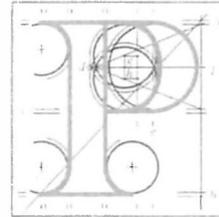


Our Case Number: ACP-323849-25



An
Coimisiún
Pleanála

Colm Crowe
Avoca
Clanmaurice Avenue
NCR
Limerick
V94 ACC9

Date: 16 January 2026

Re: The proposed development is for a mixed use development that seeks the regeneration and adaptive reuse of a strategic brownfield site, as part of the Limerick City and County Council 'World Class Waterfront revitalisation and transformation project' 'Cleeves Riverside Quarter' in the townland of Farranshone More in Limerick City.

Dear Sir / Madam,

An Coimisiún Pleanála has received your recent submission in relation to the above mentioned proposed development and will take it into consideration in its determination of the matter. Please accept this letter as a receipt for the fee of €50 that you have paid.

Please note that the proposed development shall not be carried out unless the Commission has approved it or approved it with conditions.

If you have any queries in relation to the matter please do not hesitate to contact the undersigned officer of the Commission at laps@pleanala.ie

Please quote the above mentioned An Coimisiún Pleanála reference number in any correspondence or telephone contact with the Commission.

Yours faithfully,

Breda Ingle
Executive Officer
Direct Line: 01-8737291

JA02

Teil
Glao Áitiúil
Facs
Láithreán Gréasáin
Riomhphost

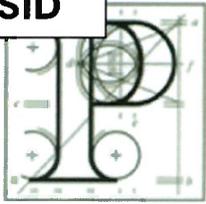
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SID



An
Coimisiún
Pleanála

Observation on a Strategic Infrastructure Development Application

Observer's details

1. Observer's details (person making the observation)

If you are making the observation, write your full name and address.
If you are an agent completing the observation for someone else, write
the observer's details:

(a) Observer's name

Colm Crowe

(b) Observer's postal
address

Avoca,
Clanmaurice Avenue,
NCR,
V94 ACC9 Limerick

Formal Observation / Objection

To: An Coimisiún Pleanála

Re: Proposed Development — Cleeves Riverside Quarter / Cleeves Riverside Campus

Applicant: Limerick Twenty Thirty DAC // Limerick City and County Council

Location: Former Cleeves Factory Site, North Circular Road, Limerick

ACP Reference: JA91.323849

Observations on the Cleeves Development Impact

By Colm Crowe, Resident

The applicant describes Phase Two of the Cleeves Riverside Quarter development as including approximately:

- 234 residential units
- 270 student-bedrooms (up to 7 stories)
- Commercial space (c. 299 m²)
- Crèche facilities
- Significant public realm areas

- New road layouts, connections, and alterations

The development is situated immediately adjacent to long-established residential areas, including the North Circular Road, Fernhill, Stonetown Terrace and Clanmaurice Avenue and Gardens.

IMPACT ON RESIDENTIAL AMENITY

1. LOSS OF SUNLIGHT, SOLAR ACCESS AND PRIVACY

1.1 Sunlight Impact on Existing Residences

My property at Clanmaurice Avenue, like many neighbouring residences, is south-facing by design. This orientation was a deliberate choice to maximize solar gain in Ireland's limited-sun climate. I have invested significantly in:

- Large south-facing windows for passive solar heating
- Solar panels on outbuilding to reduce carbon footprint
- A large polytunnel, veg garden and fruit trees in garden for year-round fruit and vegetable cultivation.

The proposed towers will cast permanent shadows over properties that have enjoyed unobstructed southern exposure for decades.

1.2 Inadequate Shadow Assessment

The submitted shadow assessments fail to accurately represent:

- Winter shadow patterns when sun angle is lowest and solar gain most critical.
- Specific impacts on Clanmaurice Avenue residents
- Cumulative effect of multiple tall buildings

Impact: My solar panels will become largely ineffective. My polytunnel and vegetables cultivated over many years, will sit in shade for 6-8 months annually. Passive solar heating that currently keeps winter energy costs manageable will be eliminated.

1.3 Loss of Privacy

Six to seven-storey buildings will directly overlook gardens and homes that have enjoyed privacy for decades. The proposed student accommodation block, positioned at an angle, will have direct sightlines into habitable rooms from both their side and rear windows.

This represents a severe diminution of residential amenity through overbearing development and loss of privacy.

1.4 Scale and Character

The proposed development is completely out of character with the existing residential context of two-storey semi-detached and terraced houses. The height, massing and density represent overdevelopment of the site with insufficient regard for existing community character.

Question for the planning authority: How do you compensate residents for the loss of solar access cultivated over years of investment in sustainable living practices?

2. CONSTRUCTION PHASE IMPACTS

2.1 Historical Construction Issues

Residents have already endured years of construction disruption from:

- Verizon building construction, the quarry below us was a storage and drop off area.
- O'Connell Street paving works
- Works in the old quarry, where noise echoes and amplifies before reaching our gardens

Previous construction work continued until past midnight and resumed at 3:30 AM, preventing sleep for months—including for children. Complaints to the local authority produced no improvement.

This history demonstrates inadequate enforcement of construction management conditions and erodes confidence in the planning process.

2.2 Limerick 2030's Environmental Conduct

Limerick 2030 demonstrated disregard for environmental protection and planning process by:

- Ordering removal of all site vegetation in spring 2021
- Conducting this work during COVID-19 lockdown when outside work was prohibited
- Completing vegetation removal prior to Environmental Impact Assessment
- Ignoring my complaints to Limerick City and County Council about lockdown violations

This vegetation removal eliminated:

- Nesting bird habitat during breeding season
- Butterfly populations
- Bat roosting sites
- Fox habitats

I observed a reduction in these wildlife populations. The timing and execution of this clearance appears designed to minimize the environmental assessment findings. These actions only became clear in hindsight and show forethought.

This raises serious questions about compliance with environmental legislation and the credibility of the submitted environmental assessments.

2.3 Construction Phase Concerns

Parking Loss: The large car park (130-150 spaces) at St. Michael's Rowing Club, serving city workers and visitors for over a decade, will become construction staging area. No alternative parking provision is identified. This closure will be permanent. Hoping we won't use cars is bad planning

Integrity of existing Quarry wall: The end of my garden backs on to the 15 meter high quarry and a loose stone wall (approx. 3 mtr) sits on top of the quarry's edge. This wall retains the soils in my garden as it does for all the neighbours. These walls are budging in places and no plan or assessment has taken place. I fear my back garden may drop into the quarry during heavy construction/ demolition.

Dust and Air Quality: Construction dust will cover homes, gardens, and enter residents' lungs for the multi-year construction period.

Noise: Construction noise will echo in the quarry bowl and amplify before reaching residential properties, as has occurred with previous projects.

Road Closure: One of two access streets to our avenue will close for construction access, creating gridlock conditions on already-stressed roads.

Traffic Pollution: I have personally witnessed severe traffic congestion and vehicle emissions on Shelbourne Road during school collection times. Construction traffic will exacerbate this significantly.

2.4 Requested Mitigation Measures

I request that planning conditions require:

- Acoustic barriers/netting during construction to reduce noise wave propagation and dust migration
- Strict construction hours (8:00 AM to 8:00 PM maximum, Monday-Friday only)
- Realistic traffic management plans reflecting current poor traffic flow, not theoretical models
- Robust enforcement mechanisms with meaningful penalties for violations

3. ECOLOGICAL IMPACTS ON PROTECTED SITES

3.1 Proximity to River Shannon SAC

The development site directly borders the *River Shannon Special Area of Conservation (SAC)* and associated wetland habitat—a European-protected site.

3.2 Inadequate Environmental Assessment

The submitted Environmental Impact Assessment fails to provide sufficient evidence that construction and operational activities will not adversely affect this protected site and its biodiversity.

Specific deficiencies include:

a) Construction Impacts on Protected Species

- Raising of North Circular Road impacts not adequately assessed
- Demolition works impacts on bat populations (known to roost in area) not properly evaluated
- Herons seem to be nesting in Cleeves buildings—impact on nesting sites not addressed
- No comprehensive bat survey during appropriate seasonal periods

b) Contamination Risk to SAC

- Construction activities pose significant contamination risk to on-site pond through:

Sedimentation from earthworks
Chemical runoff from construction materials
Construction debris and pollutants

- This pond has direct hydrological connection to River Shannon SAC

- Any contamination could flow into protected site, breaching Ireland's obligations under *EU Habitats Directive*

c) Inadequate Mitigation Measures

- Planning documents lack sufficient detail on contamination prevention during construction
- No robust protection measures for bat populations during demolition
- No monitoring protocols for water quality in pond and discharge to SAC
- Non-binding promises are not adequate for robust planning

3.3 Precautionary Principle

Given proximity to European-protected site, the **precautionary principle must apply**. Development should not proceed without:

- Comprehensive ecological impact assessment
- Seasonal bat surveys conducted by qualified ecologists (not short term after vegetation removal)
- Detailed water quality protection measures
- Robust construction phase environmental monitoring
- Clear breach consequences and remediation protocols

The current application fails to meet requirements for Appropriate Assessment under the Habitats Directive.

4. TRAFFIC, TRANSPORT AND EMERGENCY ACCESS

4.1 Absence of Public Transport Infrastructure

Critical deficiency: No public transport infrastructure exists or is planned for this area.

- No bus service
- No shuttle service proposals
- No safe, uninterrupted cycling lanes
- Just cars

The plan proposes substantial housing development without first developing supporting transport infrastructure. All promises of future transport are vague and non-binding.

4.2 Grossly Inadequate Parking Provision

Development plans show minimal parking—sufficient for only a fraction of hundreds of new residents.

Where will everyone else park?

The answer is already evident: both sides of Clanmaurice Avenue (already narrow and congested) and surrounding streets, creating:

- Impassable conditions for large vehicles
- Emergency access obstruction
- Bin collection service disruption (already problematic)

4.3 Life-Threatening Emergency Access Concerns

This is not an abstract concern—it is potentially life-threatening.

Current conditions:

- Bin lorries already struggle to reach houses at rear of avenue
- Emergency vehicles frequently cannot access due to parked cars on both sides

Proposed development will make this exponentially worse.

Critical question: If I or my neighbours suffer stroke, heart attack, or other health emergency:

- Will ambulance reach us through gridlocked traffic?
- Will it access our houses through parked cars blocking the narrow avenue?
- Will it transport us to hospital through congested streets?

Every minute matters with strokes and cardiac emergencies. This development will cost critical life-saving minutes.

The planning authority has a duty of care to ensure developments do not create life-threatening emergency access conditions.

4.4 Traffic Impact Assessment Deficiencies

The submitted traffic assessment appears based on theoretical models rather than current reality. It fails to adequately account for:

- Existing poor traffic flow on Shelbourne Road and surrounding streets
- School traffic congestion (four schools nearby)
- Construction traffic during multi-year build phase
- Cumulative impact of removing 130-150 parking spaces
- Realistic parking demand from proposed residential units

Request: Traffic assessment must be based on actual observed traffic conditions, not theoretical optimal flow assumptions.

5. ADDITIONAL ENVIRONMENTAL AND AMENITY IMPACTS

5.1 Wind Tunnel Effect

Tall buildings will create wind tunnel effect, funnelling south and westerly winds with increased velocity toward existing two-storey homes.

Impact: Intensified storm damage to:

- Roof tiles
- Solar panels
- Fences
- Garden structures
- Building fabric not designed for such wind forces

5.2 Air Quality and Pollution

Increased traffic congestion means:

- Higher vehicle emissions affecting residents
- Children and their parents walking to four nearby schools through exhaust clouds
- Teachers and staff exposed to elevated pollutants daily
- Particulate matter health impacts, particularly for vulnerable populations

5.3 Noise Pollution

- Construction noise for multi-year period
- Increased traffic noise from congestion
- Student accommodation noise impacting neighbouring residents

6. ABSENCE OF COMMUNITY INFRASTRUCTURE

6.1 Missing Essential Amenities

The plans conspicuously lack community infrastructure:

No community centre

No retail/shops

No meaningful green spaces

No men's shed

No sports facilities

No spaces for classes, activities, or community gathering

No provision for neighbourhood celebrations or children's activities

What is mentioned: Vague "potential" for future amenities—non-binding aspirations rather than commitments, which seem to always disappear once construction starts

What is proposed: Gated community with security preventing integration between new and existing residents, ensuring existing residents cannot access any new amenities, facilities, shops, or outdoor areas.

This is supposed to be development championed by the Local Council, not poor-quality, overly high-density development serving neither new nor existing residents.

6.2 Problematic Demographic Mix

- Some Building with Student accommodation
- Other Buildings with Downsizing or young families

This is an odd, potentially problematic mix:

- Students wanting social space and activity vs. elderly/families wanting quiet
- No facilities provided for either demographic
- No consideration of lifestyle compatibility
- Mixing communities with inadequate in place before construction has led to many issues in Ireland

6.3 Absence of "Third Places"

Fundamental planning failure: No "third places" where community naturally forms:

- No cafés where residents might meet casually
- No community centres for organized activities
- No parks for recreation and informal gathering
- No spaces to host welcome events or build social fabric

Result: Three isolated populations in proximity without connection:

1. Existing residents in two-storey homes
2. Students in their tower
3. Elderly/families in separate tower

This is proximity without community—a recipe for social fragmentation.

6.4 Historical Precedent for Failure

We have local evidence that high-density development without social infrastructure fails:

Mount Kennett and Steamboat Quay (200 meters away, across the River Shannon):

- Potentially desirable waterfront locations
- Built quickly without adequate amenities or space
- Now (two decades later) in poor condition
- Inadequate quality of life for residents, including health hazards
- Failed to become sought-after areas despite prime location

We know from experience that high-density areas without social fabric do not withstand time—they become areas of antisocial behaviour and decline.

7. ARCHITECTURAL HERITAGE CONCERNS

7.1 Industrial and Political Heritage

The Cleeves site holds immense industrial and political heritage (Limerick Soviet). For a city with limited historical buildings, preservation is critical.

Heritage elements proposed for demolition or inadequate protection:

- **Cleeves Chimney:** Iconic industrial landmark
- **Historical buildings and boundary walls:** Original industrial fabric
- **Fernbank House:** Beautiful historical features marked for destruction

7.2 Request for Heritage Protection

I request:

- Review of demolition plans to preserve maximum historical fabric
- Integration of historical elements into development design
- **Binding condition:** Limerick Twenty Thirty and Limerick City and County Council accept full financial responsibility for rebuilding any damage to Cleeves chimney or other designated heritage features during construction

Rationale: If heritage preservation is genuinely valued, parties should be willing to accept liability for its protection.

8. FLOOD RISK AND SITE CONTAMINATION

8.1 Complex Site Conditions

The site presents multiple environmental challenges:

- Former quarry with complex geology
- Brownfield industrial site with potential chemical contamination
- Low-lying flood risk area
- Internal pond with direct outflow to Shannon River
- Rising water levels increasing flood risk

8.2 Inadequate Risk Assessment

These significant risks are being "considered" and dismissed without rigorous technical assessment.

An outflow to the River Shannon represents very significant flood and contamination risk.

8.3 Climate Change Context

Climate Ireland (EPA) states:

"Areas already at risk of flooding can be expected to be at increased flood risk whereas areas currently not prone to flood risk may become more prone to flooding in the future. This is particularly the case for areas located at the confluence of major rivers. These changes raise concerns regarding the integrity of flood defences, the capacity of the urban drainage system, the need for greater concern in planning and development of vulnerable areas as well as insurance implications for commercial and private properties."

"River and groundwater flooding is particularly prominent in the west of Ireland, e.g. the Shannon estuary, where levels of runoff are relatively high reflecting the east-west gradient in precipitation."

Storm Darwin (Winter 2013-14) demonstrated these risks empirically.

The development proposes significant intensification in a flood-risk area without adequate assessment or mitigation.

9. PLANNING PROCESS AND DEMOCRATIC DEFICIT

9.1 Undemocratic Process

Limerick City and County Council undemocratically relinquished oversight by creating **Limerick Twenty Thirty (LTT)**—a private company—to plan and develop the site, bypassing democratic control by elected councillors.

However, the project is now being fast-tracked through Part 8 process in the name of Limerick City and County Council, avoiding normal planning scrutiny.

9.2 Inadequate Consultation Period for objections

Six weeks before Christmas to:

- Access extensive planning application (thousands of pages)
- Study and assess complex technical documents
- Understand implications on our lives
- Prepare detailed submissions

This compressed timeframe during holiday period represents inadequate public consultation.

10. WHAT RESIDENTS NEED FROM THIS DEVELOPMENT

As an existing resident, I want to gain from this development:

More accessible public outdoor spaces and parks (Limerick severely lacks these)
 Community amenities serving both new and existing residents
 Integration rather than separation
 Improved rather than degraded quality of life
 Development we can be proud of, not ashamed by

High-density development requires proportionally greater public amenity provision—not less.

MORE SPECIFIC TECHNICAL OBJECTIONS

11. PLANNING POLICY FAILURES

11.1 Contradiction of Sustainable Development Principles

Research on successful urban development emphasizes:

- Mixed-use spaces
- Community amenities
- Green spaces
- Gradual integration of new and existing residents
- Adequate parking and transport infrastructure

This development demonstrates none of these principles.

Initial phases definitively lack these elements. Later stages are conceptual only and may never be delivered. The development aims at lowest possible standard allowable,

This is not sustainable living—it is high-density housing with all the problems and none of the solutions.

11.2 Request for Exemplary Development

I request that the development become something Limerick and Ireland can showcase:

- Pride in community design
- Beautiful, contextual architecture
- Comprehensive community amenities and green spaces serving hundreds of residents
- Genuine integration of new and existing communities

- Adequate parking and realistic transport infrastructure
- Long-term sustainability rather than short-term profit maximization

The site deserves better. The residents—current and future—deserve better. Limerick deserves better.

12. CUMULATIVE IMPACTS SUMMARY

12.1 My Personal Impacts as Resident

- Loss of sunlight and passive solar heating
- Non-functional solar panels and polytunnel and vegetable garden (years of investment wasted)
- Years of construction noise, dust, and disruption
- Impossible traffic and parking situations
- Increased air pollution affecting health
- Wind tunnel effects threatening property
- Loss of privacy and residential amenity
- Life-threatening emergency access concerns
- No integration with hundreds of new neighbours
- No community infrastructure or benefits
- Transformation of functional neighbourhood into fragmented isolation
- Years of hardship with no compensating improvements
- Loss of historical architecture and heritage
- Loss of biodiversity and ecological value
- Diminished property value

12.2 The Fundamental Questions

I am not opposed to development or more housing.

I am opposed to bad development that diminishes quality of life for everyone—existing residents and newcomers who will arrive expecting community and find only isolation.

Questions for planners and decision-makers:

1. Have you actually thought about how people will live here? Not just exist, but **live**—with sun, space, air, community, connection, and basic services like emergency access?
2. Or have you only thought about how many units you can fit?
3. If this development were near your home, would you accept these impacts? Would you willingly live there?
4. Does this represent the standard of development Limerick, Ireland should accept?

From where I stand, watching these plans unfold, it appears quantity has triumphed over quality.

13. CONCLUSION AND REQUESTS

13.1 Summary of Objection Grounds

This objection is based on:

1. **Material impact on residential amenity** (sunlight, privacy, overbearing development)
2. **Inadequate environmental assessment** (biodiversity, protected sites, contamination risks)
3. **Life-threatening emergency access concerns** (inadequate traffic assessment, parking provision)
4. **Absence of essential community infrastructure** (social, recreational, commercial amenities)
5. **Inadequate heritage protection** (demolition of significant historical elements)
6. **Flood risk and contamination concerns** insufficiently addressed
7. **Planning process deficits** (inadequate consultation, democratic accountability)
8. **Contradiction of sustainable development principles**

13.2 Consequences

We will all pay the price for this inadequate planning:

- In darkness cast by inappropriate height and massing
- In isolation from absence of community infrastructure
- In gridlock from inadequate transport planning
- In lost community cohesion from failure to integrate
- **Potentially in lives when emergency services cannot reach us in time**

13.3 Request to Planning Authority

I respectfully request that this planning application be:

REFUSED on the grounds outlined above, or

SUBSTANTIALLY REVISED to address:

- Reduced height and massing respecting existing residential character
- Comprehensive community amenity provision
- Realistic transport and parking solutions
- Adequate environmental protection for River Shannon SAC
- Heritage preservation commitments
- Construction phase management with enforceable conditions
- Genuine community integration strategies

13.4 Willingness to Engage

I would have welcomed meaningful dialogue with planners and developers about these concerns. That opportunity was not provided.

I now formally object to this development as proposed.

However, I remain willing to engage constructively if substantive revisions are undertaken that address the fundamental deficiencies outlined herein.

This is not the future Limerick should accept for Cleaves or the wider community.

We can do better. We must do better.

Signature Block

Name(s): Colm Crowe

Address: Avoca, Clanmaurice Avenue, NCR, V94 ACC9 Limerick

Date: 23rd December 2025

Signature(s): Colm Crowe

Resident of: Clanmaurice Avenue

More Specific Points observations on the plan

A. Description of the Proposed Development & Context

The applicant describes Phase Two of the Cleeves Riverside Quarter development as including approximately:

- 234 residential units
- 270 student-bedrooms
- Commercial space (c. 299 m²)
- Crèche facilities
- Significant public realm areas
- New road layouts, connections, and alterations

The development is situated immediately adjacent to long-established residential areas, including the North Circular Road, Fernhill, Stonetown Terrace and Clanmaurice Avenue and Gardens.

Grounds of Objection

The proposed Cleeves Riverside Quarter is an ambitious regeneration project with the potential to transform a strategically located riverside site in Limerick City. However, the current design raises significant concerns regarding urban design coherence, block positioning, architectural quality, and integration with the surrounding residential context. The arrangement of blocks appears arbitrary and lacks a clear rationale in terms of permeability, hierarchy, and relationship to proximate existing residential areas. This is particularly evident in the interface with Clanmaurice Avenue, a street characterised by predominantly two-storey dwellings immediately behind the proposed blocks. Without effective height transition, the scheme risks creating an abrupt and discordant juxtaposition between new mid-rise blocks and the established suburban grain.

B. Coherence of Design Approach

B.1. Architectural Design: Massing, Scale and Context Response

Site Industrial Heritage Context

The stated vision for the Cleeves Riverside Quarter is one of regeneration rooted in industrial heritage. The site is defined by the Flaxmill, the iconic chimney, and the Cold Store — structures that embody Limerick's industrial past and offer a unique architectural identity. A coherent design approach would build more upon this character, retaining and reinterpreting to a greater extent the industrial aesthetic across the whole site to create a distinctive urban quarter.

The Phase II proposal introduces austere clusters of six- and seven-storey residential and student blocks. These blocks are generic in form and materiality, bearing little relation to the industrial heritage of the site. The result is a stark contrast: heritage structures are left isolated as curiosities, while the bulk of the new development reads as a standardised tower block zone. This undermines the regeneration narrative by failing to integrate the industrial theme into the new architecture. The O'Callaghan Strand block is an exception and responds creatively to its surrounding industrial context in both design and materiality.

Neighbourhood Context

The proposed Phase II development fails to adequately respect the character and scale of the adjoining established residential neighbourhoods. The site is bounded by long-standing low-rise housing along North Circular Road, Shelbourne Road, Clanmaurice and Stonetown Terrace. There is evidence of a context response to the heights of the Fernhill houses with the foreground three-to-four storey townhouses. However, in contrast there has been no context response of the scale or design of Salesian six and seven story blocks to the two-story residential houses on Clanmaurice Avenue. A significantly more sensitive and creative approach is required, with reduced heights, stepped heights, setbacks, and varied rooflines to avoid overshadowing and visual dominance. This abrupt shift creates a stark and jarring interface between the new development and the existing community.

The proposed 5–7 storey blocks represent significant over-intensification relative to the established residential context.

This fails to comply with:

- Objectives **CGR O3, CGR O6** of the Limerick Development Plan 2022–2028
- **Urban Development and Building Height Guidelines (2018)**
- Principles of appropriate transition under **Section 3.2** of the Height Guidelines

Relief Sought

All buildings within 30m of Clanmaurice Avenue should:

- Be capped at 3 storeys.
- Have higher elements significantly stepped back with varied rooflines to avoid monotony.
- Greater coherence in the design response to the sites' unique industrial heritage.
- Greater diversify of materials to blend contemporary design with industrial character.

C. Urban Design : Permeability and Legibility

A successful regeneration scheme requires a clear hierarchy of streets, squares, and civic spaces. In this case, the block layout does not demonstrate strong permeability or legibility.

- There is insufficient evidence of fine-grain pedestrian and cycle routes that would stitch the site into the wider city grid. Without such permeability, the scheme risks creating isolated blocks that turn their back on the existing neighbourhood.

- The riverside setting offers an exceptional opportunity for public access and civic identity. However, the CGI does not convincingly demonstrate active ground floors or animated public spaces. The main body of the site (Salesians, Quarry, Stonetown Terrace) is almost entirely residential/student accommodation with no embedded retail, café, or mixed-use frontage as ground floors have been given over to plant rooms, refuse storage, and lobbies. This offers no communal spaces for community integration while also creating blank, inactive edges along key routes such as North Circular Road and Stonetown Terrace and failing to deliver a coherent streetscape strategy. The only direct commercial provision is a single 299 m² unit at O'Callaghan Strand, located on the periphery of the site. Concentrating commercial only on the periphery means the internal streets and courtyards risk being mono-residential/student, with limited active frontage or day-to-day services.
- The Limerick Development Plan zoning objective for "City Centre Commercial Area" expects a mix of uses to animate the site and support regeneration.

In its current form, Phase II risks being perceived not as urban regeneration, but as the insertion of a mono-tenure, high-density block zone with limited civic or commercial life.

Relief Sought:

- Establish a clear street grid and hierarchy of spaces, including a central plaza.
- Activate ground floors with mixed uses to animate the public realm.

D. Loss of Residential Amenity

D.1 Light - Overshadowing, Sunlight and Daylight Impacts

While the applicant has submitted a Sunlight and Daylight Report, it is not independent. Its input data, methodology and conclusions require full transparency and scrutiny. The analysis appears selective, provides limited modelling for Clanmaurice Avenue, and relies on BRE guidance in a manner that downplays the impact of material daylight and sunlight reductions.

Relevant case law:

- *Clarke v ABP* [2019] IEHC 838
- *Sweetman v ABP* [2007] IEHC 153
- *Balz v ABP* [2019] IESC 90

Relief Sought:

A genuinely independent, BRE-compliant assessment is required to permit proper evaluation of impacts and to ensure lawful decision-making.

D.2. Privacy

There is a notable absence of visual documentation relating to Clanmaurice Avenue making it impossible to understand, visualise or calculate the relative height of the Salesian, Quarry or Stonetown residential buildings. There are

- No architectural cross sectional scaled drawings showing Clanmaurice Avenue houses relative to the Salesian, Quarry or Stonetown buildings.
- No Window/balcony maps
- No Sightline analyses
- No CGI's from the back of Clanmaurice Avenue houses
- No Photomontages from the back of Clanmaurice Avenue houses

provided as part of the planning documentation.

This breaches:

- Section 3.2 of the Building Height Guidelines (2018)
- Development Plan Objectives **CGR O3 and CGR O6**
- *Fitzpatrick v ABP* [2022] IEHC 296

Mitigation measures cannot be assessed without complete information.

Relief Sought:

No permission should be granted without:

- Architectural cross sectional scaled drawings showing Clanmaurice Avenue houses relative to the Salesian, Quarry or Stonetown buildings
- Window and balcony maps
- Sightline diagrams
- Photomontages from the back of Clanmaurice Avenue houses at locations, Fig. 1.

Where <22m separation exists, conditions should require:

- Obscure glazing
- Angled louvres/privacy fins
- Robust landscaping at the boundary



Fig 1. Requested location for Photomontages – Looking from Clanmaurice Avenue houses in the direction of the development.

E. Transport Strategy : Transport, Traffic and Road Safety

Integration with public transport is tokenistic. The scheme relies entirely on existing bus stops along North Circular Road and Condell Road, with no dedicated infrastructure within the site. There are no bus bays, shelters, or turning areas proposed. This approach fails to embed public transport into the heart of the development and instead outsources responsibility to the surrounding network. Inspectors will rightly question how a project of this scale, in a designated City Centre Commercial Area, can justify a zero-car model without genuine integration with bus services.

The so-called “mobility hub” marketed as the backbone of the transport strategy, is in reality a yard with bicycle racks, EV charging points, and a solar canopy. It does not provide bus facilities, car-share fleets, or meaningful integration with public transport. Its peripheral location in the Shipyard Zone, coupled with its temporary status until Phase IV, means it cannot realistically support the zero-car model being claimed. To describe this modest facility as a hub is misleading; it is a placeholder, not a backbone.

E.1 Reliance on Undelivered Future Mobility Plans

Applicant relies on:

- Behavioural change
- Future modal shift
- Limerick 2040 mobility proposals to be implemented.

However:

- NCR is **not included** in the mobility plan
- No funded upgrades exist
- the applicant provides no evidence of coordination with the NTA
- No public transport improvements are committed or scheduled

This is contrary to:

- *Morrissey [2022] IEHC 242*
- *Killross[2016] IEHC 9*
- *Redmond v ABP [2020] IEHC 151*

E.2 The Traffic Assessment is not Realistic

The Traffic and Transport Assessment (TTA) is fundamentally deficient, inaccurate, and inconsistent with planning requirements. It fails to reflect congestion, school peak activity, parking pressure, emergency access risks, and documented constraints of local streets — particularly Clanmaurice Avenue.

It fails to reflect real conditions on:

- Severe daily congestion on North Circular Road
- Congestion on Lower Shelbourne Road/ NCR junction
- Fernbank area
- Public parking on adjacent residential streets

Critical omissions include multiple high-traffic generators within 200m radius:

- Salesians Secondary
- Árdcoil Rís
- JFK Primary School (entirely omitted)
- Villiers school
- A crèche
- A church
- Two hospitals

And is contrary to:

- Objective TM O1 of the Development Plan
- DMURS (2013)
- TII Traffic & Transport Assessment Guidelines (2014)

Relevant case law:

- *Morrissey v ABP* [2022] IEHC 242
- *Killross Properties v ESB* [2016] IEHC 9
- *Clarke v ABP* [2019] IEHC 838

E.3 Road Safety Risks in a High-Student Area

The area contains three major schools. The TTA includes:

- No Road Safety Audit
- No DMURS-compliant assessment
- No cyclist safety analysis
- No walking route mapping
- No construction-phase safety assessment

Contrary to:

- DMURS (2013)
- National Cycle Manual
- TII RSA Standard GE-STY-01024

E.4 Inadequate Analysis of Local Impacts on Clanmaurice Avenue

The TTA fails to assess the functioning and constraints of nearby residential streets, many of which are narrow, heavily parked, and already under pressure.

Clanmaurice Avenue already experiences:

- Heavy parking pressure with the avenue being used as public parking for the city centre. With the removal of carpark on the NCR this will only increase.
- Visibility issues
- Turning constraints due to public parking
- Emergency and bin lorry access blockages due to public parking
- School traffic stress at the top of the avenue with parking on double yellow lines.
- Taxi/delivery incursions

The TTA:

- Barely mentions Clanmaurice Avenue
- Provides **no capacity analysis**
- Proposes **no mitigation**

E.5 Construction Phase Hazards Not Properly Assessed

The construction phase will generate HGV movements, deliveries, service vehicles, noise and safety hazards. Despite this :

- No completed and binding Construction Traffic Management Plan (CTMP) is provided
- no HGV routing strategy is shown;
- no pedestrian/cyclist diversions are proposed;
- no timing or peak-time limitations are identified;
- no haul routes or turning arrangements are included.

contrary to:

- *Sweetman v ABP* [2007] IEHC 153
- *Heather Hill v ABP* [2022] IEHC 601
- *People Over Wind* (CJEU C-323/17)

E.6 Cumulative Impacts Not Assessed

Contrary to:

- Development Plan Section **11.3.5**

Traffic-Related Relief Sought: We/I request that ACP require:

1. Full updated TTA
2. Stage 1/2 RSA
3. CTMP at application stage
4. Binding prohibition on construction/operational access via Clanmaurice Avenue
5. DMURS-compliant pedestrian/cyclist mitigation
6. Revised mobility strategy based on existing conditions

F. Prematurity, Phasing and Doubts Regarding Deliverability

The Cleeves Riverside Quarter masterplan is presented as a transformative regeneration project, yet its delivery strategy is fundamentally flawed. Phase II, the current application, is dominated by residential and student accommodation blocks with minimal commercial provision. The supposed mixed-use balance is deferred to later phases (TUS campus in Phase III, Shipyard redevelopment in Phase IV), leaving Phase II as a mono-tenure enclave. This phasing approach undermines the credibility of the masterplan: if later phases stall, the site risks remaining a dense cluster of tower blocks with little civic or commercial life. There is also a lack of detail on the handover responsibility and operational management of the residential blocks when completed.

The applicant's own public communications indicate:

- No confirmed development partner for Phase Two
- No identified operator for the 270 student beds
- No binding construction contract for delivery of the full masterplan
- A multi-year programme subject to funding availability and market conditions
- Uncertainty around phasing of public realm, residential and student blocks

This gives rise to a **material risk of piecemeal or stalled development** which has been found unacceptable in law.

Relevant case law:

- **Killross Properties v ESB [2016] IEHC 9** – planning authorities must assess likelihood of actual completion
- **Morrissey v ABP [2022] IEHC 242** – decisions cannot rely on aspirational or incomplete project details

Under **Section 34(4)(b)** of the Planning and Development Act 2000, ABP may refuse development that is:

- Premature
- Unable to demonstrate deliverability
- Insufficiently detailed
- Reliant on uncertain future infrastructure

The proposed development clearly meets these criteria. There is also an added concern of the applicants' capability to deliver the proposed development within the timeframe based on the significant delays with the Opera centre project.

Relief Sought – Prematurity

- Identify partner/operator
- Demonstrated funding
- Provide enforceable phasing programme
- Operational Management Plan for residential

G. Local Heritage: Failure to Preserve and Integrate Fernbank House

The development will cause material harm cause to the heritage assets in the vicinity, specifically: Fernbank House, the original home of the Cleeves Family. Limerick Twenty Thirty's own heritage documentation acknowledges that Fernbank is: "One of the early original homes on NCR" and that its importance "may be greater once researched." Yet, it is proposed to demolish the house as part of the greater Cleeve's site. Photos below (Fig 2.) show the almost perfect interior of the inside of this culturally rich and significant building. It was built c.1860, not in the 20th century as stated by Limerick 2030. This building was in use daily until 2020 when the local authority purchased the entire site. It was last visited and photographed in 2020 and was in a dry, manageable and fit state. There is absolutely no reason why this house should be demolished, especially during a housing crisis and climate emergency.



Fig 2. Interior photos of Fernbank house architecture

The engagement with the local community has been extremely limited and vague. There has been little or no stakeholder engagement and the demolition of Fernbank House has not had a chance to be aired. The local Authority, through its' vehicle Limerick 2030 has not adhered to best practice in community engagement.

The harm and damage possible through this development as it is currently planned includes:

- **Harm to the setting of a building that should be listed as a protected structure:** The proposed development requires the destruction of Fernbank House, which is an architectural gem.
- It will be visible from and in close proximity to the NCR and will result in the loss of a key part of our architectural history and heritage in Limerick's North side.
- Fernbank House, a part of the Salesians Secondary school site, not mentioned in the plans of the local authority, is an important local heritage asset. The scale, design, and materials of the proposed development are fundamentally out of character with the historical setting of the building and will result in a significant and irreversible loss of its special architectural and historic interest. The loss of a key historical view from the building and its grounds is a serious concern.
- **This vernacular architecture has for the past 155 years includes the villa of Fernbank House, the home of the Cleeves Family and an important early building on the north side of the river Shannon in Limerick City.** This proposal fails to respect the existing historical context and violates local planning policies that aim to preserve and enhance conservation areas. The fact that the owner, the local authority, has not listed this building despite its noted historic value is a problem in itself. It should be protected as a matter of urgency.
- **In the application no mention of this building is made.** It is to be demolished as per the plans. However this was one of the first buildings on the north side of the river bank at Limerick from 1800- onwards.
- A similar project has been completed in Gorey, Co Wexford with the renovation of Markets House, funded by the EU in accordance with New European Bauhaus principles.
- <https://kohesio.ec.europa.eu/en/projects/Q7361437>
- Refurbishment, renovation and adaptive reuse of Gorey Market House, a vacant or derelict heritage building owned by Wexford County Council in Gorey, Co Wexford to create a Community Hub and Market Plaza that will have a positive and transformative impact on the urban centre and reduce vacancy and dereliction. • Gorey Market House was identified for regeneration in the Integrated Urban Strategy – Gorey Town and Environs Local Area Plan 2017-2023 (extended 2026). • The regeneration of Gorey Market House will promote the values and working principles of the New European Bauhaus by ensuring the regeneration of Gorey Market House will be beautiful, sustainable and inclusive and was conceived and developed with a reinforced citizen and stakeholder involvement
- Local historians Dr Paul O'Brien, Mary Immaculate College, Limerick and Randel Hodgkinson, Thomond Historical Society have spoken in public about Fernbank and mentioned some artifacts within the structure that showcase local craftsmanship, architecture and 1870's style. They are planning more research and public talks on the same.

This contravenes:

- **Objectives BHA O1, BHA O4, BHA O6** of the Development Plan
- **Architectural Heritage Protection Guidelines (2011)**
- The principles in:
 - *Balz v ABP* [2019] IESC 90 – must consider heritage impacts properly
 - *Moore v Dublin City Council* [2018] IEHC 190 – heritage must be conserved, not left ambiguous

Relief Sought

- Local Authority to list this building as a protected structure in alignment with local and national guidelines and as has been called for by locals and local historians alike for years, since its purchase.
- Provide a Conservation Report and structural appraisal
- Provide a Structural appraisal and reuse proposal
- Provide adaptive reuse proposal

- Design to respond to and meaningfully integrate Fernbank house into the proposed masterplan

H. Environmental: EIAR Accessibility, Biodiversity and Flood Impacts

H.1 EIAR Accessibility

While the applicant has submitted an EIAR, it is not transparently or accessibly presented. The documentation is extremely extensive, highly technical, and dispersed across multiple volumes, making it difficult for the public to identify and understand key environmental effects, particularly in relation to traffic, construction, flood displacement, noise, vibration, and impacts on Clanmaurice Avenue. Essential assessments are unclear, incomplete or not easily traceable, contrary to the requirements of the EIA Directive, Section 172 of the Planning Act, and the principles set out in Sweetman, Balz and Kelly. This lack of clear, assessable information undermines effective public participation and risks unlawful decision-making.

The site is located on the Shannon floodplain, adjacent to European-designated SAC and SPA sites with a direct connection between the reservoir on site and the Wetlands.

However, the applicant has not transparently exhibited:

- An accessible and understandable Environmental Impact Assessment Report (EIAR), or
- A Natura Impact Statement (NIS) addressing in-combination hydrological and ecological effects.

This may breach:

- **Section 172** of the Planning and Development Act (EIA requirement)
- **Section 177U** (NIS requirement)
- **European Habitats Directive** (Articles 6(3) & 6(4))

Relevant jurisprudence:

- **People Over Wind (CJEU C-323/17)** – mitigation measures cannot be used at screening stage
- **Kelly v ABP [2022] IEHC 215** – screening must be rigorous when Natura sites are nearby
- **O’Gara v ABP [2021] IEHC 501** – environmental information must be complete and accessible

Relief Sought: An accessible EIAR/NIS documentation to enable the public to exercise their statutory right to meaningful participation.

H.2 EIAR Biodiversity Baseline

It is also concerning that vegetation, including trees has already removed in the summer of 2022 and residents adjacent to the site have noticed a decrease in wildlife including birds and foxes. Multi-disciplinary walk over surveys (including habitat and mammal surveys) were conducted between Dec 2021 and June 2025. Four of these surveys were conducted prior to vegetation being removed and a further six were conducted after the vegetation was removed. The removal of

vegetation would have affected the numbers of mammals counted and as a result impacted the baseline. Without this valid baseline, impacts presented are underrepresented and in reality are potentially more severe.

H.3 Construction Impacts on environment*

As outlined in the EIAR, there is potential for environmental impacts during construction to air quality, noise, vibration and water quality. Based on the Construction Environmental Management plan, monitoring of these is primarily dependent on the Environmental Manager and daily, weekly and monthly mostly visual checks being conducted and any breaches responded to in a timely manner. Considering the scale of the development, this is not realistic or enforceable. Additional mitigation measures along with real time monitoring are required.

Relief Sought:

- A Stakeholders Communications plan that includes community engagement before work commences. Outlines as “Highly Recommended” in the *IAQM Guidance on the assessment of dust from demolition and construction 2024*
- The above communication plan to include a method of communicating the schedule of vibration impacts of the EPA rating Moderate to Significant and very significant.
- Air Quality:
 - A Limerick specific Air quality measurement is required to set a baseline. It is not acceptable to use baselines from another town, e.g. Athlone
 - Mitigation measures to include a real time and publicly accessible monitoring of dust, air pollution, noise and vibration for the construction period using the same real time sensors currently in use by the LCCC. See <https://limerick.sonitussystems.com>. Live data to be available to the public as it the case for other sensors around Limerick. PM 10 and PM 2.5 to be measured. Use of the Bergerhoff gauge on a monthly basis to measure dust is reactionary and does not support any effective mitigation response and having the potential to cause damage to amenities and have human health related issues.
 - Real time Air quality monitors to be installed at agreed point at the back of adjacent properties of Clanmaurice Avenue.
 - A 24 hr limit for the protection of human health of particle PM 2.5 to be agreed in line with EU directive 2024/2881 and PM2.5 to be measured and kept within limits.
 - Air pollution Analysis to include impacts of wind gusts (wind flow) on Clanmaurice Avenue due to topography of the quarry.
- Noise and Vibration:
 - Additional real time Noise monitors to be installed at agreed point at the back of adjacent properties of Clanmaurice Avenue. (only one at present)
 - Vibration monitors to be install at points along Clanmaurice Avenue.
 - Noise and Vibration Analysis to include impacts of wind gusts (wind flow) on Clanmaurice Avenue due to topography of the quarry.
 - Threshold value period for Noise during construction as per Table 0.1 to be changed: Night-time to be (22:00 to 07:00) ; Evenings to (19:00 to 22:00) and no noise allowed on Sundays (as per the agreed working hours)
- Water quality:
 - Due to the sensitivity of the adjacent SAC and SPA, water quality results need to be an agreed frequency. Stating that this is a minimum monthly monitoring of groundwater is grossly insufficient and negligent allowing for significant damage to be done to the local SAC and SPA's.
 - Full remediation of contaminated materials prior to construction, with independent verification of soil treatment and disposal. Without such safeguards, the risk of contamination migrating into the Shannon or impacting nearby residential areas is significant.

- Due to direct connection of the reservoir to westfields, monitoring to be done at the westfield site also.
- Surface water run off not addressed in line with real impacts of climate change, i.e. not only on % increase in rainfall but also an increase in the intensity of rain (Fig 3.) indicating a need for greater monitoring and an increased amount of nature based solution for water absorption. The Hydrology report stated that when complete the site will only reduce surface water run off by 2 %.for a new development is not sufficient or showing any creative use of Green/ blue infrastructure.



Fig 3. Surface water Dec 5th 2025 after a heavy shower.

F 4. Flood Risk Assessment – Incomplete and Not Site-Specific

Portions of the site are at elevated flood risk, particularly in proximity to the river corridor and historic drainage basins. The applicant's Flood Risk Assessment acknowledges that the long-term safety of the site is contingent on the delivery of the Limerick City & Environs Flood Relief Scheme, which remains at design stage and has not yet been implemented. Reliance on future flood works that are outside the applicant's control represents a fundamental weakness. Without these measures, safe access and egress during extreme flood events cannot be guaranteed, and the proposed residential and student accommodation would be exposed to unacceptable risk.

The provided Flood Risk Assessment (FRA) fails to:

- incorporate up-to-date OPW data
- assess cumulative flood impacts
- address climate change scenarios
- examine displacement effects

- map surface-water pathways affecting neighbouring streets

The Limerick Development Plan requires that proposals in flood-prone areas include detailed, site-specific FRA compliant with the **Planning System and Flood Risk Management Guidelines (2009)**.

The FRA here is generic and insufficient.

Relief Sought:

No occupation of residential or student units should be permitted until the Flood Relief Scheme is operational and certified, protecting both future residents and the integrity of the planning system

I. Construction Impacts: Loss of Residential Amenity

While the applicant has submitted Noise, Vibration, Dust/Air Quality reports, the mitigation measures proposed are generic, non-binding and largely dependent on future contractor practices and discretionary monitoring by Limerick City & County Council. No detailed or enforceable Construction Management Plan (CMP) or Construction Traffic Management Plan (CTMP) has been provided.

The mitigation measures lack specificity regarding construction sequencing, haul routes, vibration thresholds, enforcement of dust suppression protocols, real-time monitoring, and protections for sensitive residential receptors such as Clanmaurice Avenue. All monitoring is reactive with an over reliance on a complaints process.

The development will generate multi-year (3-7 years minimum) construction disruption, including:

- HGV movements
- Road and footpath narrowing
- Worker parking pressure
- Night-time lighting
- Temporary road closures
- Service interruptions
- Noise and vibration
- Dust and air pollution
- Water pollution

However, the applicant has not provided:

- A complete and binding Construction Management Plan
- A realistic phasing proposal
- A traffic and haulage strategy
- A plan for maintaining safe pedestrian routes, including for schoolchildren
- A Stakeholders Communications Plan
- A specific measurement of small dust particles PM 2.5.
- A real time monitored of dust (PM 10 and PM 2.5), air pollution, noise or vibration mitigation plan.
- Air quality analysis to take into account the ecological impact of dust on growing fruit and vegetables as the ecological impact is rated as high and some residents grow food .
- An accurate analysis of the impact of the steep topography of the quarry on wind and as a result on air quality (PM 10 and PM 2.5) and noise.

The developer cannot rely on future unknown contractors, generic “industry best practice”, vague commitments, or unspecified monitoring to meet their environmental obligations.

Irish planning law requires that mitigation be clearly defined, enforceable and assessable at application stage (as per below cases). The information submitted is therefore insufficient to allow meaningful public participation or lawful environmental assessment.

- Relevant cases include: Sweetman v ABP (2007) – essential mitigation cannot be deferred
- People Over Wind (CJEU 2017) – mitigation must be detailed and certain, not hypothetical
- Heather Hill v ABP (2022) – deferring construction details to later stages is unlawful
- Balz v ABP (2019) – technical information must be transparent and verifiable

Relief Sought:

- A Construction Management Plan
- A realistic phasing proposal
- A traffic and haulage strategy
- A plan for maintaining safe pedestrian routes, including for schoolchildren
- **Environmental: Specific Mitigation Measures* See Section G 3 Environment for details**
 - A Stakeholders Communications plan that includes community engagement before work commences. Outlines as “Highly Recommended” in the *IAQM Guidance on the assessment of dust from demolition and construction 2024*
 - The above communication plan to include a method of communicating the schedule of vibration impacts of the EPA rating Moderate to Significant and very significant.
 - Mitigation measures to include a real time and publicly accessible monitoring of dust, air pollution, noise and vibration for the construction period
 - A 24 hr limit for the protection of human health of particle PM 2.5 to be agreed in line with EU directive 2024/2881 and PM2.5 to be measured and kept within limits.
 - Air pollution, Noise and Vibration Analysis to include impacts of wind gusts (wind flow) on Clanmaurice Avenue due to topography of the quarry.

Given the scale of the works and the sensitive residential context, failure to present this information is a critical defect.

J. Housing Mix and Student Demand

House Mix

The housing mix proposed in Phase II is overwhelmingly skewed towards small units and student accommodation. Of the 234 residential units, 87 % are one- and two-bed apartments, supplemented by 270 student bedspaces. Larger family-sized units are almost entirely absent. This imbalance creates a mono-tenure environment dominated by transient and small-household residents, rather than a genuinely mixed community.

The scheme’s visual montages attempt to present a family-friendly narrative, showing children playing in landscaped courtyards and families enjoying the public realm. Yet this imagery is tokenistic. The accommodation itself does not provide the larger three- and four-bed homes required to support families in practice. The public realm may be designed to look inclusive, but without appropriate housing typologies, families are not realistically catered for. The result is a disconnect between the marketing imagery and the actual housing provision.

Student Demand and Timeline

As per the student demand assessment report, the excess demand for student accommodation in 2024 has been stated to be 1,617 bedspaces. As per the projections from the Department of Education the demand for full time third level education will increase yearly until 2030 and then fall

steadily¹. There are currently 7 student (PBSA) accommodation projects in Limerick with planning permission accounting for 1988 bedspaces. The site sequencing table 7.2 states that the Cleeves student accommodation is to be ready for Q3 2030 raising the question as to the validity for students accommodation over residential in the light of the long delivery timeline.

Relief Sought:

- Reassessment of Housing mix and of student demand in light of planned projects and development timeline

K. Unclear Planning Process and Lack of Meaningful Community Consultation

Residents have only recently discovered that the fact that application has been lodged under Section 175 and 177AE of the Planning and Development Act means that the project goes directly to An Coimisiún Pleanála, with no appeal route. The only recourse after a decision is judicial review in the High Court, which is limited to procedural legality and is inaccessible for most residents. This approach runs contrary to the spirit of the Large-Scale Residential Development reforms. This is especially concerning considering residents have only been given a mere six weeks to review thousands of pages of material and that the timing is in the run up to Christmas with the submission date of the 23rd December.

This combined with the absence of meaningful pre-application engagement with local residents, particularly those on Clanmaurice Avenue and adjoining streets contradicts:

- **Section 11.2.3** of the Development Plan
- The principles of public engagement in the **Office of the Planning Regulator (OPR) Guidance**
- Best practice established in ACP strategic housing assessments

The community was not meaningfully consulted or provided with accessible and specific information in a timely manner, undermining confidence in the process.

3. Overall Conclusion

Having reviewed the publicly available material, We/ I respectfully submit that the proposed development is inconsistent with proper planning and sustainable development for the following cumulative and independent reasons:

- a) **There is a lack Design Coherence** internally in relation permeability and public activations nor in its response to the industrial context of the site.
- b) **The architectural design** of the development does not respond in a sensitive manner to the long-established residential context (height or fabric) surrounding it, This is contrary to the Limerick Development Plan and the Urban Development and Building Height Guidelines (2018).
- c) **The Loss of Residential Amenity of light and privacy have not been transparently assessed** and without due consideration to proper planning requirements and established case law (including *Clarke, Sweetman and Fitzpatrick*).
- d) **A transport Strategy for the site residents, the public and the surrounding neighbourhoods, particularly around Clanmaurice Avenue, the North Circular**

¹ Projections of demand for full-time third level education 2018-2040(Dept of Education and Skills 2018)

Road, and nearby schools — have not been realistically or adequately addressed, in breach of DMURS, TII Guidelines, and multiple ABP precedents where similar deficiencies led to refusal.

- e) **The development is premature** pending clarity on phasing, funding, operator arrangements, public realm delivery and long-term management, contrary to *Killross, Morrissey*, and Section 34(4)(b) of the Act.
- f) **Local Heritage, in particularly relating to Fernbank House — have been inadequately addressed**, contrary to Development Plan heritage objectives and national architectural heritage protection guidelines.
- g) **Environmental, flood, biodiversity and Nature impacts have not been transparently exhibited**, in potential violation of EIA and AA requirements, the Habitats Directive, and Irish/EU case law (*People Over Wind, Kelly, O’Gara*).
- h) **Construction impacts on local residents have not been fully assessed**, and the absence of a completed and binding Construction Traffic Management Plan (CTMP) is contrary to case law requiring essential information at application stage (*Sweetman, Heather Hill, Balz*).
- i) **Housing Mix and Student Demand** figures raise questions as to how the vision of the Masterplan for a community can be achieved with a skew of small tenant household and the validity of the student element when demand will have reduced by the time the development is completed.
- j) **Public participation has been undermined** by the planning process, insufficient disclosure, lack of meaningful engagement with residents, and absence of critical documents such as complete traffic, construction and accessible and specific environmental assessments.

Each of these grounds is sufficient to justify refusal. Taken together, they demonstrate that the proposal is fundamentally flawed and should not proceed in its current form.

4. Requested Action/ Relief Sought

Considering the above, We/ I respectfully request that An Coimisiún Pleanála

A. Refuse permission in full for the proposed development in its current form due to:

- The lack of confirmation and detail on funding, operator, phasing, public realm delivery and long-term management.
- The lack of a cohesive design approach constrains its ability to successfully create an integrated residential community in the Cleeves Riverside Quarter and fails to respond to the context of the existing neighbourhood and materially contravene the Limerick City and County Development Plan 2022–2028.
- Failure to demonstrate environmental compliance.
- Undermining proper planning and sustainable development.
- Endangering public safety by reason of traffic hazard.
- Seriously injuring residential amenity.
- Posing unacceptable construction risks.

Alternatively (If granted), Impose the Following Minimum Conditions

Should the Board be minded to grant permission notwithstanding the grounds above, We/I request that strict and enforceable conditions be applied to mitigate the most severe impacts:

- A maximum height of **three storeys** for all buildings within **30 metres** of existing residential boundaries with mandatory **setbacks** for any higher elements.

- Greater coherence in the design response to the sites' unique industrial heritage with the a clear street grid and hierarchy of spaces, including a central plaza and activated ground floors.
- A genuinely independent, BRE-compliant assessment is required to permit proper evaluation of impacts and to ensure lawful decision-making
- Obscure glazing and Angled louvres/privacy fins
- Robust landscaping at the boundary
- A full, updated **Traffic and Transport Impact Assessment** reflecting actual baseline conditions.
- A **Stage 1/2 Road Safety Audit** lodged prior to a decision.
- A binding **prohibition on all construction, haulage, service and operational vehicle access via Clanmaurice Avenue** or similar constrained residential streets, except for emergencies.
- DMURS-compliant pedestrian/cyclist measures
- Identified partner/operator with evidence of secured funding for all phases and provide enforceable phasing programme
- Identification of the student accommodation operator
- A legally binding **phasing plan** ensuring public realm and mitigation works are delivered early and not left as undelivered future commitments.
- A full **Conservation Report** and **Structural Assessment** for Fernbank House with mandatory retention and adaptive reuse strategy.
- Full exhibition and independent assessment of the **EIAR**
- Detailed protective measures during all construction phases with location specific baselines and real-time public monitoring of air, noise and vibration.
- Provide a stakeholder communications plan with pre-construction community engagement.
- Reassess water quality and wastewater mitigation to protect nearby SACs and SPAs, including more frequent and wider monitoring responsive to climate-related rainfall variability.
- Submission of a site-specific **Flood Risk Assessment** addressing displacement, storage, drainage and climate-change scenarios.
- A complete and binding **Construction Traffic Management Plan (CTMP)** submitted prior to decision, not deferred. To include a traffic and haulage strategy and a plan for maintaining safe pedestrian routes, including for schoolchildren
- Reassessment of Housing mix and of student demand considering planned projects and development timeline