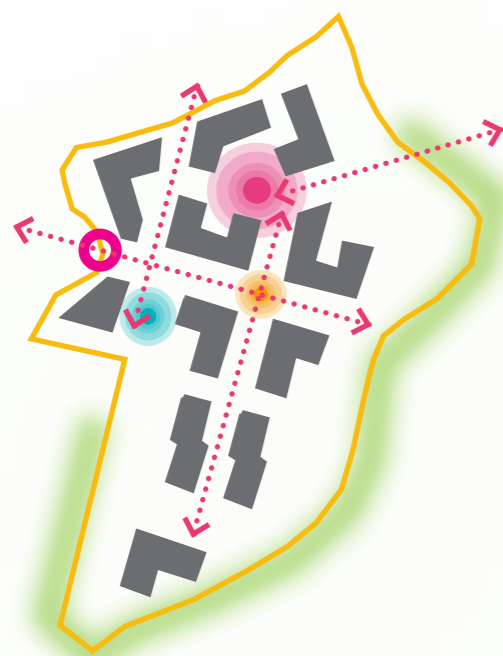
4.12 RESIDENTIAL STANDARDS & DESIGN

In Context Of The Parkway Valley Materplan



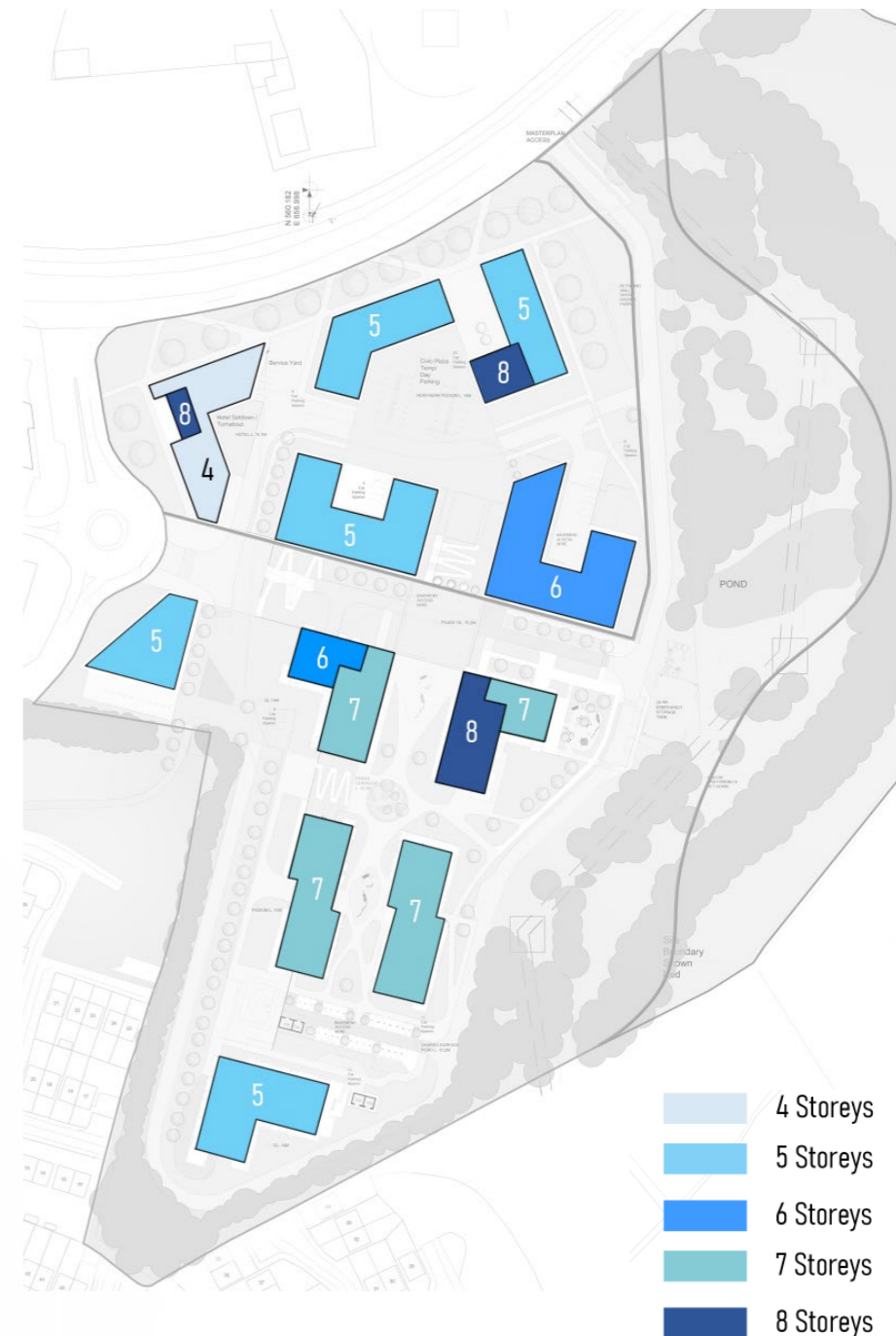
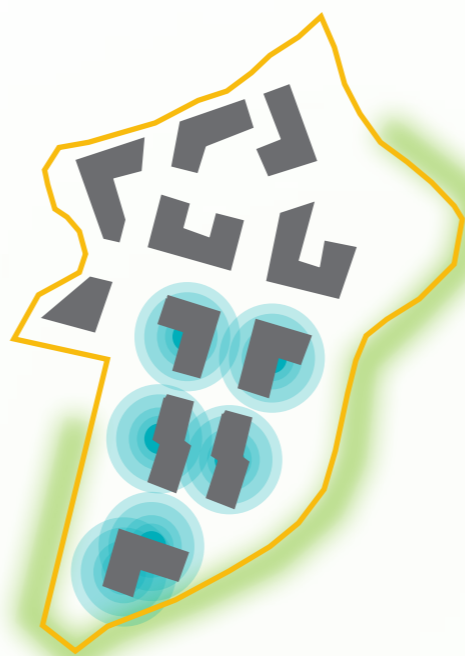
Vistas

Significance of the trees and building forms in the context of the landscaping setting, views/vistas.



Passive Surveillance

An active ground floor usage & occupation with own door units will assist with positive overlooking of public space from residential areas allowing for a natural passive surveillance of the site's communal and public areas



BUILDING HEIGHTS

Building heights seek to address both the existing lower density residential to the south and the commercial scale to the north at the Dublin Road, while harnessing the potential for density by using site levels and the existing concrete retaining wall.

4.13 RESPONSE TO LRD OPINION – BALCONY DESIGN

LRD Opinion Request for Internalised Balconies

Item 2 of the LRD Opinion issued by LCCC identified information relating to Design and Layout Matters which should be submitted with the LRD application. One of these items related to balcony design. It stated as follows:

“The Planning Authority maintains its concerns in relation to the external balconies. The applicant is requested to submit revised design with any future planning application for the inclusion of internal balconies on all external elevations. The use of external balconies are considered appropriate overlooking the courtyards.”.

LCCC had also previously requested the applicant to include for balconies to be internalised following the section 247 pre-application meeting. Having queried the reason for this request with LCCC at the time we were advised that the Planning Authority has a general preference for internalised balconies in apartment developments. The Planning Authority noted that the Limerick Development Plan promotes compact growth and high-quality urban design, and that while it does not prescribe internalised balconies specifically, it encourages design solutions that support residential amenity, visual quality, and sustainable development principles. The Planning Authority advised that the use of internalised balconies aligns with these objectives, particularly in higher-density schemes.

The Planning Authority further advised that it considers internalised balconies more visually cohesive, provides better privacy for residents and reduces clutter while also providing better protection from the Irish climate. In this regard the Planning Authority noted that overhanging balconies are used for drying clothes or storing bulky items and in turn become unsightly.

Following consideration of the request for internalised balconies by the Applicant and Design Team with reference to each of the points of concerns identified by LCCC, it was determined that internalised balconies are not justified in the context of the current proposed development and accordingly are not included in the development proposals for this LRD application. The matters considered and assessed are:

- Planning Policy
- Residential Amenity
- Visual Quality and Impact
- Sustainable Development Principles
- Precedence

Planning Policy

It is submitted that there are no policy grounds on which to base a request for internalised balconies.

Planning Design Standards for Apartments – Guidelines for Planning Authorities (2025)

The key document setting out policy and design standards for apartments within the Country are the Design Standards for Apartments – Guidelines for Planning Authorities by the Department of Housing, Local Government and Heritage published the updated (Apartment Standards Guidelines) published in July 2025.



4.13 RESPONSE TO LRD OPINION – BALCONY DESIGN

These Guidelines were introduced by the Government specifically in response to the housing crisis in the country. The Minister's Foreword clarifies the purpose and intention of the Guidelines.

Significantly the Foreword by the Minister for Housing, Local Government and Heritage states as follows:

"As Minister I am acting to respond to the housing crisis we face. I know that swift and decisive action is needed to ensure we deliver homes needed for people, right across the country, with a mix of housing types and tenures without compromising on essential building standards across fire safety, disability and accessibility, and our key environmental regulations. Apartments are an essential part of our housing infrastructure, and I want to ensure that we see more of them built in our urban areas, where they are needed most.

In April of this year, the Government and the Oireachtas adopted a revised National Planning Framework which sets out the need to plan for a significant increase in housing supply every year between now and 2040, in order to meet the housing needs associated with the projected increase in our population.

Fulfilling these commitments will require a substantial increase in housing output of all types, and we need a renewed focus on the delivery of apartments, particularly in central urban areas and in locations accessible to high quality public transport services.

The delivery of apartments has in recent years, been particularly challenging and Ireland is not immune to global trends which have resulted in rising construction costs. Viability is a major issue for delivery, with a significant gap emerging between the cost of building apartment schemes and the comparable market prices. Rising costs have also had a major impact on the delivery of social and affordable housing and the ability to provide housing for those most in need.

These Guidelines form a critical part of the suite of measures required to encourage the development of apartments, having regard to the essential role that apartments play in meeting the Government's overall objectives relating to housing supply."

In a similar vein the Minister of State for Local Government and Planning states as follows:

"The Government continues to support apartment development through funding initiatives and work to promote and facilitate the use of Modern Methods of Construction (MMC), standardisation and other innovations, including rental reforms, in order to reduce costs.

Notwithstanding the above, every effort must be made to further reduce costs where possible, to ensure that the State and the market can respond to changing household needs and focus the delivery of apartments where they are needed most. Building on the Revised National Planning Framework (2025) and the publication of the Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities (2024), these guidelines will assist in addressing viability constraints within the construction sector and promote the increased delivery of apartments, while safeguarding standards, to address the growing need to supply a greater range of housing typologies to meet the needs of our citizens."

From the foregoing, the critical message delivered in the Guidelines by the Government is that the Apartment design standards needed to be updated to improve the viability of apartment development while maintaining standards to an appropriate level. In this regard, it is submitted that an LRD proposal, or any apartment development proposal, which complies with the standards set out in the Guidelines will achieve and deliver what has been determined by the Government to be appropriate standards for apartment living.

With regard to private open space requirements, the Apartment Standards Guidelines state that:

"Private amenity space shall be provided in the form of gardens or patios/terraces for ground floor apartments and balconies or terraces at upper levels. Where provided at ground level, private amenity space shall incorporate boundary treatment appropriate to ensure privacy and security. Private amenity space should be located to optimise solar orientation and designed to minimise overshadowing and overlooking."

The Guidelines simply require that upper floor private open space takes the form of a balcony or terrace and that it be located to optimize solar orientation and to minimize overshadowing and overlooking. Other than specifying the minimum space requirements for same, there are no further design requirements for balconies specified in the Guideline. Specifically, there are no explicit requirements set out in the Guidelines regarding internal balcony provision. The Guidelines do note that "In certain circumstances, glass-screened 'winter gardens' may be provided", however this appears to be noted as an exception rather than a general provision for external balconies. Indeed, it appears to suggest that the preference is for an external / open air balcony.

Examples of projecting balconies



Coopers Cross, Docklands, Dublin

O'Mahony Pike Architects

4.13 RESPONSE TO LRD OPINION – BALCONY DESIGN



Cleaves Riverside Quarter

Bucholz McEvoy & Feilden Clegg Bradley



8th Lock Royal Canal Park, Dublin

Reddy A+U

We note that LCCC has explained its preference for internalised balconies as a general rule with reference to residential amenity, visual quality, sustainable development principles and climatic conditions. With respect, there are no unusual local conditions existing within Limerick City in general and at Parkway Valley specifically, which would suggest that higher standards are required there than the rest of the Country (above that provided for in the Guidelines).

Considering the foregoing, it is submitted that there is no national planning policy basis upon which internal balconies in apartment developments should be required in place of external / overhanging balconies, and that it would be Ultra Vires the Planning Authority to request a standardized provision of internalized balconies. The request from LCCC for internalized balconies, which would result in significantly increased construction costs, would appear to act in direct opposition to the stated purpose of the Apartment Standards Guidelines which is to address viability constraints and rising construction costs.

Limerick Development Plan 2022 – 2028

Section 11.2.1 “Design Criteria” of the Limerick Development Plan 2022 – 2028 (LDP) provides a summary of criteria which LCCC will consider in assessing applications for residential development. There are no specific requirements relating to the design of private amenity space in apartment developments set out by the design criteria in this section of the LDP. It is stated that the “Quality of proposed public, private and communal open spaces and recreational facilities” will be considered in the assessment of applications, however no further guidance regarding the design of private space is provided.

It is stated in the introduction to Section 11.2.1 that:

“The Council will be guided by current national policy documents and any subsequent national policy guidance in relation to planning within the lifetime of the Plan.”

Further, in Section 11.4.1 “Apartment Development”, it is stated that:

“In general, the design and layout of apartments shall comply with the Sustainable Urban Housing: Design Standards for New Apartments, Guidelines (2020) and any future updates/ amendments thereto.”

The most relevant national policy guidance for the proposed development is the Apartments Guidelines (2025). As shown in Section 2.1 of this Note, there are no objectives or design criteria set out in the guidelines which require internalised balconies to be provided for new apartments.

Considering the above, it is submitted that there is no policy basis or development management standard within the LDP which requires private amenity space in new apartment developments to be internalised.

We note that LCCC has acknowledged that the Limerick Development Plan does not prescribe internalised balconies specifically, but relies on policy provision of the LDP to encourage design solutions that support residential amenity, visual quality, and sustainable development principles, as justification for its request for internalised balconies.

While we do not disagree that internalised balconies could deliver appropriate levels of residential amenity and visual quality or align with the principles of sustainable development we do disagree with the suggestion that these cannot be achieved with the provision of external balconies as proposed or that they could only be delivered with the provision of internalised balconies. In this regard, the following sections address those matters in more detail.

Residential Amenity and Environmental Performance

Weather

As noted above, the 2025 Apartment Standards Guidelines do not include a requirement for internalised balconies. The Guidelines are prepared for apartments throughout the country in all types of locations, and all of which will be subject to Irish weather and climate conditions.

We respectfully submit that neither Limerick City in general, nor the Parkway Valley site in particular, experience any particularly extreme or unusual weather or climate conditions which would not typically be experienced elsewhere in the country. Furthermore, the Parkway Valley site is not unusually exposed to any particular microclimatic conditions that would warrant a design response beyond the standard requirements of the Apartment Standards Guidelines, specifically internalised balconies. The site is not situated at a high elevation or in a highly exposed area that might experience notably increased wind speeds.

4.13 RESPONSE TO LRD OPINION – BALCONY DESIGN

We also refer the Planning Authority to a Wind Microclimate Study that has been prepared by IES for the proposed development and which forms part of the planning application. The study assesses the likely level of comfort for people (in both sitting and standing positions) on the overhanging balconies, as currently proposed. This study used Lawsons Criteria as a reference to assess the wind effects. This is an industry-standard approach, and that is the most widely used reference for assessing pedestrian comfort. It considers the air speed at the location as well as the frequency of its occurrence. It consists of two assessment criteria:

- The first criteria assess whether the air movement will be comfortable for the pedestrian for different types of activities.
- The second criteria assess the feeling of safety or distress by the pedestrian at higher air speeds.

The Study results showed that the proposed balconies demonstrated excellent results across both comfort and safety criteria.

With regard to comfort criteria specifically, the study determined that most of the balconies are compliant with Lawson's sitting and standing comfort criteria. A small number of balconies on Blocks C, D and E exceeded the requirements of the sitting comfort criteria only. However, this small number of exceedances would occur for less than 10% of the year. Furthermore, these balconies showed excellent compliance with the standing comfort criteria. The exceedance therefore is marginal on this small number of units.

Overall, the study confirms that an excellent standard of sitting and standing comfort can be achieved at the subject site with external balconies such as those proposed.

Noise

The ambient noise level experienced by residents within private amenity space is another factor which can either positively or negatively affect residential amenity. An Acoustic Design Statement (by Dalton Acoustics) has been undertaken for the proposed development and is also submitted as part of the LRD application. A baseline noise survey was undertaken at the site to determine the existing ambient noise environment. A subsequent assessment was undertaken based on the results of the measurement data as recommended in the ProPG: 'Planning & Noise' guidance document. The assessment used modelling to determine the levels of noise which each unit within the proposed development could be subject to. The assessment concluded that the development as initially proposed, including external balconies will provide residents with:

“access to quiet outdoor spaces, which are shielded from traffic noise coming from the R445 by the positioning of the complete developments buildings themselves (commercial and residential).”

The report concluded that external areas would achieve the external noise levels recommended in the Pro PG document.

Considering the findings of the Acoustic Design Statement, it is submitted that the ambient noise level experienced by residents within the private amenity spaces as proposed will provide a satisfactory level of residential amenity, and that there would be no unusual noise conditions arising what would require or warrant internalised balconies.

Furthermore, and in any event, it is noted that consideration of noise levels in private amenity space is not an objective or development management standard set out in either the LDP or the Apartment Standards Guidelines.

Visual Amenity and Access to Open Air

External / protruding balconies offer residents more expansive views, better access to fresh air and provide a closer connection to surrounding nature and public open space amenity areas than internalised balconies can. Internalised balconies could lessen these benefits of external protruding private amenity space thereby reducing quality of certain aspects of residential amenity for the proposed development. Such a reduction in quality would be particularly notable for Blocks C, B and E, which will have panoramic views across the Groody Valley if external / protruding balconies are provided. This connection would be lessened with internalised balconies.

Privacy, Overlooking & Separation Distances

Any potential concerns regarding privacy and overlooking due to balcony proposals have been directly addressed through careful balcony design rather than internalisation of balconies.

- Key design criteria applied include:
- Strategic placement relative to separation distances and public open space;
- This approach ensures compliance with established separation distance standards while retaining the amenity and visual benefits of projecting balconies.

The balcony strategy has therefore been developed in parallel with environmental analysis, ensuring that amenity provision does not compromise internal living conditions.

Visual Impact and Design Matters

This section of the response assesses the potential visual impact of external balconies on external receptors in comparison to recessed or internalised ones.

Urban Design Considerations

The use of external projecting balconies is a deliberate and appropriate response to the urban design ambitions established within the Parkway Valley Masterplan, which seeks to create a legible, animated and high-quality residential environment along key public frontages.

Rather than reading as residual or secondary elements, the balconies are conceived as integral architectural components, carefully proportioned and consistently ordered to reinforce façade rhythm and horizontal articulation. This approach avoids visual clutter and contributes positively to the overall townscape quality, a key concern raised by Limerick City and County Council in relation to façade coherence and long range views.

In this context, projecting balconies:

- Provide visual depth and shadow, helping to break down building mass;
- Reinforce passive surveillance and habitation of elevations fronting streets and open spaces;
- Allow façades to read as residential in character rather than monolithic or over scaled.

Relationship to Public Realm & Open Space

Projecting balconies play a positive role in defining and overlooking the public realm, supporting natural surveillance of streets, paths and communal spaces.

By animating elevations and encouraging outward looking dwellings, balconies assist in:

- Creating safer, more lived in public spaces;
- Reinforcing the park edge condition where buildings overlook green infrastructure;
- Enhancing the day to day experience of residents without encroaching on public open space provision.

4.13 RESPONSE TO LRD OPINION – BALCONY DESIGN

Lifecycle, Adaptability & Circular Economy

From a lifecycle perspective, projecting balconies offer clear structural logic and adaptability, allowing for:

- Straightforward construction and maintenance;
- Potential future adaptation without compromising building envelopes;
- Clear distinction between primary structure and amenity elements.

This approach aligns with the project’s broader commitment to robust, long life residential architecture, as referenced in the Architectural Design and circular economy objectives set out for Parkway Valley.

Visual Clutter

Another reason cited by LCCC for their preference for internalised balconies was the tendency of residents to use balconies for drying clothes and / or the storage of bulky items. It was suggested by the council that the use of external / overhanging balconies for these reasons can create visual clutter and have an overall negative impact on the visual amenity of an area. Again, as for other reasons referenced by LCCC for requesting internalised balconies, there are no reasons why Limerick City in general or the Parkway Valley site specifically would experience such potential impacts more so than any other area in the Country, such that it would warrant or require a more specialised design response beyond the requirements set out in the Apartment Standards Guidelines.

In this regard it is noted that there are no particularly highly sensitive receptors in the area around the proposed Parkway Valley development. The site borders the undeveloped Groody Valley to the east, the Parkway Retail Park to the west and will face onto the proposed civic square in the masterplan site at its northern extent. The existing residential areas to the south are likely the most sensitive receptors, but they are well separated from the proposed development and are angled generally side on to the site boundary such that they are not direction facing the proposed development.

There are no Architectural Conservation Areas or heritage views or landscapes in the vicinity of the site. Finally, the proposed apartment blocks are located on the southern part of the Parkway Valley site and does not adjoin any major thoroughfares. For all of the above reasons there are not high numbers of surrounding potential visual receptors in the first instance, and they are not of any particularly high sensitivity that would require a unusual design response. With regard to concerns around storage

of bulky items and drying of clothes, we refer the Planning Authority to the HQA submitted with the LRD meeting request which shows that most apartments provide storage space well in excess of the Apartment Standard Requirements which are capable of providing storage and space for drying machines. It is submitted that due to this generous provision of internal bulky storage space, residents of Parkway Valley will be less likely to use balconies for the storage of bulky items or drying of cloths and therefore visual clutter will not likely arise to any unusual levels within the development. The table below presents the total combined storage space required for the apartments in each Block as well as the total combined storage provision which confirms that generous overall provision made.

| Block | TOTAL COMBINED STORAGE SPACE REQUIRED | TOTAL COMBINED STORAGE SPACE PROVIDED | RATE OF ADDITIONAL PROVISION |
|-------|---------------------------------------|---------------------------------------|------------------------------|
| A | 159 sqm | 217.2 sqm | 36.6% |
| B | 112sqm | 156.2sqm | 39.5% |
| C | 95 sqm | 129.8 sqm | 36.6% |
| D | 127 sqm | 177.5 sqm | 39.8% |
| E | 98sqm | 145.1 sqm | 48.1% |

Furthermore, the proposed development will be subject of a management company whose primary role is to ensure the development is kept in good order. They will be enforcing the tenant covenants / owner covenants which will restrict the uses of the balconies. These are standard covenants for apartment developments which prohibit the hanging of clothes, satellite dishes, storage of large items. If owners / tenants are found in breach of these covenants, repercussions are forfeiture of the leases / pursuit via management company for fines issued.

Sustainable Development

Designing buildings in Ireland with balconies and achieving high levels of internal daylight can be challenging. There is a balance to achieving adequate internal daylight and sunlight levels while providing a usable amenity space. Balconies are generally attached to the main living space within an apartment development and this leads to an overhead obstruction to the living space window of all apartments below the top floor apartment blocking access to the sky. This is particularly acute on

the lower floors in multi building developments or built-up environments. Internalised balconies cause an even greater challenge to achieve adequate levels of daylight and sunlight to the room they are attached.

The setting back of the windows from the main window wall considerably reduces the available daylight and sunlight entering a living space and creates a cave like aperture. The addition of the obstruction to the sides of the window in addition to overhead only in apartments with internalised balconies will reduce access to a large percentage of the sky dome leading to gloomy spaces which can affect the occupants’ satisfaction and wellbeing.

The challenge is particularly problematic in higher density developments with neighbouring blocks causing an obstruction that can make achieving adequate light levels even with shallow floor plates and full width windows non-viable. In most cases where internalised balconies are used, rooms can only achieve the target daylight levels when they have no facing obstruction or in low level two storey developments with generous spacings between buildings and where the units are mostly south facing.

Recessed balconies obstruct the daylight and sunlight that the window on the façade would still receive from the sides when there is an overhead balcony obstruction. The majority of windows with an east and west aspect that would achieve the target sunlight hours when they have a window on the main façade in these orientations will not achieve adequate direct sunlight into the living space and only windows with a mostly southerly aspect in a room with an internalised balcony will be able to achieve the recommended sunlight hours.

Internalised balconies reduce the views out within a room and can lead to a lower quality of visual diversity and reduce the quality of aspect.

In the case of the proposed Parkway Valley apartment blocks specifically, numerous rounds of design iterations have been carried out in the layouts of the apartments to maximise the units achieving the desired minimum daylight levels. There would be a substantial increase in the numbers of units not able to achieve the desired minimum target daylight and sunlight levels if they were to be redesigned with internalised balconies.

4.13 RESPONSE TO LRD OPINION – BALCONY DESIGN

The Daylight and Sunlight Assessment prepared by Digital Dimensions and forming part of the LRD application confirms that the proposed massing and balcony design achieves acceptable internal daylight and sunlight levels across the development.

Crucially, projecting balconies:

- Avoid the excessive self shading typically associated with continuous recesses;
- Support better daylight distribution to habitable rooms;
- Contribute to passive environmental performance through enhanced solar access where appropriate.

There are many precedent examples of external balconies similar to those proposed being provided in apartment schemes throughout the country, and all of which are subject of the same National apartment guidelines. A selection of images should examples of projecting balconies is presented here.

Conclusion

This response to LCCC's request for balconies to be internalised in the proposed Parkway Valley LRD has considered the request in the context of several factors and presented the rationale in favour of external balconies. Factors which support the proposed provision of external balconies for the development include

- **Planning Policy:** There is no basis in relevant national and local planning policy which either precludes the provision of external / overhanging balconies or states a preference for internal private amenity space in apartment developments, as shown in Section 2;
- **Residential Amenity and Environmental Performance:** External balconies offer a high quality of residential amenity to residents due to several factors;
- **Visual Impact and Design Matters:** External balconies positively contribute to façade articulation and visual quality. They support active frontages and a safe, animated public realm. Potential for visual clutter impacts from overhanging balconies can be mitigated and managed by various means;

- **Sustainable Development:** External balconies offer sustainable development benefits due to several factors including access to sunlight and daylight; and
- **Precedence:** Widespread precedence across the country confirm the visual and amenity values that can be delivered with external balcony provision.

4.14 INDICATIVE SIGNAGE

Signage

Identification Signage

Clear and visible identification signage is an important facet of any wayfinding strategy. We propose clear and consistent block identification signage throughout the development to help orient users.

Block Signage

For apartment blocks a system that is compliant with Part M is proposed. All signage proposed will offer 70 points of LRV contrast between text and panel and panel and wall.

All signage to be manufactured with Braille & Tactile to ADA standards (0.8mm raised, Grade 1 braille & tactile). All signage to be positioned at 1500mm to centre. This entails a building directory on each floor of the building located in lift lobbies and at entry points. Directional signage is to be positioned at each decision point within the block and stairs. Prompts for stairs and lifts are to be provided on longer corridors.

Concept Overview

The signage concept is designed to provide clarity while also reinforcing a strong sense of place across the development through a consistent visual language.

Each block is assigned a distinct bird-species identity, expressed through a bird icon and a consistent colour palette applied across all sign types and touchpoints.

A clear hierarchy of signage supports intuitive navigation: entry identification signage establishes arrival; orientation maps provide a site overview; directional signage confirms routes at key decision points; and internal directories within blocks provide simple, floor-based apartment location information.

Together, these elements create continuity across external and internal environments, helping users to orient, confirm location, and move confidently through the development with minimal cognitive effort.

Supporting design principles ensure the system is clear, inclusive and consistent across all environments, maintaining continuity from external arrival to internal building circulation.

Legibility is prioritised through high-contrast layouts, achieving 70 points of LRV contrast between text and panel, and between panel and wall/background surfaces.

All signage includes tactile and Braille information to ADA standards (0.8mm raised, Grade 1 braille & tactile), supporting accessibility and independent use.

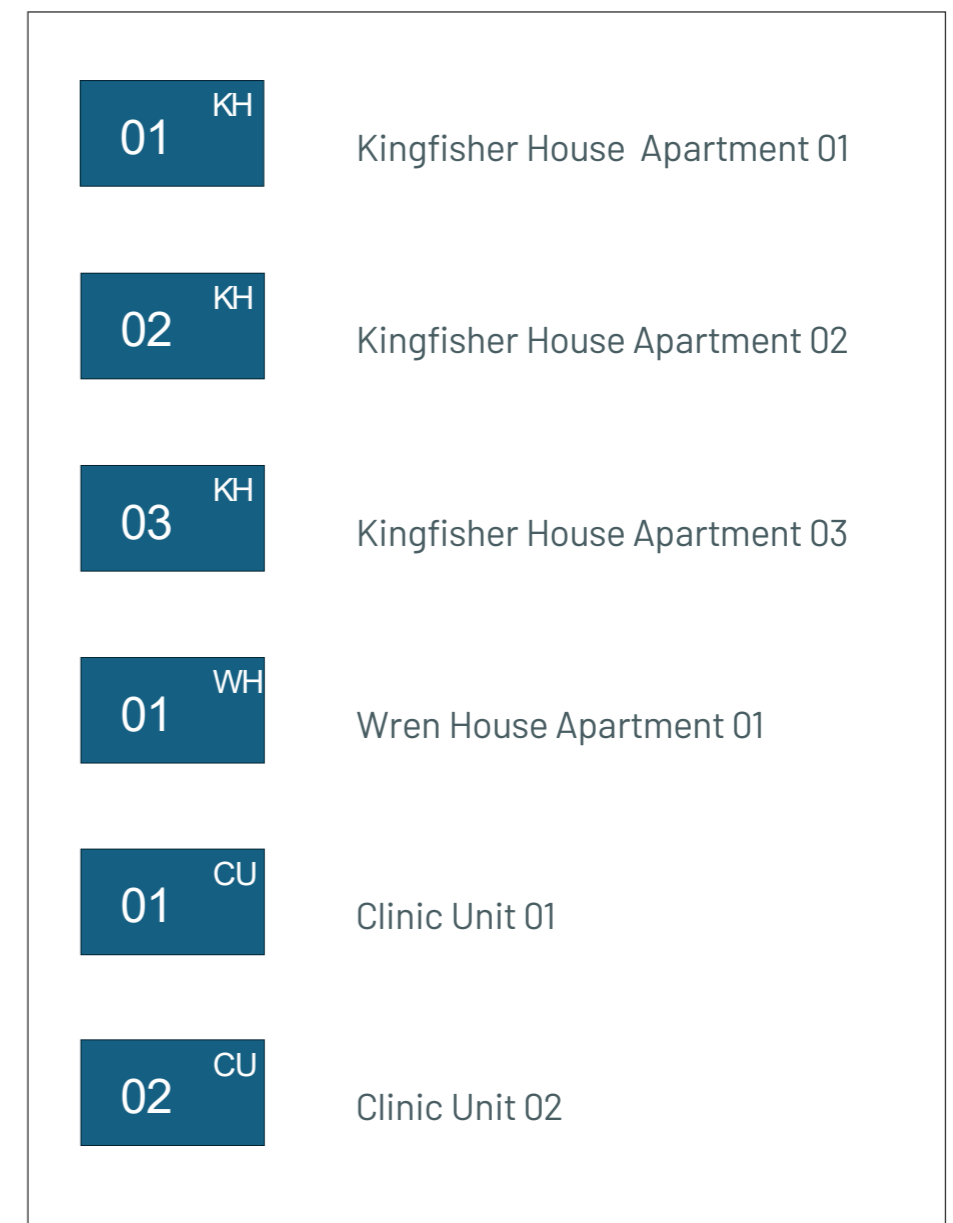
Sign positioning is standardised at 1500mm to centre to support comfortable viewing and consistent expectations across the site and within blocks. Directional signage is located at each decision point (junctions, lift lobbies, stair access and key corridor intersections), with additional prompts along longer corridors to reduce uncertainty and support continuous reassurance.

Internal directories and building identifiers adopt the same bird iconography and colour palette used externally, ensuring a seamless transition and a consistent, recognisable wayfinding language throughout the user journey.

Block Numbering Systems

The chosen approach for this project is to apply a sequential numbering system by block. This will mean that each block commences with Apartment '1' and ends with the last apartment number for that block.

The system then recommences with '1' in the next block. The advantage of this system is to reduce the use of large numbers in blocks with several apartments. As each block has a name and with the right signage it will be easy for the user to identify them, a continuous numbering system starting from 1 to the last apartment number is the most intuitive approach for users.







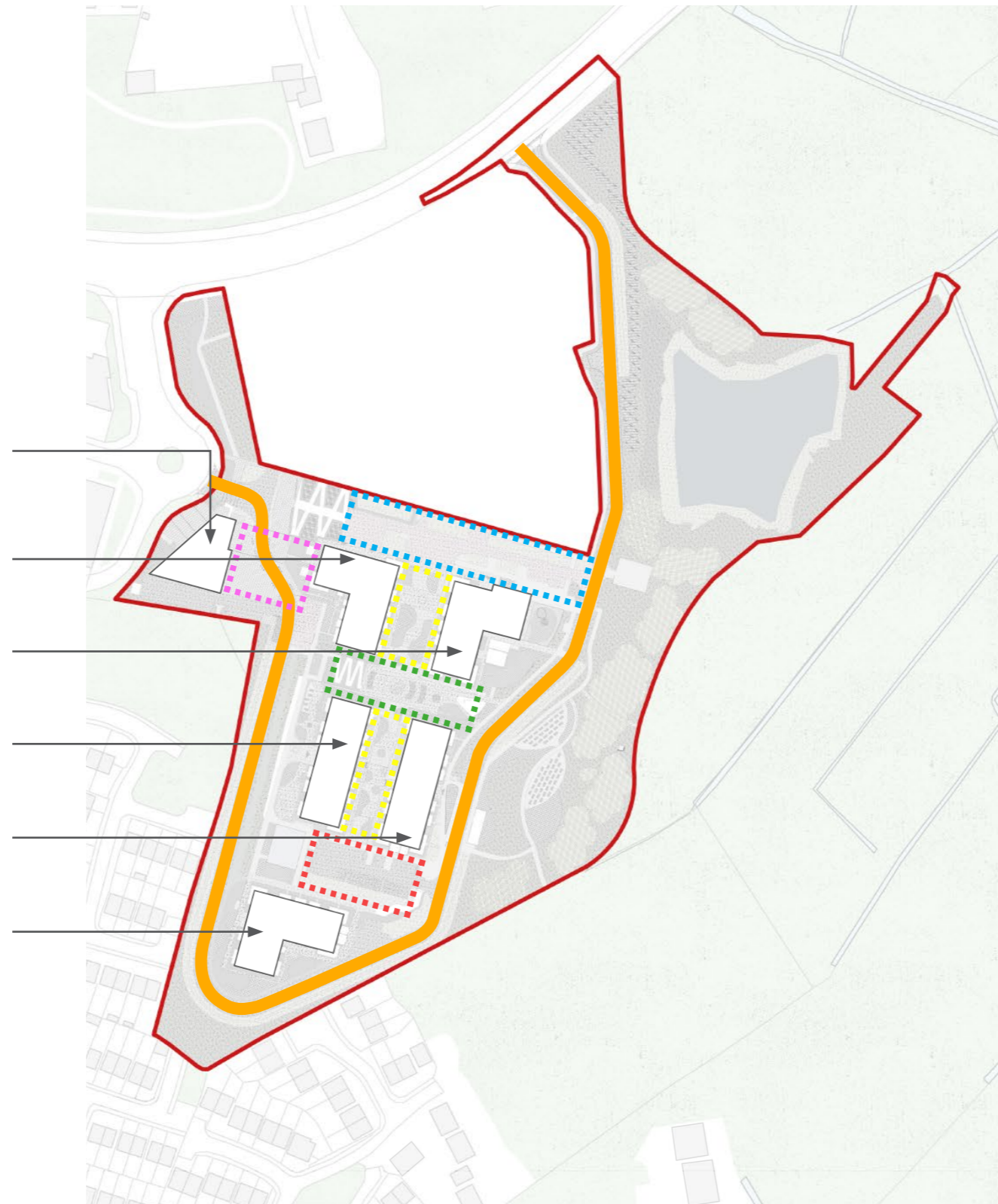
Example of Proposed Numbering System

4.14 INDICATIVE SIGNAGE








Concept Naming Convention

Block Names

-  MEDICAL CLINC
-  GREENFINCH
-  ROBIN
-  WREN
-  KINGFISHER
-  DUNNOCK



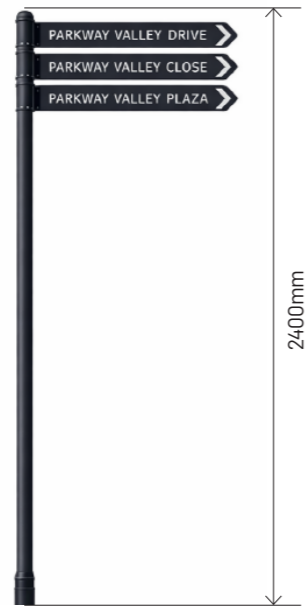
Names of roads and amenity spaces

-  Site Boundary
-  Parkway Valley Drive
-  Parkway Valley Close
-  Parkway Valley Plaza
-  Parkway Valley Gardens
-  Parkway Valley Park
-  Parkway Valley Gable

4.14 INDICATIVE SIGNAGE

Proposed Signage Locations and key

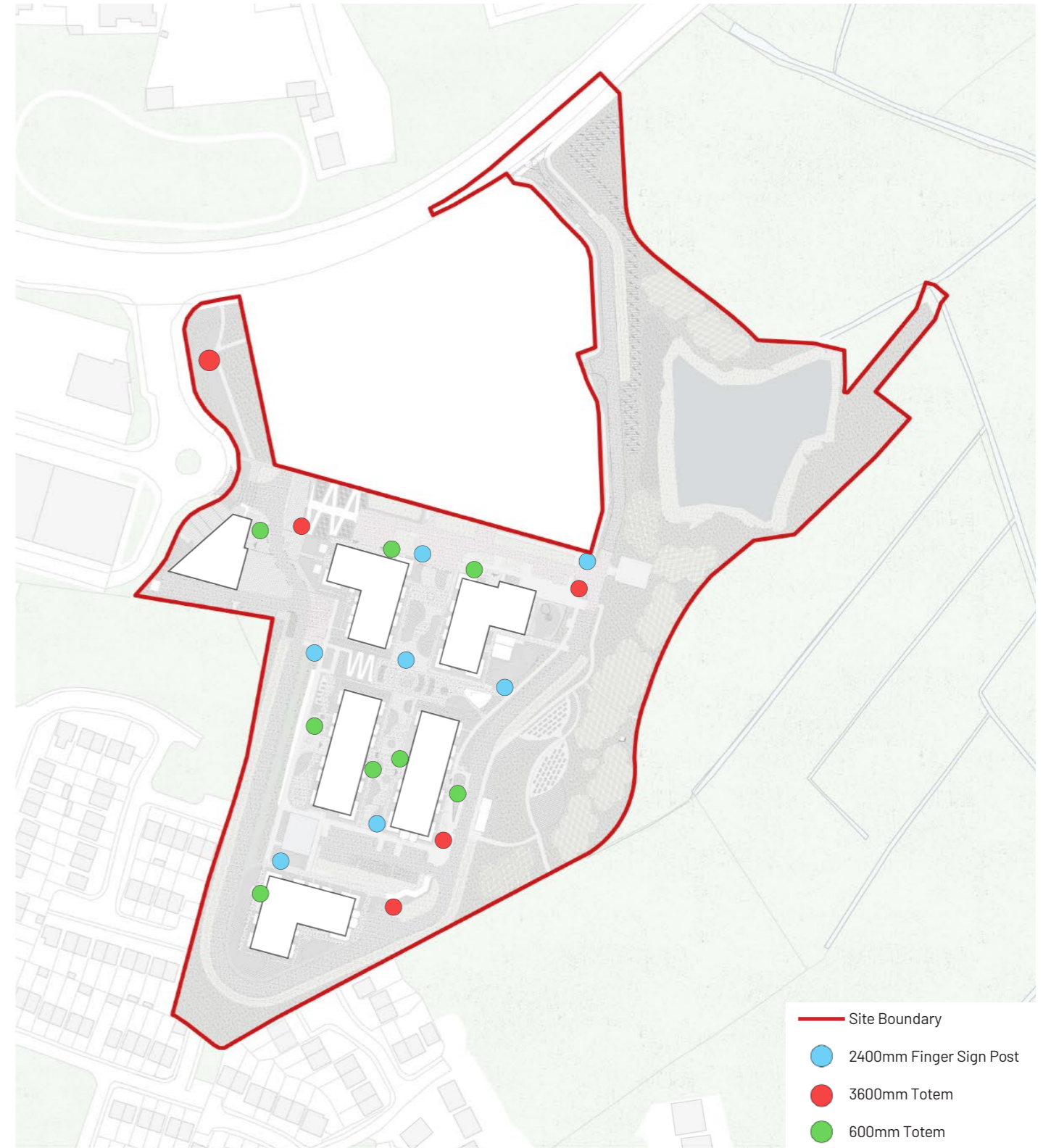
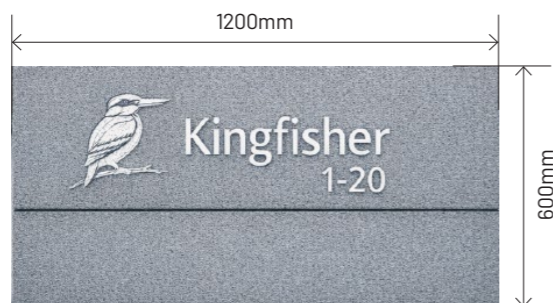
● Finger Sign Post



● 3600mm Totem



● 3600mm Totem



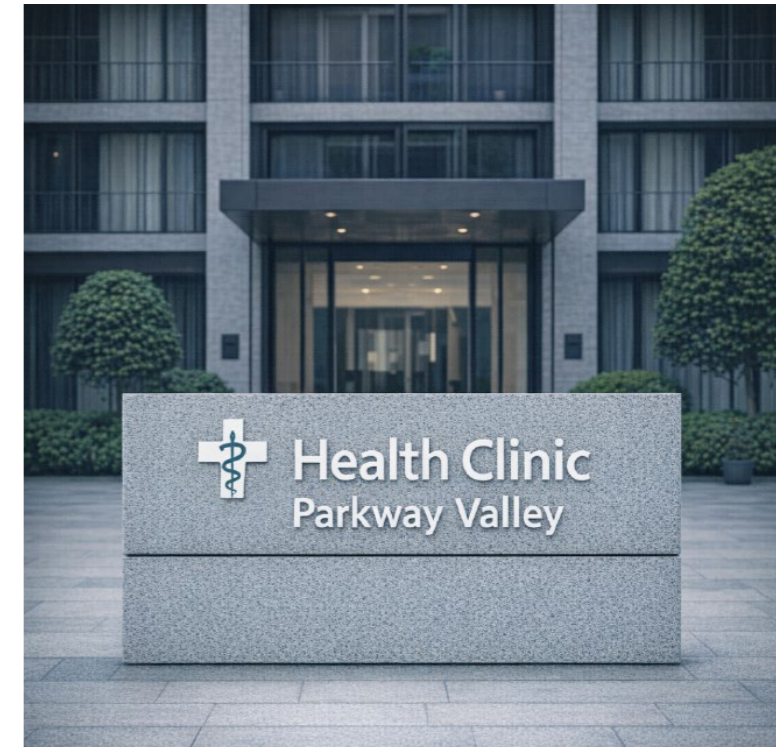
- Site Boundary
- 2400mm Finger Sign Post
- 3600mm Totem
- 600mm Totem

Proposed Signage Locations

4.14 INDICATIVE SIGNAGE



Apartment Signage Elevation



Medical Centre Signage Elevation



4.14 INDICATIVE SIGNAGE



Signage Specification

Powder coated aluminium panels to the RAL/Pantone specified, with a matte laminated vinyl texting applied directly to the face.

Fixing details TBC.S
Single/Double-sided TBC.

4.15 UNIVERSAL ACCESS

The proposed apartment development has been designed to fully comply with the requirements of Part M of the Building Regulations (Access and Use), ensuring that buildings and external spaces are accessible, usable and inclusive for all users, regardless of age or ability. The design also aligns with the Planning Design Standards for Apartments - Guidelines for Planning Authorities.

A proportion of apartments are designed as accessible / visitable dwellings, capable of accommodating wheelchair users and residents with reduced mobility, in accordance with Part M. These units provide:

Level access from the communal circulation spaces
 Accessible entrance doors with adequate clear opening widths
 Circulation space within living, kitchen and bedroom areas suitable for wheelchair manoeuvrability.

All remaining apartments are designed to be visitable, allowing a person with a mobility impairment to enter and use the principal living spaces and WC facilities.

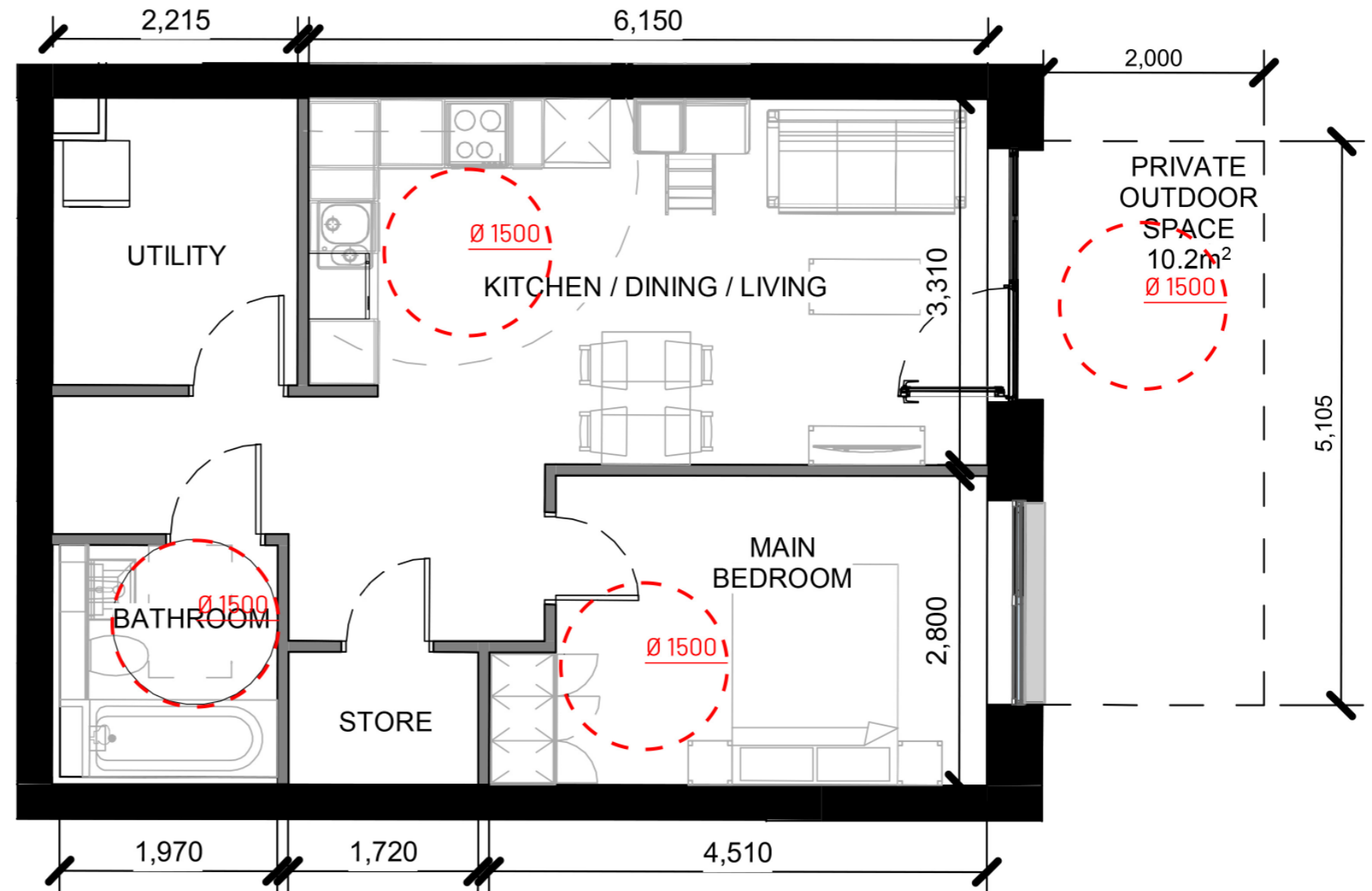
Each apartment block is provided with a clearly identifiable, level principal entrance, accessible to all users without the need for steps. Entrance doors achieve:

Minimum clear opening widths in accordance with Part M
 Flush thresholds at external doors
 Glazed panels or vision strips at appropriate heights.

Weather protection and adequate lighting are provided to entrances to ensure comfort and safety for all users.

All apartment blocks are served by accessible lifts sized and specified to Part M requirements, providing step-free access from entrance level to all residential floors.

The Parkway Valley apartment development has been designed in accordance with the principles of Universal Design, ensuring safe, dignified and inclusive access for all residents and visitors



05

AREA SCHEDULE

5.1 AREA SCHEDULE

| Residential Unit Mix - Summary | | | | | |
|--------------------------------|------------|-----------|------------|----------|------------|
| Block | 1-Bed | 2-Bed(3P) | 2-Bed | 3-Bed | Total |
| Block A | 48 | 6 | 24 | | 78 |
| Block B | 56 | 7 | 29 | | 92 |
| Block C | 54 | 6 | 28 | | 88 |
| Block D | 51 | 6 | 26 | | 83 |
| Block E | 37 | 4 | 21 | | 62 |
| Total | 246 | 29 | 128 | 0 | 403 |
| Unit Mix % | 61% | 7% | 32% | | 100% |

| LRD Summary Schedule of Accommodation - Area | | | | | | |
|--|-------------|--------|-----|-----------|-------------|----------------|
| Location | No. Storeys | LGF | GF | Typ Floor | Upper Level | Total GIA(sqm) |
| Block A | 7 | 743.10 | | 997 | 628 | 6354 |
| Block B | 8 | 714 | | 997 | 628 | 7321 |
| Block C | 7 | 942 | | 959 | | 6732 |
| Block D | 7 | 958 | | 958 | | 6714 |
| Block E | 5 | - | 978 | 997 | | 4966 |
| Medical | 5 | | 693 | 586 | | 3082 |
| Creche (LGF Block B) | 1 | 306 | | | | 306 |
| Total | | | | | | 35476 |

| | |
|---------------------|-----|
| Total Units: | 403 |
|---------------------|-----|

| SUMMARY | | | | | |
|--|-------------|-------|------------|-------|------------|
| Combined Scheme Unit Mix | Studio | 1 Bed | 2 Bed (3P) | 2 Bed | Total |
| | | 246 | 29 | 128 | 403 |
| Percentage | 61% | | 39% | | 100% |
| Site Area | 6.18ha | | | | |
| Net Residential Site Area | 3.08ha | | | | |
| Proposed Density Dwelling per ha | 131 dph | | | | |
| Gross Site Proposed Open Space | 2.09ha(34%) | | | | |
| Proposed Open Space Within Net Residential Site Area | 1.18ha(19%) | | | | |
| Total Dual Aspect | 145(36%) | | | | |
| Total Oversized | 112 (>27%) | | | | |

| PARKING | |
|---|------------|
| Max Residential Parking Provision (per SPPR 3, SRDCSG - 1 per dwelling) | 403 |
| Proposed Residential Car Spaces Provided | 101 |
| Creche car spaces per Limerick Development Plan (1 per 60 m2 + set down) | 8 |
| Proposed Creche car spaces provided (5no. Fixed staff parking + 3 set-down) | 8 |
| Max Medical Car Spaces per Limerick Development Plan (1per 2no.staff + 1per treatment room) | 33 |
| Proposed Healthcare Facility Car Spaces provided | 29 |
| Total No. Car Spaces Proposed | 138 |
| Proposed No. Residential UA Parking Spaces (TGD Part M) provided (>5% of total no. spaces) | 9 |
| Proposed No. Residential EV Parking Spaces provided (20%) | 21 |
| Proposed No. Non Residential UA Parking Spaces provided (1no. Creche + 2no. Medical) | 3 |
| Proposed No. Non Resi EV Parking Spaces provided (2no. Creche +4no. Medical) | 6 |
| Residential Bicycle Spaces requirement (per SPPR 4, SRDCSG - 1 per bedroom) | 560 |
| Proposed Secure Residential Bicycle Spaces provided | 570 |
| Visitor Bicycle Spaces required (per Limerick Development Plan - 1 per 2 units) | 202 |
| Proposed Visitor Bicycle Spaces provided | 214 |
| Creche Bicycle Spaces per Limerick Development Plan (1 per 3 staff) | 3 |
| Proposed Creche Bicycle Spaces provided | 9 |
| Medical Building Bicycle Spaces per Development Plan (1 per 5 staff + 1per 2no.treatment rooms) | 20 |
| Proposed Medical Building Bicycle Spaces provided | 25 |
| Total No. Bicycle Spaces Proposed | 818 |

