

Kirkland Investments Ltd.

Planning Report and Statement of Consistency

Parkway Valley LRD



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1.0 Introduction

1.1 Purpose and Content of Report

Tetra Tech is instructed by Kirkland Investments Ltd. (“the Applicant”) to prepare this Planning Report (“this Report”) to accompany an application in respect of a proposed Large-scale Residential Development (“LRD”) being made to Limerick City and County Council (“LCCC”). The proposed LRD, (“the proposed development”), comprises primarily of 403 no. apartments, a creche and a medical centre on part of a mixed use zoned land holding known as “Parkway Valley” on the Dublin Road (R445) in Singland, Limerick. This LRD application forms a proposed first phase of development at the Parkway Valley site and is set in the context of a Parkway Valley Masterplan. Development of the remainder of the landholding will subject of a separate future application in line with the Masterplan.

The purpose of this report is to describe the nature and extent of the proposed development, its site context and to present a rationale as to why this development is appropriate at the site with reference to its planning policy context and with regard to the proper planning and sustainable development of the area. To do so, the report is set out as follows:

Section 2: Description of the subject site – this includes a physical description of the site and surrounding context as well as a description of the planning history of the site.

Section 3: Strategic policy rationale for the development – this considers national and regional policy for high density compact development such as the proposed development.

Section 4: Identifies relevant statutory planning policy context and national guidelines which have informed the Masterplan approach to development at the overall lands and the nature and content of the proposed LRD development

Section 5: Proposed Masterplan – Based on the physical attributes of the site and its surrounding context, its planning history and current planning policy context, a masterplan has been prepared for the site.

Section 6: Description of proposed LRD development – this presents a detailed description of the first proposed phase of development subject of this current proposed LRD application.

Section 7: Planning Assessment: Statements of consistency with key planning policy.

Section 8: Planning Assessment: Environmental Assessment

Section 9: Planning Assessment: Addressing Planning History

Section 10: Conclusion.

1.2 Pre-Application Consultation and LRD Opinion

A pre-application meeting (Ref. 1051450) was held under Section 32B of the *Planning and Development Act 2000, as amended* (the Planning Act), on 19th November 2025 between the Applicant, its project team and LCCC. An official LRD Opinion was subsequently issued by LCCC on 19th December 2025 on whether the documents submitted for the purposes of the LRD meeting constitute a reasonable basis on which to make an application for the proposed LRD. The Opinion of the Planning Authority was that the documentation that had been submitted required further consideration and amendment to constitute a reasonable basis on which to make an application for permission for the proposed LRD. In that regard, the Opinion stated that, in addition to the requirements of articles 20A, 22 and 23 of the Planning and Development Regulations 2001 as amended, a number of items of specific information should be submitted with any application for permission. The Design Team and Applicant has considered the matters identified in the Opinion, and in response has modified proposals, and amended and added to application documentation and drawings. The modifications

and additional information and documentation now incorporated in the LRD application pack as submitted to LCCC is set out in a separate enclosed report prepared by Tetra Tech and titled *Response to LRD Opinion*.

2.0 The Subject Site

2.1 Site Location, Extent and Ownership

The application site is primarily part of a larger mixed use zoned landholding known as Parkway Valley, located on the southern side of the Dublin Road (R445) in the townland of Singland on the eastern side of Limerick City. The application site also incorporates an area of land zoned ‘Groody Valley Green Wedge’ to the east of the mixed use zoned lands. The entire application site comprises approx. 6.18ha.

The lands are bounded to the east by the Groody River valley and the suburb of Castletroy, to the north by the R445 (Dublin Road), to the west by the Parkway Retail Park, and to the south and southwest by the Castletroy View and Carn Na Ree residential areas.

The full extent of mixed use zoning at Parkway Valley incorporates approximately 6.603ha. all of which is in the ownership of the applicant Kirkland Investments Ltd. The Kirkland Investments Ltd. land ownership extends into the neighbouring ‘Groody Valley Green Wedge’ zoned land to the east. Part of the planning application site extends into the public road (Dublin Road). Accordingly, a letter of consent to the making of the application by Limerick City and County Council is enclosed with the application.

2.2 Planning History

2.2.1 Subject Lands

2.2.1.1 LCCC Ref. 04/3700 (ABP Ref. 13.214040) And Various Revisions

In August 2026, An Bord Pleanála (ABP) (now An Coimisiún Pleanála (ACP)), granted permission to Alocin Ltd. for the construction of a mixed use retail, commercial and leisure development known as the “Horizon Mall” at the subject site. Access to the site was via the existing Parkway Retail Park and a new tunnelled access road onto the former N7 (present-day R445).

This permission was subject of various amendment permissions and extensions of duration permissions. The latest of these (LCC Ref. Ref. 14/828) was permitted by ABP (Ref. 91.243874) in April 2015.

The “Horizon Mall” development was partly constructed but not completed.

2.2.1.2 LCCC Demolition Notice

In October 2019, LCCC served Novelty ICAV with a section 11 demolition notice under the Derelict Sites Act 1990 to remove the partially built structures which had been constructed at Parkway Valley under Ref. 04/3700 (ACP Ref. 13.214040) and further supplemental applications.

Under section 11(6) of the Derelict Sites Act, the demolition works were exempted development and therefore planning permission was not required. The demolition works were subsequently undertaken.

2.2.1.3 LCCC Reg. Ref. 20/25 (ACP Ref. 308027-20)

In January 2020, Novelty ICAV applied to LCCC for a 10-year permission for a mixed-use development comprising residential, commercial and community uses on the Parkway Valley site. The residential element of the proposal included 245 no. units across a range of blocks ranging in height from three to fourteen stories, with the tallest block being situated on the site’s northern boundary adjoining the R445. Other elements of the proposal included a 1.12ha public park; 4 no. four-storey office blocks over basement car parking; a 4-storey, 152 no. bed hotel over basement car parking; 1 no. 2-storey commercial building for restaurant usage; 1 no. petrol station with retail sales area; 1 no. 3-storey community building providing for creche, community facilities and a multi-use games area; and all associated site development works.

On 30th July 2020, LCCC issued a Notification of Decision to Grant permission for the proposed development, subject to 41 no. conditions.

LCCC's decision to grant permission was appealed to ABP by both the applicant, Novelty ICAV, and a third party, Environmental Trust Ireland. ABP refused permission on 17th February 2022 subject to 3 no. reasons.

- Given the zoning objective attached to the site at the time 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.
- 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.
- 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.

The lessons to be drawn from these reasons for refusal and their implications for the overall Masterplan for the entirety of the zoned lands are considered as follows:

- Given the current similar planning policy context for a majority of employment uses at the overall Parkway Valley mixed use site, the Masterplan for the site should provide for employment and enterprise uses to form the public face of development at this site, contributing positively to placemaking of this urban area.
- Employment and enterprise and associated commercial uses should comprise the majority of uses (over 50%) at the overall lands.
- The siting of residential development adjacent to the R445 should be carefully considered and if proposed should be appropriately designed and detailed to ensure suitable amenity can be achieved adjacent 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.

These 3 no. reasons for refusal are discussed further in **Section 9** of this report, which considers how the Applicant has had regard to this previous refusal of permission in the preparation of its current proposals.

2.2.2 Surrounding Lands

2.2.2.1 LCCC Reg. Ref. 25/60113

On 29th October 2025, LCCC granted permission to Groody Developments Limited for a Purpose-Built Student Accommodation (PBSA) LRD scheme on lands to the east of Groody Valley adjoining the Groody Road and Dublin Road, Castletroy. This development consists of 5 no. blocks comprising 196 no. residential units and 1,400 no. student bedspaces.

2.3 Description of Site and Surrounding Context

2.3.1 The Subject Site

The site is currently in a brownfield state with hoarding surrounding its boundaries on all sides. Concrete retaining walls and part of slab which were constructed as part of "Horizon Mall" permitted development

(LCCC Ref. 04/3700 / ABP 13.214040 and associated amendment applications) are still present on site and are the only remaining structures. The walls are significant structures addressing height changes of 5 to 6m.

Figure 2-1 provides a view from within the subject site looking south to the Chesterfield and Carn Na Ree residential areas.



Figure 2-1 View from within Parkway Valley site looking south

Source: Parkway Valley Masterplan, Reddy A+U

2.3.2 The Groody River and Groody Valley

The Groody River and associated “Groody Valley Green Wedge” zoning, as designated by the Limerick Development Plan (LDP), is located immediately east of the Parkway Valley site, maintaining a buffer between the suburb of Castletroy further east and the subject site. The purpose of the Green Wedge zoning is to prevent encroachment of development into the valley and to retain the importance of the area as a wildlife corridor and a flood management zone.

2.3.3 Potential Environmental Sensitivities in the Vicinity

2.3.3.1 Natura 2000 Sites

The Groody River runs in a northerly direction to the east of the site and discharges directly into the River Shannon and therefore to the Lower River Shannon SAC. It is also hydrologically connected to the River Shannon and River Fergus Estuaries SPA downriver. The application site is also within the same groundwater waterbody catchment (Limerick City East) as the River Shannon and the associated Natura 2000 sites.

Qualifying interests of the Lower River Shannon SAC include a high number of habitats and species listed on Annexes I and II of the E.U. Habitats Directive, including the priority habitats lagoon and alluvial woodland, the only known resident population of Bottle-nosed Dolphin in Ireland and all three Irish lamprey species.

The River Shannon and River Fergus Estuaries SPA is an internationally important site that supports an assemblage of over 20,000 wintering waterbirds. It holds internationally important populations of four species, i.e. Light-bellied Brent Goose, Dunlin, Black-tailed Godwit and Redshank. In addition, there are 17 species that have wintering populations of national importance. The site also supports a nationally important breeding

population of Cormorant. Three of the species which occur regularly are listed on Annex I of the E.U. Birds Directive, i.e. Whooper Swan, Golden Plover and Bar-tailed Godwit. Parts of the River Shannon and River Fergus Estuaries SPA are Wildfowl Sanctuaries.

2.3.3.2 Groody Valley and Groody River

The Groody Valley is an undeveloped green area which has potential to support local wildlife and flora. There is potential within the area for protected species in particular Bat activity.

The Groody River runs through the green area south to north. There are also a number of streams / drains running across the green area (outside this application's red line boundary) and draining into the Groody River just south of the R445. The Groody River and the River Shannon into which it flows have fisheries potential.

2.3.3.3 Bat Activity

Pre-construction bat surveys were undertaken at the site while also examining connectivity with the wider landscape in 2025.

The surveys found no bat roosting potential on site. Static detector surveys showed the site is used by feeding bats, predominantly Common, Soprano Pipistrelle and Leisler's bats with lower numbers of rarer woodland bats such as Brown Long-eared and Myotis species. Low numbers of Lesser Horseshoe bats were recorded in a May 2025 static deployment while none were recorded in an Autumn 2025 deployment.

The *Bird and Bat Report* enclosed with this application provides further details of surveys undertaken.

2.3.3.4 Bird Activity

Bird surveys were conducted in both the winter and the breeding seasons. Overall, low activity was recorded with gull species noted overfly generally not interacting with the site; Herring gull were noted resting on the ground on one occasion. Oystercatchers were recorded during a February 2025 survey. During the breeding season several passerines were recorded as probably breeding, however these were confined to scrub rather than open areas. Monthly wintering surveys were extended between October 2025 and January to 2026. The main species of note recorded during this period was Lapwing. Low numbers (13) were noted in October. 51 were noted in December landing by a pool of water adjacent to the site. Highest numbers were recorded in January when a max of 165 were recorded. The January observations show the start of migratory behaviour where the species gathers and starts moving northwards.

The Bird and Bat Report enclosed with this application provides further details.

2.3.3.5 Flood Risk

There is no flood risk identified in the Parkway Valley Mixed Use zoned land. There are areas of flood risk within the Groody River Green Wedge which comprises a natural flood zone and an integral part of the surface water management regime of the city. A *Site Specific Flood Risk Assessment* of the site has been undertaken by Punch Consulting Engineers and concludes that "*the proposed development is at a low risk of flooding*".

3.0 Strategic Policy Rationale for the Proposed Development

3.1 Project Ireland 2040: National Planning Framework (First Revision, 2025)

Project Ireland 2040 is the government’s long-term overarching development strategy for the state. The plan seeks to align investment in public infrastructure with a well-thought-out and defined development strategy. The *National Development Plan (NDP)* and the *National Planning Framework (NPF)* combine to form Project Ireland 2040. The NPF sets the vision and strategy for the development to 2040; it is the primary articulation of spatial, planning and land use policy. The NDP provides enabling investment to implement the strategy. The First Revision of the NPF was approved by both houses of the Oireachtas in April 2025.

The NPF aims to avoid urban sprawl by promoting increased residential densities in urban areas, consequently reducing pressure on infrastructure demands and adverse impacts on the environment. In this regard, the preferred approach to planning the future spatial strategy is promoting compact development that focuses on reusing previously developed, ‘brownfield’ land, building up infill sites, which may not have been built on before, and either reusing or redeveloping existing sites and buildings.

National Policy Objective (NPO) 43 of the NPF states that it is a national policy to “*Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location*”. The NPF expands on this objective, explaining that the future homes of Ireland will be built in locations that support sustainable development such as cities and larger towns with provision of infrastructure, access to services and can be delivered in an efficient and appropriate way.

The development of the Parkway Valley brownfield site for the purposes of a high density residential scheme is consistent with and supports the achievement of these strategic objectives of the NPF.

3.2 Regional Spatial & Economic Strategy for the Southern Region

The *Regional Spatial and Economic Strategy (RSES)* for the Southern Region sets out regional policy for the growth of the Southern Region for 12 years. *Metropolitan Strategic Area Plans (MASPs)* have been prepared for the Cork, Limerick-Shannon and Waterford Metropolitan Areas.

The MASP for the Limerick-Shannon Metropolitan Area has identified several Guiding Principles for its sustainable development. These include:

- Investment in revitalising and reinvigorating Limerick City for higher density living and high value jobs;
- Developing brownfield and infill lands to achieve a target of at least 50% of all new homes within or contiguous to the existing built-up area in Limerick City;
- Target growth along high quality public transport corridors and nodes linked to the delivery of key public transport projects; and
- Re-intensify employment in Limerick City and Shannon and activate strategic employment locations.

Both the current proposed LRD application and the longer-term full development of the entire masterplan lands will align fully with these objectives.

4.0 Statutory Planning Context and Planning Guidelines Informing Appropriate Development at the Subject Site

4.1 Limerick Development Plan 2022 – 2028 as Varied

The *Limerick Development Plan 2022 – 2028* (LDP) sets out the vision for both the city and county's development over the six-year plan period. It contains both high-level, strategic objectives as well as specific development management standards which apply to new development within LCCC's administrative area.

In April 2026 Proposed Variation No. 3 of the LDP was published with the objective of implementing the *NPF Implementation: Housing Growth Requirements - Guidelines for Planning Authorities* (Housing Growth Guidelines), issued by the Department of Housing, Local Government and Heritage (DHLGH) in July 2025. The Guidelines set increased housing growth requirements (on a county basis) compared with previous targets. Consequently, Proposed Variation No. 3 incorporates proposed revisions to zoning objectives and other associated policy and objectives of the LDP to provide for the achievement of increased housing targets.

The proposed Variation affects policy and objectives pertaining to the development at Parkway Valley. As the Proposed Variation No. 3 has not been adopted at the time of lodgement of this application, the documentation lodged with this application (including this Planning Report) addresses both the current adopted policy and the proposed revised policy per Proposed Variation No. 3, as appropriate.

We identify hereunder the relevant strategic objectives of the LDP for the Parkway Valley lands which have informed the principles of the Masterplan which has been prepared by the Design Team for the overall Parkway Valley site, as well as informing the detail of the development proposed in this LRD application in particular.

An assessment of the development proposals for consistency with more detailed development management standards is set out in **Section 7.2** of this Report.

4.1.1 Land Use Zoning

The Parkway Valley site is zoned 'Mixed Use' under the LDP. This zoning is defined as follows:

“Objective: To provide for a mixture of residential and compatible commercial uses.”

“Purpose: To facilitate the use of land for a mix of uses, making provisions, where appropriate for 'primary' uses i.e. residential and combined with other compatible uses e.g. offices as 'secondary'. These secondary uses will be considered by the Local Authority, having regard to the particular character of the area. A diversity of uses for both day and evening are encouraged. These areas require high levels of accessibility, including pedestrian, cyclists and public transport (where feasible).”

The zoning of the neighbouring Groody Valley area, part of which is incorporated into the overall proposed Masterplan proposals and the LRD application site, is 'Groody Valley Wedge' the objective and purpose of which are described as:

“Objective: To preserve and protect the Groody Valley from development.”

“Purpose: To maintain the area's importance in preventing the encroachment of the built-up area of Limerick City and to retain its important role as a wildlife corridor and a flood management zone.”

Figure 4-1 below identifies the zoning objectives of the full extent of lands included in the proposed Masterplan.

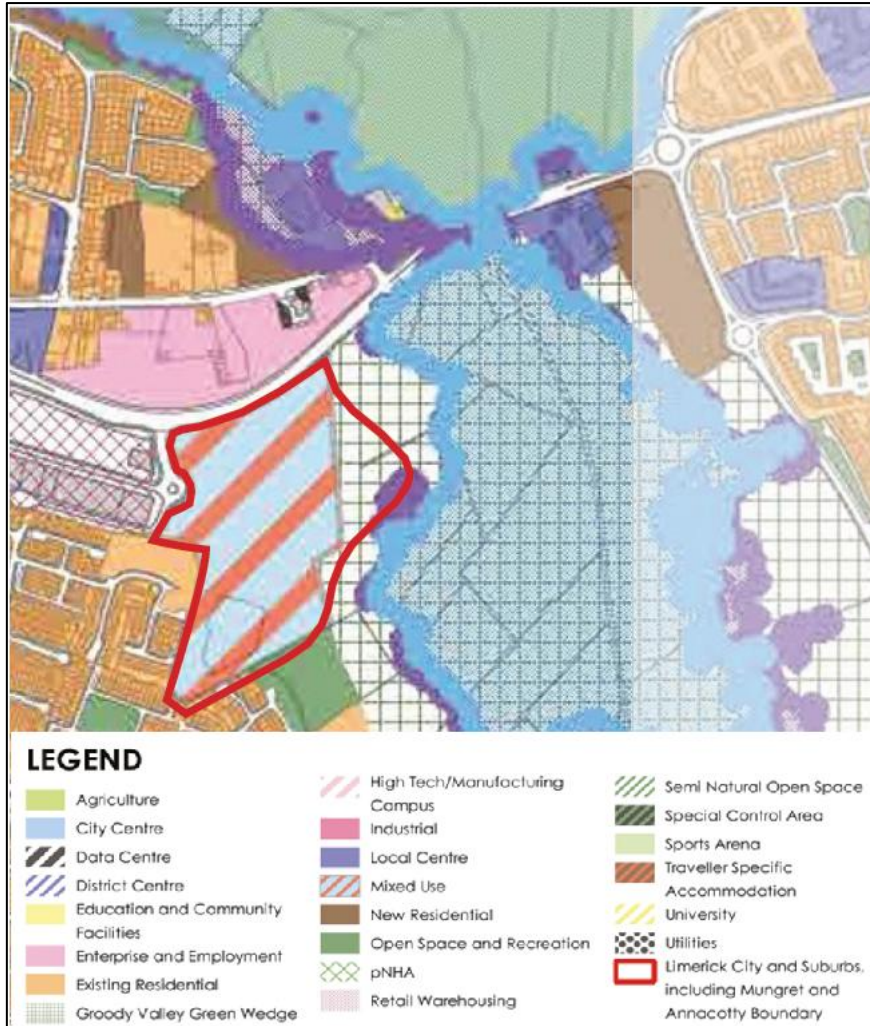


Figure 4-1: Parkway Valley site zoning

Source: Extract of Map 3, Volume 2 - Limerick Development Plan 2022 – 2028

4.1.2 Opportunity Site and Site-Specific Objectives

The site is also identified as a “Consolidation and Opportunity Site” in Map 3.9 of the LDP, as see in **Figure 4-2** below. Opportunity sites set out in Chapter 3: Spatial Strategy, include Mixed Use zoned lands located at Towlerton, Parkway Valley, and Thomond Park, which have been accounted for in the Core Strategy figures.

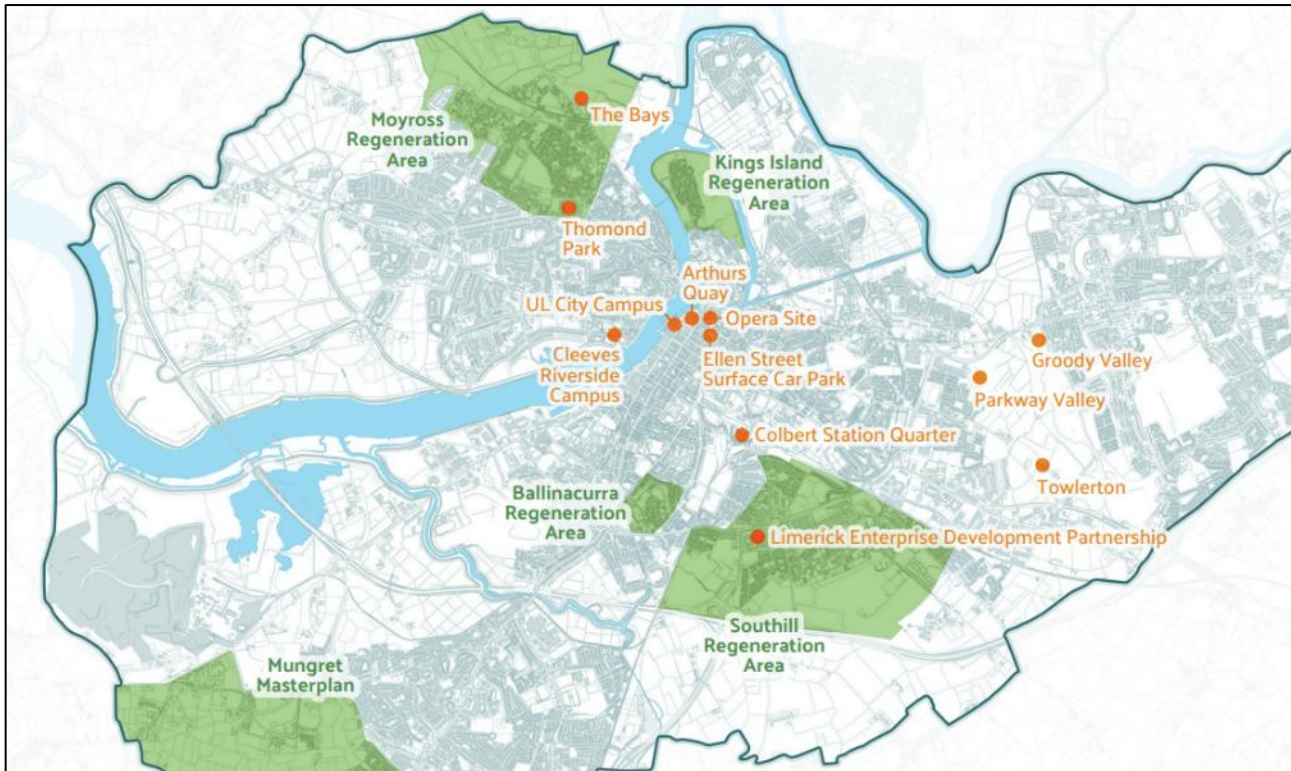


Figure 4-2: Consolidation and Opportunity Sites in Limerick City and Suburbs

Source: Extract of Map 3.9, Limerick Development Plan 2022 - 2028

4.1.3 Vision for Development of Parkway Valley

4.1.3.1 Vision As Currently Adopted

Section 3.4.5.3 'Parkway Valley' of the LDP incorporates a Vision for the future development of the lands as follows:

“The vision for development of these lands will be focused on the creation of a high-quality environment in terms of design and layout, a mixture of functions, tenure types, unit sizes and the provision of a broad range of on-site facilities for employees. The principal uses shall be for employment creation. A range of other uses are considered open for consideration but are seen as ancillary to the primary use as an employment zone. An element of residential use may be considered, where the proposed development makes a positive contribution to the area in terms of adding to the richness and diversity of uses. The retail needs of the area are being sufficiently met by the adjoining retail parks and shopping centres and the provision of retail development will not be permitted.”

The key elements of this Vision then are for:

- A high quality environment in terms of layout and design,
- A mix of uses, unit sizes and tenure,
- The predominant uses should be for employment creation, and
- Residential use making a positive contribution to the area can be considered.

4.1.3.2 Vision As Proposed to be Varied - Proposed Variation No. 3

Proposed Variation No. 3 proposes to amend the Vision for the future development of the lands to the following:

“The vision for development of these lands will be focused on the creation of a high-quality environment in terms of design and layout, a mixture of functions, tenure types, unit sizes and the provision of a broad range of on-site facilities for residents, visitors and employees. The principle uses shall be for residential development. A range of other uses are considered open for consideration but are seen as ancillary to the primary use as an residential scheme. The retail needs of the area are being sufficiently met by the adjoining retail parks and shopping centres and the provision of retail development will not be permitted.”

The key elements of this proposed revised Vision then are for:

- A high quality environment in terms of layout and design,
- A mix of uses, unit sizes and tenure,
- The predominant use should be residential, and
- A range of other uses which would be ancillary to residential development can be considered.
-

4.1.3.3 Key Implication of Proposed Variation No. 3 for Vision for Parkway Valley Development

Currently, the Vision for the overall Parkway Valley land is for the majority uses to be employment with residential allowable. As proposed to be Varied the balance shifts to residential being the majority use with other uses allowable but in support of the primary residential use.

As this current LRD application, on part only of the overall Parkway Valley development lands, comprises primarily residential use, it needs to be compatible with two potential future development scenarios on the remainder of the lands; one with predominantly employment uses and one with predominantly residential uses. Accordingly, the Masterplan for the overall lands prepared to inform and support this application provides for two potential future development scenarios into which the current phase 1 application will sit and can be accommodated.

4.1.4 Objective PV O1 for Parkway Valley

4.1.4.1 PV01 As Currently Adopted

The high-level Vision or strategy for the site is underpinned by Objective PV O1 which sets out several site-specific requirements for any potential development. The individual provisions of Objective PV O1 were integral to informing the overall Masterplan for the lands and the content of the proposed LRD application.

The current adopted Objective PV01 (at the time of the making of this application) is as follows:

“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.”*

4.1.4.2 PV01 As Proposed to be Varied – Proposed Variation No. 3

Parts of Objective PV 01 are proposed to be amended under Proposed Variation No. 3 of the LDP. These are Part (a)(i), Part (b), Part (c), Part (d). A further section, part (i) is proposed to be added. These amended and additional parts are as follows:

“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) Residential development shall constitute the primary use on site and the masterplan shall identify 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 and materials shall be consistent across the whole site.*
-*
- b) Support development of the area with supporting facilities such as crèches and amenity areas for residents, 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, ensuring engagement and surveillance between the proposed development and the public realm. 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, which shall be appropriately integrated with the residential development on site to create a successful mixed-use development.

...

i) Integrate noise-minimising design responses at the earliest stages of site layout design and master planning, including the use of buffers, landscaped noise-attenuation features, building orientation, and careful positioning of noise-sensitive rooms as necessary.”

4.1.4.3 Key Implication of Proposed Variation No. 3 for Objective PV01 for Parkway Valley Development

Under current policy the Masterplan for the overall Parkway Valley land must provide for the majority of uses to be employment with provision for maximum 48% development residential. As proposed to be Varied the Masterplan shall provide for the majority use at Parkway Valley to be residential with other uses provided for that would be supportive of and compatible with the primary residential uses.

At the time of lodgement of this current LRD application, it is uncertain whether Proposed Variation No. 3, as it affects policy for Parkway Valley, will be adopted or not. Accordingly, it is necessary that the Masterplan for the overall lands prepared to inform and support this application provides for two potential future development scenarios into which the current phase 1 application will sit and can be accommodated.

As assessment of how the development as proposed addresses the requirements of PV01 is set out in **Section 7.2.1.1** of this report.

4.1.5 Residential Density

Volume 2 of the LDP sets out settlement capacity audits, zoning maps, and density maps for Limerick City and its suburbs, as well as identifying strategic development sites such as Parkway Valley. It is noted that these provisions are now superseded by the provisions of the *Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities* (Compact Settlements Guidelines) which have been used instead to inform the development proposals. The implications of the Compact Settlement Guidelines for development at the site are considered in **Section 4.3** below.

4.2 Building Height Strategy for Limerick City

The *Building Height Strategy for Limerick City* (“the Strategy”) adopted in 2022 was prepared to inform the *Limerick Development Plan 2022 – 2028*. The Strategy notes that it,

“is produced in the context of the ambitious targets for housing and commercial growth for the City, set out in the National Planning Framework (NPF) which envisages an additional 56,000 persons in Limerick City and Environs by 2040. In this regard it is a key objective of the NPF that greatly increased levels of residential development is located in urban centres, including Limerick City and

that significant increases in building heights and overall density is not only facilitated but actively sought and brought forward by our planning processes and particularly so at Local Authority level.”

The Strategy was also produced to comply with the requirements of the *Urban Development & Building Heights Guidelines for Planning Authorities, 2018*.

The Building Height Strategy identifies the Parkway Valley site as an Opportunity Site. It acknowledges the capacity of the site to accommodate increased building heights and advises that a masterplan to accompany future planning applications should indicate building heights to include landmark buildings. It states as follows:

“The former Horizon Mall brownfield site of 16.04ha [sic] is located adjacent to the Parkway Retail Park in the townland of Singland. The vision for development of these lands will be focused on the creation of a high quality environment in terms of design and layout, a mixture of functions, tenure types, unit sizes and the provision of a broad range of on-site facilities for employees.

Employment creation is a principal use for this site, with a range of other uses open for consideration, ancillary to the primary use as an employment zone. Due to the sites strategic location along the R445 Dublin Road, it is recognised that there is potential for increased building heights and that a masterplan which indicates building heights to include landmark buildings should be provided in any planning application made on this site.”

The Strategy categorises the City into 6 area types based on the morphology of the City and its current urban structure. The Parkway Valley site falls within the area identified as ‘Surrounding Suburban Area’. It notes that the general area of the site forms a gateway to the City from the east. It states,

*“The Dublin Road and Childer’s Road interchange at the Parkway Roundabout acts as a gateway to the City from the east. The Castletroy Travelodge Hotel on the Dublin Road at 9 storeys, appears tall in its context and acts as a landmark building on this main entrance to the City. **The ‘Horizon Mall’ development, with a max height of 14 storeys, on the opposite side of the Dublin Road (currently with An Bord Pleanála, Board Ref. 308027) would reinforce this area as a gateway.”***

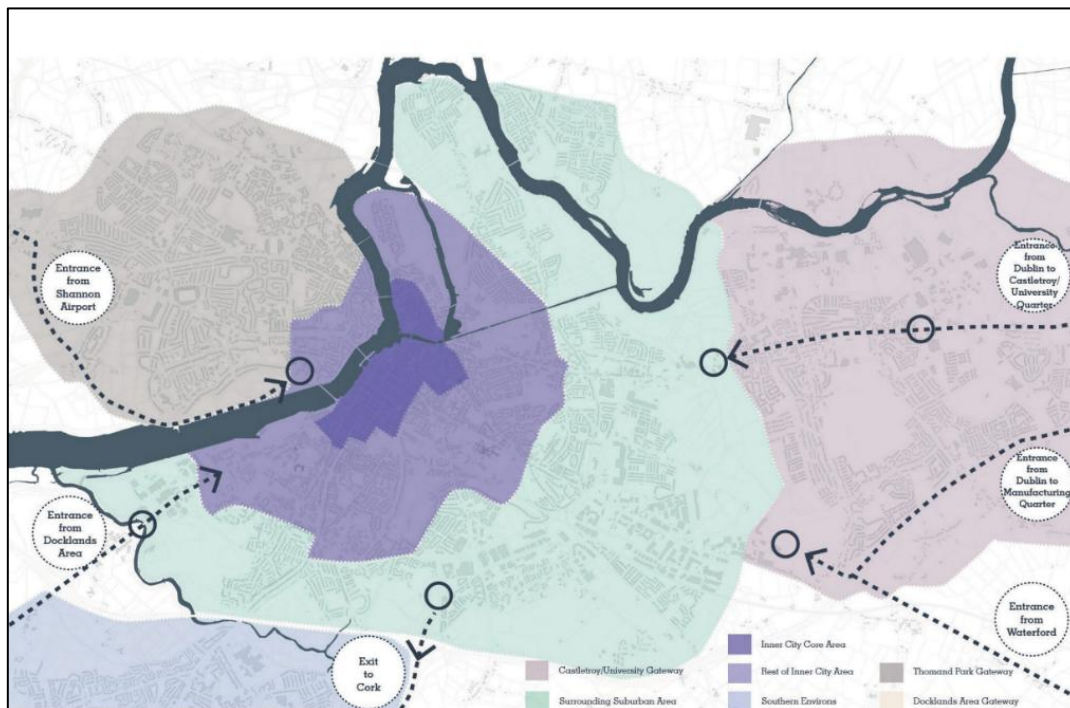


Figure 4-3: Extract of Map 5.1 of Building Height Strategy for Limerick City

Source: Map 5.1 of Building Height Strategy for Limerick City

The ‘Horizon Mall’ development referenced was the previously proposed development at the subject Parkway Valley Site. Thus, the Building Height Strategy does recognise the contribution which development at Parkway Valley could play in marking the gateway nature of the area. **Figure 3-3**, which is an extract from Map 5.1 of the Building Height Strategy, identifies the nature of the area as a Gateway.

The Strategy recommends that the Outer City Area (into which the subject site would fall) is generally not considered to be an appropriate location for taller buildings. However, it identifies that taller buildings may be appropriate at certain sites. It again identifies the subject site as one such possible sites. It states as follows:

“Taller buildings may, however, be appropriate at designated District Centres and at recognised ‘Gateways’ as significant urban places, on a case by case basis. An example of the latter is the ‘Horizon Mall’ development, currently with An Bord Pleanála, which would in conjunction with the existing Castletroy Travelodge Hotel reinforce the Dublin Road Gateway. Gateways may also be readily identified by distinctively designed buildings, landscape features and public art.”

Because the subject site is within the Surrounding Suburban area of the Outer City Area it does not have specific height guidance at a Character Area Level set out in the Strategy. For development in the Outer City Area the Strategy provides that substantial land banks within the existing built-up suburban area should be informed by a Masterplan and comply with SPPR 4 of the Building Heights Guidelines. It advises that the appropriate height should be assessed and addressed as part of the masterplanning process on a case-by-case basis and should consider, *inter alia*, accessibility, public transport provision, access to amenity, recreational and community facilities, the existing character of the area and wayfinding.

In this regard it is noted that the Masterplan prepared to accompany the current planning application has been informed by the existing character and context of the site in terms of accessibility, public transport provision, access to amenity, recreational and community facilities, as well as to its general location within a gateway area of the city to develop a building height strategy for the site. This is detailed in the Masterplan which provides for a suitable range of building heights across the site while also providing for a local landmark building in line with the recognition in the Building Heights Strategy that a building of height at the subject site could reinforce the area as a gateway to the City.

A statement of the proposed development’s compliance with the Building Height Strategy for Limerick City is provided in **Section 7.2.2** of this Report.

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

The Department of Housing, Planning and Local Government published the *Sustainable Residential Development and Compact Settlements - Guidelines for Planning Authorities* (Compact Settlements Guidelines) in January 2024. The guidelines replace the *Sustainable Residential Developments in Urban Areas - Guidelines for Planning Authorities* which were originally published in 2009.

The guidelines expand on higher-level policies of the NPF, setting policy and guidance in relation to the growth priorities for settlements, residential density, urban design and placemaking and introduce development standards for housing.

The guidelines also set out 4 no. Specific Planning Policy Requirements (SPPR), which planning authorities shall apply in the performance of their functions. These SPPRs relate to the provision of minimum separation distances (SPPR1), minimum private open spaces (SPPR2), maximum car parking provision (SPPR3), and minimum bicycle storage provision (SPPR4). In this regard, the proposed development must be fully in accordance with these SPPRs and other standards of the guidelines. These SPPRs have informed the detail of the current LRD proposals. **Section 7.1.2** of this Planning Report provides an assessment of the proposed development’s compliance with them and other recommendations of the Guidelines.

A key aspect of the Guidelines however which informed the overall Masterplan for Parkway Valley and the principles of the development approach in the first instance is the density guidance which is set out hereunder.

4.3.1 Density

4.3.1.1 Identify the Density Range

Section 3.3. of the Compact Settlements Guidelines sets out density ranges for different settlements and area types. It is considered that the subject site falls under the definition of “City - Urban Neighbourhoods” as per Table 3.2 of the Guidelines. Such areas are described as follows:

“The city urban neighbourhoods category includes: (i) the compact medium density residential neighbourhoods around the city centre that have evolved over time to include a greater range of land uses, (ii) strategic and sustainable development locations; and (iii) lands around existing or planned high capacity public transport nodes or interchanges (defined in Table 3.8) – all in the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport. It is a policy and objective of these Guidelines that residential densities in the range 50 dph to 200 dph (net) shall generally be applied in urban neighbourhoods of Limerick, Galway and Waterford”

The subject site falls within this provision. As an opportunity site it has been strategically identified in the development plan to contribute to the revitalisation of the area and being able to contribute to compact population and employment growth which represents sustainable development. Furthermore, the site is served by a bus route at present and is proposed to be served by Bus Connects. Thus, the appropriate density range for this site is 50dph to 200dph.

4.3.1.2 Refining the Density Range

The Guidelines set out a two-step process for refining the density range.

Step 1: Consideration of Proximity and Accessibility to Services and Public Transport

Section 3.4.1 of the Guidelines advises that,

“while densities within the ranges set out will be acceptable, planning authorities should encourage densities at or above the mid-density range at the most central and accessible locations in each area, densities closer to the mid-range at intermediate locations and densities below the mid-density range at peripheral locations”.

All of the Parkway Valley lands lie within 500m walking distance of a planned Bus Connects bus stop (adjacent to the Masterplan lands on the Dublin Road) and so would be considered to fall within the catchment of a high-capacity public transport node or interchange, i.e. a most accessible location. Refining the density range for the subject lands in this context, which according to the Guidelines, should be “at or above the mid-density range” suggests a range of 125dph – 200dph.

Step 2: Considerations of Character, Amenity and the Natural Environment

Section 3.4.2 of the Guidelines advise that “while considerations of centrality and accessibility will have a significant bearing on density, it is also necessary to ensure that the quantum and scale of development at all locations can integrate successfully into the receiving environment. New development should respond to the receiving environment in a positive way and should not result in a significant negative impact on character (including historic character), amenity or the natural environment”.

The northern part of the overall Parkway Valley development lands fronts onto a significant thoroughfare which is characterised by large format commercial uses and significant areas of open lands. In this regard there are no sensitive neighbouring land uses on this northern side of the site. To the southwest and south of the site however are the relatively low density Castletroy View and Carn Ree housing areas. To the east is the

open space area of the Groody Valley which it is an objective of the CDP to retain free from development. This area has potential to be an important local ecological corridor.

To protect the established neighbouring residential and ecological amenities, densities at the site should not extend significantly above the mid-density level of 125dph.

Appropriate Density Range

From the foregoing it is considered a density range of c. 125 - 135dph would be appropriate at the subject lands. It would provide for a sustainable and compact form of development while also ensuring an appropriate transition in scale and form of development so as to protect existing amenities. This density range has informed the typologies, layout and heights of development set out in the proposed Masterplan and proposed in the current LRD application.

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

The Department of Housing, Local Government and Heritage published the updated *Design Standards for Apartments – Guidelines for Planning Authorities* (Apartments Guidelines) in July 2025. The Apartments Guidelines address the need to enhance apartment output to secure both additional housing supply and more compact urban development patterns.

The Apartments Guidelines also set out several Specific Planning Policy Requirements (SPPRs) and development management standards which new apartment developments must have regard to. The proposed LRD apartments have been designed with regard to these updated Guideline provisions.

Section 7.1.3 of this Planning Report assesses how the proposed development addresses the relevant SPPRs and standards.

4.5 Urban Development & Building Heights Guidelines for Planning Authorities, 2018

Section 3 of the Building Heights Guidelines outline ‘Development Management Criteria’ which a Planning Authority will consider in assessing development proposals for buildings taller than prevailing building height in urban areas. These are considered further in **Section 7.1.4** of this Planning Report.

5.0 Masterplan Development

5.1 Purpose and Scope of Masterplan

As noted in **Section 4.1.4** above, Objective PV O1 of the *Limerick Development Plan 2022 – 2028* (LDP) requires the preparation of a masterplan for the Parkway Valley lands to inform future development. A Masterplan which provides for the orderly and comprehensive full build out of the site has accordingly been prepared by Reddy A+U to inform and support phased development applications.

The Masterplan Area includes the mixed use zoned lands along with a part of the adjoining Groody Valley Green Wedge zoned lands in order to provide for nature-based SUDS drainage proposals to serve the development and also to provide connectivity between the development and the green wedge.

Figure 5-1 shows the extent of the Masterplan area which is primarily zoned Mixed Use with a small area of Groody Valley Green Wedge zoning.



Figure 5-1 Extent of Overall Masterplan Lands

Source: *Parkway Valley Masterplan, Reddy A+U*

The Masterplan seeks to optimise the potential for this local 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 achievement of national strategic development priorities. It aims to transform the Parkway Valley site into a leading example of a sustainable mixed-use neighbourhood, located in a parkland setting and delivering a mix of tenures and population age profile. The Parkway Valley development will be an outstanding destination for leisure with distinctive and diverse public spaces, which organically merge into the future Groody Valley Green Wedge.

The Masterplan sets out development and design concepts for the site which are grounded in the land use and design principles for the site set out in Objective PV01 of the Development Plan and informed by an assessment of site constraints and opportunities, including its surrounding context. It provides for a predominantly residential first phase of development with flexibility for either a predominantly employment /

commercial use development in phase 2 or a predominantly residential use development also in phase 2. This addresses the potential revisions to PV01 proposed in Proposed Variation No. 3 of the LDP.

The Masterplan ensures that baseline site context and potentially varying policy considerations are incorporated into the design process from inception and are appropriately informing planning application design. The masterplanning process has also taken into account feedback from pre-application consultation with the Planning Authority and the planning history of the site.

The development and design concepts evolve to form a Masterplan Strategy for the site along with accompanying Design Statements which show how the strategy is consistent with the design principles of Objective PV01, both as per the adopted LDP at the time of the making of this application and as per the proposed amended version in the Proposed Variation No. 3.

5.2 Proposed Masterplan

The proposed Masterplan is presented in **Figure 5-2**, and a separate drawing of the Masterplan layout is also submitted. Some key land use, layout and building height provisions of the Masterplan are set out below. We refer the Planning Authority to the accompanying *Parkway Valley Masterplan* by Reddy A+U for more detail on the Masterplan proposal and the associated design strategies, along with detail on how the Masterplan was informed and shaped. It also makes provision for the two possible land use scenarios for the phase 2 development of the overall lands

5.2.1 Masterplan in Accordance with Policy Provisions of LDP as currently Adopted

Land Use: The Masterplan in the first instance provides for a mix of Enterprise and Employment and Commercial uses along with supporting residential uses to deliver an overall sustainable working and living neighbourhood. The commercial uses would include services which will serve both working and resident communities such as childcare and medical facilities. Based on the layout, building form and heights set out in the Masterplan, the estimated quantum of development potential will result in a development ratio of 52:48, employment / commercial: residential.

Layout: The Enterprise and Employment / Commercial uses for the public face of the Masterplan at the northern part of the site facing the R445. The residential development is provided on the southern part of the lands which are removed from the high noise environment of the R445. The layout provides for a pedestrian / active travel friendly environment with traffic movements largely restricted to the edges of the development with little vehicular incursion into the centre of the development areas. The masterplan layout is highly permeable with linked and varied public open spaces flowing through the development which connect to neighbouring residential and open space lands. It provides opportunities for active frontages onto public spaces.

The Masterplan makes use of existing retaining walls on the site to address the natural level changes across the site and to accommodate underground car parking from easily accessible locations. There will be minimal surface level parking requirements.

Access: Access will be provided via the existing roundabout at the Parkway Retail Park and a new single-entry point from the R445 as provided for in Objective PV O1. The access at the R445 will be left in / left out only.



Figure 5-2: Proposed Parkway Valley Masterplan
 Source: Parkway Valley Masterplan by Reddy A+U

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. The potential for density has regard the accessibility of the site, its excellent public transport provision and access to amenities, recreational and community facilities, as well as its general location within a gateway to the City as noted in the Building Heights Strategy and that a local landmark building can contribute to this gateway nature of the area.

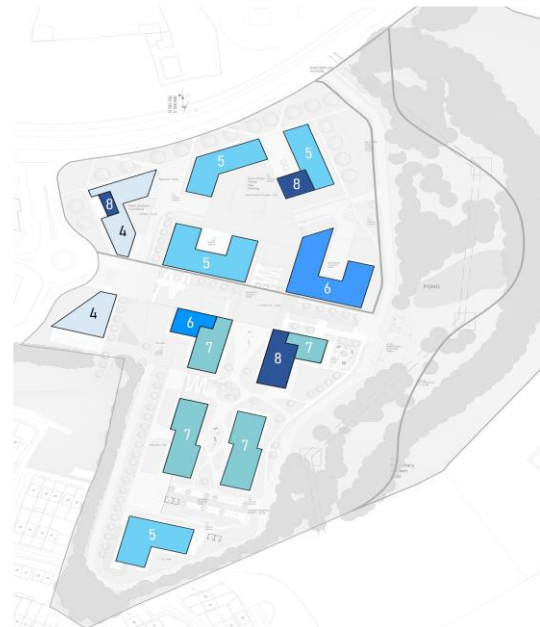


Figure 5-3: Building Heights Strategy
 Source: Parkway Valley Masterplan by Reddy

5.2.2 Masterplan in Accordance with Proposed Revised Provisions of Proposed Variation No. 3 of LDP

The *Parkway Valley Masterplan* document prepared by Reddy A+U also includes an alternative vision for the lands to reflect the potential amended Objective PV O1 set out in the Proposed Variation No. 3 of the LDP.

If adopted, the amended Objective PV O1 would require a majority of the site to be developed for residential use. Accordingly, the alternative Masterplan shown (seen below in **Figure 5-4**) envisions additional residential blocks, with the potential for supporting commercial / leisure uses, to be located in the northern half of the Masterplan lands.

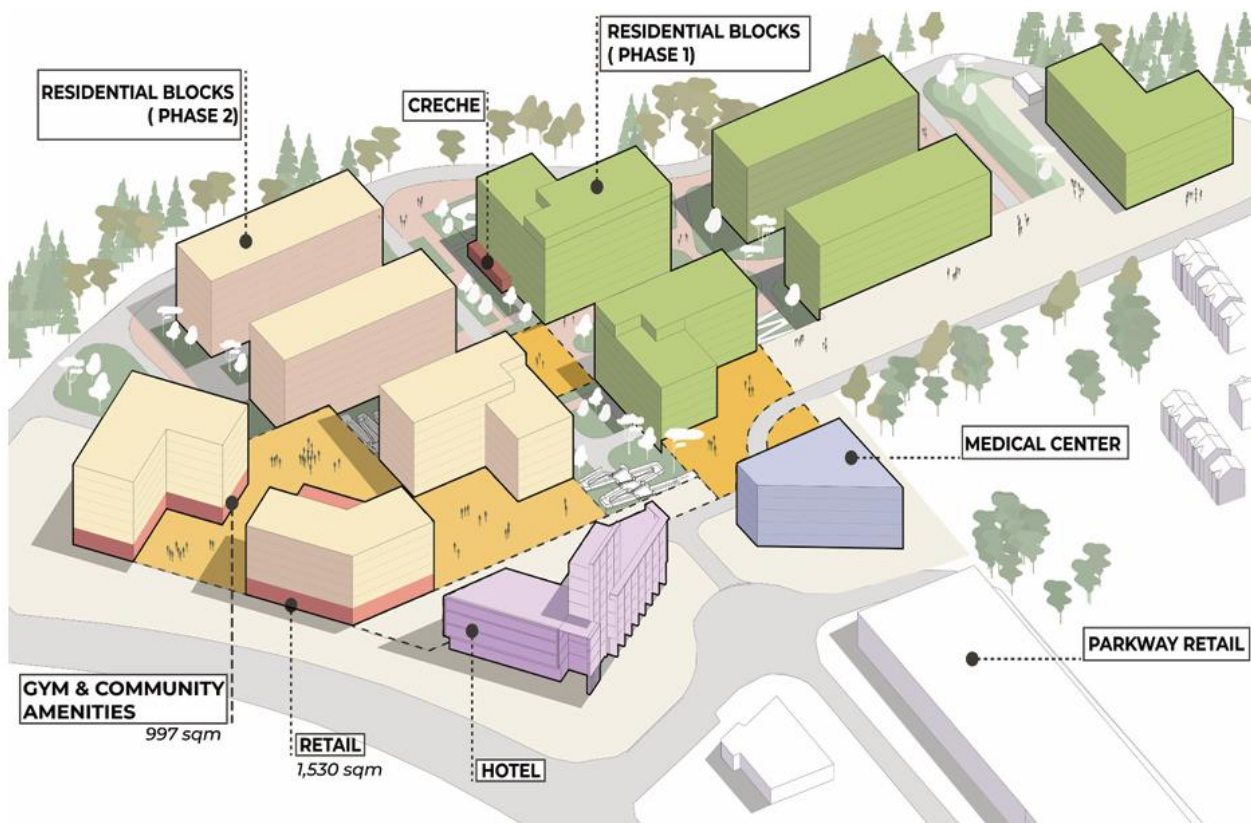


Figure 5-4: Potential Alternative Masterplan to reflect amended Objective PV O1

Source: *Parkway Valley Masterplan* by Reddy A+U

The amended Objective PV O1 includes a new clause which, if adopted, would require any future proposals to “integrate noise-minimising design responses”. Accordingly, the alternative Masterplan prepared by Reddy A+U states that:

“Residential-led development will require careful design responses to address constraints such as traffic corridors, noise, and integration with existing infrastructure.”

In the case that the amended Objective PV O1 is adopted, this alternative Masterplan vision for Parkway Valley will be progressed further prior to a phase 2 planning application on the northern part of the lands, to reflect the change in land use, ensuring that the detailed design of development would provide a high-level of residential amenity for all future residents.

6.0 Description of proposed Phase 1 LRD

6.1 Site Layout / Overview of Development

The proposed LRD development comprises residential, childcare and medical centre elements of the proposed Masterplan development envisaged for the overall Parkway Valley lands. These uses are proposed in the southern part of the Masterplan lands. **Figure 6-1** identifies the extent of development proposed for this first phase of development at Parkway Valley. The current LRD development proposals also extend to the R445 to accommodate a proposed entrance from the R445. They also include a proposed nature-based surface water drainage solution within the neighbouring Groody Valley green wedge.



Figure 6-1 Proposed Site Layout Plan
 Source: Reddy A+U

Working with the difference in heights across the site (falling to the east) allows for the provision of lower ground/ basement level parking to be provided below Blocks A and D and associated podiums as set out by Objective PV O1 of the LDP. This also has implications for the number of storeys provided in different blocks and also in different parts of a block, such that they establish a general height across the site of approximately 34mOD.

6.2 Description of Proposed Development Elements

6.2.1 General Scope of Development Proposed

The proposed development comprises the following:

- 403 no. apartments in 5 no. blocks ranging from 5 to 8 storeys in height
- 2 no. single storey bicycle and bin storage blocks, a single storey pump station building, and an electrical substation building
- A c. 306sq.m creche at lower-ground floor level in Block B;
- A 5-storey, c. 3082sq.m medical centre building;
- Car parking and bicycle parking spaces;
- Site access via a new left-in, left-out access at the Dublin Road (R445) and an access from the existing Parkway Retail Park roundabout;
- c. 2.09ha of communal and public open space;
- Solar Panels;
- all associated landscaping, public lighting, pedestrian / cycle connections to the surrounding road network and site boundaries;
- water supply, foul and surface water drainage arrangements and utility connections

These various elements are described in more detail hereunder.

6.2.2 5 No. Apartment Blocks

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 design concept of the built form is to deliver 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. The proposed residential blocks vary from 5 storeys to 8 storeys, which are positioned in response to the topography and height differentials across the site, such that they will establish a general height across the site of approximately 34mOD.

The accompanying Masterplan and Architectural Design Statement set out the architectural concept and design approach in more detail.

Table 6-2 summarises the proposed unit mix per Block.

Table 6-1: Proposed Schedule of Residential Accommodation

Development Element	Number of Residential Units	No of Storeys
Block A	78 no.	5 - 7
1-bedroom apartments	48 no.	
2-bedroom (3 person) apartments	6 no.	
2-bedroom (4 person) apartments	24 no.	
Block B	92 no.	7 - 8
1-bedroom apartments	56 no.	
2-bedroom (3 person) apartments	7 no.	
2-bedroom (4 person) apartments	29 no.	
Block C	88 no.	7
1-bedroom apartments	54 no.	
2-bedroom (3 person) apartments	6 no.	
2-bedroom (4 person) apartments	28 no.	
Block D	83 no.	6 - 7
1-bedroom apartments	51 no.	
2-bedroom (3 person) apartments	6 no.	
2-bedroom (4 person) apartments	26 no.	
Block E	62 no.	5
1-bedroom apartments	37 no.	
2-bedroom (3 person) apartments	4 no.	
2-bedroom (4 person) apartments	21 no.	
TOTAL	403 no.	

6.2.3 Ancillary Buildings

The proposed development incorporates a number of ancillary buildings.

There are 2 no. single storey bicycle and bin storage blocks proposed in connection with Blocks B and C. There is a bicycle and bin store proposed in the open space area to the front of Block B adjacent to the ground floor creche. This contains bin and bikes store rooms to serve the creche only and a separate bin store to serve the residential units of the Block.

In connection with Block C there is a bicycle store proposed in the open space area opposite Block C on the eastern side of the access roadway. It is noted that Block C also contains some internal bicycle storage within the Block.

Due to site levels relative to tie in levels of existing surrounding infrastructure, a pump station is required on the eastern side of the site. This is proposed within the open space area on the eastern side of the access roadway from which it can be easily accessed for maintenance and operational purposes.

There is an electrical substation building proposed at the western side of the site adjacent to the Medical centre building, with direct access to an internal roadway.

All four of these ancillary buildings are thoughtfully treated architecturally in the same way to sit within both built and soft landscaped areas of the site. They are of a monopitch design and finished with treated timber slat cladding.

6.2.4 Creche

A c. 306sq. m creche is proposed on the lower ground floor level of Block B. As set out in the architectural drawings submitted this creche has the capacity to accommodate 29 No. children. In cases where some children attending do so on a part time basis only, the total number of part and full time spaces would be in excess of this number.

The creche incorporates all necessary ancillary spaces to comply with childcare regulations and requirements as well as including a staff shower and changing area to support active travel by staff.

A covered drop off area is provided to the front of the creche, as shown on the submitted floor plans for Block B and also on the Site Layout Plans. Bicycle parking is also provided to the front of the creche which may also be utilised for drop off purposes.

A secure outdoor creche play area is provided also to the front of Block B and will visually integrate with an adjacent public play area serving the residents of the Block and wider development.

6.2.5 Medical Centre

A c. 3,082sq.m., 5 storey medical centre is proposed to be located at the western side of the application site at the entrance to the development lands from the Parkway Retail Park roundabout. The medical building fronts onto a proposed plaza area within the site through which the access roadway is routed. There will also be an open space area on the western side of the building facing outward to Parkway Retail Park.

The proposed centre comprises 18 No. consultation rooms and is expected to have a staff provision of approximately 30 No. persons. The centre comprises various other space provisions for testing and procedures. As with the creche facility, staff showers (4 No.) and changing areas are also incorporated.

6.2.6 Parking

6.2.6.1 Car Parking

Car parking in the proposed development will consist primarily of below podium/lower ground floor parking, with a modest amount of suitably placed surface 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.

A total of 138 no. parking spaces is proposed as follows:

- 74 no. lower ground / beneath podium spaces (Residential);
- 21 no. surface EV / Accessible parking spaces between Block E and Blocks C and D (Residential);
- 26 no. surface spaces including EV / accessible parking adjacent to the medical centre (Medical).
- 7 no. surface level spaces to the west of Block A (Medical & Residential), of which 5 No. will accommodate Go Car Spaces.
- 2 no. surface level accessible spaces to the east of Block E (Residential); and
- 8 no. surface level creche parking (5 no. fixed staff parking + 3 no. set-down).

All car parking spaces are identified on the *Proposed Site Layout Plans* and the *Site Wide – Car Parking Layout* prepared by Reddy A+U and enclosed with this application.

The parking provision proposed is below the maximum standards set out in the Compact Settlements Guidelines and the LDP (see **Sections 7.1.2.1** and **7.2.1.3** of this Report). See also section 6.1 of the Traffic and Transportation Assessment by Punch Consulting Engineers which presents a rationale for the proposed car parking provision at the site.

6.2.6.2 Bicycle Parking

A total of 818 no. bicycle parking spaces will be provided comprising of:

- 570 no. secure spaces for residents;
- 214 no. visitor spaces;
- 9 no. creche spaces; and
- 25 no. medical centre spaces.

This provision is in excess of the minimum standards set out in the Compact Settlements Guidelines and the LDP (see **Sections 7.1.2.2** and **7.2.1.3** of this Report).

Cargo bike parking/larger non-standard spaces will be provided throughout that are ‘Universal Design Vehicle Spaces’ in line with Section 6.3 of the NTA’s Cycle Design Manual.

A variety of cycling infrastructure will be provided at the site. Stacked multi-level bike racks within secure storage units will provide the majority of cycle parking for residents of the multi-storey apartment blocks. Visitor parking will be primarily located at-grade and provision will be proportional to the residential and non-residential uses.

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 and scooters.

Further details on bicycle parking provision are provided in the *Traffic and Transportation Assessment* prepared by Punch Consulting Engineers and the *Architectural Design Statement* by Reddy A+U enclosed with this application.

6.2.7 Site Access and Connectivity

The site will be accessed from two points; the existing roundabout on the Parkway Retail Park access road, and a single new left-in left-out access to the Dublin Road in the north-east corner of the site. This proposal for a single access point only on Dublin Road is in accordance with Council Objective PV O1(g) to “*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*”. Adequate sightlines will be provided in accordance with recommendations in DMURS.

The detail of these access points is shown on the *Proposed Roads Layout - Sheet 3* drawing by Punch Consulting Engineers which forms part of this application.

At the Parkway Retail Park entrance, there will be an island between the entrance and exit lanes and a pedestrian crossing of the entrance road within the site itself. This will connect the medical centre area with a pedestrian path to the Dublin Road.

At the Dublin Road entrance there will be a physical raised traffic island at the proposed new entrance to the R445 to allow for left and left out only and to prevent drivers from attempting to turn right out of the entrance. Added to this is a proposed raised central median in the middle of the Dublin Road (R445) to further prevent right in or right out movements. At this access, there will also be a raised crossing for pedestrian flow along the Dublin Road. The central island restricting flow to left in left out only is sufficiently sized to provide adequate refuge space for pedestrians crossing.

Autotrack drawings of the proposed access points and internal site movements have been undertaken by Punch Consulting Engineers for large vehicles such as waste collection and emergency services.

Provision is made for pedestrian connection to the Dublin Road at the proposed new entrance and also through an area of new open space adjacent to the Parkway Valley Retail entrance. In addition, a footpath/cycle connection to the site boundary with an open space area of Chesterfield Grove is proposed. This will facilitate a potential future through pedestrian / cycle route in the event that appropriate provision is made within the Chesterfield Grown Site. The landscaping proposals also incorporate footpath provision to the southern and eastern boundary with the Groody Valley area, which also have potential for onward connectivity if / when the Groody Valley is developed as a public amenity. It should be noted that due to site level differentials, it is not possible to make direct connections to the Carn n Ree housing estate to the south.

6.2.8 Open Space and Landscaping

A total of 2.09ha of public and communal open space is proposed within the gross site area, c. 34% of the overall 6.18ha. 1.18ha of this public / communal open space lies within the net residential site area of 3.08ha equating to c. 19% of the net site area.

A *Landscape Design Statement* by JBA Consulting is submitted with the application. It addresses the landscape principles for the entire Parkway Valley Masterplan lands including the initial LRD planning application area.

As set out in the Design Statement, the objective of the landscaping proposals is to design a living environment within the development to improve interaction and sense of community. Therefore, the landscape design comprises a series of spaces to create an overall attractive and inviting design using soft and hard landscape elements.

The landscaping proposals incorporate open space areas for different age groups, including spaces for active play and outdoor exercise areas, playgrounds, and a basketball court as well as spaces for more passive recreation and relaxation and a series of community gardens. The intent is to support the well-being of the residents and users of the spaces. Pedestrian links are aiming to enhance and complement spaces.

The planting selection throughout the scheme will include pollinator-friendly species as well as enhancing the overall aesthetic value of the development using trees, shrubs and wildflower meadows. Ornamental shrubs, hedges and amenity grass have been designed at the building edges to create privacy and define a more welcoming and colourful space. Mounds with native trees, shrubs and amenity grassland areas have been suggested to create a visual interest.

It is proposed to reinforce planting at the eastern side of the site to maintain the dark zone of the Groody Valley in support of biodiversity and to minimise potential light spillage from the proposed development. This measure is supported by the further proposal that street lighting along the eastern edge of the site will be directional and face west into the site and away from the Groody Valley.

The undeveloped land and SUDS pond at the eastern side of the application site within the area of Groody Valley Green Wedge zoning will not be open to the public and will be managed by the Applicant. This will include a number of measures to enhance biodiversity. It includes area of grass adjacent to the pond which will be managed for lapwing suitable habitat; another area adjacent to the pond for the proposed translocation of orchids identified on the site; and a proposed bat house. The Applicant acknowledges that there may be an opportunity for LCCC to take over management of the area in the future and opened up to the public, if the Planning Authority progresses wider plans for a public amenity along the Groody Valley.

6.2.9 Solar Panel Provision

As part of the energy efficiency proposals for the development Solar PV panels will be provided on the roofs of all of the apartment buildings and also of the medical centre. These will be integrated into the electrical systems of the buildings to reduce reliance on fossil fuels, support lower carbon emissions and lower costs.

These are just one energy efficiency measure proposed at the development. The enclosed Climate Action Statement by Maloney Fox Consulting Engineers provides further detail on elements of the proposed mechanical and electrical systems that will minimise environmental impact and carbon emissions.

6.2.10 Site Services

6.2.10.1 Foul Drainage

A new foul water sewer network shall be provided for the proposed development which will be entirely separated from the storm water sewer network. It is proposed that the foul sewer collection will discharge to a new foul pumping station proposed in the eastern side of the site from where wastewater will be pumped via a rising main to the existing drainage in the Parkway Retail Park which ultimately discharges into a combined sewer on Childers Road. The pump and rising main design can be modified to accommodate the full future build out of the entire Parkway Valley development lands. The final connection location is to be agreed with Uisce Éireann. The pumping station has been designed to Uisce Éireann requirements.

6.2.10.2 Water Supply

It is proposed to construct a watermain to serve the development based on the demand. The proposed watermain will connect to an existing watermain on the R455 Dublin Road. Uisce Éireann has confirmed that approximately 57m of existing watermain will need to be upgraded and that the developer will fund this upgrade at connection application stage. Thus, the upgrade will be undertaken to facilitate the development.

6.2.10.3 Surface Water Drainage

As part of the overall proposed SuDS design approach for the site, there will be green roofs, bioretention areas, swales, permeable paving and a pond / detention basin. The surface water collected from the development in a new network will drain to a pond / basin in the Groody Valley green wedge area and then onward to an open drain on land within the ownership of the client which eventually discharges to the River Groody. A hydrobrake will be provided downstream of the proposed pond to limit forward flow. The proposed pond is positioned outside of any areas identified for flood risk.

The proposed detention basin / pond will also have a positive impact on biodiversity.

6.2.11 Part V Proposal

The proposed development is subject of a 20% Part V requirement.

Article 22(2)(e) of the Planning and Development Regulations, 2001 as amended requires a planning application for residential development to which section 96 of the Planning Act applies, to set out details as to how the applicant proposed to comply with a condition of permission under section 96(2) of the Planning Act.

The details to be provided include:

- (i) *details of such part or parts of the land which is subject to the application for permission or is or are specified by the Part V agreement, or houses situated on such aforementioned land or elsewhere in the planning authority's functional area proposed to be transferred to the planning authority, or details of houses situated on such aforementioned land or elsewhere in the planning authority's functional area proposed to be leased to the planning authority, or details of any combination of the foregoing, and*

- (ii) details of the calculations and methodology for calculating values of land, site costs, normal construction and development costs and profit on those costs and other related costs such as an appropriate share of any common development works as required to comply with the provisions in Part V of the Act,

Proposed Method of Compliance

With regard to the requirements of a22(2)(e)(i) we confirm that it is proposed to transfer 81 No. units on site to the planning authority. This comprises 20% of the total number of units proposed. The units proposed to be transferred are located in proposed Blocks A and D comprise a mix of apartment sizes. A list of these units is presented on an accompanying sheet *Parkway Valley Part V Units Proposed to be Transferred* prepared by Mitchell McDermott. Two drawings by Reddy A+U Architects are also enclosed which present the floor plans for the units proposed within each of Blocks A and D. These drawings also list the specific units proposed for transfer. These Drawings are Drwg No. PVAL-02-BTA-XX-DR-RAU-AR-1102 *Block A – Part V Proposal* and PVAL-02-BTA-XX-DR-RAU-AR-1402 *Block D – Part V Proposal*.

Calculations and Methodology of Calculations of Costs and Values for Transfer of Units as Proposed

With regard to the requirements of a22(2)(e)(ii) we enclose a separate sheet by Mitchell McDermott setting out costs and the methodology of calculating various costs and values for the proposed transfer of units to LCCC. This sheet contains confidential information and accordingly is provided to the planning authority but is not placed on the website set up by the Applicant and will not appear on the Planning Authority's website.

Agreement in Principle of Limerick City and County Council

The Applicant has previously presented a proposal for the transfer of units on site to LCCC's Housing Development Directorate for its consideration. An agreement in principle for the Part V provision was obtained from the Housing Development Directorate in December 2025 and is enclosed with this planning application.

6.3 Proposed Residential Density

The net density of the proposed development is 131dph. This net density has been calculated with regard to the guidance set out in the Compact Settlement Guidelines. In this regard, please refer to the enclosed drawing *Net Developable Area and Net Residential Development Area* (Drwg No. PVAL-02-SW-L01-DR-RAU-AR-1012) by Reddy A+U which identifies the gross application site and areas to be excluded from the net developable site area in the first instance and secondly the net residential developable site area. Based on these exclusions the net residential developable site area is 3.08ha. With a proposal of 403 No. units, this equates to a net residential density of 131dph.

6.4 Operation and Management

It is not proposed that the site will be taken in charge by Limerick City and County Council. It will be managed by an Owners Management Company set up which will be managed by an Agent. The Management team will be responsible for:

- Management and implementation of the parking and mobility strategy.
- Management of lease agreements and operational budgeting for the effective management of the common areas.
- Management of contractors and other requirements of efficient building and estate operation.
- Co-ordination of stakeholder and community events and engagement.
- Ensuring that the appropriate standards for resident behavior are upheld, creating a secure and friendly environment.

- Management of delivery strategies to ensure full access to facilitate deliveries for all stakeholders as required.

6.5 Construction Phasing and Duration of Permission Sought

In the case of this strategic development site at Parkway Valley, it is appropriate that a single comprehensive permission be granted for the overall residential component of development at Parkway Valley (as provided for under the current version of PV01 applying to the site). This allows the Planning Authority to have clarity on how the area will be fully developed out, how it will interact with its existing surrounding context and how it will relate to development proposals to be brought forward on the balance of the Parkway Valley lands in due course.

A 5-block apartment development containing over 400 no. units, along with a medical centre and creche, is however of a strategic scale and one which will require a longer appropriate period than a standard five-year permission for its implementation. Further, given the scale of the development and that the residential component comprises 100% apartment units, it will be highly capital intensive. Current lending practices will restrict the quantum of debt allowed to one entity on a project of this size until a certain percentage of units are disposed of. To allow for an orderly and phased approach to its implementation, the estimated construction timeline and phasing of the proposed development is set out in **Table 6-1** below.

Table 6-2 Estimated Construction Timeline and Phasing

Construction Actions	Timeline
Detailed construction design; compliance with conditions; fire certificate; disability access cert; connection agreements etc	Year 1
Construction of Block A and car park	Years 2 – 4
Construction of Block B	Years 3 – 4.5
Construction of Block C	Years 4 – 4.5
Construction of Block D and car park	Years 5 - 7
Construction of Block E	Years 5.5 - 7

While the current expectation is that the development will be constructed within 7 no. years, a longer duration of permission of 10 no. years is sought to provide for some flexibility for the Developer to react to potentially changing unforeseeable market conditions and to ensure that the proposed development can be fully implemented without the need for further applications.

This is considered a reasonable and well-planned approach to the development of the Parkway Valley site.

7.0 Planning Assessment: Statements of Consistency

7.1 National Planning Policy

7.1.1 National Planning Framework

The principle of the LRD development at this urban site at Parkway Valley LRD is supported by a number of key objectives of the NPF as set out in **Table 6-1** below.

Table 7-1: Consistency of Proposed Development with Relevant NPF Objectives

National Planning Framework – Relevant Objectives		
National Policy Objective (NPO)	Relevant Policy / Objective / Guidance	Comment
Objective 3	<i>“Southern Region: 330,000 additional people over 2022 levels (c. 450,000 additional people over 2016- 2040) i.e. a population of just over 2 million.”</i>	The proposed development will deliver 403 no. residential units on a brownfield site, thereby supporting the NPF’s population growth targets for the Southern Region.
Objective 4	<i>“A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs.”</i>	The proposed LRD development is within Limerick city and accordingly will contribute to achieving this objective.
Objective 8	<i>“Deliver at least half (50%) of all new homes that are targeted in the five Cities and suburbs of Dublin, Cork, Limerick, Galway and Waterford, within their existing built-up footprints and ensure compact and sequential patterns of growth.”</i>	The proposed development is located on a strategic, brownfield site within Limerick City’s existing built-up urban area and will assist in delivering compact growth within the city through the provision of high-density residential development.
Objective 10	<i>“Deliver Transport Orientated Development (TOD) at scale at suitable locations, served by high capacity public transport and located within or adjacent to the built up footprint of the five cities or a metropolitan town and ensure compact and sequential patterns of growth.”</i>	The overall Parkway Valley lands adjoin the R445 Dublin Road. Bus stops located on the R445 are c. 250m from the site and will be served by planned high-frequency routes under BusConnects.
Objective 12	<i>“Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.”</i>	The proposed LRD development and the future build out of the remainder of the Parkway Valley development lands will deliver a high-quality, mixed-use neighbourhood in which residents will have access to plenty of services and amenities. Civic spaces will be provided throughout the site and active street frontage at ground floor level will be provided as appropriate.
Objective 20	<i>“In meeting urban development requirements, there will be a presumption in favour of development that can encourage more people and generate more jobs and activity within existing cities, towns and villages, subject to development meeting appropriate planning standards and achieving targeted growth.”</i>	The proposed development is a high density residential scheme with supporting community uses which will also generate on site jobs. Objective 20 supports a presumption in favour of such a scheme over low density development.
Objective 37	<i>“Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling</i>	Integration with active travel and public transport is a key design tenet of the Parkway Valley Masterplan and the proposed LRD

National Planning Framework – Relevant Objectives		
	<i>accessibility to both existing and proposed developments, and integrating physical activity facilities for all ages.”</i>	application. The subject application provides for walking and cycling access throughout the site, and safe and easy connection to Dublin Road where public transport services are accessed.
Objective 41	<i>“Prioritise the alignment of targeted and planned population and employment growth with investment in: The provision and timely delivery of childcare facilities and new and refurbished schools on well-located sites within or close to existing built-up areas, including in support of infill and brownfield development, that meet the diverse needs of local populations and act as a key enabler for housing development, thereby contributing to the development of sustainable communities.”</i>	A creche is proposed as part of this proposed LRD application. The creche will be located on a brownfield site within Limerick City’s built-up urban area and will serve the needs of residents of both Parkway Valley and the surrounding local area.
Objective 43	<i>“Prioritise the provision of new homes at locations that can support sustainable development and at an appropriate scale of provision relative to location.”</i>	The proposed development will deliver 403 no. residential units at a brownfield site which can support increased densities owing to its strategic location along existing high frequent bus routes and a planned high-frequency BusConnects route along with its proximity to both existing and planned services / amenities and commercial development.
Objective 45	<i>“Increase residential density in settlements, through a range of measures including reductions in vacancy, re-use of existing buildings, infill development schemes, area or site-based regeneration, increased building height and more compact forms of development.”</i>	The proposed development comprises a high-density (131dph) residential development in blocks of up to 8-storeys in height on a brownfield site within Limerick City’s existing built-up area, thereby achieving compact growth and sustainable development.

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

The Compact Settlements Guidelines set out 4 no. Specific Planning Policy Requirements (SPPR), which planning authorities shall apply in the performance of their functions. These SPPRs relate to the provision of minimum separation distances (SPPR1), minimum private open spaces (SPPR2), maximum car parking provision (SPPR3), and minimum bicycle storage provision (SPPR4). The proposed development includes only apartment units and therefore SPPR 1 and 2 are not applicable. In this regard, this section of the Report provides an assessment of the proposed development’s compliance with SPPRs 3 & 4 of the Compact Settlements Guidelines.

7.1.2.1 SPPR 3 – Car Parking

SPPR 3 of the Compact Settlements Guidelines provides standards for the provision of car parking in new residential developments and states that:

“It is a specific planning policy requirement of these Guidelines that:

In city centres and urban neighbourhoods of the five cities, defined in Chapter 3 (Table 3.1 and Table 3.2) car-parking provision should be minimised, substantially reduced or wholly eliminated. The

maximum rate of car parking provision for residential development at these locations, where such provision is justified to the satisfaction of the planning authority, shall be 1 no. space per dwelling.

In accessible locations, defined in Chapter 3 (Table 3.8) car- parking provision should be substantially reduced. The maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 1.5 no. spaces per dwelling.

In intermediate and peripheral locations, defined in Chapter 3 (Table 3.8) the maximum rate of car parking provision for residential development, where such provision is justified to the satisfaction of the planning authority, shall be 2 no. spaces per dwelling

Applicants should be required to provide a rationale and justification for the number of car parking spaces proposed and to satisfy the planning authority that the parking levels are necessary and appropriate, particularly when they are close to the maximum provision. The maximum car parking standards do not include bays assigned for use by a car club, designated short stay on–street Electric Vehicle (EV) charging stations or accessible parking spaces. The maximum car parking standards do include provision for visitor parking.”

It is submitted that the Parkway Valley lands fall under the ‘City Centres and Urban Neighbourhoods’ designation set out by the Compact Settlements Guidelines. Urban Neighbourhoods under this designation are stated to include:

“(ii) strategic and sustainable development locations; and (iii) lands around existing or planned high capacity public transport nodes or interchanges (defined in Table 3.8) – all in the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport.”

The Parkway Valley lands are in the first instance defined as a strategic ‘Consolidation and Opportunity Site’ by the LDP. Further, the site lies within 500m walking distance of a planned Bus Connects bus stop (adjacent to the Masterplan lands on the Dublin Road) and is therefore considered to fall within the catchment of a high-capacity public transport node. The accessible nature of the site provides it with good access to a range of employment, education and institutional uses. For these reasons, it is considered that the site is a strategic and sustainable location which is highly accessible. Accordingly, the ‘City Centre and Urban Neighbourhoods’ car parking standard of maximum 1 space per dwelling is the applicable standard for Parkway Valley.

The 101 no. secure resident car parking spaces proposed in the LRD application is well below the maximum permitted under both the Compact Settlements Guidelines and the LDP. We note the recommendation of the Guidelines’ that in city centre and urban neighbourhoods, *“car-parking provision should be minimised, substantially reduced or wholly eliminated”*.

A rationale for why the subject site is suitable for significantly reduced car parking provision is set out in section 6.1 of the *Traffic and Transportation Assessment* by Punch Consulting Engineers enclosed with this planning application

7.1.2.2 SPPR 4 – Cycle Parking and Storage

SPPR 4 of the Compact Settlements Guidelines sets out quantitative and qualitative standards in relation to cycle parking and storage, and states that:

“It is a specific planning policy requirement of these Guidelines that all new housing schemes (including mixed-use schemes that include housing) include safe and secure cycle storage facilities to meet the needs of residents and visitors.

The following requirements for cycle parking and storage are recommended:

Quantity – in the case of residential units that do not have ground level open space or have smaller terraces, a general minimum standard of 1 cycle storage space per bedroom should be applied. Visitor cycle parking should also be provided. Any deviation from these standards shall be at the discretion of the planning authority and shall be justified with respect to factors such as location, quality of facilities proposed, flexibility for future enhancement/ enlargement, etc. It will be important to make provision for a mix of bicycle parking types including larger/heavier cargo and electric bikes and for individual lockers.

(ii) Design – cycle storage facilities should be provided in a dedicated facility of permanent construction, within the building footprint or, where not feasible, within an adjacent or adjoining purpose-built structure of permanent construction. Cycle parking areas shall be designed so that cyclists feel safe. It is best practice that either secure cycle cage/compound or preferably locker facilities are provided.”

Quantity

In line with SPPR 4, a minimum of 560 no. bicycle spaces is required for the residential units proposed in this development. It is proposed to provide a total of 570 no. secure spaces for residents of Parkway Valley, which is in excess of the minimum requirement set out by SPPR 4.

SPPR 4 does not specify a rate of visitor bicycle parking to be provided, so it is proposed to provide additional visitor bicycle parking in line with the LDP visitor bicycle parking requirements. In this regard 214 no. bicycle spaces are proposed for visitors.

As required by SPPR4, a variety of bicycle parking types will be provided at the site. For residential parking 45% will comprise Sheffield type with 55% racking and will include for standard bicycles and also cargo bike spaces. In addition, each bike storage room shall provide appropriate electric points for the purpose of charging electric bikes and scooters.

Design

Residential bicycle parking will all be provided in secure permanent facilities. This will largely be within the underpodium /lower ground floor areas of apartment blocks but will also comprises a separate bicycle storage block to serve the residents of Block C. These locations are secure and safe and in line with the requirements of SPPR3.

Separately, visitor cycle parking will be primarily located at-grade in locations close to the apartment blocks and in areas with passive surveillance.

Visitor bicycle parking spaces will be provided in excess with the requirements of the LDP at a rate of 1 no. space per 2 no. units, for a total of 214 no. spaces.

7.1.2.3 Key Indicators of Quality Design and Placemaking

Section 4.4 of the Compact Settlements Guidelines sets out a number of ‘Key Indicators of Quality Design and Placemaking’ that informs the development of settlements, neighbourhoods and individual sites. The following sections provide a brief description of each indicator and explain how the proposed development has been designed in accordance with them.

Sustainable and Efficient Movement

Under the heading ‘Sustainable and Efficient Movement’, Section 4.4 of the Compact Settlements Guidelines require that proposals must establish a permeable and legible network of streets and spaces and improve connections to existing communities through the provision of streets and public spaces which are designed in accordance with DMURS. It also notes that the quantum of parking should be minimised (in accordance with

SPPR4), with more sustainable modes of transport facilitated to ensure public realm is not dominated by parked vehicles.

Accessibility is a key component of the Parkway Valley Masterplan. The provision of high-quality pedestrian and cycle infrastructure will be central to this subject application and a future application for either further residential or commercial development at the north of the Masterplan site.

Mix and Distribution of Uses

Under the heading ‘Mix and Distribution of Uses’, Section 4.4 of the Compact Settlements Guidelines notes that the mix and intensity of land uses must be appropriate to the site and its location and optimise access to public transport, amenities and local services. It states that proposals must support the revitalisation of existing neighbourhoods and provide enhanced public realm to create more liveable environments that attract investment and encourage a greater number of visitors to the area.

The Parkway Valley Masterplan provides for a wide range of land uses including residential, commercial, community and healthcare. The proposed mix of uses responds to the Masterplan site’s strategic location on a brownfield site within Limerick City’s built-up area along a planned high-frequency bus route under BusConnects. The current LRD application also itself comprises an appropriate mix with creche and medical uses included.

Green and Blue Infrastructure

Under the heading ‘Green and Blue Infrastructure’, Section 4.4 of the Compact Settlements Guidelines notes that proposed residential developments should positively respond to natural features and the character of the landscape and include interconnected, universally accessible, open spaces and corridors to conserve ecological links and promote active travel. It notes that public spaces should include nature-based solutions for the management of drainage and to promote biodiversity, urban greening, improved water quality and flood mitigation.

The Parkway Valley Masterplan’s location adjacent to the Groody Valley has been taken into account during the design process to ensure it responds positively to the surrounding natural landscape and that it will conserve ecological links while also providing high-quality green and blue infrastructure. Nature based drainage solutions as described previously are also included.

Responsive Built Form

Under the heading ‘Responsive Built Form’, Section 4.4 of the Compact Settlements Guidelines notes that the layout, orientation and scale of proposed developments should support the formation of a coherent and legible urban structure. Buildings should clearly define public spaces and generate safe, active and animated streets and open space. Development should integrate well within their context and provide appropriate transitions in terms of scale and height to safeguard amenities. Proposals should also deliver distinctive buildings and spaces that complement the prevailing urban structure and promotes a strong sense of identity and legibility.

In this regard, the Parkway Valley Masterplan’s design proposes a mix of low to mid-rise blocks on a human scale with close connections to nature, informal courtyards and civic spaces which nourish a sense of community, and clusters of landscaped and park spaces located throughout the site.

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

The Apartment Guidelines set out various design standards for apartments. The proposed apartment blocks provided for in this application are designed in accordance with the standards of these current Guidelines. A detailed assessment of compliance with the standards and SPPRs is provided in **Table 7-2** below.

Table 7-2: Consistency of Proposed LRD Development with Apartment Guidelines 2025

SPPR	Relevant Policy / Objective / Guidance	Statement of Consistency
SPPR 1 (Housing Mix)	<p><i>With the exception of social housing developments, social/affordable housing provided for under Part V the Act or schemes to provide housing for older persons where a specific mix of unit sizes may be required, such as in accordance with a Housing Need and Demand Assessment (HNDA), there shall be no restrictions within statutory plans in relation to the mix of unit sizes or types to be provided within apartment developments. There shall be no minimum or maximum requirements for apartments with a certain number of bedrooms.</i></p> <p><i>Where any such restriction or requirement is set out within a statutory plan, this Specific Planning Policy Requirement shall apply to any single apartment scheme and there shall be no restriction in relation to the mix of unit sizes or types and there shall be no minimum requirements for apartments with a certain number of bedrooms within the development, except in the circumstances set out above.</i></p>	The proposed mix of 1 and 2 bedroom units in this LRD proposal is in compliance with this SPPR
SPPR 2 (Floor Areas)	<p><i>The following minimum apartment floor areas shall apply and statutory plans shall not specify minimum floor areas that exceed the minimum floor areas set out below:</i></p> <p><i>Studio apartment (1 person) 32sq.m</i> <i>1-bedroom apartment (2 persons) 45 sq.m</i> <i>2 bedroom apartment (3 persons) 63 sq.m</i> <i>2-bedroom apartment (4 persons) 73 sq.m</i> <i>3-bedroom apartment (4 persons) 76 sq. m</i> <i>3-bedroom apartment (5 persons) 90 sq.m</i></p> <p><i>The floor area parameters set out above shall generally apply to apartment schemes and do not apply to purpose-built and managed student housing.</i></p>	Floor areas for all proposed apartment units will meet or exceed the minimum requirements set out by the Apartment Guidelines.
SPPR 3 (Dual Aspect)	<p><i>In relation to the minimum number of dual aspect apartments that may be provided in any single apartment scheme, the following shall apply:</i></p> <p><i>A minimum of 25% of units within a development shall be required to be dual aspect. Statutory plans shall not specify minimum requirements that exceed the requirements of this Specific Planning Policy Requirement.</i></p> <p><i>For building refurbishment schemes on sites of any size or urban infill schemes on sites of up to 0.25ha, planning authorities may exercise further discretion to consider dual aspect unit provision at a level lower than the 25% minimum outlined above on a case-by-case basis, but subject to the achievement of overall high design quality in other aspects.</i></p>	36% of the proposed units will be dual aspect
SPPR 4 (Floor to	<p><i>Ground level apartment floor to ceiling heights shall be a minimum of 2.7m. For building refurbishment schemes on sites of any size or urban infill schemes on sites of up</i></p>	Floor to ceiling heights in all residential units will meet or exceed the minimum

SPPR	Relevant Policy / Objective / Guidance	Statement of Consistency
Ceiling Heights)	<i>to 0.25ha, planning authorities may exercise discretion on a case-by-case basis, subject to overall design quality.</i>	requirements as set out by the Apartment Guidelines.
SPPR 5 (Units per Core)	<i>There shall be no requirement within statutory plans or within an individual scheme in respect of a minimum number of units per floor per core.</i>	There will be up to 13 no. apartments per core within the proposed residential blocks,
Internal Storage	<p><i>Minimum internal storage space requirements for one and two bed apartments are as follows:</i></p> <ul style="list-style-type: none"> • <i>One bedroom - 3sq.m</i> • <i>Two bedrooms (3 person) - 5sq.m</i> • <i>Two bedrooms (4 person) – 6sq.m</i> 	Proposed internal storage space for each of the 403 no. apartments exceeds the minimum requirements of the Apartments Guidelines.
Private Amenity Space	<p><i>Minimum recommended floor areas for private amenity space, where provided, are as follows:</i></p> <ul style="list-style-type: none"> • <i>One bedroom – 5sq.m</i> • <i>Two bedrooms (3 person) – 6sq.m</i> • <i>Two bedrooms (4 person) – 7sq.m</i> 	Each of the 403 no. apartments will have private amenity space, in the form of balconies at upper floors and patio / terrace areas at ground floor, which exceeds the minimum requirements of the Apartments Guidelines.
Communal Amenity Space	<p><i>Minimum recommended communal amenity space provision per unit is as follows:</i></p> <ul style="list-style-type: none"> • <i>One bedroom – 5sq.m</i> • <i>Two bedrooms (3 person) – 6sq.m</i> • <i>Two bedrooms (4 person) – 7sq.m</i> 	<p>Following the minimum recommended provision of communal open space per unit as per the Guidelines, a minimum of 2,300sq.m should be provided for the subject LRD proposal.</p> <p>9,600sq.m of communal open space is proposed within the net residential site area, well in excess of the minimum requirements.</p>
Childcare	<i>Notwithstanding the Planning Guidelines for Childcare Facilities (2001), which are subject to review, and which recommend the provision of one child care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development, the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. One-bedroom or studio type units should not generally be considered to contribute to a requirement for any on-site childcare provision and subject to the factors above, this may also apply in part or whole, to units with two or more bedrooms.</i>	The proposed development of 403 no. units comprises 246 no. 1 Bed units, 29 no. 2 Bed (3 person) units and 128 no. 2 Bed (4 person) units. Disregarding the 246 no. one bed units from the childcare requirement, it is submitted that the creche of 306sq.m.is appropriately sized to serve the proportion of 2 bed unit residents that are likely to generate a childcare requirement. See Section 7.1.5 below.

7.1.4 Urban Development and Building Heights Guidelines for Planning Authorities (2018)

Section 3 of the Building Heights Guidelines incorporates 4 no. SPPRs and also outlines ‘Development Management Criteria’ with which an applicant should demonstrate compliance to the satisfaction of the planning authority. The SPPRs relate primarily to forward planning policy requirements for Planning Authorities while the Development Management Criteria are matters with which an applicant should comply. These Development Management Criteria are set out and considered in **Table 7-3** below.

Table 7-3: Compliance with Building Heights Guidelines

Development Management Criteria of Guidelines	Statement of Consistency
<p>The site is well served by public transport with high capacity, frequent service and good links to other modes of public transport.</p>	<p>There is a high number of bus stops in proximity to the site, with the frequency of services at these stops set to increase upon the implementation of the future planned BusConnects proposals.</p> <p>The Limerick Colbert railway station is c. 2.5km from Parkway Valley and readily accessible from bus stops near the site.</p>
<p>Development proposals incorporating increased building height, including proposals within architecturally sensitive areas, should successfully integrate into/ enhance the character and public realm of the area, having regard to topography, its cultural context, setting of key landmarks, protection of key views. Such development proposals shall undertake a landscape and visual assessment, by a suitably qualified practitioner such as a chartered landscape architect.</p>	<p>Given its location along the Dublin Road with large format buildings established in the area as well as its neighbouring open area of the Groody Valley green wedge, the site has considerable potential to accommodate buildings of reasonable height. The proposals also acknowledge the presence of lower scale development in the existing residential areas to the south and south east and accordingly the building closest to these will be over the lowest height.</p> <p><i>A Townscape and Visual Impact Assessment (TVIA) has been undertaken by AWN Consulting and forms a chapter of the EIAR. The main findings of the TVIA are that the “townscape and visual effects for the proposed development when considered in isolation are not significant nor are they borderline significant” and that in fact the “proposed development gives rise to positive townscape and visual effects”.</i></p>
<p>On larger urban redevelopment sites, proposed developments should make a positive contribution to place-making, incorporating new streets and public spaces, using massing and height to achieve the required densities but with sufficient variety in scale and form to respond to the scale of adjoining developments and create visual interest in the streetscape.</p>	<p>The proposed development will provide a distinct new sustainable urban neighbourhood which will have a valuable contribution to place-making for the city, in particular in the longer term when the Groody Valley green wedge is developed as a public park.</p> <p>The development will deliver a network of high-quality spaces formed by the highest quality of buildings, paving and landscaping, create a number of distinct spaces including incidental passive space and more formal squares / focal points.</p>

Development Management Criteria of Guidelines	Statement of Consistency
<p>The proposal responds to its overall natural and built environment and makes a positive contribution to the urban neighbourhood and streetscape.</p>	<p>The existing site conditions and surrounding areas have informed the layout and architecture of the proposals in particular the height differences across the site and the existing retaining walls which will be utilised in the proposed new development. Designing for these features allows for creation of a scheme where vehicular access is largely kept to the outer areas of the scheme with the central squares and streets being largely pedestrian in nature.</p>
<p>The proposal is not monolithic and avoids long, uninterrupted walls of building in the form of slab blocks with materials / building fabric well considered.</p>	<p>None of the proposed blocks are monolithic in nature. The elevations are broken down with the introduction of steps on places in the footprint of the buildings and through the use of a mix of materials and finishes in the facades in a hierarchical manner, creating focus on certain key features.</p>
<p>The proposal enhances the urban design context for public spaces and key thoroughfares and inland waterway/ marine frontage, thereby enabling additional height in development form to be favourably considered in terms of enhancing a sense of scale and enclosure while being in line with the requirements of “The Planning System and Flood Risk Management – Guidelines for Planning Authorities” (2009).</p>	<p>The urban design approach to the masterplan has had regard to the location of the site adjacent to the Dublin Road with appropriate building height being specified in the Masterplan to enhance the urban frontage along the Dublin Road in recognition that it is part of a gateway area to the city and in particular as identified in the Building Heights Strategy for Limerick.</p>
<p>The proposal makes a positive contribution to the improvement of legibility through the site or wider urban area within which the development is situated and integrates in a cohesive manner.</p>	<p>The proposal and the wider Masterplan proposals incorporate a 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. A second access from the R445 Dublin road will link to a continuous loop at the perimeter of the site to promote a car free or low car zone at the centre. This allows potential for access to a below podium car park serving the hotel, employment and enterprise / additional residential buildings.</p> <p>The different community clusters are fed by secondary shared road surface access corridors connected to the primary loop.</p> <p>While providing a necessary vehicular service to residents/users, footpaths and cycleways will be equally distributed across the site to encourage walk-ability to facilities and transport connections.</p>
<p>The proposal positively contributes to the mix of uses and/ or building/ dwelling typologies available in the neighbourhood.</p>	<p>The proposed development will comprise a first phase of development at Parkway Valley delivering housing and supporting medical and childcare facilities. These uses will support the timely delivery of additional residential / employment and enterprise uses on the remainder of the lands in due course.</p>

Development Management Criteria of Guidelines	Statement of Consistency
<p>The form, massing and height of proposed developments should be carefully modulated so as to maximise access to natural daylight, ventilation and views and minimise overshadowing and loss of light.</p>	<p>The majority of the blocks are laid out on an approximately north south axis around a central courtyard to maximise daylight to the greatest number of units and to provide views of private amenity space and /or across the Groody Valley to the greatest number of units.</p>
<p>Appropriate and reasonable regard should be taken of quantitative performance approaches to daylight provision outlined in guides like the Building Research Establishment's 'Site Layout Planning for Daylight and Sunlight' (2nd edition) or BS 8206-2: 2008 – 'Lighting for Buildings – Part 2: Code of Practice for Daylighting'.</p>	<p>The scheme has been assessed both with regard to daylight and sunlight levels achieved within the proposed development along with the potential impact on surrounding areas. The <i>Daylight & Sunlight Assessment</i> undertaken by Digital Dimensions concludes that the development will have negligible impact on neighbouring properties with regard to sunlight or daylight. The scheme internally achieves a high level of sunlight in accordance with the recommendations of BRE guidelines. The scheme also performs well with regard to achieving recommended daylight levels with 98.3% of the habitable rooms meeting the target values set out in BS EN 17037:2018+A1:2021. While there are a number of units below the recommended level it is noted that all of these units are provided with enhanced amenities in other aspects including the quantum of private open space provided, the size of habitable rooms and the overall size of the apartments. Furthermore, it is noted that the particular layout and scale of development proposed delivers on strategic objectives of higher densities and compact growth and also addresses specific site constraints including the reuse of existing retaining walls on site and the presence of overhead transmission lines.</p>
<p>Where a proposal may not be able to fully meet all the requirements of the daylight provisions above, this must be clearly identified and a rationale for any alternative, compensatory design solutions must be set out, in respect of which the Planning Authority or An Bord Pleanála should apply their discretion, having regard to local factors including specific site constraints and the balancing of that assessment against the desirability of achieving wider planning objectives. Such objectives might include securing comprehensive urban regeneration and or an effective urban design and streetscape solution.</p>	<p>N/A</p>

7.1.5 Planning Guidelines for Childcare Facilities (2001)

7.1.5.1 Suitability of Facility Proposed

To inform the scale of childcare provision required to serve the development at Parkway Valley, we have had regard to both the *Planning Guidelines for Childcare Facilities, 2001* (Childcare Guidelines) and *Planning Design Standards for Apartments - Guidelines for Planning Authorities, 2025* (Apartment Guidelines).

As per the Childcare Guidelines, “a benchmark provision of one childcare facility per 75 dwellings is recommended” in new residential developments, with a standard facility providing 20 no. childcare spaces.

However, the guidelines also note that any modifications to this standard should have regard to “*The make-up of the proposed residential area, i.e. an estimate of the mix of community the housing area seeks to accommodate*”.

This initial benchmark for a childcare facility of 20 space per 75 dwellings is refined and further clarified in the Apartment Guidelines which provide:

*“Notwithstanding the Planning Guidelines for Childcare Facilities (2001), which are subject to review, and which recommend the provision of one child care facility (equivalent to a minimum of 20 child places) for every 75 dwelling units, the threshold for provision of any such facilities in apartment schemes should be established having regard to the scale and unit mix of the proposed development, the existing geographical distribution of childcare facilities and the emerging demographic profile of the area. **One-bedroom or studio type units should not generally be considered to contribute to a requirement for any on-site childcare provision and subject to the factors above, this may also apply in part or whole, to units with two or more bedrooms**”*

Having regard to both sets of guidelines, the proposed mix of units and the existing level of childcare provision within local reach of the site, the following assumptions are considered reasonable to apply when calculating childcare demand:

- One bedroom apartment units are disregarded as contributing to childcare demand; and
- Approx. 50% of the 2 bed (3 person) apartments may contribute to childcare demand.
- Approx. 70% of the 2 bed (4 person) apartments may contribute to childcare demand.

Based on these assumptions, the number of units at Parkway Valley which are considered likely to contribute to childcare demand are presented in **Table 7-4**.

Table 7-4: Units at Parkway Valley which Contribute to Childcare Space Demand

Unit Size & Type	No. of units	Predicted proportion of units contributing to demand (%)	No. of units contributing to childcare space demand
1 Bed Apt.	246	0%	0
2 Bed (3P) Apt.	29	50%	15
2 Bed (4P) Apt.	128	70%	90
Total	403		105

As outlined above, 105 no. proposed units are reasonably considered have the capacity to generate a demand for childcare needs. With a provision of 20 childcare places for every 75 no. of these 105 dwellings, the potential childcare space demand would be 28 no. spaces.

7.1.5.2 Capacity of Facility Proposed

As set out in **Section 2.6.4** of this Report and on the planning application drawings, the creche has a capacity of 29 no. childcare spaces at one time. Considering the potential demand figure of approximately 28 no. childcare spaces, as calculated in line with the relevant guidelines and assumptions above, it is submitted that the 29 no. space creche will satisfy the childcare demand generated by the proposed development. It would

also serve potential demands arising in the future either from additional residential units or from workers within the future adjoining enterprise and employment development.

7.1.5.3 Number and Location of Childcare Facilities in the Area

In addition to the proposed on site provision, it is noted that there are also a number of existing childcare facilities within the surrounding area that could potentially serve future residents. A review of existing childcare facilities in the area was undertaken in September 2025 using Tusla’s Register of Early Years Services¹ and is presented in the accompanying *Social Infrastructure Audit* by Tetra Tech. This review identified 3 no. facilities within 500m of the site with a total capacity of 189 No. childcare spaces, and a further 3 No. facilities and 228 No. childcare spaces within 1km of the site.

7.2 Local Planning Policy

7.2.1 Limerick Development Plan 2022 – 2028

The local planning policy framework for the Parkway Valley site is set out in the LDP. The future development of the subject lands is governed by this plan through its planning policies and objectives, as well as design standards for LCCC’s administrative area

As described in **Section 4.1** of this Report, the Proposed Variation No. 3 of the LDP was published by LCCC in April 2026. As the Proposed Variation No. 3 has not been adopted at the time of submission of this application, a statement of consistency is provided for both versions of Objective PV O1 and for other relevant development management standards of the LDP also proposed to be amended under the Variation.

7.2.1.1 Objective PV O1

As noted in **Section 4.1.4**, Objective PV O1 of the LDP relating specifically to development at Parkway Valley has informed the Masterplan and the subject LRD application content in the first instance. **Table 7-5** assesses the current proposals against the various requirements of Objective PV O1, as set out in the adopted LDP at the time of the making of this application.

Table 7-5: Consistency of Proposed Development with Requirements of Objective PV O1 (as adopted at time of making of application)

Objective PV O1 Requirements	Response
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	The <i>Parkway Valley Masterplan</i> prepared by Reddy A+U is based on a thorough analysis of the site and surrounding context. The Masterplan is supported with relevant development and design statements to guide the content of planning applications. The <i>Parkway Valley Masterplan</i> provides a comprehensive overview of the project’s organisation of the range of uses proposed, the design of individual blocks and communal / public spaces, landscaping features, materials and finishes, and many other elements of the design. The Masterplan incorporates an estimate of the development potential / capacities that can be delivered so that the overall breakdown of different lands uses is clear. The Masterplan includes concepts for the architectural aesthetic that is envisaged for the site. The <i>Architectural</i>

[Register of Early Years Services by CountyTusla - Child and Family Agency](#)

Objective PV O1 Requirements	Response
<p>and heights shall be consistent with the overall development of the site.</p> <p>(ii) Given the strategic location of the site on the R445 Dublin Road, there is potential for landmark buildings.</p> <p>(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.</p>	<p><i>Design Statement</i> prepared by Reddy A+U provides more details on materials and finishes.</p> <p>The Masterplan incorporates a proposal for a landmark Hotel building to be provided at the northern side of the site.</p> <p>An east west link street is incorporated in the Masterplan which will provide a connection through the site from Parkway Retail Park to the Groody Valley in the east.</p>
<p>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.</p>	<p>The Parkway Valley project will deliver employment through a range of uses. The proposed LRD development includes a creche and medical centre. A future application will provide for office / commercial development within the Masterplan site.</p>
<p>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.</p>	<p>There will be multiple civic spaces situated throughout Parkway Valley. The largest of these squares will be located within the employment and enterprise district, subject of a future application. Two civic spaces are included within the proposed LRD development: one located at the western entrance to the site adjoining the medical centre and one at the interface between the residential and commercial areas of the Masterplan site. Further details regarding proposed civic spaces are provided in the <i>Parkway Valley Masterplan</i> prepared by Reddy A+U.</p>
<p>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.</p>	<p>The <i>Parkway Valley Masterplan</i> will provide a wide range of uses, with no more than 48% of both the site area and floor space being proposed for residential development. Aside from the residential element, the proposed LRD application also includes a creche and medical centre. A future application will provide for commercial / office development within the Masterplan site.</p>
<p>e) Encourage the use of underground parking, which shall be sensitively located and adequately screened.</p>	<p>Car parking in the proposed development will consist of below podium / lower ground floor parking, with a modest number of carefully located surface 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.</p>
<p>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.</p>	<p>A comprehensive network of combined pedestrian / cycle routes is proposed by the <i>Parkway Valley Masterplan</i>. Vehicular access through the heart of the development is very limited with the majority of vehicular activity limited to the perimeter of the lands. Linkages to the Parkway</p>

Objective PV O1 Requirements	Response
	Retail Park and the Groody Valley are provided for in this LRD application.
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.	The <i>Parkway Valley Masterplan</i> includes a new access point along the R445 at the site's northern boundary. This proposed access along with the existing access at Parkway Retail Park are included in this LRD application.
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.	The LRD proposal includes a creche and medical centre, along with a variety of open space and leisure spaces throughout the development

Consistency with Proposed Variation of Objective PV O1

Under the Proposed Variation No. 3 to the LDP, an amended Objective PV O1 would permit primarily residential development on the site. **Table 7-6** below provides a statement of consistency with those parts of Objective PV O1 which are proposed to be amended under Variation No. 3.

Table 7-6: Consistency of Proposed Development with amended Objective PV O1 (as in Proposed Variation No. 3 of the LDP)

Amended Objective PV O1 Requirements	Response
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) Residential development shall constitute the primary use on site and the masterplan shall identify 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 and materials shall be consistent across the whole site.	<p>The <i>Parkway Valley Masterplan</i> prepared by Reddy A+U is based on a thorough analysis of the site and surrounding context. The Masterplan is supported with relevant development and design statements to guide the content of planning applications.</p> <p>The <i>Parkway Valley Masterplan</i> prepared for the amended Objective PV O1 provides an overview of the potential overall layout of residential blocks across the site, the design of individual blocks and communal / public spaces, landscaping features, materials and finishes, and many other elements of the design. The Masterplan includes concepts for the architectural aesthetic that is envisaged for the site. The <i>Architectural Design Statement</i> enclosed with this application provides specific details on materials and finishes relating to the 6 no. blocks (incl. medical centre) which are subject of this LRD application.</p>
b) Support development of the area with supporting facilities such as crèches and amenity areas for residents, 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 Parkway Valley project will deliver a sustainable residential neighbourhood which is supported by a mix of other uses. This proposed LRD development includes a creche and medical centre. A future application will provide for additional residential development alongside supporting uses in the northern half of the Masterplan site.

Amended Objective PV O1 Requirements	Response
the existing and permitted development on surrounding lands.	
c) Support development of a civic square and streets ensuring engagement and surveillance between the proposed development and the public realm. 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.	There will be multiple civic spaces situated throughout Parkway Valley. The largest of these squares will be located in the northern half of the Masterplan lands, subject of a future application. Two civic spaces are included within the proposed LRD development: one located at the western entrance to the site adjoining the medical centre and one at the interface between the residential and commercial areas of the Masterplan site. Further details regarding proposed civic spaces are provided in the <i>Parkway Valley Masterplan</i> prepared by Reddy A+U.
d) Ensure a sufficient mix of uses, which shall be appropriately integrated with the residential development on site to create a successful mixed-use development.	The <i>Parkway Valley Masterplan</i> will provide a wide range of uses alongside the primarily residential use on the lands. Aside from the residential element, the proposed LRD application also includes a creche and medical centre. A future application will provide for further residential development supported by other uses within the Masterplan site.
i) Integrate noise-minimising design responses at the earliest stages of site layout design and master planning, including the use of buffers, landscaped noise-attenuation features, building orientation, and careful positioning of noise-sensitive rooms as necessary.	The design of any future development, residential or otherwise, will incorporate noise-minimising features and appropriate mitigation measures where possible.

7.2.1.2 Development Management Standards

Chapter 11 of the LDP sets out development management standards for new residential developments in Limerick. **Table 7-7** below provides the relevant standards and comments on how the proposed development complies with the same.

Table 7-7: Consistency of Proposed Development with Development Management Standards of the LDP

Limerick Development Plan 2022 – 2028: Development Management Standards		
Reference	Relevant Policy / Objective / Guidance	Statement of Consistency
11.1.2- Sustainability Statements	A Sustainability and Social Infrastructure Statement, which is an outline of the proposal's context and addresses how it responds to Plan objectives and surroundings, should be submitted for: <ul style="list-style-type: none"> 10 or more dwellings; or 	A <i>Social Infrastructure Audit</i> is enclosed with this application.

Limerick Development Plan 2022 – 2028: Development Management Standards

	<ul style="list-style-type: none"> • 500m² gross of retail, commercial/office development in urban areas; or • Enterprise and employment developments over 1,000m² gross. 	
11.1.3 – Building Heights	All new developments in the City shall comply with the guidance set out in the Building Heights Strategy, in particular the criteria set out in the following table [Table DM 1]	A statement of consistency with the Building Heights Strategy is set out in Section 7.2.2 and a statement of consistency with the Urban Development and Building Heights Guidelines (2018) is set out in Section 7.1.4 .
11.2.1 – Design Criteria	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.	The residential element of the subject proposal has been designed in accordance with the relevant national policy guidance including the Compact Settlements Guidelines and the Apartments Guidelines (2025). Sections 7.1.2 and 7.1.3 of this Report provide assessment of the proposal's compliance with these guidelines.
11.2.2 – Design and Mix	Houses should be life adaptable to accommodate changing household sizes through the family lifecycle. Suitable design and mix is required across all new residential development. A detailed breakdown of the proposed unit type and size including a percentage split between 1/2/3+ bed units including site and/or floor plans that clearly identify proposed units. This should demonstrate accordance with the Housing Need Demand Assessment.	The recent 2025 Apartment Guidelines clarify that in general apartment developments no longer need to comply with a specified mix. <i>A Housing Quality Assessment</i> prepared by Reddy A+U is submitted which provides a breakdown of floor areas for each proposed unit.
11.2.3 – Density and Phasing	A phasing schedule for any residential development exceeding 30 units, shall be submitted with a planning application.	A proposed construction phasing drawing by Reddy A+U is enclosed.
11.3.1 – Naming of Residential Estates	The Council will seek that the naming of streets and residential estates shall reflect local place names or local people of note, heritage, language or topographical features as appropriate. The applicant/developer should ensure that the chosen place name for a new residential development is appropriate relative to its location and is not already in use within Limerick.	Details regarding the proposed naming of blocks, design of directional signage, and the naming of all internal streets are provided in the Architectural Design Statement prepared by Reddy A+U and enclosed with this application.
11.3.2 – Management Companies and Taking in Charge	If a development (or part thereof) is to be Taken in Charge by the Council, the applicant shall agree which areas are to be Taken in Charge and shall be clearly indicated on a site layout plan.	No area of the proposed development is proposed to be Taken in Charge by LCCC.
11.3.4 Refuse Storage and Services	Adequate refuse storage, recycling and composting areas shall be catered for within all residential developments. In the case of communal refuse storage provision, the collection point for refuse should be accessible both to the external collector and to the resident and be secured against illegal dumping by non-residents.	Refuse collection areas to serve each block are indicated on the Lower Ground Floor Plan prepared by Reddy A+U.

Limerick Development Plan 2022 – 2028: Development Management Standards

11.3.5 – Roads, footpaths, water services and landscaping	Road and footpath design and construction shall be in accordance with DEHLG Recommendation for Site Development Works for Housing Areas (1998) and design should also be informed by the Design Manual for Urban Roads and Streets, DTTS 2019, the 2020 DMURS Interim Advice Note – Covid-19 Pandemic Response, the Whole of Government National Disability Inclusion Strategy (NDIS) 2017-2022 and any subsequent government guidance documents.	Internal roads and proposed access points onto public roads are designed in compliance with all relevant policy and guidelines.
11.3.6 – Open Space Requirements	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 lots in accordance with national guidance and any subsequent guidance within the timeframe of the Plan.	Public open space will be provided in a wide range of types and sizes and will benefit from passive surveillance offered by the surrounding residential blocks. Further details of proposed public open space are provided in the <i>Parkway Valley Masterplan</i> prepared by Reddy A+U and the <i>Landscape Design Statement</i> prepared by JBA.
11.3.8 - Landscaping	Landscape design and maintenance plans will form an integral part of all development applications. Landscape schemes must be in accordance with Limerick City and County Council's standards for road and footpath layout. The design rationale shall identify how the overall approach is ecologically resilient and provides varied landscapes that reflect the character of the area.	A <i>Landscape Design Statement</i> and <i>Landscape Masterplan</i> prepared by JBA are enclosed with this application.
11.3.9 - Trees	The Council will seek the protection of existing trees when granting planning permission and the continued preservation and management of important trees, groups of trees and hedges as part of planning applications.	Trees will be maintained where possible onsite, which is primarily around the perimeter. A <i>Tree Protection Plan</i> by Arbor Care is enclosed.
11.3.10 – Boundary Treatment	Appropriate boundary treatment is an essential component of any development for private amenity and security, but also impacts on the visual amenity of a residential area and public realm.	The landscape design approach for Parkway Valley will maintain the existing boundary vegetation which serves to create a sense of enclosure within the site. Boundary treatment design will also define key gateways into the site, frame views of the development to draw people into the site and provide a landscape corridor through the site. Further details of proposed boundary treatments are provided in the <i>Parkway Valley Masterplan</i> prepared by Reddy A+U and <i>Landscape Design Statement</i> prepared by JBA.
11.3.11 – SuDS	All new developments will be required to manage and minimise surface water runoff by the use of Sustainable Drainage Systems (SuDS), unless otherwise agreed with the Planning Authority.	SuDS measures will be employed throughout the site with green roofs, bioretention areas, swales, permeable paving and a pond.

Limerick Development Plan 2022 – 2028: Development Management Standards

11.3.12 Noise	Excessive environmental noise can be harmful to the health and quality of life of individuals and communities in residential settings. The potential impact of transportation noise on occupants should be considered at the early stages of the planning process for new residential developments.	Following ACP's decision on the application for a mixed-use development at Parkway Valley under Ref. 308027-20, the revised design subject of this proposal situates the residential element of the Masterplan to the south of the site, away from the R445 and any potential impacts on residential amenity resulting from noise. If the amended Objective PV O1 is adopted as part of the Proposed Variation No. 3 to the LDP, noise mitigation measures will be utilised along the site's boundary with the R445 to prevent any negative impacts on residential development in the northern half of the Parkway Valley site.
11.4.1 – Apartment Development	"This section should be read in conjunction with Section 11.8.4, DM Table 9a/9b for car parking standards and Section 11.3.6 Open Space Requirements. 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 proposed development has been designed in accordance with the recently issued section 28 Ministerial Guidelines, <i>Planning Design Standards for Apartments – Guidelines for Planning Authorities, 2025</i> . A statement of consistency of the proposed development with the Apartments Guidelines is provided in Section 7.1.3 of this Report.
11.4.4.4 - Mixed-Use Development	In considering proposals for mixed-use developments, the protection of amenity and the reduction in potential conflict between the various uses will be considered. Factors such as levels of noise, air pollution and security will be considered. Where these factors would affect amenities, all proposals must include measures to reduce noise levels between the different uses to ambient noise levels and enhance security.	The <i>Parkway Valley Masterplan</i> has been developed to ensure the proposed range of land uses are well integrated and do not have any adverse effects on one another.
11.5.1 – Childcare Facilities	Where a new childcare facility is proposed as part of a new residential or commercial development, the facility shall be constructed in tandem with the overall scheme and shall be completed prior to residents moving in.	The creche which forms part of this LRD proposal is an integral part of Block B and so will be constructed as part of that building. A <i>Construction Phasing Plan</i> by Reddy A+U is enclosed.
11.5.3 – Health Care Facilities	The Planning Authority will consider applications for health care facilities on their own merits. In doing so, the Planning Authority will distinguish between small-scale medical practices involving one to two practitioners (i.e. doctor/dentist/ physiotherapist owning the business) with a maximum of one to two employees and larger medical practices accommodating two or more medical practitioners and staff.	The proposed medical facility will accommodate a range of medical practices and a significant number of practitioners.

Limerick Development Plan 2022 – 2028: Development Management Standards

11.8.1 – Access to Roads, Traffic and Transport Assessments (TTAs) and Road Safety Audits (RSAs)	Proposals seeking access to public roads will be accessed in accordance with the relevant design standards; with relevant TII Publications in rural areas; the Design Manual for Urban Roads and Streets (DMURS) in urban locations and the Spatial Planning and National Roads - Guidance for Planning Authorities 2012, the Whole of Government National Disability Inclusion Strategy (NDIS) 2017-2022 and TII guidance and publications.	The proposed access to the R445 and the upgrade to the access to the Parkway Retail Park roundabout will be designed in accordance with the required standards.
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7.2.1.3 Parking Standards

Table DM 9(a) of the LDP provides maximum standards for car parking provision and minimum standards for bicycle parking. The Parkway Valley site falls within Zone 2 of the LDP's parking areas. **Table 7-8** and **Table 7-9** present calculations of maximum car parking and minimum bicycle parking for the LRD proposal per the LDP, along with details of the actual proposed provision.

Table 7-8: Estimate of Approx Max Allowable Car Parking

Land Use	Relevant Max. Rate	Maximum Parking	Quantum Proposed in Application
Residential – Apartments 1 & 2 Bed units	1 Space per unit 1 Visitor Space per 3 units	537	101
Medical Centre	1 Space per treatment room + 1 space per 2 staff	33	29
Creche	1 space per 60sq.m. + set down	5 + set down	8 (5 no. fixed + 3 no. set-down)
Total		575 no. spaces	138 no. spaces

At 138 no. parking spaces the LRD application parking proposal equates to ~25% of the maximum allowable. It is submitted that this is an appropriate provision at the subject site to promote a sustainable form of development at this highly accessible location and in close proximity to places of employment and education.

This reduced provision is supported by SPPR 3 of the Compact Settlements Guidelines, which as Section 28 Guidelines take precedence over the LDP standards. Compliance with SPPR 3 is addressed in greater detail in **Section 7.1.2** of this Report. Further rationale for the suitability of this site for a reduced car parking provision is presented in section 6.1 of the Traffic and Transportation Assessment by Punch Consulting Engineers.

Amendment to LDP Parking Standards under Proposed Variation No. 3

We note that the Proposed Variation No. 3 to the LDP seeks to incorporate the maximum car parking standards set out by the Compact Settlement Guidelines under SPPR 3. The proposed Variation, in Map 11.1 identifies different areas for which different parking requirements are set. This map identifies areas as 'City centre', 'accessible', and 'intermediate and peripheral' zones. According to the proposed Map 11.1 the Parkway Valley site would fall within an 'Accessible' location, for which Table DM 9 (a1) identifies a maximum car parking provision of 1.5 no. spaces per dwelling.

We note that the parking designations identified in Map 11.1 of the proposed Variation No. 3 do not appear to align fully with the Area Types identified in SPPR 3 of the Compact Settlement guidelines, which are ‘City centres and urban neighbourhoods of the five cities, ‘accessible locations’ and intermediate and peripheral locations’. As a consequence, Map 11.1 of the proposed Variation identifies lands as ‘accessible’ for parking requirements which we submit should be ‘city centre and urban neighbourhoods’.

‘City Centres and Urban Neighbourhoods’ area type are described in Table 3.2 of the Compact Settlements Guidelines. Urban Neighbourhoods are stated to include:

“(ii) strategic and sustainable development locations; and (iii) lands around existing or planned high capacity public transport nodes or interchanges (defined in Table 3.8) – all in the city and suburbs area. These are highly accessible urban locations with good access to employment, education and institutional uses and public transport.”

The Parkway Valley lands are defined as a strategic ‘Consolidation and Opportunity Site’ by the LDP. Further, the site lies within 500m walking distance of a planned Bus Connects bus stop (adjacent to the Masterplan lands on the Dublin Road) and is therefore considered to fall within the catchment of a high-capacity public transport node. The accessible nature of the site provides it with good access to a range of employment, education and institutional uses. For these reasons, the ‘City Centre and Urban Neighbourhoods’ car parking standard of 1 space per dwelling is more appropriate for Parkway Valley.

In any case, car parking should still be “*substantially reduced*” at ‘Accessible’ locations, and as such the proposed total of 101 no. secure resident spaces is considered to be an appropriate response given the highly accessible nature of the site.

Bicycle Parking

Table 7-9: Estimate of Approx Minimum Required Bicycle Parking

Land Use	Relevant Min. Rate	Staff / room numbers estimate	Minimum Parking	Quantum Proposed in Application
Residential – Apartments 1 & 2 Bed units	1 Space per unit	N/A	403 (resident)	570 (resident)
	1 Visitor Space per 2 units		201 (visitor)	214 (visitor)
Medical Centre	1 Space per 2 treatment rooms	18 treatment rooms	15	25
	1 Space per 5 staff	c. 30 staff		
Creche	1 Space per 3 staff	c. 9 staff	3	9
Total			627 no. spaces	818 no. spaces

7.2.1.4 LDP Design Criteria for Childcare Facilities

Section 11.5.1 of the LDP sets out criteria to be considered by the planning authority in assessing proposed childcare facilities. **Table 7-10** below provides an assessment of the proposed childcare facility in relation to these criteria.

Table 7-10: Design Criteria for Childcare Facilities as per Section 11.5.1 of LDP

Design Criteria	Assessment
Type of service provided, whether sessional, full day care, pre-school, afterschool etc., number of children/staff and hours of operation.	Until an operator is confirmed post permission, the exact details of the service cannot be confirmed. However, the design proposed is flexible such that it could accommodate a range of service types so that an operator could respond to varying demand over time.
Suitability of the site for the type and size of facility proposed.	Section 7.1.5 above, and the accompanying <i>Social Infrastructure Audit</i> Report by Tetra Tech, set out the suitability of the type and size of facility proposed for this site having regard to the nature and scope of the development proposed along with existing provision in the surrounding area.
Adequate sleeping/rest facilities.	The detailed design of the creche provides the appropriate sleeping and resting spaces which are separate from main rooms as required.
Adequate availability of indoor and outdoor play space.	The indoor space provisions are in accordance with the Childcare guidelines. The creche is located at ground floor with access to a safe outdoor play area immediately to the front of the creche.
Convenience to public transport nodes.	The creche is located at the northern part of the overall residential area and therefore closest to the Dublin Road and its public transport connections.
Safe access and convenient off-street car parking and/or suitable drop-off and collection points for customers and staff.	A creche car parking and set down area is provided along the site access road close to the entrance to the creche. The creche will also have access to convenient underground parking for staff.
Local traffic conditions.	There will be no through traffic travelling through the proposed development and with a relatively low parking ratio per apartment the development will not generate significant levels of traffic. Overall, there will be a low level of traffic within the development.
Number of such facilities in the area. In this regard, the applicant shall submit a map showing locations of childcare facilities within the vicinity of the subject site and demonstrate the need for an additional facility at that location.	Please refer to the accompanying <i>Social Infrastructure Audit</i> report by Tetra Tech for details and mapping of existing facilities in the area and their capacities. Despite the existing level of childcare provision, it is nevertheless considered appropriate to provide some on site facilities of an appropriate scale to serve both future residents and future employees of the wider site.
Applications for childcare facilities in existing residential areas will be treated on their merits, having regard to the likely effect on the amenities of adjoining properties and compliance with the above criteria.	The proposed facility is part of a larger residential development within a large development site. Accordingly, and given its location on the overall site layout, it is well separated from any existing residential development with no potential for impacting on any existing residential amenities.
Detached houses or substantial semidetached properties are most suitable for the provision of full day care facilities. Properties with childcare should include a residential component within the dwelling and preferably should be occupied by the operator or a staff member of the childcare facility.	The creche in this case is proposed within a residential building. In line with the overall strategy for the site to achieve sustainable density levels in accordance with the Compact Settlement Guidelines this site is suitable for apartment development. The provision of a standalone creche in this context would result in a reduced density of development at the site.

For new residential developments, the most suitable facility for the provision of full day care should be a purpose built, ground floor, standalone property.	The proposed creche will be purpose built and ground floor but not a standalone structure. Given its moderate scale if it was provided as a standalone building it would reduce densities which would be in conflict with the Compact Settlement Guidelines.
In assessing applications for new childcare facilities, the Planning Authority will consult with the Limerick Childcare Committee to assess the need for the type of facility proposed at the intended location.	Noted.

7.2.2 Building Height Strategy for Limerick City

The Building Height Strategy for Limerick (BHS) provides that substantial land banks within the existing built-up suburban area should be informed by a Masterplan and comply with SPPR 4 of the Building Heights Guidelines. It advises that the appropriate height should be assessed and addressed as part of the masterplanning process on a case-by-case basis and should consider inter alia accessibility, public transport provision, access to amenity, recreational and community facilities, the existing character of the area and wayfinding.

In this regard it is noted that the Masterplan prepared to accompany the current planning application has had regard to the existing character and context of the site in terms of accessibility, public transport provision, access to amenity, recreational and community facilities, as well as to its general location within a gateway area of the city to develop a building height strategy for the site. This is detailed in the Masterplan which provides for a suitable range of building heights across the site while also providing for a local landmark building in line with the recognition in the Building Heights Strategy that a building of height at the subject site could reinforce the area as a gateway to the City. The building heights set out in the Masterplan have regard to the existing variation in ground level across the site. The heights specified would deliver a general building height on the site of approximately 34mOD. The only building of notable increased height would be a landmark building along the Dublin Road.

Further to the above, a statement of the proposed development's compliance with the Building Height Strategy for Limerick City is provided in **Table 7-11** below.

Prior to addressing these policies specifically however, we firstly have had regard to the 'tall building classifications' set out in the guidelines. A 'Taller Building' is defined as "A taller building establishes a high point at a local level and is significant only at this level. Such buildings are of limited visibility, being most notable where they are located within a consistent surrounding context height. Taller buildings are defined by the surrounding context height. Generally buildings at the upper-end of the 'Recommended Height' for each Character Area, contained in the following Section, would constitute a taller building".

The number of storeys proposed in the residential buildings in this application will range from 5 to 8 storeys so that the collection of buildings at the site will reach a height of approximately 34mOD, having regard to the topography of the site. There are no proposals in this application to deliver a single taller building above this general scheme height. In this regard the proposed development will not include a 'taller building', per the description in the guidelines.

Table 7-11: Building Height Strategy for Limerick City - Tall Building Policy

Ref.	Objective / Policy	Response
Policy TB1: Locating Tall Buildings	<i>Tall buildings will be directed to the City Centre in the first instance in line with the 'Tall Building Classifications' shown on Map 6.9 of this Building Height Strategy for Limerick City.</i>	N/A – site is outside the City Centre
Policy TB2: Tall Buildings outside the City Centre	<i>Limerick City and County Council will aim to protect the character and characteristics of the City by limiting the locating of tall buildings outside the City Centre (inner and outer areas). Generally tall buildings will only be permitted outside of the City Centre at designated District Centres and in accordance with the locations and 'Tall Building Classifications' shown on Map 6.8 of this Building Height Strategy for Limerick City.</i>	<p>The proposed development includes buildings of differing storeys, so as to achieve a general building height across the site of approximately 34mOD. The 'Opportunity Site' provisions of the BHS recognises that in general at the site, there is potential for increased building heights. Thus, the general height proposed across the site is considered in line with the BHS provisions.</p> <p>The current application does not include a 'taller building'. Future applications for commercial development in the northern portion of the overall Parkway Valley site will include a proposal for a landmark building which is also identified in the 'Opportunity Site' policy for the site.</p>
Policy TB3: Tall Buildings - Gateway Buildings	<p><i>The delivery of a 'Gateway Building(s)', as per the 'Tall Building Classifications', should be required at four locations in the City Centre as follows:</i></p> <ul style="list-style-type: none"> • <i>The Quays;</i> • <i>Colbert Quarter;</i> • <i>Cleeves Site; and</i> • <i>The Docklands.</i> <p><i>The provision of a 'Gateway Building(s)' at Colbert Quarter, Cleeves Site and the Docklands should be carefully considered and addressed as part of a masterplanning process for these important City Centre Areas.</i></p>	N/A – the application does not incorporate a Gateway building.
Policy TB4: Tall Building - City Landmark Buildings	<p><i>Limerick's Tallest Buildings(s), a 'City Landmark' as per the 'Tall Building Classifications', is considered appropriate at the following locations:</i></p> <ul style="list-style-type: none"> • <i>Colbert Quarter;</i> • <i>Cleeves Site; and</i> • <i>The Docklands.</i> <p><i>In line with the 'Tall Building Recommendations' the provision of such a building will be encouraged on the Colbert Quarter site as part of its redevelopment in line with a Framework Plan. All such</i></p>	N/A

Ref.	Objective / Policy	Response
	<p><i>buildings must be of an exceptional architectural quality and standard of design.</i></p>	
<p>Policy TB5: Tall Building Clusters</p>	<p><i>Tall building clusters of varying height will be promoted in the following locations within the City Centre:</i></p> <ul style="list-style-type: none"> • <i>The Quays;</i> • <i>Colbert Quarter;</i> • <i>Cleeves Site; and</i> • <i>The Docklands.</i> <p><i>Such clusters must create a coherent grouping of buildings that positively relate to each other and to their surrounding urban context.</i></p>	<p>N/A – the proposed development does not incorporate a tall building cluster.</p> <p>The proposal seeks to deliver a general residential building height across the site of approximately 34mOD in line with the ‘Opportunity Site’ provisions of the BHS that there is potential at the site for increased building heights.</p>
<p>Policy TB6: Assessment of Tall Building</p>	<p><i>Limerick City and County Council will aim to protect the special character of the City Centre by applying the following provisions of this Building Height Strategy for Limerick City in the assessment of all proposals for tall buildings:</i></p> <ul style="list-style-type: none"> • <i>Utilise the ‘Tall Building Classifications’ to determine the height of the building in its context;</i> • <i>Assess the proposal against the ‘Tall Building Recommendations’;</i> • <i>Apply the ‘Tall Buildings - High Level Principles’;</i> • <i>Utilise the ‘Localised Assessment Tool - Tall Buildings’; and</i> • <i>Apply the list of assessment criteria outlined in Policy TB 7.</i> 	<p>It is considered that this policy is N/A as the development does not include a ‘Taller Building’ as defined in the “<i>Tall Building Classifications</i>” of the BHS. In addition, the Parkway Valley site falls under the “<i>Gateways to the City</i>” character area set out by the Building Height Strategy. A “<i>Localised Assessment Tool</i>” is not provided in the strategy for this character area,</p> <p>However, it is in any case noted that the BHS provides that “<i>Outside of the City Centre building height will primarily be a tool in the delivery of density in order to achieve compact growth in line with national policy requirements. It will largely be limited to buildings in the ‘taller building’ category, where deemed appropriate on a case by case basis</i>”. Furthermore, the Parkway Valley site is identified as an “<i>Opportunity Site</i>” by the Strategy with “<i>potential for increased building heights</i>”.</p> <p>Finally, the “<i>High Level Principles – Tall Buildings</i>” set out in the BHS have informed the masterplan approach to building height at the site. In this regard, the Parkway Valley site is considered to be a “<i>block/large site</i>” as defined by the BHS and the masterplan proposes an appropriate general building height at this “<i>block/large site</i>”.</p> <p>The assessment criteria set out in Policy TB7 are applied to the proposed development below.</p>
<p>Policy TB7: Assessment Criteria for Tall Building</p>	<p><i>Limerick City and County Council will take account of the following in assessing applications for tall buildings:</i></p> <ul style="list-style-type: none"> • <i>The site context - Including inter alia topography, natural environment, landscape, height, built form, urban grain, scale, streetscape and impact on the skyline;</i> • <i>Impact on significant buildings, views, landmarks and landscapes - Tall building</i> 	<p>As above, this policy is not considered directly applicable as the development does not include a ‘taller building’. The criteria of TB7 are nevertheless addressed.</p> <p>Site context: The <i>Parkway Valley Masterplan</i> responds to its surrounding context through the provision of increased building heights towards the north of the site and reduced</p>

Ref.	Objective / Policy	Response
	<p><i>proposals should address the potential effect on the setting of, and views to and from the following over a wide area:</i></p> <ul style="list-style-type: none"> <i>*Protected Structures</i> <i>*Architectural Conservation Areas</i> <i>*Sites on the Record of Monuments and Places</i> <i>*Public Parks and Open Spaces</i> <i>*The River Shannon and other water bodies</i> <i>* Significant views and prospects, specifically those identified on Map 6.10 of this Building Height Strategy for Limerick City;</i> <i>• The architectural quality of the building - Including inter alia its form, scale, massing, facade materials, proportion, relationship to other structures and the design of the top portion in terms of its potential impact on the skyline;</i> <i>• The impact on the local environment - Including inter alia overlooking, daylight and sunlight, microclimate, wind, overshadowing, glare, loss of privacy, over-bearance, and the impact on residents due to the use of the building;</i> <i>• Compliance with best practice in terms of the facilitation of sustainable modes of transport and the delivery of transport orientated development - Specifically the level of public transport provision to the site, the capacity of the public transport network and the quality of links between the site and public transport;</i> <i>• The impact on the surrounding context - Including inter alia localised views, the quality and scale of existing streets, spaces and adjacent buildings and the contribution to permeability at both the site level and the wider area;</i> <i>• The contribution to wayfinding - This includes the building's role as a locational marker from the local, street level, to the wider City wide level;</i> <i>• Sustainability and environmental performance</i> <p><i>- Including inter alia design, construction technology, materials, renewable energy initiatives, adaptability, operation and</i></p>	<p>heights in areas adjoining existing residential areas to the south and the Groody Valley to the east.</p> <p>Impact: There are no Protected Structures, Architectural Conservation Areas or Monuments in proximity to the site. The proposed development has been designed to address the Groody Valley sensitively through the siting of each block and the provision of appropriate landscaping.</p> <p>Architectural Quality: The 6 no. blocks which are subject of this LRD application are mixed low to mid-rise buildings which will create a human-scale built environment with an immediate connection to nature, and which also includes informal courtyards and civic spaces that generate a sense of community. Further assessment of the proposed development's architectural quality is provided in the <i>Architectural Design Statement</i> prepared by Reddy A+U.</p> <p>Impact on local environment: The proposed development has been designed to ensure there are no adverse effects on the local environment. An EIAR is submitted with this application and concludes no likely significant effects.</p> <p>Transport links: There is a high number of bus stops in proximity to the site, with the frequency of services at these stops set to increase upon the implementation of the future planned BusConnects proposals.</p> <p>The Limerick Colbert railway station is c. 2.5km from Parkway Valley and readily accessible from bus stops near the site.</p> <p>Impact on surrounding context: The <i>Parkway Valley Masterplan</i> responds to its surrounding context through the provision of increased building heights towards the north of the site and reduced heights in areas adjoining existing residential areas to the south and the Groody Valley to the east. Pedestrian links to the Parkway Retail Park and existing residential areas to the south will improve permeability within the wider area.</p> <p>Wayfinding: The general 5-8 storey residential blocks will deliver a general overall height of approximately 34mOD and therefore will not form locational markers within the local area. A landmark building is proposed</p>

Ref.	Objective / Policy	Response
	<p>management;</p> <ul style="list-style-type: none"> • <i>The contribution to public spaces, amenities and facilities, both internal and external - Including inter alia the provision of a mix of uses, especially at ground floor level, publicly accessible areas and spaces and the integration with and contribution to the public realm; and</i> • <i>The quality of the built environment - From the perspective of those who will be using the building.</i> <p><i>The above list is non-exhaustive. All applications for tall buildings will be rigorously assessed on a case by case basis, with regard had to any other matters deemed appropriate and relevant by the Planning Authority.</i></p>	<p>for a future application in the masterplan for the northern part of the site adjoining the Dublin Road. This building will be a recognisable landmark within the local area which acts as a wayfinding tool.</p> <p>Sustainability and environmental performance: The proposed development will assist in the regeneration of a brownfield site. Reuse of existing structural elements on site such as the retaining walls, integration with the adjoining Groody Valley through appropriate landscaping and tree planting, and the provision of active travel within the site are examples of sustainable measures being taken for the project.</p> <p>Contribution to public spaces and amenities: The <i>Parkway Valley Masterplan</i> including the current application provides for the development of a variety of civic / public spaces of differing character and function including streets with active frontage. The public realm will be characterised by a high standard of finishes and treatments.</p> <p>Quality of the built environment: Future residents of Parkway Valley will enjoy a high level of residential amenity owing to the quality design of each individual apartment block, the layout of the blocks and associated open space, the provision of community and public spaces throughout the site, and active street frontage including essential services such as the proposed medical centre and creche.</p>
<p>Policy TB8: Requirements of Planning Application for Tall Buildings</p>	<p><i>Due to the potential impacts of tall buildings, all proposals for buildings that are considered tall in their context, and specifically ‘Gateway Buildings’ and ‘City Landmarks’ as per the ‘Tall Building Classifications’ will be subject to the following assessments:</i></p> <ul style="list-style-type: none"> • <i>Environmental Assessment;</i> • <i>Wind Analysis;</i> • <i>Sunlight and Daylight Analysis;</i> • <i>Verified View Analysis;</i> • <i>Landscape and Visual Impact Assessment;</i> • <i>An Architectural Design Statement;</i> 	<p>Although none of the proposed blocks subject of this prospective LRD application fall under the “Gateway Buildings” or “City Landmarks” classifications as per the Strategy, the following assessments have been prepared and are submitted with this LRD application:</p> <ul style="list-style-type: none"> • <i>Environmental Impact Assessment Report by AWN;</i> • <i>Wind Survey by IES;</i> • <i>Sunlight and Daylight Assessment by Digital Dimensions;</i> • <i>Verified Views by Digital Dimensions (Appendix 11.1 of EIAR);</i> • <i>Townscape and Visual Impact Assessment by Macroworks (Chapter 11 of EIAR);</i>

Ref.	Objective / Policy	Response
	<ul style="list-style-type: none"> • A <i>Traffic Impact Assessment including a Mobility Management Plan for non-residential uses; and</i> • A <i>Building Services Strategy.</i> <p><i>Additional assessments may be sought at the discretion of the Planning Authority.</i></p> <p><i>All developments will be subject to assessment in line with statutory and Development Plan requirements.</i></p>	<ul style="list-style-type: none"> • <i>Architectural Design Statement</i> by Reddy A+U; • <i>Traffic and Transport Assessment</i> by Punch Consulting Engineers; • <i>Mobility Management Plan</i> by Punch Consulting Engineers; and • <i>Building Lifecycle Report</i> by AWN.
<p>Policy TB9: Ensuring the Quality of Tall Buildings</p>	<p><i>Due to the visual impacts of tall buildings, not only on their surrounding context but on the wider City, all tall building proposals, will be required to provide the highest quality materials and material finishes. These are to be agreed with the Planning Authority prior to the determination of the planning application process.</i></p>	<p>N/A – there are no buildings proposed at the subject site which will have visual impacts on the wider city.</p>

7.3 Parkway Valley Masterplan

It is noted that under Objective PV O1 of the adopted LDP (at the time of the making of this application), the Vision for the Parkway Valley lands is for the principal uses to be for employment creation. This has been considered and provided for in the *Parkway Valley Masterplan* prepared by Reddy A+U for the overall lands. While such uses will be provided in due course, this current first phase of proposed development comprises primarily of residential uses with supporting medical and creche uses. It is submitted that the proposal to progress these uses initially is in accordance with the proper planning and sustainable development of the area for a number of reasons:

- The ‘Mixed Use’ zoning attached to the site does not require individual applications to incorporate any specific mix of uses.
- The requirement of Objective PV O1 for a masterplan to be prepared for the site, allows for the longer term build out of the site to be established and to bring forward phased proposals in a logical manner in line with demand.
- The Country is currently experiencing a housing crisis with demand well in excess of current supply, with the Government focussed on ways of unlocking the timely delivery of housing. In comparison, Limerick City currently has a good supply of commercial space available within the built-up area.
- Delivering housing at this site in advance of the majority of the employment / commercial uses, will enhance the overall attractiveness of the site for the delivery of such uses.

Masterplan for Proposed Amended Objective PV O1

An alternative vision for the overall development of the Masterplan lands is now included in the *Parkway Valley Masterplan* prepared by Reddy A+U to reflect the proposed amendment of Objective PV O1 included in the Proposed Variation No. 3 of the LDP. Although Variation No. 3 has not been formally adopted at the time of the making of this application, provision has been made in the Masterplan for the potential of primarily residential development to be delivered on the lands.

It is submitted that the proposal to progress this alternative vision of primarily residential development on the Parkway Valley lands is in accordance with the proper planning and sustainable development of the area for a number of reasons:

- The Country is currently experiencing a housing crisis with demand well in excess of current supply, with the Government focussed on ways of unlocking the timely delivery of housing. In comparison, Limerick City currently has a good supply of commercial space available within the built-up area.
- Parkway Valley's location offers access to existing and planned public transport links, as well as to existing social infrastructure and employment opportunities. These factors support the delivery of high-density housing on site.
- The requirement of Objective PV O1 for a masterplan to be prepared for the site, allows for the longer term build out of primarily residential development on the site to be established and to bring forward phased proposals in a logical manner in line with demand.

7.4 Conclusion on Compliance with Planning Policy and Guidance

Having regard to all of the foregoing it is concluded that the proposed development is in accordance with and aligns with statutory planning policy and various relevant planning policy guidance documents. In particular the proposed development will achieve the objectives of the Limerick Development Plan for this important site. It will comprise phase one of the redevelopment of this site which will be a significant positive addition to the city.

8.0 Planning Assessment: Environmental Assessment

8.1 Water Framework Directive Assessment

A Water Framework Directive (WFD) Assessment was undertaken for the proposed development. The WFD assessment indicates that there is no potential for adverse or minor temporary/long-term or localised effects on the Groody River or River Shannon (Lower) (Shannon(Lower)_060; EU Code IE_SH_25S012600) or the Limerick Dock transitional waterbody (EU Code: IE_SH_060_0900).

The WFD assessment considers that the Proposed Development will not cause any significant deterioration or change in water body status or prevent attainment, or potential to achieve, future good status or to meet the requirements and/or objectives in the Water Action Plan 2024 - A River Basin Management Plan for Ireland, (Department of Housing Local Government & Heritage, Sept 2024).

The WFD assessment indicates that there is no potential for adverse or minor temporary or localised effects on the Limerick City East GWB (European Code: IE_SH_G_138). Therefore, it has been assessed that it is unlikely that the Proposed Development will cause any significant deterioration or change on its water body status or prevent attainment, or potential to achieve the WFD objectives or to meet the requirements and/or objectives in the Water Action Plan 2024 - A River Basin Management Plan for Ireland, (Department of Housing Local Government & Heritage, Sept 2024).

No further assessment of WFD is recommended given that no significant deterioration or change in water body status is expected based on the current understanding of the Proposed Development during construction and operation.

8.2 Hydrological and Hydrogeological Qualitative Risk Assessment

A *Hydrological and Hydrogeological Qualitative Risk Assessment* (HRA) was undertaken by AWN Consulting to investigate the potential for any likely significant impacts on receiving waterbodies and protected areas during the construction or operational phases of the project.

The HRA identifies a “*source-pathway linkage between the Proposed Development site and River Shannon SAC*” but concludes that “*there is no potential for exceedance of water quality objectives... as there will be attenuation and treatment on site during construction and operation.*”

Additionally, the HRA concludes that:

“Even disregarding the operation of SuDS measures to be designed, it is concluded that there will be imperceptible impacts from the Proposed Development to the water bodies due to emissions from the site stormwater drainage infrastructure to the wider drainage network. It should be noted the proposal will also include and employ control measures which serve to provide a degree of attenuation and hydrocarbon interception as part of best practice project design.”

For the foregoing reasons, it is submitted that the proposed development will not adversely impact nearby waterbodies or protected areas.

8.3 Environmental Impact Assessment Report

An *Environmental Impact Assessment Report* (EIAR) prepared by AWN Consulting is enclosed with this application. The EIAR assesses the proposed development’s potential impact on the environment in relation to several different factors. We refer to the EIAR itself for the detailed assessment. A summary of the key conclusions of the EIAR with reference to various environmental topics is provided hereunder.

8.3.1 Population and Human Health

Chapter 4 of the EIA provides an assessment of likely significant effects on local human population and health in respect of the proposed development. The construction phase will result in some slight positive impact on population through the generation of employment. There will be a slight negative impact on the population through townscape and visual impacts of construction activity but this will be mitigated by site hoarding and site management practices. Slight and not significant negative impacts will arise on population and human health with regard to potential impacts on air quality, noise and vibration and traffic inconvenience. No impacts are identified on population or human health by reason of land or water emissions.

When operational the scheme will have a long term positive impact on businesses and the local population by the provision of housing and increased local population. The redevelopment of the current brownfield site will have a positive impact on population by reason of townscape and visual improvements. Residual impacts on population and human health due to possible sources of emissions or inconveniences such as water emissions, noise generation, air quality or traffic impacts are predicted to be imperceptible and not significant.

8.3.2 Land, Soils and Geology

Potential for impact of construction activities on soils and geology will be controlled through various construction site management measures with negligible residual impacts predicted.

The content of the application does not incorporate any sources of potential significant impact on soils. Furthermore, it incorporated design measures to protect against potential risk of discharge of hydrocarbons or other sources of contamination to soils. The overall operational impact on soils and geology is assessed to be negligible.

8.3.3 Hydrology and Hydrogeology

The hydrology and hydrogeology chapter identifies a need for a number of mitigation measures during construction to protect surface and groundwaters through dewatering controls, surface water management measures and fuel and chemical handling procedures. Following this mitigation residual impacts are predicted to be imperceptible and short-term during construction.

Due to the absence of any significant potential sources of contamination when the development is operational combined with the surface water drainage proposals for the scheme, only negligible or imperceptible residual impacts on hydrology or hydrogeology are predicted.

8.3.4 Biodiversity

Chapter 7 of the EIA identifies the main areas of potential impact on biodiversity for this a scheme as impacts on birds or bats. There were no recorded signs of badgers or otters at the site. Surveys reveal the site is unsuitable for roosting bats but is used for feeding purposes by several bat species. The site is of low ecological value for birds, except for Lapwing, for which the site is of county importance (increasing to regional importance during the winter season). The site is also of value to Oystercatcher where low numbers were observed in the winter of 2025.

As no bat roosts or roost potential was identified within the application site itself the main potential impact on bats is through disturbances within the Groody Valley Green Wedge. Bat sensitive lighting (both temporary during construction and permanent) and additional tree planting along the eastern boundary where it can be accommodated and the creation of a dark zone above 6m will result in negligible impact on bats. Furthermore, a bat house is proposed within the dark zone of the Groody Valley which will be a long term positive impact, along with benefits to bats from the proposed detention pond which will also act as a wildlife pond.

A number of mitigation measures are proposed for birds including restrictions on the timing of cutting of vegetation, the provision of a managed grassland area in the Groody Valley area for lapwing and the installation of swift boxes on one of the proposed blocks.

Given the limited value of the site in the first instance combined with the mitigation proposed there is deemed to be an overall positive effect on biodiversity.

8.3.5 Air Quality

The main potential impact on air quality from the proposed development will be during construction due to dust emissions. These will be controlled through construction management mitigation such that they will be short term and not significant. In the long term the impact of the scheme on air quality is predicted to be imperceptible.

8.3.6 Climate

Development by its nature will give rise to Greenhouse Gas (GHG) Emissions. The development design and construction proposals for the scheme however incorporate measures to minimise the extent of emissions. The design has sought to minimise excavation and reuse existing structures on site where possible and construction activities use Hydrotreated Vegetable Oil fuelled vehicles and plant where possible. For the operation of the proposed development, a range of sustainable building practices and technologies have been incorporated into the Proposed Development design to reduce the impact on climate wherever possible. Overall, there will be a slight negative resulting impact on climate due to construction and operation as it will still result in some emissions even after such mitigation, but it's overall impact on climate change is considered to be not significant.

8.3.7 Noise and Vibration

No significant noise or vibration impacts of the development are predicted. Construction impacts will be slight and temporary due to necessary activities but these will be mitigated through a range of best practice construction management measures including the timing of construction works. When operational the development will not be a significant generator of noise.

8.3.8 Townscape and Visual Impact

The development will introduce a more intensive built form into the area, including buildings that are taller than the immediate surroundings. This will result in noticeable changes to views in nearby locations. However, the scheme has been carefully designed with variation in height, form, materials, and layout to reduce visual impact and integrate positively with the surrounding environment.

The completed development is considered to have a positive effect on the townscape. It will replace a vacant site with a coherent and well-designed urban development, improve connections through the site, and contribute to a stronger sense of place at an important gateway into Limerick. Public realm enhancements and landscaping will further support this outcome.

Visual impacts will vary depending on the viewpoint. Within nearby residential areas, there will be moderate changes due to reduced openness and increased building presence. In most other locations, including major roads, effects will be slight or negligible. At greater distances, the development will form a small part of the wider cityscape.

8.3.9 Archaeological and Cultural Heritage

There are no archaeological monuments, as listed in the Record of Monuments and Places (RMP) and the Sites and Monuments Record (SMR), within the site. The closest Recorded Monument is approximately 40m from the site boundary. It is the site of a small archaeological excavation of a pit (LI005-107---- which was fully excavated at that time under excavation licence.

The Site has previously been stripped of topsoil, for the development partially constructed on the site in 2007 and some excavation works undertaken.

There will be no effects, direct or indirect, on recorded archaeological monuments or architectural heritage.

It is possible that unknown archaeological features could be uncovered during construction but given that the site has previously been disturbed, there is only a small chance of previously unrecorded small isolated archaeological features being uncovered.

Monitoring of previously undisturbed areas of the site will be undertaken, and should previously unknown archaeological features be present within the site, these can be recorded and / or preserved in situ as deemed appropriate in consultation with the National Monuments Service.

No residual impacts are predicted.

8.3.10 Traffic and Transportation

The appointed Contractor shall prepare a Construction Transport Management Plan (CTMP) prior to the commencement of development. The contractor will be obliged to appoint a traffic liaison officer/traffic manager. Construction vehicle movements will be minimised.

Given the short-term nature of the traffic increase, with the mitigation measures in place, the construction phase traffic impact is expected to be not significant, negative and short-term.

The design, construction and operation of site access, internal roads and associated infrastructure in accordance with relevant design standards (including DMURS, LDP (2022-2028) and the Cycle Design Manual) ensure the safe and efficient accommodation of development-generated traffic and will minimise potential impacts on the surrounding road network during the operational phase.

Active travel modes will be encouraged through a range of measures. The development is not expected to give rise to significant volumes of traffic for construction or operation, with the levels having only a very slight impact on existing local traffic flows. The existing public transport services have appropriate and sufficient capacity to accommodate the proposed development. Furthermore, it is noted that the planned BusConnects services will enhance public transport availability for future residents.

8.3.11 Material Assets and Utilities

During the construction phase, the Proposed Development will generate typical construction and demolition (C&D) waste materials, including excavated soil and stone, concrete, metals, timber, plasterboard, glass, packaging, and municipal waste from site staff. These materials will be segregated on-site into appropriate skips and containers within designated waste storage areas and removed from site by suitably permitted waste contractors to authorised waste facilities. Accurate waste records will be maintained, and all waste leaving the site will be documented with copies of relevant dockets retained.

The main contractor will appoint a Resource Manager (RM) to oversee waste management activities and ensure compliance with the site-specific Resource and Waste Management Plan (RWMP) and included as part of the application. Any impacts arising from waste generation during construction will be short-term, neutral and imperceptible.

During the operational phase, waste will be generated by the commercial tenants and residents. Dedicated Waste Storage Areas (WSAs) have been allocated for the development for use by the tenants and residents. The WSAs have been appropriately sized to accommodate the estimated waste arisings from the development. Waste will be collected from the WSA by permitted waste contractors and removed off-site for re-use, recycling, recovery and/or disposal.

An Operational Waste Management Plan has been prepared for the site which will be adopted by the Management Company for the scheme. Long term impacts from operational waste will be imperceptible.

8.4 Appropriate Assessment

Following a *Stage 1 Appropriate Assessment Screening*, it was determined that it cannot be excluded that the proposed development, individually or in combination with other plans or projects, will have a significant effect on the nearby European designated sites:

- Lower River Shannon - SAC Site code 002165; and
- River Shannon and River Fergus Estuaries SPA and SAC - Site code 004077.

It could not be ruled out that the development would not impact on these sites through contaminated surface water runoff and potentially consequent effects on surface waters and ground waters of the SAC or SPA. A Stage 2 Appropriate Assessment was undertaken and a *Natura Impact Statement* (NIS) prepared by the Moore Group is enclosed with this application. The NIS sets out a range of mitigation measures to manage surface waters so as to prevent adverse impact on surface or ground waters of the SPA and SAC. The NIS concludes that:

“with the implementation of appropriate measures during the Construction Phase implemented through a Construction Environment Management Plan, there will be no adverse effects on the integrity of the Lower River Shannon SAC or the River Shannon and River Fergus Estuaries SPA.”

8.5 Other Environmental and Technical Assessments

A range of other assessments of the proposed development have been undertaken and reports are submitted as part of the application. These consider both future amenities for the scheme itself as well as considering implications of the scheme on the surrounding area. The findings of these reports in summary are as follows:

Assessment	General Conclusions
Daylight & Sunlight Assessment	The development will have negligible impact on neighbouring properties with regard to sunlight or daylight. The scheme internally achieves a high level of sunlight in accordance with the recommendations of BRE guidelines. The scheme also performs well with regard to achieving recommended daylight levels with 98.3% of the habitable rooms meeting the target values set out in BS EN 17037:2018+A1:2021. While there are a number of units below the recommended level it is noted that all of these units are provided with enhanced amenities in other aspects including the quantum of private open space provided, the size of habitable rooms and the overall size of the apartments.
Arboricultural Impact Assessment	A tree survey has been carried out in accordance with best practice. Where possible trees will be retained and these can be successfully protected during construction. There will be minimal loss of trees for the proposed development.

Assessment	General Conclusions
Wind Microclimate Study	<p>This report considers impacts of wind on amenity and safety of the scheme. It concludes that:</p> <ul style="list-style-type: none"> • The proposed balconies have excellent compliance with sitting and standing comfort criteria • The ground level private amenity open space of apartments have good compliance with sitting and standing comfort criteria • The walking comfort level throughout the scheme has excellent compliance with criteria • The scheme shows excellent compliance with pedestrian safety criteria
Acoustic Design Statement	<p>The main noise source of concern for the proposed apartments is traffic noise from the Dublin Road (R445). 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. A calibrated noise contour map was constructed for the proposed site to assess the effects of traffic noise at the location. With the presence of the completed development including future Phase 2 development on the remainder of the masterplan site, the assessment concludes that all residents will enjoy a 'Good' internal noise environment within their homes in the event of the development proceeding. All residents will also be able to access external areas that are screened from the R445 road traffic noise, which will achieve the external noise levels recommended in the Pro PG document.</p>

8.6 Conclusion on Environmental and Technical Assessments

Having regard to all of the foregoing, the planning application documents are compliant with the requirements of various EU environmental directives and with the development proposal as assessed in the various documents is not predicted to give rise to any significant adverse environmental impacts. Once appropriately mitigated, residual environmental impacts are largely predicted to be imperceptible or slight only.

Other environmental and technical assessments of the development show the scheme will achieve high levels of amenity in terms of environmental factors of sunlight & daylight, wind and noise.

9.0 Planning Assessment: Addressing Planning History

9.1 Previous Refusal of Permission

As set out above, the Applicant has had regard to the previous refusal of permission for a proposed development at the subject site (LCCC Reg. Ref. 20/25 (ACP Ref. 308027-20)). We set out hereunder the three reasons for refusal and how they are addressed in the current proposals. We also comment below on a number of further reasons for refusal which had been recommended by the ACP Inspector, but which were omitted from the refusal by the Board members. To provide context the general layout of the development proposed under LCCC Reg. Ref. 20/25 is shown in **Figure 9-1** below.



Figure 9-1 Site Layout of Previously Proposed Development under Reg. Ref 20/25

Source: Limerick City and Council online Planning Register (Site Layout Plan Sheet 1 of 2 (Drwg No.6220-007), bkd architects)

9.1.1 Reason for Refusal No. 1

The first Reason for Refusal related to zoning and land use. It stated as follows:

“Having regard to the current zoning objective to provide for the creation and protection of enterprise and to facilitate opportunities for employment creation, which applies to the majority of the site and to the prominent location of the site and its strategic location within the urban area, it is considered that the overall form, mix and ratio of uses proposed, and the disposition of these uses across the various zoning designations on site, would not be consistent in its current form with the provisions of the overall current zoning objectives for the site. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.”

There are a number of aspects to this reason for refusal which are addressed in detail hereunder. These are:

- the zoning objective attached to the site,
- the mix and ratio of uses proposed,
- the disposition of these uses across the site, and
- the overall form of development proposed.

Zoning Objective

In the first instance, the current zoning objective now attached to the subject site under the *Limerick Development Plan 2022 – 2028* is different to the zoning objective which was attached to the majority of the site that at the time of the previous reason for refusal. At that time, the majority of the site was zoned 'Enterprise and Employment' under the *Castletroy Local Area Plan 2018*. The zoning objective now attached to the site is 'Mixed Use', which objective is "To provide for a mixture of residential and compatible commercial uses". In general, a mixed use zoning does not require any particular mix of uses on a site.

Mix and Ratio of Uses Proposed

Notwithstanding the different zoning objective now attached to the lands, it is noted that the Parkway Valley site is subject of specific policy and objective provision which does influence the overall mix of uses to be provided on the overall site.

Objective PV O1 of the LDP which is now in place provides for both employment uses and a substantial residential provision at the overall lands. It supports the development of a major employment centre at the lands and also seeks to ensure a mix of use including residential with provision for a maximum of 48% of development for residential uses.

The *Parkway Valley Masterplan* prepared for the entirety of the Parkway Valley lands has been closely informed by Objective PV O1 to ensure that an appropriate mix, ratio and disposition of land uses is provided for across the masterplan site. The residential proportion of development provided for in the masterplan and which is subject of the proposed LRD application is less than 48% of the total development that could be accommodated at the site under the proposed masterplan and would also be delivered on less than 48% of the overall site area.

We also note that the Proposed Variation No. 3 to the LDP includes an amended Objective PV O1 which would require residential uses to comprise the majority of development on the site. In this regard, the Parkway Valley Masterplan includes an alternative vision for the overall development of the lands in the case that the Proposed Variation No. 3 and amended Objective PV O1 is adopted by LCCC in due course.

Thus, while the current proposed development comprises primarily of residential use it is proposed in the context of a masterplan which presents a mix and ratio of uses in line with PV01 of the LDP.

Disposition of Uses Across the Site

The general disposition of uses across the site proposed in the application LCCC Reg. Ref. 20/25 (ACP Ref. 308027-20) comprised a mix of commercial and residential facing the Dublin Road, office uses behind these and residential and community to the rear. The public face of the development to the Dublin Road with its mix of uses including residential and restaurant and hotel and the office buildings to the rear may not have presented as a 'enterprise and employment' development as per its zoning objective at the time.

Although the zoning objective at the site is now 'mixed use', the overall disposition of uses envisaged for the entire Parkway Valley site in the proposed Masterplan is cognisant of the LDP policy that the principal use at the lands will be for employment uses. In this regard, it proposes commercial development on the northern part of the site with all residential on the southern portion of the site. This will present a strong public face to the Dublin Road of employment and commercial uses with the provision of all residential set back into the rear of the site where enhanced residential amenity can be provided.

In the case that an amended Objective PV 01 is adopted as part of the Proposed Variation No. 3 of the LDP, any residential development proposed in the northern half of the masterplan lands would be designed to ensure there are no adverse impacts on residential amenity arising from the proximity of the R445.

Overall Form of the Development

The overall form and associated layout of development proposed in the current masterplan provides for a largely pedestrian and active travel based environment with vehicle movement through the site minimised. The overall form and layout are dominated by public open spaces of differing character and functions creating variety as one passes through the commercial area into the residential area. The form and landscaping proposals in particular provide visual connection to the Groody Valley which in time is likely also to be physically connected if the Groody Valley is developed by LCCC as a public open space.

9.1.2 Reason for Refusal No. 2

Reason for Refusal No. 2 addressed the quality of urban design and its impact on the amenities of future occupants in particular residents. It stated as follows:

“The site is located within a busy suburban area in Limerick, where the current pattern of development and streetscape are poorly defined with an unattractive pedestrian environment and with a high noise environment along the site’s boundary with the R445. Having regard to the form and layout of the proposed development, including the siting of the apartment block alongside the R445, to a failure to provide sufficient active ground floor uses or forms of enlivenment, to the proposed provision of an internal road network which would constitute a car dominated layout which would not be consistent with pedestrian comfort and safety and to the poor disposition and accessibility of the public open space in relation to the overall development, it is considered that the proposed development would seriously injure the amenities of prospective occupants of the development, especially future residents and would militate against the provision of a high quality urban design with an attractive pedestrian and green transport environment. The proposed development would, therefore, be contrary to the proper planning and sustainable development of the area.”

This reason for refusal considered that the amenity and quality of environment of future occupants in particular residents would be injured for a number of reasons as follows:

- Form and layout of the proposed development, including the siting of the apartment block alongside the R445;
- Failure to provide sufficient active ground floor uses or forms of enlivenment;
- Internal road network which would constitute a car dominated layout; and
- Poor disposition and accessibility of the public open space in relation to the overall development.

We address each of these reasons below explaining how they are not relevant to the current proposed development and / or masterplan for the wider site.

The current Parkway Valley proposal addresses ACP’s concerns regarding residential amenity on the site through several measures:

Form and Layout of the Proposed Development

As explained in response to Reason for Refusal No. 1, the overall disposition of uses across the site as now proposed in the masterplan has changed from that proposed in Reg. Ref. 20/25. There is no residential element proposed along the Dublin Road frontage which is subject of this application. The Masterplan prepared in response to the adopted Objective PV O1 (at the time of the making of this application) provides for commercial and residential areas to be transitioned through a general central east-west public open space spine with visual connection to the Groody Valley to the east.

In the case that an amended Objective PV O1 is adopted, any future proposals for residential development in the northern half of the lands will utilise appropriate design and mitigation measures to ensure a high-level of residential amenity is provided.

Active Ground Floor Uses or Forms of Enlivenment

The detail of ground floor development within the commercial part of the lands will be set out in future applications. The overall layout of the commercial area however as proposed in the Masterplan comprises a configuration of commercial buildings around a central public civic square which will be capable of functioning generally as an informal gathering / public open space but also as an events space. Future development proposals can incorporate ground floor uses and design features to interact with this space and create lively frontage.

The current application comprises primarily of residential blocks, again which will generally be configured around public spaces. Ground floor apartments will have ground floor private open space areas which will create connections to and engagement with the public open spaces. The proposed creche facility within one of the blocks will also create a lively frontage in an area facing towards the primary vehicle circulation.

In the case that an amended Objective PV O1 is adopted and future applications propose additional residential development on the site, the design will ensure that engagement and surveillance between individual buildings and the public realm is provided.

Internal Road Network / Car Dominated Layout

The approach to vehicular access through the site currently proposed is entirely different to the previous proposal under Reg. Ref. 20/25 which provided for ground level vehicular access to all of the proposed development and a significant amount of surface parking. In contrast, the current proposed development and wider Masterplan proposals direct the majority of vehicular activity around the perimeter of the lands with limited vehicular access through the heart of the development to access predominantly subsurface parking. There is very limited surface parking proposed. This approach to vehicular access restriction provides for a for a car free or low car zone at the centre.

Poor Disposition and Accessibility of the Public Open Space in Relation to the Overall Development

In the layout proposed under Reg. Ref. 20/25 the public open space was primarily provided as a strip along the eastern boundary of the site with one internal area. Much of the eastern strip of public open space was blocked from the residential development by office uses while the one central area was surrounded by streets and an office building.

Under the current layout the public open space runs through the entire development with all residential blocks overlooking public open space on a number of sides. The layout also provides for a variety of character areas and different functions include passive and more active recreation. This will deliver a high-quality environment and high levels of amenity for future residents. In addition, the public open space and landscaping proposals provide for future connection to the more natural area of the Groody Valley which in the future is likely to delivered as a public open space area by LCCC.

9.1.3 Reason for Refusal No. 3

The third Reason for Refusal relates to Noise matters and states as follows:

“Having regard to the location of the proposed 14-storey apartment block, alongside the R445 a major road which is characterised by a high noise environment, and to the internal layout and the design of the building, which includes one bedroom units with a single aspect, and to the requirement for certain windows and balconies to be fixed closed and sealed in order to attain an acceptable noise environment, it is considered that the proposed development would result in a substandard form of accommodation which would seriously injure the amenities of prospective occupants of this apartment

block. The proposed development would be contrary to the policy objectives of the Limerick City and County Noise Action Plan 2018-2023 and to objective T11 of the Castletroy Local Area Plan 2019-2025 and would, therefore, be contrary to the proper planning and sustainable development of the area.”

No residential development is proposed along the Dublin Road as part of this current LRD application. In the case that an amended Objective PV O1 is adopted as part of the Proposed Variation No. 3 of the LDP, appropriate design and mitigation measures will be utilised to ensure that any residential development located in the northern half of the masterplan lands will be protected from adverse noise impacts.

A *Noise Assessment* has been prepared by Dalton Acoustics Ltd. and is enclosed with this application. The assessment concludes that all residents will have a “good” internal noise environment.

9.1.4 Further Reasons for Refusal Recommended by ACP Inspector

In her report on application LCCC Reg. Ref. 20/25 (ACP Ref. 308027-20), the Inspector had recommended a number of further reasons for refusal suggesting that demolition works which were in progress at the site at the time of the application should have formed part of the proposed development and should have been subject of EIA and AA. The Board in its Direction omitted these reasons for refusal.

In its Direction the Board notes that *“the demolition works were stated by the applicant to constitute a separate project implemented in accordance with a separate statutory obligation”* (Derelict Sites legislation). The Board also noted that:

“clarification from the applicant would ordinarily be warranted to provide a clear distinction between the works elements and relevant effects derived from the demolition works stated to be undertaken as a separate project (and any statutory obligations thereunder) and the works elements which form part of the proposed development, to enable a determination of the proposed development on its own grounds.”

Thus, even though the demolition works were ongoing at the time of the application, the Board acknowledged that it was a separate project to that before the Board and the Board would typically require documentation to clearly distinguish between effects subject of a proposed development and effects from separate projects.

In addition to this consideration of the Board in relation to Reg. Ref. 20/25, we confirm that the matter of demolition works is in any event no longer relevant or of consideration in relation to the current proposed development. The demolition works were fully completed and the site cleared prior to purchase of the site by the Applicant, with no ongoing residual effects on the environment.

The current condition of the site post-demolition works appropriately forms the baseline site context for the current proposed development and its associated EIA and AA.

10.0 Conclusion

This subject LRD application at Parkway Valley comprises the first phase of development of a new sustainable community at Parkway Valley as set out in the Masterplan prepared for the site. The Masterplan aims to transform the Parkway Valley site into a leading example of a sustainable employment & enterprise centre supported by a neighbouring residential village set in a parkland setting delivering a mix of tenures and population age profile. It sets out development and design concepts for the site which are grounded in the land use and design principles for the site set out in Objective PV01 of the Development Plan and informed by an assessment of site constraints and opportunities, including its surrounding context.

An alternative Masterplan vision has also been developed to reflect the amended Objective PV O1 as included in the Proposed Variation No. 3 of the LDP, not yet adopted at the time of the making of this application. The alternative vision for the site envisions residential use to be the primary use, with supporting ancillary uses also being provided to create a sustainable, mixed-use neighbourhood.

The first phase of development proposed for this LRD application comprises primarily of residential uses with supporting medical and creche uses. It is submitted that the proposal to progress these uses initially is in accordance with the proper planning and sustainable development of the area for a number of reasons:

- The Country is currently experiencing a housing crisis with demand well in excess of current supply, with the Government focussed on ways of unlocking the timely delivery of housing.
- Delivering housing at this site as a first phase of development will enhance the overall attractiveness of the site for the delivery of enterprise, employment and commercial uses.
- The 'Mixed Use' zoning attached to the site does not require individual applications to incorporate a specific mix of uses.
- The requirement of Objective PV O1 for a masterplan to be prepared for the site, allows for the longer term build out of the site to be established and to bring forward phased proposals in a logical manner in line with demand.

The Masterplan and subject LRD application content has had regard to a previous refusal of permission at the site and addressed the matters in the current proposed development layout and content.

The Masterplan and this proposed first phase LRD application will deliver a pedestrian and active travel-based development with low levels of on-site residential parking, and vehicular access which is provided primarily around the perimeter of the site with limited incursion of vehicular traffic into the heart of the scheme. The objective for the public realm is to design a living environment within the development to improve interaction and sense of community with a series of spaces creating an overall attractive and inviting design using soft and hard landscape elements.

The scheme is highly accessible and well connected to the existing surrounding areas, in particular allowing the Groody Valley green wedge to flow into and connect to the heart of the new development.

The development as proposed to be incorporated in this LRD application has been developed with reference to planning history, the statutory planning policy attached to the site and relevant section 28 Guidelines. Accordingly, it is submitted that the development proposed is in accordance with the proper planning and sustainable development of the area and with all relevant planning policy documents.