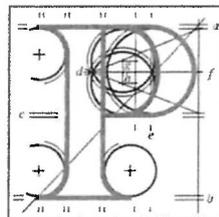


Our Case Number: ACP-323849-25



**An
Coimisiún
Pleanála**

Mathilde Lamble and Stefan Lamble
Oakville
Clanmaurice Avenue
Limerick
V94 ER2K

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 / Objection

To: An Coimisiún Pleanála

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

Applicant: Limerick Twenty Thirty DAC

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

ACP Reference: JA91.323849

Objectors

Name(s): Lamble

Address: Oakville, Clanmaurice Avenue v94Er2K

Email: tyldema@gmail.com

1. Introduction and Standing to Make This Observation

We, the Lamble's family 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 the established residential neighbourhood.

While We welcome what is promised as a transformative regeneration of the historic site into the Cleeves Riverside Quarter, the current application raises serious concerns in relation to the following:

- A. Coherence of Urban Design : Permeability and Activation
- B. Architectural Design : Scale, Massing and Context Response
- C. Loss of Residential Amenity : Light and Privacy
- D. Transport Strategy : Transport, Traffic and Safety
- E. Prematurity, Phasing and Deliverability
- F. Local Heritage
- G. Environmental Impacts
- H. Construction Impacts: Loss of Residential Amenity
- I. Housing Mix and Student Demand
- J. Unclear Planning Process and Lack of Meaningful Community Consultation we feel no one cares about the degradation of our quality of life this project brings.

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

2. 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.

2. 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.

A. Coherence of Design Approach

A.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.

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

The building behind our house is just 22 feet from our house. The back of it is where we get most of our sun lights through the day. All of our sun lights will be gone. Our house is also our work place as we work 100% remote so light is very important for us.

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.

B.2. Privacy

Our bathroom is at the back of our house and buildings will have a direct view on it. Same for a kitchen and back garden.

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.

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 O1of 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 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

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

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)

C.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

D. 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

E. 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.

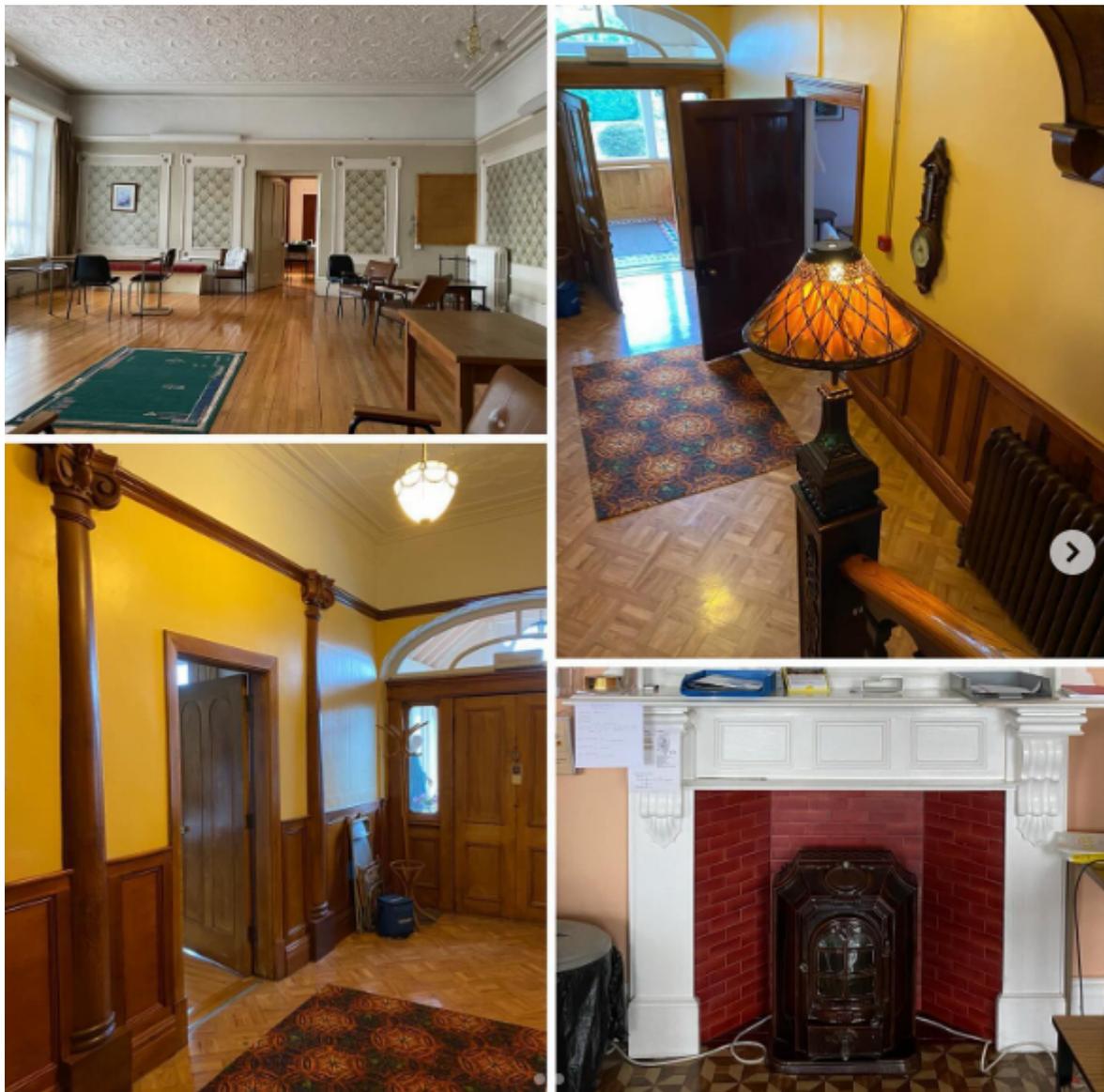


Fig 2. Interior photos of Fernbank house architecture

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 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

F. Environmental: EIAR Accessibility, Biodiversity and Flood Impacts

F.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.

F.2 EIAR Biodiversity Baseline

On the 9 of November 2021 we had a Skype meeting with Michael O'Malley who was at the time the director of limerick 2030. During this conversation he told us that an environmental study needs to be conducted behind our house as some construction work is planned in the future.

I attached below a picture of the area I took in January 2021 it's winter but we can see trees.

We used to hear and see foxes but this is not the case anymore as all trees are cut down and their habitat has been destroyed. We noticed the same things with birds: seasonal birds like swallows and bats are in significantly less numbers since summer 2022.

I joined other pictures so you can see the difference.

Crop



January 2021



May 2022



F.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

G. 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.

H. 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

J. Unclear Planning Process and Lack of Meaningful Community Consultation

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

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.

We know that our house will be highly affected by this project but no one contacted us to talk to us our give us idea how our view will be like from our house.

3. Overall Conclusion

Having reviewed the publicly available material, We the Lamb's family 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) **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 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.

B. 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

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;
- 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.

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

6. Signature Block

Name(s): LAMBLE

Address: OAKVILLE CLANMAURICE AVENUE V94ER2K

Date: 22/12/2025

Signature(s): mathilde Lamble / Stefan Lamble

Resident of: Clanmaurice Avenue / North Cricular Road