

PLANNING REPORT & STATEMENT OF CONSISTENCY



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

July 2026

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Executive Summary

This Planning Report and Statement of Consistency is submitted by AK Planning & Development Ltd on behalf of Lanehunt Ltd. in support of an application for permission for a Large-scale Residential Development (LRD) comprising Purpose-Built Student Accommodation (PBSA) on a site between Lady's Lane and Hunts Lane off Dominick Street, Limerick. The application is made to Limerick City and County Council under the LRD procedure and follows pre-application consultation and the Planning Authority's LRD Opinion (Ref. 1069749) of 29 May 2026.

The proposal comprises the partial demolition of the former Tait Centre building and the construction of a single six-to-eight-storey building providing 350 student bedspaces in 51 clusters, with a café, gym, cinema room, study and social spaces, 1,204 sq.m of internal and external amenity, 129 cycle spaces and no car parking, on a highly accessible brownfield infill site within the City Centre zoning, approximately 120 metres from Limerick Colbert Railway Station.

The report demonstrates that the principle of PBSA at this location is firmly supported by the City Centre zoning objective and by national, regional and local policy, including the National Planning Framework, the RSES for the Southern Region, the relevant Section 28 Ministerial Guidelines, the National Student Accommodation Strategy 2026–2035 and the Limerick City and County Development Plan 2022–2028. The accompanying Student Demand and Concentration Report confirms a residual shortfall of centrally located, transport-accessible student accommodation and that the proposal would not give rise to an over-concentration of PBSA in the city centre.

Building height has been assessed in a standalone Building Height Assessment against the Building Height Strategy for Limerick City (Policies TB6–TB8), which concludes that the proposal is appropriately classified as a 'Taller Building' within the Newtown Pery Character Area and accords with the Strategy subject to a heritage-led design response. A comprehensive suite of technical reports addresses design, heritage, daylight and sunlight, transport, drainage, lighting, ecology and environmental screening. Section 7 demonstrates how the application responds to each of the eleven items of the LRD Opinion.

Having regard to the site's central location, accessibility, design quality and demonstrated policy compliance, it is submitted that the proposed development would constitute the proper planning and sustainable development of the area and that a grant of permission is warranted.

1. Introduction

1.1 Purpose of Report

This Planning Report and Statement of Consistency has been prepared by AK Planning & Development Ltd on behalf of Lanehunt Ltd. in support of an application for permission for a Large-scale Residential Development comprising Purpose-Built Student Accommodation on a site between Lady’s Lane and Hunts Lane off Dominick Street, Limerick. The application is made to Limerick City and County Council under the LRD procedure provided for by the Planning and Development Act 2000 (as amended) and the Planning and Development (Amendment) (Large-scale Residential Development) Act 2021.

The report describes the site and its context, describes the proposed development, sets out the national, regional and local planning policy framework and demonstrates the consistency of the proposal with that framework, provides an integrated planning assessment having regard to the proper planning and sustainable development of the area, demonstrates how the application responds to each item of the Planning Authority’s LRD Opinion (Ref. 1069749), and identifies the full suite of drawings and reports that accompany the application.

1.2 The Applicant and Project Team

The application is made on behalf of Lanehunt Ltd. The report has been prepared by Adam Kearney BA MA MIPI MRTPI, Director of AK Planning & Development Ltd. The wider project team includes JFA Architects (architecture and design), BDB Consulting (civil, structural and transport engineering), H3D (daylight and sunlight), Whitehill Environmental (Appropriate Assessment screening), Teire Consulting (ecology and EIA Screening), Byrne Environmental Consulting (operational waste), Stewart Construction (construction and demolition waste), Renaissance Engineering and Veelite Lighting (building services and external lighting), Rose M. Cleary (archaeology and cultural heritage), Pat McSweeney (architectural heritage impact assessment), Windtech Consultants (pedestrian wind environment) and FR Studios (verified view photomontages).

1.3 The Large-scale Residential Development (LRD) Process

The proposed development is a Large-scale Residential Development (LRD). The LRD procedure was introduced by the Planning and Development (Amendment) (Large-scale Residential Development) Act 2021, which commenced on 17 December 2021 and replaced the Strategic Housing Development (SHD) process. Its purpose was to restore the two-stage planning process by returning first-instance decision-making for large residential schemes to the local planning authority, with a subsequent right of appeal to An Coimisiún Pleanála.

A development qualifies as an LRD where it comprises 100 or more houses, or student accommodation of 200 or more bed spaces, or a combination of these. The proposed development provides 350 student bed spaces and therefore comfortably exceeds the 200 bed space threshold, so the application falls to be made under the LRD procedure. The LRD process comprises three stages – a mandatory pre-application consultation stage, the planning application stage, and the appeal stage – and the application is made directly to Limerick City and County Council in the first instance.

At the pre-application stage, a prospective applicant requests an LRD meeting with the planning authority, which the authority must facilitate within four weeks. Following the consultation, and pursuant to sections 32B to 32D of the Planning and Development Act 2000 (as amended), the authority issues an LRD Opinion as to whether the documentation submitted constitutes a reasonable basis on which to make an application for permission. That Opinion is valid for six months, within which the formal LRD application must be made.

1.4 Application Chronology and Pre-Application Engagement

The proposal has been the subject of sustained pre-application engagement with Limerick City and County Council. The key milestones are set out in Table 1 below. This application is made within the six-month period of validity of the LRD Opinion, in accordance with the statutory requirement.

Table 1 – Application chronology and pre-application engagement

Date	Milestone
6 January 2026	Pre-application consultation meeting with Limerick City and County Council (Stage 1), at which the Authority provided initial feedback on the principle, scale and design of the proposal.
17 April 2026	LRD Meeting Request submitted under section 32B (Form F18), accompanied by the design-team reports and drawings prepared for the consultation.
7 May 2026	LRD meeting (termed ‘LRD Stage 2’ by the Planning Authority) held under section 32B at the Council Offices, Dooradoyle, in respect of the proposed development of 350 student accommodation bed spaces and associated site works.
29 May 2026	LRD Opinion issued by the Planning Authority under section 32D (Ref. 1069749), advising that the documentation required further consideration and specifying eleven items of information to be submitted with any application.
July 2026	This LRD application submitted to Limerick City and County Council, within the six-month validity of the Opinion (i.e. on or before 29 November 2026), addressing each item of the Opinion.

The proposed development and the accompanying documentation have been prepared to address each item of the LRD Opinion. A standalone Response to the LRD Opinion

accompanies the application and provides an item-by-item response, which is summarised in Section 7. The applicant has had regard throughout to the pre-application guidance provided by the Planning Authority in relation to the principle of development, building height, urban design, transport and mobility, the treatment of the laneways, drainage and surface water, public lighting, environmental assessment and the operational management of student accommodation.

1.5 Background and Need

Limerick City continues to experience a sustained and well-documented shortfall in purpose-built student accommodation, resulting in ongoing pressure on the private rental market and reduced availability of long-term housing for permanent residents. This is recognised at national, regional and local level, including in the National Student Accommodation Strategy 2026–2035, the National Planning Framework and the Limerick City and County Development Plan 2022–2028. Limerick is identified as a key higher-education city, with continued growth in student numbers across the University of Limerick, the Technological University of the Shannon (Moylish and LSAD) and Mary Immaculate College.

The accompanying Student Demand and Concentration Report confirms that, notwithstanding recent commencements in the sector, a residual shortfall in centrally located, transport-accessible student accommodation remains, and that the proposed development would not give rise to an over-concentration of student accommodation in the city centre. The redevelopment of this underutilised urban infill site for PBSA aligns with established policy objectives to consolidate development within the existing urban footprint, support regeneration and increased residential activity in the city centre, reduce reliance on the private rental sector for student housing, and promote sustainable travel patterns.

1.6 Structure of the Report

Section 2 describes the site and its context. Section 3 describes the proposed development and sets out a schedule of accommodation. Section 4 reviews the planning history of the site and adjoining lands. Section 5 assesses the proposal against the planning policy framework and includes a Statement of Consistency. Section 6 provides an integrated planning assessment. Section 7 responds to the LRD Opinion. Section 8 addresses environmental and statutory compliance. Section 9 lists the application documents, and Section 10 concludes. Appendices A and B reproduce the LRD Opinion requirements and a schedule of application drawings.

2. Site Context

2.1 Site Location

The application site is located between Lady's Lane and Hunts Lane off Dominick Street, Limerick, within Limerick City Centre, in a highly accessible location approximately 120 metres from Limerick Colbert Railway Station. The site benefits from immediate access to high-frequency public transport, established pedestrian routes and city-centre amenities. It is bounded by Lady's Lane to the north, Hunts Lane to the south, Dominick Street to the west and adjoining city-centre properties to the east.



Figure 1 – Site location within the City Centre zone (subject site indicated by red marker).

2.2 Site Description

The application site extends to approximately 0.29 hectares, with a net developable area of approximately 0.19 hectares, and currently accommodates the partially vacant former Tait Centre building together with associated service areas and ancillary structures. The existing built form is predominantly low-rise, inward-looking and utilitarian, is of limited architectural or townscape merit, and does not make a positive contribution to the surrounding streetscape or laneway environment. While centrally located, the site currently presents inactive frontages to the surrounding streets and laneways and does not capitalise on its proximity to public transport and city-centre amenities.

The proposal addresses these deficiencies through the comprehensive redevelopment of the site, re-establishing active frontages, improving pedestrian permeability and enhancing the quality and legibility of the surrounding public realm, in particular the relationship between Dominick Street, Lady's Lane and Hunts Lane.

2.3 Surrounding Context and Character

The surrounding area is characterised by a mixed urban grain of historic streetscapes, mid-rise commercial and residential buildings, and a growing number of recently permitted and constructed apartment and student accommodation developments. Building heights in the wider city-centre context range from three to eight storeys, reflecting the evolving character of the area and the transition towards a more compact, intensified urban form. While the site is not within a designated Architectural Conservation Area (ACA), it lies adjacent to the Newtown Pery ACA, and its redevelopment requires careful consideration of townscape integration, scale and massing, and of the settings of nearby protected structures including Tait's Clock, Colbert Station and the former Railway Hotel.

2.4 Accessibility and Sustainable Transport

The site occupies one of the most accessible locations in Limerick City. It lies approximately 120 metres from Limerick Colbert Railway and Bus Station, the city's primary public transport interchange, and is served by high-frequency bus corridors on Parnell Street and O'Connell Street, including services delivered under the BusConnects Limerick programme. The site is within a short walk of People's Park and the principal retail, civic and employment areas of the city centre, and within walking and cycling distance of the city's third-level institutions. This exceptional accessibility underpins the car-free, cycle-priority design approach adopted for the development.

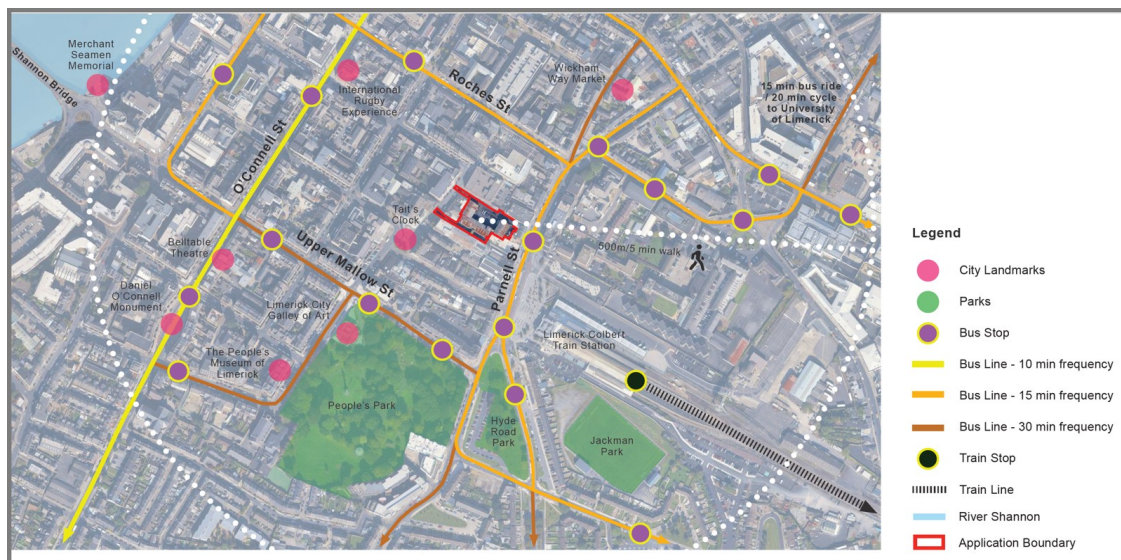


Figure 2 – Accessibility and context: proximity to Colbert Station, bus corridors, People's Park and city-centre landmarks (application boundary in red).

2.5 Land Use Zoning

The lands are zoned City Centre under the Limerick City and County Development Plan 2022–2028. The City Centre zoning objective seeks to protect, consolidate and facilitate

development for a broad range of uses, including residential and educational functions, while prioritising sustainable transport and high-quality urban design. Higher-density residential development and purpose-built student accommodation are supported in principle within this zone, subject to appropriate design, amenity and environmental considerations. The site therefore represents a strategic city-centre infill opportunity capable of accommodating a compact, well-designed PBSA development consistent with the zoning objective and the wider regeneration and compact-growth objectives for the city centre.

3. The Proposed Development

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.

3.1 Overview

Permission is sought, for a period of seven (7) years, for a Purpose-Built Student Accommodation scheme comprising (a) the partial demolition of the existing former Tait Centre building and (b) the construction of a single building ranging in height from six to eight storeys, providing a total of 350 student bedspaces arranged across 51 apartments / clusters, each with shared kitchen and living facilities. The development has been designed on a pedestrian and cycle-priority basis, with active ground-floor uses addressing Dominick Street and the laneways, and a considered massing strategy that steps up in height away from the street and laneway edges.



Figure 3 – Indicative aerial view of the proposed development in its context, looking north (JFA Architects).

3.2 Schedule of Accommodation

The principal quantum of development is summarised in Table 2 below. The detailed schedule of accommodation, including the cluster mix and floor-by-floor areas, is set out in the Architectural Design Statement and accompanying drawings prepared by JFA Architects.

Table 2 – Summary schedule of development

Parameter	Proposed
Site area (gross / net developable)	c. 0.29 ha / c. 0.19 ha
Use	Purpose-Built Student Accommodation (Large-scale Residential Development)
Student bedspaces	350
Clusters / apartments	51 (each with shared kitchen/living)
Building height	6 to 8 storeys
Gross Internal Floor Area	c. 9,314 sq.m
Internal communal amenity	c. 717 sq.m
External amenity (courtyards + roof terraces)	c. 487 sq.m
Total amenity	c. 1,204 sq.m
Cycle parking	129 spaces (secure/covered)
Car parking	Zero (car-free)
Ancillary uses	Café, gym, cinema room, study/social spaces, laundry, management, plant, refuse, ESB substation

The cluster mix and floor-by-floor areas are as set out in the architect's Schedule of Accommodation accompanying the application.

3.3 Amenity Provision

A total of approximately 1,204 sq.m of amenity space is proposed, comprising approximately 487 sq.m of landscaped external amenity (ground-level courtyards and roof-level terraces) and approximately 717 sq.m of internal communal amenity distributed throughout the building. The external amenity includes an active courtyard incorporating a multi-use games area, table games and a running track, together with perimeter and feature planting designed to provide screening, biodiversity and seasonal colour. The distribution of amenity throughout the building ensures accessibility for residents and reflects best practice for city-centre PBSA, where high-quality shared facilities are a key component of residential amenity.

3.4 Sustainability and Biodiversity

The development incorporates a range of sustainability and biodiversity measures, including rooftop photovoltaic panels, green and blue roofs, a sustainable urban drainage strategy, and ecological enhancements such as bird and bat roosting features and native planting of Irish provenance. The reuse of a brownfield, serviced, city-centre site represents an inherently sustainable form of development, minimising land take, maximising the use of existing infrastructure and supporting a car-free lifestyle.

3.5 Operation and Management

The development will be professionally managed with a 24-hour on-site management presence. A Student Operational Management Plan accompanies the application and sets out the management structure and operational protocols governing the day-to-day operation of the development, including student welfare, noise and amenity management, anti-social behaviour prevention, access and security, waste management and liaison with neighbouring properties. Permission is also sought for use of the accommodation outside of student term time for short-term letting purposes, subject to appropriate management and operational controls.

3.6 Access, Servicing and Car Parking

The development is designed on a pedestrian and cycle-priority basis, with no on-site car parking, reflecting the highly accessible city-centre location and the immediate proximity of the primary public transport interchange. Secure, covered cycle parking is provided for 129 bicycles. Servicing, refuse collection and emergency access are addressed in the accompanying engineering drawings and swept-path analysis. All ancillary and associated site development works, including footpaths, drainage, public lighting, water supply and sustainable urban drainage systems, form part of the proposed development.

In response to Item 11 of the LRD Opinion, the outdoor seating area associated with the café on Lady’s Lane does not form part of this application; the laneway is not in the ownership of the applicant and any such use would be the subject of a separate tables-and-chairs licence under section 254 of the Planning and Development Act 2000 (as amended).

4. Planning History

4.1 Subject Site

The application site comprises lands at Dominick Street, Lady's Lane and Hunts Lane, incorporating the former Tait Centre building and associated ancillary structures. There is no recent planning history directly relating to the subject site for large-scale residential or student accommodation development; the site has historically accommodated institutional and commercial uses. The absence of recent permissions provides an opportunity for a comprehensive, plan-led redevelopment of an underutilised urban infill site in accordance with the objectives of the Limerick City and County Development Plan 2022–2028.

4.2 Adjacent and Nearby Sites

A review of the planning history of lands in the immediate vicinity demonstrates a clear and consistent pattern of support for higher-density residential and student accommodation development within this city-centre location. The most relevant decisions are summarised below.

48–50 Parnell Street (Reg. Ref. 26/60134) – Granted 02/04/2026

Permission was granted for a six-storey mixed-use development in a single block, comprising two ground-floor retail units (336 sq.m) and 32 apartments (21 one-bedroom and 11 two-bedroom), together with secure internal cycle parking, an ESB substation, refuse storage, public lighting, rooftop solar panels and associated works.

47–50 Parnell Street (Reg. Ref. 25/60546) – Granted 01/08/2025

Permission was granted for the demolition of an existing two-storey building at No. 47 Parnell Street and the construction of a six-storey mixed-use development comprising two ground-floor retail units (409 sq.m) and 37 apartments (26 one-bedroom and 11 two-bedroom), with associated cycle parking, substation, refuse storage, public lighting and solar panels.

6–7 Upper Mallow Street (Reg. Ref. 23/60345; ABP-317797-23) – Granted on appeal 09/07/2024

An Bord Pleanála granted permission for an eight-storey residential development comprising 21 apartments with ground-floor commercial use, on a site within the Newtown Pery Character Area but outside the ACA. The Board concluded that the scale, height and density of development were appropriate for this city-centre infill location and would not adversely affect residential or visual amenity.

Former Railway Hotel, Parnell Street (Reg. Ref. 22/1172; ABP-317609-23) – Granted on appeal 30/05/2024

The Board granted permission for the adaptive reuse and extension of a protected structure to provide 111 student bedspaces, including new-build elements of up to seven storeys, on a site adjoining the subject lands. The Board acknowledged the suitability of the city-centre location for student accommodation, the contribution of PBSA to relieving pressure on the private rental market, and found no unacceptable impact on the setting of the Newtown Pery ACA.

International Rugby Experience, O’Connell Street (Reg. Ref. 17/1180) – Granted 28/02/2019 (constructed)

A completed seven-storey landmark building within the wider city-centre area, reinforcing the established pattern of mid- to high-rise development in proximity to the subject site.

4.3 Conclusions on Precedent

The planning history of the surrounding area demonstrates a consistent acceptance of building heights of six to eight storeys within the city centre, established precedent for purpose-built student accommodation in proximity to transport hubs and educational institutions, and clear support for urban infill and brownfield redevelopment that contributes to compact growth, regeneration and sustainable mobility. In this context, the proposed development represents a logical and policy-aligned continuation of the established planning pattern in the area.

5. Planning Policy Context and Statement of Consistency

This section assesses the proposal against the relevant national, regional and local planning policy framework, in accordance with the plan-led hierarchy established under the Planning and Development Act 2000 (as amended). The assessment has regard to current statutory policy and Section 28 Ministerial Guidelines, together with the National Student Accommodation Strategy 2026–2035 and associated design guidance. Superseded or discontinued policy frameworks are not relied upon.

5.1 National Planning Framework – Project Ireland 2040

The National Planning Framework (NPF), as revised by the First Revision approved by Government and both Houses of the Oireachtas in 2025, provides the overarching spatial strategy for Ireland to 2040. It places strong emphasis on compact urban growth, the regeneration of city centres, the efficient use of serviced land and the accelerated delivery of housing, and it directs a significant proportion of future growth to the cities within their existing built-up footprints, prioritising infill and brownfield sites. Importantly, the revised NPF places particular emphasis on transport-oriented development — higher-density, mixed-use development on brownfield and infill sites adjacent to major public transport hubs — and continues to establish a performance-based approach to building height, density and car parking, assessed on the basis of design quality, accessibility and environmental considerations rather than rigid numerical standards. In particular, the proposal gives direct effect to National Policy Objective 8 (delivery of at least 50% of all new homes targeted in the five Cities, including Limerick, within their existing built-up footprints on a compact and sequential basis), National Policy Objective 9 (at least 40% of new homes nationally within the built-up footprint of existing settlements), National Policy Objective 4 (focusing 50% of future population and employment growth in the five cities and their suburbs) and National Policy Objective 13 (developing cities of sufficient scale and quality to drive national and regional growth).

The subject site lies within the established urban core of Limerick City, approximately 120 metres from Limerick Colbert Railway and Bus Station, and represents a textbook example of the transport-oriented, compact, brownfield development prioritised by the revised NPF. The delivery of PBSA in this location accommodates population within the city centre rather than dispersing demand to peripheral locations, supports sustainable travel by enabling students to live within walking and cycling distance of education, services and the primary transport interchange, and relieves pressure on the private rental sector. The scale and density of the

proposal reflect the Framework's emphasis on achieving compact-growth and transport-oriented outcomes through well-designed urban development.

5.2 Regional Spatial and Economic Strategy for the Southern Region

The Regional Spatial and Economic Strategy (RSES) for the Southern Region identifies the Limerick–Shannon Metropolitan Area as a key regional growth driver and promotes compact, sustainable development within the city. The RSES supports the consolidation of growth within Limerick City, higher-density residential development in accessible urban locations, and the reinforcement of Limerick's role as a regional centre for education, innovation and employment. The proposal aligns directly with these objectives by delivering student accommodation within the city centre, supporting the metropolitan area's growth strategy and reinforcing Limerick's role as a regional education hub.

5.3 Section 28 Ministerial Guidelines

5.3.1 Sustainable Residential Development and Compact Settlements Guidelines (2024)

These Section 28 Guidelines represent the most up-to-date national policy on residential density, placemaking and urban form. They prioritise higher residential densities in city centres and highly accessible locations, support mid-rise and taller buildings in central areas subject to an appropriate design response, emphasise quality urban design, active frontages and mixed-use environments, and recognise that shared accommodation formats, including student housing, are appropriate in central locations where they support compact growth. The Guidelines confirm that density and scale should be assessed in context, with flexibility afforded where proposals demonstrate high design quality and contribute positively to the urban environment. The proposal accords with these principles by delivering a compact, high-quality scheme in the city centre with appropriate scale, massing and integration into the surrounding urban fabric.

5.3.2 Urban Development and Building Heights Guidelines (2018)

The Urban Development and Building Heights Guidelines give effect to the Framework's performance-based approach to height and support increased building heights in urban locations where justified by context and design quality. The Guidelines require planning authorities to assess proposals for increased height against criteria including the contribution to compact growth and regeneration, accessibility to public transport and services, the impact on streetscape, skyline and residential amenity, and the quality of architectural design and placemaking. The proposal responds positively to each of these criteria, as demonstrated in detail in the accompanying Building Height Assessment and summarised at Section 6.2.

5.3.3 Design Manual for Urban Roads and Streets (DMURS)

DMURS underpins the prioritisation of pedestrians, cyclists and public transport in urban environments and supports reduced car dominance in city-centre locations. The design of the adjoining footpaths, laneways and public-realm works has been prepared in accordance with DMURS, as required by Items 2 and 3 of the LRD Opinion, including the provision of footpaths to the minimum widths required by the Manual.

5.3.4 Apartment Design Standards (2025) and the Draft National Planning Statement (2026)

The Planning Design Standards for Apartments, Guidelines for Planning Authorities (2025), issued under Section 28 in July 2025, are the current national standards governing apartment and shared accommodation and replace the previous (2023 and earlier) apartment guidelines. Of particular relevance, they introduce Specific Planning Policy Requirement SPPR 8 for Purpose-Built Student Accommodation, providing flexibility in relation to single study bedrooms and setting minimum space standards for shared kitchen, dining and living areas serving clusters of ten and twelve persons; SPPR 8 applies to privately-led, off-campus student accommodation and supersedes any conflicting provisions of development plans. The proposed development has been designed to accord with the 2025 Guidelines and SPPR 8.

In June 2026 the Department of Housing, Local Government and Heritage published, for consultation under section 25 of the Planning and Development Act 2024, the Draft Planning Design Standards for Apartments National Planning Statement (2026), which will in due course replace the 2025 Guidelines under the new National Planning Statement regime. It restates the student-accommodation standards as National Planning Policy and Measure No. 8 (NPPM 8): there shall be no requirement or restriction on the provision of en-suite bathrooms for single study bedrooms; the minimum area for a single study bedroom shall be 8 sq.m (without en-suite) or 11.5 sq.m (with en-suite); and the minimum kitchen/dining/living areas serving clusters of ten and twelve persons shall be 3.6 sq.m and 3.3 sq.m per person respectively, standards which statutory plans may not exceed. Although not yet adopted, the Draft National Planning Statement is a material consideration as emerging national policy, and the proposed development has been designed to accord with both the operative SPPR 8 and the emerging NPPM 8. The scheme has been checked against these standards: all 350 study bedrooms are single en-suite rooms of at least 11.5 sq.m (meeting the NPPM 8 / SPPR 8 minimum for an en-suite study bedroom), and the kitchen/living/dining provision in the ten-person clusters equates to 3.6 sq.m per person, meeting the standard.

The compliance of the proposed development with the student-accommodation design standards (SPPR 8 and the emerging NPPM 8) is summarised in Table 3 below.

Table 3 – Compliance with student accommodation design standards (SPPR 8 / NPPM 8)

Design standard	Requirement (NPPM 8 / SPPR 8)	Proposed scheme	Compliance
En-suite to single study bedrooms	No requirement or restriction	All 350 rooms single en-suite	N/A
Single study bedroom (en-suite)	Minimum 11.5 sq.m	11.5 sq.m standard (11.5–24.2 sq.m range)	Compliant
Single study bedroom (no en-suite)	Minimum 8 sq.m	None proposed – all rooms en-suite	N/A
Kitchen/living/dining – 10-person cluster	Minimum 3.6 sq.m per person	36.0 sq.m (3.60 per person)	Compliant
Kitchen/living/dining – 12-person cluster	Minimum 3.3 sq.m per person	40.2 sq.m (3.35 per person)	Compliant
Kitchen/living/dining – 4- to 9-person clusters	Above the 10-person per-person rate	3.8 to 5.6 sq.m per person	Compliant
Kitchen/living/dining – 11-person cluster (x6)	Between the 10- and 12-person rates	38.4 sq.m (3.49 per person)	Compliant

The proposed development complies with the student-accommodation design standards of the 2025 Apartment Design Standards (SPPR 8) and the emerging Draft Planning Design Standards for Apartments National Planning Statement (NPPM 8).

5.3.5 Guidance on Residential Developments for Third-Level Students

The design and operation of the proposed development also have regard to national guidance on student accommodation, as now consolidated in the 2025 Apartment Design Standards (SPPR 8), the National Student Accommodation Strategy 2026–2035 and the Design Guide for State-Sponsored Student Accommodation (2025), which supersede the earlier (1999) guidelines on residential developments for third-level students, in relation to cluster size, communal amenity provision, professional management and the location of student accommodation in accessible, transport-served locations.

5.4 National Student Accommodation Policy

5.4.1 National Student Accommodation Strategy 2026–2035

The National Student Accommodation Strategy 2026–2035, published by the Department of Further and Higher Education, Research, Innovation and Science, is the current national policy framework governing student accommodation provision. It identifies a requirement for approximately 42,000 additional student bedspaces by 2035, including an existing shortfall, and places strong emphasis on the delivery of PBSA in cities and near campuses, the reduction of reliance on the private rental sector, the support of sustainable commuting patterns, the provision of professionally managed accommodation, and the essential role of

private-sector delivery in meeting national demand. The Strategy explicitly identifies Limerick as a key higher-education city requiring additional PBSA provision. The proposal aligns directly with these objectives, as demonstrated in detail in the accompanying Student Demand and Concentration Report.

5.4.2 Design Guide for State-Sponsored Student Accommodation (2025)

The Design Guide for State-Sponsored Student Accommodation establishes a contemporary national benchmark for the design and delivery of student accommodation. While the Guide applies directly to publicly funded schemes, its principles – efficient and functional layouts, clear separation of private, shared and communal spaces, high-quality internal amenity, and durable, adaptable design – have informed the proposed development, which remains fully compliant with the statutory requirements of the Development Plan and the relevant Section 28 Guidelines.

5.5 Building Height Strategy for Limerick City

The Building Height Strategy for Limerick City (adopted June 2022) assesses tallness relative to the prevailing height of the relevant character area rather than by reference to a fixed number of storeys. The subject site lies within the Newtown Pery Character Area. In response to Item 1 of the LRD Opinion, a standalone Building Height Assessment accompanies the application and addresses each matter required by Policy TB6 – the Tall Building Classifications, the Tall Building Recommendations for the Newtown Pery Character Area, the Tall Buildings High-Level Principles, the Newtown Pery Localised Assessment Tool and the assessment criteria at Policy TB7 – together with the requirements of Policy TB8. That assessment concludes that the proposal is appropriately classified as a ‘Taller Building’, the lowest of the Strategy’s tall-building classifications, and accords with the Strategy subject to the heritage-led design response described therein.

5.6 Local Planning Policy – Limerick City and County Development Plan 2022–2028

5.6.1 Core Strategy and Settlement Strategy

The Development Plan establishes Limerick City as the primary focus for population growth, regeneration and investment. The Core Strategy promotes compact urban development, increased residential density within the city centre and the creation of a walkable, mixed-use urban environment, consistent with the National Planning Framework and the RSES. The proposal supports this strategic direction by introducing a resident student population into the city centre, contributing to regeneration, vitality and sustainable urban living. The proposal accords with the Core Strategy and settlement strategy, and specifically with Objective CGR O3 (Urban Lands and Compact Growth) and Objective CGR O10 (Revitalisation).

5.6.2 City Centre Zoning Objective

The site is subject to the City Centre zoning objective, which seeks to protect, consolidate and facilitate development for a broad range of uses, including residential and educational functions, while prioritising sustainable transport and high-quality urban design. Purpose-built student accommodation is consistent with this zoning objective, particularly where it contributes to city-centre vitality, supports educational institutions and integrates appropriately with surrounding uses. Under Section 12.3 of the Development Plan, the City Centre zoning objective is “To protect, consolidate and facilitate the development of the City Centre commercial, retail, educational, leisure, residential, social and community uses and facilities”, with the stated purpose of consolidating the City Centre through densification of appropriate commercial and residential development, delivering a high-quality urban environment and ensuring priority for public transport, pedestrians and cyclists while minimising private car-based traffic. Purpose-built student accommodation, as a residential and educational use, is consistent with this objective. The proposal is consistent with the City Centre zoning objective and with Objective HO O12 (The Living Limerick City Centre).

5.6.3 Housing and Student Accommodation

The Development Plan recognises the need to provide a diverse range of housing types to meet the needs of different population groups, including students, and supports the provision of purpose-built student accommodation in appropriate locations subject to high standards of design, amenity and management. The proposal is accompanied by a Student Demand and Concentration Report and a Student Operational Management Plan in accordance with the relevant Development Plan objective. Objective HO O8 (Student Accommodation) supports high-quality, professionally managed purpose-built student accommodation on campus or in appropriate, accessible locations on public transport or cycle networks, requires such accommodation to respect existing residential amenity and be of appropriate design, requires each scheme to be accompanied by a Student Management Plan, and provides that change of use to other uses (including short-term holiday letting) will be subject to condition and resisted absent demonstration that the accommodation is no longer needed. The proposal accords with HO O8: it is professionally managed PBSA 120 metres from Colbert Station on high-frequency public transport; a Student Operational Management Plan and a Student Demand and Concentration Report accompany the application; and the applicant accepts the change-of-use condition. In particular, the proposal accords with Objective HO O8 (Student Accommodation) and Objective HO O2 (Density of Residential Developments).

5.6.4 Building Height and Urban Form

The Development Plan's approach to building height in the city centre is informed by the Urban Development and Building Heights Guidelines and the Building Height Strategy for Limerick

City, and recognises that increased height may be appropriate where it contributes positively to the urban environment. Objective CGR O9 (Building Heights) requires new tall buildings to be designed in accordance with the character-area objectives, tall-building recommendations and criteria of the Building Height Strategy and to be of exceptional architectural quality; it focuses tall buildings in designated cluster locations with a general presumption against tall buildings elsewhere, and requires protection of the character, scale and key views of the City. As the site lies within the Newtown Pery Character Area, the proposal's compliance with CGR O9 and the Building Height Strategy is assessed in the standalone Building Height Assessment and summarised at Section 6.2. This is addressed in the accompanying Building Height Assessment and accords with Objective CGR O9 (Building Heights).

5.6.5 Sustainable Mobility

The Development Plan promotes sustainable mobility, the '10-minute city' and reduced car dependency, and requires mobility management for significant trip-generating developments. The proposal is accompanied by a Mobility Management Plan. The Development Plan's sustainable-mobility objectives and development-management standards require development proposals to include Mobility Management Plans with clear targets and commitments to promote sustainable transport and to undertake relevant Transport Assessments. A Mobility Management Plan prepared by BDB Consulting accompanies the application, together with the car-free, cycle-priority design described at Section 6.9. The car-free, cycle-priority proposal is consistent with Objective TR O23 (Mobility Management), Objective TR O49 (Car and Cycle Parking) and Objective TR O2 (DMURS).

5.6.6 Built Heritage and Archaeology

The Development Plan protects the character and setting of the city's architectural conservation areas, protected structures and archaeological heritage. The proposal has been designed to respect the setting of the adjoining Newtown Pery ACA and nearby protected structures, and is accompanied by an Archaeological and Cultural Heritage Assessment and, in response to Item 7 of the LRD Opinion, additional verified view photomontages addressing the settings of Colbert Station and the former Railway Hotel. The proposal has regard to Objective EH O53 (Architectural Conservation Areas) and the settings of nearby protected structures.

5.6.7 Site-Specific and Regeneration Objectives

The subject site is located within the city centre, which the Development Plan identifies as the primary focus for consolidation, regeneration and increased residential intensity. The proposal also has regard to Objective LL O1 (Limerick Laneways) in respect of the adjoining Lady's Lane and Hunts Lane.

5.6.8 Development Plan Objectives – Compliance Assessment

The compliance of the proposed development with the principal objectives of the Limerick City and County Development Plan 2022–2028 is assessed in Table 4 below.

Table 4 – Compliance with Limerick City and County Development Plan objectives

Objective	Requirement (summary)	Compliance of the proposed development
City Centre Zoning Objective (Section 12.3)	Protect, consolidate and facilitate a broad mix of uses including residential and educational; densification; a high-quality urban environment; priority for public transport, pedestrians and cyclists; minimise private car traffic.	PBSA is a residential/educational use consistent with the zoning; densification of a brownfield site; car-free, cycle-priority design prioritising sustainable transport; high-quality design per the Architectural Design Statement.
Objective HO O8 – Student Accommodation	High-quality, professionally managed PBSA in accessible, transport-served locations; respect residential amenity; appropriate design; Student Management Plan; change-of-use condition.	Professionally managed PBSA 120 m from Colbert Station; Student Operational Management Plan and Student Demand and Concentration Report submitted; designed to current standards (SPPR 8 / NPPM 8); change-of-use condition accepted.
Objective CGR O9 – Building Heights	Tall buildings designed per character-area objectives and the Building Height Strategy; exceptional architectural quality; presumption against tall buildings outside designated clusters; protect character and key views.	Site is within the Newtown Pery Character Area (not a designated cluster). Assessed in the standalone Building Height Assessment against the Building Height Strategy (Policies TB6–TB8 and the Localised Assessment Tool); concludes an acceptable 'Taller Building' subject to a heritage-led design response – see Section 6.2.
Sustainable Mobility objectives	Development proposals to include Mobility Management Plans with targets to promote sustainable transport, and relevant Transport Assessments.	Mobility Management Plan (BDB Consulting) submitted with targets and monitoring; car-free, cycle-priority design with 129 cycle spaces; 120 m from the primary transport interchange.
Built Heritage & Archaeology objectives	Protect the character and setting of Architectural Conservation Areas, protected structures and archaeological heritage.	Adjacent to (outside) the Newtown Pery ACA; Archaeological and Cultural Heritage Assessment and additional verified views submitted; setback-led design protects the setting of nearby protected structures.
Core Strategy / Settlement Strategy	Direct growth and higher density to the city centre and consolidate the urban footprint.	Compact, higher-density city-centre intensification of a brownfield site, consistent with the Core Strategy and the 10-minute-city model.

Objective	Requirement (summary)	Compliance of the proposed development
Development Management Standards	High-quality design, amenity, cycle parking, waste storage and management.	1,204 sq.m of amenity, 129 cycle spaces, enclosed refuse storage, professional 24-hour management and high-quality design, per the Architectural Design Statement and technical reports.
Water Services & Climate objectives	Sustainable drainage, water-services capacity and climate/energy measures.	SuDS treatment train restricting runoff to greenfield rates; Uisce Éireann pre-connection enquiry submitted; rooftop PV and energy-efficient design, per the Engineering Services and Surface Water Management Report.

5.7 Statement of Consistency

Table 5 below demonstrates the consistency of the proposed development with the key provisions of the planning policy framework. It should be read together with the narrative assessment above and the integrated planning assessment at Section 6.

Table 5 – Statement of consistency with the planning policy framework

Policy / Objective	Consistency of the Proposed Development
NPF – Project Ireland 2040 (First Revision, 2025)	Transport-oriented, compact, city-centre brownfield development adjacent to the primary transport interchange (Colbert Station); car-free, cycle-priority design; height assessed on performance grounds; PBSA relieves pressure on the private rental sector.
RSES – Southern Region	Consolidates growth within the Limerick–Shannon Metropolitan Area and reinforces Limerick’s role as a regional education hub.
Sustainable Residential Development & Compact Settlements Guidelines (2024)	Compact, higher-density, well-designed scheme in a highly accessible central location with active frontages and shared student accommodation appropriate to the context.
Urban Development & Building Heights Guidelines (2018)	Height justified by context, accessibility and design quality; assessed in full in the Building Height Assessment.
Apartment Design Standards (2025, SPPR 8) & Draft NPS (2026, NPPM 8)	Study-bedroom and cluster kitchen/living/dining areas designed to accord with the operative SPPR 8 and the emerging NPPM 8 standards for PBSA.
National Student Accommodation Strategy 2026–2035	Delivers PBSA in a key higher-education city identified for additional provision; supports sustainable commuting and reduced reliance on the private rental sector.
Design Guide for State-Sponsored Student Accommodation (2025)	Efficient layouts, clear separation of private/shared/communal space and high-quality internal amenity.
Building Height Strategy for Limerick City (TB6–TB8)	Proposal classified as a ‘Taller Building’ in the Newtown Pery Character Area; assessed against TB6, the Localised Assessment Tool, TB7 and TB8.

Policy / Objective	Consistency of the Proposed Development
Limerick CDP 2022–2028 – Core Strategy & City Centre zoning	Compact, mixed-use city-centre intensification consistent with the zoning objective and the 10-minute-city model.
Limerick CDP – student accommodation, building height & mobility objectives	Accompanied by a Student Demand and Concentration Report, a Building Height Assessment and a Mobility Management Plan demonstrating compliance.
Delivering Homes, Building Communities (2025–2030)	National housing plan prioritising compact growth, brownfield regeneration and specialist housing including PBSA; delivered here on a brownfield city-centre site.
Draft Apartment Design Standards NPS (2026) – NPPM 8	Study-bedroom and cluster kitchen/living/dining standards accord with the emerging NPPM 8 (see Section 5.3.4).
Climate Action Plan	Car-free, cycle-priority design, brownfield reuse, rooftop PV, green and blue roofs and sustainable drainage support national climate objectives.

Having regard to the foregoing, the proposed city-centre PBSA development is fully consistent with the statutory planning framework and represents an appropriate, plan-led response to identified student accommodation need.

6. Planning Assessment

This section applies the policy framework in Section 5 to the specific characteristics of the site and the proposed development, having regard to the proper planning and sustainable development of the area.

6.1 Principle of Development

The site is zoned City Centre, where purpose-built student accommodation is supported in principle where it contributes to urban vitality, supports educational infrastructure and reduces pressure on the private rental market. The redevelopment of this underutilised urban infill site represents an efficient and appropriate use of centrally located, serviced land, consistent with national and local objectives to consolidate development within existing urban areas and to support city-centre living. The proposal aligns with the strategic objectives of the Development Plan to promote regeneration, increased residential activity and sustainable mobility within the city centre. The principle of redevelopment for PBSA in this location is therefore acceptable, subject to detailed consideration of design, scale, massing, amenity and environmental impacts addressed below.

6.2 Building Height and Tall Building Assessment

The proposed building height is assessed comprehensively in a standalone Building Height Assessment (AK Planning & Development Ltd) which accompanies the application and should be read as the definitive assessment of building height; this section summarises its key conclusions and demonstrates compliance with Objective CGR O9 of the Development Plan. The proposed development ranges from six to eight storeys and constitutes a tall building for the purposes of the Building Height Strategy for Limerick City. The site lies within the Newtown Pery Character Area (Map 5.2 of the Strategy) and is adjacent to, but outside, the Newtown Pery ACA. It is not located within one of the tall-building cluster locations designated under Objective CGR O9, so the acceptability of a tall building here falls to be assessed against the character-area objectives, recommendations, high-level principles, Localised Assessment Tool and criteria of the Building Height Strategy — the assessment undertaken in the standalone report. The accompanying Building Height Assessment addresses each matter required by Policy TB6 and concludes that the proposal is appropriately classified as a 'Taller Building', establishing a high point only at a local level, with additional height accommodated within the inner block and behind upper-floor setbacks at sixth and seventh floor level, consistent with the Newtown Pery Area Objectives and Recommended Height and with the established and permitted pattern of six-to-eight-storey development on the adjoining streets.

The acceptability of building height in this location is supported by two recent decisions of An Bord Pleanála on comparable sites within the Newtown Pery Character Area: ABP-317797-23 (eight storeys with set-back upper floors at 6–7 Upper Mallow Street) and ABP-317609-23 (student accommodation up to seven storeys at the former Railway Hotel, a protected structure adjoining the application site). The Building Height Assessment should be read alongside the Architectural Design Statement, the Daylight and Sunlight Assessment (H3D, 9 July 2026), the verified view analysis (FR Studios, July 2026), the Architectural Heritage Impact Assessment (Pat McSweeney MSc MRIAI, RIAI Grade 2 Conservation Architect, July 2026) and the Pedestrian Wind Environment Statement (Windtech Consultants, 23 July 2026), which together form the evidence base for the assessment of building height. The Architectural Heritage Impact Assessment concludes that the impact of the proposed development on the setting of nearby protected structures and the adjoining Architectural Conservation Area is negligible, and the Pedestrian Wind Environment Statement concludes that pedestrian wind conditions at street level and within the amenity areas are safe and comfortable for their intended use.

6.3 Density and Urban Form

The proposal delivers 350 student bedspaces within a compact city-centre footprint on a net developable area of approximately 0.19 hectares. National and local policy promotes a performance-based approach to density and height in city-centre locations, with emphasis on accessibility, design quality and contribution to the urban environment rather than rigid numerical standards. The surrounding context demonstrates an established pattern of three-to-eight-storey development. The proposed height range responds to this context through a considered massing strategy that addresses the differing conditions of Dominick Street, Lady's Lane and Hunts Lane, achieving an appropriate transition in scale while reinforcing the evolving urban character of the city centre.

6.4 Architectural and Urban Design Response

The architectural design is set out in detail in the Architectural Design Statement prepared by JFA Architects. The design responds to a comprehensive analysis of site context, surrounding heights, urban grain and the proximity of the Newtown Pery ACA, adopting a contemporary approach that avoids pastiche while using massing, façade articulation and upper-level setbacks to achieve an appropriate relationship with adjoining streets and laneways. Active ground-floor uses – including a café, gym and study spaces – and the restoration of the laneway environment reinforce the existing urban structure and the evolving character of this part of the city centre.

6.5 Architectural Conservation Area and Cultural Heritage

The site is adjacent to the Newtown Pery ACA. The relationship between the proposal and the ACA is addressed in the Architectural Design Statement, the Archaeological and Cultural Heritage Assessment prepared by Rose M. Cleary, and the Architectural Heritage Impact Assessment prepared by Pat McSweeney (RIAI Grade 2 Conservation Architect, July 2026). Upper-level setbacks and scale modulation ensure an appropriate transition in height and form adjacent to the ACA, and the proposal respects the historic street and laneway pattern. The Assessment confirms that the site lies outside the Zone of Archaeological Potential associated with the medieval city and that there are no recorded archaeological sites or protected structures within the development footprint, concluding that there is no predicted impact on archaeological or cultural heritage subject to standard mitigation if required. The potential visual impact on the settings of Colbert Station and the former Railway Hotel (both protected structures) is addressed through the verified view photomontages (FR Studios, July 2026) submitted in response to Item 7 of the LRD Opinion, which the Architectural Heritage Impact Assessment assesses as giving rise to a negligible impact on the settings of these protected structures.

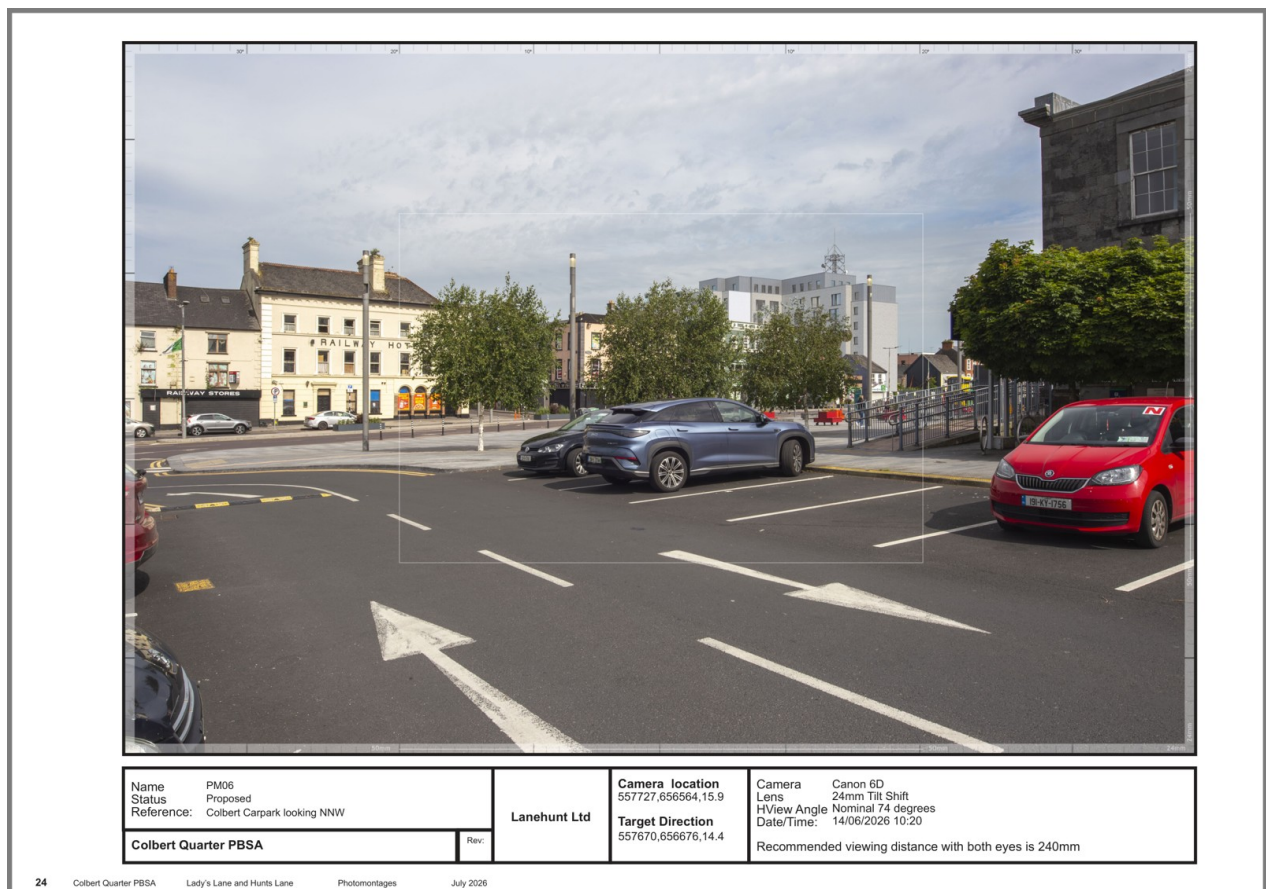


Figure 4 – Verified view from Colbert Carpark (PM06), showing the proposal in the context of the former Railway Hotel and the Colbert Station setting (FR Studios, July 2026).

6.6 Open Space and Amenity Provision

The development provides a high-quality package of on-site amenity appropriate to a large-scale city-centre PBSA scheme: approximately 1,204 sq.m in total, comprising approximately 487 sq.m of landscaped external amenity and approximately 717 sq.m of internal communal amenity. Roof-level amenity is designed with appropriate setbacks, screening and management to avoid adverse impacts on residential amenity or the surrounding townscape. The site is also within a short walk of People's Park, one of the city's principal public open spaces, which the proposal is designed to complement rather than compete with. The proposed amenity provision is appropriate, well-balanced and policy-compliant.

6.7 Daylight, Sunlight and Residential Amenity

A Daylight and Sunlight Assessment has been prepared by H3D in accordance with BS EN 17037:2018 and BRE 209 (Third Edition, 2022), confirming that assessed bedrooms and shared living spaces achieve or exceed the recommended standards and that communal amenity spaces receive adequate sunlight. In response to Item 10 of the LRD Opinion, the assessment has been revised to assess the impact of the proposed development on the existing dwelling at 2 Dominick Street, fronting Dominick Street between Hunts Lane and Lady's Lane, including its rear-facing windows and associated amenity. While 3 no. of the assessed windows fall below the 27% Vertical Sky Component (VSC) guideline, the room served was assessed against the BRE No Sky Line (daylight distribution) test and passed, with the no-sky-line area retained at 100% (a ratio of 1.00, well in excess of the 0.8 threshold). The assessment accordingly concludes that the daylighting of the adjacent property would not be adversely affected in accordance with the BRE Guidelines.

Internally, the scheme provides a balanced mix of private bedrooms, shared living spaces and internal and external communal amenity areas. The layout, scale and internal configuration have been designed to support student wellbeing, privacy and social interaction, and the proposal is considered acceptable in terms of the residential amenity of both future occupants and neighbouring properties.

6.8 Student Accommodation Need and Concentration

A Student Demand and Concentration Report accompanies the application. It assesses current and projected enrolment trends, existing and permitted PBSA supply, and the spatial distribution of PBSA within the Limerick Metropolitan Area. It concludes that a residual shortfall in centrally located, transport-accessible student accommodation remains and that the proposal would not result in an over-concentration of PBSA within the city centre, there being no large-scale PBSA within 500 metres of the site and the majority of the city's stock being

concentrated in campus and peripheral locations. The proposal therefore represents a balanced and policy-compliant response to identified need. The key figures are summarised in Table 6 below.

Table 6 – Limerick PBSA supply and demand, 2028

7,350 PBSA bedspaces required in Limerick by 2028 (25% capture rate, NSAS 2026–2035)	7,071 Effective operational supply by 2028 (6,347 operational + Groody Phase 1, 724 beds)	≈ 280 Residual shortfall of bedspaces citywide by 2028
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Source: Student Demand and Concentration Report (AK Planning & Development Ltd). The proposed 350 bedspaces directly address this shortfall.

6.9 Transport and Mobility

A Mobility Management Plan prepared by BDB Consulting demonstrates that the development can operate sustainably and in compliance with the relevant Development Plan mobility objective. The site is approximately 120 metres from Limerick Colbert Railway Station and adjacent to high-frequency bus corridors, including BusConnects Limerick services. The development is designed on a pedestrian and cycle-priority basis, with zero car parking and 129 secure cycle spaces, and implementation overseen by a nominated Mobility Management Co-ordinator. The roads, laneway and public-realm requirements of the LRD Opinion (Items 2 and 3) are addressed in Section 7 and in the accompanying engineering drawings, Road Safety Audit and swept-path analysis.

6.10 Waste Management

An Operational Waste Management Plan prepared by Byrne Environmental Consulting confirms compliance with the Waste Management Acts, the National Waste Management Plan for a Circular Economy 2024–2030 and the Development Plan, providing for segregation of waste at source, a dedicated ground-floor bin store of adequate capacity and regular collection by permitted contractors. A separate Construction and Demolition Waste Management Plan addresses the construction phase.

6.11 Drainage, Surface Water and Flood Risk

An Engineering Services and Surface Water Management Report prepared by BDB Consulting addresses foul drainage, surface water management, flood risk and water supply. Foul and surface water are managed through separate systems, with controlled discharge to the existing network in accordance with Uisce Éireann requirements. The surface water strategy follows Sustainable Drainage Systems principles – a treatment train of blue roofs, bioretention rain gardens and underground attenuation – restricting post-development runoff to greenfield-equivalent rates and providing water-quality treatment, representing an

improvement on the existing brownfield condition. In response to Item 5 of the LRD Opinion, the Report and drawings now include existing and proposed Finished Floor Levels to demonstrate that sufficient freeboard is achieved.

The proposed use is also consistent with the sequential approach of The Planning System and Flood Risk Management Guidelines; the surface water strategy restricts runoff to greenfield-equivalent rates and the Report confirms that the development does not increase flood risk on site or elsewhere.

6.12 Public Lighting

A Building Services and External Lighting Report prepared by Renaissance Engineering and Veelite Lighting addresses external lighting to Lady's Lane, Hunts Lane and the amenity areas in accordance with IS EN 13201-2:2015 and BS 5489-1:2020. In response to Item 4 of the LRD Opinion, the lighting design has been revised to fully comply with Limerick City and County Council's Public Lighting Specification, including warranties and certification, and to identify and confirm the compliance status of any retained lighting infrastructure.

6.13 Acoustics and Noise

Operational noise associated with a city-centre student accommodation scheme is managed through the Student Operational Management Plan, while construction-phase noise and vibration are controlled through the Construction Management and Delivery Plan.

6.14 Water Services Infrastructure

Foul and surface water drainage and water supply are addressed in the Engineering Services and Surface Water Management Report. A Pre-Connection Enquiry has been submitted to Uisce Éireann, and the receiving network and wastewater treatment plant have sufficient capacity to accommodate the development. New public infrastructure, footpaths and laneway works will be constructed to the standards required by the Council and Uisce Éireann, with taking-in-charge arrangements agreed as appropriate.

6.15 Landscape and Visual Impact

Given the city-centre context, the principal landscape and visual considerations relate to townscape and the settings of nearby protected structures and the Newtown Pery ACA. These are addressed through the Architectural Design Statement, the Building Height Assessment, the verified view photomontages (FR Studios, July 2026) and the Architectural Heritage Impact Assessment (Pat McSweeney, July 2026), which together demonstrate that the proposal

integrates appropriately into its urban setting and that the visual impact on the settings of Colbert Station and the former Railway Hotel is negligible.

6.16 Sustainability and Climate Action

The development supports national and local climate objectives through the reuse of a brownfield, serviced, city-centre site, a car-free and cycle-priority design, rooftop photovoltaic panels, green and blue roofs, a fabric-first approach to energy efficiency and a sustainable drainage strategy, consistent with the Climate Action Plan and the sustainability objectives of the Development Plan.

6.17 Planning Assessment Conclusion

The proposal represents an appropriate form of development on a highly accessible city-centre site. The principle of PBSA at this location is supported by national and local policy and responds to an identified need. The design has been informed by detailed analysis of the surrounding urban context and incorporates appropriate scale, massing and setbacks, particularly in relation to the adjoining ACA. Technical assessments confirm acceptable standards in respect of daylight, sunlight, waste, drainage, lighting and transport, with no unacceptable impacts on neighbouring properties or the wider area.

7. Response to the LRD Opinion (Ref. 1069749)

The Planning Authority's LRD Opinion of 29 May 2026 identified eleven items requiring further consideration or specific information. A detailed, item-by-item Response to the LRD Opinion is provided as a standalone document accompanying the application, and that document should be read as the definitive response to the Opinion. For convenience, the position on each item is summarised in Table 7 below and cross-referenced to the relevant supporting report or drawing; the requirements themselves are reproduced in full at Appendix A.

7.1 Summary of Responses to the LRD Opinion

Table 7 – Summary of responses to the LRD Opinion

Item	Council requirement (summary)	How and where addressed
1	Robust Building Height Strategy assessment (Policy TB6, classifications, LAT, TB7).	Building Height Assessment, read with the Architectural Heritage Impact Assessment (P. McSweeney, July 2026) and the Pedestrian Wind Environment Statement (Windtech, 23 July 2026); Section 6.2.
2	Stage 1/2 RSA; revised layout; footpaths, yellow lines, tactile paving, laneway cross-sections; Hunts Lane reconstruction; swept paths; consents.	Stage 1/2 Road Safety Audit (Roadplan, No. 26125-01-001, Final, 21 July 2026); engineering drawings; Consent from Owners; audit recommendations reflected on the labelled Site Layout Plans.
3	Laneways to Laneways Toolkit / Public Realm Strategy; DMURS; 1,800 mm footpaths; nature-based planting.	Landscape/public-realm and engineering drawings.
4	Revised Public Lighting Design compliant with LCCC specification; retained lighting certified.	Building Services & External Lighting Report; Section 6.12.
5	Revised Surface Water & SuDS Plan with FFLs and freeboard.	Engineering Services & Surface Water Management Report; Section 6.11.
6	Detailed Construction Management and Delivery Plan.	Construction Management Plan (Stewart Construction T/A JSL Group, Rev 1, 8 April 2026).
7	Additional verified views for Colbert Station and former Railway Hotel.	Verified view photomontages (FR Studios, Issue 01, 21 July 2026), including the Colbert Station setting (Colbert Carpark view, PM06) and the former Railway Hotel (Parnell Street views, PM03 and PM04); Section 6.15.
8	EIA Screening incl. Schedule 7 information.	EIA Screening Report (Teire Consulting, July 2026); Section 8.2.
9	Ecological Impact Assessment (birds/bats); derogation if required; bird boxes; native species.	Ecological Impact Assessment (Teire Consulting, v1.1, 24 July 2026); Section 8.3. Bat emergence surveys completed — no roost identified, so no NPWS derogation required.

Item	Council requirement (summary)	How and where addressed
10	Revised Daylight/Sunlight assessing Dominick Street dwellings.	Revised Daylight & Sunlight Assessment (H3D, 9 July 2026); Section 6.7. VSC shortfall at 2 Dominick Street offset by a BRE No Sky Line pass; no adverse effect concluded.
11	Café outdoor seating removed; s.254 licence.	Removed from application; Section 3.6.

8. Environmental and Statutory Compliance

8.1 Appropriate Assessment Screening

A Statement of Screening for Appropriate Assessment prepared by Whitehill Environmental, in accordance with Article 6(3) of the Habitats Directive and section 177U of the Planning and Development Act 2000 (as amended), concludes that the proposed development, alone or in combination with other plans or projects, will not have a significant effect on any European site, and that a Natura Impact Statement is not required.

8.2 Environmental Impact Assessment Screening

The proposed development is sub-threshold for mandatory Environmental Impact Assessment under the Planning and Development Regulations 2001 (as amended). In response to Item 8 of the LRD Opinion, an Environmental Impact Assessment Screening Report, including the information specified in Schedule 7 of the Regulations, accompanies this application (Teire Consulting, July 2026) to enable the Planning Authority to make a screening determination.

8.3 Ecology and Biodiversity

In response to Item 9 of the LRD Opinion, an Ecological Impact Assessment prepared by Teire Consulting (Project No. 260036, Version 1.1, 24 July 2026) accompanies the application. Two dusk emergence bat surveys were undertaken at the existing buildings, on 25 May and 16 June 2026; no bats were recorded emerging and no bat roost was identified, and bats are accordingly not a Key Ecological Receptor. As no roost is present, no NPWS derogation licence is required. The only Key Ecological Receptor identified is the breeding-bird assemblage (nesting gulls on the existing roof), which is safeguarded through the timing of demolition, pre-commencement checks and the appointment of an Ecological Clerk of Works. The development incorporates bird and swift boxes, integrated bat roosting features, and native tree and shrub species of Irish provenance in appropriate locations.

8.4 Construction and Demolition Waste

A Construction and Demolition Waste Management Plan prepared by Stewart Construction, in accordance with EPA guidance and relevant waste legislation, sets out measures to minimise waste generation during demolition and construction, maximise reuse and recycling, and ensure that all waste is managed and disposed of at appropriately licensed facilities.

8.5 Part V

Purpose-built student accommodation is exempt from the requirements of Part V of the Planning and Development Act 2000 (as amended) and from Part 7 of the Planning and Development Act 2024. This exemption is reflected in the Draft Planning Design Standards for

Apartments National Planning Statement (2026). Confirmation is provided with the application as appropriate.

9. Schedule of Application Documents

The reports and statements that accompany the application are listed in Table 8 below. Drawings are listed at Appendix B and in the architects' and engineers' drawing registers.

Table 8 – Schedule of accompanying reports and statements

Document	Author	Status
Planning Report & Statement of Consistency	AK Planning & Development Ltd	This report
Architectural Design Statement	JFA Architects	July 2026
Building Height Assessment	AK Planning & Development Ltd	Final, July 2026
Student Demand and Concentration Report	AK Planning & Development Ltd	July 2026
Student Operational Management Plan	Applicant / operator	Submitted
Verified View Photomontages	FR Studios	Issue 01, 21 July 2026
Daylight & Sunlight Assessment (revised)	H3D	Revised – Item 10 (9 July 2026)
Archaeological & Cultural Heritage Assessment	Rose M. Cleary	March 2026
Engineering Services & Surface Water Management Report	BDB Consulting (M. Bednarczyk)	Version 1.00, June 2026
Mobility Management Plan	BDB Consulting	April 2026
Stage 1/2 Road Safety Audit	Roadplan	Final, 21 July 2026 (26125-01-001)
Building Services & External Lighting Report	Renaissance Eng. / Veelite	April 2026
Operational Waste Management Plan	Byrne Environmental Consulting	March 2026
Construction & Demolition Waste Management Plan	Stewart Construction	Rev 1, 8 April 2026
Construction Management & Delivery Plan	Stewart Construction (T/A JSL Group)	Rev 1, 8 April 2026
AA Screening Statement	Whitehill Environmental	March 2026
EIA Screening Report (incl. Schedule 7)	Teire Consulting	v1.0, 24 July 2026
Ecological Impact Assessment	Teire Consulting	v1.1, 24 July 2026
Architectural Heritage Impact Assessment	Pat McSweeney	July 2026
Pedestrian Wind Environment Statement	Windtech Consultants	9 July 2026

10. Conclusion

The proposed development has been assessed against the relevant provisions of the Limerick City and County Development Plan 2022–2028, national and regional planning policy and applicable Section 28 Ministerial Guidelines. The assessment demonstrates that the proposal represents an appropriate and sustainable form of development on a highly accessible city-centre site.

The principle of purpose-built student accommodation at this location is supported by the City Centre zoning objective and the wider planning policy framework and responds to a clearly identified need. The accompanying Student Demand and Concentration Report confirms that a residual shortfall in centrally located student accommodation remains and that the proposal would not result in an over-concentration of PBSA within the city centre. The proposed building height has been assessed in accordance with the Building Height Strategy and Policies TB6–TB8, and a comprehensive suite of supporting assessments demonstrates that the scale and form of the development are appropriate to the site context and do not give rise to unacceptable impacts on residential amenity, the public realm or the adjoining Architectural Conservation Area. The application has been prepared to address each of the eleven items of the LRD Opinion (Ref. 1069749).

Having regard to the site’s city-centre location, accessibility, design quality and demonstrated compliance with planning policy, it is considered that the proposed development would constitute the proper planning and sustainable development of the area. A grant of permission is therefore respectfully sought.

Compiled by:

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On Behalf of Lanehunt Ltd

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Appendix A – LRD Opinion (Ref. 1069749): Requirements

The Planning Authority's LRD Opinion of 29 May 2026 advised that the documentation submitted for the pre-application consultation required further consideration and amendment to constitute a reasonable basis on which to make an application for permission. Pursuant to article 16A(7) of the Planning and Development Regulations 2001 (as amended), and in addition to the requirements of articles 20A, 22 and 23, the Authority specified that the following information should be submitted with any application. The applicant's response to each item is at Section 7.

1. Building Height

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), demonstrating how the proposal accords with the relevant tall-building classifications, recommendations, high-level principles, the Localised Assessment Tool for the relevant character area, and the criteria for the assessment of tall buildings.

2. Roads Requirements

A Stage 1/2 Road Safety Audit in compliance with TII Publication GE-STY-01024; audit problems addressed and revised, clearly labelled Site Layout Plans submitted; extension of the Lady's Lane footpath to a minimum of 2 metres to meet the outdoor seating build-out, with double yellow lines, tactile paving at the crossing and a detailed cobble-laneway cross-section and specification; full reconstruction of Hunts Lane with a detailed cross-section; a swept-path analysis for fire and bin services; and letters of consent from relevant landowners where the red-line extends beyond the applicant's ownership.

3. Laneways

Any paving to Lady's Lane to tie into the Limerick Laneways Project (guided by the Limerick Laneways Toolkit and the draft Public Realm Strategy), with design details and material finishes and full DMURS compliance; existing public footpaths increased to the DMURS minimum of 1,800 mm; the planting strip to Lady's Lane installed in accordance with the Implementation of Urban Nature-based Solutions Guidelines; and note of a possible supplementary development contribution for laneway works.

4. Lighting Arrangements

A revised Public Lighting Design fully compliant with the Council's Public Lighting Specification (including warranties and certification) addressing Lady's Lane and Hunts Lane; and, where existing public lighting is retained, clear identification and confirmation of its suitability, compliance and certification.

5. Surface Water & SuDS Management Plan

A revised Surface Water and SuDS Management Plan including proposed and existing Finished Floor Levels compared against the Surface Water Calculation Document to establish sufficient freeboard, fully compliant with the Council's Surface Water and SuDS Management Plan.

6. Construction Management and Delivery Plan

A detailed Construction Management and Delivery Plan.

7. Verified Views

Additional verified view photomontages to address the potential visual impact on the settings of Colbert Station and the Railway Hotel, both protected structures.

8. Environmental Impact Screening

An Environmental Impact Screening including Schedule 7 information.

9. Ecology

An Ecological Impact Assessment outlining wildlife usage including birds and bats; a bat derogation licence from the NPWS if required; incorporation of bird boxes; and consideration of native tree and shrub species of Irish provenance.

10. Daylight/Sunlight Analysis

A revised Daylight/Sunlight Assessment fully assessing the impact on existing residential properties fronting Dominick Street between Hunts Lane and Lady's Lane, including all relevant rear-facing habitable-room windows and associated residential amenity, having regard to Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice.

11. Café

The outdoor seating area associated with the café should not form part of the application; as the laneway is not in the applicant's ownership, a tables-and-chairs licence under section 254 would be required.

The Opinion is valid for six months and, under sections 32E and 247(3) of the Act, the pre-application consultation and LRD Opinion do not prejudice the performance by the Planning Authority of its statutory functions and cannot be relied upon in the formal planning process or in legal proceedings.

Appendix B – Schedule of Application Drawings

The drawings that accompany the application are listed in Table 9 below. This schedule is indicative and should be read with the architects' and engineers' formal drawing registers.

Table 9 – Schedule of application drawings

Drawing No.	Title
LMK-XX-00-JFA-DR-AR-P1000	Site Location Map
LMK-XX-00-JFA-DR-AR-P1001	Site Location Map – Areas of Consent
LMK-XX-00-JFA-DR-AR-P1002	Existing Site Plan
LMK-XX-00-JFA-DR-AR-P1003	Proposed Site Plan
LMK-XX-00-JFA-DR-AR-P1500	Demolition Plan
LMK-XX-ZZ-JFA-DR-AR-P1501	Demolition Elevations
LMK-XX-00-JFA-DR-AR-P2000	Ground Floor Plan
LMK-XX-ZZ-JFA-DR-AR-P2001	Typical Floor Plan (01–05)
LMK-XX-06-JFA-DR-AR-P2002	Sixth Floor Plan
LMK-XX-07-JFA-DR-AR-P2003	Seventh Floor Plan
LMK-XX-08-JFA-DR-AR-P2004	Roof Plan
LMK-XX-ZZ-JFA-DR-AR-P4000	Elevations – Northeast & Northwest
LMK-XX-ZZ-JFA-DR-AR-P4001	Elevations – Southwest & Southeast
LMK-XX-ZZ-JFA-DR-AR-P4002	Context Elevations – Lady's Lane & Dominick Street
LMK-XX-ZZ-JFA-DR-AR-P4003	Context Elevations – Hunts Lane & Parnell Street
LMK-XX-ZZ-JFA-DR-AR-P5000	Building Sections – A-A & B-B
LMK-XX-ZZ-JFA-DR-AR-P5001	Building Sections – C-C & D-D
LMK-XX-XX-JFA-RP-AR-P9000	Drawing Issue Sheet
26008-BDB-SW-XX-DR-CE-0001	Drainage & Water Main Network
26008-BDB-SW-XX-DR-CE-0002	SuDS Strategy Layout & Details
26008-BDB-XX-XX-DR-CE-0003	Storm Sewer Longsection

Drawing No.	Title
26008-BDB-XX-XX-DR-CE-0004	Foul Sewer Longsection
26008-BDB-XX-XX-DR-CE-0005	Standard Drainage Details (1 of 2)
26008-BDB-XX-XX-DR-CE-0006	Standard Drainage Details (2 of 2)
26008-BDB-XX-XX-DR-CE-0007	Watermain Standard Detail
26008-BDB-XX-XX-DR-CE-0008	Autotrack (Vehicle Tracking)
26008-BDB-XX-XX-DR-CE-0009	Road Safety Audit Response
081-03-01	Landscape Plan – Ground Level (16-04-26)
081-03-02	Landscape Plan – Roof Top (16-04-26)
—	Public Lighting Site Layout

The formal drawing registers and issue sheets prepared by the project architects and engineers accompany the application drawings and should be consulted for revision status.