BUILDING HEIGHT ASSESSMENT

Proposed Purpose-Built Student Accommodation on a site between Lady's Lane and Hunts Lane off Dominick Street, Limerick

July 2026

Building Height Assessment

This Building Height Assessment has been prepared by AK Planning & Development Ltd on behalf of Lanehunt Ltd in support of a proposed Purpose Built Student Accommodation development on a site between Lady's Lane and Hunts Lane off Dominick Street, Limerick. It responds to the requirement of Limerick City and County Council, set out in its LRD opinion (Ref. 1069749), that the application be accompanied by a robust assessment of the proposed development against the Building Height Strategy for Limerick City, having particular regard to Policy TB6: Assessment of Tall Buildings. The structure of this assessment follows the five matters required by Policy TB6: the Tall Building Classifications, the Tall Building Recommendations for the relevant Character Area, the Tall Buildings High Level Principles, the Localised Assessment Tool for the relevant Character Area, and the assessment criteria at Policy TB7.

Development Description

Permission is sought for the construction of a Purpose-Built Student Accommodation (PBSA) scheme on a site between Lady's Lane and Hunts Lane off Dominick Street, Limerick. The proposed development will comprise the following: (a) permission to partially demolish the existing Tait Centre building, and (b) permission for the construction of a single multi-storey block ranging in height from six to eight storeys and providing 350 student bedspaces arranged across 51 no. Apartments/Clusters with shared kitchens and living rooms, with a Gross Internal Floor Area of 9,314 sqm. Communal facilities will include a café, gym, cinema, study rooms, laundry, and indoor and covered outdoor bicycle storage providing 129 no. spaces. A total of 1,204 sqm of amenity space will be provided, comprising 487 sqm of landscaped outdoor courtyards and rooftop terraces and 717 sqm of indoor communal areas. Rooftop photovoltaic solar panels, green roofs, blue roofs, and biodiversity enhancement measures including swift boxes, bat boxes, or other avian or bat roosting features will be incorporated into the development as required. Supporting infrastructure at ground floor level will include plant rooms, refuse storage and collection areas, service zones, and a dedicated ESB substation. The development will be accessed on a pedestrian and cycle priority basis, with zero car parking. Permission is also sought for use of the accommodation, outside of student term time, for short-term letting purposes. All ancillary and associated site development works, including footpaths, drainage, public lighting, water supply, and sustainable urban drainage systems, will be provided.

National and Local Planning Policy Context

Before turning to the Building Height Strategy itself, it is necessary to locate the proposed height within the wider planning policy hierarchy. Building height in

Limerick is governed by a chain of policy running from the National Planning Framework, through the Regional Spatial and Economic Strategy for the Southern Region and the Limerick–Shannon Metropolitan Area Strategic Plan, to the Limerick Development Plan 2022–2028 and the Building Height Strategy for Limerick City, which forms Volume 6 of that Plan. The Building Height Strategy is the local instrument through which national and regional policy on compact growth and building height is given effect, and it falls to be read consistently with that higher order policy.

At national level, the National Planning Framework, First Revision (April 2025), promotes compact, sustainable urban growth and the consolidation of the five cities. National Policy Objective 4 targets that half (50%) of future population and employment growth be focused in the existing five cities and their suburbs, including Limerick, while National Policy Objective 8 requires that at least half of all new homes in those cities be delivered within their existing built-up footprints. Delivering compact growth at this scale necessarily entails the more intensive use of serviced, centrally located brownfield land, including through increased building height and density where appropriate. The subject proposal, a car-free brownfield regeneration of an underused city centre site approximately 120 metres from Colbert Station, is precisely the form of development these objectives envisage, and increased height is the means by which the compact growth and density they seek is achieved on this site.

The Urban Development and Building Heights Guidelines for Planning Authorities (2018), issued under section 28 of the Planning and Development Act 2000 (as amended), are the principal national policy on building height and are applied by An Coimisiún Pleanála (formerly An Bord Pleanála) in the determination of appeals of this kind. The Guidelines move away from blanket height caps and establish a presumption in favour of increased height in appropriate, accessible urban locations, subject to assessment against the development management criteria at section 3.2, which are considered at the scale of the city, the district or street, and the site or building. Specific Planning Policy Requirement 3 (SPPR 3) provides that, where an applicant demonstrates that a proposal complies with those criteria and the assessing authority is satisfied that it does so having regard to the wider policy parameters of the National Planning Framework and the Guidelines, permission may be granted even where specific objectives of the development plan might otherwise indicate refusal. As a specific planning policy requirement, SPPR 3 takes precedence over any conflicting development plan provision, and the proposed height accordingly enjoys a freestanding basis in national policy, independent of the local height provisions assessed below.

The Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities (2024) reinforce this approach, prioritising the development of brownfield and infill sites within the existing built-up footprint of settlements, supporting residential densities calibrated to public transport accessibility, and

endorsing reduced car parking in highly accessible central locations. A central city site adjoining the principal rail and bus interchange, delivered without car parking, accords fully with these Guidelines, which were themselves expressly relied upon by the Inspector in ABP-317797-23 in support of a comparable city centre scheme within this Character Area.

At local level, the Limerick Development Plan 2022–2028 gives effect to this policy. Objective CGR O9 (Building Heights) requires the Council to ensure that new tall buildings are designed in accordance with the character of the city and to direct increased height to appropriate locations in accordance with the building classification criteria of the Building Height Strategy, and confirms that the Strategy does not impose blanket height restrictions but instead applies a localised assessment for each Character Area. Objective EH O53 requires that development affecting an Architectural Conservation Area protect the character and special interest of that area. The development management standards for increased height are set out at section 11.4.4.7 of the Plan, which directs assessment through the Tall Building Classifications, Recommendations, High Level Principles and the Assessment Tools and Criteria of the Building Height Strategy, the framework applied in the assessment that follows. Both objectives were applied, and the relevant Strategy provisions upheld, in the two An Bord Pleanála decisions discussed under Relevant Appeal Precedent below.

Assessment against the Building Height Strategy

This section assesses the proposed development against the Building Height Strategy for Limerick City and, in particular, Policy TB6: Assessment of Tall Buildings. Policy TB6 requires that a proposal for a tall building be assessed by reference to the Tall Building Classifications, the Tall Building Recommendations for the relevant Character Area, the Tall Buildings High Level Principles, the Localised Assessment Tool for the relevant Character Area, and the assessment criteria set out at Policy TB7. The assessment below is structured to address each of these in turn.

The Building Height Strategy does not define a tall building by a fixed number of storeys. It treats tallness as a relative matter, to be judged against the prevailing height of the Character Area in which a building is located. The proposed development ranges from six to eight storeys, with a parapet level of approximately 41.1 metres above Ordnance Datum (OD), equating to a building height of approximately 26.85 metres above existing ground level (ground floor 14.250 mOD; parapet 41.100 mOD). Against the prevailing height of the surrounding streets, the proposal is properly assessed as a tall building for the purposes of the Strategy.

The application site falls within the Newtown Pery Character Area, as identified on Map 5.2 of the Building Height Strategy. The site is located between Lady’s Lane and Hunts Lane off Dominick Street, Limerick. While the site lies within the Newtown

Pery Character Area for the purposes of the Building Height Strategy, it is located outside, and immediately adjacent to, the Newtown Pery Architectural Conservation Area, which adjoins the site to the north west. The relevant Character Area guidance and Localised Assessment Tool for the purposes of this assessment are therefore those for Newtown Pery. The assessment below has regard to the distinctive Georgian heritage character of the area and to the Strategy's objective of preserving and conserving that character, while demonstrating that the proposal can be accommodated through a heritage led design response.

Tall Building Classifications

The Building Height Strategy identifies four classifications of tall building: Taller Building, Landmark Building, Gateway Building and City Landmark. A Taller Building establishes a high point at a local level only and is of limited wider visibility, being defined by the surrounding context height, and is generally a building at the upper end of the Recommended Height for a Character Area. A Landmark Building has a height presence beyond the immediate street but remains legible as part of its context, and within Newtown Pery is delivered only through the application of the Modifiers to the Recommended Height. A Gateway Building is significant beyond the local level, and a City Landmark is significant at the scale of the whole city. Neither a Gateway nor a City Landmark is identified as appropriate within Newtown Pery.

The proposed development is properly classified as a Taller Building. It establishes a local high point relative to its immediate context but does not seek the status, prominence or exceptional standout character of a Landmark Building, and it is neither a Gateway nor a City Landmark. This classification is consistent with the established and permitted pattern of six to eight storey development in the immediate area, including the permitted schemes at 48 to 50 Parnell Street, the eight storey scheme permitted on appeal at 6 to 7 Upper Mallow Street, and the permitted student accommodation of up to seven storeys at the former Railway Hotel, a protected structure.

The proposed height is set out in its immediate context in Table 1 below, which compares the subject development with the prevailing height of the Newtown Pery streets and with the recent permitted schemes in the immediate vicinity.

Table 1: Comparison of the proposed height with the surrounding context

Building or scheme	Storeys	Approx. height	Status and reference
Proposed development (subject site)	6–8; 6th and 7th floors set back	c.41.1m OD; approx. 25m above ground	This application
Prevailing Newtown Pery street context	3–5 (classical parapet 4/5)	c.12–18m	Building Height Strategy
1–4 James' Street and 6–7 Upper Mallow Street	8; upper two set back	24m	Granted – ABP-317797-23 (9 Jul 2024)
Former Railway Hotel and McEnery's, Parnell Street	Up to 7 (new 7-storey block; McEnery's 4); 111 bed spaces	–	Granted – ABP-317609-23 (30 May 2024)
Riverpoint (city landmark reference)	–	59m	Existing

Tall Building Recommendations for the Newtown Pery Character Area

The Newtown Pery Character Area is assessed on a street by street basis under two Area Objectives. Area Objective 1 applies to streets with a classical and reasonably consistent parapet or shoulder height, where new interventions on the street elevation should respect and, within reason, match the prevailing parapet height, with additional setback storeys behind the parapet possible subject to good design and townscape considerations, and with opportunities for additional height positioned within the city block where this does not negatively affect the streetscape. Area Objective 2 applies to streets with a mix of building heights and a varied skyline topography, where areas of height that accentuate and improve the existing elevation, including height located within the inner block, may be incorporated.

Dominick Street and the adjoining laneway edges at Lady's Lane and Hunts Lane do not present the uniform classical parapet condition of the principal classical Georgian

streets of Newtown Pery. The Building Height Strategy itself identifies Mallow Street as the exemplar of this condition, describing it as a classical street illustrating a characteristically Georgian fixed parapet height along the roof line of the street. The immediate context is mixed in height and grain and is undergoing change, as evidenced by the recently permitted six to eight storey schemes on Parnell Street and Upper Mallow Street and the permitted student accommodation at the former Railway Hotel. The proposal is therefore appropriately considered under Area Objective 2, on the basis that additional height may be accommodated where the building responds to the essential character and general scale of existing buildings and accentuates and improves the existing elevation, and where height is located within the inner block.

Consistent with this approach, the design holds a lower scale to the street and laneway edges and locates the additional height within the body of the block, with the upper floors set back at sixth and seventh floor level. This keeps the perceived height at the street edge close to the prevailing context, while the set back upper floors read as a recessive addition within the roofscape rather than as an increase in the street wall. The Recommended Height for classical streets, namely a response to the prevailing Georgian parapet with additional setback storeys behind it, has informed the treatment of the street elevations and the decision to push height into the inner block and behind setbacks.

The Strategy provides that, through the application of the Modifiers, a Taller or Landmark Building may be appropriate in Newtown Pery. The Modifiers permit an increase above the Recommended Height where the exceptional architectural quality of the building would contribute to the essential character of the area, and the use of a Modifier to deliver a Landmark Building is limited to one standout building acting as a wayfinding landmark. The proposal does not rely on Landmark status and does not seek to be the single standout building contemplated by that Modifier. It is presented as a Taller Building whose additional height is accommodated through the inner block and setback approach of Area Objective 2, supported by the quality of the architectural design, rather than as an exceptional standout intervention.

Tall Buildings High Level Principles

The Tall Buildings High Level Principles require that tall buildings be scaled to contribute to their immediate existing and future urban context and to the scale and character of adjacent buildings, that the design be considered at three scales comprising the ground floor and street relationship, the building shaft, and the roof and skyline, and that shadow and wind impacts on adjacent streets, open spaces and residential amenity be reasonably minimised. The Principles also support, in conservation contexts, the protection of the existing urban context by restricting overall heights and permitting only low impact additions to predominant heights through setbacks, and the use of angular plane and shadow analysis to protect adjacent lower scale buildings.

At the ground floor and street level, the proposal provides active frontages through a public cafe, gym and study spaces, relocates servicing to the end of the block, and delivers a restoration of the laneway environment, contributing to the character and activity of the immediate street while minimising the impact of servicing. At the level of the building shaft, the elevations take design cues from the surrounding context through a palette of selected white brick, recessed brick detailing and a regular fenestration pattern, with standing seam metal cladding confined to the set back upper floors, as set out in the Architectural Design Statement. At the roof and skyline, the sixth and seventh floors are set back to reduce the perceived height from the street and laneways and to manage the transition in scale towards the adjoining conservation area. Shadow and wind effects on adjacent streets, the existing residential properties fronting Dominick Street and nearby open space are addressed through the Daylight and Sunlight Assessment (H3D, 9 July 2026) and the Pedestrian Wind Environment Statement (Windtech Consultants, 23 July 2026).

The massing strategy has also been configured to limit overshadowing of the existing dwellings fronting Dominick Street. By holding a lower scale to the street and laneway edges, setting back the sixth and seventh floors, and concentrating the additional height within the inner block away from the street, the development reduces the angle of obstruction to the rear facing habitable windows of those dwellings and limits the loss of daylight and overshadowing they would experience. This relationship is quantified in the revised Daylight and Sunlight Assessment, which specifically assesses the existing Dominick Street dwellings with rear facing habitable windows in accordance with the Council's opinion, and it reflects the approach accepted by the Board in ABP-317797-23, where an eight storey set back scheme on an adjoining historic street was found, on the basis of a BRE compliant assessment, not to give rise to unacceptable impacts on neighbouring residential properties.

Localised Assessment Tool: Newtown Pery Character Area

The Localised Assessment Tool for the Newtown Pery Character Area sets out nine questions to guide the assessment of a tall building proposal on an individual site, and identifies a Heritage Impact Assessment or Conservation Strategy as an additional required report. Each question is addressed below, and an Architectural Heritage Impact Assessment (Pat McSweeney MSc MRIAI, RIAI Grade 2 Conservation Architect, July 2026) accompanies the application.

1. Justification for a tall building given the distinctive heritage character. The justification rests on the highly accessible city centre regeneration location approximately 120 metres from Colbert Station, the established and permitted pattern of six to eight storey development on the adjoining streets, the underused and low quality nature of the existing Tait Centre site, and a design that locates additional height within the inner block and behind upper floor setbacks so as to respect rather than challenge the Georgian street character.

2. Contribution to, and not detraction from, the essential character of the area. The proposal holds a contextual scale to the street and laneway edges, takes design cues from the surrounding brick and fenestration character, and restores the laneway environment, thereby reinforcing rather than detracting from the essential character of the area, as addressed in the Architectural Heritage Impact Assessment (Pat McSweeney, July 2026) and the Architectural Design Statement.

3. Exceptional architectural character delivering placemaking benefits. The architectural design is of a high quality and delivers placemaking benefits through active ground floor uses, the restored laneway and improved public realm, while remaining a contextual response rather than seeking to be an exceptional standout landmark.

4. Whether the height impinges on overall height markers, landmark buildings or results in intrusion in views. The proposal is designed to avoid intrusion into views of the area's key and local landmarks, including Tait's Clock, and its impact on the setting of the protected structures at the former Railway Hotel and Colbert Station is assessed through the verified view analysis (FR Studios, July 2026) and the Architectural Heritage Impact Assessment (Pat McSweeney, July 2026), both of which accompany the application, and is assessed as negligible.

5. Whether the building finishes off previously established block structures to make them more legible. The proposal completes an underused city block, re establishes active frontages and a legible street and laneway edge to Dominick Street, Lady's Lane and Hunts Lane, and improves the legibility and permeability of the block.

6. Whether the building takes design cues from the character and scale of the streets. The elevations take their cues from the scale, materials and fenestration of the surrounding context, with a lower scale held to the street and laneway edges and brick as the primary facade material, as detailed in the Architectural Design Statement.

7. Whether the additional height constitutes a minor addition of two storeys or less or a setback storey within the roofscape. The proposal locates its additional height within the inner block and behind setbacks at sixth and seventh floor level, so that the increase in perceived height at the street and laneway edges is limited and the upper floors read as recessive additions within the roofscape, consistent with the approach this question seeks to promote. The relationship of the street edge height to the prevailing context is demonstrated in the contextual elevations and verified views.

8. Whether the additional height responds to the essential character and general scale of existing buildings where there is a mix of elevations and accentuates and improves the existing elevation. The site lies within a mixed height context, and the proposal responds to the general scale of the adjoining permitted and existing six to eight storey buildings while improving the currently inactive and low quality elevation to the street and laneways.

9. Whether the building is located within the inner block in an area with a mix of elevations. The additional height is concentrated within the inner block, with the massing stepped down and set back towards the street and laneway edges, consistent with the inner block approach promoted for areas of mixed elevation.

Assessment Criteria: Policy TB7

Policy TB7 sets out a non exhaustive list of matters to be taken into account in assessing applications for tall buildings. The site context, including topography, built form, urban grain, scale and streetscape, is addressed in the site analysis within the Architectural Design Statement and the Architectural Heritage Impact Assessment. The potential effect on the setting of, and views to and from, significant buildings and heritage assets, including the Newtown Pery Architectural Conservation Area, the key and local landmarks of Tait's Clock and St. John's Cathedral, the protected structures at the former Railway Hotel and Colbert Station, and People's Park, is addressed through the verified view analysis and the Architectural Heritage Impact Assessment, both of which accompany the application. The architectural quality of the building, including its form, scale, massing, facade materials, proportion and the design of the upper portion, is addressed in the Architectural Design Statement.

The final verified views prepared by FR Studios (Photomontages, July 2026) include views specifically addressing the protected structures identified by the Planning Authority: the former Railway Hotel is assessed in the Parnell Street views (PM03, looking north-north-west, and PM04, looking south-west), and Colbert Station is assessed in the Colbert Carpark view (PM06, looking north-north-west), each presented as Existing, Proposed, and Proposed with Permitted development. The Architectural Heritage Impact Assessment (Pat McSweeney, July 2026) assesses these views and concludes that the impact of the proposed development on nearby protected structures and on the adjoining Architectural Conservation Area is limited to minor visual effects and is negligible in significance, with the effect on the setting of the former Railway Hotel assessed as negligible, and that the scheme, through its scale, stepped massing and material palette, makes a positive contribution to the townscape while preserving the setting and appreciation of these heritage assets. On this basis, Localised Assessment Tool questions 2 and 4, and the setting and views matters above, are answered in the affirmative.

The verified views of the proposed scheme in its Dominick Street and Lady's Lane context are contained in the accompanying Photomontage report (FR Studios, July 2026, viewpoints PM01 to PM07).

The impact on the local environment, including overlooking, daylight and sunlight, microclimate, wind, overshadowing and privacy, is addressed in the Daylight and Sunlight Assessment (H3D, 9 July 2026) and the Pedestrian Wind Environment Statement (Windtech Consultants, 23 July 2026), including in respect of the existing residential properties fronting Dominick Street. The facilitation of sustainable modes

of transport and transport orientated development is addressed through the highly accessible location approximately 120 metres from Colbert Station, the proximity to high frequency bus services, the cycle parking provision and the Mobility Management Plan, with the development designed on a pedestrian and cycle priority basis with no car parking. The impact on the surrounding context, the contribution to wayfinding, sustainability and environmental performance, the contribution to public spaces and amenities and the quality of the built environment for users are addressed through the active ground floor uses, the laneway restoration, the sustainability measures including photovoltaic panels and green and blue roofs, and the internal and external amenity provision, as set out in the Architectural Design Statement and the accompanying technical reports.

Relevant Appeal Precedent

Two recent decisions of An Bord Pleanála on directly comparable sites in the immediate vicinity provide strong support for the acceptability of the proposed height and for the assessment approach adopted above. Both sites lie within the Newtown Pery Character Area, as the subject site does, and both involved building heights well above the prevailing context. In ABP-317797-23 (1 to 4 James' Street and 6 and 7 Upper Mallow Street, decided 9 July 2024), the Board granted permission, on a third party appeal by An Taisce, for an eight storey building with the upper two floors set back, measuring approximately 24 metres in height, on a site the Inspector expressly confirmed was not within an Architectural Conservation Area but was within the Newtown Pery Character Area, described as having a distinct Georgian fabric.

Against a surrounding context predominantly in the three to five storey range, the Inspector found that the increased height was acceptable having regard to the building's contribution to the area and the placemaking benefits it would provide, and that the proposal would not be significantly out of scale with its surrounding area or present a discordant or incongruous form of development. The Inspector applied the Newtown Pery Localised Assessment Tool, concurring with the Planning Authority's question by question assessment. That decision closely mirrors the present proposal in its character area, its position adjacent to but outside the Architectural Conservation Area, and its form of an eight storey building with set back upper floors.

Figure 1: Permitted eight-storey scheme with set-back upper floors at 1–4 James' Street / 6–7 Upper Mallow Street, beside the adjoining Georgian terrace (ABP-317797-23, granted 9 July 2024). Source: Healy Partners Architects, Architectural Design Statement.

In ABP-317609-23 (the former Railway Hotel, Parnell Street and Davis Street, a Protected Structure, RPS Ref. 6035), the Board granted permission, again on a third party appeal by An Taisce, for a student accommodation scheme of up to seven storeys providing 111 bed spaces, involving the reuse of the protected structure and a new seven storey block. The Inspector concluded that the design, height and scale of the proposed development would not give rise to unacceptable overbearing or domineering impacts on the surrounding vicinity, including that of the Newtown Pery Architectural Conservation Area, and that the proposal did not contravene the Council's Architectural Conservation Area objective. The Conservation Officer did not object. This decision is of particular relevance to the present proposal, as the former Railway Hotel adjoins the application site and is one of the protected structures whose setting is addressed in the verified view analysis and the Heritage Impact Assessment, and it confirms that student accommodation of this scale has been found acceptable in this location without unacceptable impact on the setting of the adjoining conservation area or nearby protected structures.

These decisions establish a clear and recent pattern of the Board accepting six to eight storey development, including student accommodation and development affecting a protected structure, within the Newtown Pery Character Area and adjacent to its Architectural Conservation Area, where the height is appropriately set back and the design responds to the Georgian character. They directly support the conclusion that the proposed development, as a Taller Building with set back upper floors, is acceptable in this location.

Figure 2: Permitted student residences at the former Railway Hotel, Parnell Street / Davis Street – the retained Railway Hotel (Protected Structure) with the new seven-storey student residence block rising behind it (ABP-317609-23, granted 30 May 2024). Source: Reddy Architecture + Urbanism, Architectural Design Report.

Requirements of Policy TB8 and Conclusion

Policy TB8 requires that proposals for tall buildings be accompanied by an environmental assessment, a wind analysis, a sunlight and daylight analysis, a verified view analysis, a landscape and visual impact assessment, an architectural design statement, a traffic impact assessment including a mobility management plan, and a building services strategy. In addition, the Newtown Pery Localised Assessment Tool requires a Heritage Impact Assessment or Conservation Strategy. These assessments accompany the application. In particular, an Architectural Heritage Impact Assessment (Pat McSweeney, July 2026) and a Pedestrian Wind Environment Statement (Windtech Consultants, 23 July 2026) accompany the planning application. The applicant will provide any further assessment sought by the Planning Authority.

The Pedestrian Wind Environment Statement (Windtech Consultants, 23 July 2026) concludes that, with the proposed development in place, wind conditions at ground level are expected to be safe for pedestrian and occupant use throughout the year, and suitable for the intended pedestrian activities such as strolling. The wind microclimate outside the entrances of the proposed development is expected to be suitable for standing use throughout the year, and the outdoor amenity areas at ground level and the elevated terraces are expected to be suitable for their intended use. The assessment is based on the predominant west and west-south-west winds and on a visual inspection of the architectural drawings in the context of the local wind climate, building morphology and topography.

The documents accompanying the application, and their status, are summarised in Table 2 below.

Table 2: Documents accompanying the application

Accompanying document	**Status**
Architectural Design Statement	Accompanies application
Verified View Analysis	Accompanies application (FR Studios, Jul 2026)
Landscape and Visual Impact Assessment	Addressed through the verified view photomontages, AHIA and Architectural Design Statement
Daylight and Sunlight Assessment (incl. existing Dominick Street dwellings)	Accompanies application (H3D, 9 Jul 2026)
Pedestrian Wind Environment Statement	Accompanies application (Windtech, 23 Jul 2026)
Environmental assessment (AA Screening and Ecological Report)	Accompanies application
Traffic and Transport Assessment incl. Mobility Management Plan	Addressed through the Mobility Management Plan (BDB, April 2026)
Building Services / Sustainability Strategy	Accompanies application

Accompanying document	Status
Heritage Impact Assessment (Newtown Pery Tool requirement)	Accompanies application (P. McSweeney, Jul 2026)
Road Safety Audit / laneway design details and finishes	Accompanies application (Roadplan, Final, 21 July 2026)

Having regard to the assessment above, it is considered that the proposed development accords with Policy TB6 and the related provisions of the Building Height Strategy for Limerick City. The proposal is appropriately classified as a Taller Building, its additional height is accommodated within the inner block and behind upper floor setbacks in accordance with the Newtown Pery Area Objectives and Recommended Height, it accords with the Tall Buildings High Level Principles, it responds satisfactorily to the Newtown Pery Localised Assessment Tool, and it satisfies the assessment criteria of Policy TB7. Subject to the heritage led design response set out above and in the accompanying Heritage Impact Assessment, the proposed height and massing are considered to be acceptable in this city centre regeneration location.

Compiled by:

Adam Kearney BA MA MIPI MRTPI

On Behalf of Lanehunt Ltd

AK Planning & Development Ltd – Millside, Mill Road, Corbally, Limerick, V94 46X5. Tel: 061-341782 / 086 6887402. Email: info@akplanning.ie