

DRAFT LIMERICK DEVELOPMENT PLAN 2022-2028

Chief Executive's Report on Public Consultation

Volume 2(a)

Chief Executive's Material Alterations

Prepared in accordance with Section 12(4) of
the Planning and Development Act 2000 (As Amended)

26th November 2021

Proposed Material Alterations

Draft Limerick Development Plan 2022- 2028

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Introduction

This report sets out the proposed Material Alterations to the Draft Limerick Development Plan 2022 - 2028, following consideration of submissions received during the public display period of the Draft Plan. The report forms part of the statutory procedure for preparing a new Development Plan set out under Section 12 of the Planning and Development Act 2000 (as amended). It is a key element in the process of bringing the Draft Plan to adoption.

Material Alterations to Written Statement

The following are the proposed amendments recommended to the text of the Draft Development Plan in response to the Chief Executive's recommendations on the submissions received. The report sets out the wording to be omitted ~~struck through in red~~ and wording to be inserted underlined in green. Where policies or objectives are proposed to be included or altered, the policy / objective numbers of those in the Draft may need to be revised.

-Chapter 1: Introduction, Vision and Strategic Overview

No.	Amendment	Section/ Objective	Submission No.
1.	<p>Change Section 1.3 Point 7 to include the following: <u>This plan will also foster the linkages to transition from linear model to a circular model which keeps resources in use for as long as possible.</u></p>	Section 1.3, Point 7	244, 248
2.	<p>Change Section 1.3 Point 3 to include the following Insert the word <u>existing</u> (residential)</p>	Section 1.3. Point 3	241
3.	<p>Change Strategic Objective 10 in section 1.3 as follows: Support growth in the tourism sector in Limerick, <u>specifically focusing on sustainable tourism</u>, and capture key opportunities to grow <u>develop</u> the sector based around four <u>five</u> key drivers – <u>Greenways</u>, Waterways, Activities, Heritage, Arts and Culture in an urban and rural environment.</p>	Section 1.3 Point 10	244

-Chapter 2: Core Strategy (new title Core Strategy and Settlement Strategy)

Explainer Note: This Chapter has been revised to include the Settlement Strategy which was formerly located in Chapter 3 Settlement and Housing. Policy and Objective numbering have also been revised to correspond with this revision.			
No.	Amendment	Section/ Objective	Submission No.
1.	Replace Chapter 2 of the Draft Plan - Core Strategy with a new Chapter 2 - Core Strategy and Settlement Strategy as a response to the submissions received during the public consultation process. Policy and Objective numbering have also been revised to correspond with this revision. New text is included in <u>green</u> while text deletions are outlined in red .	New Chapter 2	23, 94, 70, 225,244, 148 & 249

Chapter 2: Core Strategy and Settlement Strategy

This chapter sets out the Core Strategy and Settlement Strategy, which inform the overall framework for the objectives and policies throughout the Draft Plan.

2.1 Introduction

Strategy The Core Strategy provides a transparent evidence-based rationale for the amount of land proposed to be zoned for new residential development and for mixed use development, involving a residential component that is required to meet the proposed population growth over the lifetime of the Draft Plan period, at settlement level. The central focus of the Core Strategy is to ensure there is an acceptable equilibrium between the supply of zoned and serviced land for the projected demand for new housing, jobs, social and economic infrastructure. The Core Strategy also aims to translate the overall vision and goals set out in Chapter 1: Introduction, Vision and Strategic Overview into a spatial development strategy for Limerick.

The Core Strategy ~~This chapter~~ is prepared in the context of Section 10 of the Planning and Development Act 2000 (as amended), the National Planning Framework (NPF), the Implementation Roadmap for the NPF, the Regional and Spatial Economic Strategy for the Southern Region (RSES) and Section 28 Ministerial Guidelines.

In line with the provisions of the Act, the Core Strategy includes a Written Statement, a Core Strategy Map, which identifies the main settlements, existing road and rail routes, designated rural areas in the county and also a Core Strategy Table. Information on the economic strategy, including the Draft Retail Strategy for the Limerick Shannon Metropolitan Area and County Limerick is also included within this chapter.

2.2 National and Regional Policy Context

At a national level, the National Planning Framework (NPF) sets out parameters for growth for the regions, cities, towns and rural areas. These parameters are further developed in the Southern Regional Spatial and Economic Strategy. The Core Strategy acts as the fundamental link between national, regional and local planning levels by demonstrating that the local planning policy is consistent with higher-level national and regional policy.

The NPF recognises the Limerick City region as a key asset, that will play a major role in both driving and accommodating a significant proportion of the proposed national population growth and will act as an effective complement to the economic strength of Dublin. Ensuring a balanced approach in activating and realising much underutilised potential in the wider rural towns and dispersed communities is also a priority.

The NPF proposes that within Limerick, future growth will be based on leveraging national, regional and international connectivity, higher education capacity and quality of life to secure strategic investment. This must be underpinned by sustainable employment and housing development, focused on the broader Limerick Shannon Metropolitan Area and a strengthening of the urban cores of the county towns and principal settlements, as well as in rural areas.

The Regional and Spatial Economic Strategy (RSES) for the Southern Region sets out a number of strategic outcomes that align to the NPF, including the sustainable growth of a compact city, towns and villages to achieve better residential development across the Southern Region. The RSES contains a Metropolitan Area Strategic Plan (MASP) for the Limerick Shannon area. The MASP for Limerick-Shannon emphasizes that a dynamic approach to land-use within the footprint of existing settlements is sought by the RSES in order to maximise the opportunity of urban regeneration and infill sites to contribute to sustainable balanced and compact growth and revitalisation of our existing settlements of scale. The vision statement for the Limerick Shannon Metropolitan Area is:

‘To create a sustainable, inclusive, smart, climate and economic resilient Limerick Shannon Metropolitan Area, which is competitive and of a scale which can exert critical-mass leverage at an international level, maximising the economic, social, cultural and environmental opportunities in a manner for all those who live, work and visit the Metropolitan Area, Mid-West Region and for the benefit of the country’.

2.3 Core Strategy Methodology

The Core Strategy is developed around a framework of high-level population and household targets that are set out in the NPF, the NPF Implementation Roadmap, the RSES for the Southern Region and Section 28 guidance document *‘Housing Supply Target Methodology for Development Planning’*, (DHLGH, December 2020).

There are a number of steps involved in preparing the Core Strategy:

1. Identify population projections for 2016 to 2028;
2. Identify household projections for 2022 to 2028;
3. Identify the proposed settlement hierarchy;
4. Allocate population/households to settlements;
5. Identify quantum of zoned land required to accommodate proposed growth.

2.3.1 Population Projections

The population projections for Limerick are set out in the NPF Implementation Roadmap (see Table 2.1) and the Southern Region RSES.

Table 2.1: NPF Implementation Roadmap Population projections for Limerick

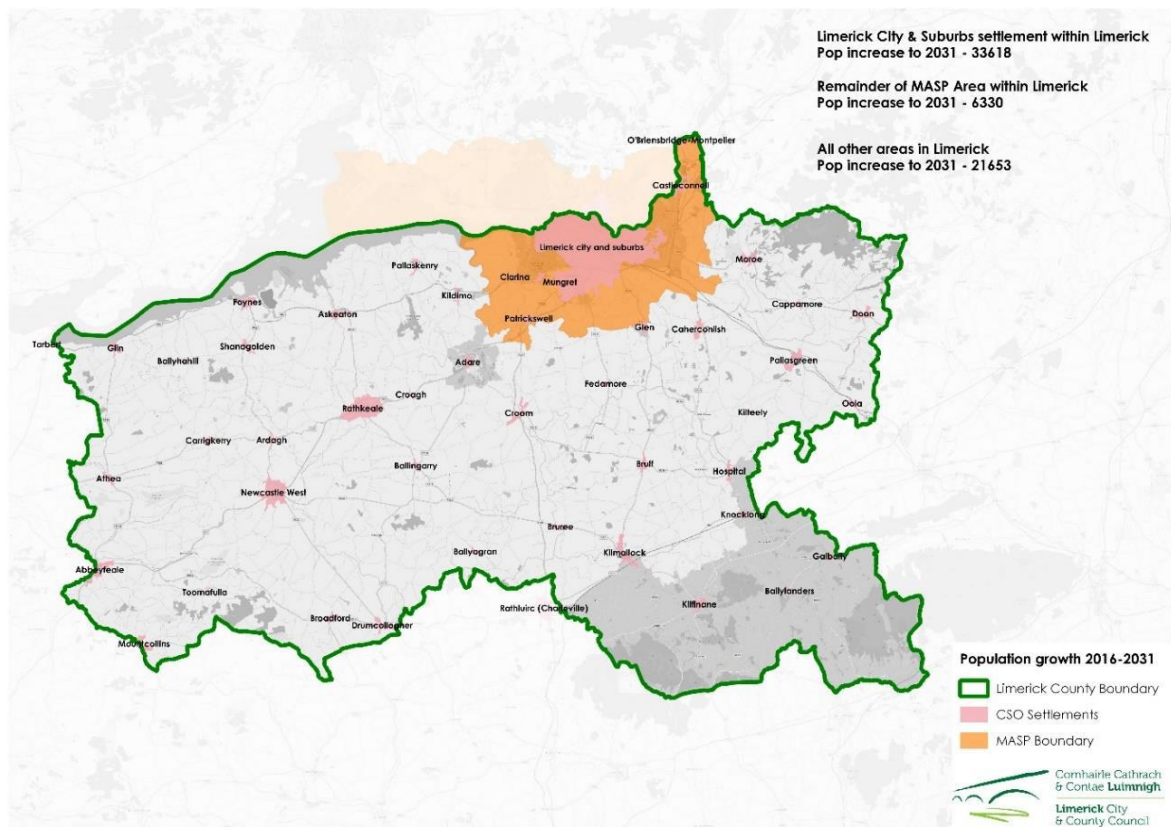
Year	2016	2026	2031
Population projections	195,000	229,000- 235,500	246,000- 256,500

Assuming even population growth, these population projections translate to an additional population of circa 49,200 for the Draft Plan period.

The Southern Region RSES also provides for population targets for the Limerick Shannon Metropolitan Area Strategic Plan (MASP) area specifying the allocations for the City and those parts of the MASP area outside of the City that lie within Limerick (see Figure 2.1).

The NPF 2016-2031 population growth allocation for the MASP area is 39,948. On a pro-rata basis, the population growth should be 31,918 by the middle of 2028. In order to comply with NPO 9 of the NFP, which recommends that settlements other than the Cities and key towns should grow by a maximum of 30% over the lifetime of the Draft Plan, it is necessary to increase the proportion of population allocation to the MASP area to 36,394, equivalent to a further 14% over the 31,918 pro-rata allocation. The growth allocations for the remainder of the county are thereby reduced accordingly, so that the growth on aggregate of all settlements outside of the Metropolitan Area will be c.26% over their 2016 population base. Section 2.3.4 further expands on the proposed population and household distribution.

Figure 2.1: Population growth allocations for MASP area and remainder of Limerick



In preparing the Core Strategy, the patterns of development up to 2022 were also taken into account. A review of commencements of planning permissions along with Geodirectory information, was used to undertake this exercise. The following Table 2.2 shows the forecast for additional population growth during the Draft Plan period and the estimated growth between 2016 and May 2022, the time at which the Draft Plan is due to be adopted.

Table 2.2: Population growth Q3 2016-Q2 2028, with estimate of growth up to Q2 2022 and future growth to be facilitated by end of 2022-2028 Development Plan period

Settlement category	2016-2028 population growth	Population growth estimate post 2016 census up to Q2 2022	Population growth during Plan period Q2 2022-Q2 2028
City and Environs, including Mungret and Annacotty	34,177	4,071	30,106

Remainder of Limerick	15,045	3,490	11,555
Total city and county	49,222	7,561	41,661

2.3.2 Household Projections for 2022 to 2028

Under Section 28 of the Planning and Development Act, 2000 (as amended), the ‘Housing Supply Target Methodology for Development Planning, Guidelines for Planning Authorities’ were issued on 18th December 2020. These Guidelines provide the methodology to be adopted by Local Authorities in formulating the housing supply target for their statutory Development Plan. The methodology utilises research undertaken by the Economic and Social Research Institute – ‘Regional Demographics and Structural Housing Demand at a County Level’, Research Series, Number 111, Economic and Social Research Institute (ESRI), December 2020. The guidelines are to be applied by each Planning Authority to assist in ensuring that their Development Plan is prepared to be consistent with the National Planning Framework and relevant Regional Spatial and Economic Strategy.

To support each Planning Authority in applying the methodology, comprehensive background data necessary for the methodology calculation in Table 1 of the Guidelines, were issued to each Planning Authority in January 2021. Using this methodology, the projected households for Limerick from the year 2022 to 2028 are set out in Table 2.3.

Table 2.3: Household Projections for Limerick 2022-2028

Row indices	Steps as per S28 guidance	Households
A	ESRI NPF scenario household demand 2017- Q2 2026	21,014
B	Actual new housing supply 2017 to Q2 2022	2,840
C	Homeless households (latest data) and unmet demand as at most recent census	461
D	Plan Housing Demand = Total (A-B)+C Projected ESRI NPF demand – new completions) + unmet demand	18,635

E	Potential adjustment 1 to end 2026 portion of Plan period to facilitate convergence to NPF strategy	Adjusted total demand
E1	ESRI Baseline scenario projected new household demand 2017 to Q4, 2026	12,232
E2	ESRI NPF scenario projected new household demand to Q2 2028	2,693
E3	Mid-point between A and E2 (ESRI NPF and baseline scenarios, to Q4 2026)	15,277
E4	Household forecast 2022-2028 Plan period	15,591

2.3.3 Settlement Hierarchy

A settlement hierarchy is a way of arranging settlements into a hierarchy based upon their population or some other criteria, such as the range of services. As you move up the settlement hierarchy, the size of the settlement increases, as does the population and the range of services available.

The following considerations were taken into account in preparing the settlement hierarchy for Limerick, which is set out in Table 2.4 below:

1. Limerick City Metropolitan Area, including Mungret and Annacotty is designated for significant growth under the NPF and RSES;
2. Towns that are located within the Limerick Shannon MASP;
3. The designation of Newcastle West as a Key town in the RSES;
4. The availability of planned physical and social infrastructure (education, community facilities, retail etc.);
5. Scale of existing population and its performance;
6. Historic role and function of the settlement;
7. Towns that have strong employment and service centres;
8. Extent to which sustainable modes of travel can be encouraged (walking, cycling or public transport);
9. Environmental considerations.

Table 2.4 Limerick Settlement Hierarchy

Settlement Hierarchy	Settlement
Level 1 Limerick City <u>and Environs</u> Metropolitan area	Limerick City and Environs, including Mungret and Annacotty
Level 2 Key Towns	Newcastle West, Kilmallock
Level 3 Towns (> 1400 population)	Abbeyfeale, Castleconnell, Rathkeale, Caherconlish, <u>Kilmallock</u>
Level 4 Large Villages (>500 population)	Adare, Askeaton, Ballingarry, Bruff, Bruree, Cappamore, Croom, Doon, Dromcolliher, Foynes, Glin, Hospital, Kilfinane, Murroe, Pallasgreen, Pallaskenry, Patrickswell
Level 5 Small Villages	Ardagh, Athlacca, Athea, Ballyagran, Ballyhahill, Ballylanders, Ballyneety, Broadford, Carrigkerry, Castlemahon, Clarina, Croagh, Fedamore, Galbally, Herbertstown, New Kildimo, Killeely, Knocklong, Loughill, Oola, Montpelier, Mountcollins, Nicker, Shanagolden, Templeglantine, Tournafulla
Level 6 Rural Clusters	Anglesboro, Ardpatrick, Ashford, Ballybrown, Ballyorgan, Ballysteen, Banogue, Caherline, Cappagh, Castletown, Crecora, <u>Drombanna</u> , Dromkeen, Elton, Feenagh, Feohanagh, Glenbrohane, Glenosheen, Glenroe, Granagh, Kilbeheny, Kilcolman, Kilcornan, Kilfinny, Kilmeedy, Knockaderry, Knockainy, Knockdown, Martinstown, Meanus, Monagea, Old Pallas, <u>Patrickswell (Lough Gur)</u> Raheenagh, Strand
Level 7 Open Countryside	

2.3.4 Population/Household Distribution

In line with the NPF and RSES, a significant portion of Limerick’s proposed growth will be in the Limerick City Metropolitan Area. In towns and smaller settlements outside of this area, the overall objective is to ensure that these settlements grow at an appropriate rate where both physical and social infrastructure keeps pace with population growth.

Having regard to the population and household projections and the settlement hierarchy identified in Section 2.3.3 above, the population and household projections to 2028 are allocated to each settlement hierarchy as set out in Table 2.5.

Table 2.5 Projected population and household growth per settlement hierarchy

Settlement Hierarchy	2016 population (CSO census)	Settlement population totals 2028	Additional households forecasted 2022-2028
Level 1 Limerick City including Annacotty and Mungret	92,878	127,055	11,274
Level 2 Key Towns	8,287 <u>6,619</u>	10,742 <u>8,607</u>	868 <u>706</u>
Level 3 Towns	7,047 <u>8,715</u>	8,946 <u>11,081</u>	688 <u>850</u>
Level 4 Large Villages (>500 population)	12,964	17,135	1,454
Level 5 Small Villages	5,913	7,214	340
Level 6 Rural clusters	1,613	1,855	91
Level 7 Open Countryside	66,197	71,174	876
Total Limerick	194,899	244,121	15,591

The following approach was adopted in deciding the appropriate growth rates for the different settlements within the settlement hierarchy:

1. Within the Metropolitan Area, the bulk of this population allocation is to be facilitated within the City and two settlements that are attached to the city, namely Mungret and Annacotty and for which there already is extensive zoned lands available. Outside of the City and Environs Area, Patrickswell and Castleconnell are considered settlements that are suitable for growth due to their location within the MASP area and also the availability of existing infrastructure.

2. The allocation of growth targets in general, seeks to ensure that the growth would be sustainable and in keeping with the scale of the settlements. It also ensures the capacity to accommodate the additional growth without damage to the settlement's character and the carrying capacity of their environment and infrastructure. In accordance with the NPF the population growth rates are generally not proposed in excess of 30% of the 2016 population, within the Draft Plan period. However, there are certain limited exceptions as noted below.
3. In general, uniform growth rates are applied to settlements according to the Level in the hierarchy to which they belong, with 30% growth over the 2016 population base allocated to the key town of Newcastle West. 28% growth is allocated to settlements in Levels 3 and 4 in the hierarchy and 23% to settlements in Level 5. The lowest Level in the hierarchy is that of the open countryside where, in keeping with long term trends, the growth rate is to remain relatively low at 7.52% from 2016 to 2028.
4. The extent of residential development, which has occurred since the 2016 Census will affect the growth of future housing within the Draft Plan period. In respect of settlements which saw uniform growth rates over the 2016 population, the requirement for additional housing during the Draft Plan period, when growth since 2016 is taken into account, will result in some settlements having a greater need for additional housing than others of similar size.
5. In certain circumstances, either where residential development has been constructed after the 2016 census, or where there is outstanding planning permission for dwelling units, such developments or commitments may result in these settlements already breaching or close to breaching the 30% rate. In these cases it is considered important that an allowance for growth on sites without the benefit of planning permission, taking into account spare capacity and the criteria outlined in Section 2.3.3 above is made. This results in growth rates in excess of the 30% rate referred to above in the village of Patrickswell. This is a Metropolitan settlement where there are outstanding planning permissions for 270 dwelling units and therefore a growth rate of 97% is proposed to reflect the extant permissions.

2.3.5 Determining the Quantum of Zoned Land Required to Accommodate Proposed Growth

A number of factors were considered in determining the quantity of zoned land required for each settlement on the hierarchy. This included the number of proposed housing units, density, tiered approach to zoning, potential of mixed use zoned land to accommodate

housing units and national and regional objectives to significantly grow Limerick City and Environs.

2.3.5.1 Proposed Housing Allocation

The proposed housing targets, which are outlined in the sections above, were distributed based on the settlement hierarchy.

2.3.5.2 Density

It is a requirement of Section 10(2A)(a) of the Act that the Core Strategy is consistent with planning policy requirements of guidelines issued under Section 28 of the Act. The Guidance Note on Core Strategies clearly reinforces that density assumptions used in the preparation of a Core Strategy should be consistent with the *Planning Guidelines for Sustainable Residential Development in Urban Areas (2009)*.

The average housing densities, that determine the residential yield from sites depends on the location of that site, which settlement it belongs to, where that settlement fits within the settlement hierarchy, the site's position with respect to the urban core, the proximity to public transport corridors and to major employment zones. Where communities live in areas of medium to high residential densities, the prospects improve for local services and amenities, use of sustainable transport modes for daily journeys and the reduction of unsustainable travel patterns.

Within settlements outside of the City and Environs, allowance will be made for the development of serviced/cluster sites, which will act as an alternative to one off rural housing. In line with the *Planning Guidelines for Sustainable Residential Development in Urban Areas* up to 20% of proposed housing units within these settlements will be allocated to serviced sites at a density of 10 units per hectare. This is reflected in Table 2.6 below.

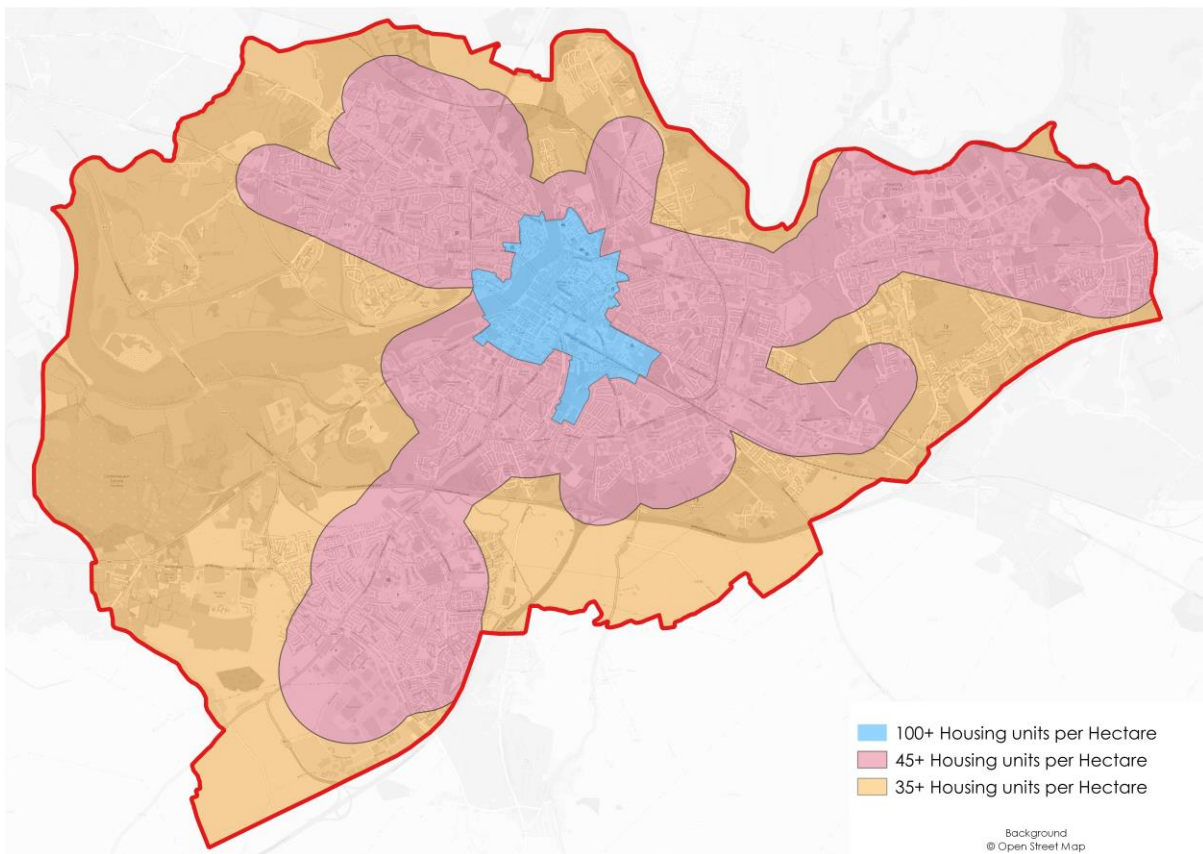
In line with the above considerations and Section 28 Guidelines, the following density assumptions were applied to the settlement hierarchy:

Table 2.6: Density Assumptions per Settlement Hierarchy

Settlement Hierarchy	Density applied
<p>Level 1 Limerick City and Environs, including Mungret and Annacotty (see Figure 2.2 below)</p>	<p>Density Zone 1: City Centre, Central & Accessible Locations:</p> <p>A minimum net density of 100+ dwelling units per hectare are required at appropriate locations within the City Centre.</p> <p>Density Zone 2: Intermediate Urban Locations/Transport Corridors:</p> <p>A minimum net density of 45+ dwelling units per hectare are required at appropriate locations within:</p> <p>800 metres of (i) the University Hospital; (ii) Raheen Business Park; (iii) National Technology Park; (iv) University of Limerick; (v) Limerick Institute of Technology; (vi) Mary Immaculate College;</p> <p>500m of high frequency (min. 10 minute peak hour frequency) existing or proposed urban bus services and;</p> <p>400m of reasonably frequent (min. 15 minute peak hour frequency) urban bus services.</p> <p>Density Zone 3: Suburban Edge:</p> <p>A minimum net density of 35+ dwelling units per hectare are required at sites in suburban development areas that do not meet proximity or accessibility criteria of the Intermediate Urban Locations.</p>
<p>Level 2 Key Towns</p>	<p>35 uph for 80% of dwelling units and 10 uph for 20% of dwelling units proposed</p>
<p>Level 3 Towns</p>	<p>22 uph for 80% of dwelling units and 10 uph for 20% of dwelling units proposed</p>
<p>Level 4 Large Villages (>500 population)</p>	<p>22 uph for 80% of dwelling units and 10 uph for 20% of dwelling units proposed</p>

Level Villages	5	Small	See objective SS 014 in Chapter 3
Level Clusters	6	Rural	See objective SS 015 in Chapter 3
Level Countryside	7	Open	N/A

Figure 2.2 Limerick City and Environs Density Zones



2.3.5.3 Settlement Capacity Audit ~~Tiered Approach to Zoning~~

In accordance with the methodology set out in Appendix 3 of the NPF, a Settlement Capacity Audit ~~tiered approach to zoning~~ was applied through the carrying out of an infrastructural assessment for each of the zoned settlements within the Draft Plan. See Volume 2 of the Draft Plan for further details.

2.3.5.4 Potential Housing Yield on Town Centre/Mixed Use Zoned Land

The potential housing yield on Town Centre/mixed use (in the case of Limerick City and Environs) zoned land was considered on a case by case basis, having regard to the vacancy and dereliction within each settlement and also the quantum of land zoned for Town Centre/mixed use development within the particular settlement. Consideration of this issue can be found within Volume 2 of the Draft Plan, which contains a description, infrastructure assessment report and zoning maps for the Limerick City Metropolitan Area and a number of Level 4 settlements. Local Area Plans will be prepared for the remaining Level 4 settlements, at which stage consideration will be given to the potential housing yield on Town Centre zoned land for that particular settlement.

2.4 Core Strategy Statement

The approach in developing the Core Strategy is focused on developing and strengthening the role of Limerick City as an international City of scale, the key towns of Newcastle West and Kilmallock, large towns, villages and rural clusters. There is a focus on increasing residential densities and employment in the City and main towns, thereby decreasing the distance that people have to travel from their home to work. The strategy is also focused around settlements with good public transport links and improving public transport links in other settlements, highlighting the importance of integrating land use and transportation to help reduce greenhouse gas emissions and facilitate the transition to a low carbon economy.

Guidance throughout the Draft Plan on housing densities, building height and development layouts, are all aimed at ensuring the economic use of land for development, compact, quality neighbourhoods and integration with infrastructure and non-residential land uses that nurtures sustainable travel patterns and choices.

Prioritising the development of brownfield sites and reducing vacancy in Limerick City and Town Centres should also assist in the increase in average densities and in helping to revitalise many rural towns and villages as well as their surrounding areas. Chapter 10: Compact Growth and Revitalisation outlines objectives for the regeneration of opportunity sites within the City with a view to realising their full potential to contribute to the growth of the city. For larger settlements, Local Area Plans will be prepared, during which time opportunities will be identified for brownfield and regeneration opportunities. Furthermore, Volume 2 sets out development objectives for a number of Level 4 settlements where this issue has been considered.

The Settlement Hierarchy is developed around seven Levels. While each Level serves a different strategic role, together they will achieve a balanced, spatial planning settlement

framework, which supports our urban and rural areas. All settlements, regardless of their Level, have an important role and contribution to make to the economic and social life of Limerick. A summary of the overall role of the settlements is outlined below, while the settlement strategy in Chapter 3: Settlement and Housing Strategy, provides specific circumstances in relation to each Level within the settlement hierarchy.

The Draft Plan aims to facilitate the sustainable growth of Limerick City and Environs in line with the NPF and RSES, which supports ambitious growth targets to enable Limerick City and Environs to grow by at least 50% by 2040 and to achieve its potential to become a City of scale. This area forms part of the Limerick Shannon Metropolitan Area in the RSES, coming within the scope of the Limerick Shannon Metropolitan Area Strategic Plan (MASP) and as such is a priority growth area within the strategy's policy framework. The MASP recognises that for the Metropolitan Area to prosper and develop in a sustainable manner, Limerick City must be the primary driver of economic and population growth in the Southern Region, so that it can compete effectively for investment and jobs.

There are a number of districts within the Limerick City Metropolitan Area, which provide important opportunities for the sustainable development of residential, educational, recreation and amenity, employment and commercial uses. These include the Ennis Road, Caherdavin, Thomondgate, Corbally, Rhebogue, Garryowen, South Circular Road /Ballinacurra, Castletroy, Raheen/Dooradoyle and Mungret. The National Planning Framework also recognises the importance of sustainable development of new greenfield areas and specifically refers to Mungret as a key future growth enabler for Limerick in terms of 'progressing the sustainable development of new greenfield areas for housing and the development of supporting public transport and infrastructure'. To do this, growth must complement and consolidate the urban form of the City as a whole to create a compact City region with improved integrated supporting infrastructure, public transport improvements to provide linkages to local residential populations and the provision of high levels of community facilities and amenities. The integration of the designated Regeneration Areas, including Moyross, Southill, Ballinacurra Weston and St. Mary's Park into the wider City area is also an important focus of the Draft Plan.

Outside of the city, the policy intention is to focus on supporting sustainable and vibrant rural communities by supporting and regenerating towns and villages. This will be facilitated through a number of measures including active land management measures, effective use of funding streams for town/village and public realm improvement (including the Rural Regeneration Development Fund (RRDF), LEADER etc.), working with community groups and utilising available statutory powers such as derelict site and compulsory purchase powers. The promotion of an alternative to one off rural housing in the open countryside, through

initiatives like serviced sites and redevelopment of vacant units in town, villages and rural areas, will be encouraged. This will support the regeneration of these settlements.

Within the open countryside, the Draft Plan identifies two types of areas for rural housing:

1. Areas under urban influence and
2. Rural areas elsewhere and recommends a policy approach to each area, which supports those who have a need to live within the rural area.

2.5 Local Area Plans

The Core Strategy provides an objective evidence base to allow for an area to be zoned for development, which can then be delivered in a sustainable and planned manner through the vehicle of an adopted statutory Local Area Plan (LAP). At a local level, statutory LAPs are the primary vehicles for guiding and informing the content, layout and design of both 'new' and 'redevelopment' areas in various settlements. Any new and/or amended LAP will be prepared having regard to all relevant planning guidelines and policies and guidance of the Draft Plan. Localised design based frameworks shall be provided for each plan area, including detailed and specific design parameters and urban design contexts, as appropriate, for the specific areas.

The Draft Plan incorporates the areas currently covered by the Southern Environs Local Area Plan and the Castletroy Local Area Plan. This will ensure that for the first time, the City and Environs will have one overall spatial framework and zoning objectives. Following the adaption of the Draft Plan, both the Castletroy and the Southern Environs Local Area Plans will be revoked.

The Draft Plan also incorporates zoning objectives and policies for a number of settlements that are currently covered by existing Local Area Plans, including Bruff, Hospital, Cappamore and Kilfinane. The following existing LAPs will be reviewed and new Plans prepared following the adoption of the Draft Plan: Newcastle West, Abbeyfeale, Adare, Askeaton, Caherconlish, Castleconnell, Croom, Kilmallock, Patrickswell and Rathkeale.

2.5.1 Phasing of Lands – Local Area Plans

A number of existing Local Area Plans have a significant amount of Phase 2 lands zoned. Phase 2 lands cannot proceed for development until 50% of the lands in Phase 1 have been developed. Having regard to the Draft Plan's Core Strategy figures, it is likely that some of this land will be de-zoned during the Local Area Plan Review. In order to allow a degree of flexibility to applicants who meet the rural housing need, as outlined in Chapter 3 and who wish to build their homes on lands zoned Phase 2 / 3 within a Local Area Plan, individual

planning applications will be considered on their merit and on a case-by-case basis having regard to all relevant planning criteria.

Objective CSP O1 Phase 2 Residential Development Lands: It is an objective of the Council to consider applications for individual houses on lands currently zoned Phase 2/3 Residential Development, within Local Area Plans subject to the applicant meeting rural housing criteria as outlined in Objective SS O17 or Objective SS O18 of the Rural Settlement Strategy, whichever is applicable. Applications for individual planning applications will be considered on their merit and on a case-by-case basis having regard to all relevant planning criteria.

2.6 Employment Development

2.6.1 Employment Strategy

To complement the preparation of the Core Strategy, the Guidance Note on Core Strategies (2010) states that Planning Authorities should undertake an appropriate level of analysis to ensure that sufficient lands are identified for employment purposes at suitable locations, taking proper account of national planning policies. While the Guidance document does not provide a methodology for determining the appropriate quantum of employment zoned lands, the Draft Plan sets out objectives and zoning of land for employment uses that has regard to national policy, the Draft Limerick Shannon Metropolitan Area Transport Strategy (LSMATS) and the availability of infrastructure.

The employment strategy aims to develop Limerick's enormous competitive advantages, including its central location on the Atlantic Economic Corridor, its national and international trade and tourism connectivity through Shannon Airport and Shannon Foynes Port Company and its third level complement, via the University of Limerick, Limerick Institute of Technology and Mary Immaculate College, that ensures constant supply of graduates. The NPF and NDP's support for the implementation of the Limerick 2030 Plan will also help realise the potential to generate and be the focus of significant employment growth. It is ideally positioned from a scale and capacity perspective, to accommodate significant population and economic growth as proposed in the NPF.

Chapter 4: A Strong Economy sets out the policies and objectives for economic development over the Draft Plan period. The overall objective of the Draft Plan is to ensure that there is sufficient zoned land, based on the principles of sequential development, to accommodate the overall growth proposed and also to recognise the importance of Limerick City Metropolitan Area as a regional employment centre.

2.6.2 Retail Strategy

Section 10(2A)(e) of the Act requires a Core Strategy to contain information to show that, in setting out objectives regarding retail development, the Planning Authority has had regard to Section 28 Guidelines that relate to retail planning. A successful retail sector that safeguards existing retail floor space, as well as providing additional floor space has an important role to play in realising the aims of the Settlement Strategy.

In line with the RSES MASP Objective 17, a Draft Retail Strategy for the Limerick Shannon Metropolitan Area and County Limerick was prepared. This document, which also considered the remainder of Limerick outside of the MASP area, is included in Volume 6.

The Strategy is aligned to the Core Strategy and the Settlement Hierarchy. It focuses on maintaining and further developing Limerick City for its dominant retail function in the Mid-West hierarchy, the development of District Centres, the Key Towns of Newcastle West and Kilmallock and other towns as the main retail centres in the county. The development of retail services in the smaller settlements will be focused on providing support services for their respective populations and rural hinterlands.

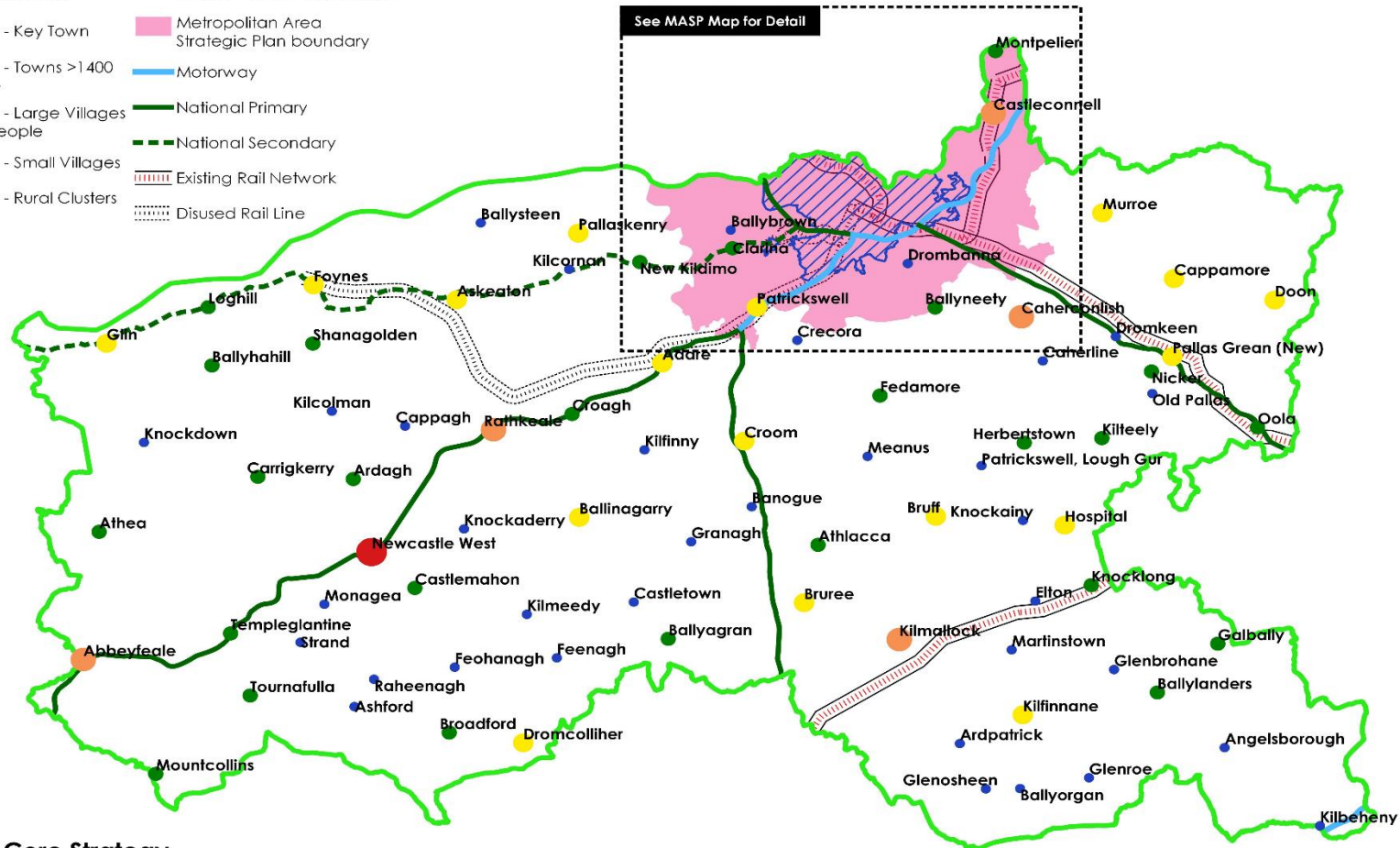
The Draft Plan recognises that the retail sector is pivotal to regeneration and renewal of Town Centre areas, their economic viability and delivery of a high-quality public realm, built environment and sense of place.

2.7 Core Strategy Map

(Refer to Chapter 4.3: Settlement and Housing Strategy for Rural Housing Map)

LEGEND

-  CSO Boundaries
-  Level 2 - Key Town
-  Level 3 - Towns >1400 people
-  Level 4 - Large Villages >500 people
-  Level 5 - Small Villages
-  Level 6 - Rural Clusters
-  Metropolitan Area Strategic Plan boundary
-  Motorway
-  National Primary
-  National Secondary
-  Existing Rail Network
-  Disused Rail Line
-  Level 7 - Open Countryside



Draft Core Strategy

November 2021

2.8 Core Strategy Policies

Policy CSP P1: Core Strategy Implementation - It is a policy of the Council to implement the Core Strategy for Limerick to ensure consistency with policies at a national and regional level, in particular population targets and distribution.

Policy CSP P2: Compact Growth - It is a policy of the Council to support the compact growth of Limerick City Metropolitan Area, towns and villages by prioritising housing and employment development in locations within and contiguous to existing City and town footprints where it can be served by public transport and walking and cycling networks, to ensure that development proceeds sustainably and at an appropriate scale, density and sequence, in line with the Core Strategy Table.

Policy CSP P3: Availability of Land - It is a policy of the Council to ensure that sufficient zoned land continues to be available for the projected population and employment growth over the lifetime of the Draft Plan.

Policy CSP P4: Local Area Plans - It is a policy of the Council to use Local Area Plans, that form part of the hierarchy of plans within Limerick, to promote and embed the principles of good urban design in the delivery of new and existing, sustainable communities. Following the adoption of the Draft Plan, a review of the existing Local Area Plans will be undertaken to ensure consistency with the Core Strategy and policies and objectives of the Development Plan.

Policy CSP P5: Road Network – It is a policy of the Council to maintain the strategic function, capacity and safety of the national roads network, including planning for future capacity enhancements and ensure that the existing extensive transport networks, which have been greatly enhanced over the last two decades, are maintained to a high level to ensure quality levels of service, safety, accessibility and connectivity to transport users.

Policy CSP P6: LSMATS - It is a policy of the Council to ensure that the Core Strategy is in line with the objectives of LSMATS and the integration of land use planning and transport in reducing the need to travel and promote modal shift from the use of the private car.

2.9 Core Strategy Tables

The Core Strategy Tables indicate the distribution of future population and housing growth across Limerick's settlements in the form of a settlement hierarchy; they also set out the zoned lands available in selected settlements for new housing where relevant.

Table 2.7: Settlement hierarchy, population and household growth up to end of Draft Plan period Q2 2028 plus zoned land provision

<u>Settlement categories</u>	<u>Towns</u>	<u>Census 2016 population</u>	<u>Population totals 2028</u>	<u>Population growth as % of 2016 base</u>	<u>Additional households forecasted 2022-28</u>	<u>Target residential density ranges (UPH)¹</u>	<u>Zoned land Required in hectares</u>	<u>Existing zoned land in hectares available</u>	<u>Infill or brownfield as % of total zoned lands²</u>	<u>Shortfall (-) or excess (+) of zoned land</u>
Level 1 Limerick Metropolitan Area	Limerick city CSO area	89,671	119,306	33.05%	11,066	35 to 100+	257.77	346.31	61.83%	88.54
	Annacotty	2,930	3,641	24.26%	235	45+	5.22	5.65	100.00%	0.43
	Mungret	277	687	147.92%	153	35+	4.37	4.38	100.00%	0.01
	Sub-totals	92,878	127,538	37.32%	11,454	-	267.36	356.34	-	88.98 ha (Capacity for 12,400 units on zoned lands)
	Castleconnell	2,107	2,697	28.00%	206	10 or 22+	11.59	24.89	-	13.30
	Patrickswell	847	1,186	36.18%	95 ³	10 or 22+	6.03	34.64	-	28.61
	Clarina	294	591	101.02%	20	-	-	-	-	-
	Montpelier	150	172	14.67%	7	-	-	-	-	-
	Rural Metro Area	8,676	9,237	6.47%	94	-	-	-	-	-
	Sub-totals	104,952	137,516	31.03%	11,873	-	284.98	348.83	-	63.85
Key town	Newcastle West	6,619	8,607	30.04%	706	10 or 35+	30.26	138.76	-	108.50
Level 3 towns	Abbeylea	2,023	2,589	28.00%	211	10 or 22+	11.89	45.50	-	33.61
	Kilmallock	1,668	2,135	28.00%	162	10 or 22+	9.14	33.83	-	24.69
	Rathkeale	1,441	1,844	28.00%	147	10 or 22+	8.30	41.42	-	33.12
	Caherconlish	1,476	1,815	23.00%	125	10 or 22+	7.02	9.94	-	2.92
Level 3 towns	Aggregate	6,608	8,384	26.88%	645	-	36.35	130.69	-	94.34
Level 4 Settlements⁴	Adare	1,129	1,455	28.89%	122 ⁱⁱⁱ	10 or 22+	6.90	58.35	-	51.50
	Askeaton	1,137	1,455	28.00%	119	10 or 22+	6.72	23.54	-	16.82
	Ballingarry	521	667	28.00%	55	10 or 22+	3.08	2.81	62.28%	-0.27
	Bruff	803	1,043	29.87%	83 ⁱⁱⁱ	10 or 22+	4.68	5.32	12.76%	0.64
	Bruree	580	740	27.55%	39	10 or 22+	2.21	2.13	65.49%	-0.08
	Cappamore	620	794	28.00%	65	10 or 22+	3.66	3.32	17.62%	-0.34

	<u>Croom</u>	<u>1,159</u>	<u>1,484</u>	<u>28.00%</u>	<u>104</u>	<u>10 or 22+</u>	<u>5.84</u>	<u>12.45</u>	<u>-</u>	<u>6.61</u>
	<u>Doon</u>	<u>516</u>	<u>660</u>	<u>28.00%</u>	<u>52</u>	<u>10 or 22+</u>	<u>2.91</u>	<u>2.73</u>	<u>100.00%</u>	<u>-0.18</u>
	<u>Dromcolliher</u>	<u>518</u>	<u>663</u>	<u>28.00%</u>	<u>54</u>	<u>10 or 22+</u>	<u>3.06</u>	<u>2.43</u>	<u>65.06%</u>	<u>-0.63</u>
	<u>Foynes</u>	<u>520</u>	<u>666</u>	<u>28.00%</u>	<u>55</u>	<u>10 or 22+</u>	<u>3.07</u>	<u>3.49</u>	<u>0.00%</u>	<u>0.42</u>
	<u>Glin</u>	<u>576</u>	<u>737</u>	<u>28.00%</u>	<u>59</u>	<u>10 or 22+</u>	<u>3.33</u>	<u>3.10</u>	<u>52.03%</u>	<u>-0.23</u>
	<u>Hospital</u>	<u>653</u>	<u>836</u>	<u>28.00%</u>	<u>64</u>	<u>10 or 22+</u>	<u>3.59</u>	<u>3.32</u>	<u>100.00%</u>	<u>-0.27</u>
	<u>Kilfinane</u>	<u>789</u>	<u>1,010</u>	<u>28.00%</u>	<u>81</u>	<u>10 or 22+</u>	<u>4.59</u>	<u>3.81</u>	<u>100.00%</u>	<u>-0.78</u>
	<u>Murroe</u>	<u>1,377</u>	<u>1,694</u>	<u>23.00%</u>	<u>117</u>	<u>10 or 22+</u>	<u>6.61</u>	<u>5.82</u>	<u>66.79%</u>	<u>-0.79</u>
	<u>Pallasgrea</u>	<u>568</u>	<u>727</u>	<u>28.00%</u>	<u>60</u>	<u>10 or 22+</u>	<u>3.38</u>	<u>3.11</u>	<u>50.32%</u>	<u>-0.27</u>
	<u>Pallaskerry</u>	<u>651</u>	<u>836</u>	<u>28.46%</u>	<u>63</u>	<u>10 or 22+</u>	<u>3.53</u>	<u>3.60</u>	<u>86.28%</u>	<u>0.07</u>
Level 4	Aggregate	12,117	15,466	27.64%	1,191	-	65.78	142.69	-	76.90
Level 5	Settlements	5,469	6,453	17.99%	313	-	-	-	-	-
Level 6	Non-Census settlements	1,613	1,855	15.00%	91	-	-	-	-	-
Level 7	Open Countryside	57,521	61,936	7.68%	772	-	-	-	-	-
City and County	Totals	194,899	240,218	23.25%	15,591	-	417.37	766.31	-	343.59

1: The average densities for all settlements outside of the city are derived by combining serviced sites at 10 units to the hectare to accommodate 20% of the requirements for housing in this form, and the remainder as 'Residential Development Areas' in the form of medium to low density housing. The densities for 'Residential Development Areas' are set at 35 units to the hectare in Newcastle West and at 22 units to the hectare in all other zoned settlements.

2: The NPF requires that the proportion of new homes within the built up footprint should be at least 50% for the city and 30% for all other settlements. It should be noted that the zoning for new housing development in the settlements of Bruff, Cappamore and Foynes are immediately contiguous to the built up area.

3: Extant planning permissions (in part) included in these figures (Adare, Patrickswell, and Bruff)

4: There are zoning objectives for all Level 4 settlements in the Draft Plan except for Adare, Askeaton, Croom and Patrickswell. A percentage of the population growth ranging from 5% to 15% is expected to be accommodated within the town or village centre zoning. Where there are deficits between the quantum of zoned land required and that which is available, it is expected that the balance of demand will be met from within the town or village centres through renovation or infill development.

2.10 Settlement Strategy

2.10.1 Introduction

The Settlement Strategy sets out the role of each settlement on the hierarchy, settlement size, population distribution and the pace of growth identified for each settlement, over the lifetime of the Draft Plan. The Settlement Strategy provides a planning framework for the nature and location of development and population growth over the 6 year life span of the Draft Plan.

The aim of the Settlement Strategy is to provide a strong network of settlements, which can facilitate the balanced growth of Limerick, over the lifetime of the Draft Plan. The Settlement Strategy will guide where new development should appropriately take place in Limerick. The development of settlements will be promoted in a planned and sustainable manner, whilst seeking to enhance quality of life for all residents.

In order to align with the provisions of the NPF and RSES, the Settlement Strategy and overall vision for Limerick, the Council will continue to utilise all policy avenues available to it to ensure the optimum delivery of residential development over the lifetime of the Draft Plan, from both the public and private sectors.

Underpinned by national and regional planning policy, the Settlement Strategy (Chapter 2) and Housing Strategy (Chapter 4), including Housing Need Demand Assessment encourages new developments to locate within Limerick City, existing towns and villages, where social and infrastructural services are in place, to support development and where services may be provided or developed in the future.

The concept of developing a 10 minute city/town with a series of neighbourhoods and vibrant towns and villages, which are compact, that can support a range of jobs, services and housing choice, not only provide the basis of strong economies and communities, but also support a greater range of sustainable modes of transport, both within and between settlements. The development of a network of settlements that work together to the benefit of Limerick and all its inhabitants, including those in rural areas can only occur in a planned way. The main tool of achieving this, is a robust Settlement Strategy. A Settlement Strategy is the enabler of growth and sets out the overall approach to development over the lifetime of the Draft Plan, in line with national and regional policy guidance.

In order to deliver the ambition set out in the NPF and the RSES, which is to continue to secure economic growth and increased productivity in Limerick, it is essential that there is a clear and coherent strategy in place, outlining how and where this growth will take place. This Settlement Strategy seeks to support the strengthening of Limerick City and Environs, Newcastle West and Kilmallock as Key Towns and Limerick's towns and villages. The Settlement Strategy seeks to create attractive living and working environments that will make Limerick an attractive location in which to live and work.

Policy SS P1 - Settlement Strategy - It is a policy of the Council to:

- a) Align with the provisions of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region.
- b) Accord with the Core Strategy set out in Chapter 2: Core Strategy and the Draft Housing Strategy, including the Housing Needs Demand Assessment for Limerick set out in Volume 6 of the Draft Plan.
- c) Seek to promote the creation of sustainable places and healthy communities, while ensuring that development occurs at an appropriate pace and that infrastructure is delivered in tandem to support this growth.

2.10.2 National and Regional Policy Context

One of the NPF's core principles is to 'ensure a high standard quality of life to future residents as well as environmentally and socially sustainable housing and place-making, through integrated planning and consistently excellent design'. The RSES growth strategy employs a robust evidence-based approach, to derive a settlement hierarchy, which identifies locations for population and employment growth, with matched consistency and alignment with national and regional policy. Limerick's framework for growth is therefore guided and directed by both the NPF and the RSES infrastructure and service investment, to satisfy and accommodate future growth needs.

The Settlement Strategy for Limerick focuses on the creation of sustainable communities, including increased density and compact growth, in line with national policy, where appropriate and the provision of a wide range of household types and tenures for Limerick.

2.10.3 Settlement Hierarchy

The settlement hierarchy for Limerick, which is set out in Chapter 2: Core Strategy, consists of different Levels of settlements ranging from small rural villages to larger towns and Limerick City Metropolitan Area at the top of the hierarchy. Chapter 2: Core Strategy of the plan also includes a methodology on how the settlement hierarchy was determined. Each settlement has an important function at a local level and some at a regional level, in supporting jobs, providing services and a mix of housing, as well as acting as a focal point for community networks and activities. The settlement hierarchy for Limerick has been developed to take account of the role and function of each settlement, aligned to the new hierarchical format set out in the RSES, which correlates with the Core Strategy and is underpinned by a Housing Strategy and Housing Need Demand Assessment (HDNA), as required under the National Planning Framework.

Policy SS P2 - Development of Limerick in accordance with the Settlement Hierarchy – It is a policy of the Council to develop Limerick in accordance with the Settlement Strategy and Hierarchy and to require future residential development to locate at and be of a scale appropriate to, the settlement and growth levels identified in the Core Strategy.

Objective SS O1 - Capacity of Town/Village to Absorb Development - It is an objective of the Council that development within towns and villages shall be considered on the basis of its connectivity to the existing town/village core, capacity (infrastructural, social, cultural and economic), good design, community gain and proper planning and sustainable development.

Development will be encouraged to locate within the built up footprints of Limerick City Metropolitan Area, towns and villages across Limerick, in accordance with [the overall objectives for spatial development set out under Chapter 3 Spatial Strategy, the objectives set out under the](#) Local Area Plans, settlement boundaries and in accordance with zoning objectives ~~and the Settlement Strategy set out below.~~

[Further to Objective SS O2 Monitoring Growth below, Chapter 13 sets out details in relation to Implementation and Monitoring of development.](#)

Objective SS O2 - Monitoring Growth - It is an objective of the Council to monitor growth patterns and the pace of growth within individual settlements and apply appropriate management measures in ensuring compliance with the Core Strategy. The additional households permitted within each settlement shall not exceed the growth identified in the Core Strategy Table in Chapter 3.

~~**Objective SS O1 - Compact Growth** – It is an objective of the Council to strengthen the core of settlements and encourage compact growth, through the development of infill sites, brownfield lands, under utilised land/buildings, vacant sites and derelict sites, within the existing built up footprint of the settlements and develop outwards from the centre in a sequential manner.~~

~~**Objective SS O2 - High Quality Design** – It is an objective of the Council that residential development proposals shall be prepared, designed and laid out, in accordance with the standards as set out in Chapter 11: Development Management Standards and Section 28 Ministerial Guidelines. This includes promoting higher densities, high quality design, layout and public realm for new residential development appropriate to its location and surrounding context, while recognising the need to protect existing residential communities and the established character of the area, to which the development will be inserted.~~

~~**Objective SS-O4 – Prevention of Urban Sprawl**—It is an objective of the Council to prevent linear roadside frontage development on roads leading out of towns and villages in order to retain the identity of towns/villages, to prevent sprawl and to ensure a distinction in character between built up areas and the open countryside.~~

-New Chapter 3 Spatial Strategy:

Explainer Note: This is a new Chapter: Spatial Strategy (This Chapter replaces Chapters 3 and 10 of the Draft Plan). Policy and Objective numbering have also been revised to correspond with this revision.			
No.	Amendment	Section/ Objective	Submission No.
1.	Replace Chapter 3 and Chapter 10 of the Draft Plan with a new Chapter 3 Spatial Strategy in response to submissions received during the public consultation process. Policy and Objective numbering have also been revised to correspond with this revision. New text is included in <u>green</u> while text deletions are outlined in red .	New Chapter 3	225,148, 249, 235, 117, 129, 87, 201, 258, 223 & 44

Chapter 3 – ~~Settlement and Housing~~ Spatial Strategy (This Chapter replaces Chapters 3 and 10 of the Draft Plan, with elements of Chapter 3 relocated to Chapters 2 and 4)

Section 1: Introduction and Overall Objectives

3.1 Introduction

This chapter sets out the spatial strategy ~~policies and objectives aimed at providing~~ for the sustainable population growth ~~for~~ of Limerick, in accordance with the Core Strategy, whilst achieving a balance between social, economic and environmental factors. This Chapter comprises the following sections:

-Section 1 Compact Growth which sets out the key concepts and objectives for achieving the spatial strategy, including compact growth, place making and active land management initiatives;

-Section 2 Spatial Strategy which sets out the pattern of envisaged development including:

-Section 2a Limerick Metropolitan Area, which outlines the strategies accompanying this Draft Plan which combine to inform the overall spatial strategy, the key revitalisation initiatives to help transform Limerick City Centre, the key opportunity sites and areas which will enable the transformation of the City's urban environment and an outline of the spatial development of the remainder of the Limerick Metropolitan Area.

-Section 2b Limerick County, which outlines the spatial strategies for the Level 2 to 6 settlements and initiatives facilitating the revitalisation of towns and villages.

Key concepts in the setting out of the spatial strategy include revitalisation and compact growth. The City, Environs, towns and villages in Limerick have significant capacity for revitalisation of the built environment and the development of infill, brownfield and underutilised urban lands. Development within existing settlements will ensure the efficient use of infrastructure, achieve compact growth objectives and cater for the residential and employment targets for Limerick set out in the National Planning Framework, in a sustainable manner. The highest quality-built environments will be achieved through the principles of place-making outlined in this chapter. This chapter also outlines the various types of sites which will facilitate the achievement of compact growth in our urban settlements and the measures of active land management in place, to stimulate development on public and private owned lands.

Place-making, compact growth, active land management, as well as addressing the impact of climate change, are some of the key themes to be considered in terms of the ~~growth~~ spatial strategy for Limerick. There is also the key objective, which is to create attractive and liveable

environments, where more people will choose to live. In order to deliver compact growth, whilst ensuring a high quality of life for residents in Limerick, it is imperative that the Council protects and enhances residential amenities, through enabling the creation of vibrant, sustainable neighbourhoods. This will be facilitated through access to good housing choice, regeneration and revitalisation, open space and recreation, a range of quality and sustainable transport options and appropriate levels of retail, social and community infrastructure to support our residential communities as set out in the various chapters of this Draft Plan.

Limerick has plans for unprecedented, transformative, dynamic and compact revitalisation that will reposition it as an extremely attractive European destination in which to invest, work and live, now and in the future. The economic, physical and social revitalisation of Limerick is changing the face of the City and County and leading the transformation of the Mid-West of Ireland, into an attractive and dynamic national and international destination.

Further to the concept of compact growth, a number of accompanying strategies have combined to develop and inform the spatial strategy for the Metropolitan Area. In this regard, the spatial strategy is underpinned by the Housing Strategy, Limerick 2030 Plan, the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS), the Building Heights Strategy and Retail Strategy. This chapter briefly introduces these plans, as well as a number of revitalisation projects and opportunity sites and areas, supported by the Limerick Regeneration Framework Implementation Plan (LRFIP), which will contribute to the transformation of Limerick's urban environments.

3.2 Policy Context

3.2.1 National Planning Framework

The National Planning Framework (NPF) ~~National Strategic Objective for Compact Growth,~~ aims to strengthen and grow our cities and metropolitan areas, harnessing the combined strength of our four regional cities, as a counterbalance to Dublin, through quality development, revitalisation and compact growth. The NPF envisages Limerick as the principal focus within the Region with the potential to generate and be the focus of significant employment and housing growth. The NPF supports ambitious growth targets to enable Limerick City to grow by at least 50% to 2040 and to enhance its significant potential to become a city of scale.

The NPF set out proposals for the preparation of a Metropolitan Area Strategic Plan (MASP) for the Limerick Metropolitan Area, incorporating Shannon. The NPF recognizes the Limerick Shannon Metropolitan Area's growth potential with existing third level institutes and international airport and port facilities. The NPF aims to build on these strengths, while improving livability with key growth enablers, including proposals to implement and extend

Limerick City Centre in accordance with the Limerick 2030 Economic and Spatial Plan, enhance opportunities for education and employment and road connectivity to Shannon Airport and Shannon Foynes Port, Cork and Waterford. The NPF also aims to provide a citywide public transport network with enhanced accessibility from the centre to the National Technology Park, university and airport, develop a strategic cycleway network, encourage inner city development and regeneration and develop and diversify the existing communities in the city.

The NPF recognises that in order to achieve more compact development, focus is required on the following four key areas:

- The 'liveability' or quality of life of urban places;
- Making the continuous revitalisation and development of existing built up areas as attractive and viable as greenfield development;
- Tackling legacies such as concentrations of disadvantage in central urban areas;
- Linking revitalisation and redevelopment initiatives to climate action.

The National Planning Framework acknowledges that there are many examples of vibrant rural communities across Ireland in towns and villages, as well as within the open countryside. However, the NPF also acknowledges the challenges facing rural communities. The role of rural towns as local drivers for their surrounding area, supporting homes, jobs, clusters of services and transport hubs is recognised. The NPF acknowledges that changing settlement patterns have resulted in increased building vacancy within many towns and villages, adversely impacting on the vitality of these settlements. The NPF objectives therefore seek to strengthen and diversify rural towns to be a focus for local housing and employment growth, based on compact growth, revitalisation and development of vacant and derelict sites and utilising new technology and digital connectivity. The decline of villages also needs to be tackled by sustainable-targeted measures that address vacant premises and deliver sustainable reuse and revitalisation outcomes.

3.2.2 Regional Spatial and Economic Strategy for the Southern Region

The Regional Spatial and Economic Strategy for the Southern Region (RSES) is a 12 year strategic regional development framework to guide evolution of our society, environment, economy and use of land. The RSES supports the delivery of Project Ireland 2040 comprising the National Planning Framework (NPF) and the National Development Plan 2021-2030. The RSES includes a Metropolitan Area Strategic Plan for Limerick-Shannon (MASP) to secure long term transformational and rejuvenation focused city growth.

In setting out the Spatial Strategy, consideration must be given to the Regional Planning Objectives (RPOs) of the ~~Regional Spatial and Economic Strategy~~ RSES ~~for the Southern Region,~~ including those which support the compact growth, revitalisation, brownfield and infill development objectives of the National Planning Framework. To achieve compact

growth, the RSES seeks to prioritise housing and employment development in locations within and contiguous to existing urban footprints, where it can be served by public transport, walking and cycling networks [such as proposed under the Limerick Shannon Metropolitan Area Transport Strategy](#). Strategic initiatives, which will achieve the compact growth targets on brownfield and infill sites, are sought, including site assembly for revitalisation and the promotion of brownfield lands over greenfield developments in all urban areas. The RSES also seeks the targeting of measures to reduce vacancy in our building stock and investment in refurbishment, to bring underutilised properties into residential use. [These concepts set the basis for the formation of the spatial strategy for settlements across the Limerick Metropolitan Area and County Limerick and are a cross cutting theme of the various chapters of this Development Plan.](#)

3.2.3 Limerick Shannon Metropolitan Area Strategic Plan

The Limerick Shannon Metropolitan Area Strategic Plan (MASP) Policy Objectives aim to promote a cohesive Limerick Shannon Metropolitan Area with:

- The City Centre as the primary location at the heart of the Metropolitan Area and Region;
- Compact growth and revitalisation of Limerick City Centre and suburbs;
- Active land management initiatives to deliver housing and employment locations in a sustainable, infrastructure led manner.

The MASP supports the consolidation, revitalisation and continued investment in Limerick City through Limerick 2030 and Limerick Regeneration, to drive its role as a vibrant living, retailing and working City, as the economic, social and cultural heart of the Limerick Shannon Metropolitan Area and Region. The MASP supports innovative approaches to securing long term transformational and rejuvenation focused compact City growth, including unlocking the potential of centrally located sites. Sustainable densification will be facilitated through the assembly of brownfield sites for revitalisation of the City Centre. High quality, mixed-use sustainable and transformative projects will set national and international good practice standards in innovation, quality design, exemplary urbanism and place-making.

The MASP supports a number of key infrastructure and transformative projects within Limerick City of relevance to [setting out the spatial strategy](#) ~~this chapter~~ including:

- City Centre Consolidation and Revitalisation based on Limerick 2030, comprising social, physical and economic revitalisation and formation of a higher density Georgian Living City with all essential services and community facilities;
- Densification of development in the City Centre, including identification and assembly of brownfield sites for development;

- Development of key strategic sites including Opera [Square site](#), Cleeves, Arthur's Quay and continuation of the riverside links;
- Continued investment in the City's Regeneration Areas;
- Public realm improvements in the City Centre including the development of a City-wide interconnected set of public parks, urban renewal within the Georgian Quarter;
- Progressing the sustainable phased development of areas for housing and the development of public transport and infrastructure, in areas such as Mungret;
- The continued expansion of the City's third level institutions and integration with the wider City and Region, including the provision of specific facilities to address educational and social deprivation;
- The World Class Waterfront Project along the River Shannon to reinvent the City Quays as the main entertainment and leisure destination for the City.

In addition to the above, Limerick City and County Council will have regard to the following plans, guidance documents and initiatives (and subsequent relevant publications):

- *Limerick 2030: An Economic and Spatial Plan for Limerick;*
- *Limerick Regeneration Framework Implementation Plan;*
- *Urban Regeneration and Development Fund;*
- *Living City Initiative;*
- *Our Rural Future: Rural Development Policy 2021-2025;*
- *Rural Regeneration and Development Fund.*

3.2.4 A Collaborative Approach

The Southern Region's three Cities (Cork, Limerick and Waterford) and their Metropolitan Areas are primary economic engines for the Region. The RSES promotes a co-ordinated, co-operative, and collaborative intra-regional partnership between the Region's three Cities and their Metropolitan Areas and Galway in the Northern and Western Region. Limerick City and County Council are committed to a collaborative intra-regional partnership approach between the Limerick-Shannon, Cork, Waterford and Galway regions.

Limerick City and County Council recognise that it is a national and regional priority that the Limerick-Shannon Metropolitan Area achieves its full potential and are committed to achieving the objectives set out therein. In this regard, Limerick City and County Council are committed to continuing the collaborative approach undertaken with Clare County Council to ensure the sustainable and co-ordinated development of the Limerick Shannon Metropolitan Area.

There is a history of public and private stakeholders working together for the betterment of the area, including the collaborative preparation of the Mid-West Strategic Area Plan, the Strategic Integrated Framework Plan for the Shannon Estuary and the Joint Retail Strategy. In addition, a current example is the Shannon Consortium, comprising a collaborative alliance between the three higher level institutes of UL, Mary Immaculate College and Technological University of the Shannon, aiming to establish the region as an area of excellence in teaching, learning and learner support.

3.3 Compact Growth

The National Planning Framework's National Strategic Outcome of Compact Growth is fundamental for achieving the sustainable growth of our urban settlements. Limerick City and County Council acknowledges the social and economic benefits of more compact settlements and is committed to delivering compact growth, through active land management and initiatives to revitalise urban settlements. The policies and objectives in this Draft Plan promote the efficient use of urban lands to achieve compact growth, through the intensification, consolidation and positive revitalisation of the City, towns and villages throughout Limerick.

The compact growth concept requires the provision of higher densities and mixed-use developments in urban settlements, in order to ensure a more efficient use of scarce lands and optimise public investment in infrastructure. This requires the integration of land use and transport, an intensification of use of existing underutilised lands and the consolidation of the built environment through the development of brownfield and infill lands, as well as the reuse of vacant and derelict buildings in urban settlements. In conjunction with the provision of social and green infrastructure, the principles of compact growth set the foundations for a higher quality of life, through the promotion of mixed-use settlements, served by sustainable modes of transport and the creation of an attractive environment in which to live, work and do business.

Successful compact growth requires enhanced connectivity and accessibility for pedestrians and cyclists, as well as the provision of viable public transport services through the concentration of higher density developments at strategic employment locations and along public transport nodes. There are many sustainability benefits of the compact growth concept compared to that of urban sprawl or greenfield developments at the edge of settlements. Such benefits include maximising the viability and cost efficiency of providing public transport and other infrastructure, as well as reduced car dependency and commuting times, which will facilitate the mitigation of climate change, through a reduction in traffic congestion, energy consumption and greenhouse gas emissions. Strategies such as the *Draft Limerick Shannon*

Metropolitan Area Transport Strategy and the *Climate Action Plan* are essential elements which support the objective of compact growth.

In accordance with the National Strategic Outcome of Compact Growth, the National Planning Framework requires 50% of all new housing in Limerick City to occur within the existing City and suburbs footprint, through the development of brownfield and infill sites and revitalisation. Outside of Limerick City, 30% of all new homes are to be provided within the existing built-up footprints of settlements.

The Local Authority acknowledges the social and economic benefits of more compact settlements as outlined above. Therefore, this Draft Plan will continue to support the sequential approach to the delivery of development, with priority given to the revitalisation of settlements and the consolidation of the existing built environment, through the development of brownfield, infill and backland urban sites.

Policy CGR P1- Compact Growth and Revitalisation: It is a policy of the Council to achieve sustainable intensification and consolidation, in accordance with the Core Strategy, through an emphasis on revitalisation and the delivery of more compact and consolidated growth, integrating land use and transport, with the use of higher densities and mixed-use developments at an appropriate scale on brownfield, infill, backland, [state-lands](#) and underutilised sites within the existing built footprint of Limerick's City, Towns and Villages.

Objective ~~SS-04~~ [CGR 01](#)- Prevention of Urban Sprawl - It is an objective of the Council to prevent linear roadside frontage development on roads leading out of towns and villages in order to retain the identity of towns/villages, to prevent sprawl and to ensure a distinction in character between built up areas and the open countryside.

Objective ~~SS-03~~ [CGR 02](#) - Capacity of Town/Village to Absorb Development - It is an objective of the Council that development within towns and villages shall be considered on the basis of its connectivity to the existing town/village core, capacity (infrastructural, social, cultural and economic), good design, community gain and proper planning and sustainable development.

3.3.1 Place-making

Place-making is a collaborative approach to shaping, improving and creating high quality public places that are at the centre of every community. The concept is essential for the successful revitalisation of settlements and achieving compact growth in an attractive manner for all. Place-making involves the planning, urban design and management of public spaces in order to achieve an inclusive high quality of life and create a strong character, sense of place and belonging. Place-making should have cognisance to the physical, environmental, cultural

and social characters that define a particular place. The key contributor to and component of good place-making is community engagement.

Urban design principles such as those set out in the *Best Practice Urban Design Manual*, (2009) and *Design Manual for Urban Roads and Streets* (2013), play a key role in place-making. Good urban design aims to create public spaces that are vibrant, distinctive, safe, secure and accessible and which promote and facilitate social interaction.

The following principles of place-making should be incorporated into the design of any projects:

- Creation of character and sense of place through valuing and understanding the cultural, built and natural heritage;
- Creating diversity of functions and activities to enable viability and vitality;
- Provision of a highly adaptable urban structure for the future proofing of society and the economy;
- Providing an inclusive, high quality and safe network of connected streets and spaces;
- Providing priority for pedestrians, cyclists and public transport, avoid unnecessary street clutter and providing opportunities for improved health and wellbeing;
- Coherent, legible and attractive streetscapes – providing continuity and a strong sense of enclosure, variety of frontages, vibrancy and interest;
- Integration of various characteristics of quality places.

Place-making offers the opportunity to differentiate Limerick from other locations by delivering competitive and attractive urban areas in which to reside, work, invest and do business. The creation of urban areas that offer an attractive environment and a range of services and facilities to achieve a good quality of life are essential to allow investors attract and retain the skilled workforces and talent necessary to support and facilitate business and economic growth. Limerick City and County Council is committed to place-making and improving the quality of life for all.

3.3.1.1 Universal Design

Universal Design is the design and composition of an environment so that it can be accessed, understood and used to the greatest extent possible, by all people regardless of their age, size or ability.

Universal Design involves a considered approach to place-making based on an integrated assessment and understanding of the context and user needs. Universal Design permeates the principles that underpin our national and regional planning priorities and can add value at all levels in our planning system, creating responsive, functional and inclusive place-making and enabling the sustainable development of cities, towns and villages across Limerick.

By considering the diverse needs and abilities of everyone in the design process, Universal Design creates products, services and environments that meet the needs of all people who

wish to use them. This concept is not a special requirement for the benefit of a particular cohort of the population, but is a fundamental basis for good design. In this regard, an accessible, usable, convenient and pleasurable environment is of benefit to all of society.

The National Disability Authority's Centre for Excellence in Universal Design (CEUD) was established in 2007 under the Disability Act 2005. CEUD is dedicated to the achievement of Universal Design, enabling people to participate in a society that takes account of human difference and interact with their environment to the best of their ability. The CEUD sets out seven principles of Universal Design to guide the design of public spaces, products and communications. The Seven Principles of Universal Design include:

- Equitable Use;
- Flexibility in Use;
- Simple and Intuitive;
- Perceptible Information;
- Tolerance for Error;
- Low Physical Effort;
- Size and Space for Approach and Use.

3.3.1.2 Public Realm

The public realm generally refers to all areas to which the public has access, including roads, streets, lanes, footpaths, cycle lanes, signage, street furniture, parks, squares, open spaces and public buildings and facilities. The public realm therefore can create character and identity and has a significant impact on how the urban fabric functions, on social interaction and quality of life and on competitiveness and attractiveness as a place in which to live, work, invest, hold events or as a tourism destination. The planning, design and management of the public realm is therefore fundamental to successful revitalisation and is a cross cutting theme of this Draft Plan.

Responsibility for the public realm rests with both the public and private sector landowners and service providers. Elements such as overhead cables, utility boxes, excessive or poorly designed signage and shopfronts and a poorly considered mix of street furniture can combine to form poor visual amenity in the public realm. A simple, uncluttered and consistent design approach is fundamental to achieving a successful public realm. In areas of historic importance, traditional style signage, lighting columns and benches should be considered in any project.

The National Planning Framework references the Limerick 2030 Plan, which aims to create a modern City Centre that includes world-class office accommodation and residential developments, linked through a series of transformational City Centre public realm projects, including the Great Streets Programme. Limerick City and County Council is committed to improving public realm and support projects, which contribute positively to the revitalisation

of the public realm of Limerick including for example the O’Connell Street Revitalisation Project and the Wayfinding Strategy.

Objective CGR ~~01~~03- Place-making, Universal Design and Public Realm: It is an objective of the Council to:

- a) Ensure that all developments are designed to the highest quality with respect to the principles of place-making, universal design and public realm including the guidance set out under the *Urban Design Manual – A Best Practice Guide* (2009) and the *Design Manual for Urban Roads and Streets* (2013) [the Whole of Government National Disability Inclusion Strategy \(NDIS\) 2017-2022 and the 2020 DMURS Interim Advice Note – Covid 19 Pandemic Response.](#)
- b) Prepare and facilitate implementation of Public Realm Plans for settlements including Limerick City, Adare and Rathkeale.
- c) Ensure the construction of the highest quality and innovative designed buildings, in particular on the approaches to Limerick City, along the Riverfront/Quays, on important street corners or junctions, corner sites, the end of vistas and gateways, Town Centres and the edges of public squares or open space.

3.3.1.3 Brownfield Sites

Brownfield land is a term used to describe previously developed land that is not currently in use and which has the potential for redevelopment. Often such lands are of large scale and have previously been in use for industrial or commercial purposes and became derelict due to obsolescence, vacancy or demolition of structures. Some brownfield sites may have a legacy of contamination from operational activities or waste disposal.

Redeveloping brownfield sites provides opportunities for revitalisation of the built environment and reuse of existing infrastructure including roads and utilities. The Planning Authority will encourage the redevelopment of brownfield sites in settlements throughout Limerick, in accordance with the concept of compact growth and the Development Management Standards of this Draft Plan.

A number of strategic brownfield [consolidation](#) sites have been identified for redevelopment in Limerick City Centre, which will have transformational effects on the revitalisation of the City. Such strategic [consolidation](#) sites include, for example, ~~the~~ Opera [Square Centre](#), Cleeves Riverside Quarter, the University of Limerick Riverside Campus and Colbert Station Quarter. Some of these projects are briefly outlined under the Limerick City Revitalisation Projects and Opportunity Sites section further below.

3.3.1.4 Infill Sites

Infill land is a term used to describe vacant or underutilised sites of all scales within existing developed areas of settlements. Such sites tend by definition to be relatively small and comprise lands that fill gaps in otherwise continuously built-up frontages. A large number of infill type sites have been identified for development throughout Limerick City and County. The development of infill sites will facilitate the most sustainable use of urban land and existing infrastructure, while facilitating compact growth. Infill development can often form one aspect of larger revitalisation schemes, including in the Regeneration Areas in Limerick City.

The Planning Authority will encourage the appropriate development of infill sites in accordance with the Development Management Standards of this Draft Plan. However, in certain limited circumstances the Planning Authority may consider a justified relaxation of planning standards in the interest of achieving sustainable compact growth. Infill developments should be appropriate to the character of the streetscape, enhancing its context and integrating with its surroundings. In this regard, infill development should respect and complement the prevailing scale of the built environment while ensuring the preservation of the amenities of adjoining residential properties.

3.3.1.5 Backland Sites

Backland is a term used to describe sites which are located to the rear of existing buildings, often with no street frontage and usually within predominantly residential areas. A backland site is usually a section of large garden with road access at the rear or side of a property. Larger backland sites can be formed through the amalgamation of a number of large adjoining rear gardens. Along with rear gardens, which may contain garages or other ancillary buildings, backland sites often comprise larger areas of lands left over after development, or perhaps, industrial or other non-residential structures.

The Planning Authority will encourage the development of backland sites where appropriate opportunities exist in accordance with the Development Management Standards of this Draft Plan. When poorly designed, the development of individual backland sites can conflict with the established pattern and character of development in an area and result in the loss of potential access to larger amalgamated backland areas. Therefore, the Planning Authority will encourage landowners to prepare masterplans for the development of all backland sites in a particular row to avoid a piecemeal approach and ensure the long term maximum development potential of such lands are realised. The design of any backland development shall avoid significant loss of amenity to existing residential properties by reason of loss of privacy, overlooking and excessive overshadowing.

Objective CGR ~~03~~ 04- Urban Lands and Compact Growth: It is an objective of the Council to:

- a) Deliver 50% of new homes within the existing built up footprint of Limerick City and Suburbs and 30% of new homes within the existing built up footprint of settlements, in a compact and sustainable manner in accordance with the Core and Housing Strategies of this Draft Plan.
- b) Encourage and facilitate sustainable revitalisation and intensification of brownfield, infill, underutilised and backland urban sites, subject to compliance with all quantitative and qualitative Development Management Standards set out under Chapter 11 of this Draft Plan.
- c) Continue to work proactively with key state agencies, such as the LDA to bring forward, brownfield urban underutilised state land which can contribute to the delivery of compact growth within an urban context, subject to Development Management Standards set out under Chapter 11 of this Draft Plan.
- d) Encourage residential development in the City Centre zone by requiring at least 20% of new development comprise residential use. Exceptions may be made on a case by case basis, where residential use is not deemed compatible with the primary use of the site e.g. museums/tourist attractions etc.
- e) Require **multiple** owners of large scale urban sites to develop a masterplan for the coherent and sustainable development of such lands, addressing issues of the sustainable use of available lands, preservation of existing residential amenity, access, urban design and connectivity. These Masterplans shall set out the framework for the sustainable, phased and managed development of a particular area. The Masterplan should include the written consent of all landowners, where applicable, a conceptual layout, infrastructure proposals including any consultation with service providers and phasing details.

Policy CGR P2 - Monitoring of Brownfield/Infill Sites: It is policy of the Council to monitor the development of brownfield and infill sites and their contribution to delivering on the targets established, over the lifetime of the plan.

3.3.2 Active Land Management

The creation of compact, dense and sustainable urban centres as envisaged in the National Planning Framework, requires the use of active land management to bring vacant and underutilised land in urban areas into beneficial use. Such management ensures a more effective return on State investment in infrastructure and counteracts unsustainable patterns of development, namely urban sprawl. Publicly owned land plays an important role in active

land management allowing for integrated urban development, the construction of high quality affordable housing and the provision of timely and cost effective infrastructure.

Through the functions of the Community and Housing Directorates in relation to paint schemes, vacant homes, dereliction, vacancy and re-use initiatives, the Local Authority will continue to actively pursue the revitalisation of settlements across Limerick. In addition, through the development of projects by Limerick 2030 and the Land Development Agency, significant tracts of brownfield lands in Limerick City Centre will be revitalised in a compact manner.

Limerick City and County Council envisages that effective approaches to revitalisation by the public sector will facilitate and encourage the mobilisation of development land in private ownership, to generate housing supply and create high quality neighbourhoods in the settlements. Key legislative components of active land management with respect to private owned lands are the Vacant Site Levy, Derelict Site Levy and incentives of the Development Contribution Scheme. This Draft Plan sets a framework to secure the revitalisation of areas in need of renewal and supports the active land management mechanisms to address areas of urban decay, dereliction and vacancy in the urban environment.

Objective CGR 04 05 - Active Land Management: It is an objective of the Council to:

- a) Promote an active land management approach through cooperation with relevant stakeholders and infrastructure providers to deliver enabling infrastructure to achieve compact growth.
- b) Support and facilitate the reuse and revitalisation of derelict, vacant and underutilised sites and disused buildings throughout Limerick for residential, economic, community and leisure purposes.
- c) Establish a database of strategic brownfield and infill sites in the City Centre to be updated on an annual basis to monitor the progress of the active land management measures.

3.3.2.1 Vacant Site Levy

The Urban Regeneration and Housing Act 2015 (the Act) provides for the imposition of a vacant site levy. The vacant site levy is a key active land management tool in delivering the goals of the NPF, such as ensuring the efficient use of land, limiting the sprawl of urban development, regenerating urban areas and in doing so making a positive contribution to meeting housing needs. The levy is aimed at incentivising the use of vacant sites and buildings in urban areas for residential and regeneration purposes.

Limerick City and County Council will continue to examine lands within the City and County, as appropriate, for the purposes as set out in the Urban Regeneration and Housing Act 2015, in relation to the vacant site levy.

The vacant site levy aims to promote the appropriate development and renewal of urban sites and areas, identified having regard to the core strategy, that are in need of regeneration, in order to ensure there is no:

- (i) adverse effects on existing amenities and facilities in such areas, in particular as a result of the ruinous or neglected condition of any land;
- (ii) urban blight and decay;
- (iii) anti-social behaviour; or
- (iv) shortage of habitable houses or of land suitable for residential use or a mixture of residential and other uses.

This objective shall relate to all zoned lands in Limerick.

Under the Act, Limerick City and County Council has compiled a register of vacant sites within its functional area that are suitable for the provision of housing, but are not being progressed for development. The Vacant Site Register was established on January 1st 2017 with levies being charged on an annual basis since January 2019. An identified vacant site can be entered onto the Register when the Local Authority is of the opinion that it has been vacant for a minimum of 12 months preceding its entry onto the Register. The Planning and Development (Amendment) Act 2018 amended certain provisions of the Urban Regeneration and Housing Act including an increase in the vacant site levy from 3% to 7% of the market value of the lands.

Objective CGR 05 O6- Vacant Site Levy: It is an objective of the Council to utilise the provisions of the Urban Regeneration and Housing Act 2015 (as amended), including the continued maintenance of a Vacant Site Register to facilitate the appropriate re-use and development of vacant and underutilised sites on zoned lands in Limerick that are in need of renewal or revitalisation.

3.3.2.2 Derelict Sites

While the Vacant Site Levy is a land activation mechanism aimed at encouraging landowners in urban areas to develop residential or regeneration land, primarily for the purposes of housing, the Derelict Site Levy is a mechanism aimed at improving the character of an area, by addressing derelict buildings and sites. In accordance with the Derelict Sites Act 1990 (the Act), a Derelict Site is defined as any land which detracts, or is likely to detract, to a material degree from the amenity, character or appearance of land in the neighbourhood in question because of:

- a) Structures which are in a ruinous, derelict or dangerous condition;

- b) The neglected, unsightly or objectionable condition of the land or structures on it, or;
- c) The presence of litter, rubbish, debris or waste on the land.

Derelict Sites can have a negative impact on the social, visual and commercial aspects of a neighbourhood. The Act places a duty on every owner and occupier of land to take all reasonable steps to ensure that the land does not become or continue to be in a derelict state. The Local Authority maintains a Derelict Sites Register and actively takes all reasonable steps to ensure that any land situated in this administrative area does not become or continue to be a derelict site.

Under the Act, the Local Authority is entitled to:

- Serve a Notice on the owner/occupier specifying works to be carried out to prevent or abate dereliction;
- Acquire by agreement or compulsorily any derelict site situated within its administrative area;
- Impose an annual levy on any derelict site, which is considered to be urban land, within its administrative area which stands entered on the Derelict Sites Register on the 1st of January of that year. The levy shall be 3% of the market value of the land or site.

Limerick City and County Council is proactive in identifying and seeking the improvement of such sites to address incidences of decay, prevent deterioration of the built fabric of our urban settlements and bring buildings back into active use. There are a small number of unfinished housing estates in Limerick, which are being pursued through the Derelict Sites Act. The Council will continue to work with developers, residents and all relevant stakeholders to secure the satisfactory completion of all developments in the County and to ensure that residential developments are taken in charge in accordance with the requirements of Section 180 of the Planning and Development Act, 2000 (as amended).

Objective CGR ~~06~~-07-- Derelict Sites: It is an objective of the Council to utilise the provisions of the Derelict Sites Act 1990, including the maintenance of a Derelict Site Register and CPO powers to address instances of dereliction and decay in the urban environment and bring properties back into active re-use.

Objective CGR ~~07~~-08- Unfinished Estates: It is an objective of the Council to actively work with all relevant stakeholders to secure the satisfactory completion of unfinished developments in the County in accordance with *Managing and Resolving Unfinished Housing Developments* (DoECLG 2011).

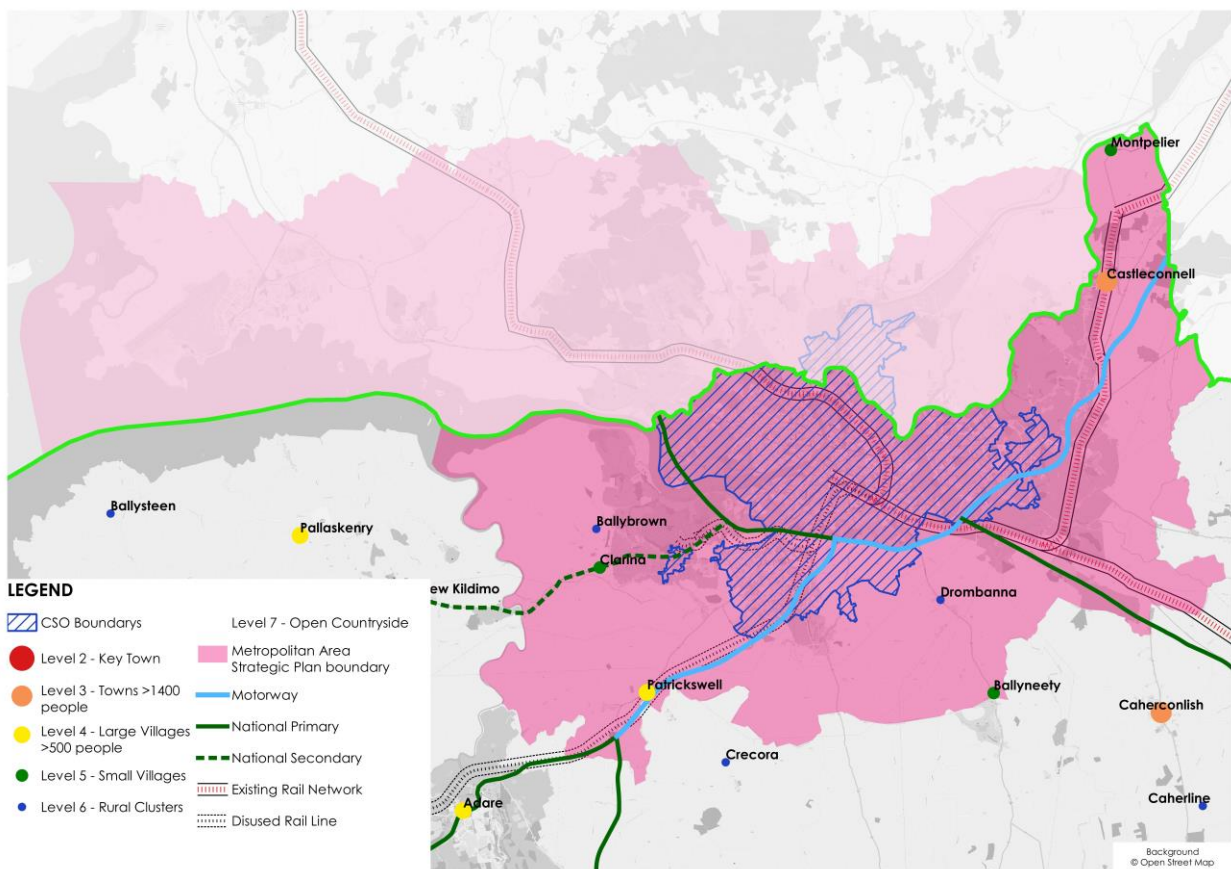
Section 2: Spatial Strategy

Further to the Settlement Strategy set out in Chapter 2, Core Strategy and Settlement Strategy, the following sections sets out the role of each settlement in the hierarchy (Section 2a Limerick Metropolitan Area and Section 2b County Limerick) and the Spatial Strategy to achieve the objectives for targeted population growth. Development of each of the settlements are supported by the Compact Growth and Active Land Management objectives set out under Section 1 of this chapter, in conjunction with the Development Management Standards set out under Chapter 11.

Section 2a: Limerick Metropolitan Area Spatial Strategy

3.4 Limerick Metropolitan Area Spatial Definition

The Limerick Shannon Metropolitan Area Spatial Plan covers the functional areas of both Limerick City and County Council and Clare County Council. The Limerick Metropolitan Area subject of the Spatial Strategy set out in this Chapter include Limerick City Centre, the continuous built up area of Limerick City Suburbs (as defined by the CSO) and the settlements of Mungret, Annacotty, Castleconnell, Patrickswell, Clarina and Montpellier. The spatial strategy for each of these areas is set out below.



Map 3.1: Limerick Metropolitan Area

3.4.1 Strengths, Constraints, Opportunities and Threats

<u>Strengths</u>	<u>Weaknesses</u>	<u>Opportunities</u>	<u>Threats</u>
<p><u>-Strategic location in relation to the other regional cities and Dublin;</u></p> <p><u>-Global and national trade and tourism connectivity via Shannon Airport, Shannon Foynes Tier 1 port, Shannon Estuary and Limerick Docklands;</u></p> <p><u>-Location on the Atlantic Economic Corridor;</u></p> <p><u>-Highly educated and skilled workforce;</u></p> <p><u>-Third level institutes University of Limerick, Technological University of the Shannon and Mary Immaculate College;</u></p> <p><u>-World-class infrastructure;</u></p> <p><u>-High-quality lifestyle;</u></p> <p><u>-Collective approach of its stakeholders.</u></p>	<p><u>-Movement of retail away from the City Centre;</u></p> <p><u>-Increasing online retail platform;</u></p> <p><u>-Loss of vitality and vibrancy on some streets;</u></p> <p><u>-Lack of investment in public transport;</u></p> <p><u>-Lack of centrally located high density developments and underutilised lands;</u></p> <p><u>-High levels of deprivation and social inclusion;</u></p> <p><u>-High unemployment in parts of the city, combined with a lack of social services, low education attainment.</u></p>	<p><u>-Strategic economic locations including Limerick City Centre, Raheen Business Park, Castletroy National Technology Park and Troy Film Studios;</u></p> <p><u>-Existing range of major multinational and national employers;</u></p> <p><u>-Strong base in ICT and Life Sciences (Med Tech/Pharma);</u></p> <p><u>-Investment in active travel and public transport;</u></p> <p><u>-Cost competitive environment;</u></p> <p><u>-Learning, training, research and development and innovation;</u></p> <p><u>- Wild Atlantic Way Gateway designation;</u></p> <p><u>-Tourism assets Thomond Park, King John's Castle, The Hunt Museum and the Shannon Estuary.</u></p> <p><u>-Culture and the night time economy.</u></p>	<p><u>-Changes to international corporate tax reduce Ireland's competitiveness at attracting FDI;</u></p> <p><u>-Housing supply is insufficient to meet existing and future demand, potentially acting as a barrier to growth;</u></p> <p><u>-Risk that economic recovery does not materialise as expected nationally or that growth in Mid West is relatively lower;</u></p> <p><u>-Climate change outturn deteriorates in 2020s, requiring faster and deeper adaptation and mitigation measures;</u></p> <p><u>-Covid 19 pandemic does not dissipate, with new emerging variants dampening growth until mid 2020s.</u></p>

Table 3.1: Limerick Metropolitan Area SWOT

3.4.2 Introduction to Level 1: Limerick City Metropolitan Area including Mungret and Annacotty

Limerick City and Environs has a population of 92,878 (CSO 2016) with a wide range of services, employment, leisure and retail facilities of regional significance for the surrounding catchment area. Mungret and Annacotty also play an important role within the City environs with populations of 277 and 2,930 respectively. The NPF supports ambitious growth targets to enable Limerick City and suburbs to grow by at least 50% to 2040 and to achieve its potential to become a City of scale.

The Limerick Shannon Metropolitan Area Strategic Plan, as set out under the RSES, recognises that for the Limerick Shannon Metropolitan Area to prosper and develop in a sustainable manner, a strong Limerick City is paramount. As the largest urban centre in the Mid-West, focus must be on the growth in population and employment, so that Limerick City can compete effectively for investment and jobs. To do this, growth must complement and consolidate the development of the City as a whole, to create a compact City region with improved supporting infrastructure, public transport improvements to provide linkages to local residential populations and the provision of high levels of community facilities and amenities. Provision must be made to bring about increased density and height of development within the footprint of developing sustainable mobility transport corridors and networks.

Policy ~~SS-P3~~ CGR P3- Level 1 – Growing Limerick City Metropolitan Area, including Mungret and Annacotty - It is a policy of the Council to strengthen and consolidate Limerick City Metropolitan Area as a key driver of social and economic growth in Limerick and become a vibrant living, retailing and working City. In accordance with national and regional policy it is a requirement that at least 50% of all new homes will be located within the existing built-up footprint of the settlement, in order to deliver compact growth and reduce unsustainable urban sprawl.

Objective ~~SS-O6~~ CGR O9 – Limerick City Metropolitan Area - It is an objective of the Council to:

- a) Promote development which incorporates a high quality, sustainable and inclusive approach to proposals in the City Metropolitan Area, which is supported by sustainable means of travel and which creates locally distinctive neighbourhoods and positively contributes to the existing built and natural heritage.
- b) Promote residential development in the historic areas of Limerick City, provided development is consistent with the architectural integrity and character of the area.

3.4.1 Developing a Spatial Strategy

The policies and objectives of this Development Plan will support and enable the delivery of the key growth enablers and transformational change envisaged for the Limerick Shannon Metropolitan Area in the NPF, RSES and MASP. The Local Authority will continue to seek investment through various funding mechanisms including the National Development Plan and Regeneration Development Funds.

In order to achieve the growth envisaged, the Core Strategy identifies a population growth target of 34,660 in Limerick City and Environs, including Annacotty and Mungret (population growth of 1,121 proposed) to 2028. This growth must be supported by the Housing Strategy and opportunities for employment. Community and educational facilities and amenities must be provided in tandem with this envisaged growth. To achieve projected population growth in a compact and sustainable manner, this Development Plan has identified 346.31ha. of land available over 153 no. of sites in the City and Environs, with zoning for residential, or residential and a mixture of uses. Infill and brownfield lands comprise 61.84% of the lands identified across the City and Environs. A further 10.03ha. of land across 5 no. of sites have been identified in the adjoining settlements of Mungret in the Southern Environs and Annacotty to the east of Castletroy.

To support employment growth this Development Plan, in addition to the City Centre, District Centre and Local Centre zonings, has identified 402ha. of undeveloped/ underutilised land available for Enterprise and Employment, Industry and High Tech/ Manufacturing in the Environs, Mungret and Annacotty.

In setting out the Land Use Zoning strategy, the Strategic Flood Risk Assessment has played a key role in informing the appropriateness of the zoning of lands with respect to the vulnerability of uses in the different flood zones, in accordance with the Flood Risk Management Guidelines for Planning Authorities. Subsequently, a Settlement Capacity Audit (SCA) was carried out for residential and undeveloped employment land. The SCA and accompanying maps as set out in Volume 2, examined the suitability of each of the sites in the land bank, with respect to the availability of infrastructure under Tier 1 (serviced) and Tier 2 (serviceable). In the case of the residential SCA, the tables also indicate the density standards applicable to each site and the indicative potential yield achievable (subject to consideration with respect to compliance with all relevant planning criteria, development management standards etc.). In this regard, as set out in the Core Strategy, the SCA identifies the potential for 12,400 no. of units across the City and Environs, Mungret and Annacotty.

The Land Development Agency (LDA) and Limerick 2030 plans to facilitate high density and mixed use developments on underutilised and brownfield sites in the city and suburbs, will create opportunities to achieve a critical mass of residential and employment population at an international level, to enhance the viability and vitality of the City Centre, while addressing instances of urban blight and decay. Some of the key transformational city consolidation sites identified for development, including the Colbert Quarter are set out further below. The development of such sites will be informed by the guidance set out under the Building Height Strategy.

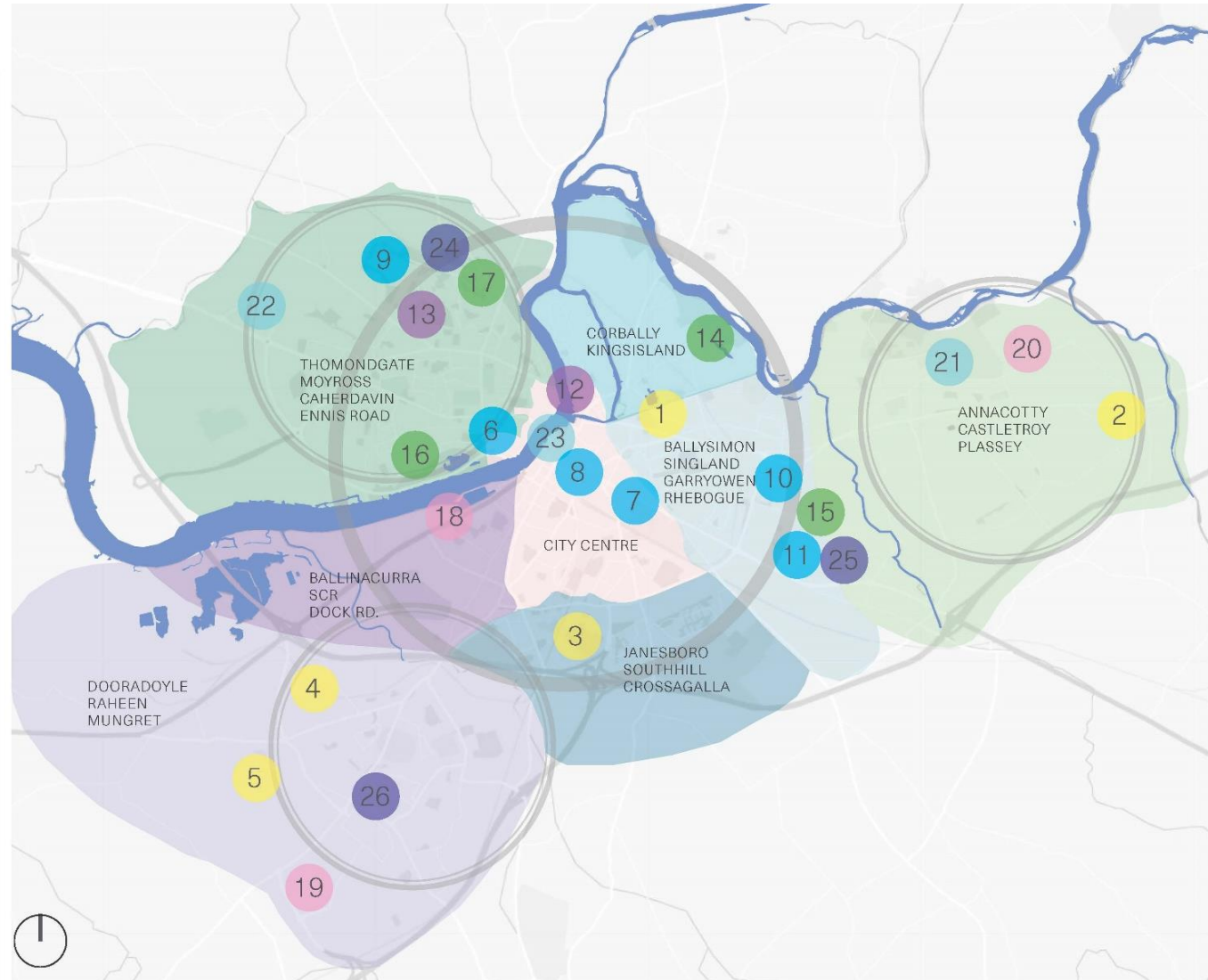
LSMATS will enhance active and public modes of transport and provide opportunities to improve health and wellbeing, while reducing carbon emissions and traffic congestion. The proposals set out under LSMATs with respect to the public transport corridors have facilitated determination of the density zones, with higher densities proposed in areas within walking distances of transport services. The Joint Retail Strategy will aim to re-establish the City Centre at the top of the Mid-West Region's retail hierarchy, maximising opportunities arising from Local Authority initiatives to enhance the customer experience of the City Centre.

The opportunities presented by the Regeneration Areas through the Limerick Regeneration Integration Framework Plan (LRIFP) will address services, facilitate education and training and provide additional housing stock and employment opportunities, which is supported through the objectives of this Draft Plan. The objectives for the Regeneration Areas are set out further below in this chapter.

The aforementioned strategies combine to develop a strategy for the spatial development of the Limerick Metropolitan Area, which will facilitate the achievement of NPF objectives for Limerick to become a city of scale over the lifetime of the Development Plan and demonstrate how the vision for the Limerick Shannon MASP will be implemented.

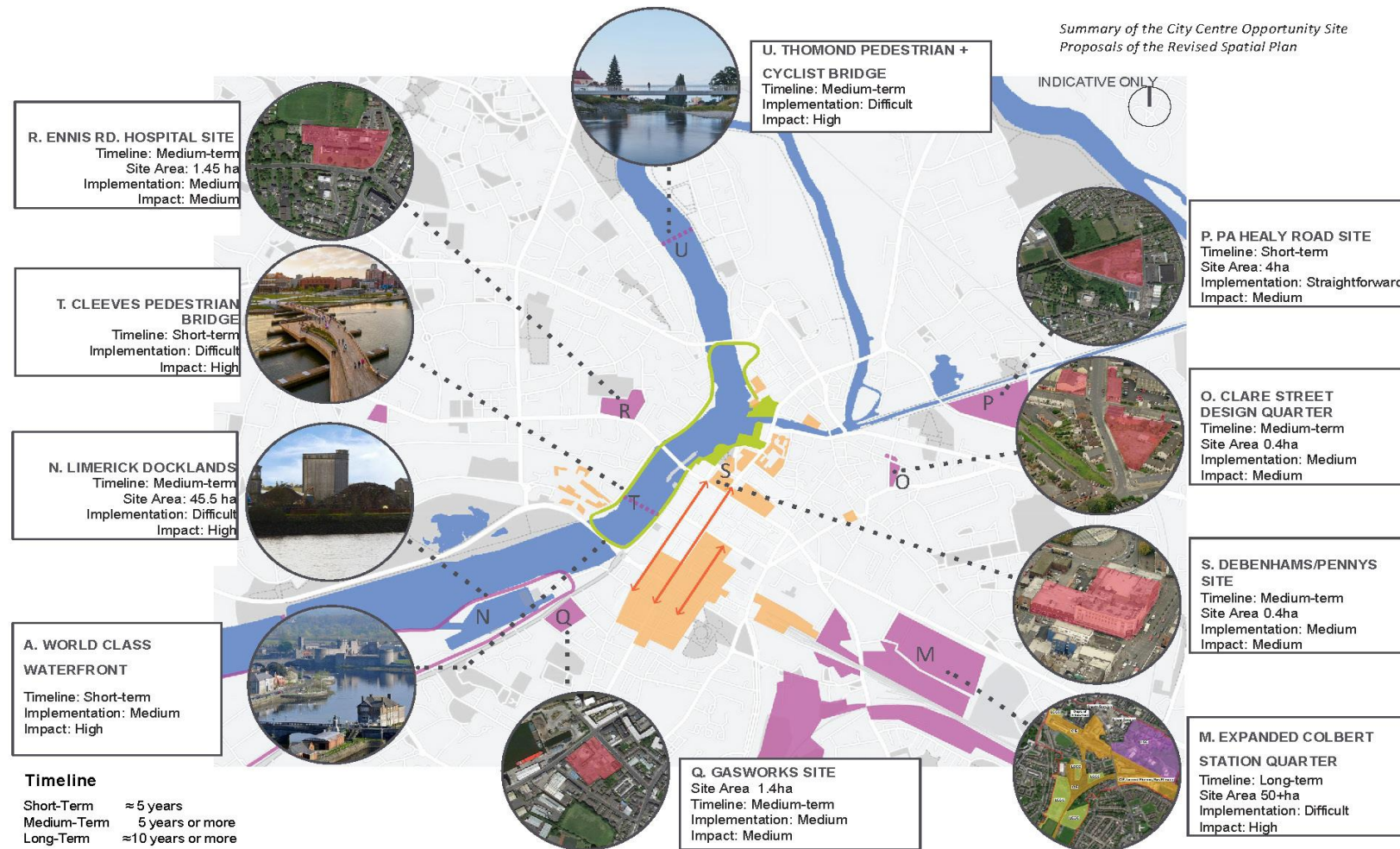
OPPORTUNITIES + DESTINATIONS

Housing Opportunities	
1	Pa Healy Road Site
2	Annacotty Housing Lands
3	Hogan Place
4	Ballykeefe Site
5	Mungret Lands
Mixed-Use Opportunities	
6	Cleeves Riverside Quarter
7	Colbert Quarter
8	Georgian Core
9	Moyross Consolidation
10	Parkway Valley Site
11	Towlerton Lands
Civic/Cultural/Commercial Opportunities	
12	Arthurs Quay/ Opera /Merchants Quay
13	Thomond Park
Green Spaces + Amenities	
14	Shannonfields
15	River Groody Valley
16	Westfield Wetlands
17	Green Areas adjacent to Moyross
Enterprise & Employment Lands	
18	Limerick Docklands
19	Employment Lands Raheen
20	IDA Lands Castletroy
Educational Expansion	
21	University of Limerick Castletroy
22	Coonagh/ Moylish Educational Lands
23	University of Limerick City Centre Site
Healthcare Developments	
24	Proposed Private Hospital Moyross
25	Proposed Private Hospital Ballysimon
26	University Hospital Expansion
LEGEND	
c. 2.5 km radius / City Centre	
c. 1.5 km radius / Suburb	



Map 3.2: Limerick Opportunities and Destinations

5. Spatial Opportunities



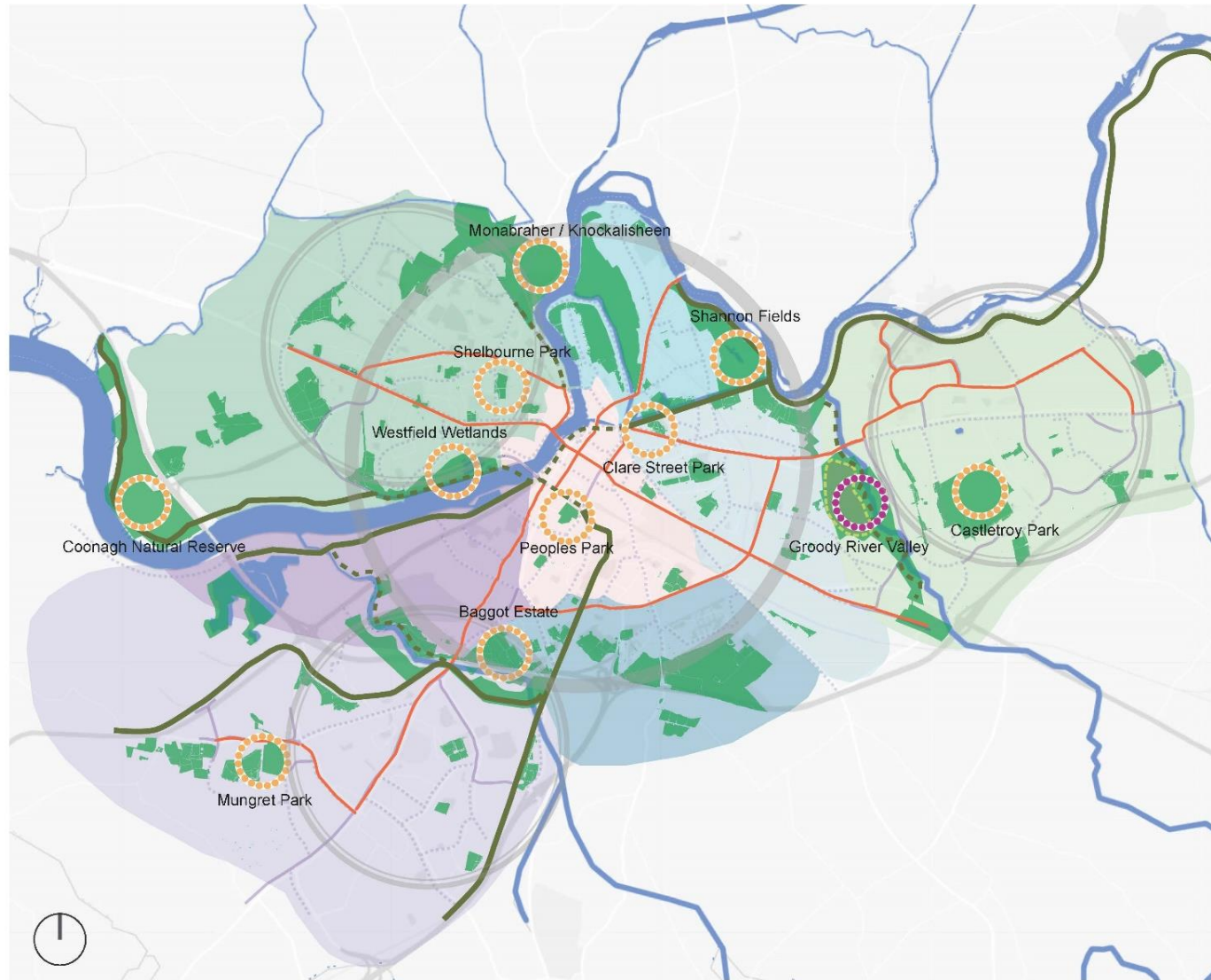
GREEN AND BLUE NETWORKS

LEGEND

- Blue Network 
- Green Spaces 
- Natural Amenity Area 
- Green Routes 
- Key Green Spaces and Amenities 
- Potential Future Key Green Spaces and Amenities 
- Primary Routes 
- Existing Cycle route 
- Proposed Cycle route 
- Potential Future Green route 
- c. 2.5 km radius / City Centre 
- c. 1.5 km radius / Suburb 

NEIGHBOURHOODS

City Centre	Corbally	
	Kingsisland	
Ballinacurra	Thomondgate	
Scr	Moyross	
Dock Rd.	Caherdavin	
	Ennis Road	
Annacotty	Janesboro	
Castletroy	Southhill	
Plassey	Crossagalla	
Dooradoyle		
Raheen		
Mungret		
Ballysimon		
Singland		
Garryowen		
Rhebogue		



Map

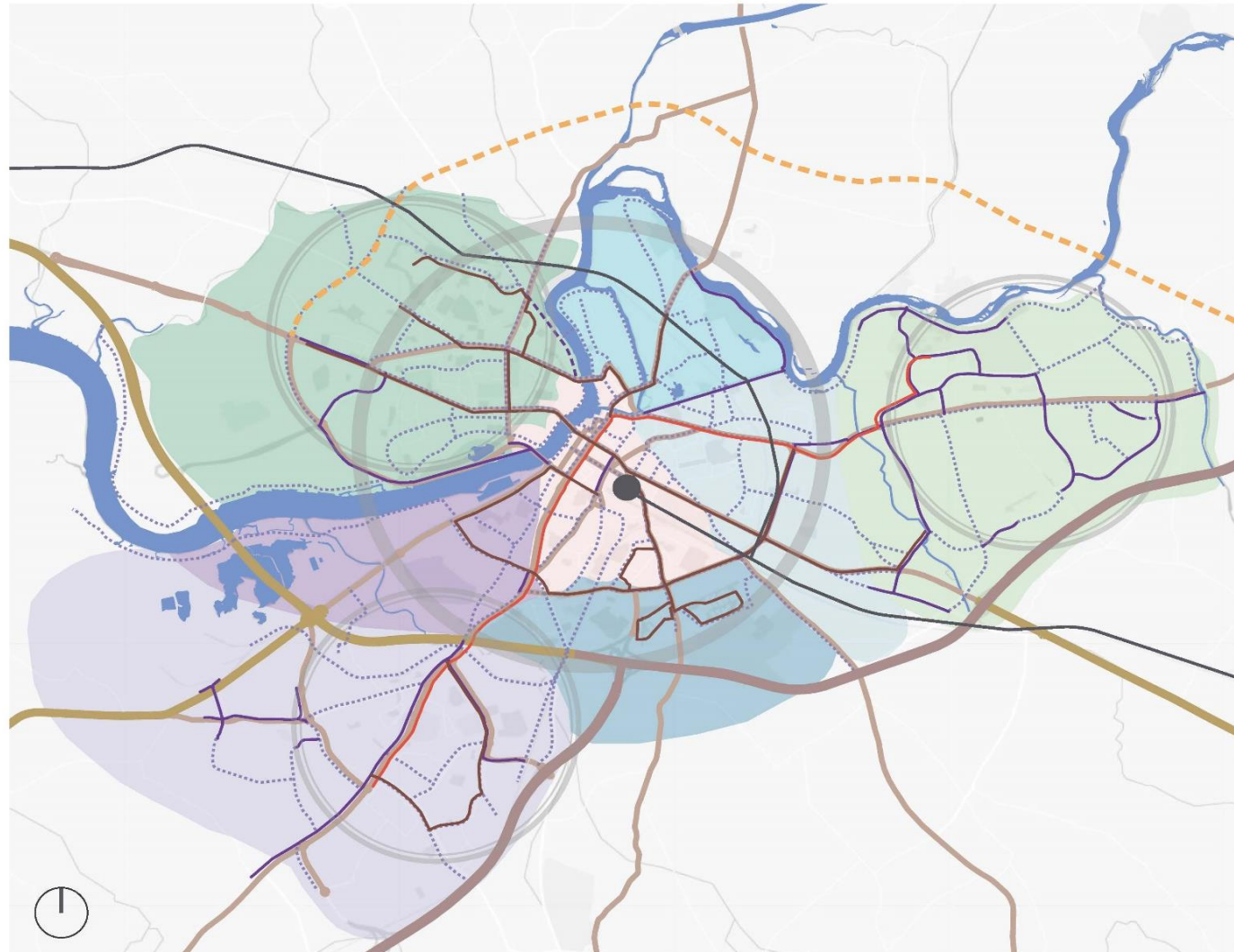
3.3: Green and Blue Networks

3.4.4.1 Limerick Shannon Metropolitan Area Transport Strategy (LSMATS)

The Draft Limerick Shannon Metropolitan Area Transport Strategy is being prepared by the National Transport Authority in conjunction with Limerick City and County Council and Clare County Council. The RSES objectives, underpinned by the NPF, provide a strong framework for LSMATS to shape the distribution of growth targets integrating land use and transport planning. It is an objective of the MASP to achieve the National Strategic Outcomes of the NPF, through the sustainable and infrastructure led regeneration, consolidation and growth of strategic residential, employment and nodal locations along strategic bus network corridors. LSMATS will provide the opportunity to integrate new mixed-use development at appropriate densities with high capacity public transport infrastructure, in conjunction with more attractive walking and cycling networks and public realm improvements.

The NPF identifies the provision of a citywide public transport network as a key enabler for Limerick. The BusConnects Limerick programme will provide a reliable, high-frequency public transport service to improve connectivity of Limerick City and suburbs. The strategy sets out a long term framework for the delivery of an integrated transport system to achieve more sustainable travel patterns, reduce car dependency and increase permeability. Limerick City and County Council will continue to provide for all components of the transportation system, which are within its remit and will encourage and facilitate the development of those other elements provided by external agencies, such as the National Transport Authority and Transport Infrastructure Ireland.

MOVEMENTS NETWORK



Map 3.4: Movements Network

3.4.4.2 Retail Strategy for Limerick Shannon Metropolitan Area and County Limerick

The MASP envisages the City Centre as the primary commercial area, supporting a range of retail, tourism, social and cultural activities. The MASP required the preparation of a Joint Retail Strategy for the Metropolitan Area by Limerick City and County Council and Clare County Council. The Joint Retail Strategy is set out in Volume 6 of this Development Plan, while Chapter 5 Section 1 sets out the policies and objectives in relation to retail development.

The Local Authority will support initiatives and improvements to the customer experience of the City Centre, including a number of projects which will be undertaken over the lifetime of this Plan. Such initiatives and projects include the preparation of a City Centre Public Realm Strategy, the revitalisation of O'Connell Street, the Limerick Laneways Project, the Wayfinding and Orientation Strategy, the Living Limerick City Centre Initiative and the World Class Waterfront. The Retail Strategy identifies the development potential of key consolidation sites that are essential for the creation of critical mass and the revitalisation of a competitive retail sector. Redevelopment of Arthur's Quay will secure the City's role as a premier retail destination, increasing visitors, footfall and spin off benefits for restaurants, hotels, tourism and culture destinations. In addition, the Colbert Station development has the capacity for a new neighbourhood supported by employment, education, retail, health, transport and leisure facilities.

3.4.4.3 Building Height Strategy

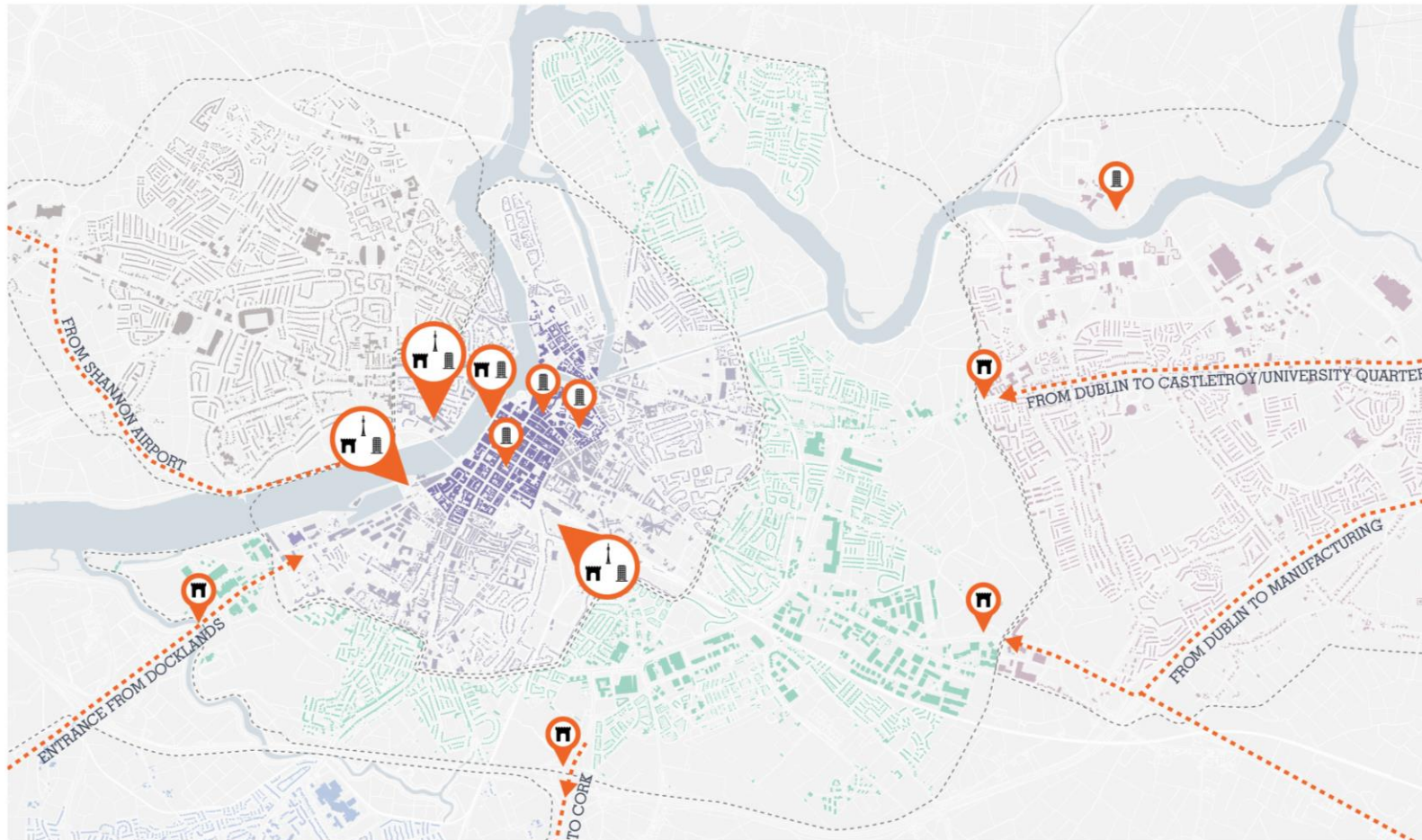
Implementation of the National Planning Framework requires increased density (Refer to Chapter 2: Core Strategy and Settlement Strategy), scale and height of developments, including an appropriate mix of living, working, social and recreational spaces in urban areas. While achieving higher density does not automatically imply taller buildings alone, increased building height is an essential component in the optimisation of the capacity of urban sites to facilitate compact growth and achieve the transformational objectives of the MASP.

In accordance with the requirements of the *Urban Development and Building Height Guidelines for Planning Authorities* (2018), a Building Height Strategy for Limerick City has been prepared to accompany this Plan as set out in Volume 6 and should be read in tandem with this chapter. The strategy aims to ensure the preservation of Limerick's character and provide guidance and criteria on the development of new buildings with an appropriate scale and mass in areas across the City ~~and Environs~~. The Strategy defines a series of gateways between the city and wider area and from this proposes a series of urban character areas. The character areas and gateway locations are intended to allow for the identification and plotting of the key characteristics and sensitivities of the City as they pertain to a greater understanding of building height and their implication on development management. The Building Heights Strategy for Limerick City provides guidance for building height at the Character Area level for the City Centre as set out in the Development Management

Standards. New developments will be required to comply with the criteria set out in the Building Height Strategy.

Objective CGR 02 O10- Building Heights: It is an objective of the Council to:

- a) Ensure that all new tall buildings in Limerick City and Environs are designed in accordance with the character area objectives, tall building recommendations and criteria set out in the Development Management Standards. ~~the requirements of tall building classifications, recommendations, high-level principles and area-based assessment tools etc. of the Draft Building Height Strategy, as set out in Volume 6 of this Draft Plan.~~ All such buildings shall be of an exceptional architectural quality and standard of design and finish.
- b) Focus delivery of tall buildings in the City Centre, in particular the areas that have been identified as having potential for increased building height. In particular, tall building clusters will be encouraged at The Quays, Colbert Station Quarter, Cleeves Site and The Docklands in accordance with the building classification criteria set out in the Draft Building Height Strategy. There shall be a general presumption against tall buildings in other areas, except at designated areas and the gateway locations identified in the Tall Buildings at City Level Map below ~~and details set out under Draft Building Height Strategy.~~
- c) Protect the unique intrinsic character, scale and significant views of Limerick City, the skyline and key landmark buildings in the delivery of increased building heights, through the application of the Tall Building Classifications, Recommendations, High Level Principles and Assessment Tools and Criteria set out in the Building Height Strategy.
- d) Ensure applications for tall buildings are supported by the following assessments and any additional assessments required at the discretion of the Planning Authority - Environmental Assessment, Wind Analysis, Sunlight and Daylight Analysis, Verified View Analysis, Landscape and Visual Impact Assessment, Architectural Design Statement, Traffic Impact Assessment including a Mobility Management Plan for non-residential uses, Building Services Strategy.



- | | |
|----------------------------|--------------------------------------|
| Inner City Core | Thomand Park Gateway Area |
| Rest of Inner City | Castletroy / University Gateway Area |
| Surrounding Suburban Areas | Southern Environs |

- | | | |
|---------------|------------------|-------------------|
| | | |
| City Landmark | Gateway Building | Landmark Building |

Map 3.5: Tall Buildings at City Level

3.4.2 Urban Character Area Objectives

The Urban Character Areas comprise the various Neighbourhoods of Limerick City Centre and Suburbs as set out in brief in the table below. These Urban Character Areas were identified in the Landscape Character Assessment and analysed in the Building Height Strategy and are underpinned by the Neighbourhoods set out under the Limerick 2030 Review and Update.

Table 3.2: Urban Character and Objectives

Area	Urban Structure / Character	Specific Objectives
<p>UCA 1 City Centre</p>	<p>Within the city area there are a number of distinguishing features, the Georgian part of Limerick is justly famous and has its own attractive character. The River Shannon also lends character to this area.</p> <p><u>This area broadly covers the historic city centre comprising:</u></p> <ul style="list-style-type: none"> - <u>English Town, encompassing the Medieval heart of the city. While little of the original medieval structures remain, this area is distinctive due to its network of narrow streets, generally low 2 storey buildings and the materiality of its historic buildings, including King John’s Castle, St. Mary’s Cathedral and Bishop’s Palace. English Town also remains the location of important civic buildings with Limerick City and County Council Offices and the Circuit Court.</u> - <u>Irish Town’s character is derived from its historical development around John’s Square and the Milk Market. The street pattern is irregular, with no clear visual connections to the commercial core. There is a mixture of building typologies, with a rich history of industry visible in the remnants of old mills and granaries. The area also takes in part of St. John’s</u> 	<ul style="list-style-type: none"> a) Create a pedestrian friendly river focused City Centre environment. b) Development to take into account the existing Architectural Conservation Areas and Protected Structures set out under Volume 3. c) Infill and brownfield development patterns to be favoured. d) <u>New developments shall have regard</u> Regard to be had <u>to the Limerick 2030 Economic and Spatial Plan, the LDA Framework Plan for Colbert Quarter and the LSMATs when completed.</u> e) <u>New buildings within the City Centre should respond closely to the fundamental character and general scale of existing buildings and streetscape. The Building Height Strategy shall guide development within this area, particularly taller buildings.</u> f) <u>In the Quays, the Docklands Area, Colbert Quarter and Cleves Site, where there are larger</u>

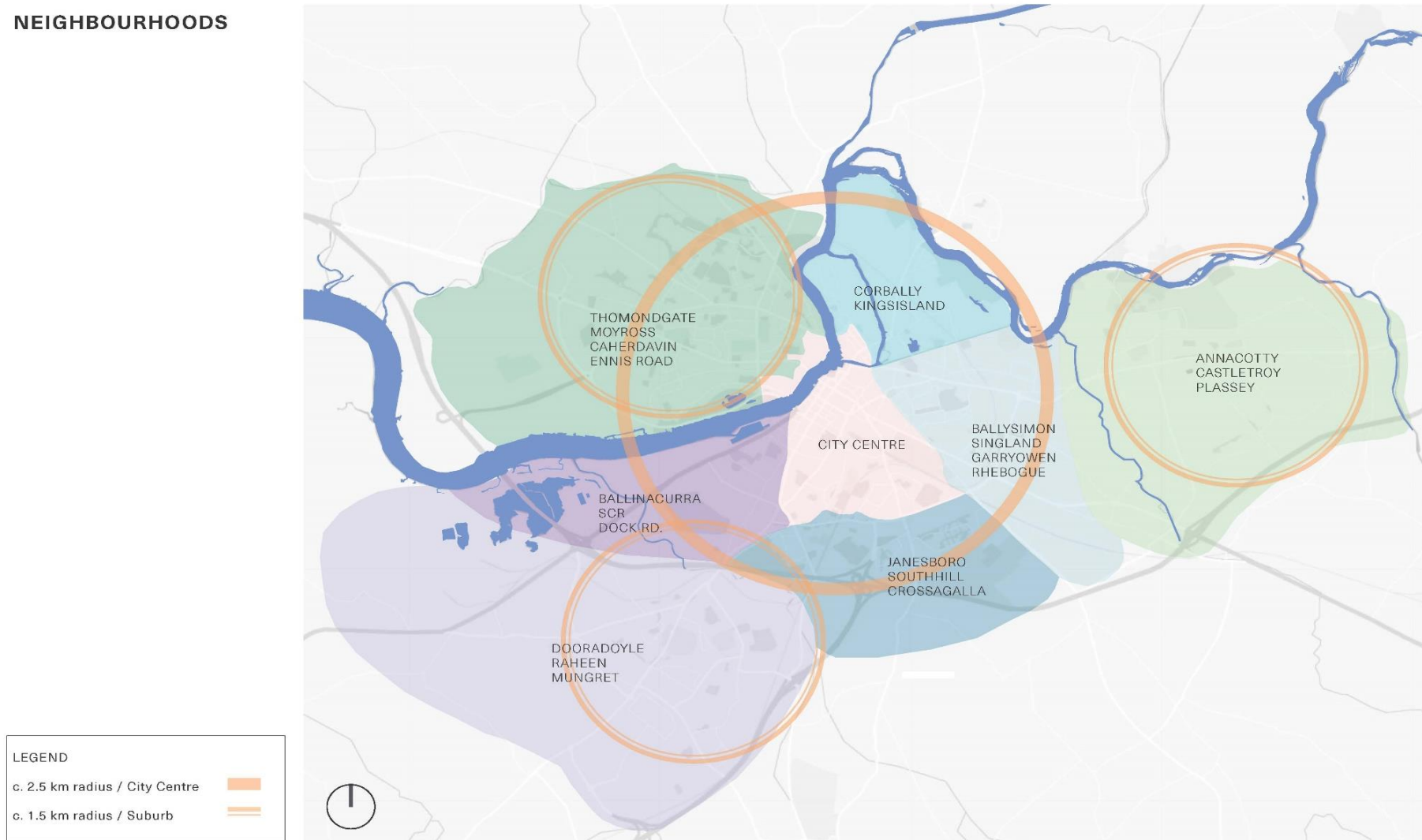
	<p><u>Hospital, with the adjacent St. John’s Cathedral and its tall spire forming a landmark in the city skyline.</u></p> <ul style="list-style-type: none"> - <u>Newtown Pery, known as Limerick’s Georgian core is located within the Inner City Core Area. The area is the commercial and cultural heart of the City, characterised by 18th and 19th Century Georgian architecture, interrupted by buildings of the 20th Century, which replaced original buildings as the City expanded. The mixed urban grain is characterised by a regular grid pattern, which becomes fully evident from Sarsfield Street continuing south and southwest.</u> - <u>Transition Area: The buildings in this area were developed between the time period of Irish Town and Newtown Pery. Many buildings, particularly those within the Opera Square site, served as areas of production and storage due to their proximity to the Customs House. The area retains a mixed variety of functions including offices, residential, car parking, commercial and storage. Past uses remain visible in the remnants of old stone storehouses and the iconic Granary building.</u> - <u>The Quays is concentrated on the urban blocks fronting the River Shannon. The area has a mix of primarily residential and commercial development. Buildings are more modern and notably taller, ranging between 6 to 10 storeys. Remaining historic buildings include the Limerick Museum and Hibernian House on Henry Street.</u> - <u>Docklands Area contains a working dock on the southern bank of the River Shannon. The historic use as a port is visible in the old mills and stone structures along Dock Road. The area</u> 	<p><u>scale and vacant or lower density sites, taller buildings should be provided within a cluster of varying height, creating a coherent grouping of buildings that relate to each other and to their surrounding urban context in terms of street layout, massing and design.</u></p> <ul style="list-style-type: none"> g) <u>The Georgian Quarter will experience on-going renovation of its building stock with a substantial increase in the number of residents and level of business activity to create a bustling and vibrant mixed use residential and business district. The distinct qualities of the area are well established and there is a need to preserve the Georgian fabric, as well as the complex elements, which contribute to the character of the built environment of Newtown Pery.</u> h) <u>Important vertical landmarks that are of key and local significance which should be protected by future development include:</u> <p><u>Newtown Pery:</u></p> <ul style="list-style-type: none"> - <u>Tait’s Clock</u> - <u>People’s Park, Rice’s Memorial</u> - <u>St. John’s Cathedral</u> <p><u>English Town:</u></p> <ul style="list-style-type: none"> - <u>King John’s Castle</u> - <u>Bishops Palace</u>
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	<p><u>contains a limited number of taller buildings, most notably the Ranks Silo, a local landmark at 10 storeys, as well as the 6 storey Bannatyne Mills building. Land uses to the south of the Dock Road are more varied, with a mixture of light industrial, residential and commercial, including the Docklands Business Park and remediated Gasworks Site.</u></p> <ul style="list-style-type: none"> - <u>Colbert Quarter is a substantial area around Colbert Station which is in multiple ownership. This characterises the range of uses, including Colbert Station a transportation hub for the City, St. Joseph’s Hospital and the educational campus on Sexton Street.</u> - <u>Cleeves comprises a number of distinct parts, including the Flaxmill Site with 2 Protected Structures and other significant historic buildings, the Shipyard Site directly across the road from the Flaxmill Site and the Stonetown Terrace Site. The site has been in industrial use since its construction in the mid-nineteenth Century as visible in the original stone industrial buildings and its iconic chimney structure, which dominates the skyline on the northern banks of the Shannon.</u> 	<ul style="list-style-type: none"> - <u>City Hall</u> - <u>St. Mary’s Cathedral</u> <p><u>Irish Town:</u></p> <ul style="list-style-type: none"> - <u>The Milk Market</u> - <u>St. John’s Cathedral</u> - <u>St. Michael’s Church</u> - <u>John’s Square.</u>
<p><u>UCA O2 - Surrounding Suburban Area</u></p>	<p><u>This area covers the suburbs immediately adjoining the Inner City Area to the north, south and east. It encompasses the neighbourhoods of Ballysimon, Garryowen, Singland, Rhebogue, Corbally, King’s Island, Jansboro, South Circular Road / Ballinacurra and Southhill. This area is substantially residential in character with a range of services.</u></p>	<ul style="list-style-type: none"> a) <u>Infill and brownfield development patterns to be favoured.</u> b) <u>Building Height Strategy to inform design of higher buildings.</u>
<p>UCA 02-03 Castletroy/</p>	<p>This area lies to the east of the city and contains the University of Limerick and the National Technology Park.</p>	<ul style="list-style-type: none"> a) Infill and brownfield development patterns to be favoured. b) River Groody Green Wedge to be retained.

<p><u>Plassey/ Annacotty</u></p>	<p><u>This area is located to the east of the City Centre and covers the urban areas of Castletroy, Annacotty, Monaleen and Plassey as well as the University of Limerick. This area is substantially residential, served by a range of uses including the Castletroy Shopping Centre, Castletroy Park Hotel, recreational facilities such as the Castletroy Golf Club, educational institutions and business parks.</u> <u>A substantial character area is the University of Limerick campus. The campus is expansive at over 130 hectares and located both north and south of the River Shannon in Counties Limerick and Clare. The campus is largely self-contained and is substantially enclosed. Its presence has attracted technology companies to the area, with the National Technology Park located to the east.</u></p>	<p>c) Building Height Strategy to inform design of higher buildings, <u>in particular:</u></p> <ul style="list-style-type: none"> - <u>Any proposed buildings of height must be balanced with the need to maintain the status of the University rather than the creation of a high building cluster;</u> - <u>A modest increase in building height at important intersections/nodes and street corners may be required to enhance legibility and sense of place.</u>
<p>UCA 03 04 Southern Environs - <u>Dooradoyle/ Raheen/ Mungret</u></p>	<p>This area lies to the south and west of the city and contains the Regional Hospital, Raheen Business Park and many modern housing developments dating in large part from the 1960s. Currently major housing initiatives are under way in this area. <u>This area covers the Southern Environs of the city and contains many modern housing developments dating in large part from the 1960s. Major housing initiatives are currently under way in the area. The area also accommodates a range of other uses including the Regional Hospital, Raheen Business Park, the Crescent Shopping Centre, educational institutions and recreational facilities.</u></p>	<p>a) Infill and brownfield development patterns to be favoured.</p> <p><u>b) Building Height Strategy to inform design of higher buildings and to direct high buildings to the areas in the City Centre that have been identified as having potential for increased building height, subject to comprehensive case by case assessment at planning application stage.</u></p> <p>c) Special Control Area in Mungret College Area to be retained, together with protected views.</p> <p>d) Mungret Masterplan The Framework for Mungret to guide development in this location.</p> <p>e) Existing green spaces to be retained.</p>
<p>UCA 04 05 <u>Thomandgate/</u></p>	<p><u>This part of the City is the gateway from the west. Thomond Park acts as a gateway building, marking the entrance to the wider city.</u> This area contains many housing development from the 1960s, but</p>	<p>a) Infill and brownfield development patterns to be favoured.</p>

<p><u>Moyross/</u> <u>Caherdavin/</u> <u>Ennis Road</u></p>	<p>also contains the <u>Technological University of the Shannon</u> Limerick Institute of Technology and Thomond Park, an important sporting focal point in the city, <u>the Maternity Hospital, the Gaelic Grounds and the Jetland Shopping Centre, all of which are low rise, in keeping with their surroundings.</u></p>	<p>b) Building Height Strategy shall inform design of higher buildings, <u>in particular any proposed buildings of height in this gateway area should respect and reinforce the landmark status of Thomond Park and respond closely to the existing character and general scale of existing buildings and streets.</u></p> <p>c) Existing green spaces to be retained.</p>
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NEIGHBOURHOODS



Map 3.6: City and Environs Neighbourhoods

3.4.3 Strategic Revitalisation

Limerick City and County Council will encourage and facilitate the continuous revitalisation and redevelopment of existing settlements across [the Limerick Metropolitan Area](#), to create more desirable places in which people can live, work and visit.

With respect to Limerick City, parts of the City Centre suffers from a lack of concentration of economic activity, urban decay and social issues including:

- Urban decay in parts of the City core;
- High commercial and residential vacancies in the City Centre. A land use and vacancy survey, undertaken in January 2020 revealed vacancy rates of 23% amongst commercial properties and 8% amongst residential units;
- A low employment rate and above average unemployment rate in some areas;
- A relatively slow rate of population growth for an urban area;
- A legacy of social inequalities including neighbourhoods with concentrations of poverty and social problems.

The National Planning Framework seeks to secure long term transformational and revitalisation focused compact City growth and address issues such as those outlined above. In accordance with the National Planning Framework and Regional Spatial and Economic Strategy Objectives, Limerick City and County Council has a number of proposals for revitalisation over the lifetime of this Draft Plan. Such projects aim to capitalise on the potential of underutilised, publicly owned, centrally located and strategic sites and their potential to have transformational effects, boosting the residential population, employment opportunities and economic output levels of a compact and sustainable City Centre as a driver for the wider Mid-West Region.

[The following sections set out examples of some of the key initiatives and strategic sites proposed to facilitate the revitalisation of Limerick City Centre in a consolidated and compact manner.](#)

Objective CGR 08 O11 - Revitalisation: It is an objective of the Council to promote and support the utilisation of targeted incentives, investment opportunities and various funding sources such as the Urban Regeneration and Development Fund, the Rural Regeneration and Development Fund and the Town and Village Renewal Scheme to facilitate the revitalisation and transformational renewal of Limerick's City, towns and villages for residential, employment, community and recreation purposes.

3.4.3.1 Limerick 2030

The development of centrally located and strategic brownfield and underutilised lands present Limerick City with an opportunity to achieve the economic and social objectives associated with the targeted population growth for Limerick City in a sustainable manner. The key tool for the revitalisation of Limerick is the *Limerick 2030 – An Economic and Spatial Plan*. [KPMG have recently prepared an Interim Review and Update of the Limerick 2030 Plan as set out in Volume 6. The Update builds on the original Limerick 2030 Plan’s ambitions based around the economic and spatial objectives. The key objectives of the Update are set out on the map below.](#) The Limerick 2030 Plan sets out a blueprint for the economic and spatial revitalisation of Limerick City, to reposition it as a world-class City in Ireland and Europe. The NPF sees its implementation as a growth enabler, which can act as an exemplar to other cities not just nationally but internationally.

The establishment of the Limerick Twenty Thirty Strategic Development DAC (Designated Activity Company) has accelerated the implementation of the Limerick 2030 Plan, with actions proposed over a 20-year period. The DAC is the first entity of its kind created by a Local Authority to deliver a City and countywide programme of investment. It is the biggest single Irish commercial property development programme undertaken outside of Dublin.

Over €1 billion is being invested in enterprise and investment infrastructure as part of the Limerick 2030 vision, which aims to transform Limerick through economic, social and physical investment. The revitalisation and densification of Limerick City Centre is identified as a key objective of the National Planning Framework, Regional Spatial and Economic Strategy and Limerick Shannon Metropolitan Area Strategic Plan. The MASP supports initiatives including the development of ~~the~~ Opera [Square site](#), Cleeves Riverside Quarter, Mungret College lands and the proposed World Class Waterfront project, which will link strategic brownfield sites and enhance the amenity and attractiveness of Limerick’s waterfront.

~~The revitalisation of brownfield sites and the tackling of dereliction and vacancy will secure the long-term transformational and rejuvenation of the City Centre, resulting in focused compact City growth. Unlocking centrally located sites represents a unique opportunity to develop high quality mixed-use developments in a more sustainable manner than developing a greenfield site on the outskirts of the City.~~

3.4.3.1 Living Limerick City Centre Initiative

The Living Limerick City Centre Initiative (LLCC Initiative) was awarded funding in 2021 under the Urban Regeneration Development Fund. The LLCC Initiative seeks to make positive, innovative and transformational change to revitalise the centre of Limerick City. The regeneration of the City Centre is identified as a growth enabler under the NPF. The Initiative is a 7-year programme focused on targeted interventions to:

- Renew vacant and underutilised building stock by embedding emerging economic and employment opportunities in derelict buildings;
- Lead the transition to a low carbon and climate resilient City, deliver compact growth, strengthen the economy through the development of innovation and enhance existing public amenity and heritage;
- Transform the public realm of the City through a targeted programme of renewal that will increase footfall and support the development of the emerging economic, employment and residential models.

These interventions are underpinned by the integration of innovative and proactive collaboration practices from the outset, which include not just public organisations but private companies, communities of interest and the wider population. Together these interventions aim to develop a City that is more resilient to economic and environmental events. The interventions are briefly outlined below:

1. The Living Georgian City Programme supports two key pathfinder projects demonstrating new residential living in the City Centre in two vacant historic properties in Limerick City and County Council ownership. These developments are delivered by a Revolving Fund managed by a structured Governance model overseeing Investment Modelling and Feasibility for differing forms of housing provision and groups. A Smart Design Code is also to be developed recording the methodologies used in the restoration.

2. The Digital Innovation Cluster will develop a block within the City Centre to attract new companies, start-ups, accelerators and other related entities, creating a dense cluster of innovators and entrepreneurs to enable rapid innovation in the region. The cluster will offer niche features enabling the growth of the film and creative arts sectors. The project will develop two current vacant building (No.s 29 and 30 Cecil street) and will incorporate the existing Engine building and Digital Collaboration. The proposal comprises development of a new 6-storey building and the refurbishment of the Theatre Royal building into a Film School and City Cinema. The project includes the creation of a Citizen Observatory to act as an access point for community-based collaboration, data gathering and analysis. The Digital Innovation

Cluster will be connected to the existing Mid-West E-hub network to drive employment and job creation in towns and villages of the Mid-West.

3. The Futureproofing Place Programme reimagines the logic of the grid of streets and the supporting laneways of the City Centre. This element will support the vision in the Limerick Shannon Metropolitan Area Transport Strategy (LSMATS) by reinforcing the physical spine of the City Centre to achieve compact growth. This programme will accommodate new mobility and energy services, future data infrastructure and enabling rapid problem solving of liveability and business issues in the City Centre, together with the users of these spaces. A critical element of this is to animate the streets with installations, events, markets, etc. while demonstrating the new Limerick brand.

4. The Citizen Collaboration Programme is the first of three programmes of work that are elevated by their integration with each other and by being supported by the Innovation ecosystem, established as part of the +CityxChange programme of works in three cross cutting Activities:

- Liveable Limerick City Centre Strategic Framework: A review and update of the Limerick 2030 strategy will align existing strategies to address the complex needs of the City, including a local liveability and urban condition survey;
- City Animation Partnerships: The development of new programmes and partnerships with all stakeholders to support the social, cultural and economic viability of the City Centre specifically:
 - A canopy on Cruises Street and potentially adjoining streets;
 - The installation of public infrastructure to support public events;
 - Lighting of signature buildings;
 - A digital retail and business strategy to support the digital transition with a specific emphasis on supporting the food strategy through the development of a City Centre food hub;
- Citizen Solutions Programme: The development of an active programme of citizen led solutions targeted at liveability issues in the City Centre.

3.4.3.2 Limerick Laneways Project

The Limerick Laneways Project is part of the wider Living Limerick City Centre Initiative. This project will develop a strategy to guide the repurposing of twenty-five laneways in the City Centre, through examining issues such as movement, planting, lighting and refuse. The strategy will initially include detailed design proposals for seven laneways. The laneways are an important asset to the City that provides not just alternative routes through the City

Centre, but are also capable of providing important recreational and amenity space, as well as supporting new development in the curtilages of older buildings. The strategy will complement a number of other initiatives such as LSMATS, the Wayfinding Strategy and other public realm initiatives.

Objective LLO1- Limerick Laneways: It is an objective of the Council to:

- a) Promote reuse of vacant buildings and support existing uses within the City Centre.
- b) Improve connections and maintain linkages within and through the City Centre.
- c) Promote high design quality and improve the public realm.

3.4.3.3 Opera Square Site

The Opera Square development site represents Limerick 2030's principle response to transform the social and economic profile of Limerick City Centre and stimulate growth that will benefit not just its immediate environs but also the entire Mid-West Region.

~~Project~~ Opera Square under construction on a 1.62ha. site zoned City Centre, will be a landmark commercial development reflecting Limerick's status as a leading destination for inward investment. Works have commenced on the development which will be a LEED Gold and nZEB standard Campus, consisting primarily of commercial offices supported by a range of retail and non-retail services, an Apart Hotel and new City Library in the historic Georgian Town Hall. The development will extend to over 555,000 sq. ft. of accommodation with over 5,800m² of public realm and high-quality streetscapes. The campus will provide a day-time employment hub, transforming into a bustling night-time destination complete with restaurants, bars and open entertainment spaces. The design will also be entirely complementary to and protect important Georgian architecture on the site.

~~Project~~ Opera Square will be a key driver for increased economic activity in the City Centre, delivering significant employment opportunities on brownfield lands while acting as a catalyst for other major City Centre investments.

3.4.3.4 World Class Waterfront

The World Class Waterfront development is a key revitalisation and transformation project under the Limerick 2030 Plan. The World Class Waterfront project comprises three elements – the Riverside Infrastructural Works, Cleeves Riverside Quarter and the University of Limerick City Campus. The project focuses on mixed-use brownfield regeneration, adaptive re-use and reversal of vacancy and dereliction in Limerick City Centre.

The World Class Waterfront project will deliver on the NPF objectives of compact growth, sustainable mobility and place-making/public realm, which has the potential to make a transformational difference to Limerick City. In combination, the three elements of the

project will facilitate an increase in the population residing and working in the City Centre, thus enhancing critical mass and footfall and the City's retail, hospitality and service sectors. In addition, the project will create cross-cutting benefits for the City Centre in terms of an increase in the viability of land and infrastructure, enhancement of the City's natural and built heritage, as well as contributing to Limerick's unique riverside skyline. The project will provide health and well-being benefits through the inclusion of green infrastructure which itself will create improved air quality, reduced heat stress and lower storm runoff rates through the inclusion of sustainable urban drainage systems (SuDS).

1. The design and development of the Riverside Infrastructural Works' public realm and sustainable travel links proposed on the waterfront is being progressed in conjunction with the Office of Public Works' Flood Relief Scheme for the City Centre as part of the Shannon CFRAM programme. The Limerick 2030 Plan recognises that the City's quays represent a principal asset. The plan advocates their re-invention as the main entertainment and leisure destination for the City. This element will provide a cohesive linear link to other revitalisation sites being progressed under the Limerick 2030 Plan as outlined above.

The World-class Waterfront Riverside Infrastructural Works include:

- Public realm works along the quayside from Limerick Docks to the south along the central Quays to Merchant's Quay, King John's Castle and George's Quay and returning along the north bank of the River Shannon;
- Proposed walkways/cycleways and pedestrian bridges, one of which will cross the Shannon and three smaller bridges that will span the Abbey River;
- Re-alignment of the public road at Arthur's Quay and Honan's Quay to facilitate a comprehensive re-development project at Arthur's Quay including a new riverside park and public square.

2. The Cleeves Riverside Quarter is proposed at the former Cleeves factory site near O'Callaghan Strand in Limerick City.

The property is a brownfield site zoned City Centre and will be regenerated by Limerick Twenty Thirty. The iconic 10 acre former Cleeves factory site is located on the northern banks of the River Shannon. The site is divided into two sections which straddle both sides of the North Circular Road / O'Callaghan Strand. The potential of the Cleeves site is recognised by Limerick 2030, with the Regional Spatial and Economic Strategy for the Southern Region also identifying it as a key strategic site. A Masterplan is currently being prepared for the Cleeves Riverside Quarter, which includes the adjacent Salesian's Secondary School as well as St. Michael's Rowing Club on the bank of the Shannon

The development will include conservation and adaptive re-use of a number of protected structures and other historic buildings. The site will provide public spaces and is likely to benefit from improved connectivity via a pedestrian bridge to be constructed across the River Shannon by Limerick City and County Council. This new bridge will connect the Cleeves Riverside Quarter on the Western side, to the core City Centre and Georgian Quarter on the Eastern side of the river. The project will deliver City Centre living and employment creation opportunities, while addressing the economic and social dereliction of this area of the City through large-scale revitalisation.

Objective CRC 01 - Cleeves Riverside Quarter: It is an objective of the Council to ensure that the following are addressed in any redevelopment:

- a) Implement a high-quality urban design solution with a mix of uses, including residential, commercial, tourism/ancillary retail and amenities connecting to the City core.
- b) Respond to the site context to generate a sustainable solution that creates a distinct riverside quarter, respecting the significant historic buildings, enabling the potential for greater height and density, while creating a landmark City gateway.
- c) Investigate, assess and integrate the historic buildings and industrial heritage of significance, protect key features of historical merit and implement conservation principles to assist in the appropriate management of protected structures, in a manner that facilitates the practical regeneration and reuse of the site.
- d) Enhance permeability of the public realm by removing and/or decreasing the effects of existing barriers to and within the site, through initiatives including:
 - Public access, walking and cycling networks;
 - Enhanced streetscape and legibility;
 - Removal of section(s) of the existing Cleeves wall; and
 - Improving road and traffic circulation.
- e) Enhance the legibility of the natural and built environment and landscape and connections between place and space, whilst ensuring delivery of a high quality public realm that relates and links to the City core and the River Shannon.
- f) Identify and enhance natural heritage areas and features, particularly where opportunities exist to improve biodiversity and provide for quality public realm.
- g) Support sustainable modes of transport and use of the public realm.
- h) Facilitate a holistically sustainable and low carbon development that is energy efficient and future proofed for a changing climate.
- i) Promote a site-specific approach, reflecting emerging best practice, in addressing flood risk and in the adaptation of protected structures and buildings of significance.

3. The University of Limerick City Campus is proposed at the former Dunnes Stores site (0.4ha.) at Sarsfield Bridge zoned City Centre.

The UL campus development on this central brownfield site will include two linked buildings comprising a university teaching building and a student accommodation residence. The project will support the delivery of a number of objectives as outlined in the University of Limerick's Strategic Plan *UL@50*. The proposal also directly links to the NPF growth enablers for Limerick through the implementation of the Limerick 2030 strategy, the revitalisation of a key brownfield City Centre site and the expansion of the third level institute. The project will deliver an educational, economic and social footprint, which will stimulate the transformation of industry, commerce, housing and amenity in the core of the City Centre.

Objective ULCC O1 - UL City Campus: It is an objective of the Council to:

- a) Facilitate and support the establishment of the UL Limerick City Campus at the former Dunnes Stores site at the junction of Sarsfield Bridge and Honan's Quay.
- b) Deliver an education campus with considerable capacity for high quality student accommodation and ancillary uses.
- c) Develop a landmark tall building on this gateway site in accordance with the provisions of the Building Height Strategy.
- d) Ensure the highest quality design of the public realm.
- e) Ensure the provision of green infrastructure is a key component of the design and layout including connections to existing green infrastructure assets.
- f) Ensure open spaces, where proposed, are positioned to provide passive and active surveillance.
- g) Incorporate pedestrian and cycling connectivity and facilities.

3.4.3.5 Arthur's Quay

Arthur's Quay encompasses the Arthur's Quay Shopping Centre, the surrounding streets, Arthur's Quay Park, Sarsfield House and the Debenham's/ Roches Stores site all zoned City Centre. These areas have the potential to form a single consolidation site with significant potential for transformational benefits to the centre of the city, subject to the preparation of a Framework Plan. Such a Framework Plan may consider the potential for inclusion of the adjoining UL City Campus site as outlined further above. The Framework Plan shall be supported by a survey of the existing area together with an options analysis.

Under the Limerick 2030 Plan, Arthur's Quay will be transformed through major redevelopment of the existing Arthur's Quay Shopping Centre and adjoining lands, to provide a new mixed-use retail, residential, leisure and office development. A new City Square will be created connecting across O'Connell Street to Cruises Street. The Retail Strategy envisages that the redevelopment of Arthur's Quay will secure the City's role as a premier retail

destination, increasing visitors, footfall and spin off benefits for restaurants, hotels, tourism and culture destinations.

Objective AQ 01 - Arthur's Quay: It is an objective of the Council to:

- a) Facilitate creation of a mixed-use retail, residential, leisure and office development, including a new retail development to replace the Arthur's Quay Shopping Centre and expand onto a series of new blocks addressing Arthur's Quay Park, with a retail anchor and a range of other shop units/bars and restaurants fronting onto a new City Square.
- b) Create a more pedestrian focused character and active uses that engages with the public realm along the River.
- c) Ensure the highest quality of landmark design and public realm with active facades and entrances creating frontage to the Waterfront.
- d) Facilitate renovation of the Penneys and Debenhams Stores sites, including redevelopment of the underutilised and brownfield lands to the rear of the Penneys store.
- e) Ensure delivery and service arrangements are updated to minimise impact on the public realm, particularly during daytime and evening hours.

3.4.6.6 Ellen Street

Limerick City and County Council acknowledges the potential opportunity for the development of surface car parks throughout the City Centre. In particular, the Council notes the potential opportunity for development of a large brownfield site located on Ellen Street, which is currently utilised as a surface car park. The brownfield site zoned City Centre is located in a prime City Centre location, opposite ~~the~~ Opera [Square Site](#). Development of these underutilised lands would contribute to the overall revitalisation of this area of the City, which has suffered from dereliction and decline over recent years. Development of this site would facilitate improvements to the visual amenities of Ellen Street, which is a key tourist route linking O'Connell Street to the Milk Market.

Objective ES 01 - Ellen Street Car Park: It is an objective of the Council to:

- a) Facilitate the creation of a mixed-use City Centre development incorporating employment and residential opportunities.
- b) Enhance the character of the area through the highest quality urban design and public realm.
- c) Ensure integration of connectivity to surrounding streets.

- d) Ensure the provision of green infrastructure is a key component of the design and layout.
- e) Ensure open spaces, where proposed, are positioned to provide passive and active surveillance.

3.4.3.6 Mungret Framework ~~Masterplan~~

The Limerick Shannon MASP recognises the potential for sustainable residential development in Mungret. ~~Limerick 2030 DAC commissioned the preparation of a framework masterplan for residential zoned land comprising 59.6ha., including 27.1ha. of lands owned by Limerick City and County Council.~~ Funding has been secured through the Local Infrastructure Housing Activation Fund (LIHAF) to deliver a link street, which will unlock substantial lands within public and private ownership and allow construction of residential development supported by community and employment uses. This opportunity area has the potential to deliver approximately 1,950 dwelling units. A number of housing developments have recently been granted planning permission in this area. The first phase will deliver approximately 250 dwelling units. All dwellings will be located within 100m of a pocket park and 400m of a small park.

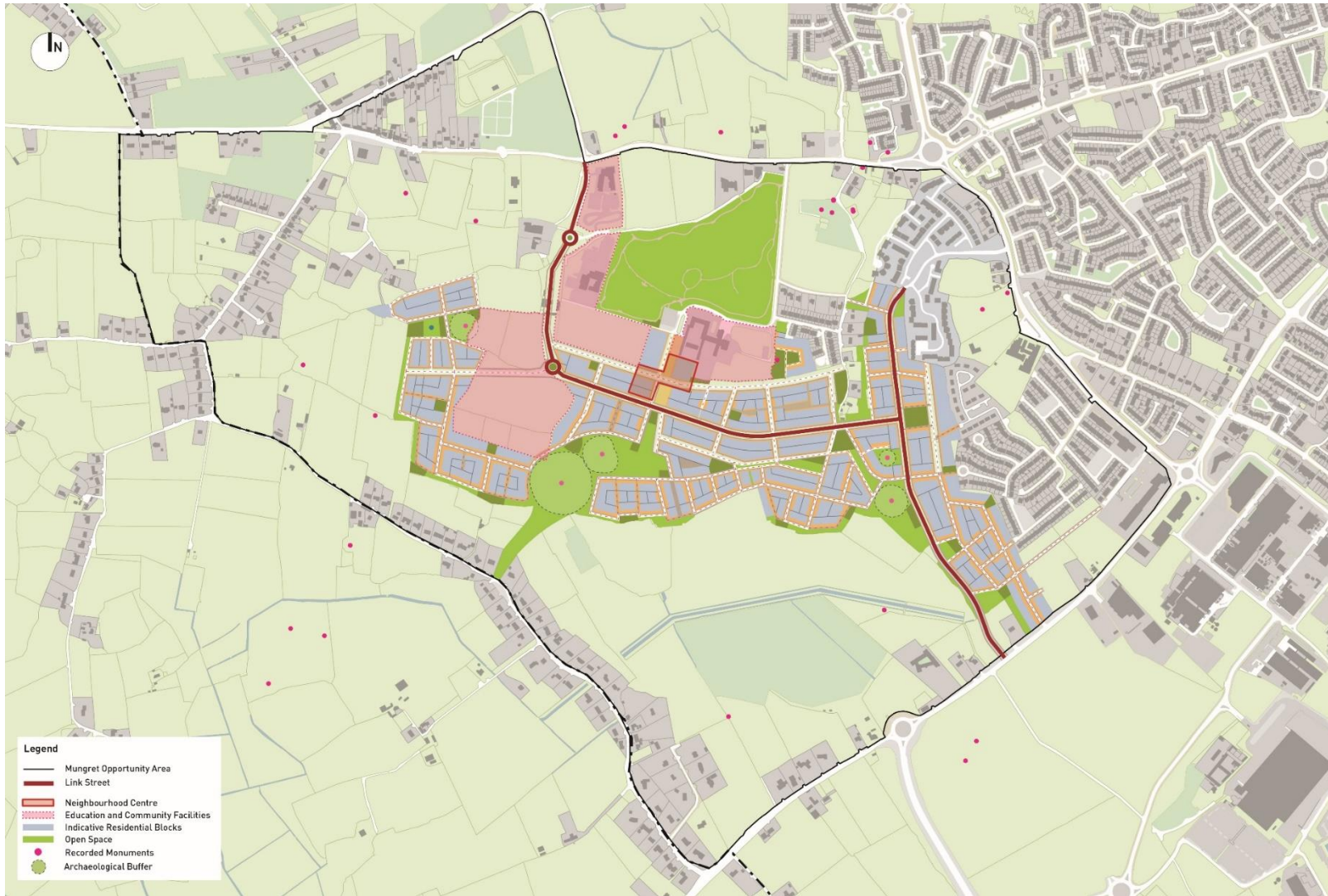
Two new primary school campuses (Educate Together and Gaelscoil An Raithin) have been constructed on the lands, while a third campus has been reserved for a new secondary school. In addition, a Neighbourhood Park of 11ha. including a fully equipped inclusive playground and walking track has already been completed. The pedestrian connection between these facilities and Mungret Village has undergone public realm improvements along the R859 and in Mungret Village. Additional cycle facilities have also been introduced on the R859. The ~~framework masterplan~~ will accommodate bus services on the link streets, which will link into existing bus routes in the wider area. These measures, in addition to delivering a more connected network of walking routes that can enable people to walk to and from destinations within the neighbourhood and wider area are essential to create a shift away from use of the car and facilitate a more sustainable form of development.

Objective MF O1 below sets out the framework for development in Mungret. ~~masterplan will deliver much needed housing for Limerick.~~ The ~~framework plan~~ will facilitate the creation of ~~aims to create~~ a vibrant neighbourhood that accommodates and encourages ~~facilitates~~ a variety of uses ~~and~~ that nurtures a strong sense of community. The ~~framework masterplan~~ seeks to ensure that the new neighbourhood at Mungret is a place that is safe, with people friendly streets and spaces that relates well to its surroundings, including Mungret Village and the adjacent neighbourhoods of Dooradoyle and Raheen. The framework is set out in the map below.

The ~~framework masterplan~~ will have cognisance to the environmental and historical assets in the area including Loughmore Common proposed Natural Heritage Area and the Mungret Monastic Complex.

Objective MME 01 - Mungret Framework Masterplan: It is an objective of the Council to:

- a) Deliver an exemplar new neighbourhood with a clear identity and character that responds to the natural and historic environment and provides a great place to live.
- b) Deliver a green neighbourhood that encourages healthy lifestyles, offering easy and safe access to amenities and opportunity for play, recreation and learning.
- c) Create a strong and legible structure that leads people to a mixed-use centre at Mungret College, integrates the site with the wider area and strengthens existing centres.
- d) Grow the existing community hub at Mungret College so that it forms a heart for the new neighbourhood and is accessible to all residents.
- e) Protect and celebrate the site's historic assets including the College, Mungret Abbey and medieval ringforts.
- f) Embrace the wider landscape and create a green framework across the site that retains the site's green assets and enhances biodiversity.
- g) Create a walkable and cycle friendly neighbourhood that provides easy access to schools and amenities through a safe and attractive network of streets and paths.
- h) Create a legible network of streets defined by new buildings and laid out as part of a clear hierarchy.
- i) Incorporate bus routes through the heart of the neighbourhood, reducing the need to travel by car.
- j) Provide a mix of dwelling sizes and types of the highest quality design, materials and energy efficiency, ~~homes~~ that give the opportunity for every stage of the life cycle and to up or downsize within the neighbourhood.
- k) Residential development shall be designed to create a streetscape along the main spine roads, with properties fronting onto the road where appropriate.
- i) Higher density development e.g. apartment blocks are encouraged along the LIHAF Road and at block corners in particular.



Map 3.8: Mungret Framework Plan

3.4.4 Land Development Agency **Colbert Quarter**

Under Project Ireland 2040, the Land Development Agency (LDA) is tasked with building 150,000 new homes over the next 20 years. The LDA has a focus on managing the State's own lands to develop new homes and regenerate under-utilised sites. In the long term, the LDA will assemble strategic land banks from a mix of public and private owned lands, making these available for housing in a controlled manner, which will bring essential long-term stability to the Irish housing market. In Limerick, the LDA is responsible for overseeing the development of the Colbert Quarter area and a number of additional strategic sites in the City. ~~briefly outlined below.~~

Objective LDA 01 - Land Development Agency: It is an objective of the Council to support and work with the Land Development Agency in the planning, co-ordination and development of large-scale and strategic land banks, particularly lands in state ownership, in order to achieve compact growth, sustainable development and economic and physical revitalisation.

3.4.4.1 Colbert Quarter

The Land Development Agency is preparing plans for the development of the proposed Colbert Quarter area. The Colbert Quarter Spatial Framework Strategy 2021 – 2041, which is currently being prepared, will aim to develop a 69ha. brownfield site zoned City Centre, surrounding Colbert Station including the railway and bus stations, St. Joseph's Hospital Campus, recreational lands and lands in private ownership. The redevelopment of the lands is being led by the LDA along with other State Bodies including Limerick City and County Council, CIE and the HSE.

The Colbert Quarter site has the capacity for the development of a walkable neighbourhood of new homes for 6,300 people, employment, education, health, transport and leisure facilities, with a connected public realm and high quality architectural design to characterise and punctuate the area. The new quarter will be compact, dense and sustainable, based around an important regional and national transport hub. The Colbert Quarter provides an opportunity to create a model for potential future urban revitalisation in Limerick and other cities. The potential for designation of the Colbert Station Quarter as an Urban Development Zone in accordance with the Housing For All strategy is recognised and supported by the Local Authority.

The strategy for the Colbert Quarter will analyse the land banks, set out a vision for redevelopment and the actions necessary for a coherent and integrated redevelopment to be facilitated. The Framework Strategy will be used to guide the future development of the area.

Objective CSQ 01a - Colbert Quarter: It is an objective of the Council to:

- a) Create a vibrant and sustainable new urban quarter with work, living and recreational opportunities, based around high-quality public transport nodes.
- b) Create a place with distinctive urban character, based on urban design principles with strong linkages to the City core.
- c) Provide for sufficient densities to sustain public transport and a viable mix of uses.
- d) Provide for an integrated sustainable mobility network, with walking, cycling and public transport as the main components.
- e) Provide for the integration of new and established communities.
- f) Provide for a balanced mix of residential tenure.
- g) Enhance the new identity of the area by providing for buildings of City, gateway and landmark design and heights, which act as place-markers, signifiers and location finding identifiers. (Refer to Volume 6: Draft Building Height Strategy).
- h) Provide for a mix of residential, employment and leisure uses in the area and ensure that the key historic and existing deficits with regard to access, layout and movement are addressed in any redevelopment.

Objective CSQ 01b Colbert Quarter: It is an objective of the Council to support the implementation of the Colbert Quarter Spatial Framework along with its principles, which include the creation of 8 distinctive Neighbourhoods which form the Colbert Quarter as follows:

- a) Station District – The Colbert Station area is a key transport hub surrounded by the Colbert Plaza. There is potential to enclose and intensify the area, to optimise and enhance its functionality as a gateway and key sustainable travel hub. The District has the potential to provide for new Civic/community uses, workplaces, new homes, hotel and leisure uses, the starting point for the Limerick Link and landmark buildings all around the plaza and station.
- b) Sexton District – The Sexton District’s character builds upon the existing education uses, allowing for expansion and infill to suit future demands. Other proposed uses could include higher education, student homes and workplaces, together with new high quality public realm, rail crossing points and links between Parnell Street and Roxboro Road.
- c) Roxboro District –The Roxboro District considers existing healthcare and community uses, the chapel and other hospital protected structures. The District has the potential to develop as a new sustainable neighbourhood comprising new homes including age friendly homes, enhanced accessibility, and community space for this district.
- d) Ballysimon District – This District incorporates proposed development plots to address HSE priorities with flexibility for review, adaptation and expansion depending on future needs and priorities. Proposals seek to enhance accessibility and the public realm around the buildings and site and provide for research and innovation space.

- e) Careys District – The Carey’s District has the potential to provide a high-quality urban living environment with access to expansive green spaces and local services, amenities and public realm. There is the opportunity to integrate the proposed reinstated Foynes Line to create a retail/leisure destination in the heart of the district and to utilise and activate the railway infrastructure to ensure vibrancy and safety and to create better connections across the railway line. The area has significant potential to provide a new mixed tenure residential neighbourhood.
- f) Caledonian District – The Caledonian District can provide a high quality and varied residential neighbourhood with well-integrated pedestrian and cycling routes with access to generous green spaces and public park. There is an opportunity to create a civic heart with the provision of a new Central Park and the People’s Pavilion. New primary and nursery school uses are integrated into the surrounding neighbourhood to support existing and new families.
- g) Kennedy District – The Kennedy District is currently an operational bus depot with plans for further expansion. However, further to additional future study, the area has the potential to become an exciting and creative district, with Community and recreation uses paired with creative and light industrial industries, which could inform a creative character that integrates with the bus depot use. Taller buildings aligned with or constructed over existing operational uses, could be a draw for light industrial/ creative uses.
- h) Janesboro District – The Janesboro District has the potential to become a vibrant sport and activity zone through enhancing and aligning recreational facilities and with the existing clubs as the anchors for the area. The addition of a municipal hall with cafe could provide much needed recreational facilities for the wider community.

In order to achieve the key objectives for Colbert Station Quarter, the Council supports the activation of state-owned lands and other key opportunity sites as relevant which seek to achieve the key objectives as part of proposals for early-stage developments which includes the Guinness Site, HSE lands and the areas closest to Colbert Station. Furthermore, the Council will work with the LDA and partners to progress implementation of key infrastructure requirements where appropriate through working collaboratively and seeking out appropriate funding paths.

3.4.5 Limerick City and Environs Opportunity Sites

Further to the sites identified under the Limerick 2030 Plan above, the following sites have been identified for re-development which would contribute to the revitalisation of the area of the city and environs in which they are located while contributing to compact population and employment growth.

3.4.5.1 Thomond Park

Limerick City and County Council acknowledges the potential economic opportunities arising from development of Thomond Park and the Munster Rugby Brand. The Thomond Park

Stadium and adjoining lands have the potential to accommodate a mixed-use development such as a multi-functional event centre and hotel, creating opportunities for employment in this area of the City. The development of an event centre would also enhance Limerick's tourism assets and ability to attract national and international scale concerts, festivals, exhibitions, conferences and trade shows.

Objective TP 01 - Thomond Park: It is an objective of the Council to:

- a) Facilitate creation of a mixed-use development providing employment, tourist and leisure related opportunities.
- b) Enhance the character of the area through urban design and place-making, incorporating buildings of landmark design, having cognisance to the Thomond Park Stadium.
- c) Require provision of an integrated sustainable mobility network, with walking, cycling and public transport as the main components.
- d) Ensure green infrastructure is a key component of the design and layout.
- e) Ensure open spaces, where proposed, are positioned to provide passive and active surveillance.

3.4.5.2 The Bays, Moyross

These mixed-use zoned opportunity lands of 1.85ha. are located adjoining The Bays in the Moyross Regeneration Area. The principle uses shall be for employment creation and the provision of a broad range of employment opportunities. The vision for development of these lands will be focused on job creation in a high quality environment in terms of design and layout. A deficit of convenience retail floor space has been identified in Moyross. On this basis, a convenience retail element will be open for consideration, but is seen as ancillary to the primary use as an employment zone. No residential use will be permitted in this zone.

Objective BM 01 - The Bays, Moyross: It is an objective of the Council to:

- a) Facilitate creation of a mixed-use employment zone enhancing a broad range of employment opportunities for the local community. No residential use shall be permitted in this zone.
- b) Consider provision of a single convenience retail unit, which shall not exceed a net floor area of 1,500m² subject to a Retail Impact Assessment.
- c) Require the highest quality environment in terms of design and layout. Surface car parking shall be adequately screened and integrated into the site.
- d) Ensure the maximisation of connectivity for pedestrians and cyclists.
- e) Ensure open spaces, where proposed, are positioned to provide passive and active surveillance.

3.4.5.3 Caherdavin Shopping Centre

These Local Centre lands comprise the Caherdavin Shopping Centre and will facilitate the upgrade and redevelopment of the existing Centre. The adjoining 0.2ha. of lands located within the flood zones will be utilised for ancillary car-parking and open space only. The principle use of the overall zone shall be for local level shops and services, commensurate with a local centre and residential development. The site has potential to provide professionally managed student accommodation given the proximity to the TUS Campuses at Coonagh and Moylish. Any development of these lands shall comprise the highest quality design and layout, including a landmark/ gateway building with dual frontage onto the roadways and open space onto which it faces. Any development shall include proposals for improved connectivity and enhancement of the public realm.

Objective CSC O1 – Caherdavin Shopping Centre: It is an objective of the Council to:

- a) Require the highest quality of landmark design and layout with dual frontage onto the adjoining roadways and open space.
- b) Facilitate local level shops and services commensurate with a Local Centre.
- c) Facilitate purpose built and managed student accommodation where deemed appropriate.
- d) Require water compatible uses including car parking and open space within the flood zone, such car parking shall be adequately screened and sympathetically integrated.
- e) Require connectivity for pedestrians and cyclists to the nearby bus stops and walking/cycling networks.
- f) Require comprehensive proposals for the improvement of the public realm of the entire Local Centre development at this location. No occupation of any new development shall occur until upgrade of the public realm has taken place.

3.4.5.4 Parkway Valley

The former Horizon Mall brownfield site of 16.04ha. comprising a mixed-use zone is located adjacent to the Parkway Retail Park in the townland of Singland. Although permission for a mixed-use development has recently been granted on the site, in the event that construction does not progress it is important to ensure a brief remains applicable to the lands. The vision for development of these lands will be focused on the creation of a high quality environment in terms of design and layout, a mixture of functions, tenure types, unit sizes and the provision of a broad range of on-site facilities for employees. The principle uses shall be for employment creation. A range of other uses are considered open for consideration but are seen as ancillary to the primary use as an employment zone. An element of residential use may be considered, where the proposed development makes a positive contribution to the area in terms of adding to the richness and diversity of uses. The retail needs of the area are being sufficiently met by the adjoining retail parks and shopping centres and the provision of retail development will not be permitted.

Objective PV 01 - Parkway Valley: It is an objective of the Council to:

- a) Require preparation of a masterplan by a suitable qualified person, with accompanying design statements showing how the design concepts are consistent with the following principles:
 - i) Demonstrating the internal organisation of land uses, amenities and the layout of each block, the detailed design of individual buildings and spaces, including private and collective amenity areas, hard and soft landscaping, materials, finishes, street furniture, signage and lighting. Finishes, materials and heights shall be consistent with the overall development of the site.
 - ii) Given the strategic location of the site on the R445 Dublin Road, there is potential for landmark buildings.
 - iii) The purpose of the link street is to improve connectivity within the area and the layout, location and design of new streets/roads will be determined at planning application stage.
- b) Support development of the area as a major employment centre with supporting facilities such as crèches and amenity areas for employees and visitors. A high standard of urban design will be required throughout the site in order to create a high quality environment with a defined sense of place, functionally and physically connected to the existing and permitted development on surrounding lands.
- c) Support development of a civic square and streets with active frontage. The public realm will be characterised by a high standard of finishes and treatments. A network of high quality spaces formed by the highest quality of buildings, paving and landscaping is required. Architecturally designed buildings and open plazas, using high quality finishes will define civic spaces. Development shall be double fronted and shall address the Groody Park, the Dublin Road and streets and civic spaces within the development.
- d) Ensure a sufficient mix of uses, including a maximum of 48% of development for residential use, which shall be appropriately integrated with other development on site to create a successful mixed-use development.
- e) Encourage the use of underground parking, which shall be sensitively located and adequately screened.
- f) Ensure provision of a network of pedestrian and cycle routes through the lands linked to the Groody Valley Green Wedge. Details of these linkages will be required in the masterplan.
- g) Enable access via one entry point only along the R445 Dublin Road, with potential for a new access point to link with the Tipperary Road.

- h) Ensure adequate provision of social and community facilities within the site, to serve existing and future residents. Provision shall be made for childcare facilities, playground and facilities suitable for a range of age groups including walking paths and community meeting space.

3.4.5.5 Groody Valley

The New Residential zoned lands comprising 2.44ha. is located in the north-eastern corner of the Groody Valley area at the junction of the R445 and the Groody Road. Development of this brownfield site would complement the amenity use of the Groody Valley Green Wedge and facilitate creation of a dual frontage landmark building with the highest quality public realm on the approach to the City from Castletroy. The site has potential to provide student accommodation given the proximity to the University. Connectivity to the Groody Valley Green Wedge shall be central to any development proposals.

Objective GV O1 - Groody Valley: It is an objective of the Council to:

- a) Require a high quality landmark design. The proposal shall include an integrated development incorporating the fuel depot site along the R445 Dublin Road.
- b) Facilitate purpose built student accommodation where deemed appropriate.
- c) Require car parking to be located to the rear of any building, or adequately screened and sympathetically integrated within the site.
- d) Require connectivity for pedestrians and cyclists to the Groody Valley zoned lands.
- e) Ensure the design facilitates access to enable complimentary development on the Groody Valley zoned lands.

3.4.5.6 Towlerton

The Towlerton opportunity site of 16.04ha. is located in a highly visible location on one of the main approaches to Limerick and comprises a mixed-use zoning. The lands are bound by the Groody River Valley, the Bloodmill Road, the link road between the Groody Road and the N24 and agricultural lands.

This opportunity site will secure a comprehensive, high quality mixed-use development, which is architecturally distinctive, but respects and makes a positive contribution to the wider locality. The site shall be developed in accordance with an agreed masterplan, which shall illustrate a permeable network of mixed-use developments with clear hierarchies of public and private open spaces, ensuring a legibility of design and place-making to create a vibrant and pleasant new neighbourhood. A deficit in convenience retail floorspace has been identified in the area of South Castletroy. On this basis a local/neighbourhood scale retail

element will be open for consideration, but is seen as ancillary to the primary mixed-use of these lands.

Objective TN O1 - Towlerton: It is an objective of the Council to:

- a) Require preparation of a masterplan by a suitable qualified person, with accompanying design statements showing how the design concepts are consistent with the following principles:
 - i) The masterplan shall demonstrate the organisation of land uses, amenities and layout of each block, the detailed design of individual buildings and spaces including private and collective amenity areas, hard and soft landscaping, materials, finishes, street furniture, signage and lighting. Details shall be to a level that provides a framework on which to base future planning applications, with the use of two-dimensional drawings and three-dimensional massing studies. Finishes, materials and heights shall be consistent with the overall site development. The masterplan shall focus on the creation of a high quality environment in terms of overall design and layout, a mixture of functions, tenure types and unit sizes and the provision of a broad range of on-site facilities for existing and future residents and employees.
 - ii) The portion of land zoned Groody Valley Green Wedge shall be incorporated into the masterplan.
 - iii) All development will be subject to a Mobility Management Plan, a Traffic and Transport Assessment and Road Safety Audit in accordance with Chapter 3 of the *DoECLG Spatial Planning and National Roads Guidelines* at planning application stage.
- b) Require mixed-use development, which shall include residential, enterprise and employment, retail and education uses subject to the following:
 - i) A maximum of 30% of the mixed-use zoned lands shall be developed for residential purposes, which shall include any use such as nursing homes, residential care facilities etc.
 - ii) Retail development shall be of a local/neighbourhood scale with a convenience element not exceeding a net of 1,500m² subject to a Retail Impact Assessment. Any retail element shall not detract from the higher order centres serving the area. Retail warehousing or car repair/sales will not be permitted at this location.
 - iii) Complimentary uses such as Crèches may be considered.
- c) Require high quality urban design on this key site on the approach to Limerick City subject to the following:

i) Reference should be drawn from the design of the Northern Trust buildings to the south. High quality contemporary design will be encouraged to give a distinct identity, with a high quality architecturally designed land mark building along the southern section of the site.

ii) Any building proposed should respect the established building height in the vicinity and complement the building finishes.

iii) Any car parking shall be located underground or to the rear of the building. Surface car parking shall be adequately screened and integrated into the site.

Map 3.9: City and Environs Consolidation and Opportunity Sites

3.4.6 Limerick City Opportunity (Regeneration) Areas

The four Limerick Regeneration Areas of Moyross, Southill, Ballinacurra Weston and St. Mary's Park present substantial opportunities for growth, investment and employment creation in the suburbs of the City.

In accordance with the National Development Plan 2018 – 2027, continued investment in the Limerick Regeneration Programme will see the completion of the works identified in the 2013 Limerick Regeneration Framework Implementation Plan (LRFIP), which should be read in tandem with this chapter. The regeneration programme includes the delivery of some 593 new homes within a 10 minute walk of primary schools and community hubs and the upgrading of 1,504 homes, across the areas of Moyross, Southill, Ballinacurra Weston and St Mary's Park in Limerick City.

A programme of social and economic initiatives will also be advanced over the coming years to address unemployment blackspots and low education rates. While the scheme is scheduled to be completed by 2023, the cross-cutting objectives of this Draft Plan will support the continuation of all programmes for the physical, social and economic regeneration of the most deprived areas of Limerick City.

The vision of the LRIF is to create:

'Safe and sustainable communities of opportunity where people of all ages enjoy a good quality-of-life, a decent home and a sense of pride about their place. Well-serviced and attractive neighbourhoods will be physically connected and fully integrated with the social, economic and cultural life of Limerick'.

The aim of the LRIF is two-fold:

- To improve the quality of life and wellbeing of communities in the Regeneration Areas by responding comprehensively to the problems (physical, social, community safety and economic) that exist, addressing the identified needs of people and adopting a sustainable development approach;
- To promote the social and economic inclusion of the Regeneration Areas into the mainstream life of the City, reducing the gaps between the Regeneration Areas and the average for the City as a whole. This will be achieved by opening access to training, education and work opportunities, harnessing and promoting existing resources and making early interventions.

Policy RA P1 - Regeneration Strategy: It is a strategic policy of the Council to support the implementation of the Limerick Regeneration Framework Implementation Plan, in a

coordinated and sustainable manner and to co-operate with other agencies in the Region to deliver the goals and objectives set out in the Plan.

3.4.6.1 Tenure Diversification

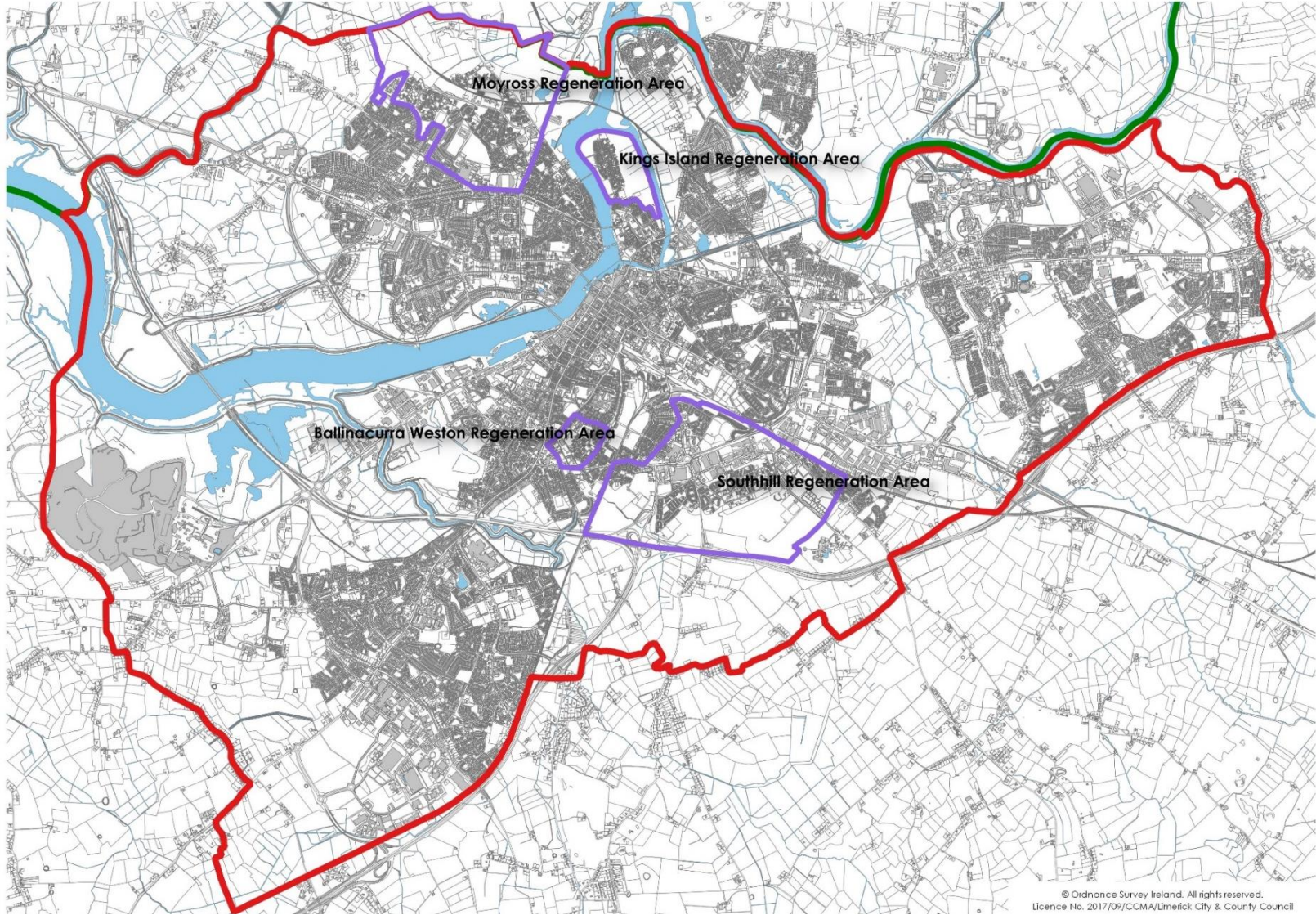
Tenure diversification aims to foster greater social, economic and community mix and in turn support thriving and sustainable communities. In 2014, the Local Authority owned 65% of the original 1,125 units in Moyross, 48% of the original 1,125 units in Southill, 37% of the original 464 units in St. Mary's Park and 28% of the original 337 units in Ballinacurra Weston. A number of the original units were vacated over time and many have been demolished to make way for better place-making and strategic connections in line with the LRFIP.

Given the capacity of residentially zoned lands and lands within the overall areas, it is envisaged that the Regeneration Areas are capable of catering for substantial new and infill residential development over the lifetime of the Draft Plan. Such development would enable the maintenance and achievement of a more diverse tenure mix over time. The delivery of a much stronger social mix of social and affordable/private owned dwellings is paramount to the success and sustainability of new developments in the Regeneration Areas. Such a mix has to be greater than just mixed tenure, it is essential that over the period of the Plan these areas achieve a population that has a greater level of income than at present. This will be achieved by the development of private/affordable housing, the expansion of home-ownership within the existing community and more importantly, improving the prospects of the child population through education and job opportunities, which clearly highlight the sheer importance of Social and Economic Regeneration.

The specific objectives and associated interventions of the Framework Implementation Plan are structured around three pillars, Social, Physical and Economic as outlined below:

Objective RA 01 - Regeneration Opportunity Areas: It is an objective of the Council to:

- a) Integrate Regeneration Areas and communities into the mainstream social, economic and community life of the City through a long-term commitment to support social, economic and physical regeneration of the most deprived areas.
- b) Improve the tenure diversity within the Regeneration Areas.
- c) Deliver the Social, Physical and Economic Framework Strategies of the adopted Limerick Regeneration Framework Implementation Plan.
- d) Undertake an annual Monitoring Report of the adopted Limerick Regeneration Framework Implementation Plan to establish key trends emerging and measure progress.
- e) Actively support the implementation of the Key Local Objectives set out in the Physical Framework Strategy for each of the Regeneration Areas.



Map 3.10: Regeneration Areas

3.4.6.2 Social Framework Strategy

The Social Framework Strategy of the Limerick Regeneration Framework Implementation Plan is a robust and evidence-based strategy reaching across key service areas. The key focus is to 'bend' the mainstream as part of a 'whole of government' approach, with a focus on the State working in tandem with local resources. The plan recognises that implementing such an approach is challenging, requiring multi-agencies to work together.

Objective SF 01 - Social Framework Strategy: It is an objective of the Council to:

- a) Improve the quality of life of residents in the regeneration communities, focused on improving health and well-being, closing gaps in health with the average population, improving the social environment and safety on the estates, stabilising community life and supporting civic engagement in the community.
- b) Address the needs of the population so that they can access opportunities, closing gaps with the average population. This covers improved access to economic and social opportunities linked to preventive interventions in early years, interventions to improve attainment in education from the earliest stages and access to further education, training and work.
- c) Improve the coherence of service provision across the statutory and voluntary/community sector, with a view to improving effectiveness in responding to needs of the population and to achieve better value for money invested by the totality of the services.
- d) Continue to support and develop Community Enterprise Centres as Community Hubs.
- e) Continue to support sport, recreation and cultural activities.
- f) Enhance and build civic engagement and community participation.
- g) Continue to support community safety through CCTV, improved communication and community policing.
- h) Enhance monitoring and review of the Social Intervention Fund by providing training and follow up support to local projects.
- i) Progress and strengthen through the role of the Local Strategic Advisory and Monitoring Group, to ensure a whole of Government approach.
- j) Connect the Social Intervention Fund to mainstream programmes so that different funding streams can work together to sustain quality services that meet the needs of the regeneration residents.
- k) Continue to fund a balance of preventative interventions, working with children and young people and targeted interventions to support individuals and families with more complex needs.

To achieve the social objectives, the Social Framework Strategy is structured around five vertical themes and three cross-cutting or horizontal themes in order to achieve stable communities, good quality of life and access to opportunities, as set out in the Figure below:



Figure 3.2: Social Framework Strategy

3.4.6.3 Economic Framework Strategy

The creation of long-term employment locally and for local people, is a central theme for the Economic Regeneration Pillar. Currently, high unemployment levels, running way above the national average, exist in the Regeneration Areas and serve to exacerbate social exclusion. Successfully tackling the dearth of employment opportunities in these areas will make a very significant contribution towards the overall goal of regeneration but can only be achieved through a multi-agency approach.

The Economic Framework Plan of the adopted Limerick Regeneration Framework Implementation Plan is strongly focused on inclusive growth and a range of bottom-up and community-level measures while also considering the wider macro-economy.

Objective EF 01 - Economic Framework Strategy: It is an objective of the Council to:

- a) Promote sectoral training, work experience, work placements and job creation initiatives.
- b) Deliver an economic engagement platform bringing together all stakeholders.

- c) Deliver social innovation/social enterprise hubs with supports for start-ups.
- d) Develop niche economic activities that can develop in line with national opportunity sectors such as green technologies.
- e) Develop a 'knowledge economy' sub-sector in community development and enterprise as skills are built locally.
- f) Strengthen inward investment through incentivisation such as long-term revolving loan financing for new public, social and educational infrastructure.
- g) Develop ICT infrastructure, skills training and usage projects to support economic and social development.
- h) Continue a priority focus on young people and youth unemployment.
- i) Focus on projects of scale that will become a City wide catalyst for economic development that will have a transformational effect on the Regeneration Areas.
- j) Develop and strengthen a Sector Focused Skills Development – Skills training approach to support economic focus on sectors of strength and growth opportunities.
- k) Create platforms for increased levels of private sector engagement in enterprise, training, work experience and employment development (e.g. Corporate Social Responsibility).
- l) Replicate the successful model employed for the Hospitality Education and Training Centre for economic sectors with growth potential through inter agency collaboration and private sector involvement.
- m) Embed the Social Contracts Clause – develop an increased focus on the monitoring and stewardship of the social contracts clause.

3.4.6.4 Physical Framework Strategy

The Physical Framework Strategy sets out the basis for a more coherent and sustainable use of land in the Regeneration Areas, which makes socio-economic development more likely, improves housing quality and place-making (including safety), making the areas more accessible. Furthermore, a range of strategic infrastructure improvements are identified (both in terms of the natural environment and ICT). The approach is coherent and recognises both past failures and ongoing challenges in improving the liveability of the areas. The Limerick Regeneration Framework Implementation Plan correctly identifies the very distinct sets of issues confronting each Regeneration Area. This includes the severity of issues each area faces, not least the varying extent of dereliction and prior poor estate design.

In setting out the Physical Framework Strategy objectives, it is recognised that no single aspect alone will be effective in delivering the change agenda for the physical Regeneration Areas.

Objective PF 01- Physical Framework Strategy: It is an objective of the Council to:

- a) Build a strong competitive economy.
- b) Promote healthy communities.
- c) Require good design.
- d) Promote sustainable movement.
- e) Deliver a wide choice of high quality homes.
- f) Support high quality communications infrastructure.
- g) Meet the challenge of climate change and flooding.
- h) Conserve and enhance the natural and historic environments.

The physical framework strategies for each Regeneration Area sets out the key local objectives that guide the physical development of the areas into the future. The local objectives shall differ for each of the areas, however the strategic objectives shall remain consistent for each Regeneration Area set out above.

The progress on the Physical Framework of the LRFIP as of November 2020 is set out in the following infographic:



3.4.6.5 Moyross

Moyross lies to the north-west of Limerick City. The Moyross Regeneration Area covers approximately 200ha. (494 acres) and spans almost 2 kilometres from west to east and 1.8 kilometres north to south. Moyross presents the following key challenges:

- Poor connectivity and accessibility with adjacent neighbourhoods, which has resulted in Moyross becoming physically, economically and socially isolated;
- Over-provision of underutilised public open space;

- Several under-used and vacant infill-housing sites, which currently detract from the overall appearance of the estate;
- Due to the demolition of some blocks to date, the layout of the houses provide exposed boundaries which provide little in the way of natural surveillance - undermining the safety and security of the area;
- To the east of Moyross is a significant area of wetland, known as Knocknalisheen Marsh, which is prone to flooding;
- A key challenge in Moyross is to ensure that any development, proposed as part of the LRFIP, does not have a negative impact on the water quality and habitats within Moyross or downstream of the area.

Objective M 01 - Moyross: It is an objective of the Council to:

- a) Develop a large public park that connects the River Shannon, Moyross and Caherdavin for a range of active and passive recreational uses in an ecologically sensitive manner.
- b) Provide for active play space facilities, based on the existing and expected child population projections generated by the existing and future need.
- c) Ensure sufficient land zoning around the Coonagh/Knocknalisheen Road capable of delivering a Northside Business Campus as referred to in the RSES, to attract and enhance job creation and economic investment in the area.
- d) Support the construction of the Coonagh- Knockalisheen bypass, providing a new western entrance to Moyross to eliminate existing cul-de-sac layout and extend the existing Moyross Avenue to link with the new entrance of bypass.
- e) Upgrade the existing Moyross Avenue from a route that is predominantly designed for the movement of vehicles to a traffic-calmed street where the needs of pedestrians, cyclists and public transport users are prioritised. Measures to slow down traffic, for example the narrowing of carriageways and side-road entry treatments to the various residential estates, will be incorporated to improve safety for all road users;
- f) Provide new and improved connections to improve permeability throughout Moyross at the following locations:
 - i) A safe pedestrian/cycle link from Sarsfield Gardens through existing bridge underpass to Moyross Avenue;
 - ii) Improved existing access from Moyross to Cratloe Road;
 - iii) Improved access from the Civic Heart of Moyross to Thomond Park/Cratloe Road;
 - iv) Provide a new road connection between Moyross Avenue and Cratloe Road;
 - v) Create a new road connection between LIT and the District Centre at Watch House Cross;
 - vi) Improved access to Watchhouse Cross from Ballynanty;

- vii) Create a new street between Cosgrave Park and Maintenance Depot to eliminate existing cul-de-sac layout.
- g) Improve local connections converging on the community hub of Moyross at the following locations:
 - i) From the Cratloe Road;
 - ii) Thomond Park.
- h) Retain the general arrangement of streets and services infrastructure as existing;
- i) Provide new and improved crossings for pedestrians and cyclists, which will provide direct and convenient access between local amenities at the following locations:
 - i) Moyross Avenue from College/Cliona Park to the community hub;
 - ii) Moyross Avenue linking the linear park;
 - iii) Moyross Avenue linking Cosgrave Park to Watchhouse Cross;
 - iv) Cratloe Road;
 - v) Killeely Road.
- j) Protect and enhance the special landscape character and setting of Delmege Estate.
- k) Provide on street parking along existing and new streets where feasible. Lengths of on-street parking will be broken up through the inclusion of a street trees or other landscape feature. Parking areas will be designed so that they do not dominate the street scene. Short term on-street car parking will also be provided adjacent to the existing community hub.
- l) Protect the integrity of all Natura 2000 sites in the vicinity. In this regard the development proposals developed shall be subject to HDAA and SEA.
- m) Protect the existing biodiversity of the area and to provide interpretation for the public.
- n) Promote the redevelopment of the 'Bays' site to add additional local capacity and contribute to the formation of a natural training cluster.
- o) Protect the existing alignment of the Limerick/Galway rail line.
- p) Protect and enhance existing desire lines within Moyross and integrate them as part of public realm improvements within the area.
- q) Promote Watchhouse Cross as the District Centre for the area of Moyross, Killeely, Ballynanty and Parteen in accordance with the Retail Strategy for the Limerick Shannon Metropolitan Area and County Limerick.
- r) Reinforce existing Employment and Enterprise Uses at Moyross Enterprise Centre.
- s) Retain the existing active playing pitches associated with LIT, St. Nessian's Community College and Thomond Park RFC as sporting facilities.
- t) Provide for greater linkages and improved pedestrian and cyclists connections between Moyross and the adjacent areas, including the educational institutions.

- u) Create a civic area of suitable scale in Moyross that can act as a focal point for community, civic and educational facilities including a rail station.

3.4.6.6 St. Mary's Park and King's Island

King's Island extends over an area of 170 acres and is bounded on the east by the River Abbey and on the west by the River Shannon. This area represents an important asset to the City, particularly in terms of its ecological importance, archaeological significance and tourism potential. St. Mary's Park and King's Island presents the following key challenges:

- Poor connectivity and accessibility which has resulted in St. Mary's Park becoming physically, economically and socially isolated;
- Unattractive public realm with an over-dominance of hard surfaces with limited soft landscaping;
- Several under-used and vacant infill-housing sites, which currently detract from the overall appearance of the estate;
- The layout of the houses to the east of St. Munchin's Street backs onto the landfill therefore providing little in the way of natural surveillance;
- A key challenge in St Mary's Park is the designation of the majority of the area as Flood Zone A;
- The designation of a Special Area of Conservation with the potential of disturbance to birds as a result of amenity use of lands adjacent to the wetland, loss and fragmentation of habitat resulting from the construction of new replacement housing, streets and new connections;
- The lack of active play facilities for those persons under the age of 15 years and non-sporting related open space recreational amenities;
- Lack of maintenance, repair and care of the overall historic fabric of the wider King's Island area;
- Significant number of derelict sites in key locations, particularly along Mary Street and vacant properties, particularly along Nicholas Street;
- Presence of under-utilised historic assets, e.g. upstanding remains of Fanning's Castle and remains of house with carved stone fireplace on Nicholas Street.

Objective MK 01 - St. Mary's Park and King's Island: It is an objective of the Council to:

- a) Promote the development of the waterways, subject to detailed environmental considerations and requirements to include St. Mary's Park, Moyross to Grove Island and the City as a flagship project with training, employment and tourism potential.

- b) Environmentally improve the existing street network of St. Mary's Park to provide a safe, attractive, accessible and well-designed network of streets in tandem with the upgrade to the existing water network and refurbishment works to existing houses.
- c) Protect the integrity of all Natura 2000 sites in the vicinity. In this regard, the development proposals developed shall be subject to Habitat Directive Assessment and SEA.
- d) Provide opportunities to maximise the educational value of the passive open space surrounding St. Mary's Park.
- e) Support delivery of the CFRAM Limerick Flood Relief Scheme Programme.
- f) Develop a strategy to integrate King's Island into the City Centre core through selective site redevelopment and improved connections.
- g) Return the eastern side of St. Munchin's Street to parkland once demolition of the area has taken place.
- h) Restrict development on the strip of land east of St. Munchin's Street which, was used as a landfill site and filled with domestic refuse.
- i) Examine options to improve connectivity at Island Road from St. Mary's Park to the Medieval Quarter by transforming from a route that is predominantly designed for the movement of vehicles, to a traffic calmed street where the needs of pedestrians, cyclists and public transport users are prioritised; whilst ensuring protection of the integrity of the environmentally designated sites.
- j) Provide crossings for pedestrians and cyclists which will provide direct and convenient access between local amenities at the following locations:
 - i) At Star Rovers Football Club;
 - ii) At the Primary Health Care facility at Island Road;
 - iii) At St. Mary's Community Centre, Verdant Place.
- k) Promote the development of key strategic sites within Nicholas Street and Bridge Street for potential enterprise development attracting further inward investment.
- l) Promote employment growth in King's Island and St. Mary's Park through the re-use of under utilised sites, derelict buildings and the upgrading of sites already in employment uses.
- m) Improve local connections converging on the existing St. Mary's Park Community Centre including a new street, at Island Gate, from Verdant Place to Dominick Street.
- n) Support the provision of an extended multi-use community centre at St. Mary's Park Community Centre, to provide flexible and accessible spaces adaptable to the communities' needs. The provision of an extended centre at this location, within easy access to the City core will ensure that the centre is used not only by residents of St. Mary's Park but the wider community also.

- o) Explore the potential to upgrade Eel's Weir to provide a connection to the New Road and beyond and ensure that any development proposed does not have a negative impact on habitats.
- p) Support the redevelopment of ~~the~~ Opera Square ~~Centre-site~~, adjacent to King's Island/St. Mary's Park, which is seen as an economic catalyst for the area, City and region.

3.4.6.7 Ballinacurra Weston

The Regeneration Area of Ballinacurra Weston extends over an area of 14.46ha. and is located in a suburban residential setting to the south-west of Limerick City Centre. Ballinacurra Weston presents the following key challenges:

- Poor connectivity, accessibility and/or awareness of routes to key locations due to the cul-de-sac layout of the area;
- Unattractive public realm with an over-dominance of hard surfaces (especially to Byrne Avenue) and rock armoury with limited soft landscaping;
- Poorly overlooked pedestrian routes;
- A significant amount of vacant land within the Regeneration Area at the site formerly occupied by Clarina Park;
- Several under-used and vacant housing sites, which currently detract from the overall appearance of the estate;
- Due to the demolition of Clarina Park, there is a significant amount of vacant land within the Regeneration Area. A key challenge is to identify interventions for the land in the short to medium term to ensure its protection from anti-social activities;
- Limited overlooking of internal public open space. A key challenge is to provide functional, safe and well-overlooked open spaces within the estate.

Objective BW 01 - Ballinacurra Weston: It is an objective of the Council to:

- a) Improve permeability and connections from Ballinacurra Weston to its wider context at the following locations in the short-medium term:
 - i) Provide a new vehicular connection from Clarina Avenue to Byrne Avenue. The lack of permeability at this location has resulted in high incidences of anti-social behaviour and crime;
 - ii) Provide a new vehicular connection from Clarina Park to Lenihan Avenue. Upgrade the existing laneway (Alley Lane) to allow greater access to Prospect Hill and Rosbrien Road to the north;
 - iii) Provide a new street from Beechgrove Avenue to Crecora Avenue.
- b) Support the provision of multifunctional spaces at Our Lady of Lourdes Community Centre to provide flexible and accessible spaces adaptable to communities' needs.

- c) Provide new and improved crossings for pedestrians and cyclists which will provide direct and convenient access between local amenities at the following locations:
 - i) At Rosbrien Road, to the west of Our Lady of Lourdes Community Centre;
 - ii) At Childer's Road, north of Our Lady of Lourdes Primary School;
 - iii) At Hyde Road from Crecora Avenue;
 - iv) At Hyde Road from Lenihan Avenue to Hyde Villas;
 - v) At Byrne Avenue from Clarina Park.
- d) Promote potential enterprise development in Ballinacurra Weston through the reuse of underutilised sites at the existing local centre, Our Lady of Lourdes Community Centre and lands associated with the ESB Depot and Adapt House.

3.4.6.8 Southill

Southill is located in the southern fringe of Limerick City Centre. The masterplan aims to redefine the south City as a distinctive and popular neighbourhood. Southill presents the following key challenges:

- Poor connectivity and accessibility with adjacent neighbourhoods which has resulted in Southill becoming physically, economically and socially isolated;
- The Radburn layouts that characterise Southill create a place that is difficult to navigate;
- Poorly observed rear courts (as part of the Radburn layouts);
- Poorly observed and confusing pedestrian routes;
- Over-provision of underutilised public open space;
- Several under-used and vacant infill housing sites, which currently detract from the overall appearance of the estate;
- Due to the demolition of some blocks to date, many houses have exposed boundaries, which provide little in the way of natural surveillance. This undermines the safety and security of the area;
- The lack of strategic access into Southill from the M7 Motorway. This greatly limits possible opportunities to attract employment into the area and acts as a barrier to permeability;
- Roxboro roundabout represents a key challenge to pedestrian and cycle movement;
- The lack of connectivity to the wider area, including the University of Limerick to the northeast, presents a key challenge;
- The lack of active play facilities for children under 15 years old within each of the estates.

Objective OK 01 - O'Malley Park and Keyes Park: It is an objective of the Council to:

- a) Investigate the provision of a more direct access from the M7 and N20 into Southill (subject to a feasibility study examining potential options).
- b) Promote the Galvone Industrial Estate as a hub for green sector focused development.
- c) Consider alternative uses (further education and training) for Southill Junior School.
- d) Expand the footprint of the Southill Area Centre to improve the quality and choice of community focused uses available.
- e) Promote the following local connections within O'Malley and Keyes Park, Southill:
 - i) A new street at eastern boundary of Churchfields site to the church;
 - ii) A new street through the centre of the Churchfields site to the Southill Area Centre;
 - iii) A new east-west connection, south of Rose Court, Keyes Park from the Roxboro Road to the community hub;
 - iv) A new north-south connection from Childer's Road to O'Malley Park through the Fulflex site;
 - v) A new north-south connection from O'Malley Park to the Childer's Road;
 - vi) A new east-west connection from Pike Rovers Football Club to Kilmallock Road;
 - vii) A new connection from Kennedy Park, adjacent to proposed Integrated Educational Campus at St Kieran's, to the Roxboro Road.
- f) Provide crossings for pedestrians and cyclists which will provide direct and convenient access between local amenities at the following locations:
 - i) At Childer's Road: from O'Malley Park to Kennedy Park and the new Integrated Educational Campus at St. Kieran's;
 - ii) At Roxboro Cross: From Roxboro Road to the District Centre (Roxboro Shopping Centre).
- g) Create a direct connection from Roxboro roundabout (through the 'Galvone Arms' site) to the heart of Southill – the community hub containing the church, health centre and Southill Area Centre.
- h) Enhance the junction of Childer's Road and Roxboro Road as a District Centre in order to fulfil its role as the commercial and retail hub serving Southill and the wider area.
- i) Develop a new integrated educational campus to serve the needs of the entire area.
- j) Strengthen the opportunities for vocational sports development at 'the Factory' which currently occupies the existing Fulflex building.
- k) Promote the development of strategic sites within Southill for the construction of landmark/gateway buildings, subject to urban design and built form parameters.
- l) Promote mixed and employment generating uses along key strategic routes, allowing for a higher efficiency of existing land resources.

- m) Explore the potential to re-establish and environmentally improve the west-east link through the Galvone Industrial Estate from the Roxboro Road to the Kilmallock Road subject to securing an alternative location for the Traveller halting site currently located at Clonlong.
- n) Create a new community park at the centre of the community hub to provide recreation and play facilities in a safe, overlooked location and provide a focus for local events and celebrations.
- o) Consider the reuse of St. Enda's complex as a focal point for education and sports related projects.
- p) Promote mixed and employment generating uses at Kilmallock Road Enterprise Centre.
- q) Ensure any future development of the Clonlong site be in accordance with the Traveller Accommodation Programme 2019 - 2024 and any subsequent programme adopted by the Council.

Objective KC 01 - Kincora and Carew Parks: It is an objective of the Council to:

- a) Transform the Roxboro Road, the main access road dividing O'Malley Park and Keyes Park from Kincora and Carew Parks, from a route that is predominantly designed for the movement of vehicles to a traffic calmed street where the needs of pedestrians, cyclists and public transport users are prioritised.
- b) Protect and enhance the special landscape character and setting of Southill House.
- c) Promote the development of Barry's Field as a large scale community garden/orchard to facilitate horticulture training and community garden enterprise and provide for active frontage in the form of residential use to the rear of Carew Park.
- d) Promote the following local connections within Carew and Kincora Parks, Southill:
 - i) Create a new east-west connection from John Carew Park to Yeats Avenue;
 - ii) Create a new north-south connection through the green at Carew Park to improve accessibility;
 - iii) Create a new east-west connection from Elm Place, Rathbane to John Carew Park Links Road;
 - iv) Create a new north-south connection from Childer's Road through the LEDP site and the Aldi Discount Store to connect with Kincora and Carew Park;
 - v) Create a pedestrian link from Markievicz Drive across Collins Avenue to the community hub.
- e) Provide crossings for pedestrians and cyclists which will provide direct and convenient access between local amenities at the following locations:
 - i) At Collins Ave from Keyes Park to Southill House;

- ii) At Collins Ave from Lilac Court in Keyes Park to Markievicz Drive in Kincora Park.
- f) Provide new traffic-calming measures at O’Higgins Drive in Carew Park to improve safety for pedestrians and cyclists and slow traffic speeds.
- g) ~~Promote the expansion of a ‘service industry training’ centre at the LEDP complex which can facilitate programmes to build local capacity for a broad range of roles in re-emerging businesses e.g. call centres and hospitality training.~~
- h) Ensure any future development of the Toppin’s Field site be in accordance with the Traveller Accommodation Programme 2019 – 2024 and any subsequent programme adopted by the Council.

The Limerick Enterprise Development Partnership (LEDP) campus at Roxboro comprises 3.87ha. of Enterprise and Employment and 2.49ha. of Local Centre zoned lands. The campus provides for a broad range of employment opportunities, community and education and training facilities of significant benefit to the disadvantaged area in which the campus is located. The vision for development of the campus will be focused on job creation. The redevelopment of a vacant unit (Innovation Hub) of 33,000 sq. ft. to provide a new multi-functional Creative and Innovation Industries Centre, comprising Ireland’s first virtual production studio and space will facilitate and encourage indigenous SME sub suppliers to the Film Industry to locate in a regeneration area.

Objective LEDP O1 - Limerick Enterprise Development Partnership: It is an objective of the Council to:

- a) Support and facilitate expansion of the existing employment uses and training facilities, enhancing the broad range of employment opportunities for the local community;
- b) Facilitate the reuse of the vacant Innovation Hub for employment uses such as a multi-functional Creative and Innovative Industries Centre;
- c) Facilitate and encourage employment creation by SMEs.

3.4.7 Metropolitan Settlements outside the City and Environs

The settlements of Mungret, Annacotty, Castleconnell, Patrickswell and Clarina, as well as a large rural area are located in the Limerick Metropolitan Area.

The settlements of Mungret in the Southern Environs and Annacotty to the east of Castletroy adjoin the suburban areas of Limerick City and Environs. In Mungret village, under the Settlement Capacity Audit 2 no. sites have been identified with a potential yield of 1,272 no. units over the lifetime of this plan. This includes a site with an area of 31.95ha. located within the Framework Plan area. In Annacotty, the Settlement Capacity Audit identifies 4 no. sites with a potential yield of 280 no. units. Development of these sites will enable the

consolidation and compact growth of these settlements while achieving projected growth in a sustainable manner.

Castleconnell is a Level 3 Town in the settlement hierarchy. In accordance with National Policy Objective 3c, a growth target of 28% has been incorporated into the Core Strategy. Development in Castleconnell shall accord with the objectives for the Level 3 Town settlements as set out under Section 2b below, with the exception of projected growth.

Patrickswell is a Level 4 Large Village in the settlement hierarchy. Following a survey of services and infrastructure and having regard to the unique situation in the village, the limited growth over a prolonged period and the location of the village in the Metropolitan Area, a growth target of 40% has been incorporated into the Core Strategy. Development in Patrickswell shall accord with the objectives for the Level 4 Large Village settlements as set out under Section 2b below, with the exception of projected growth.

Clarina is a Level 5 Village in the settlement hierarchy. Having regard to National Policy Objective 3c, a growth target of 28% has been incorporated into the Core Strategy. Development in Clarina shall accord with the objectives for the Level 5 settlements as set out under Section b below.

Further details in relation to development in these settlements are set out under Section 2b below. Development in these settlements shall take place in accordance with the core strategy, compact growth and active land management objectives and all development management standards as set out under this Development Plan.

Development in the rural areas of the Metropolitan Area shall comply with the rural housing policy and all relevant planning criteria and Section 28 guidelines.

Section 2b: Limerick County Spatial Strategy

3.5 Level 2: Key Towns

Newcastle West has been identified as a Key Towns in the Southern Region. The Council acknowledge the importance of this designation. A Key Town is a ~~are~~ settlements with a strong employment base and a broad range of services that serves a wide catchment area. ~~They each~~ The Key Town plays a critical role in underpinning the RSES objectives to ensure a consolidated spread of growth beyond the cities to the sub-regional level. It is envisaged that the Key Towns will be a focus for significant growth.

The Southern Regional Spatial and Economic Strategy describes the location of Newcastle West as presenting opportunities for future economic development and employment growth. ~~Identified by the RSES as a key town,~~ Newcastle West will play a critical role in ensuring a consolidated spread of growth beyond Limerick City and Suburbs to the sub-regional level. In this regard, the Core Strategy identifies 30% growth from a population of 6,619 in 2016 to 8,607 to 2028, equating to an additional 706 dwelling units. The RSES also identifies its

location as an opportunity for future economic development and employment growth and highlights its strong sub-regional interdependencies with Listowel, Rathkeale and Abbeyfeale.

~~Kilmallock is also a Key Town serving the East of County Limerick.~~

A Local Area Plan is in place for Newcastle West, which will be reviewed on completion of this Development Plan. The Local Area Plan (LAP) will deal with the more detailed approach to the development of Newcastle West in line with its ambition as a Key Town. The LAP will consider in detail employment and economic development opportunities, placemaking initiatives, upskilling, lifelong learning, social infrastructure. In addition to the LAP, the Council is committed to the preparation of a Local Transport Plan for Newcastle West, which will consider sustainable mobility and placemaking, as a key element of the growth of Newcastle West.

Objective ~~SS-07~~ CGR O12 - Level 2 – Key Towns Newcastle West and Kilmallock – It is an objective of the Council to promote Newcastle West ~~and Kilmallock~~ as a key service centres and to promote the sustainable growth of the towns to become a self-sufficient settlements and act as a service centres for ~~their~~ its inhabitants and rural hinterland. At least 30% of all new homes shall be located within the existing built-up footprint of the settlements, in order to deliver compact growth and reduce unsustainable urban sprawl.

Objective ~~SS-08~~ CGR O13 - Newcastle West and Kilmallock Local Area Plans - It is an objective of the Council to monitor and review the Local Area Plans for Newcastle West ~~and Kilmallock~~ to align with the Limerick Development Plan 2022 – 2028 on completion, which will recognise the roles of Newcastle West ~~and Kilmallock~~ as a Key Towns for growth within Limerick.

3.6 Level 3: Towns

Towns with population of over 1,400 people will be promoted as secondary development centres for future population growth. They provide a wide range of services and their functions are complementary to the Limerick ~~City~~ Metropolitan Area, Newcastle West and each other. They also have an important regional employment function within their surrounding catchment areas. Acting as important local drivers, Level 3 Settlements provide a range of functions for their resident population and their surrounding catchments including housing, employment services and retail and leisure opportunities.

These settlements have experienced varying levels of commuter focused residential expansion, without equivalent increase in jobs and services. They require consolidation and targeted 'catch up' investment in services, infrastructure, suitable transport options, amenities and local employment, whilst balancing housing delivery and focusing on consolidation to become more self-sustaining. In line with National Policy Objective 3c, 30% of all new homes targeted within Level 3 settlements shall be within their existing built-up footprints.

Objective ~~SS-09~~ CGR O14 - Level 3 – Towns - It is an objective of the Council to monitor and review existing Local Area Plans and prepare new Local Area Plans for the following settlements: Abbeyfeale, Caherconlish, Castleconnell, Kilmallock and Rathkeale to align with the Limerick Development Plan on completion and to consolidate the growth of these towns and focus policy on ensuring these towns become more self-sufficient, in terms of job creation and services.

Objective ~~SS-010~~ CGR O15 - Scale of Development within Level 3 – It is an objective of the Council to ensure that the scale of new housing developments, both individually and cumulatively, shall be in proportion to the pattern and grain of existing development generally. No one proposal for residential development shall increase the existing housing stock by more than 10 – 15% within the lifetime of the Draft Plan, unless the applicant can demonstrate that the settlement has adequate capacity, in terms of both physical and social infrastructure to support additional growth.

3.7 Level 4: Large Villages

These are settlements generally with a population of over 500 and less than 1,400 persons that cater for the daily and weekly needs of their inhabitants and the needs of the surrounding wider catchment area. Level 4 settlements provide a range of employment opportunities and services appropriate to their size and function, such as secondary and primary schools, childcare facilities, sports grounds/complexes, libraries, Garda stations, medical centres and a good range of local services including shops, pubs, post offices and banks/credit unions.

There is considerable variation in the settlements from small towns and large villages, included in this level in terms of scale, character context and infrastructure. However, all have potential for appropriate levels of growth and consolidation. In line with National Policy Objective 3c, 30% of all new homes targeted within Level 4 settlements shall be within their existing built-up footprints. In order to realise the consolidation of these towns/villages, development will be encouraged to be delivered in a sustainable, sequential manner from the town/village core outwards, while promoting the reuse and redevelopment of vacant and derelict sites and buildings.

Objective ~~SS-011~~ CGR O16 - Requirements for Developments within Level 4 Settlements – It is an objective of the Council within these settlements to facilitate development, subject to compliance with the following:

- a) To ensure that the scale of new housing developments both individually and cumulatively shall be in proportion to the pattern and grain of existing development.

Generally, no one proposal for residential development shall increase the existing housing stock by more than 10 – 15% within the lifetime of the Draft Plan, unless the applicant can demonstrate that the settlement has adequate capacity in terms of both physical and social infrastructure to support additional growth.

- b) The development of these centres shall provide for serviced sites and a variety of other house types and densities as appropriate.
- c) New commercial developments shall generally be located within the core area and shall contribute positively to the village urban fabric and streetscape.
- d) New community and social facilities shall be provided in conjunction with residential development as required.

Objective ~~SS-012~~ CGR 017 - Local Area Plans in Level 4 Settlements - It is an objective of the Council to review existing and prepare new Local Area Plans for Adare, Askeaton, Croom and Patrickswell, to align with the Limerick Development Plan 2022 – 2028 on completion.

3.8 Level 5: Small Villages

These are smaller settlements generally ranging in population from 150 – 500 people with a range of infrastructural, social and community facilities. These settlements have some essential infrastructure (i.e. Council water and/or sewage facilities) and a range of community infrastructure that provide for convenience and daily needs of the local population and surrounding area. They also provide some small-scale employment opportunities and local level community facilities, such as primary schools, churches, local sporting facilities and a community hall. In line with National Policy Objective 3c, 30% of all new homes targeted within Level 5 settlements shall be within their existing built-up footprints.

Objective ~~SS-013~~ CGR 018 - Development within Level 5 Settlements – It is an objective of the Council within these settlements to facilitate development, subject to compliance with the following:

- a) The scale of new residential schemes shall be in proportion to the pattern and grain of existing development and shall be located within the development boundary, thus avoiding ‘leap frogging’ of development and delivering compact growth and providing for the organic and sequential growth of the settlement. Infill and brownfield sites will be the preferred location for new development. In this regard, any development shall enhance the existing village character and create or strengthen a sense of identity and distinctiveness for the settlement.

- b) New commercial developments shall generally only be located within the core area and shall contribute positively to the village streetscape.
- c) New community and social facilities shall be provided in conjunction with residential development as required.

Objective ~~SS-014~~ CGR 019 – Scale of Growth for Level 5 Settlements – It is an objective of the Council to ensure that, generally, no one proposal for residential development shall be larger than 5 – 7 units. A limited increase beyond this may be permitted where demonstrated to be appropriate, dependent on the extent of the settlement and the services in place to serve growth.

3.9 Level 6: Rural Clusters

Rural Clusters comprise largely of areas with limited essential infrastructure and services. They generally have one or more existing community or other local facilities. Development within Rural Clusters will be limited to incremental local growth appropriate to their size and character. It is anticipated that each cluster can cater for a small population increase from their current population base over the period of the Draft Plan.

Objective ~~SS-015~~ CGR 020- Development in Level 6 Settlements – It is an objective of the Council to ensure that:

- a) Permitted growth will be very small scale and on an incremental basis and must be reflective of the rural nature of these settlements. New developments shall be located within or contiguous to the core identified for each settlement, thus avoiding ‘leap frogging’ of development and shall be designed, to deliver compact growth within the existing villages and provide for the organic and sequential growth of the settlement. Infill and brownfield sites will be the preferred location for new development.
- b) Single units or very small-scale commercial or employment generating development will be encouraged, provided it is of a scale appropriate to the village setting, the infrastructure has the capacity to accommodate same and adjoining uses are not adversely affected.
- c) Where there is public sewage and water infrastructure and where there is capacity within same, a limited number of units may be permitted around the core area. In this case, no one proposal shall be larger than 3 – 4 houses, depending on the existing housing stock and the pattern and grain of the village.

- d) Where there is no sewage treatment plant or limited capacity in the existing treatment plant, sewage treatment shall generally be by means of individual treatment systems, subject to satisfactory site assessment and compliance with EPA guidelines.

3.10 Revitalisation of Towns and Villages

The towns and villages outside of Limerick City have distinctive roles to play in the County's economy and as places for communities to live, work and visit. Limerick's towns and villages are providing various levels of employment and services for people in the settlements and surrounding areas including education, retail, recreation, primary health and social activities. These settlements provide key resources that are essential to the economy and society of rural Limerick, with many being important drivers of their local economies as well as servicing their rural hinterlands.

The settlements provide many opportunities for people to live, work and do business. Limerick City and County Council acknowledges that some settlements are facing difficulties, with vacancy, dereliction and lack of services. Many towns and villages have suffered from a lack of investment, particularly in infrastructure. Such investment could improve their capacity to act as service, employment and residential centres in accordance with the Settlement and Core Strategies. The Local Authority is therefore committed to address vacancy and dereliction and supporting revitalisation and improving the viability of rural towns and villages, to enable economic, residential and social opportunities as well as improvements to the quality of life, in accordance with the objectives of the NPF and RSES. Limerick City and County Council is also committed to working with and supporting local communities seeking funding through various schemes, which contribute to the revitalisation of Limerick's rural towns and villages.

Policy CGR P2 P4- Revitalisation of Towns and Villages: It is the policy of the Council to:

- a) Actively address issues of vacancy and dereliction in settlements across Limerick.
- b) Promote projects contributing to compact growth and the physical, social and economic revitalisation of the towns and villages throughout County Limerick.

The Town and Village Renewal Scheme is a key initiative under the Action Plan for Rural Development *Realising our Rural Potential* and *Project Ireland 2040*. The scheme is designed to help rural areas achieve their full economic and social potential and aims to support the rejuvenation of towns and villages across Ireland to make them more attractive places to live, work and visit. The scheme facilitates initiatives in areas such as heritage, tourism, arts and culture, the re-use of vacant premises, energy efficiency and business supports. The scheme

focuses on rural towns and villages of less than 10,000 population, with policies supporting economic growth and development of such settlements.

Limerick City and County Council administer the fund issued by the Department of Rural and Community Development under the Town and Village Renewal Scheme. Some examples of projects, which have been awarded funding under the Town and Village Renewal Scheme, include:

- The creation of a pedestrian friendly Town Centre in Askeaton;
- Public realm improvements in Ballingarry;
- Refurbishment of the Parish Hall to create a community centre in Broadford;
- Creation of a village heritage trail and town park improvements in Dromcollogher;
- Development of a community wildlife area in Killeely;
- A walkway and public lighting at Murroe Town Park;
- Refurbishment of the Countess of Dunraven Fountain and seating in Adare;
- Resurfacing of footpaths and universal access in Grove Public Park in Bruff;
- Improved access to Priory Walk, seating in the Pocket Park and amenities in Kilmallock;
- Sensory garden, walking track and universal recreational area in Pallasgreen.

The Rural Regeneration and Development Fund (RRDF) is a key component of Project Ireland 2040, which is the Government's plan for balanced regional development across the country. A number of projects in Limerick have been awarded funding including the examples briefly outlined below:

- The Rural Limerick Housing Development Project is being undertaken through the Rural Regeneration Development Fund. The towns and villages of Abbeyfeale, Ardagh, Askeaton, Bruff and Rathkeale have received funding to address dereliction, provide housing and bring life back to these settlements. The aim of this project is to bring derelict properties in the core of the towns and villages across rural Limerick back into active re-use, with an emphasis on the provision of housing, based on the delivery of demonstrator housing projects for social and affordable dwellings sold on the open market. The project will also develop plans for re-use of identified derelict properties/brownfield lands in the same towns and villages as community, social and economic infrastructure with properties being acquired by the Local Authority by agreement or compulsorily under the Derelict Site Act, 1990;

The need for housing has not been sufficiently utilised as a potentially effective mechanism for the revitalisation of rural towns and villages. There is demand for housing in rural towns particularly for housing that is affordable. The resettlement of populations in the core of towns and villages is essential for vitality, vibrancy and sustainable development and is supported in this Draft Plan;

- RRDF funding has been awarded for the West Limerick Tourism Gateway. This proposal consists of the preparation of a comprehensive tourism plan for Newcastle West Town Centre. The project will centre around Fuller’s Folly a historic building located on the bridge in the ownership of Limerick City and County Council. The funding for Fuller’s Folly will allow further development and restoration of the building to act as a landmark tourist attraction in the town;
- Murroe Community Hub is a community driven project, which involves the construction of a two-storey multi-purpose building. The hub will include a hall for sports and community events, a scout den, meeting rooms, office, changing facilities and community café. The hub includes a “smart campus” which will provide fibre broadband, access for the community and hot desk facilities for local business people. An all-weather pitch and multi-access walkway have been constructed, while a skate park is also proposed. The Murroe Town Park Project aims to create public space for sport and recreation, while enhancing economic and social activity by drawing footfall into the village, creating employment opportunities and enhancing the attractiveness of the area as a high quality place to live;
- The Glenbrohane Local Hub project seeks to significantly enhance the range of services available to local residents and businesses. The vision is to create a social enterprise hub, which will provide employment opportunities, address rural isolation and create a tourist attraction. The project involves the conversion of an old public house into a community facility housing a café, shops for local crafts and produce, a Men’s Shed, office and meeting rooms;
- Ballyhoura has the potential to be a major centre of rural tourism in Limerick and provide revitalisation opportunities from spin off benefits in surrounding settlements. The International Mountain Biking Project forms part of a nationwide Outdoor Recreation Infrastructure Scheme, which has provided funding to develop a number of international standard Mountain Biking Trails across the country. The project will provide recreational and tourism related economic opportunities to the local community, surrounding settlements and wider region.

Objective CGR 09 O21- Town and Village Revitalisation: It is an objective of the Council to:

- a) Promote and support the renewal and revitalisation of rural town and village centres to enhance the vitality and viability of settlements as attractive residential and service centres.
- b) Support and work with State Bodies, private landowners, community and voluntary groups to successfully achieve the renewal and revitalisation of Limerick’s towns and village centres, including projects to re-use vacant premises and underutilised sites,

enhance the unique characteristics and assets of Main Streets and improve the public realm.

-New Chapter 4: Housing Strategy (Formally Chapter 3: Settlement and Housing Strategy)

Explainer Note: This Chapter has been revised and is now solely the Housing Strategy. Policy and Objective numbering have also been revised to correspond with this revision.			
No.	Amendment	Section/ Objective	Submission No.
1.	Note: The following chapter has been amended in response to submissions received during the public consultation process. The Settlement Strategy formally located within this chapter has now been relocated to Chapter 2: Core Strategy and Settlement Strategy. Policy and Objective numbering have also been revised to correspond with this revision. New text is included in <u>green</u> while text deletions are outlined in <u>red</u> .	New Chapter 4	146, 148, 178, 210, 238, 241, 271, 225, 178, 249

Note: The following chapter has been amended in response to submissions received during the public consultation process. The Settlement Strategy formally located within this chapter has now been relocated to *Chapter 2: Core Strategy and Settlement Strategy*. Policy and Objective numbering have also been revised to correspond with this revision. New text is included in green while text deletions are outlined in red.

Chapter 4 – Housing

Chapter 4.1 Introduction

The delivery of housing must comply with the Core Strategy and Settlement Strategy set out in Chapter 2 and must align with the principles established in the Spatial Strategy as outlined in Chapter 3. This chapter sets out the policies and objectives for the provision of housing in Limerick. Limerick, like the rest of the country is affected by the current housing crisis including supply shortages, increased demand for social and affordable housing, a pressurised rental sector, rising building costs and vacant homes. The Council has a key role to play in enabling the delivery of new housing, ensuring that best use is made of existing stock and delivering strong, sustainable communities. The Council as a Housing Authority has multiple roles in the facilitation of housing in Limerick, including formulating policies in the provision and management of social housing in partnership with the Department of Housing, Local Government and Heritage and Approved Housing Bodies.

4.2 Housing Strategy and Housing Need Demand Assessment

4.2.1 Introduction

The preparation of a Housing Strategy is a mandatory requirement under Part V of the Planning and Development Act 2000, (as amended). The purpose of a Housing Strategy is to evaluate the housing needs of the existing and future population in Limerick over the Draft Plan period.

The NPF identified the need to carry out a Housing Need Demand Assessment (HNDA), in conjunction with the Housing Strategy, the purpose of which is to assist Local Authorities to develop long-term strategic views of housing need across all tenures, including social and affordable housing and specialist housing. The purpose is also to provide a robust evidence base to support decisions about new housing supply, wider investment and housing related services that inform an overall housing profile.

In tandem with a need to increase housing supply, is the need to facilitate improved housing choice to cater for evolving demographics across Limerick, as analysed in the HNDA. By providing good housing choice, existing residents can remain within their local communities and new residents to Limerick will have better housing options to choose from.

A Draft Housing Strategy and Draft HNDA for Limerick has been prepared and is set out in Volume 6. It provides a detailed analysis of Limerick's existing housing profile, which forms a basis for housing demand generally and social housing provision. The provisions of the Draft Housing Strategy will guide new residential developments in terms of the form of housing that may be required within Limerick over the lifetime of the Draft Plan. The Draft Housing Strategy and Draft HNDA addresses the provision of housing for the existing and future population of Limerick and takes account of:

- The existing need and likely future need for housing for the purposes of the provision of social housing support and of housing for eligible households;
- The need to ensure that housing is available for persons who have different levels of income;
- The need to ensure that a mixture of house types and sizes is developed to reasonably match the requirements of the different categories of households, as may be determined by the Planning Authority and including the special requirements of older people and persons with disabilities;
- The need to counteract undue segregation in housing between persons of different social backgrounds;
- The provision of good housing mix in all developments will be encouraged to ensure that residents have access to a range of house types and tenures.

The Housing Strategy and the HNDA process compliments the Core Strategy in providing the quantitative evidence base to articulate the medium to longer term spatial development strategy of the functional area of the Local Authority. In so doing, it demonstrates that the Draft Plan and its objectives are consistent with national and regional development objectives.

4.2.2 National Policy

[Housing for All: A New Housing Plan for Ireland was published in 2021. It represents the Government's housing plan to 2030, replacing Rebuilding Ireland. It reiterates the national target of building an average of 33,000 new homes every year from 2021 to 2030, including approximately 10,000 social homes and 6,000 affordable homes for purchase or rent, it provides a comprehensive strategy and action plan across all tenure and elements of the Irish Housing system, guided by four main pathways to improving the housing system:](#)

- [Supporting home ownership and increasing affordability;](#)
- [Eradicating homelessness, increasing social housing delivery and supporting social inclusion;](#)

- Increasing new housing supply;
- Addressing vacancy and efficient use of existing stock;

Local Authorities will play a key role (in partnership with Approved Housing Bodies) in delivering new social and affordable homes under Housing for All. Each Local Authority will produce a Housing Delivery Action Plan by December 2021 to translate national targets into clear local targets and actions, underpinned by an evidence –based assessment of local housing need. Limerick City and County Council have published the Draft Housing Delivery Action Plan which can be found at <https://www.limerick.ie/sites/default/files/media/documents/2021-11/06-draft-housing-action-plan-2022-2026.pdf>. The strategy also supports the role of the Land Development Agency (LDA) in delivering new social and affordable homes on major publicly – owned sites, with State land planned to be transferred to the LDA.

~~Omit – Government policy, as per *Rebuilding Ireland – Action Plan for Housing and Homelessness, 2016*, sets out five pillars for the delivery of housing:~~

- ~~– Pillar 1 – Address Homelessness;~~
- ~~– Pillar 2 – Accelerate Social Housing;~~
- ~~– Pillar 3 – Build More Homes;~~
- ~~– Pillar 4 – Improve the Rental Sector;~~
- ~~– Pillar 5 – Utilise Existing Housing.~~

In order to align with the provisions of the NPF-and RSES ~~and delivery of the four pathways above~~, the Council will continue to utilise all policy options available to it, to ensure the optimum delivery of residential units over the duration of the Draft Plan, from both the public and private sectors in the delivery of a mix of tenures.

Policy HO P1 - Implementation of the Housing Strategy, including the Housing Need Demands Assessment - It is a policy of the Council to facilitate the implementation and delivery of the Draft Housing Strategy and Draft Housing Need Demand Assessment (HNDA) 2022 – 2028, to meet the increasing projected population, changing household size and housing needs, including social and affordable housing requirements for Limerick over the lifetime of the Draft Plan.

4.2.3 Housing Mix

To cater for the projected population growth and the establishment of sustainable residential communities, a mix of dwelling types and sizes will be required to meet the housing needs of all members of society. The HNDA, which informed the Housing Strategy, identifies the need

for a mix of house types to reflect the diverse housing needs of the existing and future population. All new residential schemes shall ensure that a minimum of 15% of dwellings are designed to the national Disability Authority's UD ++ standard. The principle of Universal design, adaptable housing designs and Lifetime Homes in new housing development will also be promoted.

Objective HO O1 - Social Inclusion – It is an objective of the Council to ensure that new developments are socially inclusive and provide for a wide variety of housing types, sizes and tenure, in suitable locations, throughout Limerick, to cater for the demands established in the Draft Housing Strategy and the Housing Need Demand Assessment.

4.2.4 Residential Density

A key objective of the NPF and RSES is to increase the density of development in all built up areas, in order to achieve the indicated population targets in a compact and sustainable manner. Increased densities will facilitate optimising the use of serviced lands and maximising the viability of investment in social and physical infrastructure, in particular public transport. Integration of land use and transport planning is crucial to deliver the 10 minute city/town concept and this will be supported with higher densities at appropriate locations. Residential density requirements have been set out in Chapter 2: Core Strategy and Settlement Strategy, in line with national planning policy and relevant guidelines.

Objective HO O2 - Density of Residential Developments - It is an objective of the Council to:

- a) Promote, where appropriate, increased residential density in the exercise of its development management function and in accordance with Table 2.6 in Chapter 2: Core Strategy and the *Sustainable Residential Development in Urban Areas – Guidelines for Planning Authorities* and the accompanying *Urban Design Manual*, DEHLG, May 2009.
- b) Encourage increased densities that contribute to the enhancement of a town or village by reinforcing street patterns or assisting in re-development of backlands and centrally located brownfield sites.

4.2.5 Protecting Existing Residential Amenity

Residential amenity is influenced by a range of factors, such as private outdoor amenity space, privacy and natural light. The relationship of buildings to each other and their individual design can have a significant impact on these factors and on residents' comfort. In older residential areas, infill development will be encouraged, while still protecting the existing residential amenity of these areas.

Objective HO 03 - Protection of Existing Residential Amenity - It is an objective of the Council to ensure a balance between the protection of existing residential amenities, the established character of the area and the need to provide for sustainable ~~new residential~~ development ~~is achieved in all new developments.~~

4.2.6 Re-use of Buildings

The existing housing stock of Limerick provides a valuable resource in terms of meeting the needs of a growing population and its retention and management is of considerable importance. Retaining and adapting including measures to promote downsizing, as appropriate, and encouraging energy retrofitting of the existing housing stock, is important to stem population loss in these areas by promoting and encouraging additional dwelling units within existing communities, particularly those suited to the emerging demographics of an area. The Council are currently working on a programme for the retrofitting of social housing units across Limerick. In addition, the Department of Environment, Climate and Communications are in the process of developing a new Local Authority Energy Efficiency Retrofit Loan proposal for homeowners as supported in Objective HPO 21.8 of the Housing for All, a New Housing Plan for Ireland. The forthcoming initiative will enable Local Authorities to provide low cost retrofit loans to individual homeowners. Housing design that contributes to climate resilience and climate mitigation, including innovative low-carbon construction methods and reduction of embodied energy will be promoted.

The DHLGH are currently working with the Heritage Council to unlock the potential in the country's villages, towns and cities to utilise heritage building stock (pre 1940) to help tackle the housing crisis and to develop guidance in the reuse and or/refurbishment of protected structures as residential accommodation. The Council will support forthcoming guidance in line with Part IV of the Planning and Development Act 2000 (as amended).

Objective HO 04 - Re-use of Existing Buildings – It is an objective of the Council to encourage redevelopment and reuse, including energy retrofitting, of existing housing stock.

4.2. Apartments

Just under 10% of households in Limerick live in apartments, according to the 2016 Census which is lower than the national average (12%). Apartments are a key and growing part of the way in which we live in various parts of our country and particularly in our cities and towns. A move towards a much greater level of apartment living is essential in ensuring our major urban areas develop sustainably, rather than sprawling inexorably outwards.

Objective HO 05 - Apartments - It is an objective of the Council to encourage an increase in the scale and extent of apartment development, particularly in proximity to core urban

centres and other factors including existing public transport nodes, or locations where high frequency public transport can be provided, close to locations of employment and a range of urban amenities including parks/waterfronts, shopping and other services.

4.2.8 Build-to-Rent Accommodation

Build-to-Rent (BTR) describes the practice of delivering purpose-built residential rental accommodation and associated amenity space that is designed with the sole purpose of being used as long-term rental accommodation and professionally owned and managed. Specific Planning Policy Requirements (SPPR's) for Build-To-Rent (SPPR 7 and 8) set out in the 2020 *Sustainable Residential Design Standards for New Apartments* details the specific criteria, which should be considered in the delivery of this type of accommodation. High quality design and amenity shall be ensured for future residents in terms of delivery of development of this nature.

Build-To-Rent accommodation shall be considered in appropriate locations, close to amenities and high frequency public transport services. BTR will be considered as a key part of achieving an appropriate mix of housing, however, an overconcentration of such accommodation type shall not be permitted.

Objective HO 06 - Build-To-Rent Accommodation - It is an objective of the Council to facilitate the provision of Build-to-Rent Accommodation* in suitable locations in Limerick, in accordance with the provisions of *Sustainable Urban Housing: Design Standards for New Apartments* (2020).

*Subject to SPPR9 - *Sustainable Urban Housing: Design Standards for New Apartments*, 2020.

4.2.9 Shared Accommodation Co-Living

The updated *Sustainable Urban Housing: Design Standards for New Apartments* issued in 2020, revised SPPR 9 stating that there shall be a presumption against granting planning permission for shared accommodation/co-living development, unless the proposed development is either:

- i) Required to meet specific demand identified by a Local Planning Authority further to a Housing Need and Demand Assessment (HNDA) process; or
- ii) On the date of publication of these updated Guidelines, a valid planning application has been lodged to a Planning Authority, appeal to An Bord Pleanála, or Strategic Housing Development (SHD) planning application to An Bord Pleanála, in which case the application or appeal may be determined on its merits.

Objective HO 07 - Shared Accommodation/Co-Living - It is an objective of the Council to facilitate the provision of Shared Accommodation/Co-Living Accommodation subject to the requirements of (i) and (ii) above and in accordance with SPPR 9 of *Sustainable Urban Housing: Design Standards for New Apartments* (2020).

4.2.10 Student Accommodation

Students are an increasingly important part of the housing demand in Limerick, particularly in Limerick City and Environs. According to Census 2016, 11,703 residents of Limerick City reported their principle economic status as students (15.4% of all those aged 15 and over) as did 8,454 residents of Limerick County (5.4%), which includes some secondary-level students. The main third level institutions in Limerick include University of Limerick, Limerick Institute of Technology and Mary Immaculate College, all of which are seeking to increase student numbers, within the lifetime of the Draft Plan, which accordingly will result in increased demand for high quality student accommodation.

Objective HO 08 Student Accommodation: It is an objective of the Council to:

- a) Support the provision of high quality, professionally managed purpose-built student accommodation either on campus, or in appropriate and accessible locations on public transport or cycle networks. All forms of student accommodation shall respect and protect the existing residential amenities of the area in which it is proposed. Student accommodation shall be and of appropriate design, in accordance with the Department of Education and Science 'Guidelines on Residential Development for Third Level Students' (1999), and (2005) ~~National Student Accommodation Strategy (2017)~~ and any subsequent updates. Applications for change of use from student housing to any other form of ~~housing~~ use shall be strongly resisted, without adequate demonstration that there is no longer a need for such use in the area and an over-provision of student housing exists'
- b) Ensure that all applications for new off campus purpose built student accommodation, the change of use to student accommodation in existing residential areas, or extensions to existing dwellings to facilitate student accommodation, must include details outlining the presence and distribution of any permanent residential occupiers, the extent of students renting in the private housing market and the presence of any other housing catering primarily for students and short term lets in the area/estate. The application should address any potential impacts of the proposal on residential amenity and any permanent residents in the area.
- c) Require all applications for off campus purpose built student accommodation to be accompanied by a Student Management Plan outlining how the scheme will be professionally managed. The Plan shall demonstrate how the development will be managed

so as to avoid potential negative impacts from occupants on surrounding properties and neighbourhoods and ensure the maintenance of safe, secure and clean environments for the community, occupants and nearby residents.

d) Ensure permissions for student accommodation will be subject to a condition requiring planning permission for a change of use to any other type of use, including short term holiday letting. Future applications for this type of change of use will be resisted. Where it is demonstrated that such form of housing is no longer required a planning application will require details of a proper management plan for the non-student use of the units to prevent adverse impacts on traditional residential estates.

4.2.11 Housing for Older People

Limerick, like the rest of the country has an ageing population. The Council is committed to accommodating the needs of older people, by encouraging the provision, of suitable accommodation to allow older people remain in their established communities.

Objective HO 09 - Support Housing Options for Older People – It is an objective of the Council to:

- a) Support the provision of specific purpose built accommodation, including assisted living units and lifetime housing and adaptation of existing properties, which will include opportunities for ‘downsizing’ or ‘right sizing’ within their community.
- b) Support the concept of independent living for older people within their community and ensure, where possible that such accommodation is integrated with mainstream housing.

4.2.12 Nursing Home/Care Home Accommodation

Proposals for nursing homes/care home accommodation shall be located in existing residential areas well served by appropriate levels of infrastructure and amenities such as footpath networks, local shops and public transport. This will ensure appropriate integration with the local community and afford the residents an appropriate level of independence and access to services.

Objective HO 010 - Location Criteria for Nursing Homes/Care Home Accommodation - It is an objective of the Council to ensure that the maximum distance from nursing homes/care homes shall be no more than 300m. safe walking distance to community facilities, convenience retail facilities and amenities.

4.2.13 Housing for Dependent Relatives

The Council will encourage the provision of suitable housing for people with a sensory disability, mental health disability, physical disability and intellectual disability, in appropriate locations served by public transport, local community services and facilities. All development shall comply with Part M of the Building Regulations or any replacement hereafter.

Objective HO O11 - Subdivision of Dwelling to Accommodate Dependent Relative – It is an objective of the Council to facilitate the provision of accommodation for older people and dependant relatives within the existing family home, subject to compliance with the following criteria:

- Accommodation by way of extension shall be attached to the main dwelling;
- There shall be an internal connecting door with the main residence;
- The extension shall be subservient to the main dwelling;
- In a rural location any external door shall not be located on the front elevation;
- On vacancy of the unit, the accommodation shall be integrated with the main dwelling. No such unit shall be used as rental accommodation. There will be a presumption against proposals for detached independent units within the curtilage of a dwelling, regardless of urban or rural location. Proposals must accord with planning considerations such as residential amenity, environmental and public health standards and traffic safety.

4.2.14 The Living Limerick City Centre Initiative

The Living Limerick City Centre initiative is promoting the concept of community housing initiatives that supports the development of community led housing proposals for specific cohorts/groups in a cost efficient manner. The use of cost rental and cost purchase models of delivery will be investigated over the course of the Draft Plan and the expansion of this initiative to rural towns and villages will be support.

Objective HO O12 – The Living Limerick City Centre Initiative – It is an objective of the Council to support the Living Limerick City Centre Initiative for the delivery of community housing across the City and rural towns and villages and the extension of a similar initiatives to rural towns and villages.

4.2.15 Social Housing

Social housing is defined as housing provided by a Local Authority or a housing association, to individuals who are unable to provide accommodation from their own resources. Property rented or leased from the private sector by Local Authorities or voluntary housing bodies is now also included in the social housing sector. Housing for All, A New Housing Plan for Ireland

~~Rebuilding Ireland, an Action Plan for Housing and Homelessness (2016)~~ set ambitious targets for the delivery of social and affordable housing and put in place the mechanisms to support an increase in the supply of housing.

The Affordable Housing Act has introduced several important changes for housing. It establishes a legislative basis for new forms of affordable housing for households who cannot afford private market housing but are above eligibility thresholds for social housing. The Act amends 'Part V' housing requirements to include a requirement for up to 20% social and affordable housing in developments in excess of four units (intended by Government to comprise 10% social and 10% cost rental and/or affordable purchase where justified)

Objective HO O13 - Provision of Social and Affordable Housing - It is an objective of the Council to promote the provision of social and affordable housing, in accordance with the Council's Draft Housing Strategy, Housing Need Demand Assessment and Government policy as outlined in the DoHPLG Housing for All - a New Housing Plan for Ireland 2021 ~~Social Housing Strategy 2020~~ and to ensure that 10% of lands zoned for residential use, or for a mixture of residential and other use, 20% of lands in residential or mixed-use schemes greater than 4 units where permission for the development of houses is granted be reserved for social and affordable housing in accordance with ~~the Urban Regeneration and Housing Act 2015~~ the Affordable Housing Act 2021 and Part V of the Planning and Development Act 2000 (as amended) and any subsequent amendments to the legal requirement to deliver this housing during the lifetime of the Draft Plan.

This requirement shall comprise 10% social housing and 10% affordable housing (including affordable purchase and/or Cost Rental), subject to local factors, including demand for and viability of affordable housing on individual sites. The Council reserves the right to determine the appropriateness of 'Part V' Cost Rental and/or affordable purchase delivery on individual sites on a case-by-case basis.

All new social and affordable housing schemes shall promote a social and tenure mix.

Support the provision of affordable housing through affordable purchase, cost rental and new build incremental schemes.

Part V of the Planning and Development Act 2000 (as amended) is one of the means through which Limerick City and County Council can seek to address demand for social housing in Limerick. The Council works in partnership with the Department of Housing, Local Government and Heritage and Approved Housing Bodies to deliver and manage social housing. In addition to Part V, the delivery of social housing is achieved through Direct Build, Acquisitions, Void Management, Long Term Leasing, Enhanced Leasing, Repair to Lease, Private Rental (RAS and HAP) and the Buy and Renew Scheme. The Council will promote the

provision of public (including social and affordable) housing by prioritising sites for servicing that have a potential for public (including social and affordable) housing.

4.2.16 Housing Delivery Action Plan

Limerick City and County Council's Housing Development Directorate are currently developing a Housing Delivery Action Plan for Limerick covering the next five years. The Plan will set out details on how and when the Council will delivery housing targets, including the delivery of affordable homes.

Objective HO O14: Limerick Housing Delivery Action Plan: It is an objective of the Council to support the implementation of the forthcoming Limerick Housing Delivery Action Plan.

4.2.17 Homeless Accommodation

The Council will continue to work in conjunction with voluntary housing bodies and other agencies to provide emergency accommodation for the homeless and those who find themselves in need of crisis facilities. The Council will continue to support means of preventing homelessness and providing pathways out of homelessness in line with the Housing First National Implementation Plan and any subsequent updates, working in co-operation with public and voluntary bodies and central government. The Council acknowledge that supporting younger people at risk of becoming homeless can help avoid a cycle of longer-term homelessness and will support the implementation of the forthcoming Youth Homelessness Strategy.

Objective HO O15 - Homeless Accommodation - It is an objective of the Council to support the provision of homeless accommodation and/or support services throughout Limerick. In this regard, proposals for such facilities should not result in an overconcentration in one area and should not unduly impact upon existing amenities.

Objective HO O16 – Youth Homelessness Strategy: It is an objective of the Council to support and implement the forthcoming Youth Homelessness Strategy currently under preparation by the Department of Housing, Local Government and Heritage and Department of Children, Equality, Disability, Integration and Youth.

4.2.18 Traveller Accommodation

Limerick City and County Council has an adopted *Traveller Accommodation Programme*, which outlines the accommodation needs, policy and implementation measures to address

the accommodation needs of the Traveller Community. The accommodation programme for the period 2019-2024 has been prepared in accordance with the provisions set out in the Housing (Traveller Accommodation) Act 1998. The Council's *Traveller Accommodation Programme* sets out the range of social housing supports for Travellers, including standard Local Authority Housing, Approved Housing Body Housing, Group Housing and Halting Site Bays.

Objective HO O17 - Traveller Accommodation - It is an objective of the Council to support ~~the provision of housing suited to the need of the travelling community~~ the quantity and quality of delivery of traveller-specific accommodation with the relevant agencies and to implement the Traveller Accommodation Programme 2019- 2024 and any subsequent updates.

4.2.19 Accommodation for Refugees and Asylum Seekers

The Council will continue to liaise and work with the relevant agencies and stakeholders in securing appropriate accommodation for refugees and asylum seekers in appropriate locations throughout Limerick.

Objective HO O18 - Accommodation for Refugees and Asylum Seekers – It is an objective of the Council to:

(a) Implement government policy in relation to the provision of accommodation for refugees and asylum seekers.

(b) Work with Central Government, relevant State Agencies, AHBs and other bodies to support the provision of appropriate housing for asylum seekers and refugees in Limerick in accordance with identified requirements, and to support the phasing out and replacement of the Direct Provision system in accordance with national policy and requirements.

4.3 Serviced Sites in Towns and Villages

To help strengthen and consolidate the settlement structure and reverse the decline in Limerick's towns and villages, residential serviced sites will be promoted in the settlements. This objective is reinforced in the Government's *Rural Development Policy 2021 – 2025 – Our Rural Future*, which sets out a clear ambition to support the regeneration, re-population and development of rural towns and villages, to contribute to local and national economic recovery. It aims to enable people to live and work in a high quality environment. Residential serviced sites offer a real alternative to the single one-off rural house, enabling those who seek the opportunity to build their own homes to one's own design, but located in a town or village.

The Council will adopt a flexible approach to proposals for development in all settlements lacking adequate water and sewerage facilities, where such proposals are consistent with the Settlement Hierarchy outlined in Table 3.1 of the Draft Plan and the obligations of the Council under environmental and water services legislation.

Serviced sites refer to a number of individual residential plots typically of the order of 0.1ha ~~of not less than 0.1ha.~~ with access to services such as utility connections, footpaths, lighting and within walking distance of the town or village core. The density shall generally be 10 housing units per hectare. ~~Larger sites may be required for a dwelling unit in excess of 250m² floor area, to allow sufficient space for private amenity, parking and landscaping.~~ Whilst individual house design on serviced sites is encouraged, the overall design of the scheme must be consistent in terms of boundary treatments and landscaping.

Sites must comply with the requirements of “Code of Practice: Wastewater Treatment Systems for Single Houses” (EPA 2009). Where necessary, cumulative effects must be considered in accordance with “Guidance on the Authorisation of Discharges to Groundwater” (EPA 2011). Minimum site size will be determined by house size, number of bedrooms, type of treatment proposed and soil conditions, but will be typically of the order of 0.1ha for a four bedroomed house.

It is important to note that not all lands will demonstrate suitable drainage characteristics to allow this type of development. It will be a requirement that the houses in question connect to the public sewerage system once the relevant wastewater treatment plant is upgraded and has sufficient capacity. Provision for this must be made at the time of construction. Once connected to the sewerage system, on site wastewater systems should be decommissioned.

Objective HS O1 - Serviced Sites in Towns and Villages without adequate Water Services Infrastructure - It is an objective of the Council to permit serviced sites in towns and villages across Limerick to offer an alternative to rural one off housing, where individuals can build their house on a Serviced Site, in the case where each house is served by an individual on-site wastewater treatment system, in settlements where there is insufficient wastewater treatment capacity, the existing municipal wastewater treatment plant is not scheduled for upgrade by Irish Water in its current investment plan and there is no risk of nuisance or pollution. (Refer to Chapter 11: Development Management Standards for further information).

The amount and location of these sites shall be controlled to ensure that they would not significantly impact on the fabric and character of the town or village and its sense of identity

and place would be retained. The development would also need to ensure the definition of a strong urban edge resulting in a clear distinction between the urban area and open countryside. Where Local Area Plans/zoning maps exist for towns and villages, these sites may only be located on suitable zoned lands with connection to services if available within the settlement, if no connection is available, exploration of the Serviced Site Policy can be considered.

4.4 Rural Housing

The NPF and RSES acknowledge that our countryside 'is and will continue to be, a living and lived-in landscape, focusing on the requirements of rural economies and rural communities, based on agriculture, forestry, tourism and rural enterprise, while at the same time avoiding ribbon and overspill development from urban areas and protecting environmental qualities'.

The rural development strategy for Limerick seeks to achieve a balance in terms of promoting sustainable rural development, which celebrates the vibrancy and vitality of our rural areas and also seeks to protect the rich heritage, amenity and recreational value of the rural landscapes and countryside, in line with national and regional policy. Development proposals will be evaluated in accordance with the provisions of the *Sustainable Rural Housing Guidelines for Planning Authorities, 2005* (and any amendment thereof) and Circulars SP 05/08 and PL 2/2017.

The NPF and RSES make a distinction between areas under urban influence, i.e. those within the commuter catchment of cities and large towns and centres of employment, which includes Electoral Divisions where at least 15% of their workforce commute to a City and rural areas outside these catchments, where a more flexible approach to rural housing will apply. Limerick can be divided into two broad categories, in terms of defining the Rural Settlement Strategy as follows:

- Rural Housing Category 1 - Areas under Strong Urban Influence
- Rural Housing Category 2 – Rural Areas Elsewhere

[Consideration of planning applications for development in Rural Housing Category 1: Areas under Strong Urban Influence and Category 2: Rural Housing Category 2: Rural Housing Elsewhere will have regard to Objective ~~TR-O35~~ TR O38 – National Roads.](#)

Objective HS O2 - Rural Areas under Strong Urban Influence –

It is an objective of the Council to consider a single dwelling for the permanent occupation of an applicant in the area under Strong Urban Influence, subject to demonstrating compliance with ONE of the criteria below:

1. Persons with a demonstrable economic need to live in the particular local rural area; Persons who have never owned a house in the rural area and are employed in rural-based activity such as farming/bloodstock, horticulture or other rural-based activity, in the area in which they wish to build or whose employment is intrinsically linked to the rural area in which they wish to build, or other persons who by the nature of their work have a functional need to reside permanently in the rural area close to their place of work (within 10km). (Minimum farm size shall be 12 hectares for farming or bloodstock).

The applicant must demonstrate that they have been actively engaged in farming/bloodstock/horticulture or other rural activity, at the proposed location for a continuous period of not less than 5 years, prior to making the application. In the event of newly acquired land demonstrate that the proposed activity would be of a viable commercial scale, and a detailed 5 year business plan will be required to demonstrate this.
2. Persons with a demonstrable social need to live in a particular local rural area; Persons who have never owned a house in the rural area and who wish to build their first home on a site that is within 10km of where they have lived for a substantial period of their lives in the local rural area (Minimum 10 years). The local rural area is defined as the area outside all settlements identified in Level's 1 – 4 of the Settlement Hierarchy. Excluding Level 4 settlements, where there is no capacity in the treatment plant.
3. Persons with a demonstrable local exceptional need to live in a particular local rural area, examples include:
 - a. Returning emigrants who have never owned a house in the rural area, in which they lived for a substantial period of their lives (Minimum 10 years), then moved away or abroad and who now wish to return to reside in the local rural area (within 10km of where they lived for a substantial period of their lives). The local rural area is defined as the area outside all settlements identified in Level's 1 – 4 of the Settlement Hierarchy. Excluding Level 4 settlements, where there is no capacity in the treatment plant.
 - b. A person who has lived a substantial period of their lives in the local rural area, (at least 10 years), that previously owned a home and is no longer in possession of that home due to the home having been disposed of following legal separation/divorce/repossession and can demonstrate a social or economic need for a new home in the rural area.

Objective **HS O3** – Rural Areas Elsewhere

It is an objective of the Council that to help stem the decline and strengthen Rural Areas Elsewhere, in general demand for permanent residential development should be accommodated, subject to meeting normal planning and environmental criteria.

In all cases the consideration of individual sites, for rural housing will be subject to normal siting and design considerations, which will include, but not necessarily be limited to the following:

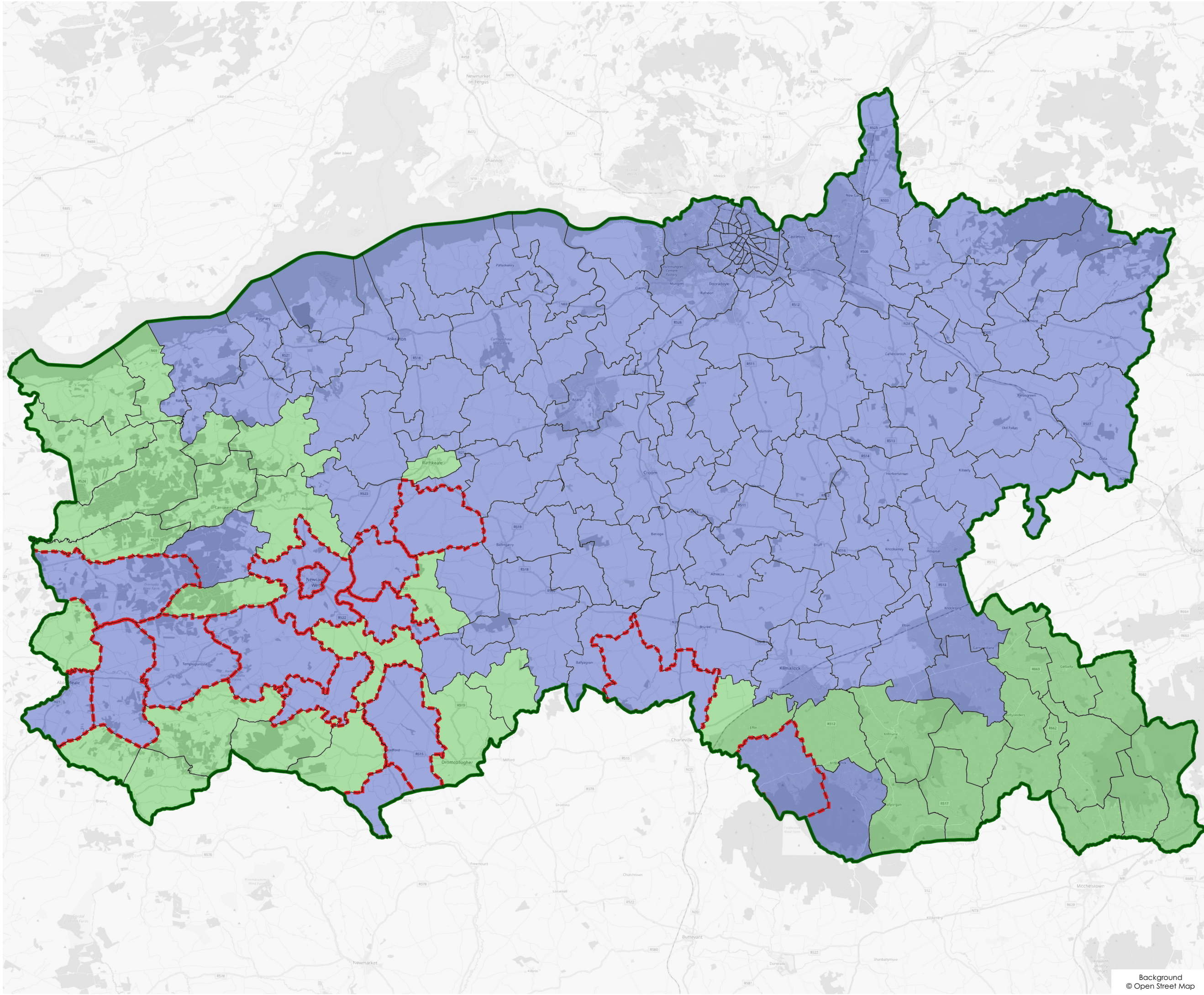
- Any proposed vehicular access would not endanger public safety by giving rise to a traffic hazard,
- That any proposed on-site waste water disposal system is designed, located and maintained in a way which protects water quality,
- That the siting and design of new dwellings takes account of and integrates appropriately with its physical surroundings and other aspects of the natural and cultural heritage and,
- That the proposed site otherwise accords with the objectives of the Draft Development Plan in general,
- The Planning Authority shall have regard to the viability of smaller towns and rural settlements in the implementation of the rural housing policy,
Climate action measures shall be submitted as part of any proposed application, to support a transition to a low carbon economy.

Objective HS O4 - Refurbishment/Replacement of Traditional Rural Dwellings – It is an objective of the Council to seek the retention and sympathetic refurbishment, with adaptation if necessary, of traditional dwellings in the countryside in sympathy with the character of the existing building. This will be encouraged in preference to their replacement. Planning permission will generally only be granted for replacement of a dwelling where it is demonstrated that it is not reasonably capable of being made structurally sound, or otherwise improved and where the building is not of architectural merit. In this instance, consideration will be given to the replacement of an existing dwelling with a new dwelling at the same location, subject to appropriate design, scale of building and normal planning considerations. Local rural housing need shall not apply in this instance.




Objective HS O5 - Occupancy Condition - It is an objective of the Council to require that any house which is granted planning permission in the rural areas designated 'Areas under strong urban influence', will be subject to a requirement of occupancy of seven years by the applicant.

**Draft Limerick
Development Plan
2022 -2028**

Rural Settlement Strategy



LEGEND

-  Areas of Strong Urban influence
-  Rural Elsewhere/ Structurally Weak
-  ED's changed from Draft

DATE: November '21 | Dwg. No.: CDP-C3-RSS

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-New Chapter 5: A Strong Economy (Formally Chapter 4)

No.	Amendment	Section/ Objective	Submission No.
1.	<p>Amend Objective ECON O13 to remove part C and D as follows:</p> <p>Ensure development on the ‘High Tech/Manufacturing’ zoned lands to the west of Raheen Business Park shall be subject to the following:</p> <ul style="list-style-type: none"> • Cognisance to the residential amenities of the properties to the north and western side of the site and the adjacent agricultural land; • Access to the ‘High Tech/Manufacturing’ zoned land to the west of the R510 will be limited to the existing roundabout to the east of the site; • Applications for development in the low-lying area in the southern section of this zone shall have regard to the attenuation infrastructure and shall include a Site Specific Flood Risk Assessment, including proposals to mitigate and control the level of run-off and attenuation. <p>B) Ensure the provision of a minimum 20m landscaped buffer zone between proposed development and adjoining development/lands in Annacotty Business Park, Northside Business Park and the ‘High Tech/Manufacturing’ zoned lands to the west of Raheen Business Park.</p> <p>and include in a new Objective ECON OXX with additional text as follows:</p> <p><u>Objective ECON OXX Specific Site Requirements: It is an objective of the Council to:</u></p> <p><u>A) Ensure development on the ‘High Tech/Manufacturing’ zoned lands to the west of Raheen Business Park shall be subject to the following:</u></p> <ul style="list-style-type: none"> <u>• Cognisance to the residential amenities of the properties to the north and western side of the site and the adjacent agricultural land;</u> 	ECON O13 and new objective	129

	<ul style="list-style-type: none"> • <u>Access to the 'High Tech/Manufacturing' zoned land to the west of the R510 will be limited to the existing roundabout to the east of the site. Limited access maybe be provided off the Patrickswell Road;</u> • <u>Applications for development in the low-lying area in the southern section of this zone shall have regard to the attenuation infrastructure and shall include a Site-Specific Flood Risk Assessment, including proposals to mitigate and control the level of run off and attenuation.</u> <p><u>B) Ensure the provision of a minimum 20m landscaped buffer zone between proposed development and adjoining development/lands in Annacotty Business Park, Northside Business Park and the 'High Tech/Manufacturing' zoned lands to the west of Raheen Business Park.</u></p> <p><u>C) Require the preparation of a Masterplan for the Enterprise and Employment zoning at the former racecourse lands at Greenpark. The Masterplan shall include a conceptual layout, infrastructure and phasing details.</u></p>		
2.	<p>Include addition policy support and text for the development of social enterprise as follows: <u>New section: Social Enterprise</u> <u>A social enterprise is an enterprise whose main objective is to achieve a social impact. Social enterprises can have a positive social impact on the people working and living in their communities through fostering inclusive growth, shared prosperity, social inclusion, training and job creation.</u> <u>Insert new Objective as follows: It is an objective to promote the development of social enterprise in Limerick.</u></p>	Policy support and text	14
3.	<p>Include an objective in Chapter 4 Section 1 as follows: <u>It is an Objective of the Council to support and accommodate the growth of 'Click and Collect' retail services and grocery home shopping as appropriate.</u></p>	Section 1	68

4.	<p>Update Section 4.6.4 to comply with the Retail Strategy, in terms of the designation of the District Centres.</p> <p>Amend section 4.6.4 to accurately reflect district centres: “There are also a number of other Tier 2, Level 2 District Centres throughout the Environs, including the Jetland Shopping Centre, Castletroy Shopping Centre, <u>Watch House Cross</u> Coonagh Shopping Centre, the Parkway Shopping Centre, the Childers Road complex and Roxboro Shopping Centre”;</p>	4.6.4	68, 134
5.	<p>Update Section 4.7.17 of the Plan as follows: <u>The Council recognises and distinguishes between aggregate and mineral extraction and mining. The Council also recognises the importance of Scheduled Minerals as defined in the Minerals Development Act 1940-1999. Minerals are important to the economy and in particular to renewable energy and battery technology. Both these areas of technology are hugely important in terms of achieving local and national climate mitigation targets. Map XX shows the location of mineral deposits in Limerick. Further details of minerals and aggregates can be found on the Geological Survey of Ireland Website, https://www.gsi.ie</u></p> <p>‘It is recognised <u>that the exploration and extraction of minerals</u>, aggregates (stone, sand and gravel) and concrete products industry contribute to economic development, and are essential building materials <u>and are required for industrial processes</u>. However, they can give rise to land use and environmental issues which are required to be mitigated and controlled through the planning process’;</p>	4.7.12 and update Objective ECON O32	88, 184
6.	<p>Update Objective ECON O32 as follows: <u>a) The Council recognises the potential of the extractive, mineral and mining industries to contribute to Limerick’s economy and will endeavor to protect access to these resources, where known.</u></p>	ECON O32	88, 184

7.	<p>Update Section 4.7.17 of the Plan as follows: <u>The Council recognises and distinguishes between aggregate and mineral extraction and mining. The Council also recognises the importance of Scheduled Minerals as defined in the Minerals Development Act 1940-1999. Minerals are important to the economy and in particular to renewable energy and battery technology. Both these areas of technology are hugely important in terms of achieving local and national climate mitigation targets. Map XX shows the location of mineral deposits in Limerick further details of minerals and aggregates can be found on the geological survey of Ireland website https://www.gsi.ie</u></p> <p>-‘It is recognised <u>that the exploration and extraction of minerals,</u> aggregates (stone, sand and gravel) and concrete products industry contribute to economic development, and are essential building materials <u>and are required for industrial processes.</u> However, they can give rise to land use and environmental issues which are required to be mitigated and controlled through the planning process’;</p> <p><u>Update Objective EC O32 as follows:</u></p> <p><u>A) The council recognises the potential of the extractive, mineral and mining industries to contribute to Limerick’s economy and will endeavor to protect access to these resources where known</u></p>	Section 4.7.17	88, 184
8.	Section 4.7.17 include Mineral Deposits Map/Aggregates Map	Section 4.7.17	184

<p>9.</p>	<p>Insert the following Section in Chapter 4: Marine Spatial Planning</p> <p><u>The 2020 Programme for Government, Our Shared Future, committed to reaching Ireland’s target of 10% under the Marine Strategy Framework Directive (MSFD) as soon as is practical and aim for 30% of MPAs by 2030. This is in line with the EU Biodiversity Strategy.</u></p> <p><u>Marine Spatial Planning (MSP) is a new way of looking at how we use the marine area and planning how best to use it into the future. MSP will try to balance the different demands for using the sea including the need to protect the marine environment. It is about planning when and where human activities take place at sea. It is about ensuring these activities are as efficient and sustainable as possible.</u></p> <p><u>National Marine Planning Framework</u></p> <p><u>Ireland’s Marine Spatial Plan is known as the National Marine Planning Framework was published in June 2021. The National Marine Planning Framework (NMPF) brings together all marine-based human activities for the first time, outlining the Government’s vision, objectives and marine planning policies for each marine activity.</u></p> <p><u>Ireland’s National Marine Planning Framework will be a key decision-making tool for regulatory authorities and policy makers into the future in a number of ways, including decisions on individual consent applications which will have to have regard to the provisions of the plan in the same way that terrestrial plans form part of the decision making tool-kit in the on-land planning process.</u></p> <p><u>Maritime Planning Bill 2021</u></p> <p><u>The Maritime Area Planning Bill (MAP) is the State’s leading response to the much-needed reform of marine governance. This legislation intends to put in place a comprehensive and coherent planning system for the entire Maritime Area. The constituent elements of this system are:</u></p> <ul style="list-style-type: none"> <u>• A forward planning regime for the maritime area;</u> <u>• A new streamlined development management system for the maritime area incorporating consenting for the occupation of the maritime area (Maritime Area Consents and licencing)</u> 	<p>Chapter 4 - New Section</p>	<p>251</p>
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and a new planning consenting regime (to be implemented by coastal local authorities and An Bord Pleanála);

• The establishment of a new agency, the Maritime Area Regulatory Authority (MARA) to manage the occupation of the maritime area and to enforce the provisions of the new regime.

The Bill provides the legal underpinning to an entirely new marine planning system, which will balance harnessing our huge offshore wind potential with protecting our rich and unique marine environment. The Bill is a key enabler of Ireland's decarbonisation goals. The Bill will provide for a completely new regime for the entire maritime Area underpinned by the NMPP. Foreshore Consents will be replaced by a more focused and streamlined Maritime Area Consent regime. The planning permission system will be extended into the entire maritime area with development subject to a single comprehensive environmental assessment. Compliance and enforcement activities are supported through robust provisions.

Insert new objective as follows:

Objective ECON O43 National and Regional Marine Planning

It is an objective of the Council to

- a) Support and facilitate the implementation of the National Marine Planning Framework (NMPP) and the Maritime Area Planning Bill 2021 upon its adoption.
- b) Continue to work with the relevant Government Departments and other relevant stakeholders in the promotion of integrated marine management and following the adoption of the NMPP to identify those areas that may have particular management requirements and, where appropriate set out any requirement that may exist for Maritime Spatial Plans (MSPs) and Designated Maritime Area Plans (DMAPs)
- c) Support the potential of the marine environment by nurturing opportunities for innovation in the Maritime economy while ensuring that its ecosystems are managed sustainably.

<p>10.</p>	<p>Amend Section 4.7.20 Limerick’s Food Sectors to include the following text:</p> <p><u>The Agri-Food sector is one of Limerick’s most important indigenous industries, playing a vital role in the local economy. Limerick also supports the rich heritage of market towns with the potential to revive farmer markets to support local SMEs and food tourism. The Council supports the Department of Rural and Community Development’s Action Plan for Rural Development (APRD), which focuses on the continued development of the agri-food sector through implementation of Food Wise 2025.</u></p> <p><u>The Food Vision 2030 Strategy is a new ten-year Strategy for the Irish agri-food sector (taken to include primary agriculture, food and drink processing and manufacturing, fisheries, aquaculture and fish processing, forestry and forestry processing and the equine sector). Its Vision is that Ireland will become a world leader in Sustainable Food Systems (SFS) over the next decade. This will deliver significant benefits for the Irish agri-food sector itself, for Irish society and the environment. In demonstrating the Irish agri-food sector meets the highest standards of sustainability – economic, environmental, and social – this will also provide the basis for the future competitive advantage of the sector. By adopting an integrated food systems approach, Ireland will seek to become a global leader of innovation for sustainable food and agriculture systems, producing safe, nutritious, and high-value food that tastes great, while protecting and enhancing our natural and cultural resources and contributing to vibrant rural and coastal communities and the national economy.</u></p> <p><u>The Failte Ireland ‘Food Tourism Development Strategy 2018-2023 aims to increase the availability of great Irish food and drink experiences across the country, to increase the number of tourism businesses engaged with development initiatives and, overseas, to increase and enhance the awareness and perception of Ireland’s food and drink offering. In order to develop and improve the food and drinks experiences in pubs the product must be authentic and the service must be of high quality.</u></p> <p><u>The Food Strategy for Limerick 2016–2018 is a plan to develop and enhance Limerick’s reputation for outstanding food and drink by supporting Limerick’s food and drink producers.</u></p>	<p>Section 4.7.20</p>	<p>77, 261</p>
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	<p><u>The Food Strategy aims to encourage, support and develop Limerick's rural and urban food scene through information, education and marketing.</u></p>		
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11.	<p>Replace Objective ECON O35 as follows:</p> <p>Limerick Food Strategy It is an objective of the Council to support Limerick's food and drink producers in accordance with the aims/gaols established under the Food Strategy for Limerick 2016–2018 and any update thereto <u>a) Support <i>The Food Vision 2030 Strategy</i> and the Food Strategy for Limerick 2016–2018 and any update thereto, the aim of which is to develop and enhance Limerick's reputation for outstanding food and drink, by supporting Limerick's food and drink producers and to ensure the development of Limerick as leader of innovation for sustainable food and agriculture systems, producing safe, nutritious, and high-value food that tastes great, while protecting and enhancing our natural and cultural resources and contributing to vibrant communities and the economy.</u> b) Support Failte Ireland's 'Food Tourism Development Strategy 2018-2023 and any update thereto.</p>	Section 4.7.20 Objective ECON O35	77, 261
12.	<p>Include a new objective as follows:</p> <p><u>Promote Limerick as a food destination and to implement the Fáilte Ireland 'Food Tourism Development Strategy 2018-2023' and the Limerick City and County Council Food Strategy 2016-2018, regarding the development of food tourism in conjunction with relevant stakeholders.</u></p>	Section 4.7.20	77, 261
13.	<p>Amend Objective ECON O40 to as follows:</p> <p>a) Ensure that holiday home developments should be concentrated within existing towns, villages and settlements <u>holiday accommodation including campsite (i.e., static and touring caravans, campervans, glamping and tents) developments should be concentrated within or adjoining existing towns, villages and settlements</u>, where they can best support the provision of services and minimise the impact on the open landscape. Such developments should respect the existing fabric of the settlement, both in scale and design.</p>	Section 4.8.4 ECON O40	45, 77, 104 131, 138, 229, 230, 239, 261, 262 & 269
14.	<p>Amend ECON P6 as follows:</p> <p>b) to include reference to <u>Limerick Wild Atlantic Way Gateway City Strategy;</u></p>	Section 4.4 Policy ECON P6	269
15.	<p>Include a new objective in Chapter 4, Section 3 as follows:</p> <p><u>Objective ECON OXX Digital Innovations to support the Tourism Industry</u></p>	Section 3	269

	<u>It is an Objective of the Council to support digital innovations to support the tourism industry throughout Limerick;</u>		
16.	<p>Include a new Objective in Chapter 4 Section 3 as follows:</p> <p><u>Objective ECON OXX Shannon Tourism Masterplan</u> <u>Promote, encourage and facilitate the implementation of the Shannon Tourism Masterplan and its objectives in co-operation with Waterways Ireland, Fáilte Ireland and adjoining local authorities. This includes proposals for the increased access to and visibility of the Shannon’s scenic attributes and its use for land-based activities, such as cycling and walking.</u> <u>and promote, encourage and facilitate the implementation of the Lower Shannon Priority Projects, as identified in the Shannon Tourism Masterplan, where they relate to Limerick.</u></p>	Section 3	269
17.	<p>Include a new objective in Chapter 4 as follows:</p> <p><u>Objective ECON OXX Festivals</u> <u>Support and develop existing festivals and encourage the establishment of new festivals and events on a yearly basis in conjunction with relevant stakeholders.</u></p>	Section 3	269
18.	<p>Amend Objective ECON O13(c) as a bullet point in relation to lands at Raheen Business Park: <u>‘All development proposals undertake an appropriate level of transport assessment, including an assessment of the cumulative impact of development, to ensure planned development can be accommodated complementary to safeguarding the strategic function of the national road network and associated junctions’;</u></p>	ECON O13	70
19.	<p>Amend Objective ECON O14 (a) to include the following: <u>Access to the Development Location Site at Askeaton should be facilitated from the non-national road network.</u></p>	ECON O14	70
20.	<p>Include the following text in Section 4.7.14 Rural Enterprise and Employment Opportunities: <u>Having regard to the location and potential nature of developments facilitated by policies promoting rural enterprise and economic development, including rural tourism, proposals for development shall have regard to Policy TR P8 and Objective TR O35 in Chapter 6.</u></p>	Section 7.7.14	70

21.	<p>Amend Objective ECON O27 as follows: ECON O27 Rural <u>Remote Working</u> Hubs It is an objective of the Council to facilitate the development of remote working/rural working hubs at appropriate locations across the County. Limerick.</p>	Section 4.7.1.3	146
22.	<p>Insert the following text and associated objective in to Chapter 4 <u>The transition to a more circular economy, where the generation of waste is minimised by the principals of designing out waste and pollution and keeping products and materials in use for as long as possible, is essential in developing a competitive, sustainable, low carbon, resource efficient economy. The Council recognises the multiple economic and environmental benefits and opportunities that arise from a more circular economy particular in the creation of job opportunities in recycling and high-quality repairs and new innovative enterprises. More information on the Economic Opportunities around the Circular Economy can be found in Chapter 7 Infrastructure.</u></p> <p>Insert new objective as follows: <u>Objective ECON OX: Circular Economy-</u> It is an objective of the Council to: Support the economic benefits and opportunities that exist in the transition to a more circular economy.</p>	Chapter 4	153, 244, 146
23.	<p>Insert new objective into Chapter 4: <u>Networks: It is an objective of the Council to actively engage in the development of networks, including economic networks and the Atlantic Economic Corridor Initiative, to share assets, collaborate and drive economic growth and competitiveness.</u></p>	Chapter 4	160
24.	<p>Amend Rural Housing Settlement Strategy Map</p>	Chapter 4	225
25.	<p>Insert the following Objective into Chapter 4 Section 4.4 Strategy:</p>	Section 4.4 Strategy	225 & 249

	<u>Promote the Limerick Shannon Metropolitan Area as a key location for economic development supporting the provision of increased employment through the expansion of the existing enterprise ecosystem in the region and the development of smart specialisation.</u>		
26.	Update ECON O14 to remove the word Strategie from title.	Section 4.7.3 Objective ECON 014	225
27.	Insert the following into Objective ECON O44: <u>(c) to promote Limerick to become the primary hub for the development of Ireland’s west coast renewable energy potential in research, innovation, logistics, development, maintenance and administration.</u>	Objective ECON O44	244, 208
28.	Include new objectives in Chapter 4 as follows: <u>It is an objective of the Council to support the development of inter urban links as identified in the RSES, between Newcastle West, Abbeyfeale and Rathkeale and across the County boundary into Co. Kerry and to develop partnership and synergies to support the development of the wider area.</u>	New Objective	249
29.	Insert the following Text in Chapter 4 A Strong Economy as follows: <u>New Section: Economic Principals:</u> <u>The economic vision set out in the RSES for the Southern Region seeks to develop a strong and diverse economic base to enable sustainable, competitive, inclusive and resilient growth. These five principlas form the corner stones of the economic strategy for Limerick. The five principals include:</u> <u>Smart Specialisation - bringing together key stakeholders (local communities, national enterprise bodies, higher education institutions and private enterprises) to identify the competitive advantages of an area with the view of developing economic opportunities.</u>	New Section	249

	<p><u>Clustering - Clusters are a geographic or virtual concentration of interrelated companies, suppliers, and associated institutions. Clusters put in place a favourable and connected regional business ecosystem in which new players emerge and support the development of new industrial value chains and emerging industries.</u></p> <p><u>Placemaking for enterprise development – The Draft Plan places significant emphasis on placemaking, which involves ensuring that geographical locations are attractive places to live, learn and work. The knowledge economy has shifted trends. Effective place-making can create the necessary conditions for sustaining and creating jobs while also creating compact, attractive, vibrant and safe environments in which to live, work, visit and invest.</u></p> <p><u>Knowledge Diffusion: The policy of “knowledge diffusion” is the spreading of knowledge - the process of knowledge transfer to different segments of society to create an environment that attracts inward investment and promotion of a knowledge economy.</u></p> <p><u>Capacity Building: Capacity building is defined by the RSES as building capacity to enable effective implementation and to respond to emerging challenges. Capacity building aims at developing a secure and stable economy that enables economic resilience by adapting to challenges and anticipating changes.</u></p>		
30.	<p>Include new objective as follows in Chapter 4 A Strong Economy as follows: <u>Networks: It is an objective of the Council to work as part of different networks, including economic networks and the Atlantic Economic Corridor Initiative, to share assets, collaborate and drive economic growth and competitiveness.</u></p>	A Strong Economy	249
31.	<p>Insert the following text into Objective ECON O17 in Section 4.7.5 Education and Skills: It is an objective of the Council to: (a) Sustain the existing high levels of educational attainment and skilled workforce, to encourage employment generation to maintain this resource within Limerick and to promote the availability of education opportunities to all residents in Limerick City and County.</p>	Section 4.7.5 Objective ECON 017	249

	<u>(b) Support the continued collaborative work undertaken by the Mid-West Regional Enterprise Plan (REP) and the Mid-West Regional Skills Forum in employment generation and fostering of the knowledge-based economy to the Limerick-Shannon Metropolitan Area and Mid-West.</u>		
32.	Insert the following new objective into Section 4.7.4 Knowledge Economy: <u>New Objective: Learning Region: It is an objective of the Council to support the further development of Limerick, as an inclusive Learning City and County and to work with relevant stakeholders as appropriate.</u>	Section 4.7.4 New Objective	249
33.	Update Objective ECON O32 to include part c) <u>The Council shall seek to ensure that development for aggregates/mineral extraction does not significantly impact on County Geological Sites / Sites of geological interest;</u>	ECON 032	93
34.	Update Chapter 4 Section 4.6.1 A Strong Economy as follows: <u>The Retail Strategy has identified a number of key actions and recommendations to facilitate improvements to sustain the vitality and viability of the City Centre as follows:</u> <ol style="list-style-type: none"> 1. <u>Consider pedestrianisation and public realm improvements (new attractive hard landscaping) to encourage pedestrian activity within the core retail area.</u> 2. <u>Maintain the vitality and viability of Limerick City Centre by consolidating the core retail area to ensure any future retail development is directed towards this area in the first instance.</u> 3. <u>Encourage and facilitate the reuse of vacant buildings or under-utilised sites throughout the City Centre, with a focus on brownfield sites.</u> 4. <u>Consider improvements to the public realm within the City Centre, waterfront and consider improving pedestrian linkages to create a more pedestrian friendly environment.</u> 	Section 4.6.1	225

	<ol style="list-style-type: none">5. <u>Promote access to Limerick’s historic core through improved signage/street maps to make visitors aware of the presence and location.</u>6. <u>Incentivise owners to make improvements to their buildings/shopfronts within the retail core through grant funding via the ‘Business and Retail Incentive Scheme’.</u>7. <u>Adopt a pilot programme for the extension of opening hours to allow for late night shopping within the retail core, this could be scheduled to take place alongside one of the City’s major festival/events which will support the night-time economy.</u>8. <u>Undertake an access audit of the built environment to seek to improve accessibility within the City for people with disabilities.</u>9. <u>Support the retail charter for operators and landlords to sign-up to high quality goals for retail in the City Centre.</u>10. <u>Support synergy with non-retail uses that attract footfall to the City Centre.</u>11. <u>Work to define character areas and invest in marketing campaigns to communicate a broad City Centre experience to attract visitors and consumers.</u>12. <u>Develop multi-channel synergy between retail, service and cultural offer of the City Centre.</u>		
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-New Chapter 6: Environment, Heritage, Landscape and Green Infrastructure (Formally Chapter 5)

No.	Amendment	Section/ Objective	Submission No.
1.	<p>Amend Objective EH O10 Trees and Hedgerows to include the following: It is an objective of the Council to:</p> <p><u>a) Retain and protect amenity and biodiversity value of the County and City by preserving as far as possible trees, woodlands and hedgerows, having regard to the significant role that trees and hedgerows play in local ecology, climate change and air quality and their contribution to quality place making and the associated health and wellbeing benefits</u></p> <p>b) Require, in the event that mature trees or extensive mature hedgerow is proposed to be removed, that a comprehensive tree and hedgerow survey be carried out by a suitably qualified individual, demonstrating that the subject trees/hedgerow are of no ecological or amenity value <u>tree specialist to access the condition, ecological and amenity value of the tree stock/hedgerow proposed for removal and to include mitigation planting and management scheme. The Council will seek in all cases to ensure when undertaking development or when permitting development that the loss of or damage to existing trees is minimised.</u></p> <p>c) Require the planting of native trees, hedgerows and vegetation and the creation of new habitats in all new developments and public realm projects. The Council will avail of tree planting schemes administered by the Forest Service, in ecologically suitable locations, where this is considered desirable</p> <p><u>d) To identify and prepare TPO's where trees of exceptional amenity, cultural or environmental value are identified which warrant a high level of protection</u></p> <p><u>e) To implement the Limerick City and County Tree Policy when completed and review as appropriate</u></p>	Section 5.3.5 Amend Objective EH O10	25, 243, 246, 153 & 146
2.	<p>Amend Objective EH O9 Geological Sites to include: a) To protect from inappropriate development the County Geological Sites contained in the Limerick Geological Heritage Survey 2021.</p>	Amend Objective EH O09	93

3.	<p>Add new objective to Section 5.5.3 as follows:</p> <p><u>It is an objective of the Council to support the Climate Change Sectoral Adaptation Plan for Built and Archaeological Heritage 2019, as published by the Department of Culture, Heritage and the Gaeltacht and any subsequent guidance or plans for dealing with climate change and archaeological heritage and the Council shall see to:</u></p> <ul style="list-style-type: none"> - <u>Promote awareness and the appropriate adaptation of Ireland’s built and archaeological heritage to deal with the effects of climate change;</u> - <u>Identify the built and archaeological heritage in local authority ownership and areas at risk from climate change including, but not necessarily restricted to, the Record of Monuments and Places, protected structures and architectural conservation areas designated in the development plan;</u> - <u>Undertake climate change vulnerability assessments for the historic structures and sites in its area, subject to resources and funding;</u> - <u>Develop disaster risk reduction policies addressing direct and indirect risks to the built and archaeological heritage in its area;</u> - <u>Develop resilience and adaptation strategies for the built and archaeological heritage in its area;</u> - <u>Develop the skills capacity within the local authority to address adaptation/mitigation/emergency management issues affecting historic structures and sites in order to avoid inadvertent loss or damage in the course of climate change adaptation or mitigation works.</u> 	Section 5.5.3,	157
4.	<p>Add the following text to Objective EH O1: <u>The Council, will through the planning enforcement process where applicable, seek to restore the ecological functions of designated sites, where they have been damaged through inappropriate development.</u></p>	EH O1	157

5.	Amend Objective EH O12 with the inclusion of the following text at the end of part b) <u>Projects which would be detrimental to existing Blue – Green Infrastructure features will not be permitted.</u>	EH O12	157
6.	Amend Landscape Character Area LCA05 Lough Gur to remove the following: e) any structures in ruinous condition will not be allowed to be re-development or adapted for housing	LCA05	161 & 172
7.	Amend Section 5.3.3 as follows: <u>The Council will require all new developments, where possible to identify, protect and where appropriate enhance ecological features by making provision for local biodiversity and providing linkages to wider habitats.</u>	Section 5.3.3	241
8.	Amend Objective EH O15 Ground Water and Surface Water Protection and River Basin Management Plans to reflect the importance of Blue Dot Catchments with the addition of (d) <u>The Blue Dot Catchments programme is a key action under the River Basin Management Plan for Ireland 2022-2028. The aim of the programme is to protect and restore high ecological status to a network of rivers and water bodies in Limerick. In Limerick the following rivers and water bodies are Blue Dot Catchments Bleach Lough, the Ogeen River and the Behanagh River. The Council will take a precautionary approach to development which might affect water quality in these areas in line with requirements of the Water Framework Directive.</u>	EH O15	246
9.	Amend EH O15 to reference the River Management Cycle 2018 – 2021 <u>2022 – 2028.</u>	EH O15	246
10.	Insert the following in Chapter 5: <u>New Section: Ecosystem Services Approach</u> <u>Ecosystem services are defined as the direct and indirect contributions of ecosystems to human wellbeing, and have an impact on our survival and quality of life. This includes the ability of humans to obtain products from ecosystems, such as food, water and resources; benefits obtained from the natural processes such as climate regulation, pollination and water purification; and the cultural services that benefit people through recreation and appreciation of nature.</u> Include new objectives as follows:	New text and Objective in Chapter 5	249

	<u>Ecosystem Services Approach It is an objective of the Council to promote an Ecosystem Services Approach, subject to suitable assessment, in the preparation of lower-level Plans, Strategies and in the Development Management process.</u>		
11.	<p>Insert the following into Objective EH O12:</p> <p>Objective EH O12 Blue Green Infrastructure: It is an objective of the Council to:</p> <p><u>e) Seek to advance the use of an ecosystem services approach and ecosystem services valuation as a decision-making tool in plans and projects, subject to appropriate ecological assessment.</u></p>	Section 5.3.7 Objective EH 012	249

Note: The following chapter has been restructured in response to submissions received during the public consultation process. This has resulted in a change of layout and structure. Policy and Objective numbering have also been revised to correspond with changes. New text is included in green while text deletions are outlined in red.

Chapter 6: Sustainable Mobility and Transport

6.1 Introduction

This chapter will set out the Council's strategy to provide an effective, sustainable and accessible transport system. A functional and effective transport network is fundamental to the creation of a compact and connected place. The NPF and RSES seek to reduce dependency on the private car and secure a shift towards sustainable modes of transport, including walking, cycling and public transport.

During the lifetime of the Draft Plan, the Council will strengthen the links between land use and transportation planning and will seek to promote sustainable transport, through the management of the road network in Limerick, by providing attractive, inclusive and connected walking and cycling networks, improving permeability within settlements, supporting car-share facilities and the use of electric vehicles and securing investment in public transport. It is anticipated that all of these combined measures will improve the quality of life for residents and visitors, create more attractive environments and help transition Limerick to a low carbon and climate resilient society.

The overall policy approach seeks to integrate land use and transport policies to achieve the delivery of a high quality, climate resilient and sustainable transport networks for Limerick, which is supported by appropriate objectives. Planning policy needs to look beyond catering for car dominated road space. It needs to utilise the 'Avoid – Shift – Improve' approach to integrating land use and transport planning. Focus will be on the reduction in the need for people to travel, the development of 10 minute cities and towns, where people live close to their workplace, community facilities and services. Therefore, creating a shift to more sustainable transport modes, enhanced walking and cycling facilities and by improving energy efficiency of our transport, reducing our carbon footprint.

6.2 National and Regional Planning

The NPF and RSES sets out the overarching policy for the integration of land use and transport policy, which seeks to deliver compact growth and sustainable mobility, as a means to reduce our carbon footprint and transition to a low carbon economy. The NPF has a strong emphasis on sustainable mobility, with a focus on the transition to more sustainable modes of travel,

such as walking, cycling and increased use of public transport, it also highlights the need for electrification of public transport fleets and to significantly increase the use of electric vehicles. The RSES seeks to support the transition to a low carbon society, through modal shift from carbon heavy transport to more sustainable transport modes of travel.

6.2.1 Climate Action Plan 2019

The Climate Action Plan identifies how Ireland will achieve its 2030 targets for reduction in carbon emissions and a pathway towards achieving net zero emissions by 2050. A priority of the Action Plan is tackling emissions from the transport sector, which accounted for almost 20% of Ireland's greenhouse gases in 2017.

In order to achieve significant reductions in greenhouse gases, the Government's approach to reducing emissions from the transport sector is to adopt policies, to influence both the transport intensity of growth and the carbon intensity of travel.

6.2.2 National Guidance

The policies and objectives of the Draft Plan shall be informed by the following National and Regional guidance and policies:

- *The National Climate Mitigation Plan and Climate Adaptation Framework;*
- *Building on Recovery: Infrastructure and Capital Investment 2016 – 2021;*
- *National Energy Efficiency Action Plan (NEEAP);*
- *Strategy for the Future Development of National and Regional Greenways, 2018;*
- *Local Link Rural Transport Programme Strategic Plan 2018 to 2022;*
- *Design Manual for Urban Roads and Streets, 2019;*
- *Smarter Travel – A Sustainable Transport Future: A New Transport Policy for Ireland 2009 – 2020;*
- *Smarter Travel - National Cycle Policy Framework 2009 – 2020;*
- *Developing Resilience to Climate Change in the Irish Transport Sector;*
- *The National Cycle Manual (NTA, 2011);*
- *Spatial Planning and National Roads-Guidelines for Planning Authorities (DECLG, 2012).*

[The Department of Transport is currently developing its new high-level strategic framework for prioritising future investment in the land transport network. Underpinned by the National Strategic Objectives, the transport strategy establishes high-level investment](#)

priorities to address key transport challenges and to ensure that transport investment is aligned with and supports Government's overarching spatial and climate change objectives, as articulated in the National Planning Framework and Climate Action Plan.

In addition, the Department of Transport's Five Cities Demand Management Study identifies transport demand drivers, and assesses the suitability of measures to reduce demand in Ireland's five largest urban centres—Dublin, Cork, Waterford, Limerick, and Galway. The study looks at international best practice and examines measures to assess impact in reducing emissions, tackling congestion, improving air quality, and improving the overall urban environment of the five cities. The Strategy provides a focused and evidence based approach to addressing the carbon, congestion and air quality challenges facing Irish Cities.

Policy TR P1 - National Investment Framework for Transport Investment: It is an objective of the Council to support the implementation of the Department of Transport's National Investment Framework for Transport Investment.

Policy TR P2 - Five Cities Demand Management Study: It is an objective of the Council to support the recommendations of the Department of Transport's Five Cities Demand Management Study.

6.3 Integration of Land Use and Transport Planning

Policy TR P3- Integration of Land Use and Transport Policies - It is a policy of the Council to support and facilitate the integration of land use and transportation policies, to ensure the delivery of sustainable compact settlements, which are served by sustainable modes of transport.

The integration of land use and transportation is a fundamental principle of the National Planning Framework and the Southern Regional Spatial and Economic Strategy. In shaping the pattern of development and influencing the location, scale, density, design and mix of land-uses, the integration of land-use and transportation can help reduce the need to travel and facilitate sustainable development.

Rebalancing the transport system towards walking, cycling and public transport, including ensuring high quality interchanges between modes, will require sustained investment, including improving street environments to make walking and cycling safer and more attractive and providing enhanced public transport services to ensure that alternatives to the car are accessible, affordable and appealing. Consolidation of development in appropriate locations is fundamental to ensure that development can be well served by sustainable modes of travel, including public transport, walking and cycling infrastructure.

Limerick comprises a significant rural based population and as such, the Council acknowledges that some essential travel will continue to be made by cars and goods vehicles. The Draft Plan will also facilitate improvement in road infrastructure to cater for these movements. In line with national policy, it is accepted that, in the longer term, the population of the towns and villages will increase with the potential for reduced car dependency particularly, for shorter journeys.

Policy TR P4 - Promotion of Sustainable Patterns of Transport Use - It is a policy of the Council to seek to implement in a positive manner, in cooperation with other relevant authorities and agencies, the policies of the NPF, RSES and the Department of Transport's *Smarter Travel, A Sustainable Transport Future 2009 – 2020* ([and any subsequent updates](#)), to encourage more sustainable patterns of travel and greater use of sustainable forms of transport, including public transport, cycling and walking.

Policy TR P5 - Sustainable Mobility and Regional Accessibility - It is a policy of the Council to support sustainable mobility, enhanced regional accessibility and connectivity within Limerick, in accordance with the National Strategic Outcomes of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region.

6.4 Key Enablers for Growth in Limerick

The NPF, NDP and RSES for the Southern Region identifies a number of key enablers to support the growth of Limerick which will enhance connectivity within Limerick and benefit the wider region.

Policy TR P6 - Delivery of Transport Infrastructure in line with National Policy - It is a policy of the Council to support the delivery of transport infrastructure identified within the National Planning Framework, National Development Plan, 2018 – 2027 (and any update) and the Regional Spatial and Economic Strategy for the Southern Region and to support enhanced connectivity within Limerick and inter-urban connectivity within the regions.

A number of transport projects, both road infrastructure and sustainable transport improvements are considered key enablers for the successful economic, social and sustainable growth of Limerick as outlined in the RSES. Whilst the Draft Plan supports the rebalancing of the transport system towards more sustainable modes of transport, it is recognised that the road network maintains a critical position in the economic growth of Limerick to allow for the movement of people, goods, services and freight on a well-connected and accessible road network. Key projects which are critical to enabling the sustainable mobility and economic growth in Limerick include:

- Delivery of the full BusConnects programme (inclusive of ticketing systems, bus corridors, additional capacity, new bus stops and bus shelters) for the Limerick City Metropolitan Area;
- Development of a Park and Ride programme for Limerick, linked with BusConnects Programme;
- Delivery of a comprehensive cycling and walking network for Limerick City Metropolitan Area;
- N/M20 Cork to Limerick Scheme, which is key to the delivery of improved connectivity between the urban centres and the wider region;
- Foynes to Limerick (including Adare Bypass) Road, which will link the port of Foynes with the M7/N18 at Limerick and enhance regional and international connectivity;
- N21 Newcastle West and N21 Abbeyfeale Road Scheme – key projects in enhancing regional connectivity with the South West Region and alleviating congestion in both Newcastle West and Abbeyfeale;
- N24 Cahir to Limerick Junction - Current Constraints Study Area (CSA) extends into the Limerick administrative area (North of Oola and Brookes bridge);
- Limerick Northern Distributor Road - improving accessibility to the City from County Clare, relieving pressure on the existing river crossings in the City Centre and providing significant improvement in connectivity between different areas along the northern fringe of the City;
- O’Connell Street Improvement Works – Provision of enhanced public realm, widened footpaths and segregated cycle ways on Limerick’s main thoroughfare, as well as facilitating future transport mode needs in accordance with the requirements of LSMATS.

[Objectives in support of road projects identified as key growth enablers are outlined in Section 6.8 Strategic Roads Infrastructure](#)

6.5 Sustainable Mobility

Sustainable mobility relates to the movement of people and goods in a manner, which enhances ease of movement and a better quality of life for all and seeks to create a modal shift in favour of more active modes of travel. Greater emphasis needs to be placed on more sustainable modes of transport, in order to mitigate against the potential impacts of climate change and to remove congestion from our cities, towns and villages and make them more attractive places to live, work and relax. This requires increased priority for cycling, walking,

car share/carpooling and public transport infrastructure and a greater uptake in the use of cleaner greener vehicles.

The Department of Transport is carrying out a review of sustainable mobility policy which will deliver on the ambitions of the new Programme for Government replacing the existing 2009 policy document Smarter Travel, A Sustainable Transport Future 2009-2020 and the National Cycle Policy Framework. The new policy will be closely aligned with the national strategic outcomes of Project Ireland 2040, will support the actions in the Climate Action Plan and will also consider the impacts of COVID-19. The promotion of use and increased delivery of sustainable modes of transport is fundamental to achieving Ireland's carbon emission reduction requirements of 30% by 2030.

Policy TR P7 - Sustainable Travel and Transport - It is a policy of the Council to support, facilitate and co-operate with relevant agencies to secure sustainable travel within Limerick and seek to implement the 10 minute city/town concept, promote compact growth and reduce the need for long distance travel, as a means to reduce the impact of climate change.

Objective TR O1 - Climate Proofed Transport Infrastructure - It is an objective of the Council to ensure that all future and retrofitted transport infrastructure is climate proofed, through design and construction, to function in a climate altered future and would, where possible, be multifunctional e.g. provide accessible routes for other services such as fibre optics or water, energy connections or other services and technologies that might come about during the lifetime of the infrastructure.

Objective TR O2 - Design Manual for Urban Roads and Streets: It is an objective of the Council to support the appropriate road design standards of all roads and streets within the urban areas, including suburbs, towns and villages within the 60 kph zone shall be as per the Design Manual for Urban Roads and Streets.

Objective TR O3 - Delivery and Servicing Strategy - It is an objective of the Council to:

- a) Reduce the amount of 'last mile trips' being made by motorised vehicles;
- b) Facilitate the transition to zero-emission delivery vehicles such as cargo bikes, solar powered and electric vehicles; and
- c) Support local 'Click and Collect' facilities where appropriate to minimise trips to individual homes and workplaces.

A universal design approach, in line with the 'Whole of Government' National Disability Inclusion Strategy (NDIS) 2017-2022 and the United Nations Convention on the Rights of Persons with Disabilities (UNCRPD) will insure high-quality, accessible and permeable transport links are incorporated into all urban realm design.

Objective TR O4 - Universal Design - It is an objective of the Council to ensure that all transport schemes incorporate high-quality urban realm design that is attractive, safe, comfortable and accessible for all individuals.

The National Transport Authority in conjunction with Limerick City and County Council and Clare County Council have prepared a Draft Limerick – Shannon Metropolitan Area Transport Strategy (LSMATs), which is currently undergoing review and will proceed to further public consultation ~~in the summer of 2021~~. The Draft LSMATS will set out an integrated and balanced sustainable transport strategy for the Limerick – Shannon Metropolitan Area and will address all travel modes including walking, cycling, road, bus and rail.

Objective TR O5 - Limerick – Shannon Metropolitan Area Transport Strategy – It is an objective of the Council to facilitate the implementation and delivery of the proposals that will be contained in the final Limerick Shannon Metropolitan Area Transport Strategy, in conjunction with the National Transport Authority, Transport Infrastructure Ireland and Clare County Council and other relevant stakeholders to achieve successful integration between land use and transport planning and targeted growth along high quality public transport corridors and sustainable higher densities. .

The Council will continue to play an important role in the development of an efficient transport system and in planning for the future transport needs of Limerick. In pursuing the objective of encouraging modal shift, the Council will co-operate closely with other relevant agencies and stakeholders, including the NTA.

The Council aims to deliver infrastructure and public realm projects required to significantly increase levels of walking, cycling and public transport use throughout Limerick, making it more accessible, inclusive, safe and welcoming to all.

The RSES includes policy objectives requiring the preparation of Local Transport Plans in selected settlements in the region, including Newcastle West, which is identified as a key town.

Policy TR P8 - Local Transport Plans - It is a policy of the Council to prepare a Local Transport Plan (LTP), Mobility and Public Realm Plan for the Key Town of Newcastle West, in consultation with the National Transport Authority, Transport Infrastructure Ireland and

other relevant stakeholders, as part of the of the Local Area Plan process and for other settlements as deemed necessary.

Local Transport Plans will include an analysis of transport flows, movements and investment priorities that will support more sustainable modes of transport.

6.5.1 Avoid-Shift-Improve Concept

The A-S-I approach to transport planning seeks to achieve a reduction in greenhouse gases, reduced energy consumption, less congestion and enabling more liveable environments by creating alternative mobility solutions and developing sustainable transport systems. The 'avoid' means reducing the need for travel by integrating land use and transport planning, creating an environment where the need to travel and trip length is reduced. The 'shift' means moving away from energy consuming transport modes to more sustainable transport. The 'improve' means improving the efficiency of transport modes including energy efficiency and enhance the attractiveness of public transport. The Draft Plan focuses on integrating land use and transportation to help reduce greenhouse gas emissions and facilitate the transition to a low carbon society, promotion of the 10-minute town/neighbourhood and the move towards sustainable transport options with the implementation of both infrastructure and behavioural change measures. Table 6.1 below outlines the Draft Plan's Policies and Objectives which support the A-S-I Concept.

Table 6.1 Avoid-Shift-Improve – Integrated Land use and Transport Policy

	<u>Avoid</u>	<u>Shift</u>	<u>Improve</u>
<u>Policy/ Objective</u>	<ul style="list-style-type: none"> - <u>Policy CGR P1: Compact Growth and Revitalisation</u> - <u>Objective SCSI 04: 10 - Minute Neighbourhood</u> - <u>Objective ECON O34:Home Working/E-Working</u> - <u>Policy TR P3- - Integration of Land Use and Transport Policies</u> - <u>Objective ECON O1: City Centre</u> - <u>Objective SCSI O8: Place-making for the Community</u> 	<ul style="list-style-type: none"> - <u>Policy TR P4: Promotion of Sustainable Patterns of Transport Use</u> - <u>Policy TR P5: Sustainable Mobility and Regional Accessibility</u> - <u>Policy TR P2: Five Cities Strategy</u> - <u>Objective SCSI O20: Improve Open Space Provision</u> - <u>Objective ECON O4: Local/Neighbourhood Centres Objectives</u> - <u>Objective ECON O3 District Centres</u> - <u>Objective TR O5: Limerick – Shannon Metropolitan Area Transport Strategy</u> - <u>Objective TR O8: Walking and Cycling Infrastructure</u> - <u>Objective TR O9: Limerick Cycle Network</u> - <u>Policy TR P9: Sustainable Transport in Rural Areas</u> - <u>TR O13 Core Bus Corridors</u> - <u>Policy TR P10: Rural Transport</u> - <u>Objective TR O24 Inter-City Regional Commuter Service</u> - <u>Objective TR O25 Bus Transport Infrastructure</u> - <u>Objective TR O20 Car Clubs/Carshare</u> - <u>Objective TR O6: Delivering Modal Split</u> - <u>Objective TR O23: Mobility Management</u> 	<ul style="list-style-type: none"> - <u>Objective TR O9: Limerick Cycle Network</u> - <u>Objective TR O8: Walking and Cycling Infrastructure</u> - <u>TR O12 Limerick BusConnects Programme</u> - <u>Objective TR O11: Enhanced Public Transport</u> - <u>TR O13 Core Bus Corridors</u> - <u>Objective TR O15: Transport Interchange</u> - <u>Objective TR O16: Rail Network</u> - <u>Objective TR O18: Park and Ride Facilities</u> - <u>Objective TR O19: Park and Stride Facilities</u> - <u>Objective TR O21: Electric Vehicles</u> - <u>Objective TR O26: Shannon Airport</u> - <u>Policy TR P9: Sustainable Transport in Rural Areas</u> - <u>Policy TR P7: Sustainable Travel and Transport</u> - <u>Objective TR O1: Climate Proofed Transport Infrastructure</u> - <u>Objective TR O3: Delivery and Servicing Strategy</u> - <u>Objective TR O4: Universal Design</u> - <u>Objective TR O48: Car and Cycle Parking</u> - <u>Objective TR O41: Roads and Streets</u>

		<ul style="list-style-type: none">- <u>Objective TR O24: Area Wide Mobility Management Planning/Networks</u>- <u>Objective TR O7: Behavioural Change Measures</u>- <u>Objective TR O10: Limerick Regeneration Areas Sustainable Travel Infrastructure</u>- <u>Objective TR O44: Industrial and Enterprise and Employment lands adjacent to Junction 2, Dock Road</u>- <u>Objective CGR O1: Place-making, Universal Design and Public Realm:</u>	
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6.5.2 Promoting Active Travel

~~The term 'active travel' has been defined by the Department of Transport, Tourism and Sport as 'travelling with a purpose using your own energy'. Generally, this means walking (including all users of footpaths) or cycling as part of a purposeful journey.~~

Active travel is a concept of travel that includes only those forms of transport that require using your own energy to travel. This includes walking, cycling or other non-motorised wheel based transport modes for purposeful travel rather than for leisure reasons. Active travel is usually focused on shorter trips as a natural choice for every day journeys such as to school, work, social or shopping. There are many positive health, environmental and economic benefits from participating in active travel including reduced road congestion, improved air quality, addressing climate change, increased access to employment and reduced social exclusion.

Following the announcement of significant funding by the Department of Transport, a new Limerick active travel unit has been established within Limerick City and County Council. The Council is committed to supporting active travel measures including the investment in sustainable infrastructure to better connect communities creating new walking and cycling links and reducing the physical barriers that currently exist. Redesigning our streets to prioritise walking, cycling and other non-motorised wheel based modes is just one crucial aspect of enabling and creating a modal shift from the private car, we also need to support individual citizens to make the switch to active travel through behavioural change projects and support initiatives.

A key priority for the Draft Plan is the development of a sustainable transport system, promoting measures to increase the use of public transport, while also increasing the modal share for walking, cycling and car share/pool schemes in the City, towns and villages across Limerick. A transition towards more sustainable modes of transport is essential to reduce Ireland's carbon emissions and reach the Government's goal of a 50% reduction in carbon emissions by 2050. In order to achieve more sustainable travel patterns, a significant focus on reducing car dependency and increasing permeability is required. One of the main focus areas is to achieve a modal transfer from short duration car mode trips to more active and public transport modes. More focused investment (be it infrastructure or behavioural change measures) on increasing walking and cycling for short trips is required to increase uptake of sustainable transport options and in doing so, reducing car mode share.

6.5.3 Promoting Modal Split

To ensure the effective planning, implementation and monitoring of the development plan in relation to sustainable mobility and transport, it is important to first look at where Limerick is with regards to existing baseline modal split. Analysis of POWSCAR data for Limerick shows the obvious imbalance of our transport system to the private car for all

trips. It also presents where opportunities exist for movements to more sustainable and active transport options. A full breakdown of baseline modal split is provided in Table 6.2. There is significant scope to achieve modal shift to sustainable modes of transport. In particular, there are opportunities to convert many of the shorter journeys (under 2km) from the private car to walking and cycling.

On analysis of POWSCAR trip data for education and work based travel, the following travel patterns were established.

- The most popular means of travel for those living in Limerick City and Environs was by car (44%) which increased to 64% for those travelling for work purposes only.
- 37% of those living in Limerick City and Environs travelling for work purposes are travelling within six minutes of their workplace (15,424 people); 22% use walking as their primary mode for work and school (16% to work, 33% educational) and 4% are travelling by bike (4% to work, 3% for educational purposes).
- The most popular means of travel for Newcastle West was by car 52%, however, 56% of those commuting for work purposes are within a 7-minute journey time of their workplace; 476 people living in Newcastle West are within a 4-minute drive of their workplace. 14% of workplace/educational trips were made by walking. This increased to 24% for education purpose trips only.
- The most popular means of travel for those living outside Limerick City and Environs is by car at 54% but this increases to 80% for work purposes only. Total number of those who travel by walking for work and/or school purposes is 7% (Work (4%), Education (12%)). Trips taken by bike are at 1% for both education and work purposes.

Table 6.2: Baseline Mode Share

Baseline Mode Share (%) for Commuting to Work/Educational Purposes				
Settlement	Walk	Cycle	Public Transport	Car
Limerick and Environs (All Work/Education Trips)	22	4	8	44
Work Trips	16	4	16	64
Edu Trips	33	3	13	8
Newcastle West (All Work/Education Trips)	14	1	4	52
Work Trips	9	1	1	73
Edu Trips	24	1	11	56

Settlement Levels 3-6/Rural Areas (All Work/Education Trips)	7	1	8	54
Work Trips	4	1	1	80
Edu Trips	12	1	19	57

Table 6.3 provides the 2028 mode share target for commuting to work and education and includes walking/cycling/public transport mode share targets for the LSMATS study area, Limerick City and Environs, Newcastle West and the remainder of the County. Following consultation with the National Transport Authority, both work and school trips have been considered for both baseline and modal share targets. Based on existing scenarios and in line with LSMATS, the Council are confident that the targeted modal shift is achievable. It is noted that the target audience is not just workplace and educational based travel but all transport associated travel.

POWSCAR modal split data is the most robust data available and is shown in Table 6.3 below. The majority of people driving to work travel relatively short distances. This group will offer the greatest potential for modal shift, as these journeys can be most easily shifted to walking and cycling.

Table 6.3: Target Mode Share

LSMA Mode Share Targets (%) for Commuting to Work/Educational Purposes				
Settlement	Walk		Cycle	
	2040	2028	2040	2028
Limerick Shannon Metropolitan Study Area	35	15-20	15-20	7-10
Mode Share Targets(%) for Commuting to Work/Educational Purposes (2028)				
Settlement	Walk		Cycle	Public Transport
Limerick and Environs (All Work/Education Trips)	30%		10%	14%
Newcastle West (All Work/Education Trips)	20%		5%	7%
Settlement Levels 3-6/Rural Areas (All Work/Education Trips)	15%		5%	12%

The data confirms and highlights the challenges facing Limerick, in both the urban and rural context, with regard to promoting a modal shift away from the private car. The Draft Plan

will strive to reduce the reliance on the private car, by promoting and facilitating more sustainable modes of transport and supporting development in locations, which can support compact growth. In facilitating the delivery of the objectives of the final LSMATS and in pursuing the objective of encouraging modal shift, the Council will co-operate closely with other relevant agencies and stakeholders, including the NTA and TII.

~~The Draft Limerick Shannon Metropolitan Area Transport Strategy sets out a number of key outcomes for walking, cycling and public transport in Limerick. A 2.1% increase in walking, 2.1% increase in cycling and 5.1% increase in public transport use are sought by 2040. The Council will seek to deliver on the targets identified in the Draft LSMATS for all urban areas within Limerick~~

Objective TR O6 Delivering Modal Split: It is an objective of the Council to:

- a) Promote a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport in conjunction with the relevant transport authorities;
- b) Support investment in sustainable transport infrastructure that will make walking, cycling, carpool and public transport more attractive, appealing and accessible for all

Objective TR O7 - Behavioural Change Measures - It is an objective of the Council to:

- a) Continue to implement behavioural change initiatives and ‘softer measures’ aimed at enabling and promoting sustainable travel across Limerick’s workplaces, campuses, schools and communities as identified in LSMATS;
- b) Facilitate and implement school streets and school zones, including slow zones around schools, park and stride facilities and promote and facilitate active travel options for school children to reduce the health and safety risks associated with traffic congestion, pollution and inactive lifestyles.

~~A key priority for the Draft Plan is the development of a sustainable transport system, promoting measures to increase the use of public transport, while also increasing the modal share for walking, cycling and car share/pool schemes in the City, towns and villages across Limerick. A transition towards more sustainable modes of transport is essential to reduce Ireland’s carbon emissions and reach the Government’s goal of a 50% reduction in carbon emissions by 2050.~~

In order to achieve more sustainable travel patterns, a significant focus on reducing car dependency and increasing permeability is required. The 2016 Census demonstrates that the private car is the most common mode of transport for commuters in Limerick. There is significant scope to achieve modal shift to sustainable modes of transport. In particular, there are opportunities to convert many of the shorter journeys (under 2km) from the private car to walking and cycling.

Recent trends throughout Limerick identify a dependency on car travel, particularly over short journeys. The chart below identified all journeys undertaken to work or school within 2km of home.

Figure 6.2 – Trip Length and Mode of Travel to Work in Limerick

Source: CSO 2016

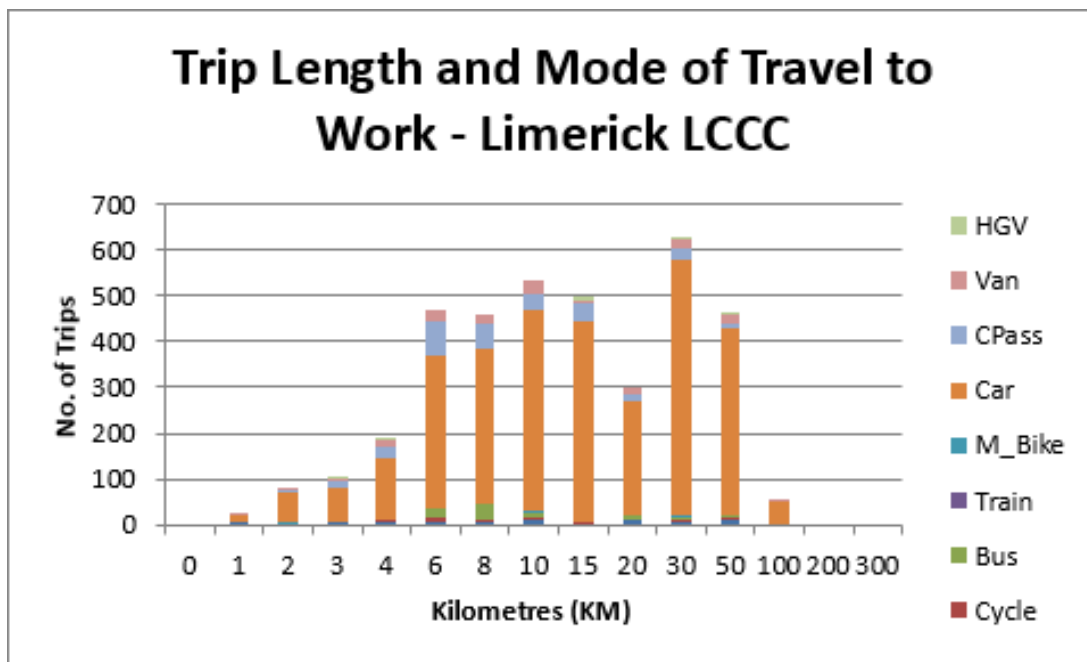


Figure 6.3 – Journeys to Education of less than 2km by mode of travel¹

Source: CSO 2016

¹CSO Data Educational Trips do not distinguish between Primary, Secondary and Third Level Education & Data represents Limerick addresses only

~~The data confirms and highlights the challenges facing Limerick, in both the urban and rural context, with regard to promoting a modal shift away from the private car. The Draft Plan will strive to reduce the reliance on the private car, by promoting and facilitating more sustainable modes of transport and supporting development in locations, which can support compact growth.~~

~~In facilitating the delivery of the objectives of the final LSMATS and in pursuing the objective of encouraging modal shift, the Council will co-operate closely with other relevant agencies and stakeholders, including the NTA and TH.~~

Objective TR 013 – Delivering Modal Split – It is an objective of the Council to:

- ~~a) Promote a modal shift away from the private car towards more sustainable modes of transport including walking, cycling, carpool and public transport in conjunction with the relevant transport authorities;~~
- ~~b) Support investment in sustainable transport infrastructure that will make walking, cycling, carpool and public transport more attractive, appealing and accessible for all.~~

~~The Draft Limerick Shannon Metropolitan Area Transport Strategy sets out a number of key outcomes for walking, cycling and public transport in Limerick. A 2.1% increase in walking, 2.1% increase in cycling and 5.1% increase in public transport use are sought by 2040. The Council will seek to deliver on the targets identified in the Draft LSMATS for all urban areas within Limerick.~~

6.5.4 Walking and Cycling

Walking and cycling are the most sustainable forms of transport, they assist with climate change mitigation and are important for promoting healthy communities. The creation of safe, inclusive and attractive spaces to walk around is fundamental to achieve good place-making. The Council is committed to ensuring that the physical environment in Limerick is accessible to all.

The Council will support the delivery of a programme of public realm improvements, designed to create attractive places that encourage economic and social activity, improve conditions for pedestrians and make walking a safer, healthier, quicker, more direct and more attractive form of travel.

The Council will promote walking through improvements to pedestrian routes, streets and public spaces, by giving greater priority to pedestrians in the use of road space and increasing permeability where possible. Improvements will include appropriate traffic management measures and improvements to signage and way-finding.

In order to enhance the convenience and attractiveness of cycling, routes need to be continuous and direct to facilities, places of work and interchanges. The Council will continue to develop a network of high quality, continuous cycle routes throughout the City and County, improve the permeability of the road network for cyclists and create a more cycle friendly environment, through reducing the volume and speed of motorised traffic.

6.5.4.1 Walking and Cycling Infrastructure

The Council will continue the roll out of active travel initiatives across Limerick, including promoting and facilitating safe walking and cycling. The installation of pedestrian and cycling infrastructure, together with roadway re-design, where necessary, will assist in encouraging active travel and thereby achieve modal shift.

The Council will seek to deliver improved pedestrian linkages within the Limerick Metropolitan City Areas and towns/villages, including the provision of improved pedestrian facilities at junctions and improved footpath width and quality, where required and subject to resources.

Objective TR O8 - Walking and Cycling Infrastructure - It is an objective of the Council to:

- a) Improve and provide clear, safe and direct pedestrian linkages, cycle networks ~~as identified in the final Limerick-Shannon Metropolitan Area Transport Strategy~~, including the greenways and primary segregated cycle routes, between the employment zones, shopping areas and residential areas throughout Limerick;
- b) Maintain and expand the pedestrian route network, infrastructure and where possible retrofit cycle and pedestrian routes into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.

Objective TR O9 - Limerick Cycle Network - It is an objective of the Council to implement in full, the Cycle Network, which will be set out in the final LSMATS, with priority given in the short term to delivering the primary cycle network and cycle routes serving schools.

The design of the pedestrian and cycle networks will be informed by the four core principles of the *Design Manual for Urban Roads and Streets*, which are connected networks, multifunctional streets, pedestrian focus and a multi-disciplinary approach.

6.5.4.2 Limerick Regeneration Areas

Limerick's Regeneration Areas of Southill, Moyross, St. Mary's Park and Ballincurra Weston have the lowest car ownership across Limerick, in tandem with experiencing physical transport disadvantages. Sustainable mobility, connectivity and permeability has an important role to play in overcoming geographic isolation, severance and in creating a non-hostile environment for pedestrians and cyclists. The Draft Plan will support LSMATS in the identification and delivery of improved walking and cycling infrastructure and improvements to the public transport network across the Regeneration Areas based on the measures identified in the *Limerick Regeneration Framework Plan*.

Objective TR O10 - Limerick Regeneration Areas Sustainable Travel Infrastructure - It is an objective of the Council to support LSMATS in the identification and delivery of improvements to walking/cycling infrastructure and improvements to public transport, based on those measures identified in the *Limerick Regeneration Framework Plan*.

6.5.5 Public Transport

Public transport in Limerick consists of bus, rail, rural transport services and taxi services. There are local services that provide connections between settlements within Limerick and regional services that provide connections to the wider region and beyond.

Throughout the lifetime of the Draft Plan, the Council will continue to engage with the NTA in seeking to improve transport services and infrastructure throughout Limerick.

Objective TR O11 - Enhanced Public Transport - It is an objective of the Council to support and encourage public transport providers to enhance the provision of public transportation and frequency of services in Limerick, including the provision of enhanced accessibility from the City Centre to Shannon Airport.

The Council will support increased population, employment and educational densities in accessible centres and along public transport corridors and will seek to ensure that lands required for the development of planned public transport facilities (transport corridors) and interchanges are safeguarded from development.

6.5.6 Bus Network

The NPF identifies the provision of a citywide public transport network as a key enabler for Limerick. This aim is consistent with the *Climate Action Plan*, NPF and RSES, which envisage a significantly enhanced bus service in Limerick by 2027. The provision of a citywide public

transport network in Limerick has the potential to provide the capacity needed to move large volumes of people, who travel to work, education, shops and leisure facilities around the city and suburbs each day. BusConnects Limerick will provide a reliable, high-frequency public transport service to improve connectivity within Limerick City and Environs. The enhanced BusConnects proposal represents a significant upgrade on the existing system and will comprise of a more comprehensive network, bus priority and new upgraded fleet. It will serve all key destinations and provide an interchange with the rail network and proposed Park and Ride services.

Objective TR O12 Limerick BusConnects Programme: It is an objective of the council to Support the implementation of the Limerick BusConnects programme including the following:

(i) An improved Metropolitan Bus Service Network which will deliver a step change in the quality of the bus service across the city and suburbs;

(ii) A programme of Core Bus Corridors, which will seek to provide end-to-end full bus priority on key bus routes via measures such as new bus lanes; bus gates and bus priority signals, in order to ensure that bus services are no longer subject to traffic congestion impacts in Limerick, with the following corridors a priority:

- from the M7/Dublin Road junction to the City Centre;
- from Mungret, Raheen and Dooradoyle to the City Centre;
- on the Ennis Road to the City Centre;
- on the Ballysimon Road from the proposed Park and Ride site to the City Centre; and on Childers Road between Parkway Roundabout and Ballinacurra Road;

(iii) To provide for further bus priority measures on radial routes into the city centre, as identified by the NTA and Limerick City and County Council as part of BusConnects Limerick;

(iv) To provide for bus priority measures through the development site to the rear of Colbert Station, as part of an emerging masterplan to be agreed between the NTA, Limerick City and County Council, the landowner, and other stakeholders;

(v) To provide for bus priority through Limerick City Centre linking the Dublin Road Bus Corridor to the Raheen/Dooradoyle corridor, with a preference for O'Connell Street as the most direct route into the centre, delivering passengers as close as possible to their destinations;

(vi) To increase the capacity of Sarsfield Bridge by reallocating the carriageway to the movement of buses, cyclists, pedestrians and taxis;

(vii) To carry out any minor works required to facilitate additional and altered service patterns arising out of a review of the service network under BusConnects Limerick

Objective TR O13 - Core Bus Corridors: It is an objective of the Council to safeguard the proposed Core Bus Corridors from inappropriate development and ensure adequate set back is maintained to facilitate the implementation of the programme, in consultation with the NTA

Objective TR O14 Management of Coaches: It is an objective of the Council to: Prepare a strategy for the management of coaches in collaboration with the National Transport Authority.

The final bus network that will be implemented in the short to medium term is still being developed, having regard to detailed operational requirements and local traffic considerations. Notwithstanding, the BusConnects programme is fully supported within the Draft LSMATS.

6.5.7 Public Transport Interchange

The Council supports the development of quality public transport interchanges, including Colbert Station, as a key transport hub and the central role it plays in encouraging and enabling modal shift in Limerick. Through the implementation of the LSMATS, opportunities will be created for intermodal transfer between rail, bus, taxi and other sustainable modes of transport, such as walking and cycling.

Objective TR O15 - Transport Interchange – It is an objective of the Council to facilitate the provision of quality transport interchanges ~~with the rail network and proposed Park and Ride services,~~ in order to facilitate focussed access to multiple public transport modes and to maximise the movement of people via sustainable modes.

Through the development of the Limerick BusConnects programme there will also be opportunities for interchange at the proposed Park and Ride locations outlined later in this chapter. The Council will seek to ensure that appropriate levels of safe and secure cycle parking, cycle facilities and electric charging infrastructure are provided at public transport interchanges.

6.5.8 Rail Connections

There are three established rail transport corridors that serve Limerick, including Nenagh/Ballybrophy, Ennis/Galway and Dublin, together with interchange at Limerick Junction for Cork/Tralee and Waterford. The three corridors converge at Limerick Colbert Station, which is progressing as a major transport hub for Limerick, providing a transformational integrated sustainable transport network. Castleconnell is the only operating station outside of Limerick City.

There are three other railway lines in Limerick which, are either no longer used or which have been effectively dismantled. These are the Limerick to Charleville line (there has already been significant development on this line, including parts of the N20), the Limerick to Tralee line (via Newcastle West and Abbeyfeale) and the Limerick to Foynes line. Irish Rail supports the protection of the Foynes line as far as Foynes Port, as it could facilitate a further extension to Shannon Foynes Port for freight services.

Objective TR O16 - Rail Network - It is an objective of the Council to:

(a) Explore a pathway to rail-based development in the review of the RSES and MASP in conjunction with the National Transport Authority and the Southern and Western Regional Assembly

(b) Support ~~and~~ encourage, and facilitate new and upgrading of existing rail networks, railway stations and services across Limerick as identified in LSMATS and protect, as required, lands necessary for the upgrading of existing railway lines or stations, which would improve journey times and enable an increase in the frequency of services and connections.

Objective TR O17 – Limerick to Foynes Line - It is an objective of the Council to retain the Limerick to Foynes rail line and avoid encroachment of inappropriate development, which may compromise the line's potential future use.

6.5.9 Park and Ride/Stride Facilities

Park and Ride facilities integrate car use with public transport and assist those living in remote locations not well served by public transport to access public transport connections. It is important that park and ride facilities improve public transport accessibility, without unduly intensifying road congestion, or increasing the total distance travelled by car. The Draft LSMATS has identified a number of locations in Limerick for park and ride. The Council will support the delivery of park and ride facilities as identified in the final LSMATS.

In addition to Park and Ride facilities, Park and Stride can also assist in reducing congestion, particularly in the last 10 minutes of the journey, the use of such sites in close proximity to schools, can reduce or eliminate the congestion at the school gates.

Objective TR O18 - Park and Ride Facilities - It is an objective of the Council to facilitate the provision of Park and Ride facilities in line with the final Limerick – Shannon Metropolitan Area Transport Strategy and investigate the feasibility of the provision of ‘park and ride’ facilities, with suitable electric charging structures, carpooling, car sharing and bike sharing facilities to incorporate car parking and a bus stop/terminus at appropriate locations as identified in the final LSMATS. [In pursuing the objective to facilitate the provision of Park and Ride, the Council will co-operate closely with relevant transport bodies, authorities and agencies.](#)

Objective TR O19 - Park and Stride Facilities - It is an objective of the Council to investigate the potential of providing a number of ‘park and stride’ facilities in appropriate locations in Limerick.

6.5.10 Car Clubs/Car Sharing and Car Pooling

‘Car clubs’ and ‘pool car schemes’ are shared pools of cars available locally for short term hire and are a convenient alternative to car ownership. They allow for occasional car use but discourage unnecessary car journeys.

Car sharing schemes involve members pre-booking the use of communal cars for their personal use, thereby reducing the number of cars on the roads and helping the environment. They allow members access to a car when they need it, from a place near their home or workplace, without the costs of owning a car. They are an important method of facilitating the reduction of car ownership and supporting the shift to low carbon modes.

The Council will seek - in accordance with the *Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities (2020)* – the provision of car clubs in residential developments, particularly where a reduction in car parking is being sought.

Objective TR O20 - Car Clubs/Car Sharing - It is an objective of the Council to support the set up and operation of car clubs/car sharing and car-pooling schemes to facilitate an overall reduction in car journeys and car parking requirements.

6.5.11 Electric and Compressed Natural Gas Vehicles

In 2008, the Government launched an *Electric Transport Programme* with a target that 10% of the national road transport fleet be electrically powered by 2020. Most recently, the Climate Action Plan set an ambitious target of achieving 100% or 950,000 of all new cars and vans to be electric vehicles (EVs) by 2030. Developing the infrastructure for alternatively fuelled vehicles will be a vital step in encouraging consumers to make more environmentally friendly transport choices. There currently is a total of 20 electric charging points registered throughout Limerick.

Compressed Natural Gas (CNG) is natural gas that has been compressed to fit into a vehicle's tank and is particularly suitable for use in commercial vehicles. The development of CNG Infrastructure will enable fuel switching from diesel to CNG for HGVs and buses. CNG is an established technology that is used in many countries around the world. CNG contains virtually no particulate matter (PM) and also has low emission levels of nitrogen oxides (NOx)² which is beneficial from an air quality perspective. CNG vehicles can be run on 100% renewable gas. This is a renewable and carbon neutral fuel, produced using anaerobic digestion technology from existing waste streams and a variety of sustainable biomass sources, including grass, animal waste, crop residues and food waste. Infrastructure development for CNG is already underway in Ireland, with 14 fast fill CNG stations being installed across the Core TEN-T road network via a project called the Causeway Study that is supported by the European Commission through the CEF Transport Fund and the Commission for Regulation of Utilities (CRU). The Council will support the use of gas in transport by a presumption in favour of applications for CNG refueling infrastructure, provided planning and environmental criteria are satisfied.

Objective TR O21- Electric and Compressed Natural Gas Vehicles: It is an objective of the Council to:

- a) Encourage the switch to Electric Vehicles and e-bikes through the roll-out of additional electric charging points at appropriate locations, throughout Limerick, in association with relevant agencies and stakeholders;
- b) Facilitate the provision of electricity charging infrastructure for electric vehicles, both on street and in new developments, in accordance with the Development Management Standards set out in Chapter 11.
- c) Encourage the switch to Compressed Natural Gas (CNG) vehicles through the roll-out of additional CNG points at appropriate locations, throughout Limerick, in association with relevant agencies and stakeholders

6.5.12 Micro-Mobility

Micro-mobility refers to personal vehicles such as bikes and scooters including electric and dockless models. Micro-mobility has emerged in recent years and e-scooters in particular, have become a visibly more popular transport mode in Limerick. Micro-mobility allows for a convenient and flexible level of local mobility, supporting better connections with public transport and enabling active mobility intermodal trips.

New legislation is due to be approved to regulate the use of e-scooters in public places in Ireland.

Objective TR O22 - Micro-Mobility - It is an objective of the Council to facilitate and support the use of scooters, e-scooters and emerging personal mobility modes of travel in line with relevant legislation.

6.5.13 Mobility Management Plans

Mobility management plans/workplace travel plans are proposals, which will minimise the impact of the traffic generated by their development. They include mitigation measures which will take account of the findings of a Traffic and Transport Assessment (TTA) and a series of actions aimed at supporting sustainable travel for employers and staff. A Mobility Management Plan also addresses site-specific issues or barriers affecting travel choice for employees and modal split targets for the workplace. Measures that should be included are integration with public transport, promotion of car sharing/pooling, parking pricing and control and the encouragement of cycling and walking by the provision of cycling and walking routes and secure cycle parking. The NTA document *Achieving Effective Workplace Travel Plans – Guidance for Local Authorities* also provides guidance on proposals to encourage employees to walk, cycle or carpool to the workplace.

Objective TR O23 - Mobility Management - It is an objective of the Council to require the submission of Mobility Management Plans, subject to the guidance provided in the *Toolkit for School Travel, Safe Routes to School Programme, Workplace Travel Plans – A Guide for Implementers and Achieving Effective Workplace Travel Plans – Guidance for Local Authorities*, for any development that the Council consider will have significant trip generation and attraction rates, at peak hours or throughout the day and where existing or proposed public transport may be utilised.

Objective TR O24 - Area Wide Mobility Management Planning/Networks - It is an objective of the Council to support and promote Area Wide Mobility Planning/Networks, to develop a

collective approach to sustainable travel and support a culture of sustainable travel practices among workplaces at Strategic Employment Locations.

6.5.14 Greenways

Greenways are a term for the collective networks of parks and open spaces, which facilitate green modes of movement, (walkers, cyclists, roller skaters and horse riders) for pleasure, recreation, tourism and daily journeys. Greenways often coincide with wildlife corridors, which highlights the need for careful planning and design to ensure that they will be assessed for potential impacts on biodiversity. Limerick City and County Council are currently progressing a Blue – Green Infrastructure Strategy for Limerick City Metropolitan Area, which will seek to capitalise on opportunities for linkage and enhanced connectivity using blue and green infrastructure. Additional information on Blue/Greenways can be found in Section 5.3.7 in Chapter 5: Environment, Heritage, Landscape and Green Infrastructure.

6.6 Rural Transport

The recently published Department of Rural and Community Development's *Our Rural Future: Government's Blueprint to Transform Rural Ireland* acknowledges the huge potential for cycling within and between rural towns and villages, and particularly in the hinterland of rural towns. The Government has committed a €50 million fund in 2021 for Local Authority investment in high-quality walking and cycling infrastructure, specifically targeted at towns and villages across the country. The policy document further highlights the need for an improved rural public transport service, including proposals for piloting new transport initiatives for people of all ages and abilities living in rural areas. Limerick City and County Council will support the Government's commitment to rural transport including piloting sustainable transport schemes in towns and villages.

Policy TR P9 - Sustainable Transport in Rural Areas - It is a policy of the Council to support the objectives contained in *Our Rural Future: Government's Blueprint to Transform Rural Ireland*, including investment in public transport and high-quality walking and cycling infrastructure specifically targeted at towns and villages.

There are a number of Local Link bus routes in operation throughout Limerick, which provide vital public transport links for rural areas to key settlements within Limerick. The promotion of permeability within and connectivity between the existing urban towns and smaller urban settlements and rural areas remains a key transport goal of the Council. In addition to bus routes operated under the Rural Transport Initiative, private bus operators service both urban centres and rural communities. It is important that these services are retained and improved.

Public transport services in rural areas provide a vital means of access for rural inhabitants, to key employment and social services and a means of further sustaining rural settlements.

Policy TR P10 - Rural Transport - It is a policy of the Council to continue to support the 'Local Link' rural transport service and to encourage operators to improve the service to meet the social and economic needs of the rural communities in Limerick.

Objective TR O24 - Inter-city, Regional, Commuter Services: It is an objective of the Council to support and facilitate the on-going review and enhancements to the inter-city, regional and commuter services as is committed by the National Transport Authority.

Objective TR O25 - Bus Transport Infrastructure: It is an objective of the Council to support the development of bus shelters and bus stops that shall incorporate universal access and bicycle parking facilities where possible.

6.7 Strategic Connections

6.7.1 Airport

The Council recognises the importance of air travel for international connectivity and in improving the attractiveness of Limerick for business opportunities and development of the tourism industry. Limerick is strategically positioned within close proximity to Shannon International Airport. The Council supports the continued operation and growth of Shannon Airport as an important element of the transport and communications infrastructure of the region. The Council also supports measures to enhance public transport connections from Limerick City to the Airport.

Objective TR O26 - Shannon Airport - It is an objective of the Council to support the continued operation and growth of Shannon International Airport and measures to enhance public transport connections to the Airport from the City Centre.

6.7.2 Strategic Ports and Harbours

Limerick has significant port facilities in the natural harbour of the Shannon Estuary. These comprise of the Shannon-Foynes deep-water cargo port, Limerick Docks in Limerick City and a jetty facility at Aughinish, between Foynes and Askeaton.

Shannon Foynes Port is identified as a Tier 1 Port of National Significance in the current National Ports Policy (DTTAS, 2013) and is an EU Core Network Port (TEN-T), located on the

North-Sea Mediterranean TEN-T Core Network Corridor. The Port has a key role both regionally and nationally in meeting the external trading requirements of the Irish economy. The Council supports the development of improved connectivity and enhanced transport networks to Shannon Foynes Port.

The Council supports the operation of the existing Limerick Docks and the sustainable redevelopment of the adjacent lands. The Limerick Docks are within close proximity of the City Centre and the Council will support and facilitate improved connectivity with the City Centre, including public transport and pedestrian linkage.

Objective TR O27 - Docks and Ports - It is an objective of the Council to support the continued development of Shannon Foynes Port as an EU Core Network Port (TEN-T) and Limerick Docks as marine related assets, in accordance with the 2013 National Ports Policy.

6.8 Strategic Roads Infrastructure

The road network is a vital part of Limerick's transport infrastructure due to the widespread use and reliance on road transport for economic movements as well as for social journeys. Key projects which are critical to enabling sustainable mobility and economic growth in Limerick, as identified in RSES are outlined earlier in the chapter. The importance of providing a safe, efficient road system in the county to support enhanced connectivity within Limerick and between the regions is critical to Limerick's economic growth. The Draft Plan provides the following objectives in support of this growth:

Objective TR O28- N/M20 Cork to Limerick Project - It is an objective of the Council to support the delivery of the N/M20 Cork to Limerick Project, which will connect Cork and Limerick, in accordance with all environmental and planning assessments.

Objective TR O29 - Foynes to Limerick (including Adare Bypass) Road - It is an objective of the Council to support the delivery of the Foynes to Limerick (including Adare Bypass) Road, in accordance with all environmental and planning assessment.

Objective TR O30 - N21 Newcastle West and N21 Abbeyfeale Road Schemes - It is an objective of the Council to support the delivery of N21 Newcastle West and N21 Abbeyfeale Road Schemes, in accordance with all environmental and planning assessment.

Objective TR O31 - N24 Cahir to Limerick Junction - It is an objective of the Council to support the delivery of N24 Cahir to Limerick Junction Road Scheme, in accordance with all

environmental and planning assessment.

Objective TR O32- Motorway Network Arterial Roads - It is an objective of the Council to upgrade arterial roads from the motorway network to increase capacity, where deemed necessary.

Objective TR O33 - O'Connell Street Improvement Works - It is an objective of the Council to support the delivery of the O'Connell Street Improvement Works in the provision of a more efficient traffic management system, as well as facilitating future transport mode needs in accordance with requirements of LSMATS.

Objective TR O34 – Connecting Limerick's Southside - It is an objective of the Council to explore improved accessibility to Limerick Southside, including the possible provision of a motorway interchange connection from the M20/M7 to Limerick Southside, subject to:

- The requirement for a Motorway Order;
- Demonstration of consistency with the criteria in Section 2.7 of the *Spatial Planning and National Roads Guidelines for Planning Authorities (2012)*, including that additional traffic loading can be satisfactorily accommodated at the junction and on the national road network;
- The special requirements of the tolling scheme (N18 and Limerick Tunnel Scheme) and the financial implications for the Exchequer of new road schemes in that context shall be evaluated;
- An assessment of environmental impacts.

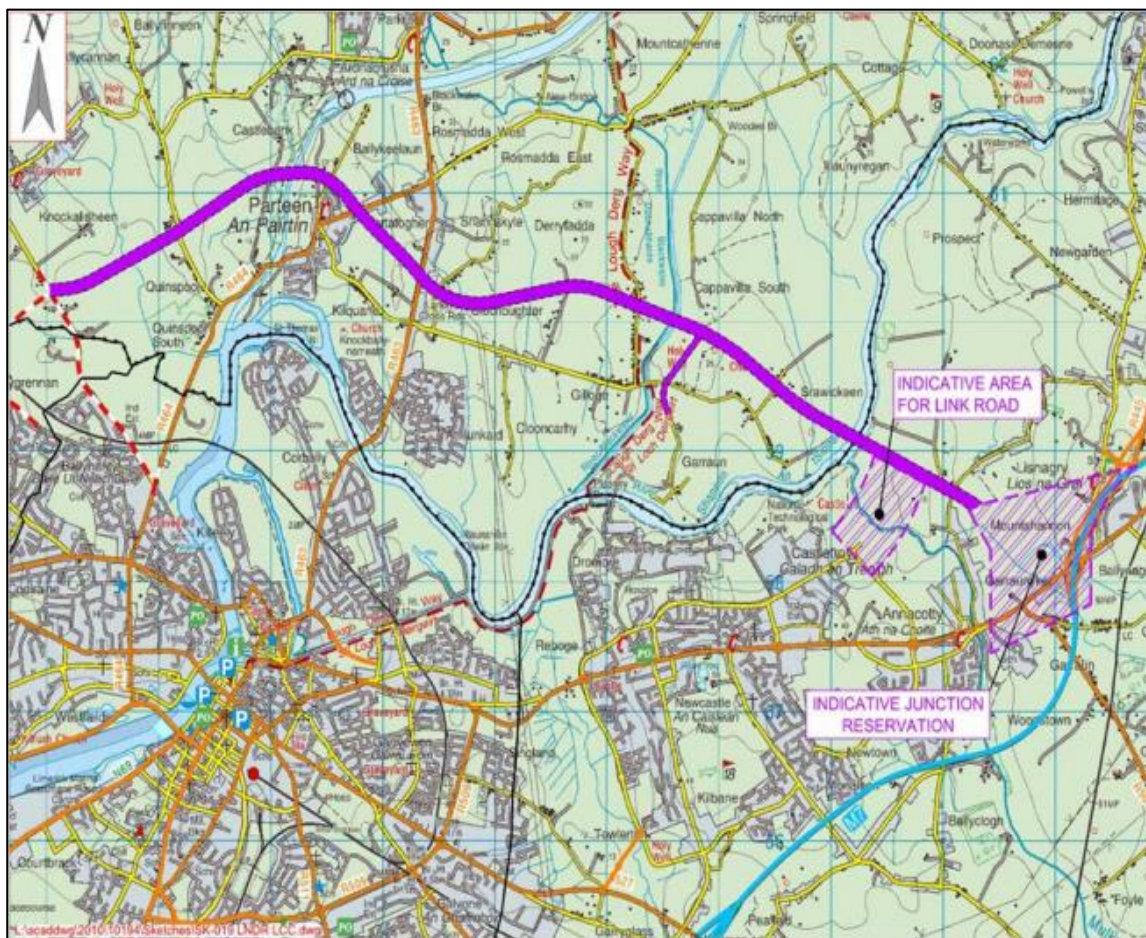
The development of the Limerick Northern Distributor Road (LNDR) is a key strategic road infrastructure project as outlined in RSES. The LNDR will improve access to the University of Limerick and the IDA National Technology Park and will reduce City Centre traffic. It will provide a direct link between Shannon International Airport, the businesses and industries in the Shannon area and the university campus. In terms of land use planning policy, although the LNDR will be a Regional route, it will be treated in a similar way to National roads and the Spatial Planning and National Roads Guidelines will be applied to potential changes to land use policy on this corridor. Aside from what is proposed in RSES and the associated Local Authority Core Strategies, any significant developments along the LNDR will not be supported and its strategic function will be protected.

Objective TR O35 - Limerick Northern Distributor Road - It is an objective of the Council to

a) Support the development of the Limerick Northern Distributor Road, which will connect the Coonagh to Knockalisheen Road Scheme to the existing R445 (old N7) and adjoining road network to the east of Limerick City, which will incorporate Smarter Travel measures, in accordance with all environmental and planning assessments.

b) Ensure the LNDR will be subject to the Spatial Planning and National Roads Guidelines and its implementation will not support any significant development along the route, subject to any strategic and/or national considerations.

Figure 6.1 Preferred Route for the Limerick Northern Distributor Road



6.9 Protection of Road Hierarchy

The road network also plays a vital part of Limerick's transport infrastructure to support economic development as well as for social journeys. Proper management of use, maintenance of roads and improvements to the network is vital.

A hierarchy of roads exist in Limerick, including sections of motorway, national roads, regional roads, local roads and urban roadways. There has been significant investment in road infrastructure and therefore it is important to protect and maintain the carrying capacity of the road network within Limerick.

Policy TR P10 - Road Safety and Carrying Capacity of the Road Network - It is a policy of the Council to seek improvements to road safety and enhance carrying capacity of the road network throughout Limerick, through minimising existing traffic hazards, including access onto roads, which are substandard in terms of width and alignment and preventing the creation of additional or new traffic hazards in the road network, maintaining the carrying capacity and securing appropriate signage.

In implementing the above policy, the Council will have regard to the following objectives:

Objective TR O35 - Land Uses and Access Standards on to All Roads - It is an objective of the Council to ensure that any development involving a new access to a public road, or the intensification of use of an existing access onto a public road, that would compromise the safety and capacity of the road network, will not be permitted unless the new or existing access meets the appropriate design standards.

The Council will ensure traffic safety is a priority in the case of all accesses onto public roads.

Objective TR O37 - Improvements to Regional and Local Roads - It is an objective of the Council to provide for and carry out sustainable improvements to sections of regional roads and local roads, that are deficient in respect of alignment, structural condition, or capacity, where resources permit and to maintain that standard thereafter.

6.9.1 National Road Network

Limerick occupies a strategic location on the national road network, with a large number of National Routes traversing through it. The primary purpose of the national road network is to provide strategic transport links between main centres of population and employment. The M7, the M8 and Foynes Port (Foynes to Limerick (including Adare Bypass) Road) have been identified as part of the Trans-European Transport Network (TEN-T). Additionally, the N18 Limerick to Galway, the N21 Limerick to Tralee and the N20 Limerick to Cork National Primary routes are identified as part of the EU TEN-T Comprehensive Network. The N24 Limerick to Waterford and the N69 Limerick to Tralee National Primary roads also provides important regional and inter-regional connectivity within and through Limerick. There are a number of

forthcoming road schemes which will improve accessibility and connectivity between urban centres in the region and beyond.

Policy TR P11 - Safeguard the Capacity of National Roads - It is a policy of the Council to:

- a) Protect the capacity of the national road network, having regard to all relevant Government guidance and associated junctions, including DoECLG *Spatial Planning and National Roads Guidelines* (DoECLG, 2012) in the carrying out of Local Authority functions and;
- b) Ensure development does not prejudice the future development, or impair the capacity of, the planned national roads, which includes the N/M20 Cork to Limerick Scheme and Foynes to Limerick Road (including Adare Bypass) projects and other schemes referenced in Section 6.4;
- c) Continue to engage, at an early stage, with relevant transport bodies, authorities and agencies in respect of any plans or projects that are located in proximity to national road infrastructure.

Objective TR O38 - National Roads - It is an objective of Council to:

- a) Prevent, except in exceptional circumstances as outlined in the Section 28 Ministerial Guidelines 'Spatial Planning and National Roads Guidelines for Planning Authorities' (DoECLG, 2012), inappropriate development on lands adjacent to the existing national road network, which would adversely affect the safety, current and future capacity and function of national roads and having regard to reservation corridors, to cater for possible future upgrades of the national roads and junctions;
- b) Avoid the creation of any new direct access points from development, or the generation of increased traffic from existing direct access/egress points to the national road network, to which speed limits greater than 60kmph apply;
- c) Facilitate a limited level of new accesses, or the intensified use of existing accesses, to the national road network on the approaches to, or exit from, urban centres that are subject to a speed limit of between 50kmph and 60kmph. Such accesses will be considered where they facilitate orderly urban development and would not result in a proliferation of such entrances;
- d) ~~Consider permitting access where members of the farming community wish to build their houses for their own occupation, on their own land where the house is required for occupation by a member of the farming community, in connection with the working of the farm and where no reasonable alternative access is available to them and where that access is safe and the traffic levels generated are reasonably low. Such developments shall be subject to a Road Safety Audit.~~

The primary purpose of the national road network is to provide strategic transport links between main centres of population and employment. The M7 Motorway have been identified as part of the Trans-European Transport Network (TEN-T). The Council will support the improvement and protection of the EU TEN-T (Trans-European Network for Transport) network to strengthen access routes and connectivity.

The Council will facilitate the protection of all National routes from frontage access and to minimise the number of junctions in accordance with TII's Policy and the Department of Environment, Community and Local Government's *Spatial Planning and National Roads Guidelines for Planning Authorities* (2012).

Similarly, the Council will seek to safeguard the drainage network associated with the national road network.

Objective TR O39 - National Road Network Drainage Regimes - It is an objective of the Council to ensure all developments protect and safeguard the capacity and efficiency of the drainage regimes of the national road network.

6.9.2 Regional Road Network

The regional road network provides important links between the towns and villages across Limerick. They supplement the national road network. The regional road network in Limerick is subdivided into strategic regional roads and regional roads. In the case of strategic regional roads and regional roads, especially those which have a high carrying capacity, the Council shall adopt a restrictive policy in relation to new development in the interests of traffic safety.

Policy TR P12 - Strategic Regional Road Network - It is a policy of the Council to protect the investment in the strategic regional road network and maintain and improve road safety and capacity.

Objective TR O40 - Strategic Regional Roads - It is an objective of the Council to:

- a) Improve, manage and maintain the strategic regional road network in Limerick, in a manner which safeguards the strategic function of the road network;
- b) Prohibit development generating additional traffic and requiring direct access onto a strategic regional roads in areas where speed limits in excess of 50kmph apply;
- c) Consider permitting access onto a strategic regional road where members of the farming community wish to build their houses for their own occupation, on their own land where the house is required for occupation by a member of the farming community in connection with the working of the farm and where no reasonable alternative access is available to them and

where that access is safe and the traffic levels generated are reasonably low. Such developments shall be subject to a Road Safety Audit and all relevant planning criteria;

d) The above applies to the following strategic regional roads:

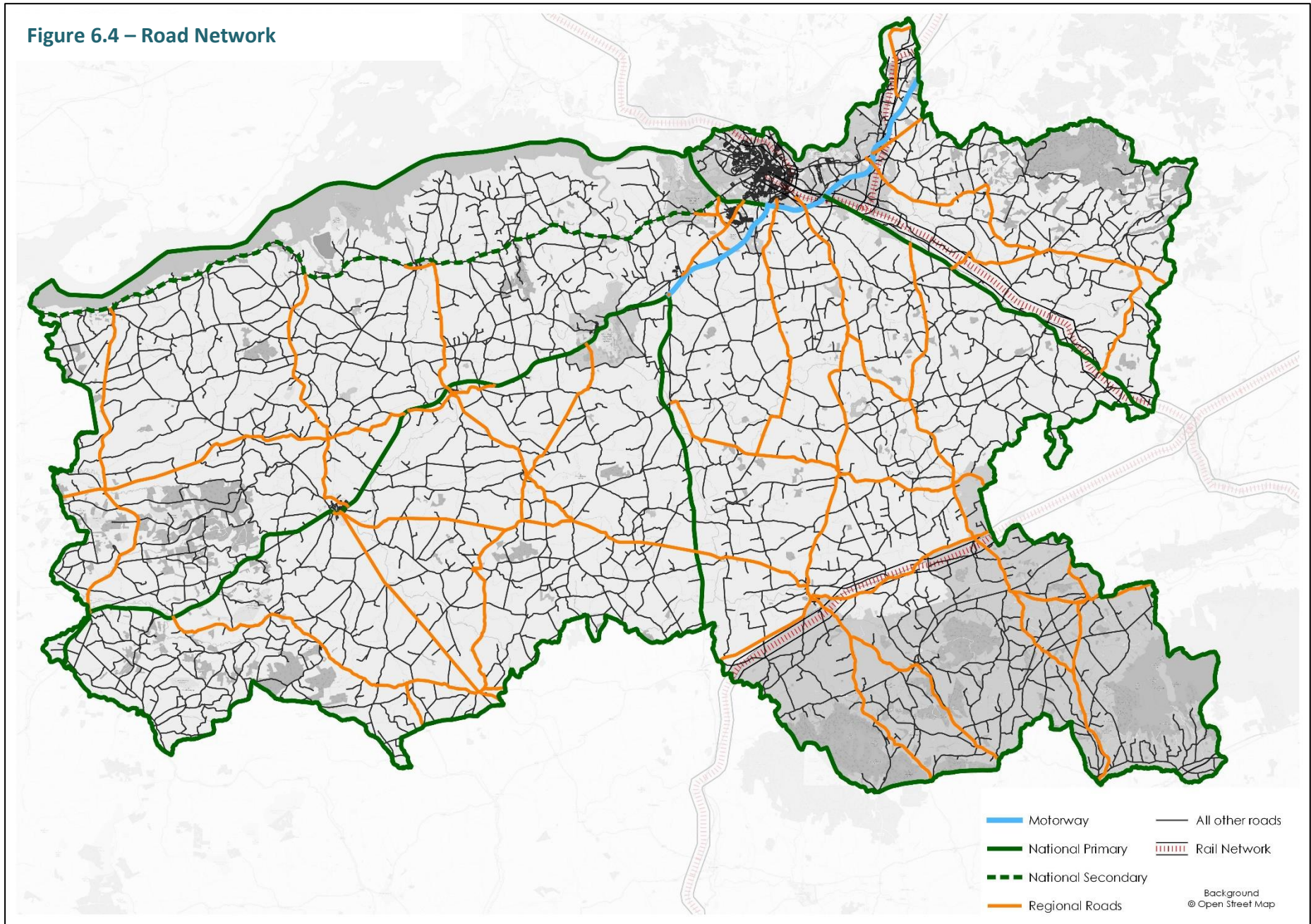
- R521 Foynes/Newcastle West;
- R522 – Newcastle West/Dromcolliher/County Boundary;
- R518-Askeaton/Rathkeale/Ballingarry/Bruree/Kilmallock;
- R520-Newcastle West/Junction with R518 (towards Kilmallock);
- R511-Limerick/Fedamore/Junction with R516;
- R512-Limerick/Bruff/Kilmallock/Kilfinnane/County Boundary;
- R513-Junction with N24/ Caherconlish/ Herbertstown/ Hospital/ Knocklong/ Ballylanders/ County Boundary;
- R503 – Junction with N7 to County Boundary (towards Newport);
- R525- Castleconnell to O’Briens Bridge;
- R505-Junction N24/Cappamore/Doon;
- R510-Junction with Raheen roundabout (R526)/ Quins’ cross roundabout/ Mungret roundabout (N69);
- R526-City boundary to Colopys Cross-Patrickswell;
- R445 from the Mackey Roundabout to Annacotty Roundabout.

6.9.3 Local Roads

Local roads form the bulk of the road network in Limerick and serve an important economic role, because of the dispersed nature of the population in the County. Urban roads and streets are located in towns and villages and provide essential access from residential areas to retail streets, commercial lands and amenity areas. Limerick City and County Council has responsibility for the carrying out of maintenance and improvement works on these roads, financed from their own resources and supplemented by state grants.

Objective TR O41 - Roads and Streets - It is an objective of the Council to secure improvements to the road network in Limerick, including improved pedestrian and cycle facilities, in conjunction and co-operation with relevant stakeholders, subject to resources becoming available.

Figure 6.4 – Road Network



6.9.4 Proposed Upgrade Works/New Schemes

Within the lifetime of the Draft Plan and as resources become available, Limerick City and County Council will seek to deliver a number of new road schemes within Limerick.

Objective TR O42 - Upgrade works/New Road Schemes - It is an objective of the Council to provide for and carry out sustainable improvements to sections of the national, regional and local road network, to address deficiencies in respect of safety, alignment, structural condition or capacity where resources permit. The following schemes shall be included:

- Southside Link connecting Southill to Rosbrien Road;
- Rear of the Crescent Shopping Centre to Rosbrien Road;
- School House Road to Kilbane Roundabout, Groody Link Road;
- N20 O'Rourke's Cross Improvements;
- N69 Hegarty's Cross to Askeaton – Phase 1;
- N69 Hegarty's Cross to Askeaton – Phase 2;
- N21 Adare Western Approach Improvements Scheme;
- N69 Court Cross;
- N69 Mungret and Boland's Cross Road Improvements;
- N21 Devon Cross;
- N21 Ward's Cross.

Objective TR O43 - Link Roads - It is an objective of the Council to:

- a) Support and complete delivery of new and improved link roads and junctions accommodating public transport, cycle and pedestrian connections, including new road links as outlined in LSMATS. The layout and design of such works shall have cognisance to the context and interface with surrounding land uses in compliance with the *Design Manual for Urban Roads and Streets* (DoECLG 2019) [2020 DMURS Interim Advice Note – Covid -19 Pandemic Response](#); and [TII Publication DN-GEO-03084 'The Treatment of Transition Zones to Towns and Villages on National Road's](#); ;
- b) Ensure proposals make provision for the accommodation of bus services along the most significant link routes, which shall include identification of bus stopping and turning areas, as well as carriageway capacity and through routes. It should be noted that the alignment of the new roads in the Draft Plan is indicative only. These roads shall definitely be aligned as part of the detailed design and development process. Similarly, the location of junctions is indicative and the exact position for construction purposes will be dependent on detailed design;

- c) With respect to the indicative Link Road from Dooradoyle Road to Rosbrien Road, a Flood Risk Assessment and Hydraulic Modelling is required. Development of this road shall be in accordance with the requirements of Section 50 of the Arterial Drainage Act, 1945 in respect of the construction of bridge structures.

Objective TR O44 - Industrial and Enterprise and Employment lands adjacent to Junction 2, Dock Road - It is an objective of the Council to ensure Industrial and Enterprise and Employment lands adjacent to Junction 2, Dock Road as outlined on the Land Use Zoning Map for Limerick City and Environs:

- a) Shall be developed for uses with low levels of traffic movements such as warehousing, logistics, data centres etc. only;
- b) Car parking shall be provided at a rate below that provided for in the Draft Plan and provided on an area wide basis, rather than according to the requirements of individual developments;
- c) Cycle parking shall be provided in all developments at an appropriate level to encourage modal shift;
- d) All developments shall include end-of-trip cycling facilities for employees such as showers and lockers;
- e) All new roads shall incorporate segregated cycle tracks designed in accordance with the National Cycle Manual;
- f) All new roads shall seek, in the first instance, to provide filtered permeability, in order to avoid creating additional capacity for car traffic;
- g) All development proposals shall include Mobility Management Plans, with clear targets and commitments to implementing measures to promote sustainable transport.
- h) All development proposals undertake all relevant Transport Assessments, including the cumulative impact of development, to ensure planned development can be accommodated complementary to safeguarding the strategic function of the national road network and associated junctions.

6.10 Traffic Management

6.10.1 Limerick City Centre Traffic Management Plan

The Council have commenced work with the National Transport Authority in the preparation of the Limerick City Centre Traffic Management Plan. The key principles for the plan are to rebalance the City's street network towards sustainable modes of transport and the management of Heavy Goods Vehicles. Traffic management measures in the City Centre will be underpinned by public realm improvements that support walkability and active travel, that promote a high standard of urban design and provide a clear sense of place that respects the existing character of Limerick's Georgian heritage.

Objective TR O45 - Limerick City Centre Traffic Management Plan - It is an objective of the Council to facilitate the completion and implementation of the Limerick City Centre Traffic Management Plan, for the rebalancing of the City's street network towards sustainable modes of transport and management of all transportation modes, in compliance with the principles of LSMATS. This will include a review of the traffic system and the quantum, location and layout of on-street parking, with the aim of providing for safe and convenient movement by walking and cycling.

Objective: TR O46 - HGV Restrictions - It is an objective of the Council to identify specific lorry routes and/or time restrictions, to reduce peak-time HGV movements through Limerick City and neighbourhoods.

6.10.1 Traffic and Transport Assessment (TTA)

Developers will be required to undertake Traffic and Transport Assessment (TTA) for development proposals, which may generate significant additional trips/travel, including road traffic, with potentially significant implications for national and non-national roads. TTAs are used to assess the transport impacts of a proposed development, incorporating any subsequent measures necessary to ensure roads and junctions and other transport infrastructure in the vicinity of the development, remain fit for purpose and encourage a shift towards sustainable travel modes. Thresholds for TTAs are contained within the *Traffic and Transport Assessment Guidelines (2014)*. The TTA should also address urban design impacts of proposed public and private transport proposals and also deal with delivery and monitoring regimes for various aspects.

Objective TR O47 - Traffic Management - It is an objective of the Council to require the submission of Mobility Management Plans and Traffic and Transport Assessments in

accordance with the requirements of *Traffic and Transport Assessment Guidelines* (2014), for developments with the potential to create significant additional demands on the traffic network by virtue of the nature of their activity, the number of employees, their location or a combination of these factors and for significant developments affecting the national and non-national road network.

6.10.2 Road Safety

The design of development proposals must address the functionality and safety of road needs. Road Safety Audits and Road Safety Impact Assessments improve the safety performance of new roads and existing roads that require modifications due to projects or proposals. Road Safety Audits examine the safety aspects within a scheme and are generally required when a development requires a new access to a national road or significant changes to an existing access. Road Safety Impact Assessments consider the safety impact of a scheme on the surrounding road network.

Guidance for the preparation of Road Safety Audits and Road Safety Impact Assessments is included in TII Publications (Standards). Objectives in relation to Road Safety Audits and Road Safety Impact Assessments can be found in Chapter 11: Development Management Standards.

6.10.3 Car Parking

Car parking and cycle parking should be provided in accordance with the Council's car parking standards, taking into account public transport accessibility levels, existing publicly available parking provision and the need to deter unnecessary car use. A proportion of all parking spaces should be provided for parking for disabled people and the charging of electric vehicles. Cycle parking should also be provided.

The Draft Plan sets out a comprehensive schedule of car parking standards, with a number of parking zones, including 3 zones within Limerick City and Environs and one for settlements outside of the City and Environs. Maximum car parking standards have been applied in all areas, to support the shift away from car dependency and to support the modal shift to alternative modes of transport, particularly in the City Centre.

Objective TR O48 - Car and Cycle Parking - It is an objective of the Council to support the provision of parking and cycle standards in accordance with Section 11.8.5, Table 8 (a) and 8 (b) of Chapter 11: Development Management Standards.

The Council will seek to implement a programme of traffic and parking management measures in towns and villages throughout Limerick, as resources permit.

6.10.4 Taxi/Hackney Services

Taxi/hackney services provide door-to door transport for those without access to a car, or a scheduled public transport service. They also provide a means of travel for the mobility impaired or those carrying heavy or bulky luggage that precludes them from using scheduled public transport. Designated taxi ranks should be part of the transport network in the City Centre, Town Centres and other locations, where there is a busy late night economy.

Objective TR O49 - Taxi/Hackney Transport - It is an objective of the Council to facilitate the provision of taxi/hackney transport, as a feeder service to major public transport corridors and to encourage the provision of taxi ranks at transport interchanges and at other appropriate locations.

6.11 Roadside Signage

In accordance with Council guidelines and subject to Council approval, directional signage will be permitted at appropriate locations for amenities, tourist attractions and local attractions. In order to avoid a proliferation of signs leading to street clutter, existing signposts or poles should be used, where possible, in favour of the installation of new ones. Fingerpost signage is the preferred type of directional signage. Signage must be erected such that it does not result in a traffic hazard.

Objective TR O50 - Roadside Signage - It is an objective of the Council to regulate, control and improve signage throughout Limerick and avoid a proliferation of roadside signage, in accordance with the *Spatial Planning and National Roads – Guidelines for Planning Authorities* (DoECLG, 2012) and the National Roads Authority's policy statement on the *Provision of Tourist and Leisure Signage on National Roads* (March 2011) and any updated versions of these documents.

Objective TR O51 - Directional Signage - It is an objective of the Council to facilitate the provision of directional signage for amenities, tourist attractions and local attractions and along cycle and pedestrian routes, at appropriate locations throughout Limerick, in accordance with planning and traffic regulations.

6.12 Noise Sensitive Development

6.12.1 Traffic-Related Noise

Traffic-related noise is the main source of environmental noise effecting communities in Limerick. The World Health Organization (WHO) and European Environment Agency, indicate that health outcomes from long-term exposure to traffic-related noise are sleep disturbance, annoyance, cognitive impairment for children, tinnitus and cardiovascular disease. The WHO strongly recommends policy-makers to reduce population exposure to traffic-related environmental noise to below 53 dB *Lden* (a 24-hour noise indicator) and 45 dB *Lnight* in accordance with the *Environmental Noise Guidelines* (2018). There is a significant proportion of the Limerick population (in the city and county) that is exposed to noise levels above these values. Careful consideration of traffic-related noise shall be given to major transport infrastructure projects at the design stage.

Objective TR O52 - Noise and Transportation - It is an objective of the Council to identify appropriate mitigation measures to reduce noise levels from traffic where they are potentially harmful, in accordance with Limerick's *Noise Action Plan*.

Objective TR O53 - Noise Sensitive Development - It is an objective of the Council to require noise sensitive developments in close proximity to heavily trafficked roads to be designed and constructed to minimise noise disturbance, follow a good acoustic design process and clearly demonstrate that significant adverse noise impacts will be avoided in accordance with *Professional Practice Guidance on Planning and Noise* (2017) and based on the guidance and recommendations of the World Health Organisation.

-New Chapter 7: Sustainable Mobility and Transport (Formally Chapter 6)

Explainer Note: The following chapter has been restructured in response to submissions received during the public consultation process. Policy and Objective numbering have also been revised to correspond with changes.			
No.	Amendment	Section/ Objective	Submission No.
1.	Replace Chapter 6 of the Draft Plan with a new Chapter 7 Sustainability Mobility and Transport in response to submissions received during the public consultation process. Policy and Objective numbering have also been revised to correspond with this revision. New text is included in green while text deletions are outlined in red .	New Chapter 7	86, 87, 44, 146, 153, 158, 70, 247,160, 145, 97, 225, 249, 244

-New Chapter 8: Infrastructure (Formally Chapter 7)

No.	Amendment	Section/ Objective	Submission No.
1.	<p>Amend Section 7.5.1 as follows: The Commission for Energy Regulation (CER) <u>Commission for Regulation of Utilities (CRU)</u> is the economic regulator of public water services. The CER's <u>CRU's</u>.</p>	Section 7.5.1	205
2.	<p>Amend IN O5 b) as follows: Collaborate with Irish Water in the protection of water supply sources <u>to avoid water quality deterioration and reduce the level of treatment required in the production of drinking water, in accordance with Article 7(2) of the WFD. Protection and restoration of drinking water at the source can have co-benefits for biodiversity and climate change.</u></p>	Section 7.5.1 Objective IN 05	205
2.	<p>Amend IN O5 e) as follows: Ensure that development proposals <u>connecting to the public water and/ or wastewater networks comply with Irish Water Standard Details and Codes of Practice</u> the standards and requirements of the Irish Water: Code of Practice for Water Infrastructure (December 2016) and any updated version of this document during the lifetime of the Draft Plan. <u>Where relevant,</u> ensure developments comply with the EPA Code of Practice for Domestic Waste Water Treatment Systems 2021.</p>	Section 7.5.1 Objective IN 05	205
3.	<p>Replace IN O6 as follows: Public Water Supply It is an objective of the Council to: a) Promote and support water conservation and demand management measures among all water users in new developments. b) Restrict development within the zones of contribution for wells used as sources of water supply, except where established by Irish Water and to the Council's satisfaction, that the</p>	Section 7.5.1 Objective IN 06	205

	<p>development would not compromise the quality, quantity or pressure of the public supply extracting from the well.</p> <p><u>Drinking Water Source Protection:</u> <u>Protect both ground and surface water sources, to avoid water quality deterioration and reduce the level of treatment required in the production of drinking water, in accordance with Article 7(2) of the Water Framework Directive.</u></p> <p><u>1.New developments which could pose an unacceptable risk to drinking water sources will not be permitted.</u></p> <p><u>2.New development should not conflict with the protection guidelines set out in the Limerick Groundwater Protection Scheme and/ or Groundwater Source Protection Zone reports.</u></p>		
4.	<p>Amend Section 7.5.3 Public Waste Water Treatment as follows:</p> <p>Further analysis by the Council has identified the following: • 7.3% of settlements in Limerick have adequate wastewater capacity to facilitate future growth; • Three settlements that have limited wastewater capacity for future growth and currently do not comply with the Waste Water Discharge Licence granted by the EPA are Adare, Caherconlish and Kilfinane; • 20% of settlements have no spare wastewater capacity, including Newcastle West, Askeaton and Foynes; • There is chronic overloading of the Waste Water Treatment Plants (WWTP) in Askeaton, Hospital, Dromcollogher and Murroe.</p> <p>Irish Water’s current <u>2019 wastewater treatment</u> capacity register for County Limerick, states that there is capacity available in 41 no. of the 53-no. waste water treatment plants (WWTPs). These include Bunlicky and Castletroy WWTPs, which serve the Limerick City Metropolitan Municipal District. These WWTPs require some upgrading and it is envisaged by Irish Water that, <u>with the completion of these upgrades</u>, there will be sufficient spare capacity to accommodate the projected growth <u>in Limerick city and environs</u>, as set out in the RSES and the Core Strategy, over the lifetime of the Draft Plan, <u>subject to planning and other approvals.</u></p>	Section 7.5.3	205
5.	<p>Amend Objective IN O10 Surface Water and SuDs as follows:</p> <p>m) <u>To prohibit the discharge of additional surface water to combined (foul and surface water) sewers in order to maximise the capacity of existing collection systems for foul water.</u></p>	Section 7.5.5 Objective IN 010	205

6.	<p>Change the text in Section 7.7.1.3 as follows: A current example is the potential for transferring jobs from peat extraction and processing to new green jobs, such as reinstatement and protection of wetlands and replace with <u>Current examples include organisations involved in designing out waste and those in equipment lease, reuse and repair sectors and materials recycling.</u></p>	Section 7.7.1.3	248, 244
7.	<p>Relocate Section 7.7.1.2 Circular Economy for Building Design and Construction Projects to Chapter 11.</p>	Section 7.7.1.2	248
8.	<p>Change Section 7.7.1.2 to include the following: <u>An important source of information is the Environment Protection Agency’s Draft Best Practice Guidelines for the preparation of Resource Management Plans for Construction and Demolition Waste Projects.</u></p>	Section 7.7.1.2	248
9.	<p>Include the following in Subsection 7.7.1.5: The National Waste Management Plan for a Circular Economy will include the new guidance document ‘Waste Management Infrastructure – Guidance for Siting Waste Management Facilities include reference in Subsection 7.7.1.5.</p>	Section 7.7.1.5	248
10.	<p>Amend Objective IN O10 to include: <u>Require green roofs for all roof areas for the following development types and encourage for all other types of development unless otherwise agreed with Limerick City and County Council's planning department:</u></p> <ul style="list-style-type: none"> - <u>Apartment Developments;</u> - <u>Employment Developments;</u> - <u>Retail Developments;</u> - <u>Leisure Facilities;</u> - <u>Education Facilities;</u> <p><u>All roofs of 300m² or greater to provide a minimum of 60% green roof coverage, unless exempted/ partially exempted.</u></p>	Objective IN O10	241, 155, 190, 244, 146
11.	<p>Amend wording in Section 7.7.1.2 To adopt the principle of the circular economy more fundamentally, applicants shall be encouraged<u>required</u> to submit a Resource Management Plan, including a Circular Economy Statement.</p>	Section 7.7.1.2	241 & 244

12.	Amend IN O11 to include a new bullet point as follows: <u>Ensure that in the delivery of energy infrastructure, the strategic function of the national road network is safeguarded in accordance with national policy by utilising available alternatives.</u>	IN O11	70						
13.	Insert the following text as additional bullet point (h) into Objective IN O2 Digital Connectivity: Objective IN O2 Digital Connectivity: <u>(h) Support emerging innovations in the digital transformation of transportation, E-Mobility and sustainable mobility in line with RPO 160 Smart Mobility, including those identified in LSMATS.</u>	Objective IN O2	160 & 249						
14.	Delete the following textbox from Section 7.5.3 Public Waste Water Treatment: <ul style="list-style-type: none"> • 7.3% of settlements in Limerick have adequate wastewater capacity to facilitate future growth; • Three settlements that have limited wastewater capacity for future growth and currently do not comply with the Waste Water Discharge Licence granted by the EPA are Adare, Caherconlish and Kilfinane; • 20% of settlements have no spare wastewater capacity, including Newcastle West, Askeaton and Foynes; • There is chronic overloading of the Waste Water Treatment Plants (WWTP) in Askeaton, Hospital, Dromcollogher and Murroe. 	Section 7.5.3	249						
15.	Insert a new objective into Section 7.4 Digital Connectivity and Limerick’s Digital Strategy as follows: <u>Digital Innovations: Limerick Shannon Metropolitan Area: It is an objective of the Council to continue to develop digital services and work with relevant stakeholders to enhance digital innovations and digital transformation throughout Limerick and the Limerick Shannon Metropolitan Area, as opportunities arise.</u>	Section 7.4 New Objective Digital Innovations: Limerick Shannon Metropolitan Area	249						
16.	Include updated table 7.1 to accompany map identifying all SEVESO sites in Limerick. Table 7.1 Seveso Sites in Limerick <table border="1" data-bbox="300 1262 1525 1370"> <thead> <tr> <th data-bbox="300 1262 546 1318">Tier</th> <th data-bbox="553 1262 1050 1318">Name</th> <th data-bbox="1057 1262 1525 1318">Location</th> </tr> </thead> <tbody> <tr> <td data-bbox="300 1323 546 1370"></td> <td data-bbox="553 1323 1050 1370">Grassland Agro</td> <td data-bbox="1057 1323 1525 1370">Dock Road, Co. Limerick</td> </tr> </tbody> </table>	Tier	Name	Location		Grassland Agro	Dock Road, Co. Limerick	Table 7.1	225
Tier	Name	Location							
	Grassland Agro	Dock Road, Co. Limerick							

	Lower Tier	Exolum Shannon Ltd. (formerly Interterminals Shannon Ltd)	Foynes Harbour, Foynes, Co. Limerick		
		Analog Devices International	Bay F1, Raheen Business Park, Co. Limerick		
	Upper Tier	Atlantic Fuel Supply Company Ltd.	Foynes Harbour, Co. Limerick		
		Goulding Chemical Ltd.	Morgan's South Durnish Askeaton, Co. Limerick		
Source: www.hsa.ie (2021)					

-New Chapter 9: Climate Action, Flood Risk and Transition to Low Carbon Economy (Formally Chapter 8)

No.	Amendment	Section/ Objective	Submission No.
1.	<p>Amend Objective CAF O21 Identified Flood Risk to include the following:</p> <p><u>B) Clarify location i.e. South of Toppins field.</u></p> <p><u>C) Ensure any planning application, including proposals for water compatible uses, on the lands in Flood Zones A and B adjacent to the Coonagh LIT campus, zoned for Education and Community, shall include a comprehensive Site-Specific Flood Risk Assessment, incorporating a drainage assessment for the lands, which demonstrates that the flood risk can be mitigated and that water compatible uses can be accommodated without adversely impacting on the flood risk of neighbouring residential properties.</u></p>	Objective CAF O21 Identified Flood Risk	111
2.	<p>Amend Objective CAF O21 Identified Flood Risk to include the following:</p> <p><u>D) No works including the undertaking of ground level changes shall commence on the lands in the National Technology Park subject to flood risk, until all flood mitigation measures have been put in place.</u></p>	Objective CAF O21 Identified Flood Risk	128, 270
3.	<p>Amend Objective CAF O21 Identified Flood Risk to include the following:</p> <p><u>E) Any planning application shall include a comprehensive Site-Specific Flood Risk Assessment, which demonstrates that the flood risk can be mitigated and that access/egress, roads and water compatible uses can be accommodated without adversely impacting on the flood risk off site.</u></p>	Objective CAF O21 Identified Flood Risk	196
4.	<p>Insert Objective in Section 8.5.4 as follows:</p> <p><u>It is an Objective to support the life-extension and repowering of existing wind farms, where considered appropriate and subject to an appropriate level of environmental and planning assessment.</u></p>	New objective Section 8.5.4	113
5.	<p>Amend Section 8.5.10 to include the following:</p>	Section 8.5.10	113

	<u>It must also be recognised that natural gas, particularly renewable and indigenous gas, will continue to have a role to play in the transition to a low carbon economy. As such, renewable energy developments may require support from such sources in times of high energy demand.</u>								
6.	Update Section 8.2.3 to include the following: <u>including the retention and integration of existing natural landscape features such as trees and hedgerow into the design of all new development.</u>	Section 8.2.3	25, 146, 243, 246, 153						
7.	Amend Section 8.5.3 to include: <u>Support utility scale solar PV development at suitable locations where it can be demonstrated that there are no significant adverse impacts.</u>	Section 8.5.3	144						
8.	Amend Objectives CAF O23 Flood Relief Schemes to include: It is an objective of the Council to support and facilitate the development of Flood Relief Schemes as identified in the CFRAM 10 Year Investment Programme <u>and ensure development proposals do not impede or prevent the progression of these measures.</u>	CAF O23	263						
9.	Amend Objective CAF O24 Minor Flood and Mitigation Works and Coastal Protections Schemes to include: It is an objective of the Council to support and facilitate the Office of Public Works Minor Flood and Mitigation Works and Coastal Protections Schemes <u>and ensure development proposals do not impede or prevent the progression of these measures.</u>	CAF O24	263						
10.	Include reference to the Climate Action Bill (2021) in Chapter 8.	Across all relevant Sections	244, 160						
11.	Insert Renewable Energy Targets potential for Limerick within the lifetime of the Plan in Chapter 8: <u>Table X Renewable Energy allocations for differing technologies</u>	Chapter 8	225, 208 & 249						
	<table border="1"> <tr> <td><u>Output Current and Projected</u></td> <td><u>Wind</u></td> <td><u>Anaerobic Digestion</u></td> <td><u>Solar</u></td> <td><u>Hydro</u></td> <td><u>Geothermal</u></td> </tr> </table>	<u>Output Current and Projected</u>	<u>Wind</u>	<u>Anaerobic Digestion</u>	<u>Solar</u>	<u>Hydro</u>	<u>Geothermal</u>		
<u>Output Current and Projected</u>	<u>Wind</u>	<u>Anaerobic Digestion</u>	<u>Solar</u>	<u>Hydro</u>	<u>Geothermal</u>				

	<u>Current capacity MW</u>	<u>234.35</u>	<u>2.0</u>	<u>113.49</u>	<u>0.1 MW</u>	<u>0</u>		
	<u>Target Capacity MW (2030)</u>	<u>386.45</u> <u>(+65%)</u>	<u>20 (+1000%)</u>	<u>227.0</u> <u>(+100%)</u>	<u>0.3MW</u> <u>(+300%)</u>	<u>0.5MW</u>		
	<u>Note: Baseline figures drawn from LCCC sources June 2020</u>							
12.	Amend CAF O1 as follows: (b) <u>Support the implementation</u> of Cognisance shall be had to the Limerick Climate Change Adaptation Strategy (2019) <u>while cognisance shall be had to</u> any revised or forthcoming adaptation, mitigation or climate action strategies or plans at local, regional and national level in the formulation of any plans or policies.						Section 8.2.1 CAF 01	225

-New Chapter 10: Sustainable Communities and Social Infrastructure (Formally Chapter 9)

No.	Amendment.	Section/ Objective	Submission No.
1.	Amend the title of Objective SCSI O18 from Public Open Space to <u>Open Space and Recreation.</u>	Section 9.9 Active Cities Objective SCSI 018	123
2.	Change Objective SCSI O26 to add (d) as follows: <u>'Require developers of new residential schemes commensurate with the scale and purpose of the development to provide in situ, natural play areas for children, or as the case may be, small play grounds, where it is considered necessary and opportune to address local deficits in provision as set out in Table DM1 'Open Space Hierarchy'.</u>	Section 9.11 Play Areas Objective SCSI 026	151
3.	Change numbering of SCSI O24 Local Sports Plan to SCSI O25 to avoid duplication with SCSI O24 'Limerick City Centre Leisure Strategy', above this section, and all subsequent Objectives in this chapter are to be renumbered accordingly.	Section 9.10.1 Local Sports Plan Objective SCSI 024	165
4.	Change Objective SCSI O9 as follows: a) <u>To ensure that existing and new school sites are protected for educational use and that lands adjacent to existing schools are protected for future educational use in order to allow for expansion of these schools, if required, subject to site suitability.</u> Reserve lands to facilitate the delivery of new educational facilities, including extensions of existing schools in cooperation with the Department of Education.	Section 9.5 Education Facilities Objective SCSI 09	234
5.	Change Objective Amend SCSI O9 as follows: c) <u>In order to ensure availability of educational provision to meet projected increased requirements arising from the consolidation and densification of development within the City Centre, all existing City Centre schools (and land buffers around them if available) should be protected so that they can be purposed to meet future educational requirements.</u>	Section 9.5 Education Facilities Objective SCSI 09	234

	Support the provision of new City Centre schools, with a general presumption against the relocation of City schools away from the City Centre.		
6.	Amend Objective SCSi O36 as follows: e) Ensure protection of water quality, in particular drinking water sources, with any proposed development.	Section 9.16 Objective SCSi O36	205
7.	Include a new objective in Section 9.14 as follows: <u>Objective SCSi XX Undertake a cultural audit and create a dynamic database and associated map of existing and future locations and landmarks that incorporates or has the potential to incorporate cultural/creative arts.</u>	Section 9.14	245, 146
8.	Amend Objective SCSi O28 to include the word <u>support</u> .	Section 9.12	269
9.	Include a new objective in Section 9.4 as follows: <u>Health Place Audits: It is an objective of the Council to support the creation of attractive, enterprise development friendly, liveable, well designed, high quality places that are home to a diverse enterprise base mix and integrated communities by using tools such as Health Place Audits to audit locations in meeting necessary conditions.</u>	Section 9.2 New Objective	153 & 249
10.	Remove the following text from SCSi P2: Policy SCSi P2 Location of Community Facilities It is a policy of the Council to ensure that adequate provision is made in land use zoning, in the layout of developments and residential densities to ensure optimum accessibility to local community facilities and amenities, particularly by sustainable modes of transport and insofar as opportunities allow , that barriers to pedestrian access to such social infrastructure should be removed.	Policy SCSi P2	153
11.	Amend Objective SCI O38 as follows: Objective SCSi O38 Public Rights of Way It is an objective of the Council to encourage the preservation of existing public rights of way within the plan area <u>It is an objective of the Council to examine the feasibility of identifying and mapping new public rights of way in the recreational and amenity area in Limerick in the context of emerging national guidance, within the lifetime of the Plan.</u>	Section 9.18 Objective SCSi O38	225

-Chapter 11: Development Management Standards

No.	Amendment	Section/ Objective	Submission No.
1.	Change the Bicycle Parking Standards: To include minimum standards of 20-25% for all locations for employment uses.	11.8.3 Car and Bicycle Parking Standards	258
2.	Amend Table DM 5 Design Guide for Service Stations – Retail Unit to clarify and to comply with the Retail Planning Guidelines and the Draft Retail Strategy as follows: Where applications are made for retail units associated with a petrol station, with a retail unit in excess of 100m², the sequential approach to retail development will apply.	11.6.3 Petrol Stations Table DM 5: Design Guidelines for Service Stations	136
3.	Amend Section 11.6.10 as follows: Pre-planning discussion with Irish Water is required..... Water mains shall be located under footpaths where possible. New connections to public water and wastewater networks are subject to Irish Water’s Connections Charging Policy and Standard Details and Codes of Practice. Adequate separation between all utility mains (water/gas/sewer/electricity etc.) as required by the relevant authority shall be provided. The inclusion of the following objective is suggested: To support Irish Water in the promotion of effective management of trade discharges to sewers in order to maximise the capacity of existing sewer networks and minimise detrimental impacts on sewage treatment works.	Section 11.6.10 Extractive Industry	205
4.	Amend Section 11.6.10 as follows: In assessing an application for development (whether for a new quarry or an extension to anwill be considered, together with the following: • Impact on water supply sources.	Section 11.6.10 Extractive Industry	205
5.	Update Section 11.6.10 to include reference to the Draft Policy Statement on Mineral Exploration and Mining in Ireland.	Section 11.6.10	88

	<p>Update Development Management standards, section 11.6.10 as follows:</p> <ul style="list-style-type: none"> • Description of development works including buildings, mine shafts, fixed and mobile plant, roads, fuel tanks, stockpiles, storage of soil, overburden and waste materials, settling ponds; • Estimated working life of quarry or mine, including phasing programme; • Water supply, de-watering and discharge requirements; <p>The Planning Authority will support the extractive and mineral extraction industry by issuing planning permission that extends over the estimated life of the quarry or mine. It will be necessary, however that the applicant sets out a phasing proposal for the development to assess the time-scale of the proposal. The Planning Authority will impose strict conditions on planning permissions relating to the appropriate mitigation measures to control the impacts on the environment and surrounding area. Limited duration on permissions may be issued by the Council to allow for re-evaluation of the development in light of unforeseen implications or changes in environmental standards and technology.</p> <p>A standard contribution and in certain circumstances, a special contribution under the Development Contribution Scheme and a financial bond will be required to ensure appropriate restoration and reinstatement works are undertaken within 12 month of the cessation of works. It is obligatory for new mining developments to obtain an Integrated Pollution Control Licence Industrial Emissions Licence from the EPA. All aspects of air and water pollution, noise and waste are covered by this single integrated licence. Refer to dcaae.gov.ie/Minerals-Exploration-Mining.</p>		
6.	<p>Amend text in Section 11.7.2.1 to the following:</p> <p>Turbines shall be no closer than 100m from the boundaries of adjacent properties without the written consent of the landowner in areas preferred for wind farm development. In areas open to consideration they shall be no closer than 150m from the boundary</p> <p>Appropriate setback distance shall be determined on a case-by-case basis in line with the Wind Energy Guidelines 2006 and any subsequent update.</p>	Section 11.7.2.1	209, 225

7.	<p>Amend Section 11.3.11 to include:</p> <p><u>Require green roofs for all roof areas for the following development types and encourage for all other types of development unless otherwise agreed with Limerick City and County Council's planning department:</u></p> <ul style="list-style-type: none"> - <u>Apartment Developments;</u> - <u>Employment Developments;</u> - <u>Retail Developments;</u> - <u>Leisure Facilities;</u> - <u>Education Facilities;</u> <p><u>All roofs of 300m² or greater to provide a minimum of 60% green roof coverage, unless exempted/ partially exempted.</u></p>	Section 11.3.11, Section 11.8.6	190, 146, 241, 244 & 155
8.	<p>Update Section 11.8.6 as follows:</p> <p>All new car parks (other than residential development) will provide the necessary wiring/ducting capable of accommodating electric vehicle charging points at a rate of 10% of the total car park spaces and to the requirements of the ESB Networks and IEC 61851 Standard for Electric Vehicles Conductive Charging Points. This will also apply to applications seeking extensions to existing car parks. In new residential developments, each dwelling will be provided with charging point infrastructure and all parking spaces in an apartment/ duplex complex will be provided with EV infrastructure by the developer.</p> <ul style="list-style-type: none"> • <u>Infrastructure for Electric Vehicles will be integrated into developments in line with national requirements;</u> • <u>New applications for non-residential developments are to provide for at least one recharging point and the installation of up to 10% of the total car parking spaces for EV recharging for developments consisting of more than 10 car parking spaces (or as required by national policy should such requirement specify a higher provision);</u> • <u>In all new residential developments and residential developments undergoing major renovations, a minimum of one car parking space per ten car parking spaces shall be</u> 	Section 11.8.6	241, 236, 244 & 190

	<p><u>equipped with one fully functional EV Charging Point. Where parking is provided within the curtilage of the dwelling, charging point infrastructure shall be provided to accommodate future charging points;</u></p> <ul style="list-style-type: none"> <u>The Council will liaise with other agencies to secure the retrospective provision of EV recharging points within the public realm of settlements where appropriate.</u> 		
9.	<p>Update Section 11.7.2.2 Development Management Standards to seek a <u>decommissioning plan</u> rather than a decommissioning statement.</p>	Section 11.7.2.2	144
10.	<p>Amend Table DM 6 Development Management Standards as follows:</p> <p>Table DM6 Site Coverage and Plot Ratio <u>Site Coverage</u> On greenfield sites, the indicated site coverage is generally 40 – 50% flexibility in the development standards will be considered on a case by case basis, appropriate to the location, unless the design characteristics of the scheme, the site context, the proposed uses and the Mobility Management Plan. indicate the need for higher site coverage. In urban locations, in order to facilitate the development of a compact centre, <u>a flexible design solution will be considered where a proposal fulfils objectives for compact growth and regeneration, while achieving a high level of design and amenity.</u> a plot ratio and site coverage of 1:5 and 70% will generally be expected.</p>	Section 11.6 Table DM6	225
11.	<p>Amend Section 11.4.1.3 as follows:</p> <p>In general, a minimum <u>an appropriate</u> separation distance of 22m is required between opposing windows in the case of apartments up to three storeys in height. <u>Discretion of this standard will be dependent on-site layout characteristics and flexibility may be employed where appropriate design can be adequately demonstrated.</u></p>	Section 11.4.1.3	225
12.	<p>Amend Section 11.4.2 as follows:</p>	Section 11.4.2	225

	<p>As per NPF National Policy Objective NPO13 the 2009 Sustainable Residential Guidelines, in the interest of residential amenity the following applies:</p> <ul style="list-style-type: none"> • A minimum of 22m An appropriate separation distance between directly opposing rear windows at first floor level in the case of detached, semi-detached and terraced units will be dependent on-site layout characteristics and flexibility may be employed where performance-based criteria can be adequately demonstrated. (For example, where a side garden of equal or greater dimensions can be substituted for rear garden space and where a situation of overlooking is demonstrably avoided). 		
13.	<p>Include a Development Management Standard 11.2.1 Design Criteria as follows: The following criteria will be taken into account when assessing applications: Consistency with Sustainable Residential Density Guidelines for Planning Authorities 2009 and any subsequent update thereafter.</p>	Section 11.2.1	225
14.	<p>Amend Section 11.3.5 Roads, Footpaths, Water Services and Landscaping to include the 2020 DMURS Interim Advice Note – Covid -19 Pandemic Response.</p>	Section 11.3.5	44
15.	<p>Insert reference to Whole of Government’ National Disability Inclusion Strategy (NDIS) 2017-2022 in Chapter 11 Section 11.3.5 Roads, Footpaths, Water Services and Landscaping and Section 11.8.1 Access to Roads, Traffic and Transport Assessments (TTAs) and Road Safety Audits (RSAs)</p>	Section 11.3.5, 11.8.1	44
16.	<p>Amend Section 11.9.5 first line to include reference to Motorhome/Caravan parking (Aires).</p>	Section 11.9.5	101 & 127
17.	<p>Insert additional text into Section 11.6.3 Petrol Stations Table DM 5 in relation to the provision of off-line motorway service areas at national road junctions including road side service facilities on non-motorway national roads and their junctions as per Section 2.8 of the Spatial Planning & National Road Guidelines for Planning Authorities</p>	Section 11.6.3,	70

	<u>'The provision of off-line motorway service areas at national road junction and road side service facilities on non-motorway national roads and junctions shall have regard to Section 2.8 of the DoECLG Spatial Planning and National Road Guidelines and the TII Policy on Service Areas'.</u>		
18.	Update the text under Section 11.7.2.2 from 'Glint and Glare impacts on roads and other sensitive receptors' to <u>'Glint and Glare Assessments on roads including in the vicinity of the strategic national road network, and other sensitive receptors.'</u>	Section 11.7.2.2	70
19.	<p>Amend Table DM 8(b) Parking Standards as follows:</p> <p>Parking requirements may be relaxed in exceptional circumstances.</p> <p><u>Car free developments will be considered for all proposals in Zone 1 on a case-by-case basis. In some limited circumstances, a higher or lesser standard may be appropriate. Proposals for the provision of car parking for residential development at a reduced rate to the maximum standards will be considered where the Planning Authority are satisfied that good public transport links are already available or planned.</u> The developer will submit a Justification Assessment in the Mobility Management Plan providing the rationale for the deviation from the parking standards above and of national planning guidance for their proposed development. Applicants are advised to avail of pre-planning consultations with the Planning Authority prior to submitting planning applications.</p> <p>Exceptional circumstances may include:</p> <ul style="list-style-type: none"> • Limited/Restricted site area - Site size whereby refurbishment on sites of any size or urban infill schemes on sites of up to 0.25ha, car parking provision may be relaxed in part or whole, on a case-by-case basis, subject to overall design quality and location; • Proximity to public transport service; • Sustainable travel infrastructure supported by a Mobility Management Plan; • Availability of car sharing and bike/e-bike sharing facilities on-site and in the vicinity; 	Table DM 8(b)	247

	<ul style="list-style-type: none"> Existing car parking in the vicinity, including on street and the potential for dual use subject to agreement and management details; Impact on traffic safety and the capacity of the road network; Urban design, regeneration and civic benefits of the proposal including enhancement of public realm. <p>Amend the Bicycle Parking Standards to include an increase to the minimum standards set for locations for employment uses. This has been increased to 25-20% for all locations for employment uses.</p>		
20.	Update Table DM8 (a) Car and Bicycle Parking Standards Limerick City and Environs.	Section 11.8.3 Table DM 8(a)	225
21.	<p>Amend Section 11.4.1.3 as follows:</p> <p>In general, a minimum separation distance of 22m is required between opposing windows in the case of apartments up to three storeys in height. Discretion of this standard will be dependent on-site layout characteristics and flexibility may be employed where performance-based criteria can be adequately demonstrated.</p>	Section 11.4.1.3	225
22.	<p>Amend Section 11.4.2 as follows:</p> <p>As per NPF National Policy Objective NPO13 the 2009 Sustainable Residential Guidelines, in the interest of residential amenity the following applies:</p> <ul style="list-style-type: none"> A minimum of 22m separation distance between directly opposing rear windows at first floor level in the case of detached, semi-detached and terraced units will be dependent on-site layout characteristics and flexibility may be employed where performance-based criteria can be adequately demonstrated. (For example, where a side garden of equal or greater dimensions can be substituted for rear garden space and where a situation of overlooking is demonstrably avoided). 	Section 11.4.2	225
23.	Include a Development Management Standard 11.2.1 Design Criteria as follows:	Section 11.2.1	225

	<p>The following criteria will be taken into account when assessing applications:</p> <p><u>Consistency with Sustainable Residential Density Guidelines for Planning Authorities 2009 and any subsequent update thereafter.</u></p>		
24.	<p>Amend text in Section 11.7.21 as follows:</p> <p>Turbines shall be no closer than 100m from the boundaries of adjacent properties without the written consent of the landowner in areas preferred for wind farm development. In areas open to consideration they shall be no closer than 150m from the boundary</p> <p><u>Appropriate setback distance shall be applied on a case-by-case basis in line with the Draft Revised Wind Energy Guidelines 2019 and the DCCAE Code of Practice for Wind Energy Development.</u></p>	Section 11.7.21	225
25.	<p>Amend first two paragraphs in section 11.4.1 Serviced Sites as follows:</p> <p>Serviced sites refer to a number of individual residential plots <u>typically, of the order of 0.1HA</u> of not less than 0.1 ha with access to services such as utility connections, paths, lighting and within walkable distance of town or village centres, close to the urban core. Serviced sites offer an alternative to the single one-off rural house, to self-build according to one's own design, but located in a town or village. The density is generally 10 housing units per hectare.</p> <p>It is desirable that serviced sites of not less than 0.10 ha. (0.25 acres) are provided on this land, except in exceptional circumstances. Larger sites may be required for housing with a floor area exceeding 250sqm to allow sufficient space for private amenity space, parking and landscaping.</p> <p><u>There is no additional wastewater treatment capacity in a number of settlements in County Limerick. Where there are no plans to upgrade the wastewater treatment plants in the Irish Water Investment Plan, current at the time of making an application, the Council will allow developments of multiple units where each house is served by individual on-site waste water treatment systems (OSWWTs). However, a technical assessment will be required to demonstrate that such developments pose no risk of pollution or nuisance, either individually or cumulatively. The assessment of discharges to groundwater should be risk-based and</u></p>	Section 11.4.1	178

receptor-focused and undertaken in accordance with *Guidance on the Authorisation of Discharges to Groundwater (EPA 2011)*. The level of the assessment should be proportionate to the risk posed by the discharge.

Under no circumstances will discharges to surface water from such developments be permitted.

At the time of construction, provision must be made for the houses to tie into the public sewerage system once capacity is available. The necessary pipe work must be clearly indicated on the planning drawings. Once connected, the individual system should be decommissioned.

26. Add the following text and table under a new Section 11.1.3 Building Heights:
All new developments in the City shall comply with the guidance set out in the Building Heights Strategy, in particular the criteria set out on the following table:

<u>Character Area</u>	<u>Area Objectives</u>	<u>Tall Building Recommendations</u>	<u>Criteria for consideration from the Building Heights Guidelines, 2018 and Development Management Guidance</u>
<u>Newtown Pery: This area lies within the Inner City Core Area as defined in Section 5. The distinct qualities of the area are well established and the need to preserve the Georgian fabric, as well as the</u>	<u>1. In areas where there is a classical and reasonably consistent parapet /shoulder height, any new interventions to the front of buildings, on street elevation, should respect this height and within reason, match the parapet /shoulder height of the existing street. It is possible that after the parapet</u>	<u>Through the application of the modifiers (pg.140 BHS), a ‘taller or landmark building’ as defined in the ‘Tall Building Classifications’, may be appropriate;</u> <u>Additional height may be permitted on streets where there is a mix of</u>	<u>Makes a positive contribution to the urban neighbourhood: Building heights should reinforce the distinct character of the area and the reuse of buildings, specifically historic buildings.</u> <u>Responds to its built environment & streetscape: Newtown Pery has a very regular street grid and sense of building scale which should be respected. Any minor additions to typical building scale should be</u>

Section 11.1.3

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	<p><u>complex elements which contribute to the character of the built environment of Newtown Pery, is understood.</u></p> <p><u>Important vertical landmarks that are of key and local significance which should be protected by future development include: Tait’s Clock; People’s Park, Rice’s Memorial; and St. John’s Cathedral.</u></p>	<p><u>/shoulder height, investigations as to roof profiles and set-backs are possible subject to good design, high quality materials and overall townscape considerations.</u></p> <p><u>There are opportunities for additional height positioned within the city block where this does not negatively impact on the overall streetscape. The above will preserve and conserve the overall fabric of more classical streets.</u></p> <p><u>2. Streets where there is a mix of building heights resulting in the variation of the topography of the skyline can incorporate areas of height which accentuates and improves the existing elevation. These locations may also incorporate areas of</u></p>	<p><u>building heights provided the building responds to the essential character and general scale of existing buildings and/or it accentuates and improves the existing elevation. This also applies to building within the inner block in such areas; and</u></p> <p><u>The application of the modifiers to provide a ‘landmark building’ would be limited to one standout building of exceptional architectural quality.</u></p>	<p><u>appropriately designed and set back on upper floors.</u></p> <p><u>Materials / building fabric well Considered:</u> <u>The strong continuity of building materials - stone and stucco ground floors and brick upper storeys - and the characteristic Georgian fenestration patterns should be acknowledged in new development</u></p> <p><u>Sense of scale and enclosure of public spaces, thoroughfares and waterfronts:</u> <u>Newtown Pery’s street grid and scale set up a strong sense of scale and enclosure that should be augmented, not challenged by new development.</u></p> <p><u>Contribution to legibility and cohesiveness:</u> <u>The very strength and orientation of the current street grid can inhibit wayfinding through the wider City. New development should relate to the adjacent contextual height, although there may be opportunities to utilise building height, if appropriately set-back and designed, to emphasis</u></p>		
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		<p><u>height located within the inner block.</u></p>		<p><u>particular places or buildings within the area.</u></p> <p><u>Positively contributes to the mix of uses in the neighbourhood:</u> <u>The commercial and residential functions of the area should be strengthened by increasing its desirability. Developments should contribute to streetscaping and deliver building renovation.</u></p> <p><u>Contributes to the building/ dwelling typologies in the area:</u> <u>New development in this area should be designed to emphasis and consolidate the area's existing character.</u></p>		
	<p><u>English Town:</u> <u>The urban grain is very diverse in this area. The nature of the streets of English Town is predominantly no more than 2 storeys, the main features of height being the historical buildings, in</u></p>	<p><u>1. New buildings within the English Town Character Area must respect the existing grain of the area and respond closely to the essential character and general scale of the streets, in particular where development potential lies within smaller infill sites;</u></p>	<p><u>Through the application of the modifiers (pg. 148 BHS), which may allow for increased height in certain limited circumstances, a 'taller building' as defined in the 'Tall Building Classifications', may be appropriate.</u></p>	<p><u>Makes a positive contribution to the urban neighbourhood:</u> <u>Building height should respect the areas character that is strongly established by the medieval King John's Castle and St. Mary's cathedral.</u></p> <p><u>Responds to its built environment & streetscape:</u> <u>The narrow streets and irregular grid should be respected, with typical building heights of 2 - 4 storeys.</u></p>		

	<p><u>particular King John's Castle and St. Mary's Cathedral. There are some street corners which rise slightly in height but usually no more than 3/4 storeys.</u></p> <p><u>Unlike other areas of the City there are few gaps within the elevation of the streetscape, with the exception of some smaller opportunity sites dotted throughout the area and a couple of larger opportunity sites which are located at the northern point along Island Road.</u></p>	<p><u>2. Building development must not impinge on the overall height markers, existing key and local landmark buildings in order to prevent development which would obstruct views of them;</u></p> <p><u>3. New buildings should normally be low profile and in the range of 2-4 storeys unless there is a high quality townscape/placemaking argument; and</u></p> <p><u>4. New buildings must also respond with care to the width of the streets in the English Town area which are characteristically more narrow than other parts of the City.</u></p>		<p><u>Materials / building fabric well Considered:</u> Use of traditional materials - stone, stucco, brick - should be acknowledged.</p> <p><u>Sense of scale and enclosure of public spaces, thoroughfares and waterfronts:</u> The general low scale of the area, with clear prominence of the Castle, its walls, and the Cathedral and the narrow winding street pattern does not encourage larger scale development.</p> <p><u>Contribution to legibility and cohesiveness:</u> The areas strong legibility and character provided by historic buildings and street pattern should be respected and reinforced.</p> <p><u>Positively contributes to the mix of uses in the neighbourhood:</u> The low-scale mix of shopping and residential should be reinforced.</p> <p><u>Contributes to the building/ dwelling typologies in the area:</u> There is no significant change to the existing building or dwelling</p>		
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	<p><u>Important vertical landmarks of key and local significance which should be protected by future development include: King John's Castle; Bishops Palace; City Hall; and St. Mary's Cathedral.</u></p>			<p><u>typologies required. Positive additions are to be encouraged.</u></p>		
	<p><u>Irish Town: This area is located within the Inner City Core. This area has a medieval style system of streets which, along with a lack of permeability, makes it difficult to navigate and orientate</u></p>	<p><u>1. Any buildings of height in this area should aim towards finishing off previously established block structures to make them more legible;</u></p> <p><u>2. Any development of additional height, be it structure, art or building should seek to contribute to place making;</u></p>	<p><u>Through the application of the modifiers (pg. 156 BHS), a 'taller or landmark building' as defined in the 'Tall Building Classifications', may be appropriate.</u></p>	<p><u>Makes a positive contribution to the urban neighbourhood:</u> <u>Irish Town is an interesting mix of building uses and types, all within a general scale of 2 - 7 storeys that should be augmented with new mixed-use development of a comparable scale.</u></p> <p><u>Responds to its built environment & streetscape:</u> <u>The current mix of buildings sets no consistent streetscape character, a confusion that adds to its character and this should be respected.</u></p>		

	<p>oneself within the area. The scale of buildings in this area varies from 2/3 storeys up to a 7 storey car park. There are a number of opportunity sites located within the area, which will require a case by case assessment due to the varying height and block structure. It is important when considering development in this area to keep in mind that connectivity is necessary for a city, in providing an easily navigable and functional space for</p>	<p>3. Due to the mixed nature of the urban fabric within Irish Town, development in this area will have to be thoroughly assessed on a case by case basis;</p> <p>4. New buildings in Irish Town should respond to the essential character and general scale of existing buildings and streets;</p> <p>5. Where appropriate an increase in building height to corners and a decrease in building height adjoining or adjacent to key and local landmark buildings will be required; and</p> <p>6. Assessment of any proposed buildings by a verified view analysis and a landscape and visual impact assessment will be required, notwithstanding contemporary buildings</p>		<p>Materials / building fabric well Considered: Existing buildings vary greatly in style and materiality, but are typically characterised by more detailed and articulated facades. This should be acknowledged.</p> <p>Sense of scale and enclosure of public spaces, thoroughfares and waterfronts: Irish Town has a tight street scale and irregular street pattern that add to the sense of place and this should be respected by proposals.</p> <p>Contribution to legibility and cohesiveness: Building height within properly located new development could add to the legibility and wayfinding of the area.</p> <p>Positively contributes to the mix of uses in the neighbourhood: Irish Town has a rich mix of unique destination uses that could be added to by new developments.</p> <p>Contributes to the building/ dwelling typologies in the area:</p>		
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	<p><u>people to live and work.</u> <u>New buildings or building alterations within this area need to respond carefully to the local area landmarks, namely the Milk Market and St. John's Cathedral.</u> <u>The Irish Town area has an unfinished nature to it, as development has had so many different approaches, in terms of a mixture of typologies within the street elevation as well as variation in building height.</u> <u>The lack of finished block</u></p>	<p><u>of outstanding quality which could provide new landmarks in and of themselves and should be welcomed from a place making point of view.</u></p>		<p><u>The mix of building typologies is already rich and new uses and activities should be encouraged.</u></p>		
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	<p><u>structures</u> <u>results in the</u> <u>legibility of the</u> <u>area becoming</u> <u>unclear. The</u> <u>block structure</u> <u>is not readable</u> <u>as many of the</u> <u>corner buildings</u> <u>are missing or</u> <u>not a large</u> <u>enough scale to</u> <u>impact on the</u> <u>overall</u> <u>formation of</u> <u>the _____</u> <u>block.</u> <u>Therefore,</u> <u>there is an</u> <u>opportunity in</u> <u>this area to try</u> <u>establish an</u> <u>overall</u> <u>structure of</u> <u>height that</u> <u>responds</u> <u>closely to the</u> <u>general scale of</u> <u>existing</u> <u>buildings and</u> <u>streets.</u> <u>Important</u> <u>vertical</u> <u>landmarks of</u></p>					
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	<p><u>key and local significance which should be protected by future development include:</u></p> <ul style="list-style-type: none"> • <u>The Milk Market;</u> • <u>St. John's Cathedral;</u> • <u>St. Michael's Church; and</u> • <u>John's Square.</u> 					
	<p><u>Transition Area:</u> The area south of English Town and west of Irish Town serves as a transitional area between Irish Town and Newtown Pery. This area borders one of the main entrance points</p>	<p><u>1. New high buildings in this area should define a new and changing urban form while also responding closely to the general scale of existing buildings; and</u></p> <p><u>2. Continuous high building frontage should be avoided with adequate distances maintained between buildings.</u></p>	<p><u>Through the application of the modifiers (pg. 162), a 'taller or landmark building' as defined in the 'Tall Building Classifications', may be appropriate.</u></p>	<p><u>Makes a positive contribution to the urban neighbourhood:</u> <u>Given the lack of urban structure in this area, building height, to an appropriate scale in its context, presents an opportunity to define this neighbourhood.</u></p> <p><u>Responds to its built environment & streetscape:</u> <u>The Transition Area is an interesting mix of building types and variety of functions, with a general scale of 2 - 5 storeys that should be</u></p>		

	<p>to the City and is comprised largely of the Opera Square project which has begun construction. A number of more complex sites exist in the Transition Area, where the context provides no clear direction for height and massing. These sites should be the subject of individual urban design studies to provide a framework for development.</p>			<p>augmented with development, generally of a comparable scale.</p> <p>Materials / building fabric well Considered: The design of new buildings should acknowledge the character of the built environment and the variety in style and materiality.</p> <p>Sense of scale and enclosure of public spaces, thoroughfares and waterfronts: Building height should complement the natural features that already give this area a sense of enclosure, e.g. the Abbey River, and enhance this through the reinstatement of the street edge where required.</p> <p>Contribution to legibility and cohesiveness: Building height within properly located new development could emphasis particular places and add to the legibility and wayfinding of the area.</p> <p>Positively contributes to the mix of uses in the neighbourhood: New development in this area should seek to deliver a mix of uses. Developments should also</p>		
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				<p><u>contribute to delivering building renovation and reuse.</u></p> <p><u>Contributes to the building/dwelling typologies in the area:</u> <u>There is already a rich mix of building typologies in this area that should be supported and enhanced by new developments.</u></p>		
	<p><u>The Quays: The existing movement strategy of the City results in a waterfront that is isolated from the rest of the City. Currently areas of height are primarily focused to key junctions and crossing points, which should be maintained. Visibility of the waterfront from the inner city commercial centre is poor. Creating a visual</u></p>	<p><u>1. Modulation in parapet height along the Quays, that responds to its context, its distinctive position on the River Shannon and acknowledges the importance of this area is required;</u></p> <p><u>2. The development of buildings of height should consider the impact of the overall River Shannon, an assessment of building impact on key views should be conducted by verified views along the River Shannon;</u></p> <p><u>3. Existing landmark buildings should be</u></p>	<p><u>‘Taller, landmark and gateway buildings’ as defined in the ‘Tall Building Classifications’, are appropriate;</u></p> <p><u>Height will be encouraged where delivered through excellent design and that achieves a high quality townscape and placemaking;</u></p> <p><u>Taller buildings within a cluster of varying height that relate to each other and their surrounding urban</u></p>	<p><u>Makes a positive contribution to the urban neighbourhood:</u> <u>The run of taller buildings along the quayside bank of the Shannon has become one of the signature views of the City. New development should strengthen this through appropriate building heights</u></p> <p><u>Responds to its built environment & streetscape:</u> <u>New development of comparable scale would be appropriate to reinforce the existing viewscape.</u></p> <p><u>Materials / building fabric well Considered:</u> <u>Attention should be paid to patterns of roofline, fenestration and street-level design to contribute to the wider street and skyline.</u></p>		

	<p>connection to the Quays may be required in order to activate the waterfront as a public realm. A “ World Class Waterfront” is part of the Limerick 2030 Economic and Spatial Plan, which includes a new river walk along the quayside. A fundamental element required, where areas of height are proposed, is accessibility to amenities. The proposed activation of the Quays would act as a starting point in the development of areas of height as more</p>	<p>protected by controlling the height of buildings adjoining and adjacent buildings while also preventing development which would undermine the quality of views to them; and</p> <p>4. Where appropriate, an increase in building scale at bridges may be required to improve the legibility of entrance points, draw people down to the Quays and to enhance the sense of place.</p>	<p>context in terms of street layout, massing and design are encouraged; and</p> <p>This area should deliver a gateway building(s) given its significance as a shopfront to the City.</p>	<p>Sense of scale and enclosure of public spaces, thoroughfares and waterfronts: While the existing scale of up to 18 storeys of quayside buildings is appropriate for new additions, consideration should be given to a taller, or potentially uniquely designed, structure at the northern end of the Quay, to mark this significant location.</p> <p>Contribution to legibility and cohesiveness: The run of taller buildings along the Shannon provides an important legibility to the City’s overall urban structure. Attention should be paid to enhancing views of these buildings from the rest of the City to assist in wayfinding.</p> <p>Positively contributes to the mix of uses in the neighbourhood: The Quays is an important destination for tourists and visitors and can accommodate hotels and other such facilities, as well as providing signature locations for important public buildings.</p>		
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	<p><u>amenities are provided.</u></p>			<p><u>Contributes to the building/dwelling typologies in the area:</u> <u>Additions to the existing mix of building typologies should consider the opportunity to deliver a cluster of varying height.</u></p>		
	<p><u>Colbert Quarter:</u> <u>Colbert Station is an important entrance node of the City. Development of a new neighbourhood at the Colbert Quarter must refer to the Limerick 2030 Plan, whereby the main concept is integrated place making, with compact, dense, sustainable urban design. A clear urban structure is required for this</u></p>	<p><u>1. A strong placemaking piece is required within this area, whether it be art or building in order to enhance the legibility of the area and highlight a sense of place; and</u></p> <p><u>2. Any proposal for this 69 hectare site should include a marker building of height, whereas the rest of the future development should be cognisant of the essential character and general scale of existing buildings and streets.</u></p>	<p><u>Subject to the Framework Plan, 'taller, landmark and gateway buildings' as defined in the 'Tall Building Classifications', are appropriate;</u></p> <p><u>This site should facilitate a gateway building given its significance and scale;</u></p> <p><u>The delivery of a 'City Landmark Building' as defined in the 'Tall Building Classifications', subject to the Framework Plan, should be encouraged;</u></p>	<p><u>Makes a positive contribution to the urban neighbourhood:</u> <u>The development of the Colbert Quarter lands is a major city-making opportunity that should be used to provide a wide range of building types and heights and cityscape opportunities.</u></p> <p><u>Responds to its built environment & streetscape:</u> <u>Other than the strategically located station building, the existing area and context provide little guidance on street layout, massing and character, providing a great new city building opportunity.</u></p> <p><u>Materials / building fabric well Considered:</u> <u>Limited guidance is provided by the area context, other than the need to complete and enhance the station square.</u></p>		

	<p><u>area as it is of key strategic importance for the development of the City.</u></p>		<p><u>Height/areas of height will be encouraged, in line with the Framework Plan, where delivered through excellent design and that achieves a high quality townscape and placemaking; and</u></p> <p><u>Taller buildings within a cluster of varying height that relate to each other and their surrounding urban context in terms of street layout, massing and design are encouraged.</u></p>	<p><u>Sense of scale and enclosure of public spaces, thoroughfares and waterfronts:</u> <u>A unique opportunity exists, potentially for a site adjacent to the station, to accommodate a taller building visible at the city-scale and that would deliver a sense of scale.</u></p> <p><u>Contribution to legibility and cohesiveness:</u> <u>The station is an important destination in the City and will become the ‘front door’ of a large new city district on the rail lands. New development should provide that city-scale legibility.</u></p> <p><u>Positively contributes to the mix of uses in the neighbourhood:</u> <u>The Colbert Quarter site is large enough to accommodate a wide range of uses. In addition to the residential opportunity, the potential exists to accommodate major educational, cultural or other destination institutions, as well as new shopping activity.</u></p> <p><u>Contributes to the building/dwelling typologies in the area:</u> <u>Contributing to the building/dwelling typologies in</u></p>		
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				<p><u>this area is not applicable given the nature of the Colbert Quarter Area. However, consideration should be given to providing for taller buildings within a cluster of varying height.</u></p>		
	<p><u>Cleeves site:</u> <u>The Cleeves site is located at a major crossing point on the River Shannon. It is a significant site for increased height due to this position at an important crossing point at the base of the Shannon Bridge.</u> <u>Due to its location within the wider City context, on approach to Limerick City from Shannon airport, a building of</u></p>	<p><u>1. Height should be considered on the impact of the overall River Shannon and height must also be assessed by verified views along the River Shannon;</u></p> <p><u>2. New buildings should have appropriate scaling to the existing houses, with a balance of height and economic use taken into account;</u></p> <p><u>3. The fabric of the area as well as the complex elements that contribute to the character of the site need to be protected;</u></p> <p><u>4. It is recognised that there may be an impact on neighbouring</u></p>	<p><u>Subject to a Masterplan, ‘taller, landmark, gateway and city landmark buildings’ as defined in the ‘Tall Building Classifications’, are appropriate;</u></p> <p><u>Height/areas of height will be encouraged, in line with the Masterplan, where delivered through excellent design and that achieves a high quality townscape and placemaking;</u></p> <p><u>Taller buildings within a cluster of varying height that relate to each other</u></p>	<p><u>Makes a positive contribution to the urban neighbourhood:</u> <u>The Cleeves site is the only major development opportunity on the right bank of the Shannon. It should take its essential character as a gateway and vista of and from the City.</u></p> <p><u>Responds to its built environment & streetscape:</u> <u>The existing uses and context provide limited guidance, beyond the significant scale and massing of the industrial buildings and chimney.</u></p> <p><u>Materials / building fabric well Considered:</u> <u>The design of new buildings should acknowledge the industrial heritage of the built environment and traditional materials where appropriate.</u></p> <p><u>Sense of scale and enclosure of public spaces, thoroughfares</u></p>		

	<p>significant height has the ability to enhance the legibility and sense of place within this area. The site is also large enough to house a coherent cluster of new buildings, given its location and the existing presence of the very prominent chimney stack.</p>	<p>residential buildings as the height is generally lowline in the surrounding area. However, there is a high quality townscape and placemaking argument which can be deemed appropriate for an area of height due to the nature of the site; and</p> <p>5. The development of this area requires the implementation of a strategic masterplan that allocates areas of height in a careful manner, while responding to existing guidance within the Limerick 2030 Plan.</p>	<p>and their surrounding urban context in terms of street layout, massing and design are encouraged;</p> <p>This site should facilitate a gateway building given its significant location; and</p> <p>This site could facilitate a city landmark that isn't a building, such as a significant art piece.</p>	<p>and waterfronts: The surrounding context provides little guidance as to scale and height, but the unique locational and prominence of existing site buildings suggest a unique opportunity for a taller building, providing views of and from the City.</p> <p>Contribution to legibility and cohesiveness: The presence of a taller building in this area could help frame the River and the pattern of taller buildings along the Quays.</p> <p>Positively contributes to the mix of uses in the neighbourhood: The site has considerable and attractive mixed-use potential.</p> <p>Contributes to the building/dwelling typologies in the area: Contributing to the building/dwelling typologies in this area is not applicable given the nature of the Cleeves site. However, consideration should be given to providing for taller buildings within a cluster of varying height.</p>		
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	<p>The Docklands: The Docklands Area is of key strategic importance for the development of the City, due to its location at one of the major entrance points to the City. A clear urban structure in the form of a docklands area masterplan is required for this area. The legacy of the industrial and trading character of the waterfront of Limerick City has gradually declined in use and a re-activation of this area is required. Most of the</p>	<p>1. The development of this area requires the implementation of a strategic masterplan that allocates areas of height in a careful manner, which also responds to the Docklands Framework which has already been set in place;</p> <p>2. New high buildings in the docklands area should define a new and changing urban form; and</p> <p>3. Existing local and key landmark buildings, such as the Ranks Silo, the Dock Clock and Bannatyne Mill, should be protected by controlling the building height of new adjoining and adjacent buildings.</p>	<p>Subject to a Masterplan, 'taller, landmark and gateway buildings' as defined in the 'Tall Building Classifications', are appropriate;</p> <p>This site should facilitate a gateway building given its significant location;</p> <p>This site can be considered appropriate for a 'City Landmark Building' as defined in the 'Tall Building Classifications', subject to a Masterplan;</p> <p>Height/areas of height will be encouraged, in line with the Masterplan, where delivered through excellent design, achieves a high</p>	<p>Makes a positive contribution to the urban neighbourhood: The Docklands area is a major city building opportunity with a large site likely to be developed over a considerable time period. The development presents the opportunity to establish a new city district.</p> <p>Responds to its built environment & streetscape: The Docklands has a strong physical character established by the river and the docks, and some heritage buildings, that should be maintained, even as its use character changes completely.</p> <p>Materials / building fabric well Considered: Limited guidance is provided by the area's built context, but the presence of strong water and dock features should be highlighted.</p> <p>Sense of scale and enclosure of public spaces, thoroughfares and waterfronts: A unique opportunity exists for a site closest to the existing city fabric</p>		
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	<p><u>Docklands Area is comprised of low-rise warehouses and storage buildings with the exception of the 10 storey Ranks Silo which is considerably lower than the neighbouring Clayton Hotel. As highlighted in the Docklands Framework, the uses must reflect urban philosophy, including economic, social and cultural activities. Therefore, it is vitally important that if areas of height are to be situated in this location, careful</u></p>		<p><u>quality townscape and delivers placemaking; and</u></p> <p><u>Taller buildings within a cluster of varying height that relate to each other and their surrounding urban context in terms of street layout, massing and design are encouraged.</u></p>	<p><u>to accommodate a taller building visible at the city-scale.</u></p> <p><u>Contribution to legibility and cohesiveness:</u> <u>The Docklands should be developed as an extension of the City, with new building at the interface providing city-scale address.</u></p> <p><u>Positively contributes to the mix of uses in the neighbourhood:</u> <u>The Docklands site is large enough to accommodate a wide range of uses. In addition to the residential opportunity, the potential exists to accommodate a major educational, cultural or other destination institution, as well as new employment activity.</u></p> <p><u>Contributes to the building/dwelling typologies in the area:</u> <u>Contributing to the building/dwelling typologies in this area is not applicable given the nature of the Docklands. However, consideration should be given to providing for taller buildings within a cluster of varying height.</u></p>		
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	<u>consideration towards multi-functionality through considerate design must be implemented.</u>					
27	Remove the following text from Section 11.8.3 as follows: Parking for cars and bicycles will be provided at a minimum in accordance with DM Table 8a/8b below.				Section 11.8.3	247

-Chapter 12: Land Use Zoning Strategy

No.	Amendment	Section/ Objective	Submission No.
1.	<p>Include definition for Residential Institution as follows: <u>The use of a building or land as a convent, monastery, hostel, or home for older persons.</u></p>	Definitions	67
2.	<p>Amend the purpose of the ‘Education and Community Infrastructure’ zoning objective as follows: This land use will provide for community facilities, healthcare services, childcare, religious, social and civic infrastructure, ancillary purpose-built accommodation <u>such as residential care or institutions to support the main use only</u>, and other facilities.</p>	Zoning Objectives	67
3.	<p>Amend the zoning matrix table and add a new footnote as follows: <u>Nursing Home/ Retirement Village are uses which are “Generally Not Permitted” in the Education and Community Infrastructure zone, “except at Milford Care Centre and Little Company of Mary Milford, where Nursing Homes are “Open for Consideration”.</u></p>	Zoning Matrix Table	67
4.	<p>Change the Zoning Matrix to include in the Sports Arena zone as follows: -Fast Food Outlet/ Take Away -Offices -Public House -Restaurant/Cafe -Retail Convenience </150m2 nfa. As uses which are “Generally Permitted” with the caveat “Ancillary to the Primary Use Only”.</p>	Zoning Matrix Table	96
5.	<p>Amend the Land Use Zoning Matrix as follows: To include purpose-built Student Accommodation as a separate use “Generally Permitted” in the City Centre, Town Centre, District Centre, Local/ Neighbourhood Centre, Existing</p>	Zoning Matrix Table	210

	Residential, New Residential and Mixed-Use zones, and “Generally Permitted” “Ancillary to the primary use only” in the Education and Community Infrastructure and University zones.		
6.	<p>Change the purpose of the Special Control Area as follows:</p> <p>This zoning recognises the heritage importance of the area. The Special Control Area designation will facilitate the preservation in situ of the identified archaeological, including any subterranean remains. Within this area, new development will be prohibited in order to maintain the archaeological heritage of the area, <u>and in the case of Mungret, to protect views from the monastic complex/deserted settlement.</u></p>	Zoning Objectives	189
7.	<p>Amend the University Zoning Purpose as follows:</p> <p>To support and facilitate expansion of the University and provide for purpose-built student and ancillary residential accommodation and research and development buildings, which facilitate the sustainable development of community, cultural, educational and ancillary needs, for the benefit of the University population and wider area. <u>General Office, Business and Enterprise uses may be considered on a limited basis on lands not within the ownership or for the benefit of the University.</u></p>	Zoning Objectives	196, 250
8.	<p>Amend the Land Use Zoning Objectives in Chapter 12 Land Use Zoning Strategy to include a Data Centre as follows:</p> <p><u>Objective: To accommodate the provision of a Data Centre on the lands identified at Rosbrien and other appropriately zoned lands.</u></p> <p><u>Purpose: To enable the development of a data centre campus consisting of multiple structures and associated power generating infrastructure as necessary, subject to compliance with all relevant planning criteria. Any proposed development shall adopt sustainable practices in terms of building design, materials, construction and operation. Any planning application shall include a landscaping plan incorporating dense trees to the site boundaries.</u></p>	Zoning Objectives	196, 250
9.	Amend the Land Use Zoning Matrix (Section 12.4) as follows:	Zoning Matrix Section 12.4	225

	<p>That residential use is permissible in 'Education and Community Infrastructure' zones subject to Footnote 9 "Subject to compliance with the Rural Housing Policy <u>Footnote 8 "Purpose built student/ancillary accommodation only"</u>.</p>		
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-Chapter 13: Implementation and Monitoring

No.	Amendment	Section/ Objective	Submission No.
1.	Insert new Chapter 13 to include further details on Monitoring and Implementation in line with the recommendation of the OPR, which will address targets and metrics, which will be monitored over the lifetime of the Plan.	Chapter 13	225 & 148

Chapter 13: Implementation and Monitoring

13.1 Implementation of Plan

The Draft Plan sets out the Council's vision and strategy, including a broad range of policy and objectives to provide a framework for the sustainable development of Limerick over the period 2022-2028.

Section 15 (1) of the Planning and Development Act 2000 (as amended) places a statutory obligation on the Planning Authority to take such steps within its powers as may be necessary to secure the objectives of the Draft Plan. The Council is fully committed to securing the implementation of the Draft Plan 2022 - 2028.

The implementation of the Draft Plan requires the cooperation and participation of all stakeholders. The Council will continue their leadership role in progressing and securing the policy and objectives of the Draft Plan. The Council will also continue to foster a collaborative approach with citizens, communities, stakeholders, sectoral interests, government and non-government agencies and adjoining authorities to achieve collective support and successful implementation of the Draft Plan.

13.2 Local Area Plans

The strategic and broad ranging policy and objectives of the Draft Plan provide a general framework for Limerick City and Environs and Limerick County. However, the Draft Plan does not necessarily include the local level details and policy objectives required for development proposals in certain settlements. The policy objectives unique to Limerick City Metropolitan Area, Ballingarry, Bruff, Bruree, Cappamore, Doon, Dromcolliher, Foynes, Glin, Hospital, Kilfinane, Murroe, Pallasgreen and Pallaskenry have been incorporated into the Draft Plan. Existing Local Area Plans for the Southern Environs, Castletroy, Bruff, Cappamore, Hospital and Kilfinane will be revoked on adoption of the Draft Plan. Local Area Plans will remain in place and reviewed in accordance with the requirements of Planning and Development Act (as amended) for the settlements of Abbeyfeale, Adare, Askeaton, Caherconlish, Castleconnell, Croom, Kilmallock, Newcastle West, Patrickswell and Rathkeale.

13.3 Pre-planning

Consultation between a prospective applicant and the Council regarding proposed development, prior to their lodgement as planning applications is beneficial to both parties.

Under the provisions of Section 247 of the Planning Act, 2000, as amended, a prospective applicant shall have consulted with the Planning Authority in respect of the development that comprises:

- Residential development of more than 10 housing units.
- Non-residential development of more than 1,000sqm. gross floor space.
- Other development as may be prescribed in legislation.

Details with regard to applying for a pre-application consultation can be found at limerick.ie/council/services/pre-planning. Applicants are also advised to avail of pre-connection enquiries with Irish Water to ascertain if connection of water services (mains and sewer) is feasible for their proposal prior to submitting a planning application.

13.4 Implementation of Planning Permission

Planning permission is required for any development of land or property, unless the development is specifically exempted from this need under the planning and development legislation. All planning applications will be assessed in accordance with the Development Management Standards set out under this Draft Plan. The granting of planning permission does not necessarily enable development to be undertaken, as development will have a legal context outside the remit of the permission e.g. land ownership. Development will also be required to conform with the requirements of legislation and regulations that are outside the scope of planning legislation and that will impact upon the specific development proposed e.g. EPA licensing.

Policy IM P1: Implementation of Draft Plan: It is a policy of the Council to assess all planning applications in accordance with the Development Management Standards of the Draft Plan and any applicable Section 28 Guidelines.

13.5 Development Contributions

To facilitate the provision of roads and transport services, surface water drainage, recreation and community facilities infrastructure etc., the Council will require the payment of contributions from benefiting developers.

13.5.1 General Development Contributions

Section 48 of the Planning and Development Act 2000 (as amended) enables the Planning Authority when granting planning permission under Section 34 of the Act, to include conditions, requiring the payment of a financial contribution. This contribution is in respect of public infrastructure and facilities benefiting development in the area of the Planning

Authority that is provided, or that is intended to be provided, by or on behalf of the Local Authority, regardless of other sources of funding for the infrastructure and facilities.

A scheme may make provision for the payment of different contributions in respect of different classes or descriptions of development. A scheme may allow for the payment of a reduced contribution or no contribution in certain circumstances, in accordance with the provisions of the scheme. The basis for the determination of a contribution under this Section is set out in the *Development Contribution Scheme Limerick City and County Council 2017 – 2021* (and any subsequent scheme). The Planning Authority will require the payment of contributions in accordance with this scheme.

13.5.2 Special Development Contributions

Section 48(2)(c) of the Planning and Development Act 2000 (as amended) provides for a Special Development Contribution where exceptional costs not covered by the general contribution scheme are incurred by a Local Authority in the provision of a specific public infrastructure or facility. The Planning Authority may require the payment of a Special Development Contribution in addition to a contribution under the General Scheme.

13.5.3 Supplementary Development Contributions

Section 49 of the Planning and Development Act 2000 (as amended), enables the Planning Authority to include conditions requiring the payment of a financial contribution in respect of any public infrastructure service or project specified in a Supplementary Development Contribution Scheme, where the provision of infrastructure concerned will benefit the development to which the permission relates when carried out.

A Supplementary Development Contribution Scheme applies to the R526 Link Road Phase 3 Mungret. Similar supplementary contribution schemes may be applied to the other areas within the lifetime of the Draft Plan.

13.6 Enforcement

The Council has extensive powers under Part VIII of the Planning and Development Act 2000 (as amended) to take enforcement action where unauthorised development has occurred, is occurring or where permitted development has not, or is not being carried out, in compliance with the planning permission granted or exempted development legislation. The Council will enforce the planning legislation to ensure that the environmental, visual and economic development of Limerick is not jeopardised by inappropriate and environmentally damaging development and to ensure that the policies and objectives of the Draft Plan are implemented

and adhered to.

13.7 Monitoring and Review

The Council has responsibility for monitoring and implementing the Draft Plan, mainly through the development management function. However, it is important to note that the Draft Plan coordinates the work and objectives of all directorates of Limerick City and County Council. In some instances, the implementation of certain policy objectives may be the responsibility of external bodies such as Irish Water, National Parks and Wildlife Service, Fisheries Ireland, National Roads Authority, Transport Infrastructure Ireland and the Environmental Protection Agency etc. The Planning Authority will work in collaboration with the relevant external bodies to ensure implementation of the policy and objectives. The Draft Plan policy and objectives aim to be specific, measurable, achievable and realistic. However, a number are set within a longer timeframe, thus they may not be fully achieved over the lifetime of this Draft Plan.

The 'Development Plans: Guidelines for Planning Authorities – Draft for Consultation (August 2021)', recommends that Planning Authorities will need to establish a strong, frequent and ongoing monitoring system for their development plan as a permanent function. The report outlines that the monitoring task shall comprise two strategic monitoring elements: A) Core Strategy Monitoring B) Plan Objectives Monitoring. In order to develop a dedicated, permanent system of monitoring progress of the Development Plan, the Council will establish a dedicated team (or performance management system) within the Forward/Strategic Planning Unit of Limerick City and County Council to monitor the performance of the Plan. The on-going programme of monitoring will measure the outcomes of the plan against its stated objectives. The team will be responsible for maintaining key datasets required which will incorporate indicators that will monitor the broad range of policies in this plan.

In accordance with Section 10.3 of the guidelines, the Council will deliver the following:

- A. **The Core Strategy Monitoring:** The Council shall deliver an 'Annual Development Plan Monitoring Report', which will be presented to the Elected Members and thereafter shall be published on the Council's website Limerick.ie. This report shall monitor the nature of new development that is occurring in Limerick, planning and development trends, which shall be analysed with accompanying digital maps that illustrate the spatial trends in development, in order to assess the agreed housing and population targets as contained in the Core Strategy of this Plan. The data required for this report will include information from the Council's own sources including Development Management (planning and

commencement data), and external sources such as the CSO. The annual Core Strategy Monitoring will include the following indicators:

Table 13.1 Core Strategy Monitoring Indicators:

	<u>Indicator</u>
<u>Residential</u>	
<u>1</u>	<u>New Home Completions (Including through refurbishment/conversions)</u>
<u>2</u>	<u>New Home Completions Per NPO3</u>
<u>3</u>	<u>Planning Permissions granted for residential development with:</u> <ol style="list-style-type: none"> 1. <u>A breakdown of 1, 2, 3 and 4+ units permitted and</u> 2. <u>A breakdown per Tier 1 and Tier 2 lands</u>
<u>4</u>	<u>Breakdown by relevant rural area type of rural housing:</u> <ol style="list-style-type: none"> 1. <u>Planning Applications lodged</u> 2. <u>Breakdown in decisions</u> 3. <u>New home completions</u>
<u>Commercial</u>	
<u>5</u>	<u>Developed and occupied commercial floorspace</u>
<u>6</u>	<u>Planning permissions for business/employment uses (m2 of development) for:</u> <ol style="list-style-type: none"> 1. <u>Office</u> 2. <u>Industrial</u> 3. <u>Retail</u> 4. <u>Warehousing/Logistics</u>
<u>Settlement Consolidation Sites</u>	
<u>7</u>	<u>Specific reporting on the progression of the Settlement Consolidation Sites identified in the Development Plan. This shall include information on enabling infrastructural services delivery, planning permissions granted, housing constructed, funding applications made, project timelines, vacant site levy commentary, etc.</u>

B. Plan Objectives Monitoring:

In addition to the annual reporting, the 'Development Plans: Guidelines for Planning Authorities – Draft for Consultation (August 2021)' require for a more formal development plan report to be produced, in two instances, which details progress on the specific objectives

set out in the development plan. Accordingly, the Council shall prepare the two reports as follows:

1. The Two Year Progress Report by the Chief Executive on the Development Plan in accordance with Section 15 (2) of the Planning and Development Act 2000 (as amended). The Draft Plan will be reviewed after 2 years and a progress report will be prepared by the Chief Executive on the achievements in securing the policy and objectives of the Draft Plan at that time. The Two Year Progress Report shall monitor and assess the overall implementation of policy and objectives including those pertaining to the Core Strategy and the environmental objectives as set out in the Strategic Environmental Assessment. The report will include the results of the SEA monitoring for the Development Plan, as well as variations to the Plan and the effects of implementing Local Area Plans.
2. The Baseline Report, which is published as the evidence base for commencing the review procedure for the Development Plan not later than four years after its adoption.

The aforementioned reporting exercises will allow the Council to determine the status of the effectiveness of the Development Plan in meeting its stated objectives.

In accordance with Section 3.1 of the 'Development Plans: Guidelines for Planning Authorities – Draft for Consultation (August 2021)' the Council shall commence the preparatory work at least one year prior to the formal commencement of the plan review, which, under Section 11(1) of the Planning Act, will be initiated not more than four years after the making of the current Limerick Development Plan.

The implementation and delivery of the Draft Plan will be monitored by the Office of the Planning Regulator, the Southern Regional Assembly Authority and the National Oversight and Audit Commission (NOAC). The Council shall report to the Southern Regional Assembly Authority outlining the progress made in supporting objectives of the RSES (as required under Section 25A(1) of The Act).

The Plan will continue to have a presence on the Council's website Limerick.ie/Council where information will be supplied and updated, including any variations to the Plan and the monitoring progress.

The Council shall endeavour to attract state and other investment programmes to support the implementation of the objectives of the Development Plan including national funding programmes for urban and rural regeneration.

Policy IM P2: Review: It is a policy of the Council to co-operate with the Office of the Planning Regulatory, Southern Regional Assembly and National Audit and Oversight Committee as part of the monitoring and review procedure.

13.8 Material Contravention

In appropriate circumstances, the Council may permit a material contravention of the Draft Plan where a proposed development contravenes materially an objective of the Draft Plan, but which, following detailed assessment is considered appropriate by the Council's Executive. The granting of a permission which materially contravenes the Draft Plan is a reserved function of the members.

-All Chapters

No.	Amendment	Section/ Objective	Submission No.
1.	Remove all abbreviations of WAW throughout the Plan and replace with <u>Wild Atlantic Way</u> .	All relevant sections throughout the Draft Plan	269
2.	Update all references throughout the plan as follows: replace the Design Manual for Roads and Bridge (DMRB) , with relevant 'TII Publications' in rural areas; the Design Manual for Urban Roads and Streets (DMURS) in urban locations and the Spatial Planning and National Roads - Guidance for Planning Authorities 2012 and TII guidance and publications.	All relevant sections throughout the Draft Plan	70
3.	Update all references throughout the plan as follows: replace Limerick Institute of Technology with <u>Technological University of the Shannon Midlands and Mid-West (TUS)</u>	All relevant sections throughout the Draft Plan	146
4.	Update terminology and spatial areas referenced throughout the full Draft Plan.	All relevant sections throughout the Draft Plan	225
5.	Amend terminology throughout the Draft Plan with reference to the Limerick Metropolitan Area.	All relevant sections throughout the Draft Plan	249

-Volume 2: Settlements

No.	Amendment	Section/ Objective	Submission No.
1.	<p>Update SE O3 in Level 4 – Large Villages Objectives -Expansion of Services and Infrastructure as follows:</p> <p>It is an objective of the Council to facilitate the provision and expansion of all services and infrastructure <u>where required, to realise the development objectives of this Plan and</u> which would contribute positively to the attraction of the settlements for development.</p>	Large Villages – Overall Objectives	205
2	<p>Amend 1.3.1 Settlement Tier 1 – Limerick City and Environs as follows:</p> <p>The [Clareville] Treatment Plant is operating below its design capacity of 87 million gallons <u>litres</u> per day.... <u>At present there is significant spare capacity available at Bunlicky WWTP however the spare capacity at Castletroy WWTP is limited. Projects are underway to increase capacity at both Bunlicky and Castletroy WWTPs and will be completed within the lifetime of the Draft Plan, subject to statutory approvals.</u></p>	Volume 2 page 4	205
3.	<p>Include a new objective for Foynes as follows:</p> <p><u>Infrastructure Upgrades - It is the objective of the Council to support the provision of water and wastewater infrastructure to realise the development objectives of this Plan.</u></p>	Foynes Settlement Objectives	205
4.	<p>Amend text under infrastructure for Hospital as follows:</p> <p>The Council have identified Hospital for upgrade works on the Small Towns and Villages Programme, administered under Irish Water, which could be delivered within the lifetime of the Plan. <u>Hospital was successful in securing funding under the Small Towns and Villages Scheme and the Wastewater treatment plant, will be upgraded within the lifetime of the Plan.</u></p>	Hospital Settlement text under Infrastructure	205
5.	<p>Insert a new Objective in Hospital HO 02 – Significant Development as follows:</p> <p><u>HO 02: No significant development shall take place within the settlement, until such time as an adequate wastewater treatment system is in place.</u></p>	Hospital Settlement Objective HO 02	225 & 205
6.	<p>Insert a new Objective in Murroe MU 02 – Significant Development as follows:</p>	Murroe Settlement	225 & 205

	<u>MU O2: No significant development shall take place within the settlement, until such time as an adequate wastewater treatment system is in place.</u>	Objective MU 02	
7.	Include the following text in the Infrastructure Section on Pallaskenry as follows: <u>Very limited capacity available in the Shannon Estuary WRZ, insufficient to cater for projected growth across the WRZ. Proposed solution to connect to Limerick City PWS however, this is not included in 2020-2024 current Investment Plan.</u>	Pallaskenry Infrastructure Section	205
8.	Designate Patrickswell (Lough Gur) a Level 6 Settlement , include the following text and Map in Volume 2: <u>Patrickswell (Lough Gur) has approximately 4 dwellings. Its services include a primary school, church and the Honey Fitz theatre. The settlement is served by a Group Water Scheme and has no wastewater treatment facilities.</u>	Volume 2 – Level 6 settlements	161 and 172
9.	Amend the settlement boundary of Loghill to include the lands identified in the submission (opposite school).	Volume 2 –Level 5 settlements	19
10.	Amend Level 6 of the Settlement Hierarchy to include Drombanna as a Level 6 Settlement and the following text and map in the Plan: <u>Drombanna is a rural village, located approximately 8km south of Limerick City on the R512. There are approximately 34 dwellings within the village, along with a number of services including a day care centre, voluntary housing units, a public house, two car sales enterprises, car repairs and recovery, furniture store, storage facility and Shannonside Galvanising. There is public water supply, however the settlement has no sewerage scheme. Drombanna reflects a dispersed linear pattern of development with significant ribbon development on adjacent local roads. Consolidation of any development shall be located within or contiguous to the settlement core.</u>	Volume 2 – Level 6 settlements	79, 211, 216, 81, 194
11.	Amend the reference to ‘Development Association’ in Volume 2 - Settlements and Zoning Maps Level-4-large-village -Pallasgreen to <u>Pallasgreen/Templebraden Community Council.</u>	Volume 2 - Level 4	173
12.	Amend FO O1 located in Volume 2 Level 4 - Large Villages, Settlement Zoning and Development to include the following: <u>b) All development proposals within the ‘Marine</u>	FO 01 -Volume 2 - Level 4	70

	<u>Related Industry' land use zoning will be subject to a Traffic and Transport Assessment and Road Safety Audit in accordance with Chapter 3 of the DoECLG Spatial Planning and National Roads Guidelines at planning application stage.</u>		
13.	Amend the village settlement boundary of Galbally to include the bring centre, adjoining structure and dwelling house.	Volume 2	276
14.	Update Settlement Capacity Audit Tables and Maps	Volume 2	225 & 249
15.	Include an overall Density Map along with the Settlement Capacity Audit Map	Volume 2	249
16.	Foynes - Change zoning map to zone an additional 1 ha of land.	Volume 2	23
17.	Update Flood Map for Bruff	Volume 2	59
18.	Amend the text in Volume 2 Level 6 Settlements Rural Clusters for Kilbehenny as follows: In terms of sewerage treatment there is spare capacity <u>The Kilbehenny WWTP listed in the Wastewater treatment capacity register serves a terrace of three houses adjacent to the National School, approximately 1.2km from the village centre and has no spare capacity. There is no public sewerage network in Kilbehenny village.</u>	Volume 2 Level 6 Kilbehenny	205

-Material Alterations to Land Use Zoning Map:

No.	Amendment	Map	Submission No.
1.	Change an element of zoning from Open Space to Existing Residential at Pineview Gardens, Moyross.	City and Environs Zoning	11, 47, 63, 90, 125,146, 153
2.	Change the zoning of 3.6ha. of lands from Community and Education to Enterprise and Employment at Coonagh.	City and Environs Zoning	50
3.	Change the zoning of 1.133ha. from New Residential to Open Space at Dromroe Estate.	City and Environs Zoning	54, 56, 58, 60, 61, 62, 65, 71, 72, 177, 192, 279, 286
4.	Change the mapping layer to ensure lands are shown as Open Space zoning to the east of Dromroe Estate.	City and Environs Zoning	54
5.	Change the zoning of 0.126ha. from Existing Residential and Education and Community to New Residential at Monaleen, Castletroy.	City and Environs Zoning	73, 80
6.	Change the zoning of 0.15ha. from New Residential to Education and Community Facilities at Monaleen, Castletroy.	City and Environs Zoning	73, 80
7.	Change the zoning of 2.3ha. outside of any flood zone from Education and Community Facilities to New Residential at Diocesan Lands, Corbally.	City and Environs Zoning	114

8.	Change the zoning of land from Enterprise and Employment to New Residential at the Galvone Arms, Southill.	City and Environs Zoning	117
9.	Change an element of the zoning of lands from Agriculture to High Tech/ Manufacturing Campus at the National Technology Park, Castletroy.	City and Environs Zoning	128, 140 & 270
10.	Change the zoning of 0.25ha. of lands from Enterprise and Employment to City Centre on the Dock Road.	City and Environs Zoning	150
11.	Change the zoning of 0.75ha. from Open Space to Education and Community at College Park.	City and Environs Zoning	167
12.	Reduce the Special Control Area to match the northern limit in the adjoining property to the east at Mungret.	City and Environs Zoning	189
13.	Change the zoning of 4.2ha. from Enterprise and Employment to New Residential at Mungret.	City and Environs Zoning	203
14.	Change the zoning from Semi Natural Open Space to Utilities in the area of the landfill cells, a narrow margin around the cells and the compound at Longpavement Landfill Site.	City and Environs Zoning	218 & 277
15.	Change the zoning from Open Space and Recreation to Agriculture at Barry's Field (M7/M20 Motorway Junction).	City and Environs Zoning	218 & 277
16.	Change the zoning of lands from Agriculture to Enterprise and Employment outside of Flood Zone A and B at Delmege Estate to enable the Northside Business Campus.	City and Environs Zoning	271

17.	Amend Zoning Maps to identify the location of existing and proposed Traveller Accommodation	City and Environs Zoning	225 & 146
18.	Amend the Zoning Map to include an area of 18.88ha. of land zoned for a Data Centre at Rosbrien	City and Environs Zoning	196
19.	Change the Zoning of 0.2ha. of Open Space to Local Centre - Caherdavin Shopping Centre	City and Environs Zoning	201

-Alterations to Transport Map:

No.	Amendment	Map	Submission No.
1.	Remove indicative link road at Bloodmill Road	Transport	78
2.	Amend Transport Map CDP-V2-03 to include Plassey Industrial Park/Childers Road cycle tracks.	Transport	153

-Alterations to Flood Map:

No.	Amendment	Map	Submission No.
1.	Amend Flood maps showing lands outlining Flood Zone A and B for the Limerick Metropolitan Area	Flood Maps	225
2.	Update Flood Map for Bruff	Volume 2	59
3.	New flood mapping shall be included for Doon in Volume 2.	Volume 2	263

-Alterations/Additions Map:

No.	Amendment	Map	Submission No.
1.	Include Maps identifying Architectural Conservation Areas	Across all relevant sections of the Draft Plan	225
2.	Include Maps identifying all SEVESO sites in Limerick	Across all relevant sections of the Draft Plan	225
3.	Amend Core Strategy map to incorporate the M8 motorway	2.7 Core Strategy Map	70

-Volume 3: Record of Protected Structures and Architectural Conservation Areas

No.	Amendment	Section/ Objective	Submission No.
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1.	Delete RPS No.3338 from the Record of Protected Structures to remove duplication.	RPS -Volume 3a	5
2.	Delete RPS No. 5069 'The Faugh' dance hall from the Record of Protected Structures.	RPS -Volume 3a	6
3.	Delete RPS No. 4024 from the Record of Protected Structures.	RPS -Volume 3a	9
4.	Delete RPS No. 3457 Ard Lui, Clancy Strand from the Record of Protected Structures	RPS -Volume 3a	27
5.	Delete RPS No. 3421 from Record of Protected Structures	RPS -Volume 3a	36
6.	Delete RPS No. 3422 from Record of Protected Structures.	RPS -Volume 3a	37
7.	Delete RPS 7013 from the Record of Protected Structures.	RPS -Volume 3a	40
8.	Delete RPS Nos 3103, 3104 and 3105/3286 (RPS duplication) from the Record of Protected Structures.	RPS -Volume 3a	42
9.	Delete RPS No. 3548 and RPS No. 3536 from the Record of Protected Structures	RPS -Volume 3a	43
10.	Add St. Lelia's Roman Catholic Church, Ballynanty to the Record of Protected Structures.	RPS – Volume 3a	43
11.	Delete RPS No. 6360 from the Record of Protected Structures.	RPS -Volume 3a	51
12.	Amend RPS 1369 title from "the Sarsfield House" to "Merchants House"	RPS -Volume 3d	53
13.	Delete RPS 3560 from the Record of Protected Structures.	RPS –Volume 3a	91
14.	Delete RPS 581 from the Record of Protected Structures.	RPS –Volume 3c	112
15.	Delete RPS 1162 from the Record of Protected Structures.	RPS –Volume 3b	142
16.	Add St Mary's Girls National School, Bishops Street to the Record of Protected Structures.	RPS –Volume 3a	180
17.	Delete RPS 1010 from the Record of Protected Structures.	RPS -Volume 3d	174
18.	Delete RPS 3476 from the Record of Protected Structures.	RPS –Volume 3a	283
19.	Update the Record of Protected Structures to reflect the following NIAH References: <ul style="list-style-type: none"> • RPS 3265 -NIAH 21512053 – Factory • RPS 3264 - NIAH 21512059 – Chimney Stack 	RPS – Volume 3a	43 284
20.	Designate the Square in Galbally and a portion of the southern approach to the Square an Architectural Conservation Area (ACA) as this area represent a place, area, group of structures/ townscape that is of special architectural, historical, archaeological, technical, social, cultural, or scientific, interest, or that contributes to the appreciation of a Protected Structure	Volume 3	49

21.	Include all ACA Maps	Volume 3	
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-Volume 4: Environmental Reports

No.	Amendment	Section/ Objective	Submission No.
1.	The Environmental Report and the Natura Impact Assessment will be fully updated following receipt of amendments by the Elected Members and prior to putting the Material Amendments to the Draft Plan on Public Display.	SEA	244, 153, 208, 205, 39, 93, 137

-Volume 6: Accompanying Strategies

No.	Amendment	Section/ Objective	Submission No.
1.	Amend the ‘Limerick 2030 Review and Update Plan’: To include greater focus on cultural and tourism opportunities within King’s Island.	LK2030	16
2.	Amend the ‘Limerick 2030 Review and Update Plan’: To reflect the findings of the SFRA in relation to Greenpark.	LK2030	100
3.	Amend the ‘Limerick 2030 Review and Update Plan’: By removing proposals for a pedestrian bridge at Barrington’s Pier	LK2030	103, 118, 181, 84
4.	Amend Policy Objective 12 as follows in the housing strategy: To ensure that new social and affordable turnkey housing delivery promotes social and tenure mix. New large-scale turnkey housing (of more than 10 25 units) built for the Council or AHBs shall ensure target a tenure mix of 30% Social Rented (including general social homes and specialist provision), 20% Private (for ownership or rental), and 50% Affordable (including homes for Affordable Purchase, Cost Rental, and New Build Incremental Scheme).	Housing Strategy	258
5.	Add text in Section 4 of the HNDA as follows: <u>The household size projections in the HNDA are not intended as a target, but are a demographic projection based on historic and existing trends that provides an evidence base for the Development Plan in the absence of specific Census data on bedrooms. These are not intended as prescriptive housing mix targets, or to contradict national housing standard guidelines in any way.</u>	Housing Strategy	258
6.	Amend the ‘Limerick 2030 Review and Update Plan’ to include the requirement of an overall framework plan for the area, including Arthur’s Quay / Debenhams (Roches Store) and potentially the UL site, in advance of making decisions on road location etc. The framework plan shall be supported by a survey of the existing area together with an options analysis.	Limerick 2030 Plan	235

7.	<p>Change text in the Housing Strategy as follows: 'the LDA is due to be placed on a stronger statutory footing through pending legislation. Among other powers, this legislation will <u>Land Development Agency Act 2021 provides the legislative basis to</u> strengthen the LDA's goal of increasing the supply of social and affordable housing, with a set percentage of housing provided on relevant public land being reserved for social and affordable housing including new and emerging affordable tenures'.</p>	Housing Strategy	258																																									
8.	<p>Include an objective in the Retail Strategy as follows: <u>It is an Objective of the Council to support and accommodate the growth of 'Click and Collect' retail services and grocery home shopping as appropriate.</u></p>	Retail Strategy	68																																									
9.	Update Housing Strategy and Housing Need Demand Assessment and prepare new Chapter 4 in this regard, to reflect policy change at national level (Housing for All);	Housing Strategy and Housing Need Demand Assessment	244, 146, 153, 208																																									
10.	Include Justification Tests for all lands which have been zoned and may be at risk of flooding in the updated SFRA.	Strategic Flood Risk Assessment	225																																									
11.	<p>A Strong Economy, Retail: Amend population figures in the Draft Retail Strategy and update the Draft Retail Strategy accordingly.</p> <table border="1" data-bbox="300 962 1408 1377"> <thead> <tr> <th colspan="6">Population in each Catchment Area</th> </tr> <tr> <th rowspan="2">Year</th> <th>Census</th> <th colspan="4">Catchment Populations as allocated under NPF alignments</th> </tr> <tr> <th>2016</th> <th>2022</th> <th>2024</th> <th>2026</th> <th>2028</th> </tr> </thead> <tbody> <tr> <td colspan="6">Limerick Catchment</td> </tr> <tr> <td>Population</td> <td>213,934 <u>209,413</u></td> <td>236,758 <u>234,642</u></td> <td>244,366 <u>243,051</u></td> <td>251,974 <u>251,461</u></td> <td>259,582 <u>259,767</u></td> </tr> <tr> <td>Change # from 2016</td> <td>-</td> <td><u>22,824</u> <u>25,229</u></td> <td><u>30,432</u> <u>33,638</u></td> <td><u>38,040</u> <u>42,048</u></td> <td><u>45,648</u> <u>50,354</u></td> </tr> <tr> <td>Change % from 2016</td> <td>-</td> <td><u>10.7%</u> <u>12.0%</u></td> <td><u>14.2%</u> <u>16.1%</u></td> <td><u>17.8%</u> <u>20.1%</u></td> <td><u>21.3%</u> <u>24%</u></td> </tr> </tbody> </table>	Population in each Catchment Area						Year	Census	Catchment Populations as allocated under NPF alignments				2016	2022	2024	2026	2028	Limerick Catchment						Population	213,934 <u>209,413</u>	236,758 <u>234,642</u>	244,366 <u>243,051</u>	251,974 <u>251,461</u>	259,582 <u>259,767</u>	Change # from 2016	-	<u>22,824</u> <u>25,229</u>	<u>30,432</u> <u>33,638</u>	<u>38,040</u> <u>42,048</u>	<u>45,648</u> <u>50,354</u>	Change % from 2016	-	<u>10.7%</u> <u>12.0%</u>	<u>14.2%</u> <u>16.1%</u>	<u>17.8%</u> <u>20.1%</u>	<u>21.3%</u> <u>24%</u>	Retail Strategy	249
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Newcastle West Catchment								
Population	27,043	29,172	29,882	30,591	31,301			
Change # from 2016	-	2,129	2,839	3,548	4,258			
Change % from 2016	-	7.9%	10.5%	13.1%	15.7%			

-Appendix 1: Changes to Maps

Chapter 2: Amend and update Core Strategy Map

Section 3.6: Insert amended Rural Housing Settlement Strategy Map

New Chapter 3: Incorporate a Framework Plan map for Mungret

Section 4.7.17: Include Mineral Deposits Map/Aggregates Map in Chapter 4

Chapter 4: Insert amended Rural Housing Settlement Strategy Map

Chapter 10: Insert Kincora and Carew Park on Opportunities Map 10.1:

Chapter 10: Insert Caherdavin Shopping Centre on Opportunity Map 10.1

Insert an amended City & Environs Map as follows:

Change an element of zoning from Open Space to Existing Residential at Pineview Gardens, Moyross.

Change the zoning of 3.6ha. of lands from Community and Education to Enterprise and Employment at Coonagh.

Change the zoning of 1.133ha. from New Residential to Open Space at Dromroe Estate.

Change the mapping layer to ensure lands are shown as Open Space zoning to the east of Dromroe Estate.

Change the zoning of 0.126ha. from Existing Residential and Education and Community to New Residential at Monaleen, Castletroy.

Change the zoning of 0.15ha. from New Residential to Education and Community Facilities at Monaleen, Castletroy.

Change the zoning of 2.3ha. outside of any flood zone from Education and Community Facilities to New Residential at Diocesan Lands, Corbally.

Change the zoning of land from Enterprise and Employment to New Residential at the Galvone Arms, Southill.

Change an element of the zoning of lands from Agriculture to High Tech/ Manufacturing Campus at the National Technology Park, Castletroy.

Change the zoning of 0.25ha. of lands from Enterprise and Employment to City Centre on the Dock Road.

Change the zoning of 0.75ha. from Open Space to Education and Community at College Park.

Reduce the Special Control Area to match the northern limit in the adjoining property to the east at Mungret.

Change the zoning of 4.2ha. from Enterprise and Employment to New Residential at Mungret.

Change the zoning from Semi Natural Open Space to Utilities in the area of the landfill cells, a narrow margin around the cells and the compound at Longpavement Landfill Site.

Change the zoning from Open Space and Recreation to Agriculture at Barry's Field (M7/M20 Motorway Junction).

Change the zoning of lands from Agriculture to Enterprise and Employment outside of Flood Zone A and B at Delmege Estate to enable the Northside Business Campus.

Amend Zoning Maps to identify the location of existing and proposed Traveller Accommodation

Reduce the Special Control Area to match the northern limit in the adjoining property to the east at Mungret and re-zone to New Residential

Amend the Zoning Map to include an area of 18.88ha. of land zoned for a Data Centre at Rosbrien.

Insert an amended Transport Map as follows:

Remove indicative link road at Bloodmill Road

Amend Transport Map CDP-V2-03 to include Plassey Industrial Park/Childers Road cycle tracks.

Insert amended Flood Maps as follows:

Amend Flood maps showing lands outlining Flood Zone A and B for the Limerick Metropolitan Area

Insert additional maps as follows:

Include Maps identifying Architectural Conservation Areas

Include Maps identifying all SEVESO sites in Limerick

Amend Core Strategy map to incorporate the M8 motorway

Volume 2 Maps

Insert map of Patrickswell (Lough Gur) as a Level 6 Settlement

Insert amended map for Loghill Level 5

Include a settlement map for Drombanna Level 6

Insert amended village settlement boundary for Galbally Level 5

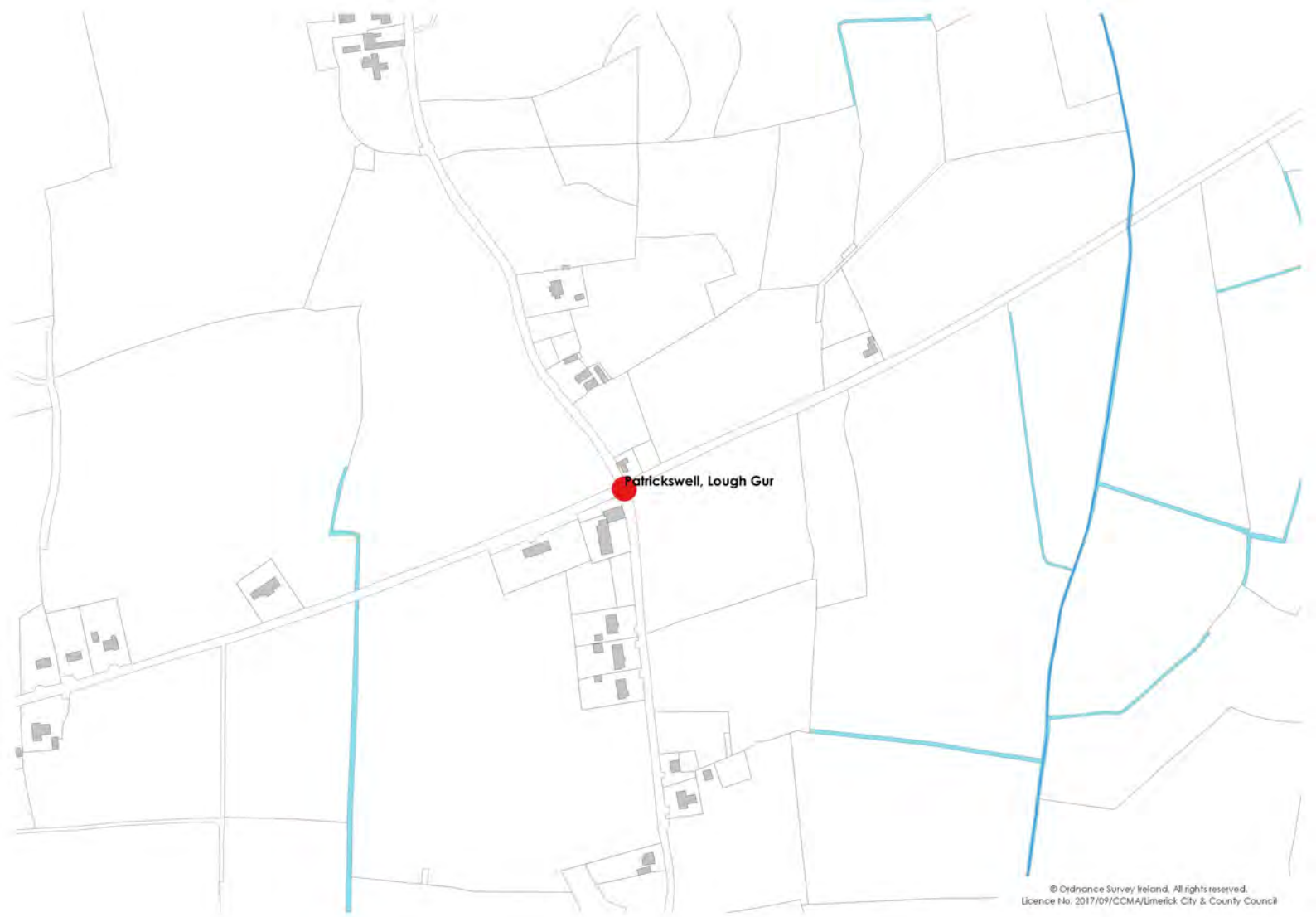
Insert updated Settlement Capacity Audit Maps

Include an overall Density Map along with the Settlement Capacity Audit Map

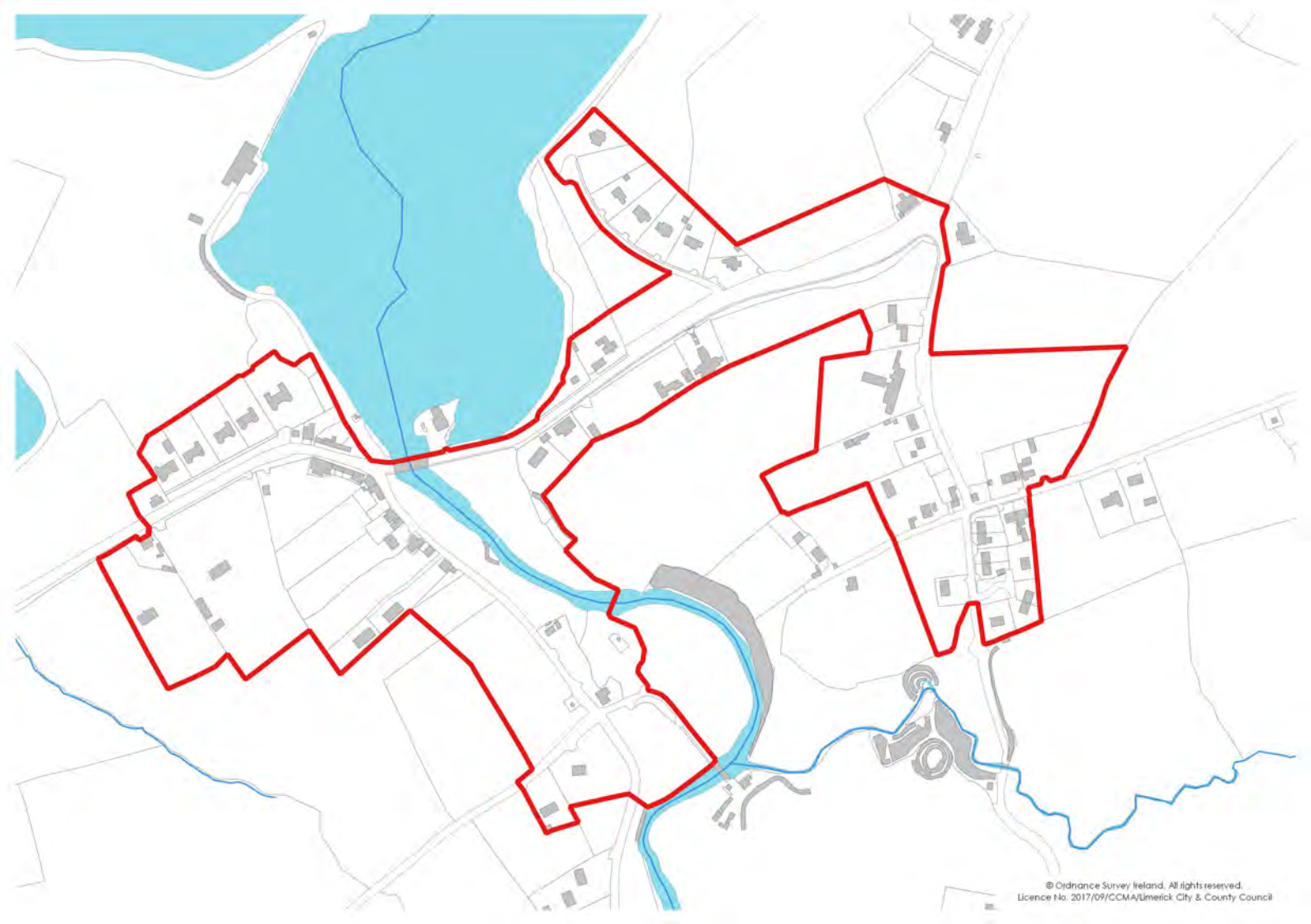
Insert amended zoning map for Foynes with additional 1ha. of land

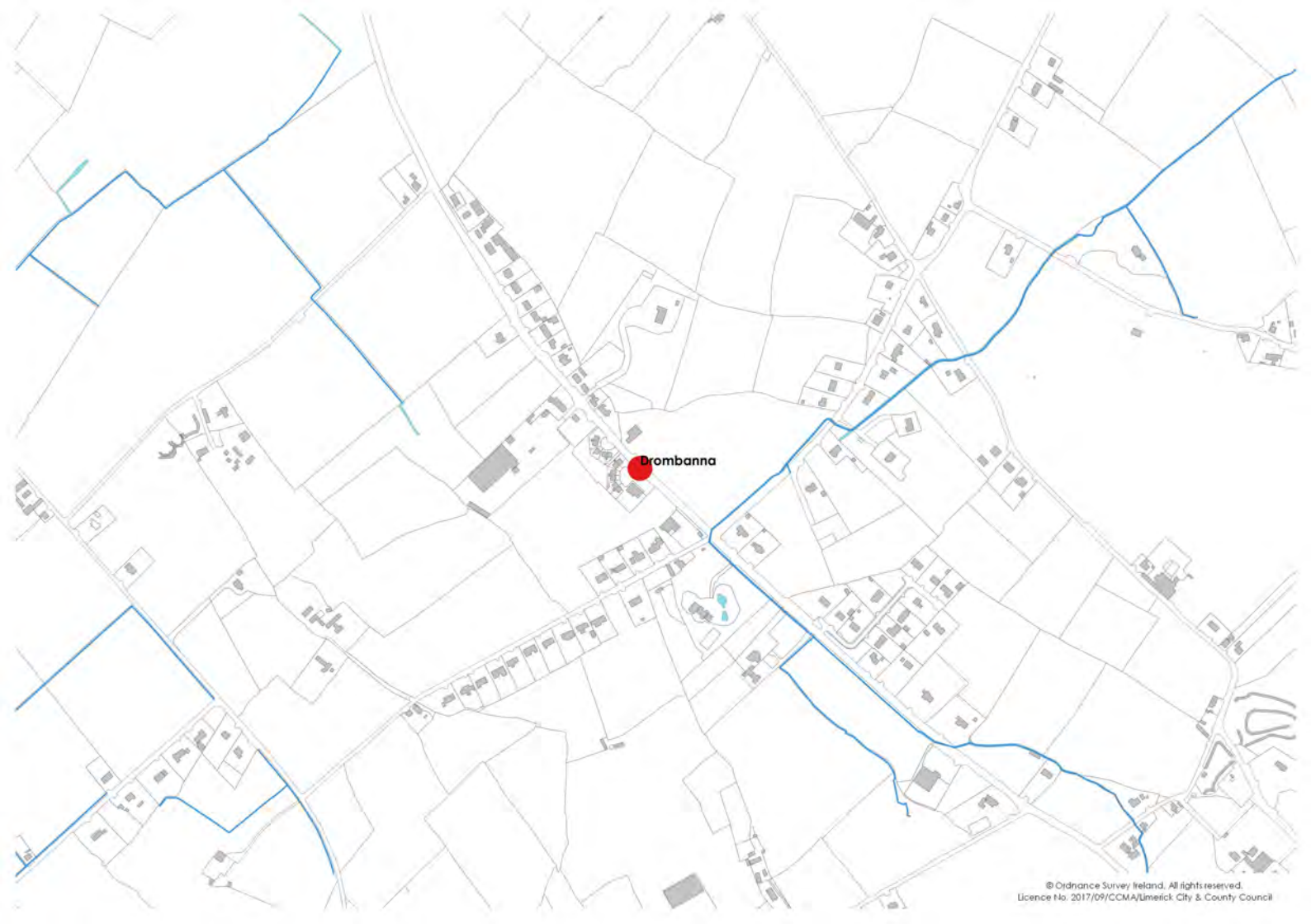
Insert updated flood map for Bruff

Insert new flood map for Doon

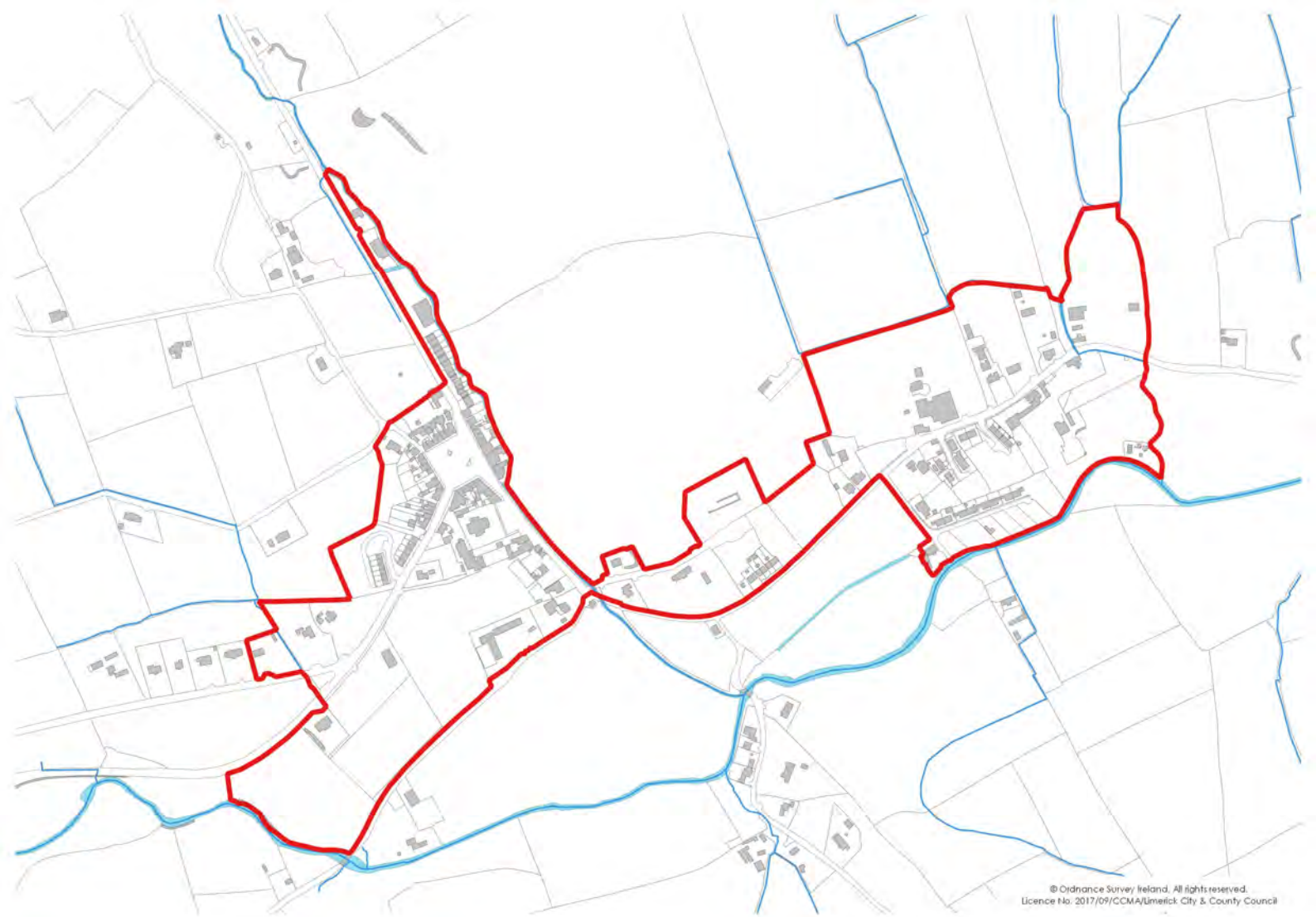


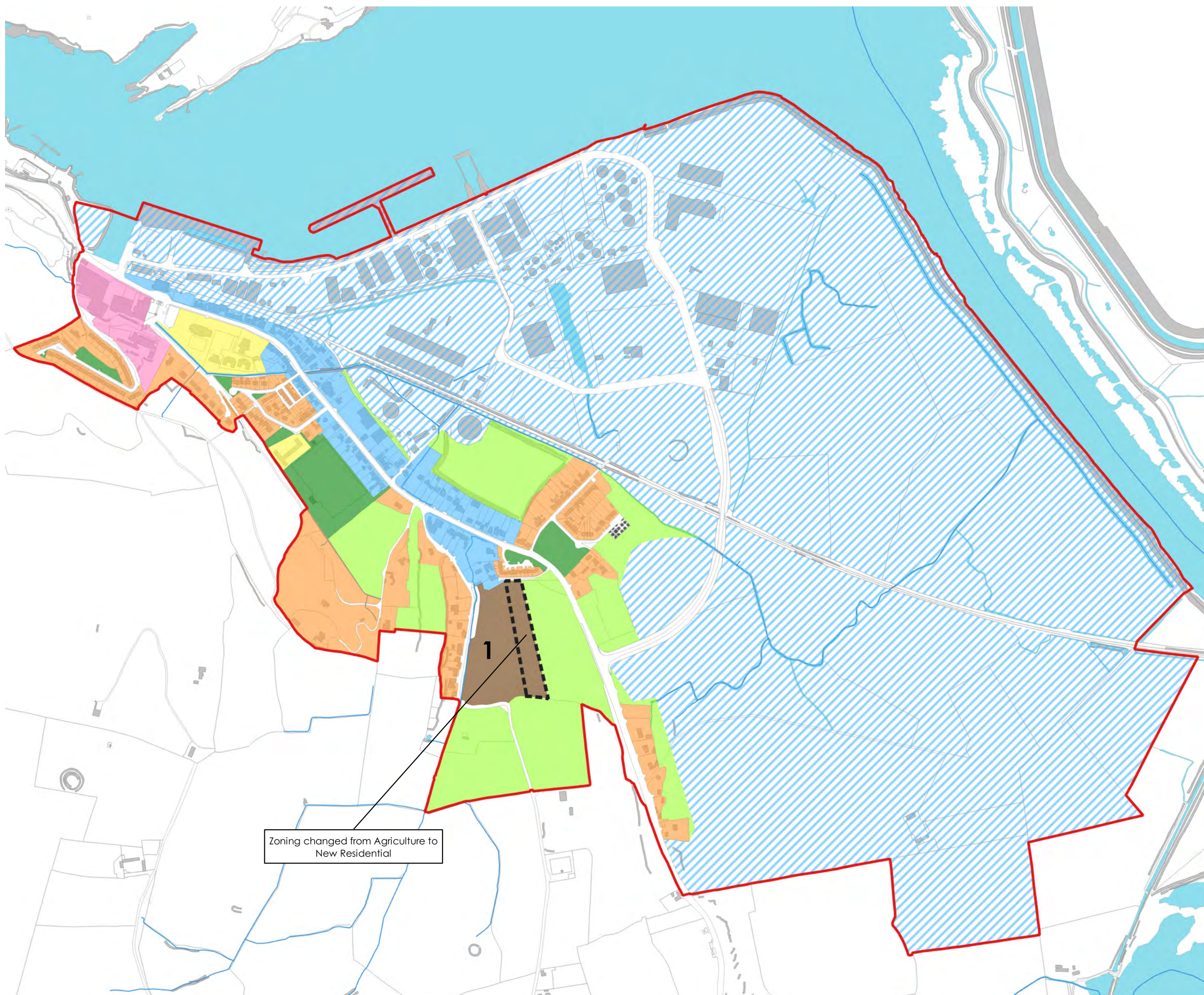
Patrickswell, Lough Gur





Drombanna





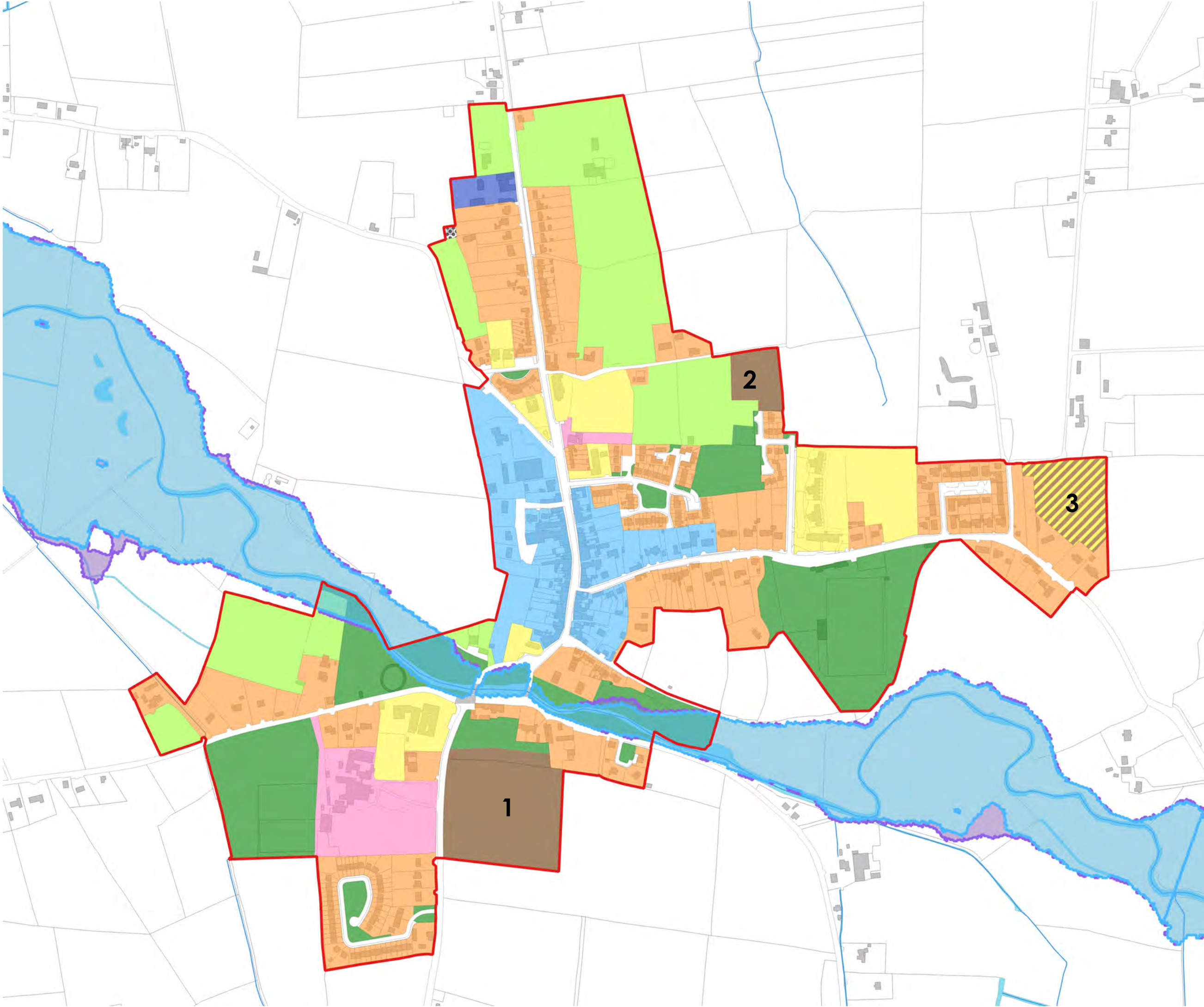
Zoning changed from Agriculture to
New Residential

LEGEND














-  Existing Residential
-  New Residential
-  Education & Community Facilities
-  Village Centre
-  Enterprise & Employment
-  Marine Related Industry
-  Agriculture
-  Open Space & Recreation
-  Utilities
-  Settlement boundary

DATE: November '21 Dwg. No.: CDP-V2-L4-FY-01

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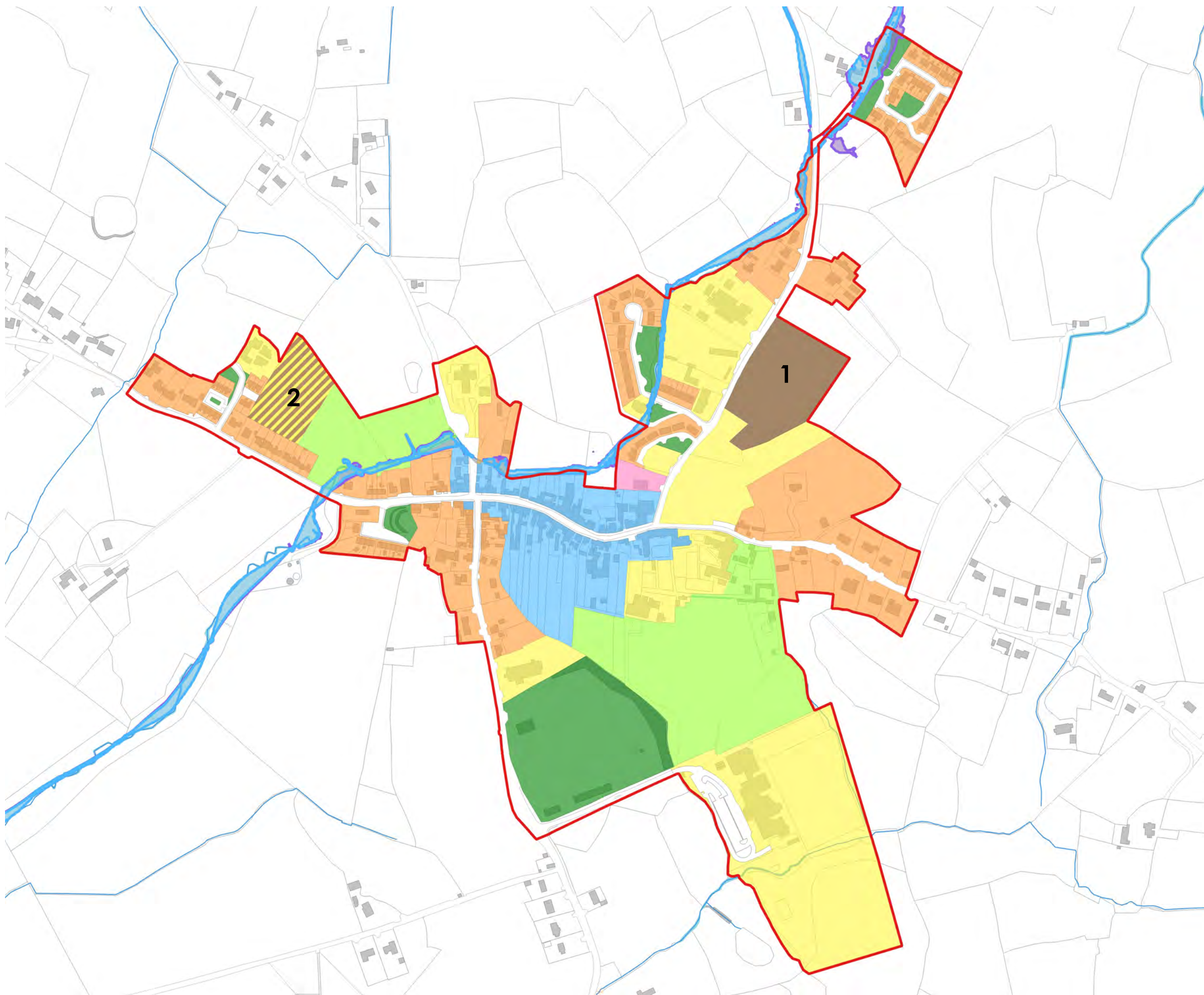


LEGEND

-  Existing Residential
-  New Residential
-  Residential Service Sites
-  Education & Community Facilities
-  Village Centre
-  Local Centre
-  Enterprise & Employment
-  Agriculture
-  Open Space & Recreation
-  Utilities
-  Flood Zone A
-  Flood Zone B
-  Settlement boundary

DATE: November '21 Dwg. No.: CDP-V2-L4-BR-02

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LEGEND

-  Existing Residential
-  New Residential
-  Residential Serviced Sites
-  Education & Community Facilities
-  Village Centre
-  Enterprise & Employment
-  Agriculture
-  Open Space & Recreation
-  Flood Zone A
-  Flood Zone B
-  Settlement boundary

DATE: November '21 Draw. No.: CDP-V2-L4-DN-01

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Appendix 3: Changes to TAZ (Settlement Capacity Audit)



Volume 2

Limerick Metropolitan Area Zoning and Tiered Approach to Zoning

ATLANTIC EDGE
LIMERICK
EUROPEAN EMBRACE



Comhairle Cathrach
& Contae **Luimnigh**

Limerick City
& County Council

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Volume II: Capacity Assessment Audit ~~Tiered Approach to Zoning~~

1.0 Introduction

This section supports the Draft Limerick Development Plan 2022 – 2028 with respect to the availability of strategic infrastructure to ensure that zoned lands are developable over the lifetime of the plan, in accordance with Appendix 3 of the National Planning Framework (NPF). The NPF sets out a tiered approach for zoning lands as follows:

Tier 1: Serviced Zoned Land - Lands that are able to connect to existing development services, i.e. road and footpath access including public lighting, foul sewer drainage, surface water drainage and water supply, for which there is service capacity available, and can therefore accommodate new development; and

Tier 2: Serviceable Zoned Land - Lands that are not currently sufficiently serviced to support new development but have the potential to become fully serviced within the life of the plan”.

The assessment focuses on the availability of infrastructure identified under the Tier 1 and Tier 2 definitions of the NPF, i.e. road and water services infrastructure, to determine whether lands zoned for residential development are adequately serviced (Tier 1) or serviceable (Tier 2) during the lifetime of the Development Plan. Sites requiring minor infrastructure works (extension of a footpath for example) have been identified as Tier 2 (Serviceable) in accordance with the NPF. Tier 2 designations highlight potential issues or constraints in infrastructure, which are required to be addressed prior to the development of lands. The assessment includes proximity details to public transport, schools and local centres for information purposes only and which does not affect the tiered ranking of the lands.

Further to the NPF’s methodology for a tiered approach to zoning, the Local Authority acknowledges that the provision of social infrastructure is important in the creation of sustainable communities. In consultation with the Department of Education and Skills, the Development Plan ensures that sufficient zoned land is available to cater for the provision of new and expanding schools to serve the population growth targets for Limerick.

1.1 Delivery of Infrastructure

The delivery of infrastructure by Irish Water, the Local Authority and other state bodies can often be a lengthy process. The purchasing of land (including CPOs), preliminary designs, appraisals, feasibility studies, site evaluations, environmental reports, detailed design and planning permissions etc. must be secured prior to construction. The delivery of infrastructure can therefore often extend beyond the lifetime of a Development Plan.

The delivery of infrastructure is also dependent on the availability of funding via Central Government, Limerick City and County Council and private developers. The delivery of small-scale infrastructure, such as the provision of footpaths, may be delivered through operational works of a service provider or by a developer through the planning application process.

1.2 Infrastructure Requirements

The Forward Planning team have consulted with the various Departments of Limerick City and County Council and Irish Water to facilitate preparation of this Development Plan. These consultations have also informed this [Settlement Capacity Audit \(SCA\) Tiered Approach to Zoning](#), which should be read in tandem with [Chapter 6](#) Sustainable Mobility and Transport and [Chapter 7](#) Infrastructure.

Comments have been included in the [SCA infrastructure](#) tables in relation to potential infrastructure required, and where relevant proposed, in order to release lands for development. However, this assessment does not comprise an exhaustive list and it should be noted that requirements for additional works may be identified during the process of preparing and assessing planning applications. The [SCA infrastructure](#) tables should therefore not be relied upon for development management purposes. It should also be noted that the site areas do not relate to individual land folios and provide an estimate for calculation [of potential yield](#) purposes only. [The potential residential yield of sites is based on the density zones within which the sites fall, or includes the number of units permitted on the site where indicated in the comments. It should be noted that an individual site may fall within two density areas and the potential yield is based on the site area located within each zone. The potential residential yield may therefore not be a direct calculation and is an estimate only. The actual density achievable on any particular site will be dependent on compliance with all quantitative and development management standards of this Development Plan and relevant Section 28 Guidelines.](#)

While it is noted that the NPF requires a reasonable estimate for the full cost of delivery of the required infrastructure identified, this presents an issue with respect to the availability or knowledge of such costs. However, such information has been included where available.

1.3 [Capacity Assessment Audit Tiered Approach to Zoning](#) by Settlement Tier

A [Capacity Assessment Audit Tiered Approach to Zoning](#) is set out in this Volume for settlements that do not have a Local Area Plan. A [Capacity Assessment Audit Tiered Approach to Zoning](#) for settlements with a Local Area Plan will form part of any review of such Plan. The

SCA infrastructure tables indicate whether lands are serviced, or serviceable during the lifetime of the Development Plan, outlines the infrastructure required in order to release the lands for development and identifies the tier ranking of the zoned lands. Corresponding maps indicate the sites to which the assessment applies.

1.3.1 Settlement Tier 1 – Limerick City & Environs

Water Services Infrastructure: At present, there is capacity in the public water supply and wastewater treatment plants to cater for additional demand created during the lifetime of this Development Plan.

The Clareville Water Treatment Plant provides water supply to the City and Environs, which draws water from the River Shannon. The Treatment Plant is operating below its design capacity of 87 million gallons per day.

The Limerick Main Drainage Scheme also has the capacity to cater for future population growth. Foul effluent is treated at the Bunlicky wastewater treatment plant, which is operating below its design capacity of 186,000 population equivalents (P.E.). The River Shannon acts as the receiving waters for this treated wastewater. The Castletroy Wastewater Treatment Plan is also operating within its design capacity of 45,000 P.E.

Adequate storm water drainage and retention facilities are necessary to accommodate surface water runoff from existing and proposed developments. The use of natural drainage systems at surface level through utilisation of existing drains, natural slopes and existing ponds and natural wetland areas should be considered in the first instance. Approaches to manage surface water (Sustainable Urban Drainage Systems (SuDS)) that take account of water quantity (flooding), water quality (pollution), biodiversity (wildlife and plants) and amenity will be required in any planning application.

Transport Infrastructure: As set out under the Metropolitan Area Strategic Plan (MASP), the transport investment requirements in the Limerick Shannon Metropolitan Area will be identified and prioritised through the Limerick Shannon Metropolitan Area Strategic Transport Strategy (L-SMATS). The strategy contains a number of transport projects of strategic importance, which will improve public transport provision across the City and Environs, and support objectives for compact growth focussing on the integration of land use and transport. In addition, there are a number of indicative road proposals which will alleviate local congestion. Two major new road projects, including the Limerick Northern Distributor Road and the LIHAF road at Mungret, will unlock the potential of substantial tracks of land for development, while alleviating congestion and contributing to the ease of movements of goods and vehicles through the city.

Other Infrastructure: The City and Environs are served by a high capacity electricity system, gas network and fibre broadband.

1.3.2 Settlement Capacity Audit ~~Tiered Approach to Zoning Tables~~

The following tables set out the individual sites identified on the accompanying maps, as suitable for the provision of residential development (Table 1) and employment related uses (Table 2) and outline the availability of strategic infrastructure to service these sites. The following should be noted:

- The potential residential yield of sites is based on the density zones within which the sites fall, or includes the number of units permitted on the site where greater than the potential yield (*), or the number of units achievable over the life time of the plan (**) as indicated in the comments. An individual site may fall within two density areas and the potential yield is based on the site area located within each density zone. The potential residential yield is an estimate only. The actual density achievable on any particular site will be assessed on a case by case basis and dependent on compliance with all quantitative and development management standards of this Development Plan and relevant Section 28 Guidelines.
- Appendix 3 of the NPF references services as public lighting, footpath and road access, water supply, foul sewer drainage and surface water drainage. These services have therefore been used to rank the lands into Tier 1 (serviced) or Tier 2 (serviceable).
- Where existing infrastructure is located in close proximity to a site and has the potential to provide services, or where upgrades / extensions to a service is required, these sites have been indicated as serviceable (Tier 2) in accordance with the NPF definition.
- Where a site is located in the city centre or has been justified for zoning in accordance with the Plan Making Justification Test of the Flood Risk Management Guidelines for Planning Authorities (2009), the issue of flood risk may require a Site Specific Flood Risk Assessment and Hydraulic Modelling with site specific flood mitigation design or works etc. requiring significant investment on the part of the developer, on a case by case basis. Lands identified as being at risk of flooding are therefore ranked as Tier 2.
- The assessment includes proximity details to public transport, schools and local centres for information purposes only and does not affect the tiered ranking of the lands.
- For the purpose of this assessment in Limerick City and Environs, an infill site is defined as a site surrounded by existing development on at least three sides.

1) Limerick City, ~~and~~ Environs, Annacotty and Mungret lands identified for potential Residential development:

Legend					
Serviced/ Yes	✓	Serviceable/ Investment required	!	Not required/ No	✗
Located within 1.5km walk	●	Located within 1.5-3km walk	●	Located over 3km+ walk	●
Short term – 5 year delivery	S	Medium term – 10 year delivery	M	Long Term – 20 year delivery	L

Site No.	Zoning	Area (ha.)	Assumed Residential Density per ha.	Estimated Residential Yield	Lighting	Footpaths	Public Transport	Road Access	Water	Foul	Surface Water	Flood Risk	Infill/ Brown-field	Proximity to Schools	Time Line/ Cost	Planning History/ Comments if applicable	Service Status/ Tier
1	New Residential	2.408	35+	84	✓	✓	●	✓	✓	✓	✓	✗	✗	●		-Permission for 415 units expired -Vacant Site Register	1
2	New Residential	2.395	35+	84	✓	!	●	!	✓	✓	✓	✗	✗	●	Developer	-Road widening required	2
3	New Residential	2.013	45+	91	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Brownfield -Permission for 74 units (21/7025)	1
4	New Residential	1.712	45+	92*	✓	✓	●	✓	✓	✓	✓	✗	✗	●		-*Permission for 92 units (19/970) Commenced	1
5	New Residential	2.72	35+	94	✓	✓	●	✓	!	!	!	✗	✗	●	M €150m	-Services will be provided with LNDR/ Extension of services provided with development via existing	2

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Site No.	Zoning	Area (ha.)	Assumed Residential Density per ha.	Estimated Residential Yield	Lighting	Footpaths	Public Transport	Road Access	Water	Foul	Surface Water	Flood Risk	Infill/Brown-field	Proximity to Schools	Time Line/ Cost	Planning History/ Comments if applicable	Service Status/ Tier
6	Local Centre ³	0.651	35+	<u>6</u>	✓	✓	●	✓	!	!	!	✗	✗	●	M €150m	-Services will be provided with LNDR/ Extension of services provided with development via existing	2
7	New Residential	11.8	35+	<u>413</u>	✓	✓	●	✓	!	!	!	✗	✗	●	M €150m	-Services will be provided with LNDR/ Extension of services provided with development via existing	2
8	New Residential	2.772	35+	<u>97</u>	✓	✓	●	✓	!	!	!	✗	✗	●	M €150m	-Services will be provided with LNDR/ Extension of services provided with development via existing	2
9	Existing Residential	1.07	45+	<u>48</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Regeneration Area	1
10	Existing Residential	1.991	45+	<u>90</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Regeneration Area	1
11	Existing Residential	0.269	45+	<u>12</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Regeneration Area	1
12	Mixed Use	9.4	45+	<u>108*</u>	!	!	●	!	!	!	!	✗	✗	●	M €150m	-Regeneration Area -Services will be provided with LNDR/ Extension of services provided with development via existing -*Tender Awarded (108 units)	2
13	Existing Residential	0.899	45+	<u>40</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Regeneration Area	1
14	Existing Residential	2.014	45+	<u>91</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>-Permission for 92 units (19/970) commenced</u>	1
15	New Residential	3.003	45+	<u>135</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Regeneration Area	1
16	Existing Residential	0.436	45+	<u>20</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Regeneration Area	1
17	Existing Residential	0.136	45+	<u>6</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Regeneration Area	1
18	Existing Residential	1.216	45+	<u>55</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>-Part 8 for 50 units (15/8003)</u>	1
19	Existing Residential	0.74	45+	<u>33</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Regeneration Area -Part 8 for 27 units <u>(19/8003)</u>	1
20	Mixed Use	0.641	45+	<u>28</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Regeneration Area	1
21	New Residential	0.172	45+	<u>31*</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>-*Permission for 31 units (19/710)</u> <u>-Brownfield</u>	1

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Site No.	Zoning	Area (ha.)	Assumed Residential Density per ha.	Estimated Residential Yield	Lighting	Footpaths	Public Transport	Road Access	Water	Foul	Surface Water	Flood Risk	Infill/Brown-field	Proximity to Schools	Time Line/ Cost	Planning History/ Comments if applicable	Service Status/ Tier
22	City Centre	3.561 3.919	100+	250**	✓	✓	●	✓	✓	✓	✓	✓	✓	●	M €50m	-MASP supported Cleeves Riverside Campus -Brownfield Consolidation Site -**Potential for 250 units over lifetime of Plan -Limerick Flood Relief Scheme -Site flood design/ mitigation works	2
23	New Residential	0.148	45+	7	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
24	New Residential	0.248	45+	11	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
25	Existing Residential	0.125	45+	6	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
26	New Residential	2.196	35+	77	✓	✓	●	!	✓	✓	✓	✗	✓	●	S €1.5m	-Mill Road requires upgrading – Part 8 permitted	2
27	New Residential	2.326	45+/ 35+	86	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
27 28	New Residential	0.586	45+/ 35+	25	✓	✓	●	!	✓	✓	✓	✗	✓	●	S €1.5m	-Mill Road requires upgrading – Part 8 permitted	2
28 29	New Residential	1.88	45+	85	✓	✓	●	!	✓	✓	✓	✗	✓	●	S €1.5m	-Mill Road requires upgrading – Part 8 permitted	2
29 30	New Residential	0.475	45+	21	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
30 31	New Residential	1.061	45+/ 35+	37	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
31 32	New Residential	4.27	45+/ 35+	178	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Masterplan by developer recommended -Permission for 1 unit (21/1664)	1
32 33	New Residential	2.57	35+	90	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
33 34	New Residential	1.33	35+	47	✓	✓	●	✓	✓	✓	✓	✗	✗	●		-Masterplan by developer recommended	1
34 35	New Residential	0.454	45+	27*	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-*Part 8 for 27 units (19/8004)	1
35 36	City Centre	0.198	100+	20	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
36 37	City Centre	0.09	100+	9	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
37 38	City Centre	0.036	100+	4	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1

Site No.	Zoning	Area (ha.)	Assumed Residential Density per ha.	Estimated Residential Yield	Lighting	Footpaths	Public Transport	Road Access	Water	Foul	Surface Water	Flood Risk	Infill/Brown-field	Proximity to Schools	Time Line/ Cost	Planning History/ Comments if applicable	Service Status/ Tier
38 39	City Centre	0.094	100+	<u>9</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
39 40	City Centre	0.132	100+	<u>13</u>	✓	✓	●	✓	✓	✓	✓	✓	✓	●	M €50m	-Limerick Flood Relief Scheme -Site flood mitigation/design required	2
40 41	City Centre	0.106	100+	<u>11</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
41 42	City Centre	0.061	100+	<u>12*</u>	✓	✓	●	✓	✓	✓	✓	✓	✓	●	M €50m	-*Part 8 for 12 units (17/8012) -Brownfield -Limerick Flood Relief Scheme -Site flood mitigation/ design required	2
42 43	New Residential	4.191	45+	<u>188</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Brownfield -SHD application 442 units (Refused)	1
43 44	New Residential	0.632	45+	<u>28</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Brownfield	1
44 45	New Residential	0.452	45+	<u>20</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
45 46	New Residential	0.912	45+	<u>41</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
46 47	New Residential	0.373	45+	<u>17</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
47 48	New Residential	0.936	45+	<u>42</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
48 49	New Residential	0.922	45+	<u>41</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Permission for 17 units (17/834)	1
49	New Residential	1.133	35+	40	✓	✓	●	✓	✓	✓	✓	✗	✓	●		Changed to open Space	1
50	New Residential	0.704	45+	<u>31</u>	✓	✓	●	✓	✓	✓	✓	✗	✗	●		-Permission for 4 units (20/827)	1
51	Existing Residential	0.272	45+	<u>12</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Permission for 8 units (17/834)	1
52	New Residential	1.089 <u>0.548</u>	45+	<u>25</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
53	New Residential	2.401	45+	<u>108</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-New school within 1.5km to commence construction in 2021 -Brownfield	1
54	New Residential	1.435	45+	<u>65</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1

Site No.	Zoning	Area (ha.)	Assumed Residential Density per ha.	Estimated Residential Yield	Lighting	Footpaths	Public Transport	Road Access	Water	Foul	Surface Water	Flood Risk	Infill/Brown-field	Proximity to Schools	Time Line/ Cost	Planning History/ Comments if applicable	Service Status/ Tier
55	New Residential	1.435	35+	<u>63*</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>*Permission for 63 units (20/1074)</u>	1
56	New Residential	4.644	35+	<u>132</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>-Permission for 31 units (18/55)</u>	1
57	New Residential	12.36	45+/35+	<u>508</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
58	New Residential	4.146	45+	<u>200*</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>*SHD application 200 units (307631)</u>	1
59	New Residential	0.668	45+	<u>30</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
60	Existing Residential	0.072	45+	3	✗	✗	●	✗	✗	✗	✗	✗	✗	●			1
61 60	New Residential	1.133	45+	<u>51</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>-Annacotty Settlement</u> <u>-Vacant Site Register</u>	1
62 61	New Residential	2.467	45+	<u>137</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>-Annacotty Settlement</u> <u>-SHD application Granted for 137 units (907014)</u>	1
63 62	Existing Residential	1.582	45+	<u>71</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>-Annacotty Settlement</u> <u>-Permission for 48 units expired</u> <u>-Vacant Site Register</u>	1
64 63	New Residential	0.467	45+	<u>21</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>-Annacotty Settlement</u> <u>-Brownfield</u>	1
65 64	New Residential	14.59 <u>13.36</u>	45+/35+	<u>502*</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●	Developer	<u>*Permission for 411 units (18/1105, 19/1236, 19/547, 20/256, 21/350), 89 units commenced (18/1104)</u> <u>-Vacant Site Register</u> <u>-Water Services to be provided by developer</u>	1
66 65	New Residential	1.18	45+	<u>53</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>-Vacant Site Register</u>	1
67 66	New Residential	0.191	35+	<u>7</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
68 67	New Residential	2.104 <u>2.056</u>	35+	<u>74</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>-Permission for 15 units expired</u>	1
69 68	New Residential	2.638	35+	<u>92</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1

Site No.	Zoning	Area (ha.)	Assumed Residential Density per ha.	Estimated Residential Yield	Lighting	Footpaths	Public Transport	Road Access	Water	Foul	Surface Water	Flood Risk	Infill/Brown-field	Proximity to Schools	Time Line/ Cost	Planning History/ Comments if applicable	Service Status/ Tier
70 <u>69</u>	New Residential	8.746	45+/35+	<u>310</u>	✓	✓	●	✓	✓	✓	✓	✗	✗	●			1
71 <u>70</u>	New Residential	8.56	45+/35+	<u>375</u>	✓	✓	●	✓	✓	✓	✓	✗	✗	●	M/ L €Unknown	-Indicative Link Road in this area, not required for site access	1
72 <u>71</u>	New Residential	3.167	45+/35+	<u>141</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
73 <u>72</u>	Mixed Use ¹	16.05	45+/35+	<u>216</u>	✓	✓	●	✓	✓	✓	✓	✗	✗	●		-Road and services installed by developer -New school within 1.5km to commence construction in 2021	1
74 <u>73</u>	Existing Residential	0.274	35+	<u>9</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>-Permission for 4 units (18/72)</u>	1
75 <u>74</u>	New Residential	0.543	35+	<u>19</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
76 <u>75</u>	New Residential	0.227	45+/35+	<u>10</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
77 <u>76</u>	Mixed Use ²	6.603	45+	<u>245*</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>-*Permission for 245 units (20/25)</u> <u>-Brownfield</u>	1
78 <u>77</u>	New Residential	0.727	45+	<u>33</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
79 <u>78</u>	New Residential	0.919	45+	<u>41</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
80 <u>79</u>	New Residential	2.384	45+	<u>107</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>-Permission for 55 units (21/580)</u>	1
81 <u>80</u>	Existing Residential	0.077	45+	<u>3</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		<u>-Brownfield</u>	1
82 <u>81</u>	New Residential	0.156	45+	<u>32*</u>	✓	✓	●	✓	✓	✓	✓	✓	✓	●	M €50m	-Limerick Flood Relief Scheme -Site flood mitigation/design required <u>-Brownfield</u>	2
83 <u>82</u>	City Centre	0.165	100+	<u>17</u>	✓	✓	●	✓	✓	✓	✓	✓	✓	●	M €50m	-Limerick Flood Relief Scheme -Site flood mitigation/design required <u>-Permission for 32 units (19/762)</u> <u>-Brownfield</u>	2
84 <u>83</u>	City Centre	0.124	100+	<u>12</u>	✓	✓	●	✓	✓	✓	✓	✓	✓	●	M €50m	-Limerick Flood Relief Scheme -Site flood mitigation/ design required	2

¹ A maximum of 30% of this Mixed Use site area shall be considered for Residential use

² A maximum of 48% of this Mixed Use site area shall be considered for Residential use

Site No.	Zoning	Area (ha.)	Assumed Residential Density per ha.	Estimated Residential Yield	Lighting	Footpaths	Public Transport	Road Access	Water	Foul	Surface Water	Flood Risk	Infill/Brown-field	Proximity to Schools	Time Line/ Cost	Planning History/ Comments if applicable	Service Status/ Tier
																-Brownfield	
85 84	City Centre	0.043	100+	<u>20</u>	✓	✓	●	✓	✓	✓	✓	✓	✓	●	M €50m	-Permission for 20 units (<u>18/1210</u>) -Limerick Flood Relief Scheme -Site flood mitigation/ design required -Brownfield	2
86 85	City Centre	1.538	100+	<u>13</u>	✓	✓	●	✓	✓	✓	✓	✓	✓	●		-MASP supported Opera Site development commenced (17/8008) <u>13 units</u> -Brownfield	1
87 86	City Centre	0.676	100+	<u>68</u>	✓	✓	●	✓	✓	✓	✓	✓	✓	●	M €50m	-Limerick Flood Relief Scheme -Site flood mitigation/design required -Brownfield	2
88 87	City Centre	0.136	100+	<u>14</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●	M €50m	-Limerick Flood Relief Scheme -Site flood mitigation/design required -Brownfield	<u>2</u>
88	<u>City Centre</u>	<u>0.348</u>	<u>100+</u>	<u>35</u>	✓	✓	●	✓	✓	✓	✓	✓	✓	●	M €50m	-Limerick Flood Relief Scheme -Site flood mitigation/design required -Brownfield	2
89	City Centre	0.089	100+	<u>9</u>	✓	✓	●	✓	✓	✓	✓	✓	✓	●	M €50m	-Limerick Flood Relief Scheme -Site flood mitigation/design required	2
90	City Centre	0.311	100+	<u>42*</u>	✓	✓	●	✓	✓	✓	✓	✓	✓	●	M €50m	-*Permission for 42 units (<u>19/1060</u>) -Limerick Flood Relief Scheme -Brownfield	2
91	City Centre	1.38	100+	<u>138</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Brownfield	1
92	City Centre	0.079	100+	<u>8</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
93	City Centre	0.056	100+	<u>6</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
94	City Centre	0.204	100+	<u>24*</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-*Permission for 24 units (<u>20/222</u>)	1
95	City Centre	0.104	100+	<u>10</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1

Site No.	Zoning	Area (ha.)	Assumed Residential Density per ha.	Estimated Residential Yield	Lighting	Footpaths	Public Transport	Road Access	Water	Foul	Surface Water	Flood Risk	Infill/Brown-field	Proximity to Schools	Time Line/ Cost	Planning History/ Comments if applicable	Service Status/ Tier
96	City Centre	0.156	100+	<u>16</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
97	City Centre	0.061	100+	<u>6</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
98	City Centre	0.087	100+	<u>9</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
99	City Centre	0.065	100+	<u>7</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
100	City Centre	0.363	100+	<u>36</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Brownfield	1
101	City Centre	0.157	100+	<u>16</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Permission for 8 units (18/168) -Brownfield	1
102	City Centre	0.129	100+	<u>13</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
103	City Centre	0.086	100+	<u>9</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
104	City Centre	0.074	100+	<u>7</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
105	City Centre	0.21	100+	<u>21</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
106	Existing Residential	0.14	45+	<u>6</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Tender awarded for Social Housing (36 units) -Brownfield	1
107	City Centre	68.48	100+	<u>625**</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-LDA Colbert Station Quarter -**Potential capacity over lifetime of Plan -Permission for 11 units (18/8010) -Permission for 12 units (17/1103) -Brownfield	1
108	New Residential	0.297	45+	<u>13</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
109	New Residential	0.167	45+	8	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Part 8 for 14 units (18/8001)	1
110 <u>109</u>	New Residential	0.26	45+	<u>12</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
111 <u>110</u>	New Residential	0.126	45+	<u>6</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
112 <u>111</u>	New Residential	0.703	45+	<u>32</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1

Site No.	Zoning	Area (ha.)	Assumed Residential Density per ha.	Estimated Residential Yield	Lighting	Footpaths	Public Transport	Road Access	Water	Foul	Surface Water	Flood Risk	Infill/Brown-field	Proximity to Schools	Time Line/ Cost	Planning History/ Comments if applicable	Service Status/ Tier
113 112	New Residential	1.346	45+	61	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
114 113	Existing Residential	0.207	45+	9	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
115 114	Local Centre ³	0.66097	35+	6	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
116	New Residential	1.688	35+	53	✓	✓	●	✓	✓	✓	✓	✗	✗	●		Permission Granted - 53 units commenced	1
117 115	Existing Residential	0.952	45+	43	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
118 116	Existing Residential	0.133	45+	6	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
119 117	Existing Residential	0.181	45+	8	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
120 118	Existing Residential	0.506	45+	23	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
121 119	Existing Residential	1.074	45+	48	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
122 120	Existing Residential	0.755	45+	34	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
123 121	Existing Residential	0.563	45+	25	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
124 122	Existing Residential	0.757	45+	34	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
123	New Residential	0.467	45+ /35+	21	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Brownfield site	1
125 124	Existing Residential	0.139	45+	27	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Part 8 for 27 units (17/8003)	1
126 125	Existing Residential	1.413	45+	64	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
127 126	Existing Residential	0.412	45+	19	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
128 127	Existing Residential	0.508	45+	23	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
129 128	New Residential	4.75	45+	214	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1

³ A maximum of 25% of this Local Centre site area shall be considered for Residential use

Site No.	Zoning	Area (ha.)	Assumed Residential Density per ha.	Estimated Residential Yield	Lighting	Footpaths	Public Transport	Road Access	Water	Foul	Surface Water	Flood Risk	Infill/Brown-field	Proximity to Schools	Time Line/ Cost	Planning History/ Comments if applicable	Service Status/ Tier
130 129	New Residential	2.208	45+	99	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Regeneration Area -Brownfield	1
131 130	Existing Residential	0.144	45+	6	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Regeneration Area	1
132 131	New Residential	0.252	45+	11	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Regeneration Area	1
133	New Residential	0.567	45+	25	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Regeneration Area -Part 8 for 17 units (18/8014)	1
134 132	Existing Residential	0.706	45+	31	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-SHD Application 100 units -Brownfield	1
135 133	New Residential	4.841	45+/ 35+	209	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Permission for 31 units (17/1190)	1
136 134	Existing Residential	0.607	45+/ 35+	23	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
137 135	Existing Residential	0.182	35+	6	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
138 136	New Residential	8.558	35+	300	✓	✓	●	✓	✓	✓	✓	✗	✗	●		-SHD Pre-Planning 322 units	1
139 137	New Residential	2.42	35+	85	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Potential for connections through existing estate	1
140 138	New Residential	2.14	35+	75	✓	✓	●	✓	✓	✓	✓	✗	✗	●		Permission Expired – 97 units	1
141 139	New Residential	0.285	35+	10	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-Brownfield	1
142 140	New Residential	3.138	35+	110	✓	✓	●	✓	✓	✓	✓	✗	✗	●		-Permission for 96 units (20/1115)	1
143 141	New Residential	0.516	35+	18	✓	✓	●	✓	✓	✓	✓	✗	✗	●			1
144 142	New Residential	4.12	35+	144	✓	✓	●	✓	✓	✓	✓	✗	✓	●		Permission Expired – 28 units	1
145	Existing Residential	1.475	35+	52	✓	↓	●	↓	✓	✓	✓	✗	✓	●	Developer	-Limited road capacity -Footpath required	2
146	Existing Residential	1.122	35+	39	↓	↓	●	✓	✓	✓	✓	✗	✗	●	Developer	-Lighting and footpath extensions required	2
147	Existing Residential	0.977	35+	34	↓	↓	●	↓	✓	✓	✓	✗	✓	●	Developer	-Limited road capacity -Footpath required	2

Site No.	Zoning	Area (ha.)	Assumed Residential Density per ha.	Estimated Residential Yield	Lighting	Footpaths	Public Transport	Road Access	Water	Foul	Surface Water	Flood Risk	Infill/Brown-field	Proximity to Schools	Time Line/ Cost	Planning History/ Comments if applicable	Service Status/ Tier
143	New Residential	4.38	35+	153	!	!	●	✓	✓	✓	✓	✗	✓	●	Developer	-Lighting, footpath extensions and pedestrian crossing of N69 required -Road infrastructure upgrades including traffic calming required -Access to be provided via minor road only	2
148 144	New Residential	31.95	35+	1118	!	!	●	!	!	!	!	✗	✗	●	S €50	-MASP identified Mungret Masterplan -Mungret Link Road will provide all services -Part 8 granted 253 units (21/800)	2
149 145	New Residential	1.476 1.326	35+	52	!	!	●	!	!	!	!	✗	✗	●	S €50	-MASP identified Mungret Masterplan -Mungret Link Road will provide all services	2
150 146	New Residential	0.632	35+	22	✓	✓	●	✓	✓	✓	✓	✗	✗	●		-MASP identified Mungret Masterplan	1
151 147	Local Centre ³	1.03	35+	9	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-MASP identified Mungret Masterplan	1
152 148	New Residential	5.334 5.065	35+	253*	!	!	●	!	!	!	!	✗	✗	●	S €50	-MASP identified Mungret Masterplan -Permission for 253 units (21/800) -Link Road will provide all services	2
153 149	Existing Residential	0.939	35+	33	✓	✓	●	✓	✓	✓	✓	✗	✓	●		-MASP identified Mungret Masterplan	1
154 150	New Residential	2.502 2.519	35+	88	!	!	●	!	!	!	!	✗	✗	●		-MASP identified Mungret Masterplan -Phase 1 Link Road constructed	2
155 151	New Residential	14.39 13.45	45+/ 35+	586	!	!	●	!	!	!	!	✗	✗	●	S €50	-MASP identified Mungret Masterplan -Proposed Mungret Link Road	2
156 152	New Residential	3.971 4.12	45+/ 35+	145	✓	✓	●	✓	✓	✓	✓	✗	✗	●			1
157 153	New Residential	2.521	35+	88	✓	✓	●	✓	✓	✓	✓	✗	✗	●		-Permission for 65 units (20/1195) -MASP identified Mungret Masterplan	1
158 154	Existing Residential	0.743	45+	33	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
159 155	New Residential	0.34	45+	15	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1

Site No.	Zoning	Area (ha.)	Assumed Residential Density per ha.	Estimated Residential Yield	Lighting	Footpaths	Public Transport	Road Access	Water	Foul	Surface Water	Flood Risk	Infill/Brown-field	Proximity to Schools	Time Line/ Cost	Planning History/ Comments if applicable	Service Status/ Tier
160 <u>156</u>	Existing Residential	0.584	45+	<u>26</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
161 <u>157</u>	Local Centre ³	0.576	45+	<u>6</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1

2) Limerick City, ~~and~~ Environs, Annacotty and Mungret lands identified for potential Employment related development:

Legend					
Serviced/ Yes	✓	Serviceable/ Investment required	!	Not required/ No	✗
Located within 1.5km walk	●	Located within 1.5-3km walk	●	Located over 3km+ walk	●
Short term – 5 year delivery	S	Medium term – 10 year delivery	M	Long Term – 20 year delivery	L

Site No.	Zoning	Area (ha.)	Assumed Residential Density per ha.	Estimated Residential Yield	Lighting	Footpaths	Public Transport	Road Access	Water	Foul	Surface Water	Flood Risk	Infill/ Brown-field	Proximity to Schools	Time Line/ Cost	Planning History/ Comments if applicable	Service Status/ Tier
<u>1</u>	<u>Enterprise & Employment</u>	3.588	N/A	N/A	!	✓	●	✓	!	!	✓	✗	✗	●		-Brownfield	<u>1</u>
1 <u>2</u>	Enterprise & Employment	0.603	N/A	N/A	!	✓	●	✓	!	!	✓	✗	✗	●	M €150m	-Regeneration Area -MASP supported Northside Business Campus -Water main requires upgrading -Services to be provided with LNDR	2
2 <u>3</u>	Enterprise & Employment	10.8	N/A	N/A	!	!	●	!	!	!	!	✗	✗	●	M €150m	-Regeneration Area -MASP supported Northside Business Campus -Water main requires upgrading -Services to be provided with LNDR	2
3 <u>4</u>	Mixed Use	9.43	45+/35+	<u>108*</u>	!	!	●	!	!	!	!	✗	✗	●	M €150m	-Regeneration Area -MASP supported Northside Business Campus -Water main requires upgrading -Services to be provided with LNDR <u>-*Tender awarded for 108 units</u>	2
4 <u>5</u>	Enterprise & Employment	12.79	N/A	N/A	!	!	●	!	!	!	!	✗	✗	●	M €150m	-Regeneration Area -MASP supported Northside Business Campus -Services to be provided with LNDR	2
																	1

Site No.	Zoning	Area (ha.)	Assumed Residential Density per ha.	Estimated Residential Yield	Lighting	Footpaths	Public Transport	Road Access	Water	Foul	Surface Water	Flood Risk	Infill/ Brown-field	Proximity to Schools	Time Line/ Cost	Planning History/ Comments if applicable	Service Status/ Tier
5 6	Mixed Use	2.150	N/A	<u>N/A</u>	✓	✓	●	✓	✓	✓	✓	✗	✗	●		-Regeneration Area	
6 7	Mixed Use	0.641	N/A	<u>29</u>	✓	✓	●	✓	✓	✓	✓	✗					
7 8	Enterprise & Employment	2.787	N/A	<u>N/A</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
9	<u>High Tech/ Manuf.</u>	<u>6.603</u>	<u>N/A</u>	<u>N/A</u>	✓	✓	●	✓	✓	✓	✓	✓	✓	●	<u>Developer</u>	<u>-Specific objective for SSFRA and mitigation works</u>	<u>2</u>
8 10	High Tech/ Manuf.	8.296	N/A	<u>N/A</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
9 11	Mixed Use	6.603	45+	<u>142</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
10 12	Enterprise & Employ.	3.188	N/A	<u>N/A</u>	✓	✓	●	✓	✓	✓	✓	✗	✗	●			1
11 13	Enterprise & Employ.	16.05	N/A	<u>N/A</u>	✓	✓	●	✓	✓	✓	✓	✗	✗	●			1
12 14	Enterprise & Employ.	2.019	N/A	<u>N/A</u>	✓	✓	●	✓	✓	✓	✓	✓	✗	●		-Objective for Site Specific Flood Risk Assessment	2
13 15	Enterprise & Employ.	18.16	N/A	<u>N/A</u>	✓	✓	●	✓	✓	✓	✓	✗	✗	●			1
14 16	Enterprise & Employment	24.22	N/A	<u>N/A</u>	!	!	●	✓	✓	✓	✓	✗	✗	●	<u>Developer</u>	-Extension of existing services required	2
15 17	Enterprise & Employ.	1.99	N/A	<u>N/A</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
16 18	Enterprise & Employ.	0.789	N/A	<u>N/A</u>	✓	✓	●	✓	✓	✓	✓	✗	✗	●			1
17 19	Enterprise & Employ.	0.417	N/A	<u>N/A</u>	✓	✓	●	✓	✓	✓	✓	✗	✗	●			1
18 20	Enterprise & Employ.	1.306	N/A	<u>N/A</u>	✓	✓	●	✓	✓	✓	✓	✗	✓	●			1
19 21	Enterprise & Employ.	10.01	N/A	<u>N/A</u>	✓	✓	●	✓	✓	✓	✓	✓	✗	●		-Objective to plan site sequentially outside flood zone, to be used for ancillary open space	2
22	<u>Data Centre</u>	<u>18.88</u>	<u>N/A</u>	<u>N/A</u>	!	!	●	✓	✓	✓	✓	✓	✗	●	<u>Developer</u>	<u>-Objective for access and water compatible uses in the Flood Zone only</u> <u>-Extension of existing services required</u>	<u>2</u>
20 23	Enterprise & Employ.	33.47	N/A	<u>N/A</u>	✓	✓	●	✓	✓	✓	✓	✓	✓	●		-Objective for Site Specific Flood Risk Assessment	2

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21 24	Enterprise & Employ.	0.505	N/A	N/A	✓	✓	●	✓	✓	✓	✓	✓	✓	●		-Objective for Site Specific Flood Risk Assessment	2
22 25	Enterprise & Employ.	1.907	N/A	N/A	✓	✓	●	✓	✓	✓	✓	✓	✓	●		-Objective for Site Specific Flood Risk Assessment	2
23 26	Industry	5.229	N/A	N/A	✓	✓	●	✓	✓	✓	✓	✓	✓	●	S/M M €50m	-Primary bus route and cycle lanes proposed for Dock Road (LSMATS) -Limerick Flood Relief Scheme	1
24 27	Industry	7.292	N/A	N/A	✓	✓	●	✓	✓	✓	✓	✓	✓	●	S/M M €50m	-Primary bus route and cycle lanes proposed for Dock Road (LSMATS) -Limerick Flood Relief Scheme	1
25 28	Enterprise & Employment	5.944	N/A	N/A	✓	✓	●	✓	✓	✓	✓	✓	✓	●	S €10m M €50m	-Primary bus route and cycle lanes proposed for Dock Road (LSMATS) -Limerick Flood Relief Scheme	1
26 29	Enterprise & Employment	4.34	N/A	N/A	✓	✓	●	✓	✓	✓	✓	✓	✓	●	S €10m M €50m	-Primary bus route and cycle lanes proposed for Dock Road (LSMATS) -Limerick Flood Relief Scheme	1
27 30	Enterprise & Employment	0.748	N/A	N/A	✓	✓	●	!	✓	✓	✓	✓	✓	●	S €10m M €50m	-Primary bus route and cycle lanes proposed for Dock Road (LSMATS) -Access available but Indicative Link Road -Limerick Flood Relief Scheme	2
28 31	Enterprise & Employ.	2.033	N/A	N/A	✓	✓	●	!	✓	✓	✓	✓	✗	●	S €10m M €50m	-Primary bus route and cycle lanes proposed for Dock Road (LSMATS) -Access available but Indicative Link Road -Limerick Flood Relief Scheme	2
29 32	Enterprise & Employ.	1.012	N/A	N/A	✓	✓	●	!	✓	✓	✓	✓	✗	●	S €10m M €50m	-Primary bus route and cycle lanes proposed for Dock Road (LSMATS) -Access available but Indicative Link Road -Limerick Flood Relief Scheme	2
30 33	Enterprise & Employ.	3.47	N/A	N/A	✓	!	●	✓	✓	✓	✓	✓	✗	●	M €50m	-Limerick Flood Relief Scheme	2
31 34	Enterprise & Employ.	10.85	N/A	N/A	✓	!	●	!	✓	✓	✓	✓	✗	●	S €10m M €50m	-Primary bus route and cycle lanes proposed for Dock Road (LSMATS) -Indicative Link Road -Limerick Flood Relief Scheme	2
32 35	Enterprise & Employment	4.445	N/A	N/A	✓	!	●	✓	✓	✓	✓	✓	✗	●	S €10m M €50m	-Primary bus route and cycle lanes proposed for Dock Road (LSMATS) -Limerick Flood Relief Scheme	2

Site No.	Zoning	Area (ha.)	Assumed Residential Density per ha.	Estimated Residential Yield	Lighting	Footpaths	Public Transport	Road Access	Water	Foul	Surface Water	Flood Risk	Infill/ Brown-field	Proximity to Schools	Time Line/ Cost	Planning History/ Comments if applicable	Service Status/ Tier
33 36	Industry	1.647	N/A	N/A	!	!	●	✓	✓	✓	✓	✗	✗	●	Developer	-Lighting and footpath extensions required	2
34	Enterprise & Employment	4.518	N/A		↓	↓	●	✓	✓	✓	✓	✗	✓	●	Developer	-Lighting, footpath extensions and pedestrian crossing of N69 required -Road infrastructure upgrades including traffic calming required -Access via minor road	2
35 37	High Tech/ Manuf.	46.68	N/A	N/A	!	!	●	✓	!	!	✓	✗	✗	●	Developer	-Extension of existing services required	2
36 38	High Tech/ Manuf.	48.25	N/A	N/A	✓	✓	●	✓	✓	✓	✓	✓	✗	●	Developer	-Ancillary uses / Attenuation areas in flood zone -Specific Objective for Flood Risk Assessment	2
37 39	High Tech/ Manuf.	9.54	N/A	N/A	✓	✓	●	✓	✓	✓	✓	✗	✗	●			1
38 40	High Tech/ Manuf.	33.12	N/A	N/A	✓	✓	●	✓	✓	✓	✓	✗	✗	●			1