

Our Case Number: ACP-323849-25



An
Coimisiún
Pleanála

James Keane
10 Old Westfields
North Circular Road
Limerick
V94 YD0V

Date: 20 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

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To: An Coimisiun Pleannala

Date: 23rd December 23rd December 2025

Re: Proposed Development at Cleeves Riverside Quarter, Limerick

ACP reference: 323849-25

I, James Keane, am a long term resident at 10 Old Westfields, North Circular Road, Limerick which is located approx 130 meters from the roundabout at Salesians which is adjacent to the Cleeves site. The following are my observations relating to the above Planning Application.

Site Description/Location

- The Cleeves site can be described as a brown field, derelict site and, in principle, redevelopment of the site is to be welcomed.
- The Salesians site is adjacent to but is entirely separate to Cleeves. The property is made up of a school building (in use as a secondary school until 2024 but recently renovated to house displaced Ukrainian families) a sports hall, a holy shrine and grotto (which is in use as a popular place of worship at particular times of the year), and Fernbank House which is the original home of the Cleeves family and subsequently acquired by the Salesian nuns; given its provenance it is of important historical value.
- Salesians is neither a brown field nor a derelict site. It appears extreme to demolish, in totality, all of these structures to replace them with apartment blocks, along with a relatively small number of houses, all of which could be accommodated, by way of a more appropriate design, on the Cleeves site which it appears will be underutilised.
- To identify the site location as "city centre" while accurate in terms of zoning, is not accurate in terms of current and future use - it is a residential location in an urban setting. Throughout the full extent of North Circular Road, O'Callaghan Strand, Clanmorris Avenue/Gardens and Stonetown Terrace, there are no retail outlets of any kind no restaurants and no pubs, with sole exception of The Strand Hotel.
- The centre of the city does not extend beyond the south bank of the River Shannon and what is planned for the Cleeves/Salesians site (on the north bank) will not alter that in any way. This is an important consideration as it impacts upon transport and connectivity issues both current and future.

Transport, Connectivity & Parking

- Currently the locality around Cleeves/Salesians is not directly serviced by any form of public transport. It is unlikely that this can be effectively addressed as the road infrastructure could not accommodate a bus lane or a cycle lane.
- The only cycle lanes in the vicinity are leading to and on The Shannon Bridge and on the Condell Road. There is no cycle lane on the city side of the bridge.
- In the planning application a number of references are made to the option of walking from the proposed development to the city centre, Colbert Station and elsewhere. Realistically, walking is not an option when weather conditions are poor. Both Shannon Bridge and Sarsfield Bridge are

wide open to the elements and consequently the availability of an alternative mode of transport is a necessity, such as owning a car or having access to one at short notice.

- In terms of measuring current car usage/ownership in the immediate locality we can look to Fernhill, adjacent to Cleeves but closer to the city, which is a development of 28 terraced and semi-detached houses. At 7am on 17th December 2025 there were 35 cars parked in the estate – a ratio of 1.25 vehicles for each property. A ratio considerably higher than what is planned for Cleeves.

- The number of car parking spaces planned for the development is clearly inadequate and will put further pressure on existing car parking availability in the immediate locality to the detriment of residents residing in the area.

- The probable increase in the use of EVs in the future has not been properly addressed in terms of parking and in the provision of charging points.

- The likelihood of an increase in traffic volumes will put further pressure on the road network in the Cleeves vicinity, particularly on the approaches to the Salesians roundabout, which are already very congested at various times during the day. This also gives rise to safety concerns for pedestrians and cyclists.

Heights and Mass of Buildings

- The height of the buildings will completely dominate the dwellings in the surrounding area - Stonetown Terrace, Fernhill, Clanmorris Avenue/Gardens and Old Westfields.
- Salesians is an elevated site which is not suitable for the massing of the structures proposed as they are out of scale with the buildings in the locality.
- The height of the buildings will also result in the overshadowing of properties on three sides on the development (Clanmorris, Stonetown & Fernhill)

Student Accommodation

- The provision of additional student accommodation for Limerick City is to be welcomed but not in a locality where currently there is no 3rd Level College.
- It is acknowledged that there is a plan to locate a campus associated with one of the 3rd Level colleges on the Cleeves site but this may (or may not) occur at some future date. The more practical approach would be to wait for the campus plan to be formalised and to construct the student accommodation at that time.
- The car parking spaces proposed for the student accommodation blocks is wholly inadequate. As things stand, students would have to travel some distance to their college and will they will have to travel from their homes to their accommodation. For some, and perhaps many, a car will be necessary which, at present, is the case is for many students.

Conclusion

Much of the planning for this development is based on the appropriate regulations and guidelines but the data applied in assessing transport, connectivity and the associated issues of parking and traffic congestion are purely aspirational. The proposal assumes that there will be widespread improvement in the provision of public transport and a massive reduction in reliance on car ownership. There is no guarantee as to when/if any of this will happen and to proceed with this development in the manner proposed without a fallback solution on how to deal with the complex challenges of future unknown transport and connectivity demands is extremely risky.

The same applies to the student accommodation proposition – why proceeded with the building the units when lacking the certainty that the campus proposal will happen?

Surely there is scope to reduce the heights of the buildings as they will have an overbearing impact and will completely dominate the surrounding residential area.

My objective in making this submission to you is to have the planning of the proposed development revisited and fully revised with due consideration given to the observations which I have outlined.

James Keane

10 Old Westfields, North Circular Road, Limerick V94 YD0V

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