

CLEEVES RIVERSIDE QUARTER DEVELOPMENT

Sustainability and Social Infrastructure Statement

Limerick City & County Council, in partnership

with

Limerick Twenty Thirty Strategic Development DAC



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HRA | PLANNING

CHARTERED TOWN PLANNING & ENVIRONMENT CONSULTANTS

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1.0 INTRODUCTION

1.1 Background

This statement presents an examination of available social and community infrastructure and an assessment of the 'proposed development' (that is, as described in the public notices for the purpose of the planning application and described in Section 2.1.2 of this report) on that infrastructure.

This information is provided to assist compliance with Section 11.1.2 of Development management Standards of the Limerick Development Plan 2022 – 2028 (the Development Plan) solely in terms of how the assessed infrastructure will be affected by the proposed development, that is, primarily as a result of the proposed increase in population generated by the proposed development.

This assessment is informed by an evaluation of the prevailing demographic character of the immediate area in which the development is proposed. It takes account of the characteristics and needs of the intended population arising from the proposed development and existing service level provision and the likely effects on those to consider how infrastructure might be affected by the proposed development.

Though due care and attention have been given to accurate identification of social and community infrastructure data, there is of course the possibility that some of these services may have altered, may no longer occur, or that additional services occur since data collection and survey. Whilst reference use of public service datasets and site-specific survey has been undertaken in collating the base information, any changes to that data at the time of reading is likely to be negligible to the overall assessment.

1.2 Methodology

The analysis is grounded in the '**10-minute city**' or '**10-minute neighbourhood**' concept - a key principle in contemporary urban and town planning. This concept advocates for the creation of compact, connected communities where residents can access a wide range of daily services, facilities, and amenities within a comfortable 10-minute walk or cycle from their homes.

Consideration of community and social infrastructure in new development, is guided by a range of statutory and non-statutory documents that emphasise integrating infrastructure planning with development to create sustainable and resilient communities.. Key documents include:

- **the National Planning Framework 2040 First Revision** which highlights the need to align infrastructure with population growth through a hierarchical model of provision, ensuring both local services and strategic facilities are appropriately located.
- **The Sustainable and Compact Settlement Guidelines (2024)** and **the Urban Design Manual 2009** stresses that planning should consider the availability and proximity of schools, childcare, and community services within the design process, alongside public spaces that foster social interaction and inclusion.
- **The Retail Planning Guidelines (2012)** supports accessible local retail provision as essential for inclusive communities, particularly for vulnerable groups.

- **Guidelines such as the Childcare Facilities Guidelines (2001) and the Provision of Schools and the Planning System (2008)** advocates for proactive collaboration between planning authorities and the Department of Education to anticipate education infrastructure needs arising from development.
- **The Design Standards for Apartments, Guidelines for Planning Authorities for Planning Authorities, 2025** further reinforces the importance of providing adequate communal and community facilities in residential developments.

Collectively, these documents advocate a holistic, anticipatory, and place-based approach to ensure that new development is supported by sufficient and accessible social infrastructure, thereby facilitating compact growth, enhancing quality of life, fostering sustainable neighbourhoods where daily needs can be met within close proximity.

1.3 Approach

Assessment of social infrastructure and the development demand on it included consideration of the following:

1. **Development Population**

In the first instance, the potential population that would be generated by the proposed development is determined based on the nature and composition of the development features.

2. **Location, Connectivity and Catchment Definition**

Identification of the project location characteristics and spatial illustration of a **10-minute** walkable area from the development location (approximately 800m) from the site under which the majority of spatial analysis will be carried out within this 'walktime catchment' This reflects practical walking distances for most age groups, supporting health, sustainability, and active travel objectives advocated in the aforementioned key documents.

3. **Accessibility and Connectivity**

The ease of access to these services was assessed, considering pedestrian and cycling connectivity, public transport availability, and barriers to movement.

4. **Demographic Analysis**

Establishment of a profile of the current population within the immediate area of the site using the same service provision, i.e. the population within the defined '10-minute walktime' area to understand the nature and composition of the potential effect arising from future population and their likely service demand patterns within the same walkable catchment from the site. This was informed by extrapolation and analysis of 2022 Census of Population spatial data available at the lowest (most detailed) level – the small area population statistics (SAPs) within the 10-minute walktime area.

5. **Inventory of Social Infrastructure**

An audit of existing social infrastructure and community amenities within the walktime catchment, including various services and proximity to various service provision including education, healthcare, recreation, sports, amenity and parks, retail and entertainment.

Summary Observations.

2.0 ANALYSIS

2.1 The Development Population

The Development population, that is, the population likely to be generated by the proposed development, is determined from the principle residential aspects of the proposed development as described in the planning application which this assessment accompanies.

2.1.2 Description of Development

The proposed development, as per the statutory planning application notices, is described as follows:

“The proposed development comprises Phase II, of an overall Masterplan with four phases of development proposed. Phase II will commence subsequent to ongoing emergency stabilisation and repair of the Flaxmill protected structure (Phase I). Phase III is intended to comprise an educational campus, inclusive of the adaptive reuse of the Flaxmill Building as part of that development and will be subject to a future separate application. Phase IV comprising the Shipyard site will be the final phase of development.

Two structures within the site are designated protected structures; the Flaxmill Building (PS Ref no.264 & NIAH No. 21512053) and the octagonal brick chimney (PS Ref no.265 & NIAH No. 21512059), which are to be retained.

The proposed development includes:

- A. Demolition of a number of structures to facilitate development including (i) Salesians Secondary School and Fernbank House; (ii) 2 no. houses on North Circular Road; (iii) Residual piers from the basin of the reservoir; (iv) Upper Reservoir on Stonetown Terrace comprising 2 no. concrete water tanks, pump house and liquid storage tank; (v) 1960's lean-to building structures adjoining the Cold Store (former Weaving Mill); (vi) remaining fabric of c20th rear lean-to of the Flaxmill Building; (vii) c.1960s office building adjoining the Packing Store and Cheese Plant on North Circular Road; (viii) Cluster of buildings including altered part of the Linen Store, the former Linen Store, Storage Building, and Office/Lab building at O'Callaghan Strand / Stonetown Terrace with partial retention of existing stone wall; (ix) warehouse on the Shipyard site; and (x) partial removal of stone boundary wall defining the Cleeves site adjoining O'Callaghan Strand / Stonetown Terrace and around the Shipyard site.*

B Construction and phased delivery of:

- i. Residential Development in 4 development 'zones' within the site ranging in height from 3 – 7 storeys (with screened service plant at roof level) comprising; (a) 234 no. residential units; (b) 270 no. student bedspaces with ancillary resident services at ground floor level; (c) 299sqm of commercial floorspace; and (d) a creche. The specific development details of each proposed development zone comprise the following:*
 - Salesians Zone – 1 no. building with 2 no. blocks extending to 6 and 7 storeys comprising 146 no. apartments (76 no. 1 bed; and 70 no. 2 bed); a creche; semi basement car and bicycle parking; reception area, plant rooms, and refuse storage, with screened external plant and photovoltaic panels at roof level; 20 no. 3 storey 3 bed*

- triplexe units with photovoltaic panels at roof level; and 30 no. car parking spaces for the dedicated use of the adjoining Salesians Primary School.*
- *Quarry Zone – 1 no. Purpose Built Student Accommodation (PBSA) building with 3 no. blocks extending to 6 and 7 storeys comprising 270 no. bedspaces with study rooms, shared areas, exercise room, reception area, plant rooms, refuse storage and bicycle parking all at ground floor level and screened external plant and photovoltaic panels at roof level. Provision is made for telecommunication antennae on the roof top of one block. Consent is also sought for use of the PBSA accommodation, outside of student term time, for short-term letting purposes.*
 - *Stonetown Terrace Zone – 1 no. building extending to 4 - 5 storeys comprising 38 no. apartments (6 no. studios; 12 no. 1 beds; and 20 no. 2 beds) with plant rooms and refuse storage at ground level, ancillary infrastructure at basement level at northern end of the block, with screened external plant and photovoltaic panels at roof level; 9 no. 3 storey 3 bed townhouses with photovoltaic panels at roof level; and a dedicated secure bicycle storage facility.*
 - *O’Callaghan Strand Zone – 1 no. building extending to 4 / 5 storeys comprising 21 no. apartments (9 no. 1 bed and 12 no. 2 bed) with an open roof structure accommodating communal open space, plant and photovoltaic panels; and 299qm of commercial ground floorspace intended to accommodate Class 1, Class 2 and / or Class 3 uses, with provision for car parking in the undercroft.*
- ii. *Dedicated mobility hub with canopy and photovoltaic panels including double stacker bicycle parking; and EV Charging spaces, within the Shipyard Zone. A dedicated pedestrian/cycle link connects North Circular Road with Condell Road. The remaining area of the zone shall accommodate temporary car parking and a temporary external event space to be used on a periodic basis as the need arises, pending future redevelopment proposals as detailed in the Masterplan (Stage IV).*
 - iii. *Extensive provision of Public Realm including creation of the Reservoir/Quarry Park, the Flaxmill Square and the Riverside Corridor. Significant areas of civic and green spaces are provided, incorporating formal and informal play space; nature based SuDs, permeability and access; and a riverside canopy with photovoltaic panels functioning as an outdoor event space and incorporating heritage interpretative panels*
 - iv. *3 no. dedicated bat houses;*
 - v. *Telecommunication antennae on roof of Block 2A of the PBSA, including (a) 9 no. Support poles to support 2 no. antennae each; (b) 6 no. microwave dishes affixed to the plant screen; and (c) associated telecommunications equipment and cabinets (effectively screened). To facilitate technologically acceptable locations at the time of delivery, a micro-siting allowance of 3m is proposed on the roof top of Block 2A of the PBSA for the infrastructure.*
 - vi. *Provision of vehicular access/egress points including (a) utilisation of existing access points to the Salesians Zone, to the Flaxmill and Quarry Zones and to the Mobility Hub on the Shipyard Site Zone; (ii) reopening an existing (currently blocked) access point off O’Callaghan Strand; (iii) new access points to the proposed undercroft carparking at Salesians from the North Circular Road and at the end of Stonetown Terrace road which provides access to the Stonetown Terrace Zone; and (iv) emergency access only from Stonetown Terrace to the Flaxmill Zone;*
 - vii. *Provision of 30 no. dedicated car parking spaces to serve the Salesians Primary School; and*
 - viii. *All ancillary site development works including (a) water services, foul and surface water drainage and associated connections across the site and serving each development zone;*

(b) attenuation proposals; (c) raising the level of North Circular Road between Fernhill and O'Callaghan Strand; (d) refuse collection store (e) car and bicycle parking to serve the development; (f) public lighting; (g) all landscaping works.; and (h) temporary construction measures including (i) construction access to the Quarry site including provision of a temporary access across the reservoir; and (ii) temporary use of onsite mobile crusher.

The principal residential and communal aspects of the proposed development relevant to this assessment are described under section “B” of the description of development above. These relate primarily to the following development zoned referred to also in the description of development which includes: Salesians Zone; Quarry Zone, Stonetown Terrace Zone, and O'Callaghan Strand Zone, the general location of each is illustrated in Figure 1 below.

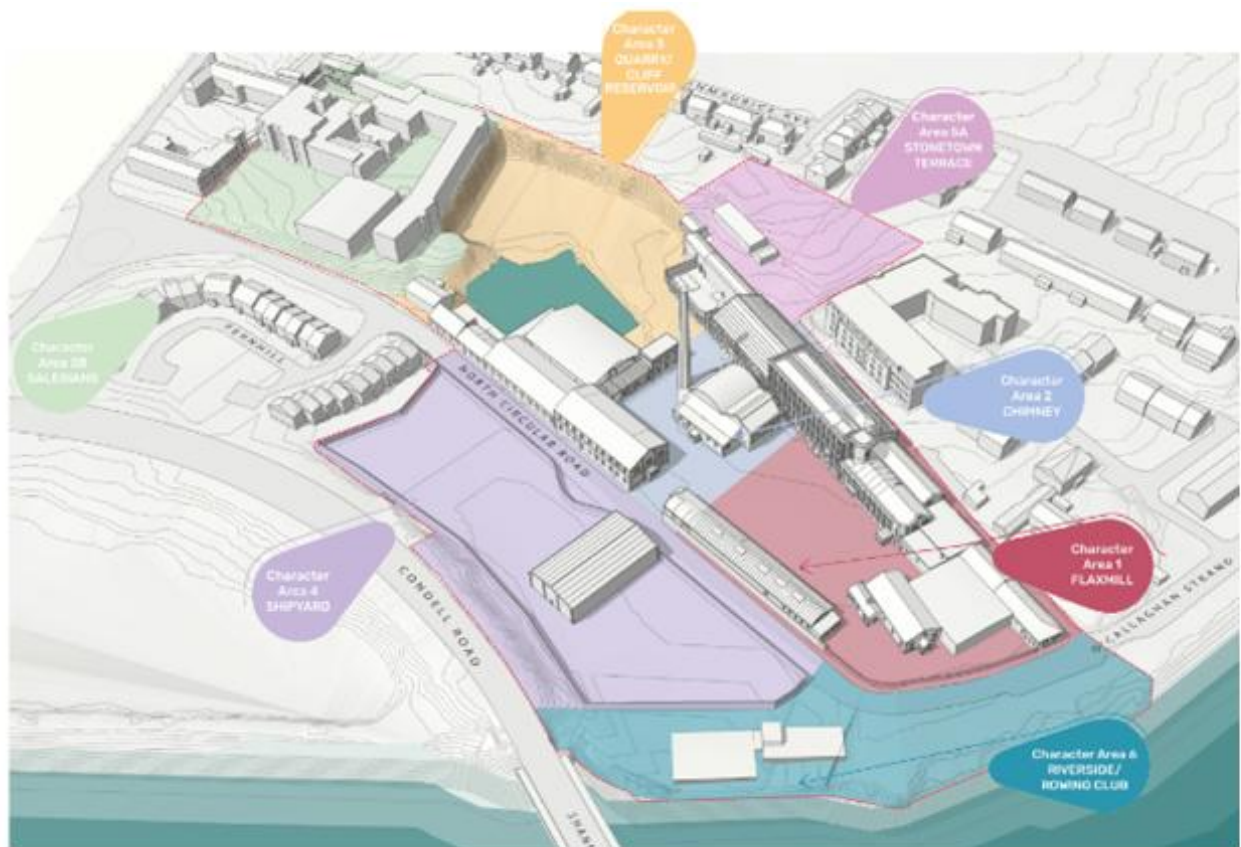


Figure 1.0 Proposed Development Zones

Evaluation

The proposed development therefore comprises both residential accommodation (dwellings and apartments) and purpose-built student accommodation and associated residential amenities including, a creche, commercial space, open space amenity and a public plaza for use by the future residents. The breakdown of the proposed residential tenure provision is as follows:

Tenure Composition	Unit Number	% of Scheme	Sub-totals
Studio	6	2.4%	215
1 bed apartment	97	41.4%	
2 bed apartment	102	43.5%	
3 bed townhouse and triplex Units	29	12.3%	29
TOTAL	234	100%	234

The anticipated impact of the proposed student population on social and community infrastructure is expected to be significantly lower than that of a comparable permanent residential population generated by the proposed apartments, townhouses and triplex units. This reflects the distinct demographic and lifestyle characteristics of students, who are typically transient, short-term residents without dependants and therefore place limited demand on family-oriented services such as primary and secondary schools, childcare facilities, healthcare centres, and long-term community supports. Similarly, students generally have reduced reliance on facilities such as playgrounds or family-focused open spaces, instead engaging more with local retail, leisure, and public transport networks. Accordingly, this assessment concentrates on the effects caused by the residential element given that the scale and nature of social infrastructure requirements associated with the proposed purpose-built student development are proportionately less than those generated by a conventional residential development.

Based on recent Census of Population data, the average household size has been determined at 2.7 persons per housing unit in Limerick. Applying the 2.7 average household size to the units but maintaining the 97 no. 1 bed apartments and 6 no. studio units at 1 person only, the proposed development is therefore likely to generate an additional permanent population of circa 417 no. population with an additional 270 no. student population.

2.2 Location, Connectivity and Catchment Definition

2.2.1 Location

The proposed development is situated in a central area of the Limerick city urban area directly adjacent to the city centre on the northern side of the River Shannon as illustrated in Figure 2.0. The site is an urban brownfield site – previously developed comprising several older buildings. Vehicular and pedestrian access is available directly into the site from O’Callaghan Strand and North Circular Road and the site benefits also from a pedestrian access to Condell Road via the ‘Riverside Walk’ to the north of St. Michael’s Rowing club.

The land-use zoning objective applicable to the subject site (as set out under the Limerick Development Plan 2022-2028) is predominantly ‘City Centre’ with a smaller parcel (a portion within the northern extremity of the site) zoned ‘Existing Residential’. The extent of the (predominant) ‘City Centre’ zoning is illustrated on Figure 2.0 to demonstrate its proximity and relationship to the wider central ‘city centre’ urban area.

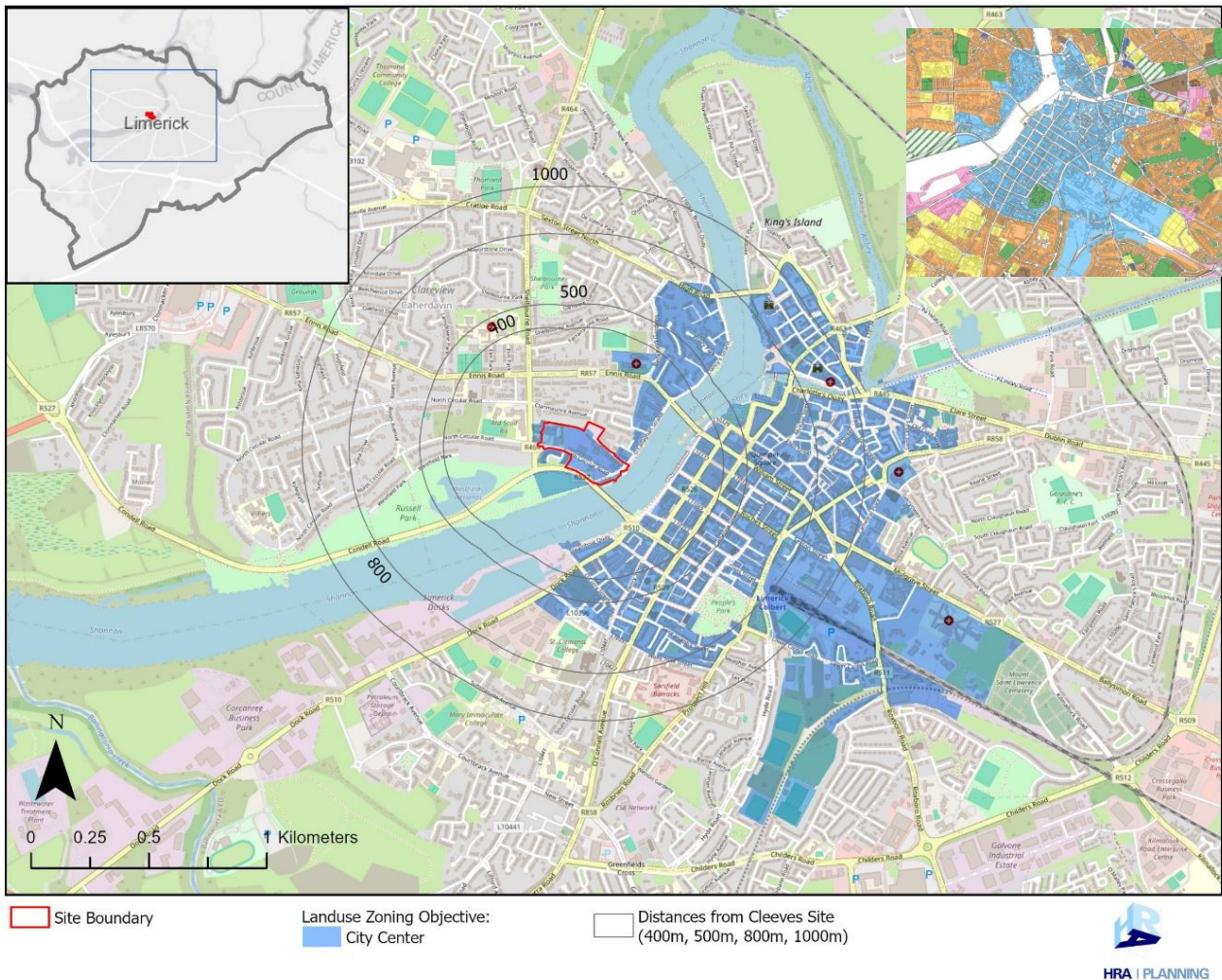


Figure 2.0 (above) site location in the context of its position within the City and Suburbs boundary (top left insert map) and Within the defined 'City Centre' area (main map) using the City Centre 'land-use zoning objective' (Limerick Development Plan 2022-2028 extract shown in top right corner)

2.2.2 Catchment Area

For the purpose of assessment, the 10-minute catchment area of the site has been established and is illustrated in Figures 3a and 3b. This is devised as the 10 minute walking distance from Cleeves using public roads and footpaths.

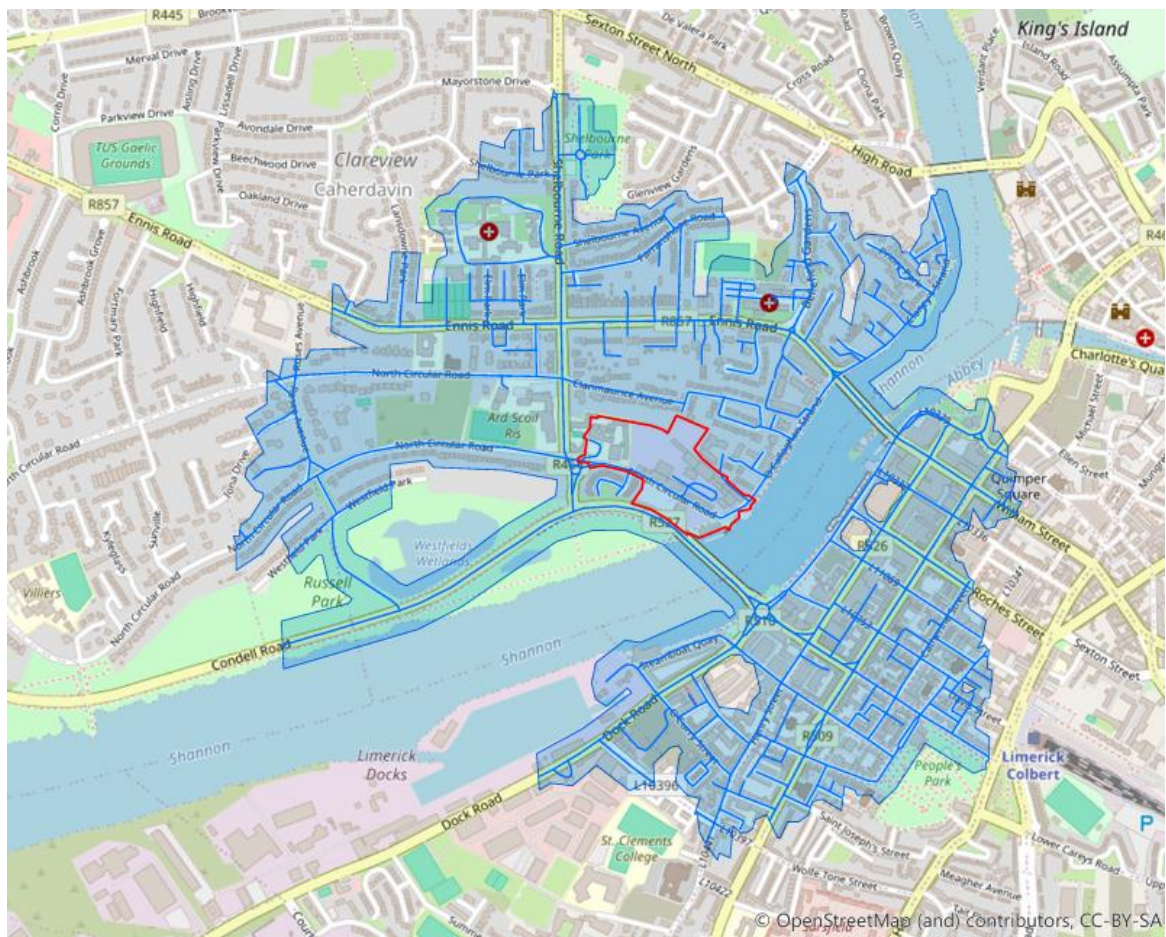


Figure 3a (top) and Figure 3b (bottom) illustrating 10 minute catchment from site

2.2.3 Access & Connectivity

Spatial analysis of the site and its 10-minute catchment time with public bus access and bus network data is shown in Figure 4.0. The location is well connected to the surrounding neighbourhood and to the city centre by the local road network, footpath and cycle lane and public transport infrastructure as illustrated by the public infrastructure below.

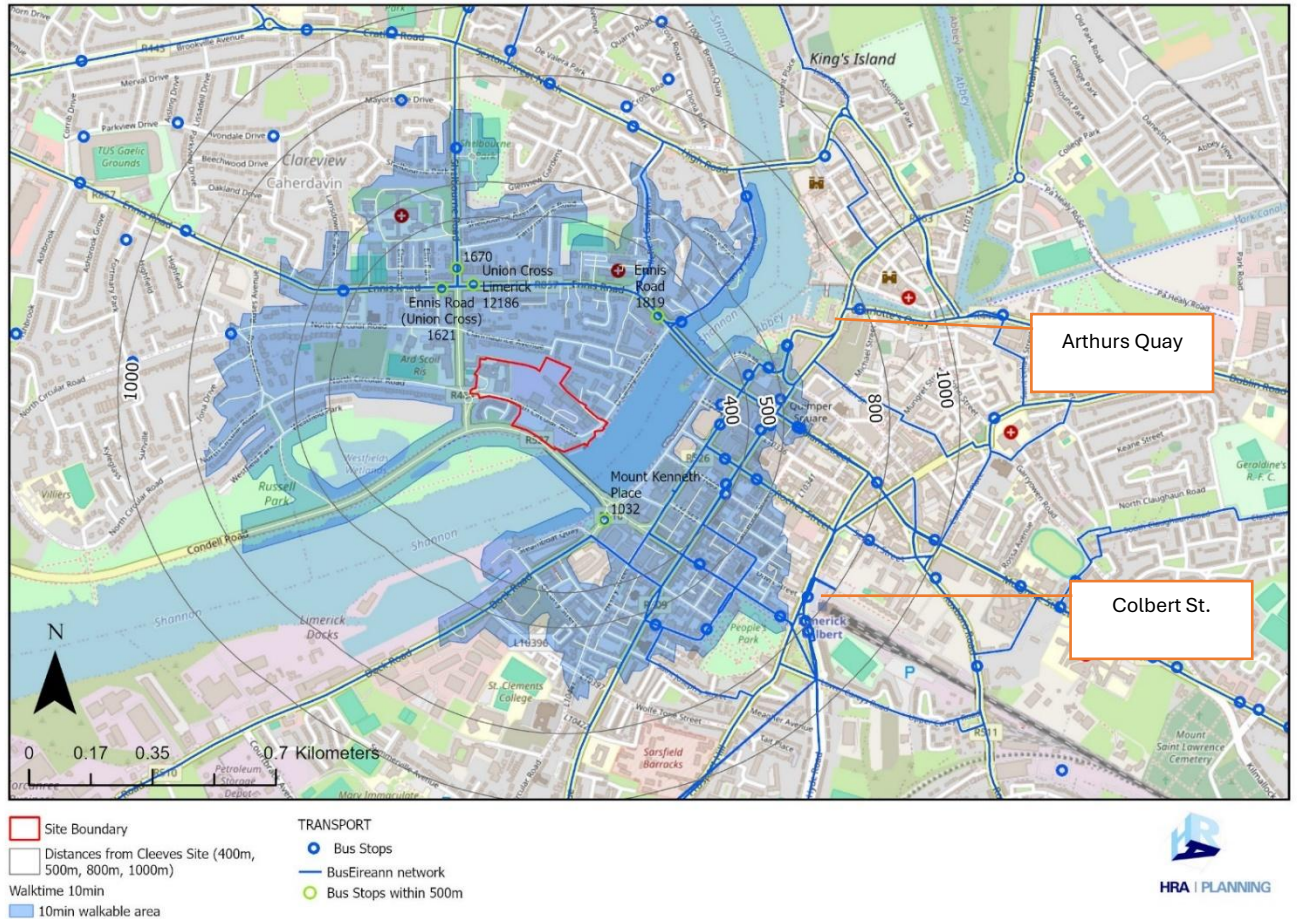


Figure 4.0 Bus stops within 500m from the subject site with other bus stops and the bus network shown.

Figure 4.0 illustrates in the context of the overall bus network operating within the urban area of Limerick, that there are 5 no. bus stops located within 500m of the proposed development. These are tabulated below.

Stop_no.	Name
1621	Ennis Road (Union Cross)
1670	Shelbourne Road (Hospital)
1819	The Strand Hotel Limerick
1032	Jurys Inn Limerick
12186	Union Cross Limerick

These five stops operate both city bound and outbound directions and traverse the bus network. Bus stops for the 306 and 343 bus routes are accessible to the northwest, at the Union Cross junction as shown. Bus stops for the 303, 302, and 306 and 343 bus routes are accessible by a 6-minute walk to the northeast, adjacent to the Sarsfield Bridge as shown.

The extent of accessibility within the urban area from this bus network is illustrated in Figure 5.0. This is based on a 500m walktime catchment area from all bus stops in the urban area.

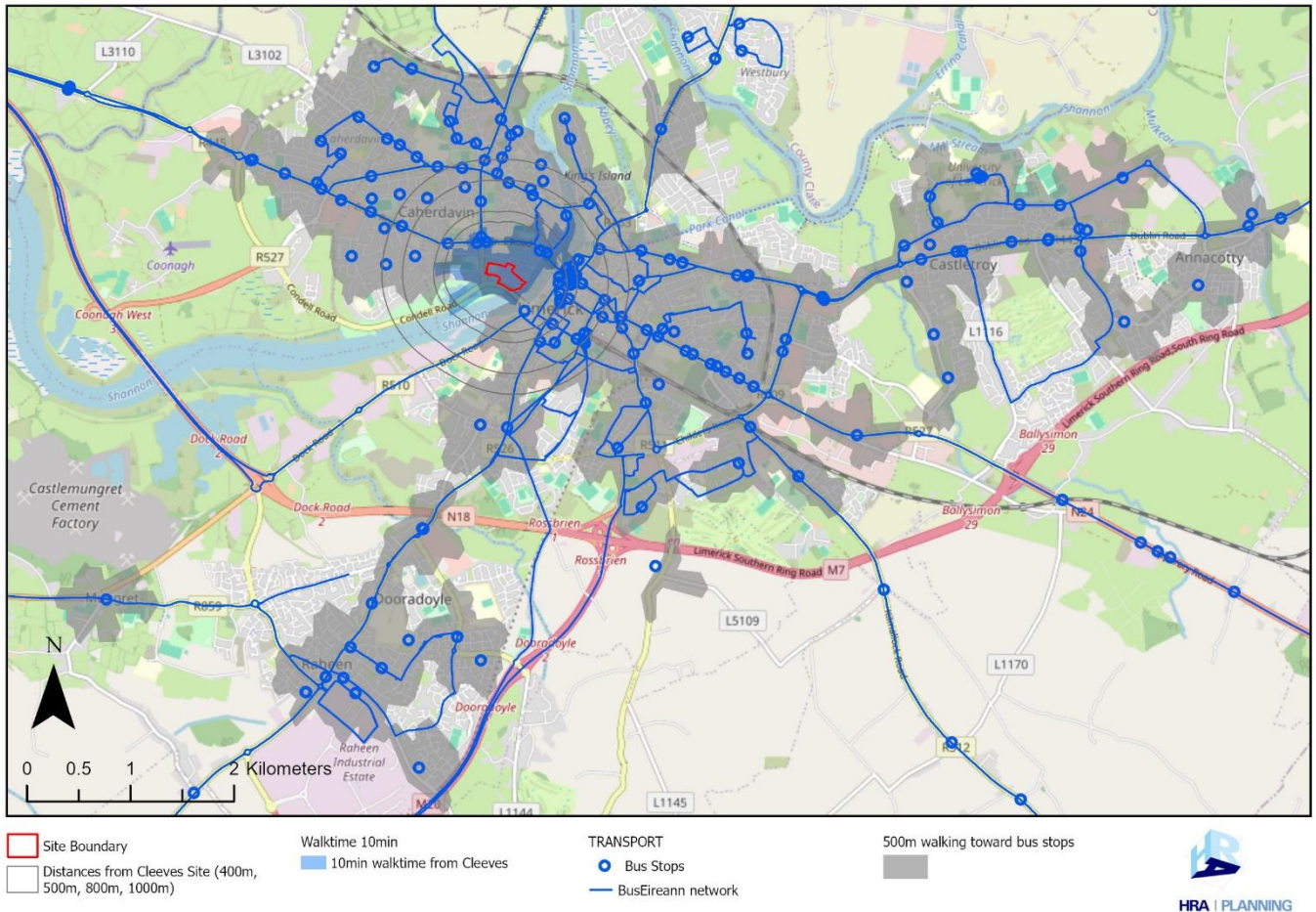


Figure 5.0 Extent of Urban bus network coverage and 500m walking proximity from those stops

There is only one bus service (304) in Limerick city currently offering a 15 minute frequency. That service runs from Ballycummin in the Southern Environs to UL in the Eastern Environs. The subject site is located 700m (10 minute walk) from the bus stop on O'Connell Street providing access to the key employment nodes of Raheen Business Park, University Hospital Limerick and the University of Limerick.

Access to regional (and inter-city) bus services is available at Arthurs Quay is a 12-minute walk to the east of the site (shown in Figure 4.0).

The extent of this public bus transit service, accessible within this urban area including the city centre, together with its approximate distance to/from the proposed development is tabulated below.

Route No.	Bus Route	Stop / Approx. Distance from Subject Site	Frequency
304	Raheen – City Centre – UL	Tutorial College, Stop 608031 (~400 m)	10–30 mins
304A	Raheen – Parnell Street – UL	Tutorial College, Stop 608031 (~400 m)	20–30 mins
314	Limerick Bus Station – Foynes – Ballybunion	Tutorial College, Stop 608031 (~400 m)	8 services daily
321	Limerick Bus Station – Rathkeale – Newcastlewest	Tutorial College, Stop 608031 (~400 m)	8 services daily
320	Limerick Bus Station – Charleville	Tutorial College, Stop 608031 (~400 m)	One service daily
301	Fr. Russell Rd. – Henry Street – Westbury	O'Connell Avenue, Stop 608021 (~450 m)	5 services daily
304	Raheen – City Centre – UL	O'Connell Avenue, Stop 608021 (~450 m)	20–30 mins
304A	Raheen – Parnell Street – UL	O'Connell Avenue, Stop 608021 (~450 m)	10–30 mins
304X	Raheen – Limerick Bus Station	O'Connell Avenue, Stop 608021 (~450 m)	20–30 mins
251	Galway Bus Station – Cork Airport	Henry Street, Stop 608041 (~550 m)	One service daily
301	Fr. Russell Rd. – Henry Street – Westbury	Henry Street, Stop 608041 (~550 m)	60–120 mins
304	Raheen – City Centre – UL	Henry Street, Stop 608041 (~550 m)	20–30 mins
306	Edward St – Henry St – Sarsfield	Henry Street, Stop 608041 (~550 m)	10–30 mins
301	Fr. Russell Rd. – Henry Street – Westbury	Lwr Mallow Street, Stop 609341 (~650 m)	60 mins
306	Edward St – Henry St – Sarsfield	Lwr Mallow Street, Stop 609341 (~650 m)	20–30 mins
301	Fr. Russell Rd. – Henry Street – Westbury	O'Connell Avenue, Stop 608021 (~700 m)	20–30 mins
304	Raheen – City Centre – UL	O'Connell Avenue, Stop 608021 (~700 m)	10–30 mins
306	Edward St – Henry St – Sarsfield	O'Connell Avenue, Stop 608021 (~700 m)	60 mins
315	Newcastle West – Arthurs Quay	O'Connell Avenue, Stop 608021 (~700 m)	60 mins
341	Shannon – Limerick – Newport – Cappamore	O'Connell Avenue, Stop 608021 (~700 m)	One service daily
303	Pineview – Kilmallock Road	Roches, Stop 607321 (~900 m)	15 mins
304	Raheen – City Centre – UL	Roches, Stop 607321 (~900 m)	10–30 mins
305	St. Mary's Park – Lynwood Park	Roches, Stop 607321 (~900 m)	60 mins
310	City Centre – National Technology Park	Roches, Stop 607321 (~900 m)	30 mins
72	Limerick – Birr – Athlone	Limerick, Stop 635041 (~1 km)	3 services daily
314	Limerick Bus Station – Foynes – Ballybunion	Limerick, Stop 635041 (~1 km)	8 services daily
317	Limerick – Cratloe – Ennis	Limerick, Stop 635041 (~1 km)	6 services daily
317A	Limerick – Cappagh – Ennis	Limerick, Stop 635041 (~1 km)	One service daily
320	Limerick Bus Station – Charleville	Limerick, Stop 635041 (~1 km)	5 services daily
321	Limerick Bus Station – Rathkeale – Newcastlewest	Limerick, Stop 635041 (~1 km)	One service daily
323	Limerick Bus Station – Nenagh	Limerick, Stop 635041 (~1 km)	7 services daily
323X	Limerick – Nenagh – Birr	Limerick, Stop 635041 (~1 km)	One service daily
328	Limerick Bus Station – Hospital – Mitchelstown	Limerick, Stop 635041 (~1 km)	6 services daily
329	Limerick Bus Station – Bruff – Kilfinane	Limerick, Stop 635041 (~1 km)	8 services daily
330X	Limerick – Newmarket-on-Fergus – Ennis	Limerick, Stop 635041 (~1 km)	One service daily
332	Limerick Bus Station – Newport – Cashel	Limerick, Stop 635041 (~1 km)	7 services daily
343	Limerick – Bunratty – Shannon Airport	Limerick, Stop 635041 (~1 km)	20–30 mins
343X	Limerick – Ennis	Limerick, Stop 635041 (~1 km)	One service daily
345	Limerick – Killaloe – Scariff	Limerick, Stop 635041 (~1 km)	5 services daily
346	Limerick – Tulla – Scariff – Whitegate	Limerick, Stop 635041 (~1 km)	One service daily
347	Limerick – Tipperary	Limerick, Stop 635041 (~1 km)	One service daily
Arthur's Quay, Stops (~1 km)			
300	Ennis / Killarney / Tralee – Limerick – Dublin City		30–60 mins
301	Fr. Russell Rd. – Henry Street – Westbury	Arthur's Quay, Stops 605571/605551/10265	20–30 mins
313	Arthurs Quay via Parteen – Ardnacrusha	Arthur's Quay, Stops 605571/605551/10265	7 services daily
318	Limerick – Ennis	Arthur's Quay, Stops 605571/605551/10265	4 services daily
323	Limerick Bus Station – Nenagh	Arthur's Quay, Stops 605571/605551/10265	7 services daily
323X	Limerick – Nenagh – Birr	Arthur's Quay, Stops 605571/605551/10265	One service daily
332	Limerick – Cashel via Newport	Arthur's Quay, Stops 605571/605551/10265	7 services daily

Route No.	Bus Route	Stop / Approx. Distance from Subject Site	Frequency
345	Limerick – Killaloe – Scariff	Arthur's Quay, Stops 605571/605551/10265	5 services daily
391	Limerick – Thurles	Arthur's Quay, Stops 605571/605551/10265	3 services daily
712	Ennis – Dublin Airport	Arthur's Quay, Stops 605571/605551/10265	120 mins
712X	Limerick – Dublin Airport	Arthur's Quay, Stops 605571/605551/10265	120 mins
735	TUS Moylish – Dublin Airport	Arthur's Quay, Stops 605571/605551/10265	7 services daily
FlightLink	Limerick – Dublin City – Dublin Airport	Arthur's Quay, Stops 605571/605551/10265	6 services daily

The existing bus network (as shown in Figure 5.0) will be enhanced with implementation of both the short-term and long-term Bus Priority Measures (including BusConnects) set out in the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS) to provide improved service accessibility and frequency. The redesign of Limerick's bus network, published by the National Transport Authority in December 2023, is expected to deliver a 70% increase in service levels, extended coverage to previously underserved areas, enhanced Sunday timetables, and simplified fares to encourage seamless interchange.

The nearest Transport for Ireland (TfI) Bikes stations are located adjacent to the Sarsfield Bridge. Access to Colbert Train Station, with direct connections to Dublin, Galway, and Waterford is a 15-minute walk to the southeast. Though one of the southbound lanes along the Shannon Bridge (linking this neighbourhood north of the River Shannon to the City Centre) was converted into a two-way cycle route protected by bollards temporarily during the COVID pandemic, design work has commenced to provide permanent cycling infrastructure along the bridge thus ensuring a permanent cycle land connection with the city centre. Local roads and pedestrian infrastructure is shown in Figures 6.0 and 7.0.

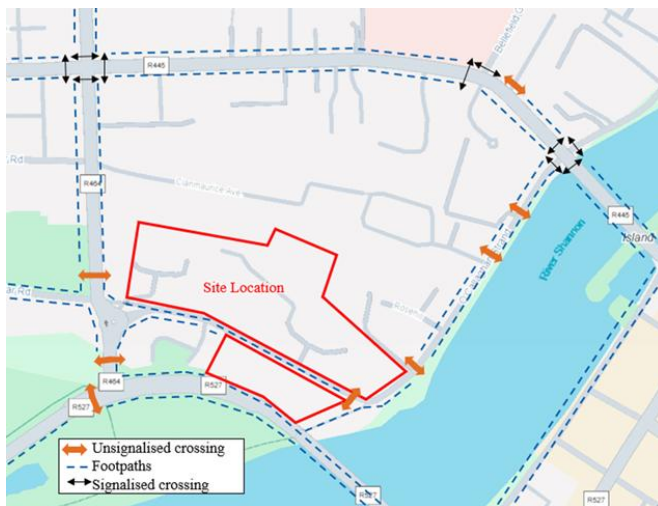


Figure 6.0 (above left) site location in the context of existing pedestrian infrastructure connectivity

Figure 7.0 (above right) site location in the context of local road network providing vehicular access to the site.

In addition to that, analysis of available Public Transport Access Level (PTAL) data – between rush hour (8am-9am) indicates that Cleevess is within an area which has a medium level of public transport service, but immediately neighbours an area with a high level of service. This data demonstrates proximity and availability to a 'reasonable' level of public transport service, the spatial extent of which

is illustrated in Figure 8.0 below. PTAL data combines the walk or cycle journey time to public transport stop with the level of service at that stop giving an idea of how well connected an area is to public transport services.

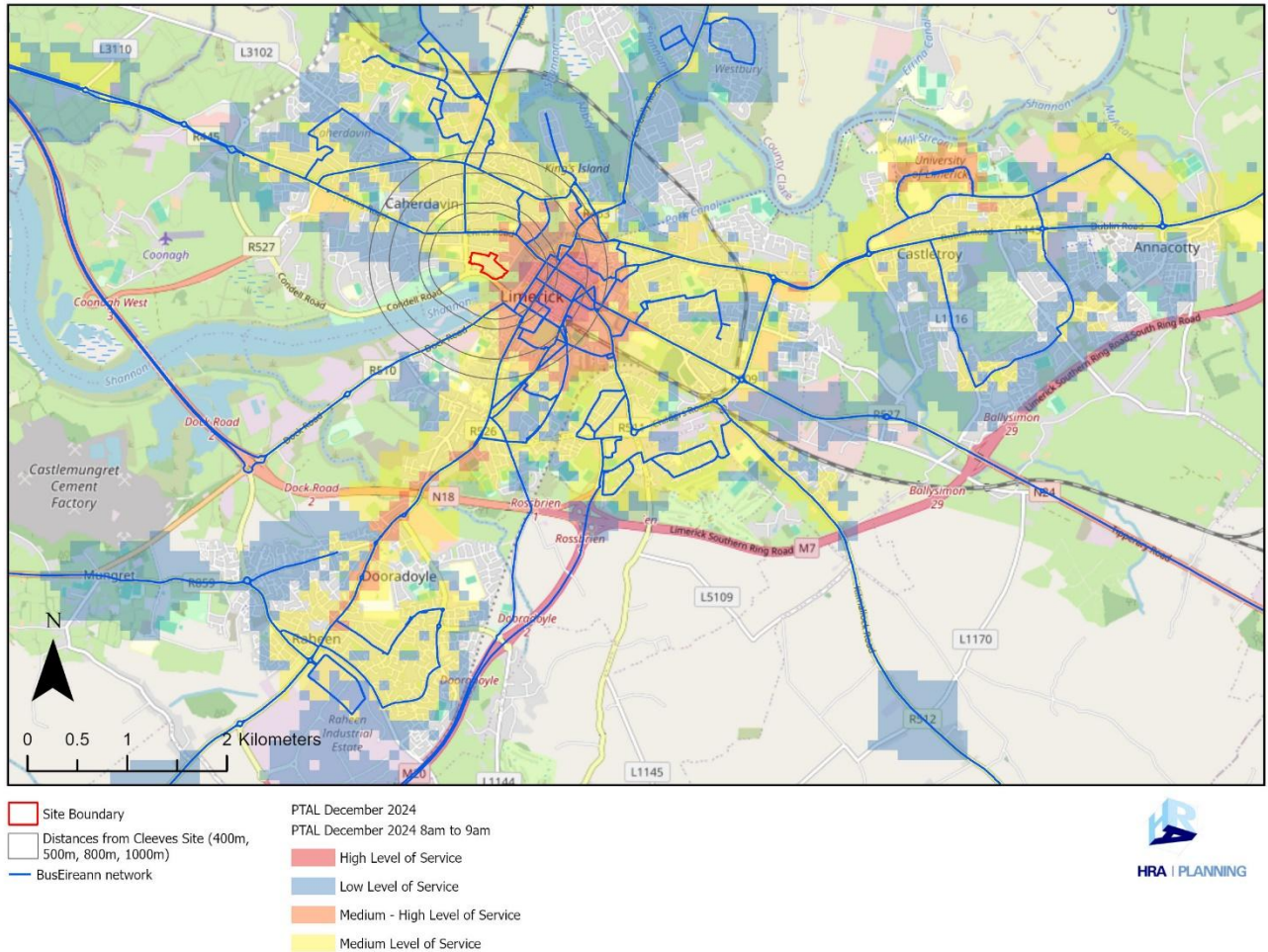


Figure 8.0: PTAL Analysis (Source National Transport Authority) with analysis by HRA PLANNING.

Summary observations regarding Location and Accessibility

The Cleaves site is well connected to the surrounding neighbourhood, the Limerick city centre and employment zones via local roads, footpaths, and cycle lane infrastructure. It benefits from five designated bus stops within a 10-minute walk (500m), ensuring coverage in both city-bound and outbound directions. Regional bus services at Arthur's Quay are accessible within a 12-minute walk, and Colbert Train Station – providing direct intercity connections to Dublin, Galway, and Waterford – is a 15-minute walk away. Cycle connectivity is supported by existing and planned infrastructure across Shannon Bridge, ensuring a permanent cycle link to the city centre. The Public Transport Accessibility Level (PTAL) analysis for morning peak hours demonstrates that Cleaves is located in an area with a medium level of public transport service but adjacent to within an acceptable walking distance of a 'high' level of public transport service. This indicates the potential for strong integration with the wider public transport network, supporting best practice land use and transport planning objectives. The site's connectivity and multimodal accessibility make it highly suitable for redevelopment and densification with new residential land use, aligning with sustainable urban consolidation policies and integrated land use-transport strategies.

2.3.2 Population

Extrapolation of the Census of Population 2022 Small Area Population (SAP) statistics indicates a population of 2,479 persons within a 10-minute walktime catchment area of the proposed development. This local 10-minute population represents 2.4% of the population of the entire 'Limerick City and Suburbs' area of just over 100,000 persons¹. The Limerick City and Suburb area has experienced significant growth between the 2016 and 2022 census of population periods, with a 14.07% increase, or, +12,616 people. The breakdown of population by age is illustrated in Figure 10.0 below.

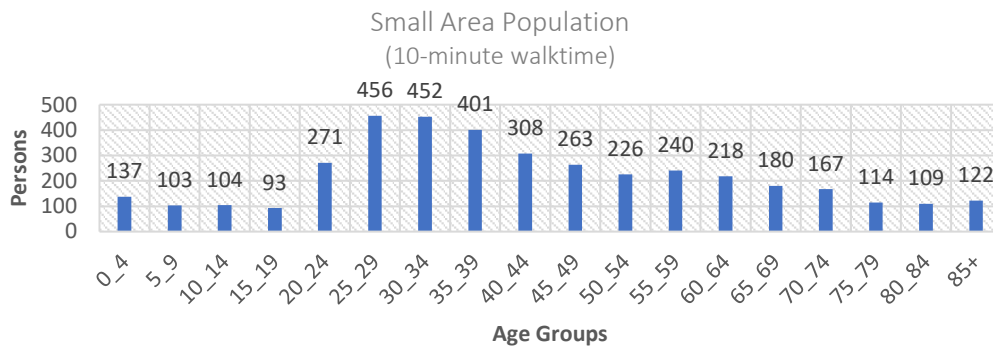


Figure 10.0. Age Breakdown 10-minute Catchment Area from Site with SAP Areas

The population within a 10-minute walktime of this small area shows a clear concentration in the working-age adult groups, particularly:

- » **Highest populations** are in the **25-29** (456 people), **30-34** (452 people), and **35-39** (401 people) age brackets, indicating a strong presence of young to mid-career adults.
- » Numbers decline steadily after age 40, with **308 people aged 40-44** and **263 aged 45-49**.
- » There is a **relatively smaller child and teenage population**, with **137 aged 0-4**, and each age group between 5-19 having fewer than 105 people.
- » The **older adult population (65+)** remains moderate, with **218 aged 65-69** and gradually declining to **109 aged 80-84**, before rising slightly to **122 aged 85+**
- » A low number of the population (circa 3.3%) remain in education above the age of 15 representing a relatively low student (and third level) population.

2.3.3 Family Cycle

A deeper analysis of this census data which reflects circa 464 families (shown in Figure 11.0), indicates that the largest group is Pre-family households, with 126 families, making up approximately 27% of all families. This indicates a strong presence of single-person or couple households without children. The next largest group is Adult families (85 families, ~18%), reflecting households with adult children still living at home or multi-adult family structures. There is also a notable number of retired families (62 families, ~13%) and empty nest households (49 families, ~11%), highlighting an established older demographic in the area.

¹ Population of 102,287 for Limerick City and Suburbs (Census of Population www.cso.ie)

Families with children across the schooling cycle are smaller in proportion:

- Pre-school: 41 families (~9%)
- Early school: 31 families (~7%)
- Pre-adolescent: 34 families (~7%)
- Adolescent: 31 families (~7%)

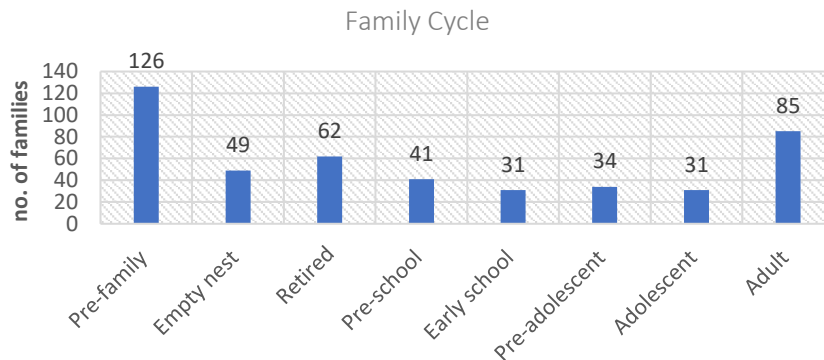


Figure 11 Family Cycle

Key Interpretation Points of relevance:

- » Over half (45% combined) of all families are either pre-family or adult households, suggesting housing demand is weighted towards apartments or smaller units suited to couples or adults without dependent children.
- » Families with school-aged children represent a relatively small share (approx. 30% combined across pre-school to adolescent groups), which may impact future planning for schools, playgrounds, and child-focused services.
- » The retired and empty nest categories combined (~24%) underscore the importance of age-friendly amenities, accessible public realm, and local healthcare.

2.3.4 Private Household Composition by rooms:

Out of 981 no. permanent private households (within the catchment), the distribution by number of rooms shows:

- » The largest group is 3-room households, with 177 households, making up approximately 18% of all households.
- » Close behind are 6-room households (164 households, ~17%) and 4-room households (142 households, ~14%).
- » 5-room households account for 108 households (~11%), and 7-room households for 92 households (~9%).
- » There are 75 households with 2 rooms (~8%) and a small number of 1-room households (4 households, <1%).
- » 8 or more room households represent 113 households (~12%), indicating a notable proportion of larger properties.
- » 105 households (~11%) did not state the number of rooms.

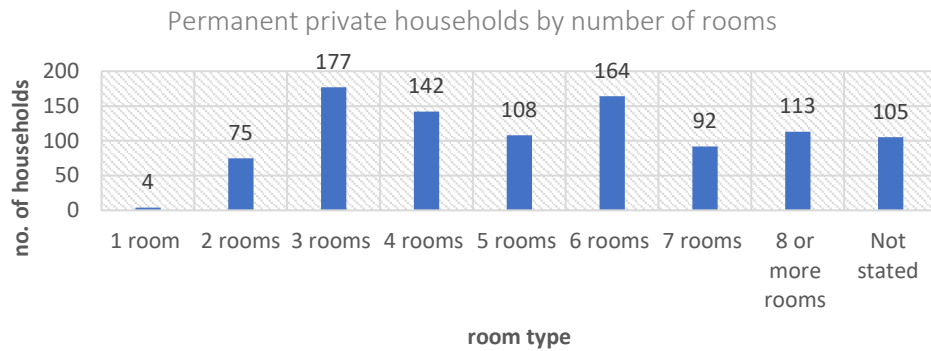


Figure 12.0 Private Household Composition by no. rooms

Key Interpretation Points of relevance:

- The majority of households are spread between 3 to 6 rooms, indicating a dominance of medium-large sized homes
- The relatively high number of larger homes (7 rooms and 8+ rooms combined, ~21%) suggests a significant presence of spacious family homes or multi-generational households.
- Very few households live in single-room dwellings (<1%), highlighting low prevalence of smaller apartment size units in this part of the central urban area.

2.3.5 Travel to School, College, Work

Though a substantial proportion (22.8%) did not state their mode of transport to school, car drivers are the largest group with 395 people, accounting for approximately 23.7% of the total population who did declare their means of transport. Bus, minibus or coach users represented 6.3%, car passengers at 6.9%, bicycle users at 3.9%, Rail users 0.4%, and Motorcycle or scooter users are minimal at <0.1%.

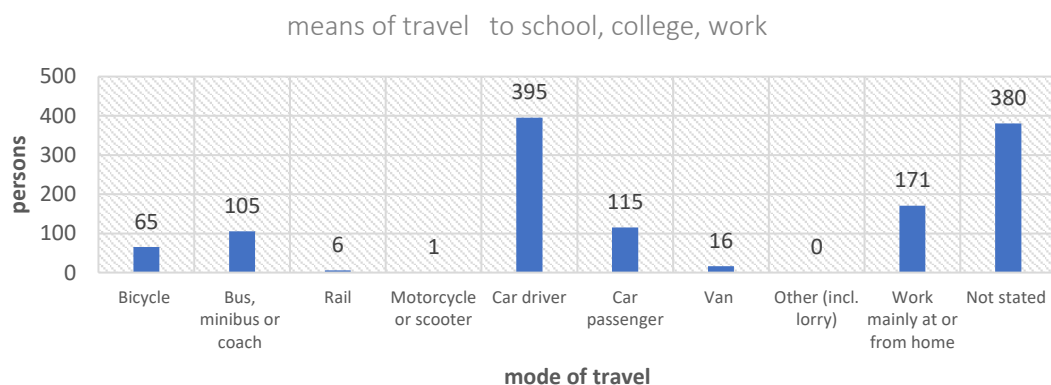


Figure 13.0 travel

Key Interpretation Points

- Private car use (drivers + passengers) dominates, representing ~30.6% combined.
- Remote working is significant (10.2%), reflecting wider national trends post-pandemic.
- Public transport use (bus and rail combined) is low overall (6.7%), suggesting limited uptake or accessibility.
- Cycling uptake is modest (3.9%), while motorcycle use is negligible.

2.3.6 Demographic Summary

The population composition of this small edge-of-city-centre location is predominantly younger adults, with few families having dependent school-aged children. Most residents are at a pre-family stage or are older adults without children at home. Housing demand is therefore focused on apartments and smaller units suited to singles and couples rather than larger family homes. This is supported by the fact that most dwellings have three to six rooms, indicating small to medium-sized homes. Overall, the area is characterised by a youthful, urban-oriented community with housing and infrastructure needs aligned to compact city living rather than family-focused development.

2.4 Inventory and Evaluation of Social Infrastructure

An audit of existing social and community facilities was undertaken within the 10-minute walk-time of the proposed development site. This walk-time and distance is generally deemed as an acceptable area within urban locations which people are prepared to walk within their neighbourhood to access those facilities.

The topography of the area is relatively level and thus presents no physical impediment that might unduly limit access to these services by way of topographical constraints or absence of pedestrian pathways. The proposed development is in an existing urban location that has high level accessibility to a large variety of services which are considered under the following grouped headings for convenience:

- » Open Space, Sports & Leisure Facilities
- » Education Facilities
- » Community & Cultural Facilities
- » Health Facilities & Social Services
- » Religious and Worship Facilities
- » Community, Cultural, Facilities Retail & Entertainment

Of course, additional services and facilities are available beyond the immediate walktime area of the proposed development, some of which are still accessible by foot (depending on the willingness of the traveller) but which may require use and access by public or private transport. This catchment area is readily serviced by existing road and footpath infrastructure that provides safe and convenient pedestrian access to the services identified. The existing level of pedestrian and cycle connectivity is illustrated in Figures 14.0-19.0.

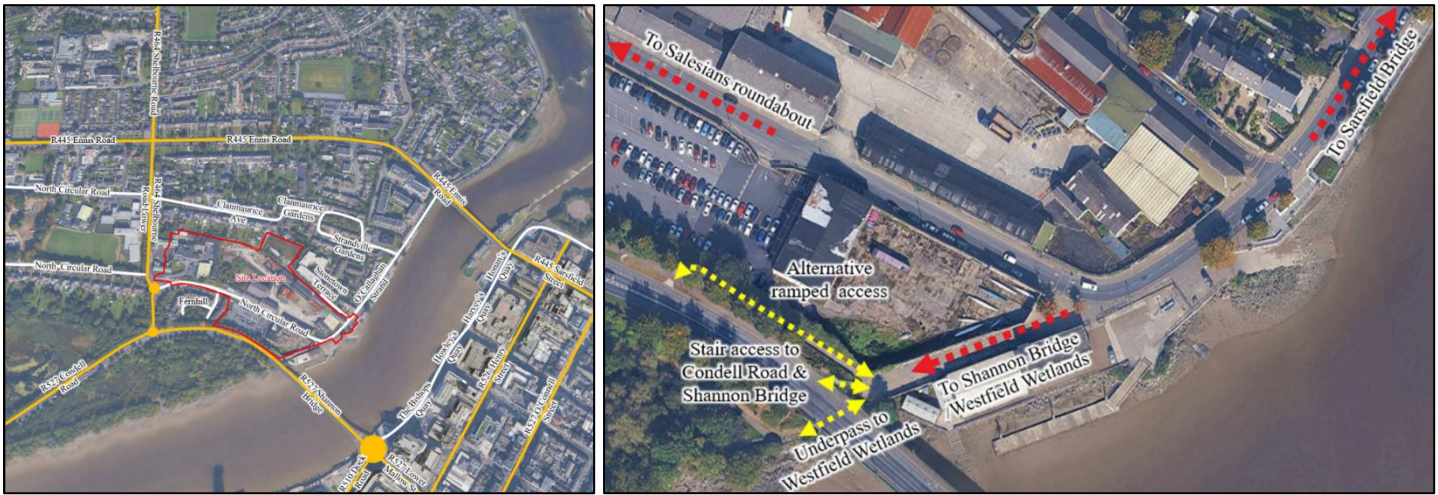


Figure 14.0 (left) Existing road network (Maps data: Google, ©2025 Airbus) (Source: ATKINS Realis)
Figure 15.0 (right) Key pedestrian movements and connectivity in the vicinity of the site (Maps data: Google, ©2025 Airbus) (Source: ATKINS Realis)



Figure 16.0 Existing pedestrian infrastructure in the vicinity of the site (Source: ATKINS Realis)

That said, and despite the proposed development being located within a short cycling distance of many key destinations, there is limited cycling infrastructure in the vicinity. The nearest cycle lane is a dedicated two-way cycle lane on Shannon Bridge (Figure 17). This cycle lane extends from the R527 / R510 / The Bishops Quay roundabout and to the R527 / R464 roundabout to the southwest of the site. Though this cycle lane was originally introduced as part of the city's temporary COVID-19 mobility measures, design work has since commenced to provide permanent cycling infrastructure along Shannon Bridge.



Figure 17.0 Shannon Bridge dedicated two-way cycle lane (Source: ATKINS Realis)

However, there may be improvements to the surrounding cycle network in future. O'Callaghan Strand is identified in the Limerick and Shannon Metropolitan Area Transport Study (LSMATS) as a secondary cycle route. Ennis Road and Sarsfield Bridge are also identified in LSMATS as primary routes. The Limerick city cycle network connects into the larger Cycle Connects network for County Limerick which is shown in Figure 18 and, with Figure 19 illustrating the spatial cycle time catchment area to./from the subject site.

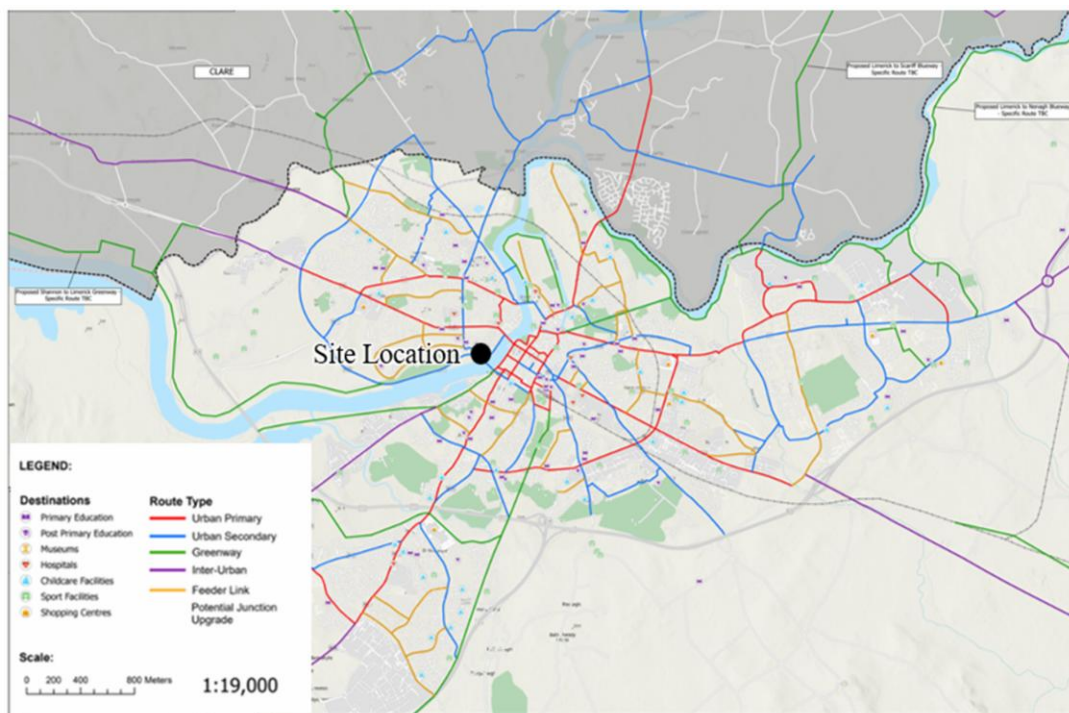


Figure 18.0 Limerick urban cycle network as part of Cycle Connects

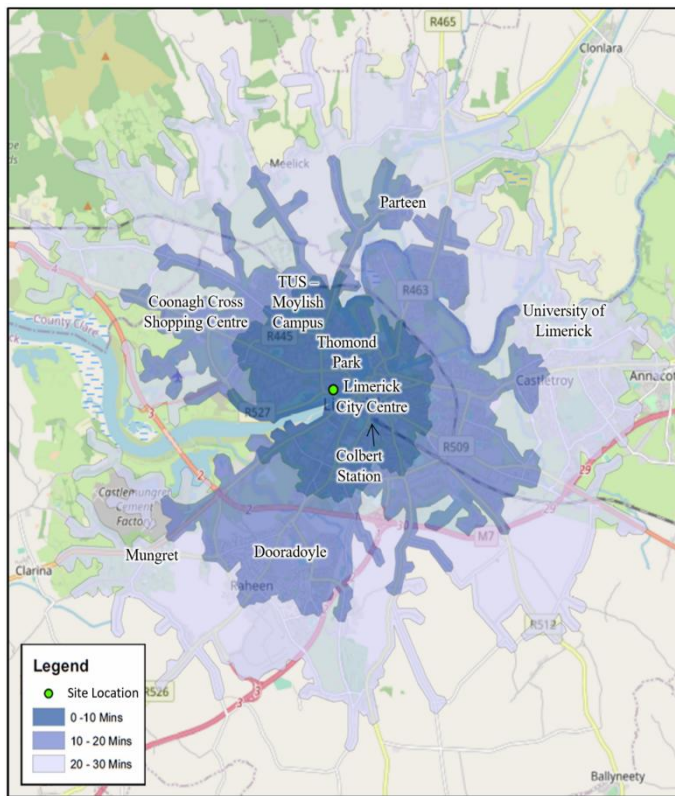


Figure 19.0 Cycling catchment area (Source: ATKINS Realis)

Name/Map ref	Category	Location
Energize	Gym/Workout	Limerick Strand Hotel, Ennis Road
Isalsa Live	Dance	The Limerick Lawn Tennis Club, Ennis Road
Limerick Boat Club	Sailing	Sarsfield Bridge
Limerick BTSC	Badminton	Ardcoil Rís, N Circular Rd
Mount Kenneth Skatepark	Skateboarding/Skating	Mount Kenneth, Dock Road, Limerick
People's Park Playground	Children's Play	People's Park, Pery's Square, Limerick City
Saint Michael's Rowing Club	Rowing	O'Callaghan Strand, ,
Sanovitae	Gym/Workout	Clayton Hotel, Steamboat Quay, Dock Road
Shannon Rowing Club	Rowing	Sarsfield Bridge
Shelbourne Athletic Football Club	Football/Soccer	Shelbourne Road
Shelbourne Park Playground	Children's Play	Shelbourne Park, Shelbourne Road, Limerick
Think Fitness	Gym/Workout	Saint Alphonsus Street
Shelbourne Junior Parkrun	Athletics	Shelbourne Park
Limerick Climbing Club	Hillwalking	
Arthur's Quay Park	Walking	Arthur's Quay Park
City Centre Slí Na Slainte	Walking	
Neil Cusack Olympic Trail Condell Roa	Walking	
People's Park	Walking	
Shelbourne Park	Walking	
Three Bridges Walk	Walking	
Westfields Wetlands	Walking	Condell Road, Limerick
Limerick Lawn Tennis Club	Tennis	Ennis Road

The activities and amenities identified above illustrate that within a 10-minute walking radius of the Cleaves Site, future residents would have access to a broad mix of activities, ranging from indoor fitness (gyms, dance, badminton) to outdoor team sports (football, athletics, rowing, tennis, skating) and leisure pursuits (walking trails, children's play areas, climbing, wetlands exploration). The proximity and diversity of these amenities underscore the area's strong recreational offering and include:

- **Water-based sports:**
 - » *Rowing clubs* (St. Michael's and Shannon Rowing Club and Limerick Boat Club) are located close to the River Shannon, within a short walk east of the site.
- **Gyms and fitness centres:**
 - » *Energize* (Ennis Road), *Sanovitae* (Dock Road), and *Think Fitness* (St. Alphonsus St.) are all within the walkable catchment, offering general workout and health facilities.
- **Walking and trails:**
 - » Several walking routes and parks, such as the *Three Bridges Walk*, *City Centre Slí na Sláinte*, *Neil Cusack Olympic Trail*, *Westfields Wetlands*, *Arthur's Quay Park*, *People's Park*, and *Shelbourne Park*, provide accessible recreational walking opportunities.
- **Team/field sports:**
 - » *Shelbourne Athletic Football Club* (soccer) and *Shelbourne Junior Parkrun* (athletics) are based in Shelbourne Park, within easy reach of the site.

- **Children's play:**
 - » *People's Park Playground* and *Shelbourne Park Playground* provide nearby family-oriented recreational spaces.
- **Specialist activities:**
 - » *Mount Kenneth Skatepark* (skating), *Limerick Lawn Tennis Club* (tennis), *iSalsa Live* (dance), and *Limerick BTSC* (badminton) offer a wide variety of sports beyond the mainstream options.

Key Interpretation from this data:

- » High density and diversity of sports and recreational amenities are available within a 10-minute walktime, supporting active lifestyles and accessibility to leisure opportunities.
- » Water sports and outdoor recreation are strongly represented due to the riverfront location, enhancing the area's attractiveness for both residents and visitors.
- » The spread of playgrounds, walking routes, and parks highlights provision for families and all age groups, while the notable presence of combat and fitness facilities caters to younger adult populations dominant in the area.
- » This rich amenity base provides a strong foundation for active travel promotion, placemaking, and community wellbeing objectives within future site development proposals.

2.4.2 Education

There are approximately 507 people (pre-school to adolescent) within the catchment area directly education-dependent, highlighting the importance of accessible and diverse schooling options within a walkable catchment.

National School Education:

Within approximately 1km (inclusive of and just beyond the 10-minute neighbourhood) as illustrated in Figure 21.0, there is strong provision for early and primary education, with eleven national schools offering a mix of co-educational and single-sex options and special education needs. While Catholic ethos schools are most common, multi-denominational alternatives and dedicated special education facilities ensure inclusivity for diverse family needs.^t The location is well-served for early education needs (pre-school and early school stages), supporting 257 pre-family persons transitioning to family stage and 133 pre-school children.

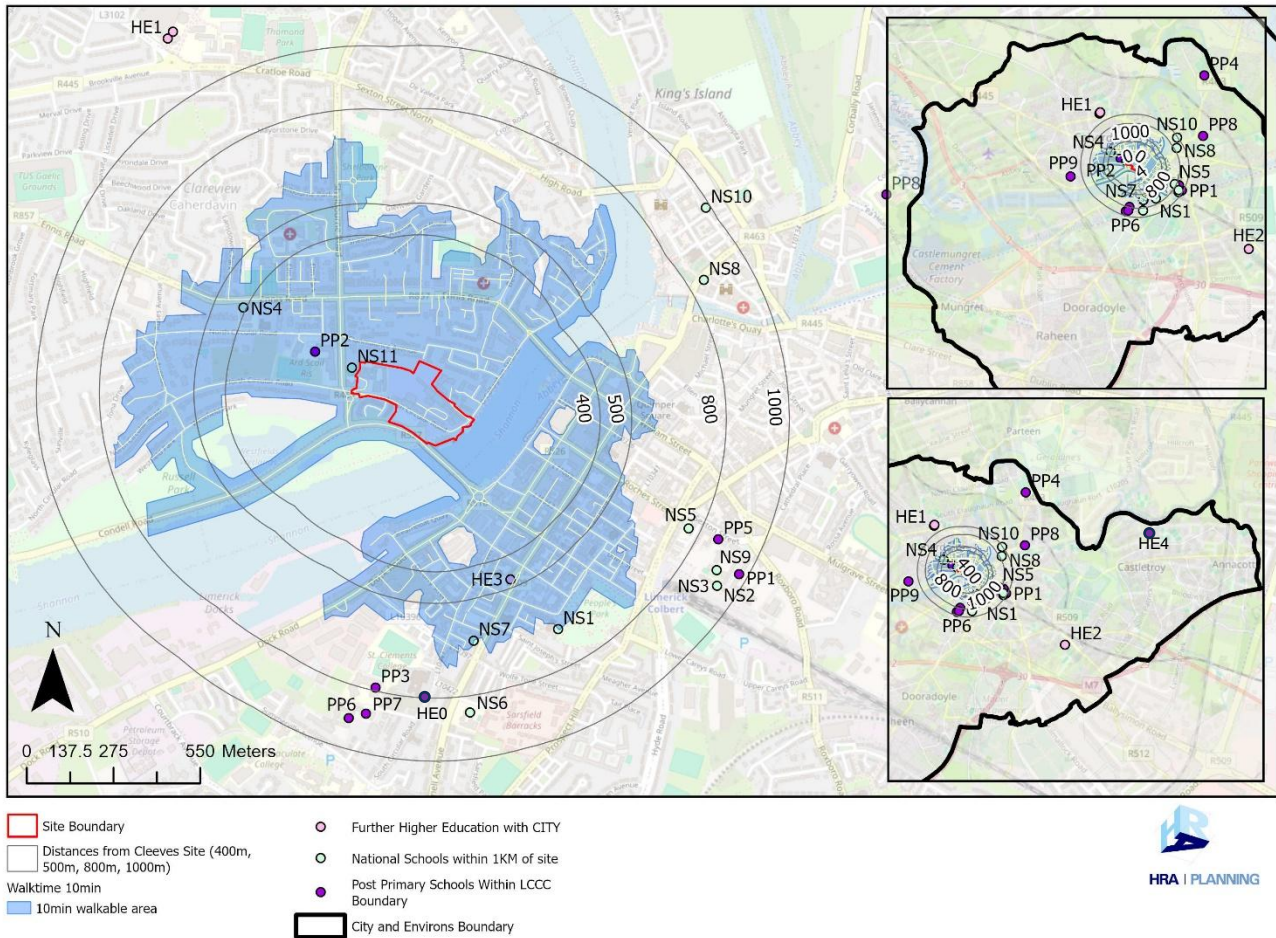


Figure 21.0 Education institutions within the context of 10-minute walktime, and the wider city area

Figure 22.0 below details the schools illustrated in Figure 21.0 within 1km of the proposed development. That figure includes enrolment figures for the year 2020-2021 and latest 2024-2025 in order to establish a 5 year review of enrolment patterns in these schools to indicate capacity or the future potential for capacity to accommodate increased population in their catchment areas (i.e within proximity to them).

Map ref:	Name	Official_Name	Address	Ethos	Gender	ROLL_No.	Enrolment		difference
	within 1km of the Proposed Development						2020/2021	2024/2025	
NS1	St Michaels Lim City	St Michaels	11 Barrington Street	Church Of Ireland	Mixed	12834S	81	113	32
NS2	St Michael's Infant School	St Michaels Ns	Sexton Street	Catholic	Mixed	15320C	117	113	-4
NS3	Scoil Iosagain CBS	Scoil Iosagain	Sexton Street	Catholic	Single Sex	16910F	204	228	24
NS4	Scoil JFK	J F K Memorial School	Ennis Road	Catholic	Single Sex	18991S	250	220	-30
NS5	St Augustine's School	St Augustines Spec Sch	Sexton Street	Catholic	Mixed	19587Q	24	24	0
NS6	An Mhodhscoil	An Mhodh Scoil	Ascaill Uí Chonaill	Catholic	Mixed	19894C	610	578	-32
NS7	Limerick School Project	Limerick School Project	O'connell Avenue	Multi Denominational	Mixed	19934L	218	210	-8
NS8	Gaelscoil Sáirséal	Gaelscoil Sairseal	Bóthar Shíol Bhroin	Catholic	Mixed	19956V	126	343	217
NS9	Presentation Primary School	Presentation Primary School	Sexton Street	Catholic	Mixed	20018H	237	281	44

NS10	St Mary's National School	St Mary's National School	Bishop St,	Catholic	Mixed	20405O	291	140	-151
NS11	Salesian's	Salesian Primary School	Fernbank	Catholic	Single/ Mixed	20496U	336	389	53

Figure 22.0 primary schools within 1km of the proposed development

Figure 23.0 below details the range and diversity of other primary schools situated beyond 1km of the proposed development but within the Limerick city and suburbs. These schools have been identified as in some instances primary schools beyond 1km from the home may be the preferred family option due to various reasons including family choice or locational preferences such as proximity to places of employment, childminders, or family. That information also includes the 5 year analysis of enrolment figures to identify capacity.

Beyond 1km but with the City and Suburbs								
Name	Official_Name	Address	Ethos	Gender	ROLL_NO	Enrolment		difference
						2020/ 2021	2024/ 2025	
Scoil Eoin Naofa	St Johns Convent	Cathedral Place	Catholic	Single /Mixed	06936R	255	220	-35
St Nessian's National School	Scoil Neassain	Mungret	Catholic	Mixed	14409N	690	665	-25
Donoughmore Ns	Donoughmore N S	Donoughmore	Catholic	Mixed	16118M	180	146	-34
Scoil Padraig Naof B	Scoil Padraig Naofa B	Dublin Road	Catholic	Single	16443A	202	207	5
St Patrick's Gns Limerick	Scoil Padraig Naofa C	Dublin Road	Catholic	Single	16444C	200	201	1
St John The Baptist BNS	St John The Baptist Boys N S	Downey Street	Catholic	Single	16715H	30	47	17
S N Baile Sineid	Our Lady Queen Of Peace School	Janesboro	Catholic	Mixed	17737W	336	325	-11
Monaleen National School	Scoil Moin A Lin	Castletroy	Catholic	Mixed	17937H	862	847	-15
Scoil Mháthair Dé	Scoil Mathair De	South Circular Road	Catholic	Mixed	18677M	342	414	72
Catherine McAuley School	Catherine Mc Auley Sp S	Ashbourne Ave	Catholic	Mixed	18692I	251	270	19
Scoil Íde	Scoil Ide	Corbally Road	Catholic	Mixed	18872K	744	690	-54
Scoil Chríost Rí Bns	Scoil Chriost Ri B	Caherdavin	Catholic	Single	19331E	306	290	-16
Scoil Mhuire Banríon Na Héireann	S N Muire Na Heireann	Caherdavin	Catholic	Single	19332G	289	273	-16
St. Paul's School	Scoil Phoil Naofa	St. Paul's School	Catholic	Mixed	19336O	300	579	279
St Brigid's Ns Limerick	St Brigids Ns	Singland	Catholic	Mixed	19475F	451	465	14
St Gabriel's Special School	St Gabriels School	Crabtree House	Multi Denominational	Mixed	19603L	60	65	5
Our Lady Of Lourdes	Our Lady Of Lourdes N S	Rosbrien	Catholic	Mixed	19667O	200	165	-35
Mid West School For The Deaf	Mid West School For The Deaf	Greenfields	Catholic	Mixed	19719H	37	43	6
Milford National School	Milford Grange N School	Plassey Park Road	Catholic	Mixed	19800N	109	479	370
Corpus Christi National School	Corpus Christi N S	Moyross	Catholic	Mixed	19830W	367	415	48
Sheoirse Clancy Sn	Gaelscoil Sheoirse	Bóthar Bhaile An Róistigh	Catholic	Mixed	19931F	120	87	-33
Presentation Primary School	Presentation Primary School	Sexton Street	Catholic	Mixed	20018H	237	281	44
St Canice's Special School	St Canices Special School	Coovagh House	Catholic	Mixed	20117J	10	9	-1
Gaelscoil Chaladh An Treoigh	Gaelscoil Chaladh An Treoigh	Caisleán Nua	Catholic	Mixed	20148U	436	417	-19

Limerick Educate Together	Limerick City East Educate Together Ns	Dromdarrig	Multi Denominational	Mixed	20175A	393	382	-11
Gaelscoil An Ráithín	Gaelscoil An Raithin	An Drom Dearg	Catholic	Mixed	20181S	357	394	37
Le Chéile National School	Le Chéile National School	Roxboro Road	Catholic	Mixed	20459O	299	170	-129
	Thomond Primary School	Moylish Road	Catholic	Mixed	20460W	395	215	-180

Figure 23.0 primary schools beyond 1km of the proposed development

Post Primary Schools (Secondary)

Given Limerick city's unique third-level application process to post-primary education resulting in broader travel in many instances beyond the immediate neighborhood, it would be impractical to limit consideration of secondary level schools to the 10-minute catchment or to the 1km limit. Within Limerick City and Environs, fifteen schools were identified and shown in Figure where Catholic secondary schools are dominant, with single-sex and mixed options across locations. Vocational & inter-denominational schools do offer broader choice (e.g. Villiers Secondary, Castletroy College, Gaelcholáiste Luimnigh). This provides capacity and variety to support the existing pre-adolescent (129 persons) and adolescent (121 persons) cohorts, ensuring educational continuity as families mature within the catchment.

Post Primary					
Map Ref	Official Name	Address	Type	Denomination	Gender
PP1	Colaiste Mhichil	Sexton Street	Secondary	Catholic	Boys
PP2	Ardscóil Ris	North Circular Rd	Secondary	Catholic	Boys
PP3	St Clements College	Laurel Hill Avenue	Secondary	Catholic	Boys
PP4	St Munchin's College	Corbally	Secondary	Catholic	Boys
PP5	Coláiste Nano Nagle	Sexton Street	Secondary	Catholic	Mixed
PP6	Laurel Hill	Laurel Hill	Secondary	Catholic	Girls
PP7	Laurel Hill Coláiste FCJ	Cnoc Na Labhras	Secondary	Catholic	Girls
PP8	Ardscóil Mhuire	Corbally	Secondary	Catholic	Girls
PP9	Villiers Secondary School	North Circular Rd	Vocational	Church Of Ireland	Mixed
PP11	Castletroy College	Newtown	Vocational	Inter-Denominational	Mixed
PP12	Gaelcholáiste Luimnigh	MEAL SIOR ANRAÍ	Vocational	Inter-Denominational	Mixed
PP13	Thomond Community College	Moylish Park	Vocational	Multi-Denominational	Mixed
PP14	Mungret Community College	Old Stables Mungret College	Comprehensive	Multi-Denominational	Mixed
PP15	Crescent College Comprehensive	Dooradoyle Rd		Inter-Denominational	Mixed

Figure 24.0 post primary schools within Limerick city and suburbs

An analysis of enrolment of primary schools within and beyond 1km of the proposed development over the last 5 years (2021/2022 – 2024-2025 enrolments years) demonstrates fluctuation and capacity in the enrolment patterns. Current enrolment figures include the facilitation of Ukrainian placements which are considered a temporary provision in light of the ongoing Ukrainian conflict. As of May 2023, 15,

589³ Ukrainian pupils had been enrolled in schools across Ireland with 10,105 accommodated in primary schools and 5,484 in post-primary schools.

In terms of future education demand, The “Projections of Enrolment 2023–2042,” report published by the Department of Education’s Statistics Section, (Government of Ireland) covering the period 2023–2042, presents analysis that indicates that primary school enrolments nationally are projected to decline from approximately 558,000 pupils in 2023 to 533,000 in 2026, and further to around 499,000 by 2030. In contrast, post-primary enrolments are expected to rise from approximately 417,000 pupils in 2023 to 430,000 in 2026, before declining again to around 418,000 by 2030. The report therefore anticipated a peak in primary enrolments in 2023 and a peak in post-primary enrolments around 2026, with approximately 5,000 fewer children projected to enter junior infants in 2026 compared with 2022 based on a likely (national) migration and fertility scenario influenced by a moderately high net migration and a stable fertility rate from 2025 onwards⁴.

Third-Level

The city also hosts five major higher and further education institutions (tabled below), including the University of Limerick, Mary Immaculate College, TUS, Moylish, FET Kilmallock Rd, and FET Mulgrave St Campus which support lifelong learning, upskilling, and graduate opportunities. This higher education presence reinforces the area’s appeal to young professionals and adult learners, while also contributing to the wider economic and social fabric of Limerick.

Third Level	
Map Ref	Name
HE0	Mary Immaculate College MIC
HE1	TUS Moylish
HE2	FET Kilmallock Rd
HE3	FET Mulgrave St Campus
HE4	University of Limerick

Figure 25.0 Third Level within Limerick city and suburbs

Key Interpretation of this data:

- » A diverse range of primary and secondary schools exist within a 10-minute walkable catchment.
- » Inclusive special education provision.
- » Balanced gender provision at post-primary level.
- » Multiple third-level institutions promoting educational pathways from early childhood to adult education.
- » Provides support for sustainable community development, ensuring that as pre-family groups transition to early school and adolescent stages, local education infrastructure can accommodate growth

³ Department of Education (2025). <https://www.gov.ie/en/department-of-education/publications/department-of-education-statement-of-strategy-2023-2025/#:~:text=As%20outlined%20in%20our%20Projections,484%20in%20post%2Dprimary%20schools.>

⁴ Department of Education (2024) <https://assets.gov.ie/static/documents/projections-of-full-time-enrolments-primary-and-post-primary-level-2023-2042-8a51ec7c-.pdf>

- » Positive reinforcement of site suitability for mixed tenure residential development catering to families, young professionals (pre-family), and adult learners.

Education Summary

“The limited size and nature of the residential cohort, the target demographic and the tenure type of units mean that the proposed development is unlikely to cater for significant levels of many school-aged children. Notwithstanding that, the analysis of primary school enrolment shows fluctuations in enrolment over the last 5 years with capacity in some primary schools with long term outlook indicating a reduced demand on primary schools. The proposal is therefore unlikely to put undue demand on the existing primary and post primary school provision.

Early Years Childcare

Consideration of existing capacity in ‘childcare’ is not considered necessary given that the development includes childcare provision to meet the requirements of the development consistent with the provisions of the Childcare Facilities Guidelines for Planning Authorities (2001).

2.4.3 Health Facilities and Social Services

Primary Care services are broadly defined as the health or social care services that a person can use and find in a community, outside of a hospital setting. Primary Care includes GPs, Public Health Nurses and a range of other services provided through the Local Health Office, by the HSE (Health Service Executive).

It is recognised that for specialist services, individuals may be willing to travel further. Given the location of the site within Limerick City, residents will have access to a range of services including national public hospitals, private hospitals, accident and emergency services, psychiatric hospitals, orthopaedic hospital and hospices. In this regard, due consideration has been given to service level provision within 1km of the site as illustrated in the Figure 16.0 and corresponding table and, including University Hospital Limerick located within the city environs of Dooradoyle.

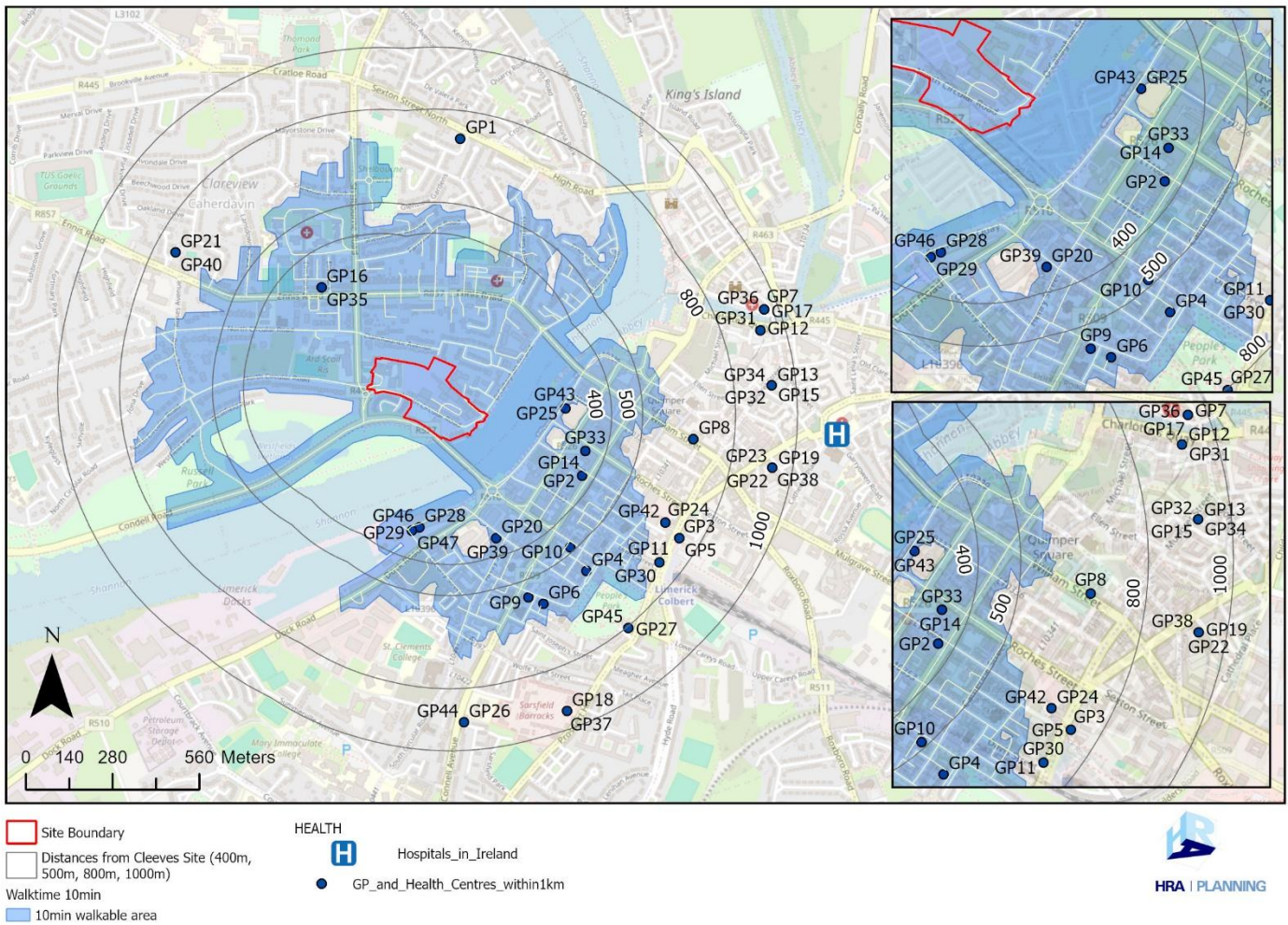


Figure 26.0-GP and Healthcare

Map ref	Name	Address
GP1	Dr T P Casey	1 Stenson Park, Farranshone, Limerick, V94 XD2E
GP2	Medicentre Limerick	105 O'connell Street, Limerick, V94 NT2Y
GP3	The Clinic Dooradoyle	14 St. Nesson's Road, Dooradoyle, Limerick, V94 XE29
GP4	Cullen & Hanly Family Doctors	15 Pery Square, Limerick, V94 XV4A
GP5	The Clinic Dooradoyle	14 St. Nesson's Road, Dooradoyle, Limerick, V94 XE29
GP6	GP Surgery	19 Barrington Street, Limerick, V94 PCY9
GP7	Bio Force Medical & Wellness Clinic	1st Floor George's Quay House, George's Quay, Limerick, V94 YW9T
GP8	Dr Michael O'Flynn	22 William Street, Limerick, V94 XV9T
GP9	Royal Med Health Centre Limerick	26 Barrington St, Limerick, V94 WKH5
GP10	Other - Limerick Family Planning Clinic Ltd	27 Mallow Street, Limerick, V94 X8KC
GP11	Station Clinic	40 Parnell Street, Limerick, V94 RH5F
GP12	Abbey River House Medical Practice	Abbey River House, Charlotte's Quay, Limerick, V94 C2NX
GP13	Other - Safetynet Inclusion Health Clinic	Box 486 Mungret Street, Limerick, V94 PV34
GP14	Dr Annemarie Dineen	Carlton House, 8 Shannon Street, Limerick, V94 TY79
GP15	Other - Safetynet Inclusion Health Clinic	Box 486 Mungret Street, Limerick, V94 PV34

GP16	Ennis Road Medical Centre	Elm Park Villas, Ennis Road, Limerick, V94 X5XF
GP17	Bio Force Medical & Wellness Clinic	1st Floor George's Quay House, George's Quay, Limerick, V94 YW9T
GP18	Defence Forces - Sarsfield Barracks	Lord Edward Street, Limerick, V94 TXD9
GP19	Old Windmill Medical Centre	Lower Gerald Griffin Street, Limerick, V94 CX6H
GP20	HSE - Public Health Mid West	Mount Kennett House, Henry Street, Limerick, V94 KN3N
GP21	Treaty Medical Centre	Oakdale House, Ennis Road, Limerick, V94 NX4T
GP22	Old Windmill Medical Centre	Lower Gerald Griffin Street, Limerick, V94 CX6H
GP23	Old Windmill Medical Centre	Lower Gerald Griffin Street, Limerick, V94 CX6H
GP24	Parnell Street Surgery	Parnell Mall, Parnell Street, Limerick, V94 RY6P
GP25	Dr. Naomi Mackle	The Adare Clinic, Unit 2, Harvey's Quay, Limerick, V94 56T7
GP26	Dr John Slevin	The Moorings, 4 Verona Villas, O'connell Avenue, Limerick, V94 AY05
GP27	People's Park Medical Centre	The Park, Lord Edward Street, Limerick, V94 XE17
GP28	Stanford Clinic	Unit 6/7, Steamboat Quay, Dock Road, Limerick, V94 Y7YH
GP29	Atlantic Edge Medical	Unit 8, Steamboat Quay, Dock Road, Limerick, V94 HK84
GP30	Station Clinic	40 Parnell Street, Limerick, V94 RH5F
GP31	Abbey River House Medical Practice	Abbey River House, Charlotte's Quay, Limerick, V94 C2NX
GP32	Other - Safetynet Inclusion Health Clinic	Box 486 Mungret Street, Limerick, V94 PV34
GP33	Dr Annemarie Dineen	Carlton House, 8 Shannon Street, Limerick, V94 TY79
GP34	Other - Safetynet Inclusion Health Clinic	Box 486 Mungret Street, Limerick, V94 PV34
GP35	Ennis Road Medical Centre	Elm Park Villas, Ennis Road, Limerick, V94 X5XF
GP36	Bio Force Medical & Wellness Clinic	1st Floor George's Quay House, George's Quay, Limerick, V94 YW9T
GP37	Defence Forces - Sarsfield Barracks	Lord Edward Street, Limerick, V94 TXD9
GP38	Old Windmill Medical Centre	Lower Gerald Griffin Street, Limerick, V94 CX6H
GP39	HSE - Public Health Mid West	Mount Kennett House, Henry Street, Limerick, V94 KN3N
GP40	Treaty Medical Centre	Oakdale House, Ennis Road, Limerick, V94 NX4T
GP41	Old Windmill Medical Centre	Lower Gerald Griffin Street, Limerick, V94 CX6H
GP42	Old Windmill Medical Centre	Lower Gerald Griffin Street, Limerick, V94 CX6H
GP43	Parnell Street Surgery	Parnell Mall, Parnell Street, Limerick, V94 RY6P
GP44	Dr. Naomi Mackle	The Adare Clinic, Unit 2, Harvey's Quay, Limerick, V94 56T7
GP45	Dr John Slevin	The Moorings, 4 Verona Villas, O'connell Avenue, Limerick, V94 AY05
GP46	People's Park Medical Centre	The Park, Lord Edward Street, Limerick, V94 XE17
GP47	Stanford Clinic	Unit 6/7, Steamboat Quay, Dock Road, Limerick, V94 Y7YH

Figure 27.0 GP & Medical

Key Interpretation of this data:

The study area benefits from an extensive network of 47 GP practices and health centres, predominantly concentrated within the city centre and surrounding urban area. This includes single practitioner clinics, large multidisciplinary centres, public health services, and specialist inclusion health

clinics enabling accessibility via public transport, walking, or cycling for all population groups. There are of course more GP and Health services situated within the environs and beyond the 1km area under assessment including the University Hospital Limerick.

2.4.4 Religious and Worship Facilities

Though there is no standard measure in place in Ireland regarding the provision of religious places of worship, there are several churches and religious buildings serving a variety of faiths within the 10-minute walking distance of the site, catering to the various Christian (predominantly Catholic) religious denominations and for other religions in the community. These include:

- » Our Ladies of the Rosary
- » St Munchins Roman Catholic Church
- » St Michaels Catholic Church
- » St Augustine's Catholic Church
- » Abundant Life Christian Church
- » Sacred Heart Church of Institute Catholic
- » St. Josephs Catholic Church
- » Redemptorist Church
- » St. Michaels Church of Ireland

2.4.5 Community, Cultural, Facilities Retail & Entertainment

The subject site benefits from a close proximity to Limerick City Centre circa 500m from the site which comprises multiple and various convenience and comparison retail provision, cultural and entertainment facilities typical of a city centre.

It is recognised that arts and culture are key cornerstones in the sustainable development of new communities (and a growth in population), helping to define and preserve identity, promote social activity, and offer valuable educational and economic returns. Limerick has a strong network of artists, performers and musicians promoting cultural activities. Limerick City & County Council Arts Office provides a service that supports the development of creative people and communities through the Arts. This is realised through research, programmes, events, grants and awards and the development of on-line and off-line resources. Social and Community facilities are varied in nature and can include general civic services and services targeted to specific sectors within the community. Whilst there is no standard guidance for retail or cultural or entertainment provision, the location of the proposed development is considered best located to take advantage of such facilities which tend to be concentrated within the city-centre in the context of Limerick City.

3.0 SUMMARY OBSERVATIONS

An audit of social infrastructure within a 10-minute walk (approx. 800m) confirms a high level of provision across all key service categories. The catchment benefits from:

- » Extensive sports, leisure, and open space facilities (36 identified) supporting active lifestyles for all age groups, including playgrounds, parks, gyms, water sports, and field sports.
- » Comprehensive educational provision, with 11 national schools, special education facilities, and access to multiple post-primary and third-level institutions, ensuring educational pathways from early childhood through to adult education and supporting sustainable community development.
- » Presence of a diverse level of medical services within highly accessible proximity to the proposed development including primary healthcare services, circa 47 GP practices and health centres within 1km of the proposed development and access to acute medical services within the wider urban area including University Limerick Hospital and private hospitals
- » Religious and worship facilities catering to diverse denominations within walking distance.
- » Community, cultural, retail, and entertainment facilities concentrated in Limerick city centre (approx. 500m away), providing broad civic, cultural, and retail amenities to support daily needs and community wellbeing.

The proposed development will generate an additional permanent population of circa 417 no. population with an additional 270 no. student population.

The existing population composition of this small edge-of-city-centre location is predominantly younger adults, with few families having dependent school-aged children. Most residents are at a pre-family stage or are older adults without children at home. Housing demand is therefore focused on smaller units suited to singles and couples rather than larger family homes. This is supported by the fact that most dwellings have three to six rooms, indicating small to medium-sized homes. Overall, the area is characterised by a youthful, urban-oriented community with housing and infrastructure needs aligned to compact city living rather than family-focused development. Though the proposed development is likely to generate an increase in the population of the area it is not deemed to have a detrimental impact to service provision and facilities. It also must be noted that it is proximate to Limerick City Centre, and thus has access to a greater range of facilities and services.

Overall, the audit demonstrates provision of extensive social and community infrastructure considered sufficient to accommodate new development and an increased population, supporting a sustainable and well-serviced urban community consistent with the hierarchy of plans, guidelines and policy set out in Section 1.2 which advocate a holistic, anticipatory, and place-based approach to ensure that new development is supported by sufficient and accessible social infrastructure to facilitate compact growth, quality of life and sustainable neighbourhoods where daily needs can be met within close proximity.