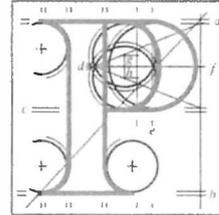


Our Case Number: ACP-323849-25



**An
Coimisiún
Pleanála**

Mary O'Dea and James Shivnan
Mandalay
Clanmaurice Avenue
Limerick
V94 P03N

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

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D01 V902 D01 V902

Formal Observation

To: An Coimisiún Pleanála

Re: Proposed Development — Cleeves Riverside Quarter / Cleeves Riverside Campus Phase 2

Applicant: Limerick Twenty Thirty DAC

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

ACP Reference: JA91.323849

Objectors

Name(s): Mary O’Dea

James Shivnan

Address: Mandalay, Clanmaurice Avenue, V94P03N, Limerick, Co Limerick

Occupancy: Owners and full-time residents

Email: modeaart@gmail.com

1. Introduction and Standing to Make This Observation

We, the undersigned residents at the above address, submit this objection under the Planning and Development Act 2000 (as amended) and associated Regulations. We have a direct, material interest in the impacts of the proposed development and its interface with both Limerick city and the established surrounding residential neighbourhood.

We were excited on initially hearing about what was proposed as an iconic and transformative regeneration of the historic site into the Cleeves Riverside Quarter and its potential to both respond to the housing crisis and create a vibrant community, public realm and amenities along the Shannon riverfront. However, the current development raises serious concerns in relation to the following:

A. Coherence of Design Approach

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

A.2 Urban Design: Permeability and Legibility

B. Loss of Residential Amenity : Light and Privacy

C. Transport Strategy : Transport, Traffic and Safety

D. Prematurity, Phasing and Deliverability

E. Environmental Impacts

F. Local Heritage

G. Residential Amenity: Operational and Construction

H. Sustainable Communities: Housing Mix and Student Demand

I. Planning Process and Meaningful Community Consultation

This submission is made in good faith, in the public interest, and in the interest of proper planning and sustainable development in Limerick.

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.

A. Coherence of Design Approach

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

Site Industrial Heritage and Landscape 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 of Phase 2 is an exception responding creatively to the surrounding industrial context in both design and materiality and similar to other work designed by *Feilden Clegg Bradley Studios*, e.g. Figure 1 and Figure 2. The Residential buildings to the West and North demonstrate none of this or show no cohesion with the design of the historic end of the Site.



Figure 1 Unity Place, London, showing varying height levels and the use of pillars to diffuse the height and break up a solid block of brick.



Figure 2 Unity Place, London, window balcony and roof design also serve to break of the solid face and monotony of the block.

There is also no evidence of a design response to the landscape topography or rock materiality and biodiversity of the quarry wall on the site. While there is a plan to replant onto the quarry wall, Figure 3 below shows how much more can be achieved and needs to be done considering the biodiversity and climate challenges we are facing.

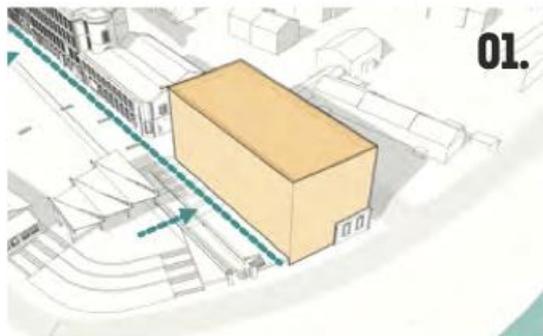


Figure 3 : Stefano Boeri's Vertical Forest in Milan, Italy is a model for a sustainable residential building, a project that not only replaces what has been lost but proactively contributes to the regeneration of the environment and urban biodiversity with the future

It is evident from both the quality of the end design and the level of creative exploration of the architectural possibilities in the Architectural Design Report that there is a huge variance in standard of the design process across the site. The Design Strategy of the O'Callaghan Strand Residential Accommodation is extensive with extensive design considerations with respect to elevations, materials and amenity provision that display highly creative responses to the site's historic heritage, the sustainability goals and the needs of the future residents. This can be clearly seen in the changes from design 01 in Figure 4 to design 06 in Figure 5 where the building roof shape has evolved, taking influence from the buildings behind it and the materials chosen blend seamlessly with the Flaxmill. Consideration has been taken to integrate with the surrounding structure of the wall and a creative and green response to residential amenity of the new residents.

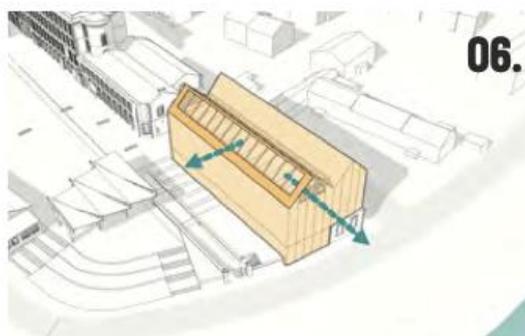
With regard to the Salesian residential buildings, there is a huge contrast in the level of consideration given by the architects. The Salesians buildings design strategy shows minimal creativity in the design iterations in particular with respect to the 6 and 7 story blocks. The only changes between the initial design (Figure 6) and the final design (Figure 8) is one break halfway in the block to give 'dual aspect' (Figure 7) and a break in the front of the block to make the gables 'look narrow'. It is disingenuous to say that the break in the block gives dual aspect as it only affords this to only an additional 22 homes and half of which involve a north facing aspect. This design Planning Observation O'Dea Shivnan

element would need to be incorporated in earnest and repeated, breaking the block multiple times from front to back.



01. Aligned massing
Single four-storey apartment block aligning both the height and the south-west elevation with the flaxmill and integrated with the historic curtilage wall.

Figure 4: O Callaghan Strand Initial Design



06. The Southern Range
The southern range is opened up to create a communal terrace with views of the city and river, while shielding the neighbours to the north from overlooking and noise.

Figure 5: O Callaghan Strand Final Design



01. Aligned Massing
There is an opportunity to reinforce the residential streetscape along North Circular Road, whilst providing two taller apartment blocks to the rear, aligned north/south to optimise daylight and views through.

Figure 6: Salesians Initial Design



05. Improve dual aspect
Break down the perceived length of the buildings by offsetting around the core. This also breaks down the perceived length of the building into two. The core is recessed and the two buildings have different materials to break mass down further.

Figure 7: Salesians Iteration 5



06. Celebrate the gables
Narrow gables break down mass and celebrate the ends of buildings. Expressed form speaks to the history of the site with its industrial roofscape.

Figure 8: Salesian Final Design

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 a lack of context response in terms of height and design in relative to the established residential context.



Figure 5.3.1 - Aerial view of Salesian's plot

Figure 9: Lack of consistency in response to context height

Figure 9 shows consideration for context height response to the 2 story Fernhill houses and pedestrians with the adjacent Salesian townhouses being 3 / 4 stories. This is evident in the Architectural Design Report; Salesian Design Strategy, pg 74, where it states that *“The massing integrates this transition in scale by first creating a familiar terrace house-inspired apartment typology to North Circular Road.”* It also gives reference to taking the shape of the roofs of the Fernhill houses as a design influence for the Salesian Terraces adjacent and as a means of connecting them to their surroundings, *“The steeply pitched roofs that deal with the level change establish a connection to the homes opposite.”* The Shape and design of the Salesian terraces further act as a privacy provider from the higher apartment buildings (Pink line in Figure 11.)

Further consideration is given to the distance the Salesian blocks 4A and 4B are located from the North Circular Road, *“These are located within the site, set away from the street front to mitigate the impact of height from the road.”* This indicates that it is important to mitigate the impact of height from the road itself and passersby.

The Stonetown Terrace Residential Design Strategy also exhibits a considered context response to the surrounding neighbourhood, stating that *“The proposed massing of the mixed residential typologies*

(townhouses and apartments) responds to the neighbouring massing, with the apartment block located to the east adjacent to the Landsdowne Hall apartments and a terrace of townhouses to the west adjacent to the neighbouring Clanmaurice Ave houses.”

The same consideration has not been given to the context heights or design of the Clanmaurice Avenue houses. The only design responses are based on the change in ground level “which allows them to appear smaller to the rear of the site, at only 6 storeys rather than 7 storeys. Locating some roof plant to the north, rather than additional apartments, further mitigates scale and the sense of overlooking from the northern boundary.” While on paper there is one less story to the north end of the Salesian buildings which is 3.07 meters in height, the actual height difference due to plant equipment is only 1.2 meters. This does not achieve an integrated transition nor does it represent a considered design response to context height and still allows for 8 (instead of 10) apartment per block that overlook the back of the Clanmaurice houses and main south facing living spaces.

Stating that the “long gardens of the homes in Clanmaurice Avenue ensure a significant distance between the new and existing buildings.” Lacks creativity in design response with the meaning of significant being vague and highly subjective. When measured in relative terms (as there is no plan or cross sectional drawing that shows clanmaurice avenue house, the Salesian residential building and Fernhill to scale), the Clanmaurice Avenue houses are 28% closer to the Salesian blocks 4A and 4B than Fernhill are to the same blocks, which is a significant amount closer.



Figure 10 the award winning Art-Tek Tulltorja repurposes a former brick factory in Pristina, Kosovo shows how the building responds to the lower context height in the background by stepping down from the front of the building to the back.

Figure 10 above shows an example of how a building responds to its surrounding context height. In this case the height of the building reduces as it gets closer to the lower height buildings behind it.

Neither is there any design response to the character or fabric of the houses on Clanmaurice Avenue neighbourhood. In the *Development and Compact Settlements Guidelines for Planning Authorities, Section 3.4.2 Step 2: Considerations of Character, Amenity and the Natural Environment*, it states that a “ New development should respond to the receiving environment in a positive way and should not result in a significant negative impact on character (including historic character), amenity or the natural environment.” We would argue that the lack of design context response in terms of the character or amenity results in a negative impact. Figure 1 and Figure 2 above show how the façade design of the same building responds in very different ways to the variety of the surrounding character.

The lack of a coherent response to the industrial heritage of the site and the context height of the surrounding neighbourhoods also 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 (relative height to Clanmaurice Avenue 2 story houses)
- 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 and quarry rockface

A.2 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.

B. Loss of Residential Amenity

B.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 and relies

on BRE guidance in a manner that downplays the impact of material daylight and sunlight reductions on wellbeing during the winter months. The fact that sunlight hours are based on UK numbers is not an accurate reference for Limerick in the West of Ireland which received 14% less hours of sunshine than Dublin according to Met Eireann. (<https://www.met.ie/climate/what-we-measure/sunshine>)

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 with baseline data for Limerick is required to permit proper evaluation of impacts and to ensure lawful decision-making.

B.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 is one photomontage from the junction of Shelbourne road and NCR and one from the corner of Clanmaurice Avenue and Gardens but nothing from the Avenue or the back of the Clanmaurice Avenue gardens.

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 giving residents no idea of the actual height or visual appearance of the development from Clanmaurice Avenue or from the back gardens. The only image of both the new buildings (Salesians) and Clanmaurice Avenue is on page 74 of the Architectural Design report (Figure 11) without any dimensions. While the back of the building is 6 floors, there is minimal reduction in height with the 7th Floor being used for facilities. The Salesian apartments block is still 3 stories over the context height of the 2 story Clanmaurice Avenue houses.



Figure 11: Only drawing showing the new residential Salesian block in relation to Clanmaurice Avenue but with no dimensions or scale.

The red line above shows the overlooking of 8 apartments living spaces (four floors of 2 apartments per floor per block(16) into the living spaces of the Clanmaurice Avenue houses (also living spaces). In contrast the Fernhill houses are only minimally overlooked by the bedrooms of the Terrace houses and by one floor of the

Salesian 7 story block as outlined by the pink line. This does not exhibit a fair application of Building Height Guidelines or show equity in terms of privacy.

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 outlined in Figure 12.

Where <22m separation exists, conditions should require:

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



Figure 12: Locations for requested Photomontages- looking from Clanmaurice Avenue houses in the direction of the development.

C. 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.

C.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

C.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 withing 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

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

The area contains four major schools yet 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

C.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**

C.5 Construction Phase Hazards Not Properly Assessed

It is stated in the report that the presented Outline Construction Traffic Management Plan is “*is a live document and will be refined into a Detailed Construction Traffic Management Plan (CTMP) by the appointed contractor in consultation with Limerick City & County Council and other stakeholders.*”. The construction phase will generate HGV movements, deliveries, service vehicles, noise and safety hazards meaning residents of the surrounding neighbourhoods will be affected by the construction of this development. However, we have not been consulted as part of the creation of the this document OCTMP showing a lack of community engagement.

There is :

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

contrary to:

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

C.6 Cumulative Impacts Not Assessed

Contrary to: Development Plan Section **11.3.5**

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

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

D. Prematurity, Phasing and Risk Regarding Deliverability

The Cleeves Riverside Quarter masterplan is criticised as fundamentally flawed due to its phasing strategy. Phase II, the current application, is largely residential and student accommodation with almost no commercial use, making it a mono-tenure area until later phases—which may never materialise. This raises concerns that the site could remain an isolated cluster of residential blocks lacking civic or commercial activity. There is also insufficient clarity on who will manage and operate these residential units once built.

We have little faith in Limerick Twenty Thirty’s capacity to deliver such large-scale housing, given delays and funding uncertainty in its Opera project and the concerns outlined in this document. We fear long-term living beside an unfinished construction site.

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

E. Environmental: EIAR Accessibility, Biodiversity and Flood Impacts

E.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 SAC posing a real concern for a negative impact on these adjacent protected environments.

However, the applicant has not transparently exhibited:

- An accessible and understandable Environmental Impact Assessment Report (EIAR) within the 6 week timeframe and for the average citizen.

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 documentation to enable the public to exercise their statutory right to meaningful participation.

E.2 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.

Mitigation vs Restoration

Throughout the EIAR, the language refers to ‘Effects’, the effects of the construction on fauna, Flora and water/ air quality and the mitigation to lessen or eliminate these effects and assessing if a loss is acceptable based on a level of ‘significance’. This is a worrying perspective in light of the recent report in December The Status of EU Protected Habitats and Species in Ireland 2025 where the status of the Lesser Horseshoe bat was stated as Inadequate and where the population in Limerick was identified as an important county for bridging the

population gap between Clare and Kerry “until the distribution gap is bridged in West Limerick/North Kerry, the species’ Range, and therefore the Over-all Status assessment, remain *Inadequate*.” It is also concerning to note that due to a lack of understanding of the impact of noise on bats, it is not clear if these mitigation measure be successful. Further information is needed to increase the success of the proposed measures.

Apart from the bat and swift species where specific mitigation measures are outlined, the “*significance of the effect*” on all other flora and fauna is described in many cases as “*not considered significant at any geographic scale*.”

The lack of detail in relation to insects surveyed indicates a lack of due diligence with the only reference to pollinators “Invertebrate species recorded during the site visits include common pollinators such as common carder bee (*Bombus pascuorum*), buff-tailed bumblebee (*Bombus terrestris*) and white-tailed bumblebee (*Bombus lucorum* agg.), as well as honey bees (*Apis mellifera* sp.).” while essential are not the only invertebrates of importance in the wider ecosystem. For example, ground beetles who thrive on waste ground offering diverse decaying materials, shelter, and are prey for other mammals.

Relief Sought:

A more restorative ecosystem approach is needed to aim for the landscaping plan to result in a higher degree of biodiversity and climate resilience after the development than is currently presented. E.g.:

- Additional information from similar projects on the success of bat roost relocations and application of lessons learned.
- Green walls as part of the façade to act as habitat, water management and screening
- Repopulation of reservoir with native fish and plants to attract water birds, absorb and filter water and add to the blue habitat of the city and support the adjacent SAC.
- No watersports to support a wild nature focus
- Increased green roofs as was proposed in earlier plans. No reference of these in the Landscape Plan.

E.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 recorded and responded to in a timely manner. Considering the scale of the development, this is not realistic or enforceable and is all reactionary in nature. Additional proactive and real time mitigation and monitoring measures are required. Details outlined below.

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 (Figure 13) 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 sufficient creative use of Green/ blue infrastructure to future proof the site from climate change and increased rain intensity..



Figure 13: Surface water Dec 5th 2025 after a heavy shower

E 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

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

The development will cause material harm 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 (Figure 14) 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.

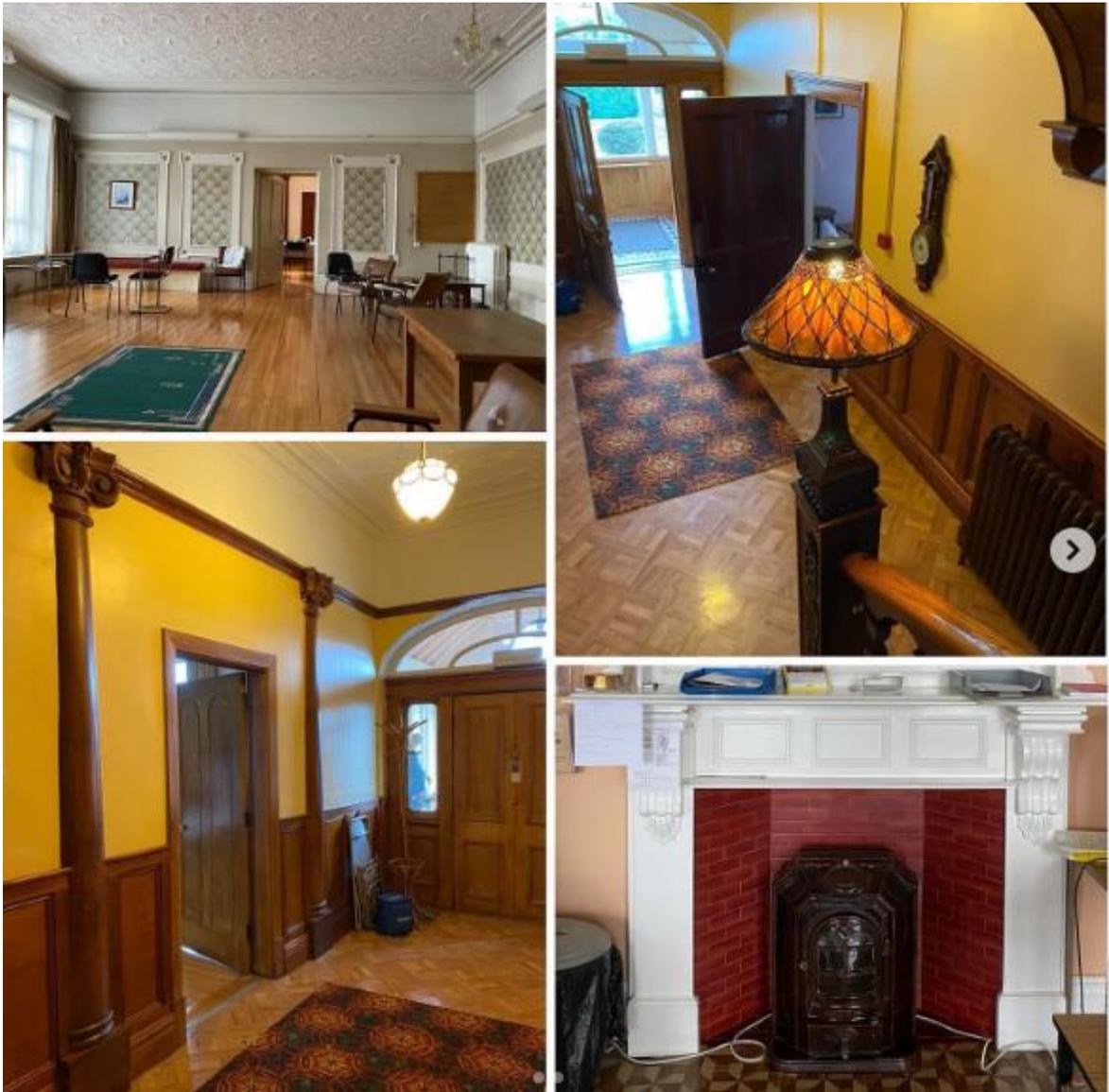


Figure 14: Interior photos of Fernbank house architecture

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 Hodkinson, 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 it's 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

G. Residential Amenity : Operational and Construction

G1. Operational: Existing and Proposed

In the Sustainability and Social Infrastructure Statement, section 2.4.1, it states that “In addition to the ‘Westfields Wetlands’ parkland located immediately west of the site along the Condell Road and River Shannon, the immediate area - within a 10-minute walk of the proposed development site - benefits from well-established amenity walking routes, and sports and leisure facilities.” It states that the source of this information is from *GetIrelandActive* National Database. This is not up to date data and shows the lack of local engagement or local knowledge of the area. The Westfield Wetlands and Shannon bank walk is a wonderful amenity but needs investment and attention. The proposed development can not assume all the local amenities offered are fit for additional use and needs to be further developed to make it fully accessible for young children, buggies and wheelchairs. Figure 15 to Figure 18 show various aspects of the river walk that display its’ need for further development to be called a full accessible amenity for all.



Figure 15: Riverwalk used for rubbish dumping



Figure 16: Riverwalk steep sides



Figure 17: Riverwalk erosion

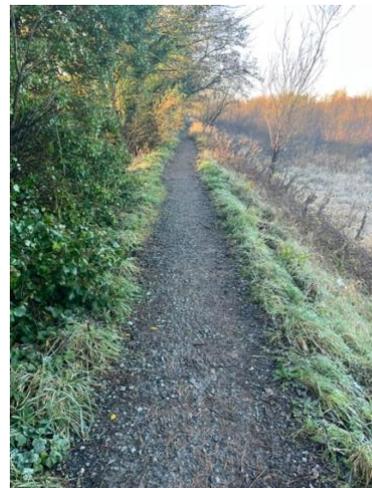


Figure 18: Riverwalk surface and narrow width

The presented available local clubs and sports is also inaccurate and indicates the lack of fact checking and local knowledge. For example, the energise gym is fully subscribed; Limerick boat club does not do sailing but recreational rowing; Shannon Rowing Club only does rowing off site so is not within a 10 minute radius; Limerick Climbing Club offers hillwalking but requires you to travel (private transport required) to the hills. It also shows a lack of genuine interest in the Health and Happiness of the future residents and a desire to provide greater investment into onsite amenities.

Relief Sought

- Community engagement to identify gaps in the quality and accessibility of local amenities.
- Greater investment in onsite amenities; on site gym, all weather courts.

G2. Loss of Residential Amenity and Well Being : Construction:

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.

H. Sustainable Communities: Housing Mix and Student Demand

House Mix

The housing mix proposed in Phase II is 234 residential units, 87 % of which are one- and two-bed apartments. This mix for residential is justified in the Housing Mix assessment Report based on Limerick Development Plan and specifically responds to the housing needs for this particular area of Limerick for the very near future 2022-2028. However, when combined with the 270 student bedspaces, the percentage of one and two bedroom type accommodation is 94%. The imbalance creates a mono-tenure environment dominated by transient and small-household residents, rather than facilitating the creation of a genuinely sustainable community as outlined in *The Sustainable Residential Development and Compact Settlement Guidelines for Planning Authorities 2024 Section 4.4(II)*.

*(f) The creation of sustainable communities also **requires a diverse mix of housing and variety in residential densities across settlements. This will require a focus on the delivery of innovative housing types that can **facilitate compact growth and provide greater housing choice that responds to the needs of single people, families, older people and people with disabilities, informed by a Housing Needs Demand Assessment (HNDA) where possible.** Development plans may specify a mix for apartment and other housing developments, but this should be further to an evidence-based Housing Needs and Demand Assessment”***

The scheme’s visual montages do not accurately reflect this skew or a diverse mix in residents, presenting a family-friendly narrative, showing a lot of children playing in landscaped courtyards and families enjoying the public realm with no visual reference to older people or people of disability.

Student Demand and Timeline

Given the above percentage of one to two bedroom apartments, the additional student impact on creating a sustainable community needs to be taken into account to determine the optimum overall mix. Also, as per the student demand assessment report, the excess demand for student accommodation in 2024 has been stated to be 1,617 bedspaces. The projections from the Department of Education state 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 the quantity of students accommodation over residential on the site in the light of this long delivery timeline combined with no defined funding or partner.

Relief Sought:

- Reassessment of Housing mix to nurture a sustainable community and of student demand in light of other planned projects and the development timeline of this project.

J. 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 reflects a lack of genuine community engagement.

While there were public information nights with feedback requested, the community was not meaningfully consulted with minimal evidence of feedback being considered, apart from the inclusion of a creche and some amenities. The community was not provided with accessible and specific information in a timely manner, undermining confidence in the process and trust in Limerick 2030.

This combined with the absence of meaningful pre-design and 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

¹ Projections of demand for full-time third level education 2018-2040(Dept of Education and Skills 2018)
Planning Observation O’Dea Shivnan

3. Overall Conclusion

Having reviewed the publicly available material, We 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 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) **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*).
- g) **Local Heritage, in particularly relating to Fernbank House — have been inadequately addressed**, contrary to Development Plan heritage objectives and national architectural heritage protection guidelines.
- h) **Residential Amenity Assessment inaccurate: Operational and 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 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 Cleaves 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 proactive environmental compliance.

- Undermining proper planning and sustainable development.
- Endangering public safety by reason of traffic hazard.
- Seriously injuring residential amenity.
- Posing unacceptable construction risks.

B. Alternatively (If granted), Impose the Following Minimum Conditions

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

- A maximum equivalent height (Clanmaurice Avenue Height +1 story) 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 a clear street grid and hierarchy of spaces, including a central plaza and activated ground floors for community building and place making.
- A genuinely independent, BRE-compliant assessment is required to permit proper evaluation of impacts based on baseline 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 local Amenity and engagement with local community on gaps.
- Reassessment of Housing mix and of student demand considering planned projects and development timeline

5. Summary

We support the regeneration of the Cleeves site but not in its current form. This observation is submitted to ensure that:

- proper planning and sustainable development principles are upheld to deliver a Riverside Quarter that Limerick can be proud of now and in the future.
- the safety of residents, schoolchildren and vulnerable road users is protected.
- environmental and heritage assets are respected.
- the scale and intensity of the proposed development are appropriate to the established neighbourhood.
- and the development does not undermine the quality of life of existing households and aligns with the sustainable development goals for future residents.

We respectfully request that An Coimisiún Pleanála give full consideration to the issues raised herein.

6. Signatures:

Mary O'Dea:

Mary O'Dea

James Shivnan :

James Shivnan

Date: 22/Dec 2025