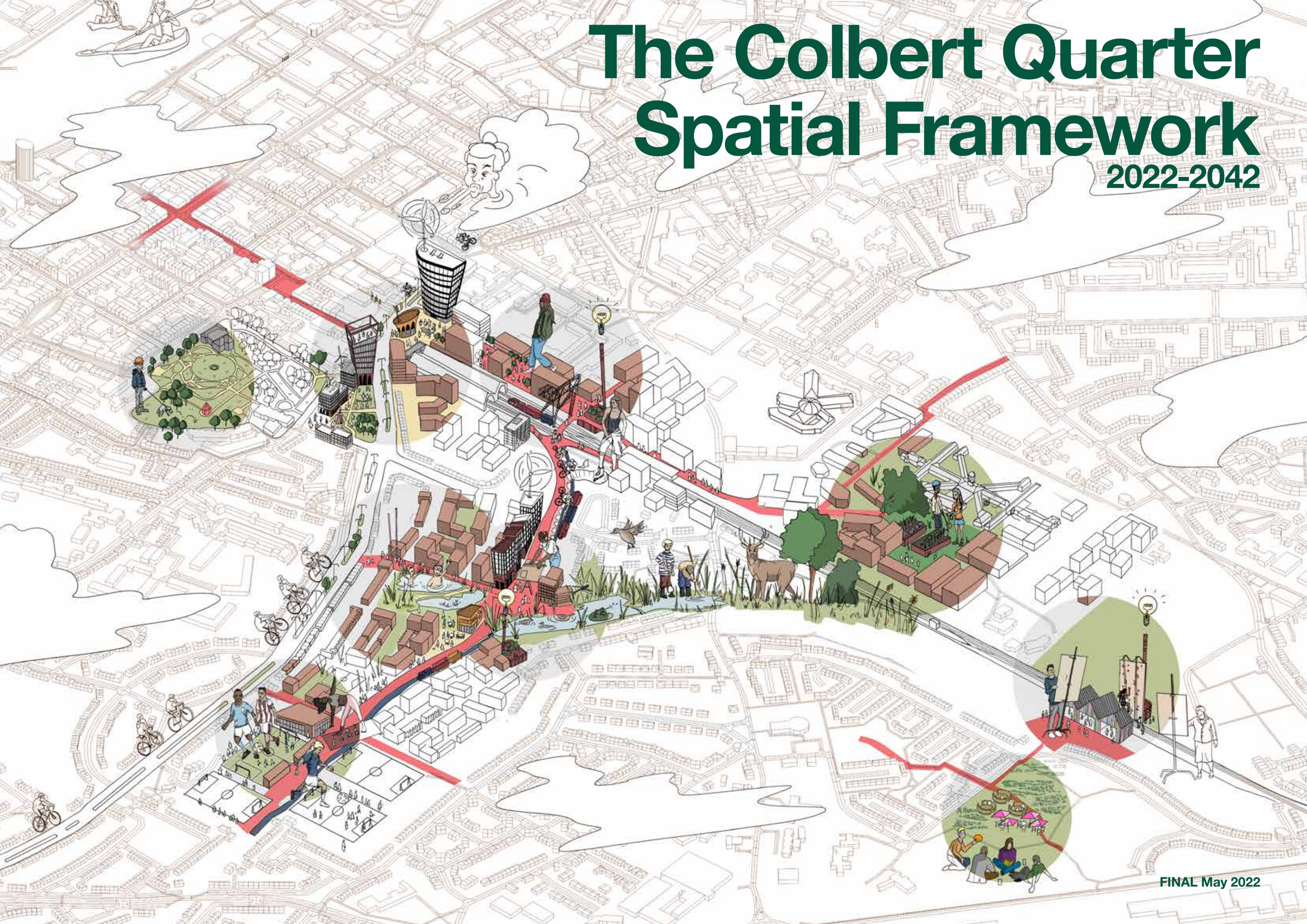
The Colbert Quarter Spatial Framework

2022-2042



FINAL May 2022

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Foreword

The Spatial Framework for the Colbert Quarter was developed working with our partners, Limerick City and County Council, CIE and HSE. It represents a blueprint for the potential transformation for this strategically significant area of Limerick City over time.
The Colbert Quarter, an area in the heart of Limerick City made up almost entirely of state-owned land, offers the potential to truly transform underutilised brownfield areas into a vibrant, liveable, mixed use and compact urban quarter.

The Framework shows how the transformation of this area, into a new gateway for Limerick, can serve existing communities and build new sustainable neighbourhoods, alongside providing high quality office and commercial space, enabling many more people to live and work in the heart of the City. A key aim is to provide high quality affordable homes based on the principles of sustainability, with active mobility and access to quality open space all with the flexibility to adapt over time to changing circumstances.

The Spatial Framework sets out a vision for the area that builds on the policies in the Draft Limerick City and County Development Plan but also on the ambitious growth plans for Limerick that are set out in the National Planning Framework. It provides for transport orientated development and seeks to achieve a vibrant mix of affordable homes, landmark buildings, unique pedestrian and cycling infrastructure, employment space and new parks and play areas. The Framework is ambitious and complements the other significant initiatives underway in Limerick City. It seeks to rejuvenate and enhance the potential for this area to develop as an attractive place to live, work and play.

We would like to thank our partners in Limerick City and County Council, CIE and HSE who have engaged and supported the process of exploring the potential for the Colbert Quarter from the outset and with whom we look forward to continuing to engage with as we move towards the delivery of the vision outlined in the Spatial Framework.

John Coleman, CEO, Land Development Agency (LDA)

Overview

The Colbert Quarter is centrally located in Limerick city, adjacent to the Georgian core and city centre area. It comprises of 69+ hectares of land, including Colbert Station, St. Joseph's Hospital campus, schools, recreational facilities and residential areas. It is an irregularly-shaped area, bounded generally by Sexton Street, Roxboro Road and Ballysimon Road to the north, Mount St. Lawrence Cemetery to the east, Kennedy Park to the south, Janesboro to the south-east Ballinacurra Weston to the south-west, the rear of properties along Hyde Road to the west, and Parnell Street to the west.

Total study area size

69.5ha

Development space available

46.9ha

Lands around the Colbert Station offer a unique opportunity to revitalise a city centre as well as create sustainable neighbourhoods with affordable housing for new and existing residents.



Overview
About This Document

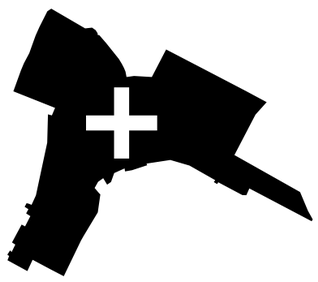
The Colbert Quarter Spatial Framework (CQSF) proposes a vision for the wider Colbert area, suggesting opportunity sites and recommending priorities for the consolidation and future development of the area.

The work has been commissioned by the LDA and co-sponsored by LCCC to provide a comprehensive Framework which demonstrates the transformative potential for this area and the particular opportunity to optimise underutilised state and other lands over time to become a new mixed use urban quarter and gateway for Limerick. The CQSF area covers a significant area of state lands, up to c.69ha, and comprises a variety of operational uses including a train and bus station, educational and recreational, business, residential and community interest and areas which are underutilised and inaccessible. The CQSF brings together three main public body landholders within the framework lands - LCCC, CIÉ and HSE with an interest in working co-operatively to develop their lands.

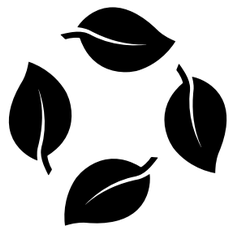
The framework has a holistic approach to the area. It aims to understand the current condition from all angles, identifying opportunities and threats, defining a direction and advising on deliverability.

It is a design led exercise that seeks to ensure that the framework lands integrate with the city and wider environs, in an exemplar and sustainable way, strengthening connections, providing quality homes and creating opportunities to live and work. It seeks to set the scene for a mixed use, socially diverse, vibrant urban quarter, that respects the cultural and architecture heritage of the area while encouraging a high standard of design.

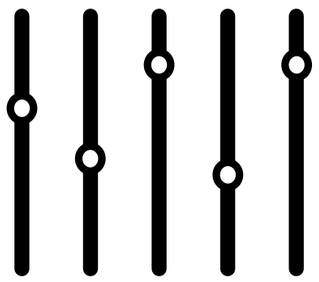
The framework is a non-statutory document that has been developed to inform the design and evolution of the redevelopment and provides guidance and design principles in support of achieving the overall vision for the Colbert Quarter. The zoning and objectives for the area are set out in the statutory development plan which is currently in consultation as a Draft Limerick Development Plan 2022 - 28. The CQSF supports these development plan objectives and provides guidance on design and approach for the implementation of these objectives, to ensure a coherent and integrated vision to inform the future redevelopment of the lands.



Unlock Opportunities For All



Exemplar Sustainable Neighbourhood



Balance Landowner Aspirations



Evidence Base For Future More Detailed Study/Plans

Overview
Setting The Scene

The Colbert Quarter Spatial Framework (CQSF) provides a vision for the study area exploring possible opportunities informed by in-depth analysis, engagement and feedback. It builds upon the work already carried out in the Design Review of Colbert Quarter. The Design Review was used as a tool for the Land Development Agency (LDA) and relevant landowners to explore the potential for the framework area. The objectives for the Design Review were to explore integrated place-making with compact, dense, sustainable urban design at its heart. The briefing for the sites included the aspirations of the primary stakeholders, Limerick City & County Council (LCCC), Coras Iompair Éireann (CIÉ) and the Health Service Executive (HSE) as well as the LDA. Five different visions were provided by five different architects, all of which went out for public consultation. Feedback from consultation along with further engagement with stakeholders have all fed into proposals and objectives noted within the CQSF.

Limerick
The city lies on the river Shannon and is located in the Mid-West region. The city has a population of around 95,000 people making it the third largest city in Ireland, behind Dublin and Cork.

Historical and Local Character
Limerick has a rich history and especially from an urban design perspective. This is particularly evident with the Georgian extension to the city known as Newtown Pery which is still of great significance today.

Colbert Station itself is a building of great significance and is a protected structure. Colbert Station was named in commemoration of Cornelius (Con) Colbert, a prominent member of the 1916 Easter Rising. Also located within the study area is Limerick Prison and St. Joseph's Hospital both of which are unique in their architectural style. These buildings along with Roxboro Road (the main arterial route through the Quarter) pre-date Colbert Station.

Spatial Analysis
The report examines the spatial characteristics of the study area within the boundary and its surroundings.

The development boundary sits in close proximity to the city centre, yet is removed from the city's energy. Unlike the Georgian Quarter the site feels suburban with underutilised green spaces, low density housing and opportunity brownfield sites. The Spatial Framework explores the opportunity of better utilising these unloved and/or inaccessible spaces, a rare opportunity within a central urban environment.

Within the study area some of the existing civic, health and education uses help to inform a character and/or a primary use. The eight character district areas set out in the document seek to enhance these, but also provide districts with multiple uses.

Functional Analysis
Within the study area there is a large area of underutilised brownfield and infill opportunities to support the development of a vibrant urban centric district.

While eight character districts have been identified across the area, these can be grouped into three main areas. Firstly, the area around the station itself offers opportunities to deliver new high density commercial spaces as well as housing alongside new and improved transport and education facilities. The area to the east of the station, offers opportunities to provide a broader mix of creative, scientific and commercial uses, alongside new healthcare facilities and lower density housing. The area to the south of the station is considered the most suitable location to accommodate a new residential neighbourhood, served by new amenities, open spaces and high quality leisure and recreation facilities.

The LDA, together with our partners LCCC, CIÉ and HSE envisage that the development of the area over time will deliver a new and vibrant urban neighbourhood, providing mixed tenure and affordable housing, employment opportunities, community facilities and recreational space. The neighbourhood will cater for multi-generational city centre living.

Socio- Economic Analysis
Successful delivery on the scale anticipated is integral to Limerick's future economic vitality and competitiveness: accommodating new businesses and jobs; providing new opportunities for cultural consumption and 'enjoyment' of the city; enhancing access to affordable homes; and transforming the quality of amenities and services. It presents an opportunity to respond to some of the deep embedded social and economic challenges which currently characterise the city, and an early opportunity to respond to the rapidly changing regional, national and global context post pandemic and post Brexit.

Objectives
Based on input from consultation and the work by the interdisciplinary team a series of ambitions and sustainable development principles which are recommended to guide the future of Limerick have been discussed with the primary stakeholders. These recommended objectives are to be considered across the different districts within the study area.

6 Objectives

1. A Cultural And Civic Gateway



2. A Place To Visit



3. A Well Connected City



4. A Great Place To Live



5. Healthy Streets & Active Transport



6. Exemplar In Sustainable Design



8 Character Districts



Study Area Brief
The study area has been broken up into eight individual districts. These individual districts are not designed solely to provide for one building type or use. The intention is that overtime the eight independent districts can become vibrant centres with unique and cohesive characters. This approach combined with well establish routes will work towards the objective for a well connected city with '15 minute' walkable neighbourhoods.

In conjunction with the eight districts the CQSF explores opportunity for public realm improvements and key connections. The site is separated by the dominant rail infrastructure, but the study sees this as opportunity to inform interesting uses and interactions with the railway supporting unique transport orientated developments.

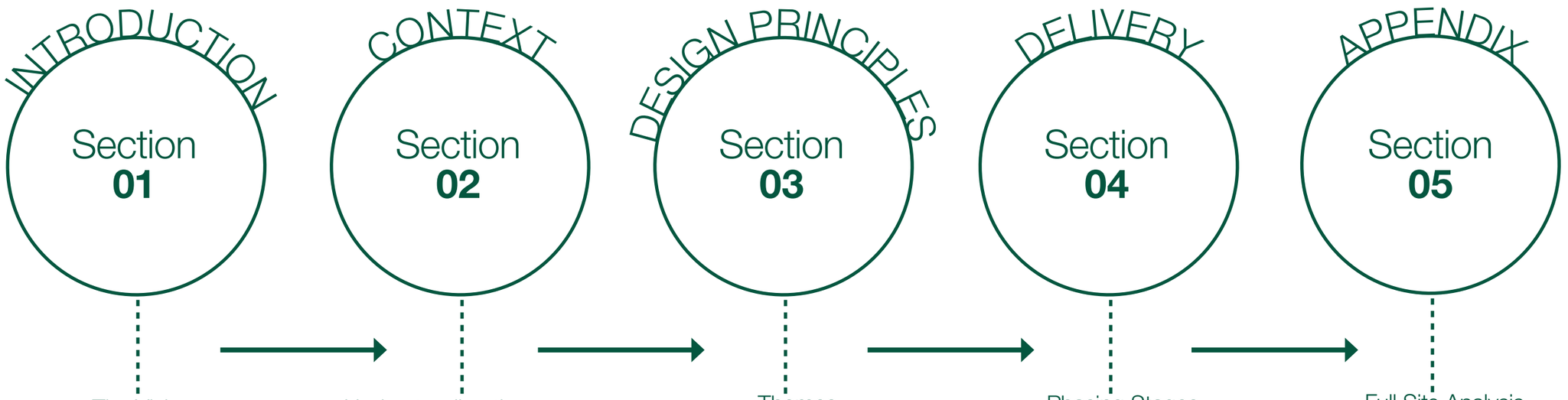
Delivery
To unlock the opportunity, strong and effective delivery partnerships will need to be developed to co-ordinate and activate this strategically significant area. Long term commitment, an ethos of innovation and agility will all be needed to ensure action and investment continues to evolve to match local need and market demand.

Significant public investment will be needed from the outset to lay the foundations for delivery and to generate long term interest, confidence and momentum. In doing so, public partners will set the tempo for delivery and establish a high benchmark for the quality of development, and the ethos of wider partner involvement.

Conclusion
Limerick is well placed to become an exemplar city with excellent transport links, an ambition to promote active transport and provide vibrant multi-use districts joined together by green lungs, pedestrian routes and generous urban parks. The Colbert Quarter provides the potential to unlock opportunities for development and increased connectivity, bridging divides to connect neighbourhoods with each other and the city centre. This CQSF provides the context for achieving this and will help inform more detailed designs to deliver on Limerick's vision.

Overview
Navigating This Document

The Colbert Quarter Spatial Framework (CQSF) document is broken down into 5 sections including the appendix. In conjunction with this main document we have produced an Executive Summary Document which is a overview of this document.



	The Visions	Understanding the area	Themes	Phasing Stages	Full Site Analysis
Key Headings	Concepts Engagement & Consultation Planning Policy	Evaluation	Key Moves Overall Strategy 8 District Briefs Design Methodologies	Delivery Approach Placemaking Next Steps	Note from Irish Rail
Purpose	This section helps to explain the overall concept, visions and the external factors which help to inform proposals illustrated within the Spatial Framework.	Overview of land and spatial analysis of the development and surrounding areas. Review of the socio-economic context. The research and analysis then leading into the SWOT analysis which help set the brief for the study area. *For full research and analysis see the appendix which covers the analysis in more detail, which was required to fully understand the study area and Limerick as a whole.	Derived from the vision and analysis in section 02. key themes and framework moves are identified for the development area. The overall strategy considers the area as a whole (including some of surrounding areas) making suggestions as to how the overall vision could be achieved cohesively. This is explored through green lungs, walkability, public realm and urban form. The CQSF has broken up the area into eight character districts. The districts are broken down into mini briefs exploring the potential and opportunities for sites with wider objectives in mind. Use types and locations are derived from engagement, consultation and the early analysis work. Design methodologies give detail along with supporting case studies to illustrate how design could be implemented and/or to set key parameters to adopt as and when these plots/areas might be implemented.	This section explores how and when some of the proposals identified might happen. Within the study area there are already projects underway that need to be considered in an approach towards phasing. The phasing helps identity a strategy to deliver the Spatial Framework. However certain projects/ phasing may evolve based on the prevailing needs and requirements that may arise during forthcoming Development Plan cycles. Delivery of the Spatial Framework has been explored through aspects such as funding and delivery partnerships and structures. The section also identifies next steps such as more detailed technical studies through to developing design codes for certain uses/districts.	The appendix expands on section 02 and shows the full research and analysis undertaken to understand the study area and Limerick as a city. A note by Irish Rail has also been provided to highlight development possibilities relating the Draft Limerick-Shannon Metropolitan Area Transport Strategy (LSMATS).

Standalone Documents
Strategic Environmental Assessment
Appropriate Assessment
Strategic Flood Risk Assessment

1 Introduction

1.1 Vision Statement
1.2 The Big Picture
1.3 Economic Purpose
1.4 Consultation & Engagement
1.5 Planning & Development Context

Colbert Quarter is set to become a sustainable and flourishing new urban quarter for Limerick. It is expected to offer vibrant compact neighbourhoods with a focus on delivering affordable housing in a well-connected and walkable environment. This will include community and recreational amenities, quality public realm and parkland setting to enhance liveability and well-being, whilst promoting sustainability and flexibility for the area to evolve over time.

A network of new and improved links will promote sustainable and active travel, better connecting new and existing communities with supporting neighbourhood amenities.

Colbert Quarter is planned to become a gateway for Limerick, with landmark buildings and high-quality employment, office and commercial space, providing opportunities for inward investment and job creation, with potential for cultural and leisure activities which will support with creating a vibrant and inclusive character, building upon Limerick's cultural and rejuvenation initiatives.

Early development opportunities will act as a catalyst to demonstrate the vision, set the tempo for development and support the unlocking of the transformative potential of this new urban quarter and gateway for Limerick.

1.2 Ambitions & The Big Picture

1 Introduction
1.2.1 6 Objectives

Tied into the overall vision are six objectives. Limerick offers a rich historical fabric as well as a unique tapestry of landscape within an urban setting, with its generous green parks and the prominence of the River Shannon. The city's ambition for sustainable development, urban centred living for all, enhanced transport links, as well as promoting the culture and arts, support the six ambitions which feed into the overall vision for the study area and it's environs.

1. A Cultural And Civic Gateway

A vibrant mix of uses form a Gateway, from civic uses and workplace supporting employment through to bars, restaurant gyms and high quality public realm.



2. A Place to Visit

Building upon Limerick's existing tourism offerings with better links and new uses supporting tourism. It will be a unique proposal, which could inform new destinations close to the station



3. A Well Connected City

Limerick is already a well connected city. Consideration should be given to arrival into the city which harnesses the Gateway ambition, as well as the amenities to support those living, visiting and commuting into the city.



4. A Great Place To Live

Vibrant places to live, *15 minute* neighbourhoods with access to local amenities and with generous green spaces. Affordable homes for all generations and support families within the city.



5. Healthy Streets And Active Transport

Enjoyable, safe and more direct links encouraging active transport modes. Landscaped green lungs encourage us outdoors and promoting biodiversity.



6. Exemplar In Sustainable Design

Setting ambitious design parameters which consider social aspects such as well-being through to the more physical, such as energy districts/infrastructures, air quality, access to growing spaces and green buildings.



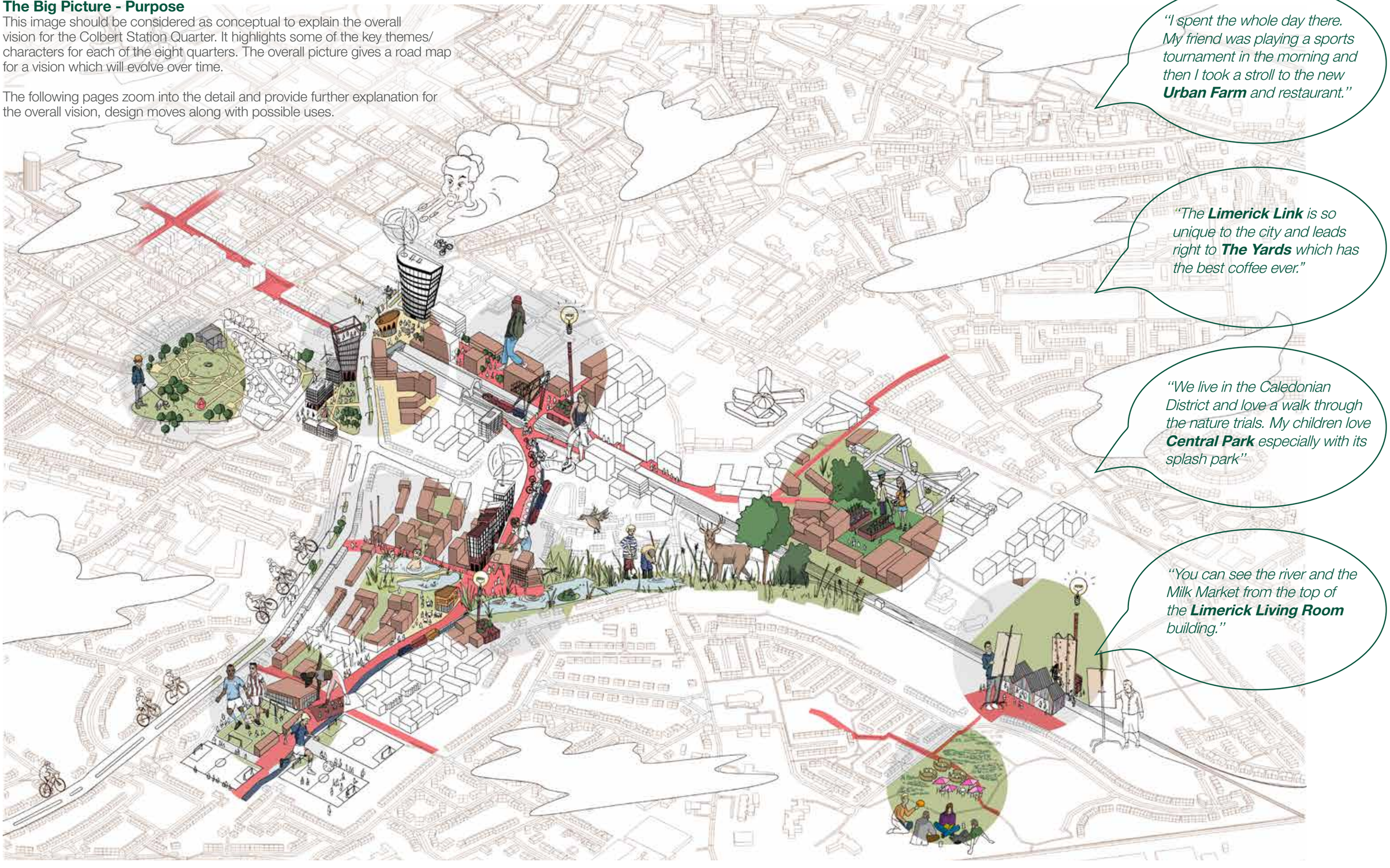
1 Introduction

1.2.2 The Big Picture- A Vision For the Colbert Quarter

The Big Picture - Purpose

This image should be considered as conceptual to explain the overall vision for the Colbert Station Quarter. It highlights some of the key themes/ characters for each of the eight quarters. The overall picture gives a road map for a vision which will evolve over time.

The following pages zoom into the detail and provide further explanation for the overall vision, design moves along with possible uses.



1 Introduction
1.2.3 The Big Picture - Colbert Station & Sexton Districts

1. Limerick's Living Room - A Landmark Building
A potential civic offering for the city; either a network of spaces or building which acts as a living room for Limerick. Possibly located adjacent to Colbert Station's plaza and People's Park, this area could act as an extension to these already established civic spaces.

The Limerick Living Room could provide places for performance, debate, learning and/or become a prominent community/civic resource for the people of Limerick. Its programming should support existing cultural and civic uses and initiatives.

2. The Laneways & Way-finding
Through spatial analysis and discussions with stakeholders the way-finding from the station is poor, not only into the study area but also into the city centre. Meanwhile projects could be considered to highlight journeys from the station plaza towards the river, city centre and into the Quarter. The Spatial Framework could be considered in conjunction with the Limerick Georgian Laneways project, where laneways become places for sanctuary, play and to socialise.

It will be important for proposals to connect to the wider area. The extension of Colbert Station's plaza with landscape interventions running up Parnell Street and the move towards more cycle friendly routes. Re-invigorating the urban frontage onto these areas with the proposed hotel on the comer of the plaza being the potential catalyst for this.

3. Stay & Play
A potential landmark hotel building offering a place to stay for those visiting and/or working in the city. The building could provide active ground floor use to add vibrancy to the Colbert Plaza.

4. Unique Gateway Buildings
An opportunity to provide a unique building fronting the railway and integrated with the bus station. A building with an integrated link connecting through to the other districts whilst offering vibrant programming along its route.

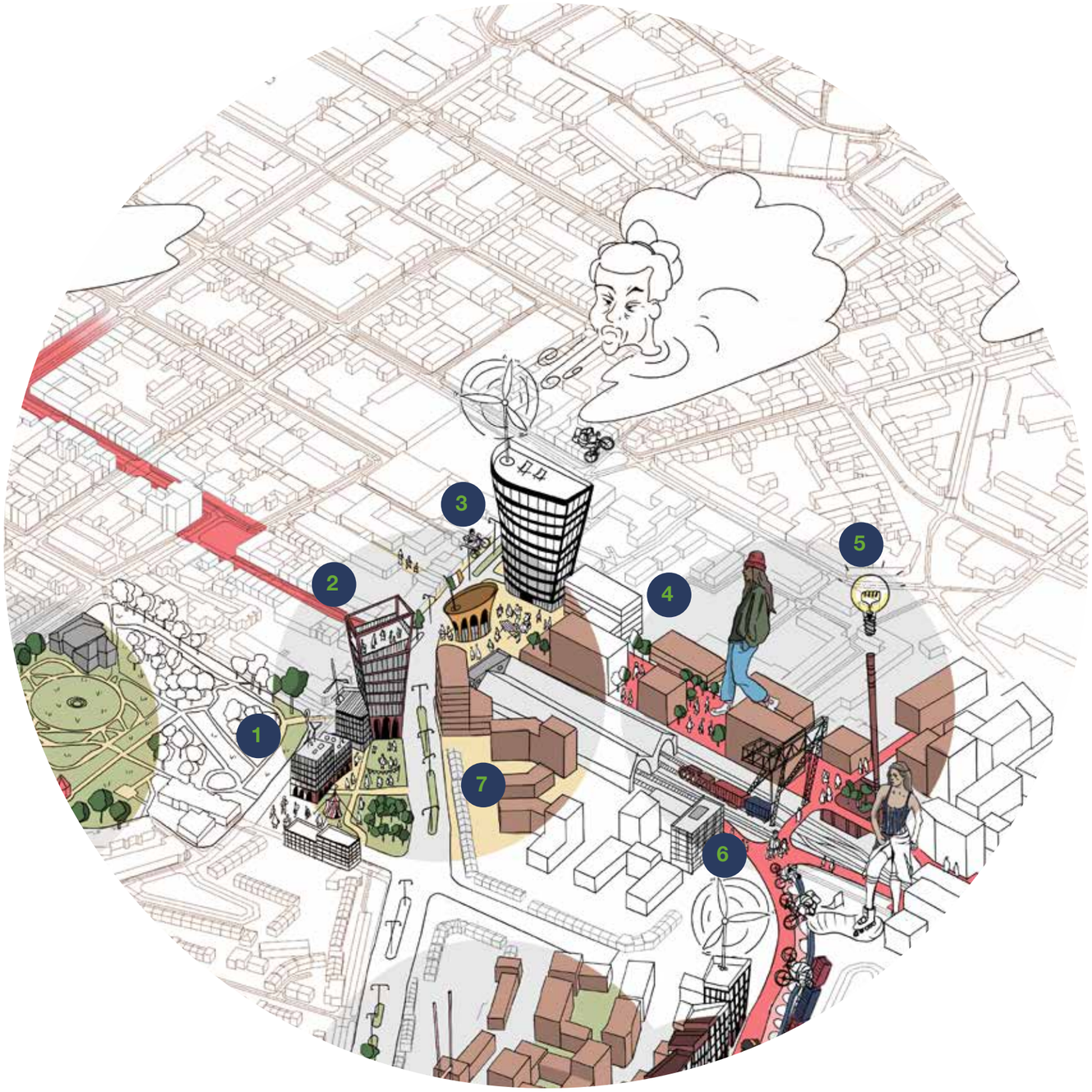
A place to work/eat/play/relax, and the starting point for the Limerick Link which travels throughout the eight districts.

5. The Gantry & Energy Centre
Energy centres inform mini districts for each of the districts. These sites could be opportunities for multiple uses, possibly combined with bridges/crossing points or for education purpose. All with the aim for these to become part of the public realm and community offering.

This area sits at key intersection over the railway acting as a visible landmark when coming in via train. Proposals create a canyon of buildings along the railway and retain the existing gantry crane to become a landmark. Hybrid programming and roofscapes offer spaces for renewables all feeding into the energy grid.

6. The Limerick Link
A link which is both pedestrian and cycle friendly that provides connectivity throughout the districts; over and under the railways, along side buildings and through green lungs. There is the opportunity for this to become a unique landmark for Limerick with varied and vibrant uses spread throughout the routes.

7. Vibrant Mixed-use Districts
Places to live/work/play, which are well connected to the centre, the station and other districts.



1 Introduction

1.2.4 The Big Picture - Caledonian & Carey's Districts

1. Delivery Of Homes

Delivery of new homes is a key priority for the Framework. Providing a mix of high quality and sustainable homes within close proximity of services, facilities and employment opportunities will help to create an attractive and vibrant new area within the city centre. Early phases such as the Guinness Lands project to catalyse the area and provide much needed social and affordable homes.

2. The Yards

Sitting at the centre of the residential neighbourhood The Yards could offer local amenities for residents and/or space for small start-ups and businesses. There is the opportunity to inhabit spaces beneath the proposed Foynes Line, which may be reinstated in the future. There is the opportunity to create connections east-west below the new railways.

3. Dykes & Nature Trail

Access to green-space and enhancement of the area's existing natural features are considered with the aim to promote nature within the urban environment. Development could consider the incorporation of SUDs and dykes, harnessing bio-diversity and sustainable water management. This area's proximity to education use could offer opportunities for places to learn outdoors.

4. People's Pavilion & Energy Centre

The people's pavilion sits at the heart of the site adjacent to the Central Park. The space could provide local amenities such as a crèche, a family hub to support new and existing families, as well as a community centre with cafe.

The energy centre sits adjacent to a crossing point and could be celebrated. Its presence is a reminder of energy usage and a move to sustainable districts/living.

5. Sports & Education

The proposed school use is well connected to the existing schools (to the north of the Quarter) via the Limerick Link. The school is well sited to accommodate new and existing communities.

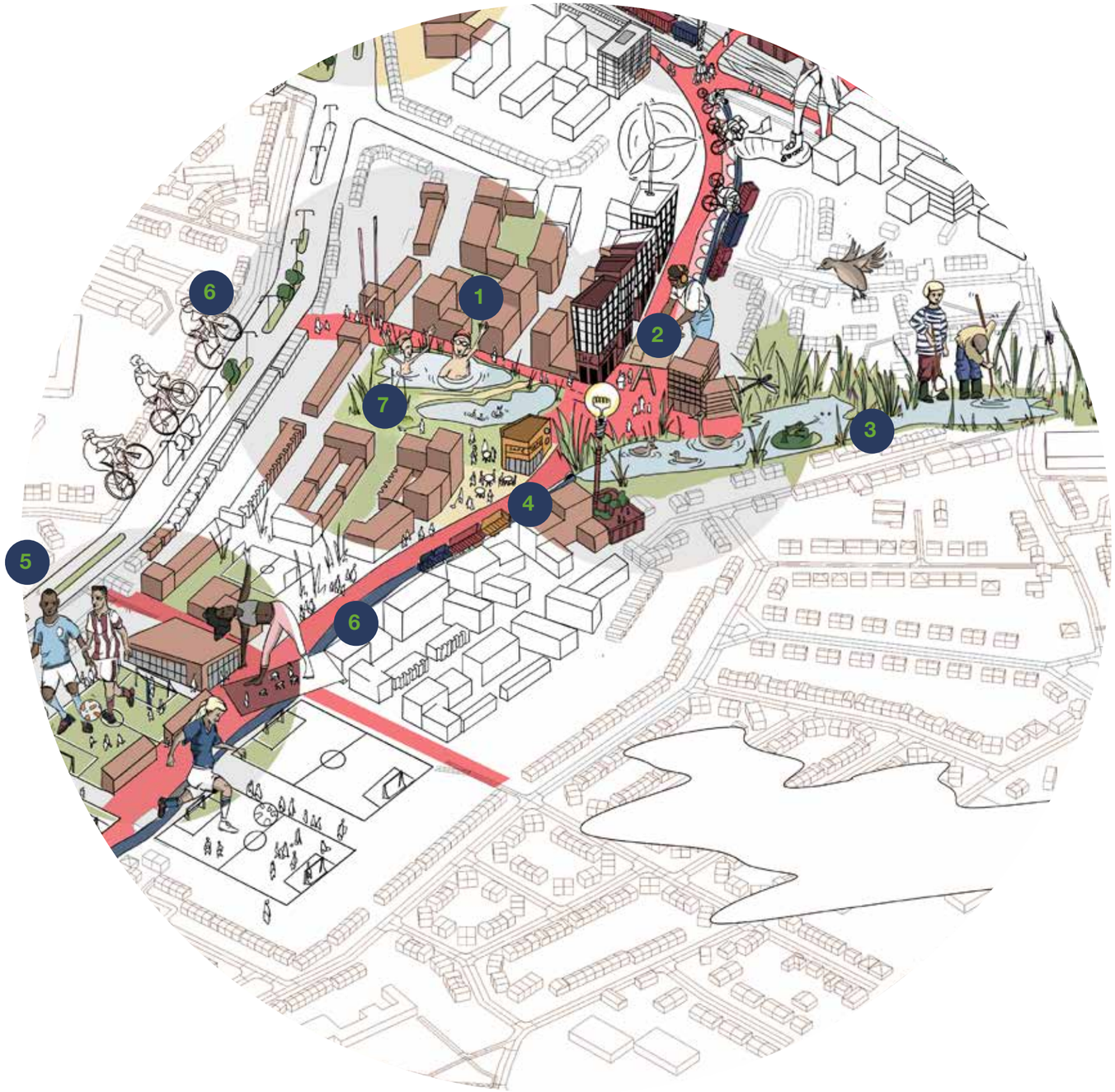
There is the potential for a new municipal hall, growing areas and sports pitches within this district. This area could offer existing clubs including Jackman Park access to high quality sports facilities and an improved spectator experience. With the presence of established clubs and new hall this could inform a new destination similarly to The Yards (point 1). There is also the possibility that areas south of the study area could be revitalised by improved links and the vibrancy of this district.

6. Gateways & Green Lungs

The proposed Limerick Link connects all the districts together. The design of the Link could adapt to suit the character associated with the district it is running through. Towards the station the Link presents itself as a place for leisure and social activities where as towards the south of the Quarter the link becomes greener, associated with dykes and parks. The Limerick Link could help to support biodiversity and improve air quality but also act as a form of social infrastructure. New links consider a connection to Hyde Road and future active transport possibilities tracking progress towards more sustainable modes of transport.

7. Central Park

Recent events concerning COVID have highlighted the importance of having large open green spaces for city dwellers. The proposal is to have a large Central Park, which could offer splash parks, playgrounds, walking loops and gyms etc. The park can also be seen as an extension to the nature trail promoting biodiversity all contributing to high quality urban living environment.



1 Introduction

1.2.5 The Big Picture - Ballysimon, Roxboro & Kennedy Districts

1. Homes and Workplace

A better connected site provides an opportunity for a mix of new homes, office space and smaller workplace units. The homes could be supported by the new community and horticultural space. Green buffers and walks along the railway lands provide access to meaningful green spaces. There is the opportunity to consider homes for key workers and/or later living in this district and for this area to be an early mover within the delivery of the overall framework.

2. Healthcare

The HSE plans for a New Primary and Ambulatory Care facility along with Child & Adolescent services have been supported by better linking the site for both active and passive transport -together with innovative/flexible parking strategies. The framework allows for further healthcare expansion and creation of an integrated health campus on the site, as well as consolidation of existing facilities and the provision of new homes.

3. Nature Trail

This area builds on natural features within the landscape and could provide a link and natural walk in the city. This area allows neighbourhoods to connect to nature and tempt residents and workers outside, in support of well-being.

4. Horticulture, Biodiversity & Community

The HSE lands offer opportunity for multiple green routes and spaces. The strategy could build upon established horticultural uses and include potential for urban farming and community to enjoy fresh local produce.

The existing chapel on site which is currently not in use could offer a space for the community. It could be a place for the community and/or a place for a youth theatre and health and wellness activities. A zone promoting health and well-being tying into the healthcare uses.

5. Limerick's Link

The link has the potential to be a unique feature in it own right, a means for transporting people but also a place to meet and socialise. A challenge for this part of the study area is its existing poor connections. Opening up this site and providing links over Roxboro road along the railway corridor would help facilitate development opportunities and maximize the area's potential.

6. Harnessing Creativity & Community

Within this area there is an operational depot with plans for expansion. There is potential to consider this as a future destination and an area for further study. Complementary uses such as small/light industrial spaces that could work in conjunction with the current and future operational needs of the site. The area could, in time also provide leisure and community uses with strong connection to Kennedy Park.



1.3 Economic Purpose

1 Introduction
1.3 Economic Purpose

The Colbert Quarter is a rejuvenation and growth opportunity of national significance. Successful delivery over the next two decades on the scale proposed within this Spatial Framework can play an integral role in supporting Limerick's future economic vitality and competitiveness. A new Urban Quarter for Colbert provides a unique opportunity for accommodating new businesses and jobs; providing new opportunities for cultural consumption and 'enjoyment' of the city; enhancing access to homes; and transforming the quality of amenities and services. It presents an opportunity to respond to some of the deep embedded social and economic challenges which currently characterise the city, and an early opportunity to respond to the rapidly changing regional, national and global context post pandemic and post Brexit.

The Economic Purpose for the CQSF has been developed to provide parameters to frame long term aspirations and delivery. At its heart, it focuses on the opportunity to strengthen the economic critical mass of Limerick City, and in doing so, delivering positive environmental and social outcomes. This recognises not only the explicit needs of local communities, but also increasing investor focus and demand for more responsible and meaningful forms of investment. Within this, a number of specific economic roles have been identified for the Colbert Quarter:

1. A recognised enterprise and innovation district: in looking to secure critical mass, the Colbert area should position itself as a regionally significant enterprise and innovation district, building on: the city's existing global connections, access to knowledge, and LCCC's established track record of (and commitment to) exploring innovation to respond to environmental and social challenges. Practically, this means developing a balanced business ecosystem, where anchor institutions provide long term confidence and certainty, and where residents with ideas have the resources and support they need to start-up and grow-on their businesses.

2. A hub for socially and environmentally minded companies and institutions: the evolution of the Colbert area presents opportunities to capitalise on increasing investor focus on social, economic and environmental responsibility. The existing civic function of the area and LCCC's focus on social and environmental innovation provide foundations from which to build; the significant influence that public institutions have in the area offer an opportunity to embed 'public value' principles which prioritise responsible forms of investment in delivery from the outset.

3. A resource for Limerick residents: at the heart of the city, and already home to a range of civic and community assets, the Colbert area has an integral role to play in addressing the significant inclusion and participation challenges which currently characterise Limerick. Future development offers an opportunity to protect and strengthen this role, both via the delivery of physical infrastructure and by the mechanisms put in place to connect residents to the opportunity. Ultimately, it is essential that local residents and businesses derive clear and lasting social and economic benefit as delivery progresses, and a tangible uplift in levels of prosperity and well-being.

4. A test bed for new ideas: the scale of delivery, the longevity of the opportunity, and the involvement of a range of public partners, offers significant opportunities to test and embed new ideas and approaches within delivery: economic, environmental, social and technological. As a 'first' for Ireland, the Spatial Framework offers opportunities to establish best practice delivery models and share learning nationally and internationally.

Embedding a long-term economic purpose in delivery

Developing an economic identity based on social and environmental responsibility is a key element of the emerging Economic Purpose for Colbert. Examples of how other locations have successfully pursued an 'ethos' focused economic identity to support growth and investment are provided below

Greenbizz, Brussels

Establishing a long term vision for a changing area based on ethos and responsibility (environmental and social) rather than specific sectors or industries
https://www.greenbizz.brussels/en/



Park 2020 Schiphol Aerotropolis, Amsterdam

Bio-diverse business park where companies locate to secure a better impact. Achieved 20% above market rent with businesses wanting to buy into the ethos
http://www.c2c-centre.com/project/park-2020



Activities to animate, test ideas and spark change

Meanwhile uses could play a key role in activating the Colbert area during delivery. There are many successful examples of meanwhile projects which respond to the local context to support place making while also building local community interest and participation. Hackney Bridge in east London is one such example.

Hackney Bridge

Industrial focused meanwhile project aiming to support local enterprise and community development

https://hackneybridge.org



Flexible spaces to support enterprise

Delivery of flexible spaces to encourage enterprise and ideas is a key aspiration for the Colbert Quarter. Flexible spaces can take many forms and support different types of economic sector and activity – from co-working offices spaces, to creative studios and to maker spaces. Building Bloqs in north London is one such example.

Building Bloqs

Facilitating local economic activity through shared, affordable, accessible maker-space

https://buildingbloqs.com/



Support skills and employment development

The long term nature of the Spatial Framework means that there will be opportunities to deliver direct skills and employment benefits via the construction process; interesting examples of approaches taken elsewhere are provided below.

Kings Cross Construction Skills Centre, London

Locally focused action to engage residents in construction opportunities emerging from regeneration and infrastructure investment
https://www.kingscross.co.uk/jobs-construction



Build Up Foundation

Build Up runs practical construction projects for young people aged 6 – 23 to design and build structures in their local communities.
http://www.buildup.org.uk/about/#whatwedo



Strengthening Community Integration

Given the scale of the opportunity and the existing socio-economic challenges in Limerick, building community buy in and integration will have a key role to play in the delivery of the Spatial Framework; interesting examples of approaches taken elsewhere are provided below.

Pilcrow Pub

Community and volunteer-led project to build and staff a new pub north of Manchester City Centre – putting community assets back in the hands of the community
http://www.thepilcrowpub.com/



Southwark Social Regeneration Charters

Highly place specific social regeneration charters to deliver value through economic growth and evolution
https://www.southwark.gov.uk/regeneration/borough-bankside-and-bermondsey?chapter=10

1.4 Consultation & Engagement

1 Introduction
1.4 Consultation & Engagement

Overview & Vision
The re-imagined Colbert Quarter offers a unique opportunity to develop a transformative, vibrant and sustainable urban neighbourhood, in the heart of Limerick, that is well-connected and supports the social, economic and cultural well-being of the city, and indeed, the people of Limerick.

The vision for this new city quarter is a shared one. Local leaders, together with community and businesses, are coming together to create an inclusive and integrated community with quality, sustainable homes, improved commercial opportunities, enhanced green areas to promote the biodiversity of the area, and a host of community, social, sporting and recreational activities set in an attractive public realm with a network of connected links to enhance well-being and integration with the surrounding community.

Stakeholder engagement was undertaken at all stages of this project and most recently involved engaging with key landowners and operational interests. Through the establishment of a clear programme of engagement the stakeholder inputs sought range from strategic to detailed in scale. Building upon the earlier stakeholder engagement work undertaken by the LDA in collaboration with Limerick City and County Council, including a design review and two rounds of public consultation, the team ensures that all submissions to date feed into the work of the design team so that stakeholders will see their inputs reflected in the overall spatial framework. The process involves active listening to ensure all insights are captured, feeding of insights to the design team and keeping all stakeholders fully informed through direct contact and the new portal www.colbertquarter.ie.

Consultation Report
A separate Consultation Report has been prepared to reflect the findings from consultation. Findings have helped to inform updates to the Spatial Framework.

Community Engagement
For the most comprehensive and meaningful community engagement, a hybrid approach is necessary. The online elements included the creation of an informative community website www.colbertquarter.ie and video-conferencing with local representatives from the sports, council and community support arenas. Offline elements included calls and conversation with individuals through the Public Participation Network and other not-for-profit organisations. The team has provided for the leveraging of these existing groups and their respective audiences in sharing the overall vision for the area and distributing information leaflets to local stakeholders.

An exciting challenge around the public consultation and wider community engagement of this project is the sharing of this overall vision for the area; bringing to life the big ideas that emerged through earlier rounds of public consultation and through speaking to individuals and stakeholder groups over a four-month period. Local people, businesses and organisations will see their needs and voiced aspirations reflected in the themes of this framework plan.

These key themes include:

1. Connectivity & Transport
The creation and development of the Limerick Link, which is a unique walking and cycle route that weaves through the entire new city quarter, connecting neighbourhoods, crossing existing infrastructure and creating the option of safe and sustainable travel. It is envisioned that this will enable the expansion of the 15-minute walkable neighbourhood while catering to the needs of the new and established community.

2. Sustainable Housing
This framework has the potential to deliver approx. 2,540-2,830 high quality, energy-efficient new homes, including affordable housing with a mixture of tenures for all generations. It will be an exemplar for urban living giving residents access to whole-of-life amenities and services.

3. Employment, Commercial & Education
The redevelopment of the Colbert Quarter offers the potential to create thousands of new jobs locally through the development of high-quality offices, co-working/ innovation hubs and research spaces. There is also provision for new school facilities at the heart of the community.

4. Community & Culture
Limerick is a city rich in heritage and culture. Building upon this, there is a provision for new community facilities including a civic centre, a people's pavilion, and an open space 'The Yards' for creativity, music and all arts.

5. Health & Well-being
The Colbert Quarter could support an integrated health campus on the site of St Joseph's, with the potential for key health worker homes and age-friendly older persons sheltered accommodation.

6. Sports & Recreation
One of the most-voiced aspirations from the community calls for a new municipal hall to accommodate sports and other community group meet-ups indoors. An all-weather sports pitch is another recurring need voiced by the sporting community.

7. Green Space & Biodiversity
Preserving and enhancing biodiversity is one of the guiding principles of the overall vision for the area. This has been provided for in a number of ways including a focus on pedestrian links through green spaces to heighten awareness and appreciation for nature across the community.

Stakeholder Map
In conjunction with community engagement the team have been working closely with the following groups of stakeholders and major landowners in the plan areas.

Stakeholder Map
In conjunction with community engagement the team have been working closely with the following stakeholders and major landowners within the study areas.



New portal
www.colbertquarter.ie.



1.5 Planning & Development Context

1 Introduction
1.5 Planning & Development Context

Policy Background
The Colbert Quarter Spatial Framework (CQSF) is intended to support and promote the redevelopment and regeneration of this area over the coming twenty years. Its purpose is to set the strategic context for key opportunity sites in terms of design and place making, in order to achieve a framework that provides a vision that enables sites to come forward for redevelopment, in a coherent, integrated manner that contributes to the wider area.

The CQSF is a long-term, non-statutory planning document, to give guidance to stakeholders, investors and the public as to how the vision for the area could be achieved in an integrated way and how the key urban design principles could be incorporated into new development within the area. It is not a local area plan or prescriptive planning scheme and is not intended to give detailed guidance on sites. It is informed by the *Draft Limerick Development Plan 2022-2028.*

The CQSF is a guide to identify potential development opportunities and how they could evolve in a coherent and integrated manner over time to support with achieving the vision and key objectives for the area. It is intended to be a living document that is flexible, enabling appropriate response to changing circumstances. It builds on the strengths of the area, promoting investment while prioritising socially inclusive quality of life in this new quarter.

The CQSF has been prepared having regard to national, regional and local planning policy. The following policy documents have influenced the strategy:

- National Planning Framework (NPF) 2040 (2018)
- Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities (2020)
- Climate Action Plan (2019)
- Urban Development and Building Height Guidelines (2018)
- Urban Design Manual – A Best Practice Guide (2009)
- Architectural Heritage Protection Guideline (2011)
- Southern Regional Assembly; Regional Spatial and Economic Strategy (2020)
- Limerick City and County Development Plan 2022-2028 Issues Paper (2020)
- Limerick City Development Plan 2010-2016 (as extended)
- Limerick 2030 – An Economic and Spatial Plan for Limerick (2014)
- Draft Limerick Shannon Metropolitan Area Transport Strategy 2040 (2020)
- Draft Limerick City and County Development Plan 2022-2028 (2021) and accompanying strategies

Objective LDA 01 of the *Draft Limerick Development Plan 2022-2028* states:
"It is to support and work with the Land Development Agency in the planning, co-ordination and development of large scale and strategic land banks, particularly in state ownership, in order to achieve compact growth, sustainable development and economic and physical revitalisation."

Objective CSQ 01 states:
"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 heights, which act as place-markers, signifiers and location finding identifiers.
(h) Provide for a mix of residential, employment and leisure uses I the area and ensure that the key historic and existing deficits with regard to access, layout and movement are addressed in any redevelopment."

The Colbert Quarter Spatial Framework has been subject to public consultation process, including in relation to Strategic Environmental Assessment and Appropriate Assessment, as set out in Section 1.4 of this document.

Demographic Change in Limerick
The National Planning Framework Midwest Progress Report 2019 projects a population increase of up to 56,000 people for Limerick City and Suburbs by the year 2040, with 50% of that to be within the existing footprint of the city. The Colbert lands can make a significant contribution to this population increase, catering for in the region of 2,690 new homes and 500 student bed-spaces.

The 2,690 proposed homes and 500 student beds have a capacity of approximately 9,010 bed-spaces. However, attributing an occupancy rate based on apartments and three bed houses in Limerick from the Census of Population of 2016, a population of approximately 6,300 persons is considered a more likely outcome. This figure is consistent with the *Draft Limerick Development Plan, 2022-2028,* but will be subject to future government policy and any further population increases in future development plans (given that the CQSF has a life of circa 20 years).

The Regional Spatial and Economic Strategy (RSES) for the Southern Region designates the Limerick-Shannon Metropolitan Area Spatial Plan (LSMASP), as set out below. The LSMAP) is in a pivotal, central location within this plan, with strategic links to the rest of the region and to the major cities of Dublin, Cork, Galway and Waterford.

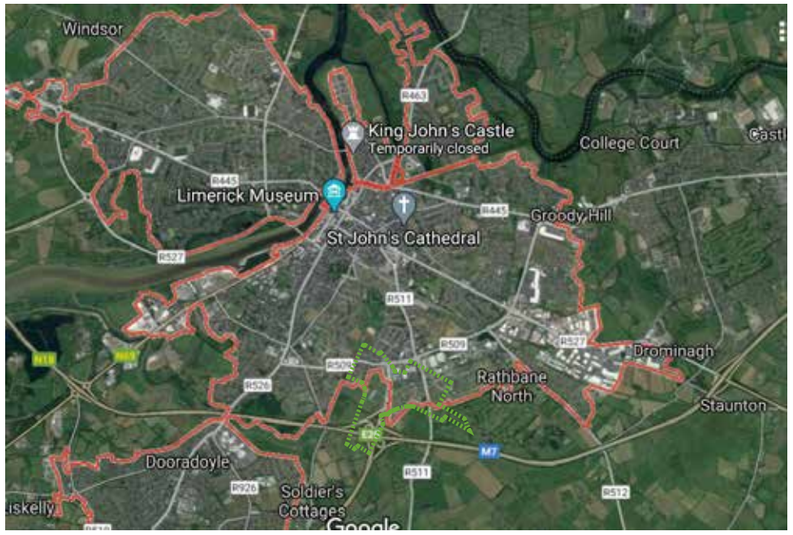
The Draft Limerick Development Plan, 2022-2028 anticipates that the City, including Annacotty and Mungret will require housing for 11,274 households over the plan period.

Transport Orientated Development
The Draft Limerick Shannon Metropolitan Area Transport Strategy (DLSMATS) was published in September 2020 for consultation until October 2040 before it formally published in its final format. The DLSMATS sets out a framework for investment in transport for the Limerick Shannon Metropolitan Area for the next 20 years.

The main summary of the strategy is to:
"deliver a high-quality, accessible, integrated and more sustainable transport network that supports the role of the Limerick-Shannon Metropolitan Area as the major growth engine of the Mid-West Region, an internationally competitive European city region and main international entry to the Atlantic Corridor."

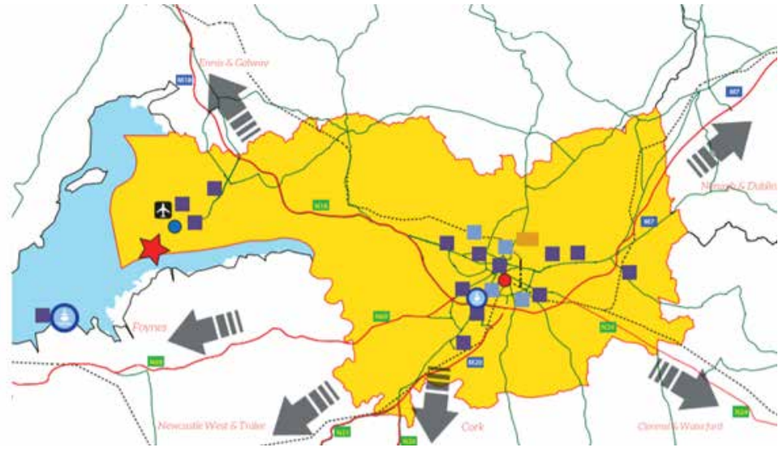
It is recognised in the DLSMATS that there is a legacy of car dependency in the

Site Context Map



Source: Google Maps google.com/maps

Limerick Shannon Metropolitan Area Spatial Plan Area



Source: RSES

1 Introduction
1.5 Planning & Development Context

LSMA which has contributed to a wide range of economic, environmental and social issues including longer commutes, declining urban centres, poor public health, reduced air quality and noise pollution. Refer also to the appendix for note by Irish Rail/ Iarnród Éireann on development possibilities.

To mitigate this, land use and transport planning will be far more closely aligned. This will discourage the use of the private car, particularly for short trips, in order to fundamentally change how people move around the LSMA. This requires a more efficient use of valuable street and road space and a prioritisation of walking, cycling and public transport.

A key aim regularly mentioned in the DLSMATS is for *"All new development areas will be fully permeable for pedestrians and cyclists and opportunities to improve permeability for these modes in existing developed areas will be sought. The principle of filtered permeability, whereby through private car traffic is discouraged, will apply; and the layout of new developments will prioritise walking and cycling and enable the efficient provision of public transport services."*
The entire CQSF study area is in easy walking distance of Colbert Station, providing regional and intercity rail and bus connections as well as a range of city bus routes. Part of the area comes within the city centre. The area comes within the definition of a Category 1 site, being a Central and/or Accessible Urban Location under the "*Sustainable Urban Housing: Design Standards for New Apartments; Guidelines for Planning Authorities 2020*". The approach to development will be to provide for a sustainable, compact urban form, where walking, cycling, personal mobility, public transportation and car sharing will be the dominant modes of transport. There are future plans for walking and cycle routes to extend through the site.

Foynes Railway Line
The future potential provision of a rail link from Colbert Station to Foynes is set out in the RSES, the current development plan and the Draft L*imerick Shannon Metropolitan Area Transport Strategy.* It is one of the most significant changes that may affect the LCSFS area. The corridor for the future rail line is to be preserved from development, as provided for under the current development plan.

Future development will have to be designed to account for possible noise impacts arising from the potential rail line, in order to provide an acceptable level of internal amenity for future residents. The CQSF has considered this matter in setting out design principles and development briefs of the areas adjoining this potential future line. The railway line also offers opportunities in providing a corridor for a green route paralleling the line, to enhance connectivity and biodiversity within the CQSF area. As part of the more detailed planning stages, it will be important to ensure that for relevant areas, that development and infrastructure commitments are planned in an integrated and phased way to ensure alignment.

Current Land Use Zoning
Under the current Limerick City Development Plan 2010-2016 (as extended), there are a number of land use zoning objectives on the Colbert Quarter lands. These are: 1. (A, B, C) City Centre Area, 2B Education, Community and Cultural, 6A Public Open Space, 6B Sports Grounds and 2A Residential. Some of these zonings, by their nature, are quite restrictive in terms of the land uses that are permitted in principle.

The *Draft Limerick Development Plan 2022-2028* shows the Colbert Quarter now part of the City Centre zoning, as shown in the adjacent diagram (City Centre Zoning).

Density, Urban Form and Building Height
The CQSF is very well located to provide for an area where compact growth can be achieved. The National Planning Framework seeks to achieve *'better use of under-utilised land and buildings, including 'infill', 'brownfield' and publicly owned sites and vacant and under-occupied buildings, with higher housing and jobs densities, better serviced by existing facilities and public transport'*, which this area benefits from. The area can become an exemplar for increased density, with an urban form and building height that creates attractive, liveable areas, with increased population and employment locations, maximising the opportunities for sustainable modes of transport.

Given the brownfield / underutilised nature of the area, opportunities exist for increased building height in comparison to the surrounding areas. Place-making, new streets and public spaces need scale and height to help frame identity and legibility, as well as providing significantly improved permeability. There is a need to create new neighbourhoods, public spaces and public parks. There are architecturally sensitive areas and a number of protected structures within the area and future development will have regard to these.

The *Draft Limerick Development Plan 2022-2028* anticipates that this area may achieve housing densities of 100 units per hectare, while recognising that mixed use development will also be required. The Draft Building Height Strategy considers Colbert Quart suitable for taller buildings, within clusters of varying heights, given its centralised location, well served by public transportation. It provides a localised assessment tool. The CQSF sets out indicative heights as broadly suitable for the area.

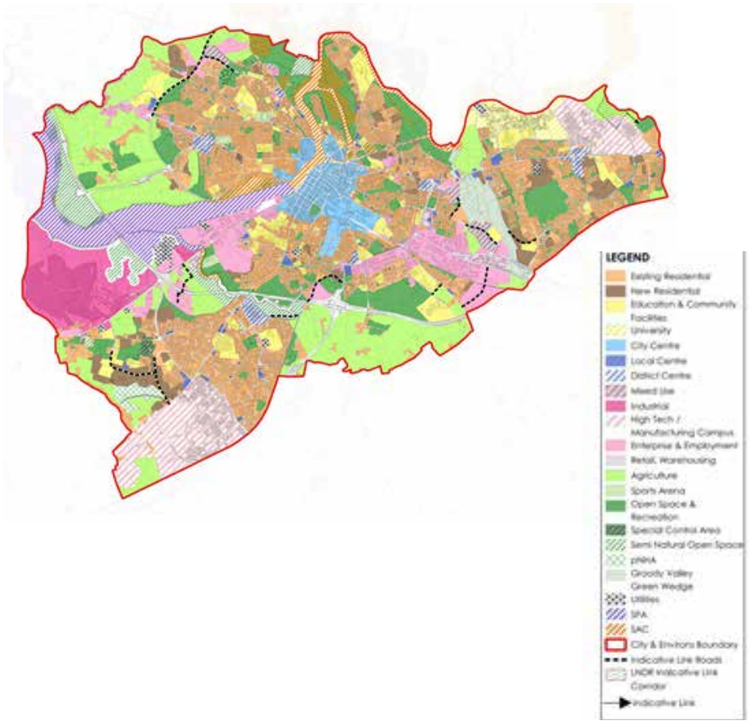
Protected Structures
There are a number of protected structures in the CQSF area, which help define and give character to the area. The CQSF has been devised with regard to the special character of these structures.

The protected structures on the lands include Colbert Station itself, as well as buildings at Sexton Street and St. Joseph's Hospital Campus. The buildings are listed below, taken from the current Limerick City Plan:

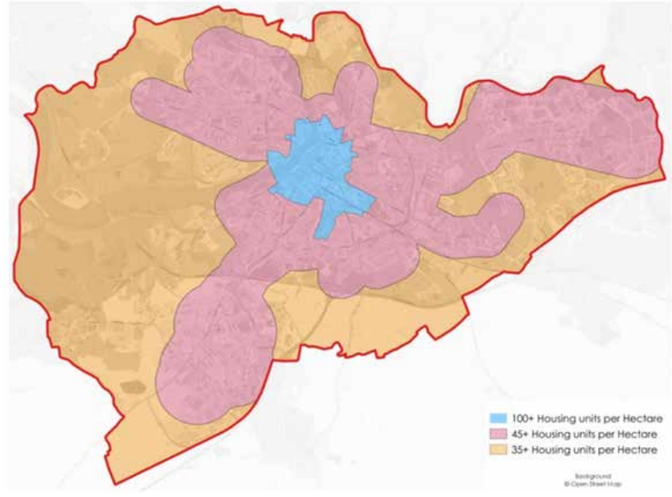
- RPS No. 270 – Colbert Railway Station
- RPS No. 257 – Saint Joseph's Hospital
- RPS No. 259 – Shelbourne House
- RPS No. 362 – Saint Joseph's Hospital – Female Block
- RPS No. 363 – Saint Joseph's Hospital – Hospital Building
- RPS No. 386 – Saint Joseph's Hospital – Men's Block
- RPS No. 387 – Saint Joseph's Hospital – Ancillary Building
- RPS No. 422 – Saint Joseph's Hospital – Chapel
- RPS No. 356 – Former Presentation Convent and Chapel
- RPS No. 357 – Christian Brothers School

Strategic Environmental Assessment and Appropriate Assessment
The strategy has been independently reviewed with regard to Strategic Environmental Assessment (SEA) and Appropriate Assessment to consider whether it would come within the scope of land use plans that require SEA and Appropriate Assessment. The strategy constitutes a plan or project that requires SEA and Appropriate Assessment. Please see stand alone documents separate to the main spatial framework document in relation to these matters.

Colbert Quarter - City Centre Zoning



Limerick City & Environs Density Zones



Sources: Draft Limerick Development Plan 2022-2028

2 Context

2.1 Description Of The Area
2.2 Overview Of Land Use and Spatial Analysis
2.3 Socio-Economic Context
2.4 SWOT
- SWOT Overview
- Strengths
- Weaknesses
- Opportunities
- Threats

2 Context
2.1 Description Of The Area

Limerick
Limerick is a county within the Mid-West region, situated on the River Shannon and is a key gateway to the Wild Atlantic Way. Limerick City has re-branded itself as Atlantic Edge, European Embrace, which considers Limerick geographically, but also its attitude *' 'that sets it apart."* The City's brand ambitions to explore Limerick's edginess and friendliness have been embraced when developing proposals for the Spatial Framework.

Limerick city is well connected with further ambitions for the Limerick-Shannon Metropolitan Area as a major growth engine within the Mid-West region to support projected population growth. Projected increase in population and economic growth has been considered within the draft Limerick-Shannon Metropolitan Area Transport Strategy 2040 (LSMATS). Principles noted within this strategy have feed into our response to the study area with regards to transport modes and connectivity.

Limerick has a rich and historic hinterland. A major landmark which can be sighted from the river is King John's Castle. The River Shannon itself a tourist attraction with its Three Bridges, which form part of a walking route for locals and tourists alike.

The Colbert Quarter
The study area includes Colbert Station site close to People's Park with the Limerick City Gallery of Art and is only a short walk from the Georgian Quarter. Analysis of the buildings and protected structures within the study area have been further explored and can be found within the appendix (section 5).

An Illustrated Guide to Limerick City by Nesta Fitzgerald
Playful depiction of Limerick City's Georgian Quarter (cover of the guide)



Source: https://limerickslife.com/an-illustrated-guide-limerick-city/

Illustrative Map To Identify The Colbert Quarter



1. King John's Castle
2. Newtown Pery
3. Peoples Park & Gallery Of Art
4. The Milk Market
5. The University Of Limerick
6. Limerick School of Music and College Of Further Education

Bridges

Site

2 Context
2.2 Overview Of Land Use and Spatial Analysis

Overview
The four diagrams help to illustrate some of the key areas explored within the study area and it's environs. These studies helped inform the four principle moves for the Quarter illustrated in Section 3.

1. Urban Form - Exploring the city's fabric & structure identifying different building typologies, layouts and districts.

2. Building Uses - Exploring the uses of the buildings and open spaces within the site and the wider Limerick centre.

3. Accessibility & Public Transport - Exploring the key vehicular routes in and around the site including bus stops and bus stop walking catchment areas.

4.Walking In Limerick - Exploring the existing Limerick walking map and how these routes interact with the Colbert Station area.

Further research and the full analysis can be found in the appendix (section 5), which was undertaken to understand the Quarter and it's context within Limerick.



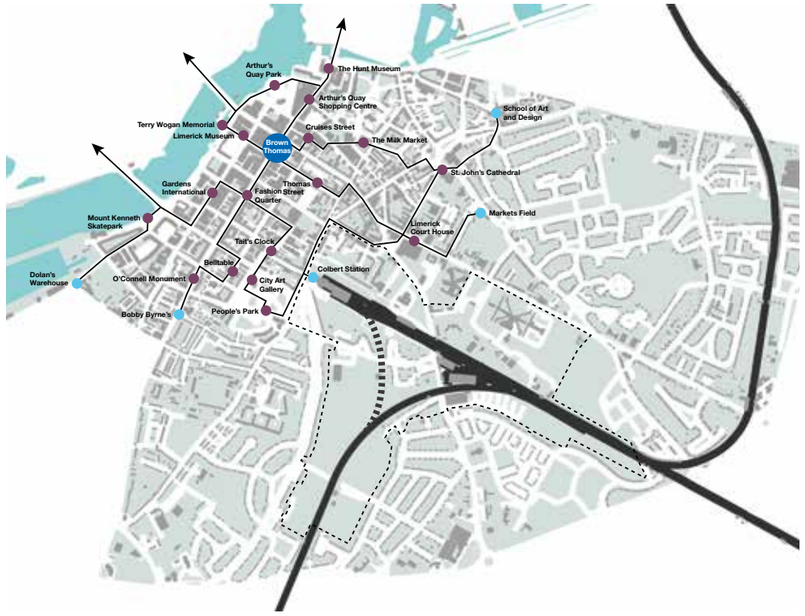
Urban Form



Accessibility & Public Transport



Building Uses



Walking In Limerick

2.3 Socio-Economic Context

2 Understanding The Area
2.3 Socio-Economic Context

Limerick Today

1. A diverse, productive and relatively successful economy. The City and County have seen a strong period of growth over the past decade, underpinned by success in attracting new investment across a range of sectors and a growing enterprise economy

2. An affordable place to live and work, with relatively low residential and commercial values and above average income levels

3. However city centre economy lacks critical mass and has suffered from a sustained period of 'hollowing out' – both from a commercial and residential perspective

4. Some ongoing challenges remain particularly in areas of the City which experience lower participation rates and educational attainment and higher levels of unemployment.

5. Covid-19 presents challenges for all currently. For the City there is a risk that the strength of the city centre economy is further eroded and challenges could become more acute for areas already experiencing higher levels of socio-economic issues.

Economic Role and Position

There are currently around 11,500 businesses and 68,500 people employed in Limerick City & County, making the City the 4th largest in Ireland from an economic perspective (after Dublin, Cork and Galway).
The decade since the 2010 financial crisis, has seen a period of strong economic growth in the city, with over 18,200 new job announcements in the period since 2013 alone, and with annual job announcements exceeding 2,000 on a regular basis over that period.

Taken at the broadest level, the Limerick is economy skewed towards industrial activities, with large numbers of jobs and businesses in manufacturing, construction and logistics activities. There is also an important public service function of the local economy: Health & Social Work is by far the employment sector (15,000 jobs), 1.5x the size of the next biggest sector.

However, further interrogation highlights the importance of 'higher value' knowledge focused activities within the Limerick economy: with long standing specialisms in advanced engineering and manufacturing, and recent growth in creative and cultural parts of the economy (exemplified in part by the recent opening of Troy Studios). The former, in part, reflects Limerick's successful track record in attracting foreign direct investment. There were a total of 57 IDA Ireland backed firms in Limerick City & County, employing around 10,500 people and with particular strengths in ICT/ Hardware/Software, Engineering, and Life science and MedTech. In total, Limerick City is home to 128 multi-national companies employing approximately 17,000 people.

Limerick also seen strong growth in its enterprise economy in recent years, with strong year on year growth in the number of new businesses starting up in the period since the last downturn. That said, levels of enterprise, at 3 start-ups for every 1,000 residents, are relatively low compared to those seen in Dublin (7 per 1,000) and Cork (5 per 1,000). Limerick's enterprise and innovation ecosystem is supported by a growing network of spaces (including 4 incubators, 3 SFI Research Centres, and numerous established co-working operators) and support organisations and institutions (e.g. Innovate Limerick and a number of HE linked support networks).

The economic geography is Limerick is diverse; while the City is an important hub of activity, a large amount of recent growth and investment has related to employment locations across the County – such as the National Technology Park and Raheen Business Park. Aspirations to strengthen growth and performance levels in the City Centre itself are established as an important area of policy focus locally.

Land Socio- Economic Conditions

With around 94,000 residents across the City and Suburbs, Limerick is currently the 3rd largest City in Ireland after Dublin and Cork. However, over the period since 2011 the rate of growth (c.3%) has been the slowest seen across Ireland's five major cities.

The City has a relatively youthful demographic, with a comparatively high working age population reflecting a large student population and the attractiveness of the city for young families.

Limerick's labour market is characterised by a number of challenges, with below average economic participation levels (57% in 2016 compared to 61.4% nationally), above average unemployment levels (14.4% in 2016 compared to 12.9% nationally), and below average qualifications levels (39.8% with third level qualifications in 2016, compared to 42% nationally). While there has been significant improvement in employment levels in recent years, there remains significant potential to engage a greater number and proportion of Limerick residents productively within the labour market. Youth unemployment in particular is a significant issue – persons under 25 account for 12.9% of all those signing on in the Limerick City Office (Census 2016) – above national averages.

Partly reflecting the above characteristics, there are significant and long embedded socio-economic challenges in Limerick: POBAL's deprivation index identifies 11 small areas as being "extremely disadvantaged", more than any other Irish City (Dublin = 4, Cork = 1, Galway and Waterford = 0)

Despite these challenges, relatively low costs of living in the city means that Limerick residents benefits from a higher average disposable income per person (€22,547) than the national average (€20,714); this represents a key area of competitive advantage for the city and county.

In recognition of these challenges, social regeneration has been a key area of policy and delivery focus for LCCC and partners in recent years, with the Limerick Regeneration Framework Implementation Plan (2013) and Limerick 2030 focusing on the creating of new opportunities via physical investment programmes, quality of life and well-being interventions, and education, employment and enterprise initiatives.

Market Context

Taking at the broadest level, the Limerick commercial and residential markets are characterised by comparatively low values, and weaknesses in overall levels of supply within the City itself:

The Office Market: the relatively affordable office market is recognised as a key competitive advantage for the City, with prime rents the lowest amongst Ireland's four largest cities (€243psm). Over the past decade, take up levels have averaged around 16,000 sqm per annum, with most years seeing take up in excess of 10,000 sqm, up to 30,000 sqm in peak years (2019 was one of these). There has been a long stand shortage of high quality, larger space in City Centre, and also easy access and flexible space for small businesses and start-ups. There are a number of high profile schemes in the pipeline via Limerick 2030, including Bishop's Quay (85,000sqft, Grade A), Gardens International (80,000sqft targeting knowledge industries), and Opera Centre (550,500sqft campus, parcel 1 to include 130,000sqft Grade A office). Interest in and demand for space in these schemes has been strong, with the Opera Centre securing a number of anchor tenants, and achieving record values for Limerick (up to 35 psqft).

Industrial Market: Limerick has a strong, resilient industrial market, which has performed well over the past decade. Average take up of around 40,000 sqm per annum, and low vacancy rates (around 6.5%). Again, prime rents are the lowest amongst Ireland's four largest cities (€70psm). There is a notable shortage of quality stock throughout Limerick and Shannon, - limited development activity indicates this will remain in the near future

Retail: City Centre retail is a key element of LCCC Spatial and Economic Plan, and is seen as essential to vitality of City Centre. However, the past decade has been challenging, with a trend of 'hollowing out, with displacement of activity to out of town shopping centres and online trade. As a result, ground floor vacancy at 19% in 2020, and paired with wider commercial / residential vacancies, is adversely impacting on city centre vibrancy. Retail rental levels of c.€79psm per month are considered 'competitive' against comparable European cities.

Housing: the majority of accommodation in the City are houses and bungalows, with just under 1/5th of supply being flats. Again, Limerick benefits from relative affordability compared to other Irish cities. However this presents a challenge for commercial sustainability, particularly for new build development.

Headlines in Numbers

- 18,200 new job announcements since 2013

- 128 multi-national companies in City and County, incl. 57 which are IDA backed

- Economic participation rates 4% points below national average

-11 'small areas' in the City classified as 'extremely disadvantaged'

- Average disposable income per person per annum more than (€2,000 above the national average

- Average take up of office space of c.16,000m2 per annum

- Prime commercial rents among the lowest across Ireland's major cities

The Effects of COVID-19

The Covid-19 pandemic has had a fundamental impact on lives and livelihood of people across Europe: both from a public health perspective and economic participation perspective.

Research suggests that least prosperous groups likely to be disproportionality affect by Covid-19 While local data is still relatively weak, existing embedded socio-economic challenges in Limerick means that parts of the City's communities are likely to be affected. At the peak in May 2020, nearly 23,000 Limerick residents were registered for the pandemic unemployment payment (PUP).

It is too early to fully assess the impacts of the pandemic on the Limerick economy. However, early evidence on market performance presents a mixed picture. Take up of office space in the second half of 2020 was far below averages seen in previous years, and there was also a sharp drop off in the number of new businesses starting up. Conversely, industrial demand has remained more resilient, with one of the strongest period on record in terms of take up of spaces, reflecting increased demand within logistics and transportation sectors. The retail picture has been more mixed: while there have been a number of high profile high street closures, footfall bounced back relatively strongly after the first lockdown, suggesting a stronger degree of resilience than seen in Dublin, Galway and Cork.

Clearly, the full – and long term – effects of the pandemic will take time to emerge. At the broadest level, there is potential for a fundamental rebalancing of economic demand, as the Irish and global economy adjusts and emerges from recession. There are also potentially significant implications for how we live, work and move around, impacting on future approaches to spatial planning and delivery. Finally, the impacts on public finances are severe, with a large amount of uncertainty about what this means for future budgets and spend decisions (both nationally and locally).

Limerick Economic Development Aspirations

There are significant – and well established – growth aspirations for Limerick set out within regional and national policy.

From a population perspective, the National Planning Framework (NPF) sets a target of population growth of "at least 50% by 2040". In real terms, this would mean an additional c.50,000 residents, with the population growing from around 90,000 in 2016 to 141,000 in 2040. The NPF ratio of 1.6 for population growth to job growth would suggest that this level of population growth could sustain an additional 30,000 – 35,000 jobs in the city.

Limerick 2030 places significant emphasis on city centre led economic growth, utilising higher education/skills base and maximising the City's affordability advantage to attract new investment and talent. It identifies a number of priority sectors and sets five interrelated objectives for future growth.

- Position Limerick as a competitive knowledge economy, known for its skills base excellence in high tech sectors
- Develop an outstanding environment for starting and growing new businesses
- Create the conditions for long-term economic growth
- Create a vibrant city centre economy with new mix of economic uses, strong educational presence
- Maximise local employment impact from development/regeneration

Limerick 2030 also provides more focused spatial and economic objectives for the City itself; as guiding principles these still provide helpful parameters to guide thinking for the Colbert Quarter. These include: establishing a competitive 21st century City Centre economy; repositioning the City Centre as premier regional shopping destination; strengthening the tourism offer; making the City as desirable place to live by improving quality of the housing offer; creating high quality and safe environments; capturing, protecting and enhancing heritage through high quality design; creating quality strategic gateways to the city; and, attracting and retaining young people through learning opportunities created by HE institutions and by providing student accommodation in the city centre.

Limerick 2020 Sector Priorities

- Established: ICT/Electronics; High tech manufacturing, Engineering; Logistics, distribution; High value food/drink

- Growth sectors: Life sciences; Business & professional services; Tourism, sport & leisure

- Emerging sectors: Low carbon

- New enterprise growth: Cultural, creative, digital media.

2 Understanding The Area
2.3 Socio-Economic Context

Implication For The Spatial Framework

The past decade has seen a proactive public sector approach to securing growth in Limerick; this provide clear parameters to guide future delivery in the city. A number of conclusions have been drawn from the baseline review as to how the Colbert area could evolve economically and socially:

- The overarching need to focus on enhancing critical mass for the city centre: both in terms of commercial and residential uses; new commercial uses should complement and strengthen the existing city centre offer rather than compete and risk displacing activity
- The area provides an opportunity to act as an exemplar for post pandemic urban planning – both in terms of building a 'foundational' economy which delivers the needs of all residents (from both an employment and service point of view), and in terms of the physical spaces and connections provided
- The need to establish a clear economic role / purpose for the Colbert area. An ecosystem approach which balances: bigger footplate spaces accommodating anchor occupiers / institutions, with more flexible and innovative spaces for enterprise to accommodate new talent and ideas (with links to higher education and new housing typologies)
- The need for distinctiveness is an important consideration within the above, recognising the significant investment elsewhere in the city (e.g. Waterfront area, and Opera site)
- The need to embed a deeply inclusive approach to growth: building prosperity from the bottom up to respond to embedded socio-economic challenges: spatial and infrastructure solutions as an opportunity to engage and support local people
- The current leisure and civic function of the area is an existing differentiator and provide a strong potential area of focus in developing a future economic purpose, and doing so in a way which helps to build community integration and opportunity.

Potential Uses At The Colbert Quarter

Use	Sub-Use	Colbert Opportunity	RAG
1. Industrial	Logistics / Distribution	Demand appears strong. Smaller-scale activities (wholesale and last mile logistics) could be suitable reflecting history and transit nature of area but depends on quality of access and impact on amenity.	
	Traditional Manufacturing	Demand in city and county appears strong. However, this type is space hungry, does not give the density to maximise opportunity, and may clash with higher priority uses for Colbert from an amenity perspective	
	Making and Creative Manufacturing	City boosts established strengths/specialisms in advanced manufacturing and growing creative sector. Additional smaller scale space at Colbert would allow more start-ups and businesses to cluster, creating higher-value jobs and expanding market reach. Potential to link to University.	
2. Scientific	Research and Innovation	City boosts increasing strengths/specialisms in MedTech. Space at Colbert would allow more start-ups and businesses to cluster, creating higher-value jobs and expanding market reach. Potential to link to University and Hospital. Requires specialist / bespoke spaces, and more likely to require public subsidy. Attraction of a small number of anchor tenants likely to be key to support delivery of space.	
3.Office	ICT, Digital and Creative Services	Established strengths/specialisms in ICT activities and growing creative sector. New flexible workspaces at Colbert would allow more start-ups and businesses to cluster, creating higher-value jobs and expanding market reach.	
	Financial and Business Services	Aligns with city aspiration for more professional service jobs in city and currently weakness in supply of higher grade floorspace. Transport links and access to high quality place and amenity key. Again, attraction of a small number of anchor tenants likely to be key to support delivery of space.	
4. Amenity and Social Infrastructure	Food and Beverage and Retail	Importance of sustainable neighbourhoods and foundational economy concept (linking to 15 minute city focus): provision of amenity in new development to cater to new and existing residents (e.g. shops for day-to-day needs). Bigger clusters of F&B/retail near employment hubs and denser residential areas. Important that these strengthen city centre offer rather than competing / drawing spend away.	
	Visitor Accommodation	Role of Colbert as a strategic gateway, and aspiration to deliver significant commercial space suggests that hotel uses(s) could provide an important part of the offer – although more detailed market testing required. Recent growth of boutique and socially responsible hotel models provide inspiration and could align well with aspirations for the area.	
	Leisure and Civic Uses	Importance of accommodating casual leisure via open spaces across the area. Provision of a new high quality multipurpose facility to replace existing sports pitches is considered key. Potential to accommodate wider community centre and civic spaces to allow residents and communities to come together.	
	Education	Established need to enhance facilities at existing College with new campus style development, potentially linking to ICT/digital uses which could partner with College for internships, training, etc.	
	Health	Established need to enhance St Joseph's Hospital facilities (primary and ambulatory care, plus child and family services) and connect to growing medtech by locating R&D/life sciences uses near hospital. Establish as a regional hub for diagnostics; regional role mean accessibility (including parking) is key.	
5. Residential	General Housing	Likely to be the dominant use at Colbert area, reflecting housing targets and demand. Opportunity to respond to gaps in the Limerick market around apartments to cater for needs of young professionals, although significant viability challenges to be addressed. Affordability of provision is a key cross cutting provision. Precise housing demand to be determined by LCCC Development Plan Housing Needs Study.	
	Specialist Housing	Potential identified via consultation for more specialist / bespoke housing typologies – including executive style housing, senior living housing, and broader assisted living models. Again, precise demands to be determined by LCCC Development Plan Housing Needs Study.	
	Student Housing	Strong potential for student accommodation identified via consultation linked to future UoL growth plans. Again, further work needed to identify precise demands and the timescales for this.	

2.4 SWOT

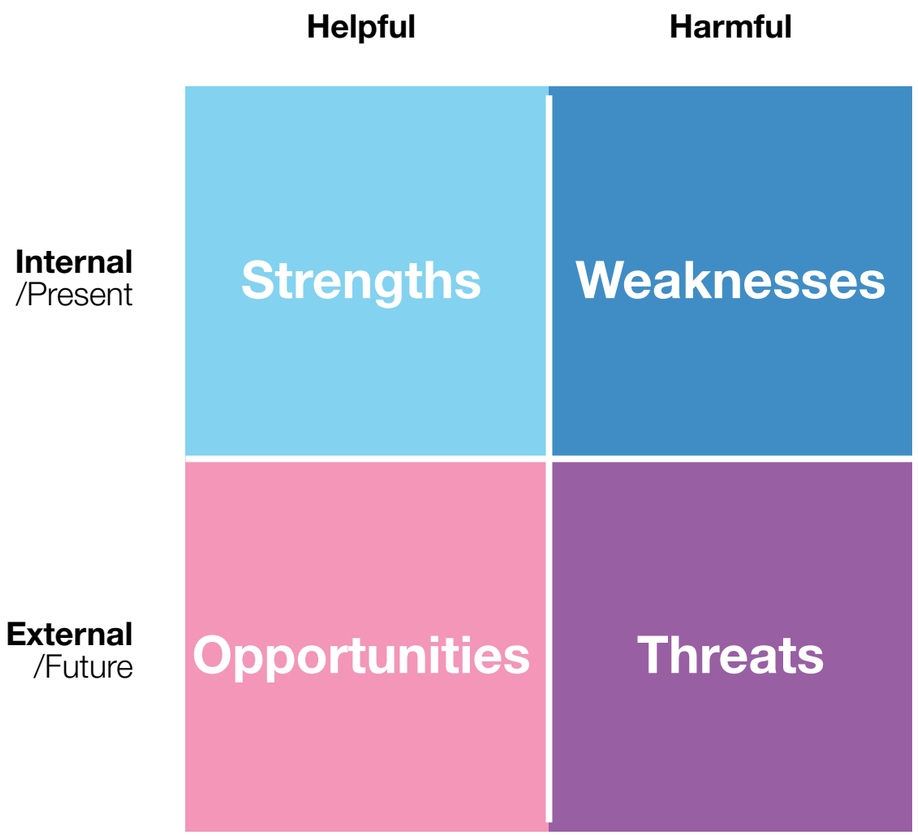
2.4 SWOT
2.4.1 SWOT Overview

SWOT Analysis
SWOT is a strategic planning technique which is helpful to organise and plan projects. It is especially useful when planning frameworks for large areas like Limerick Colbert area.

SWOT analyses are a great way to summarise the baseline analysis around a place, organising ideas and extracting key conclusions. It is practical to set priorities, organise them according to preferences and by doing so, define a clearer brief for the framework.

Strengths / Weaknesses / Opportunities / Threats
The SWOT analysis aims to assess all matters according to four aspects: strengths, weaknesses, opportunities and threats. These four aspects are structured in a 2x2 chart, divided into the helpful and harmful aspects of the place ('the goods' and 'the bads'), and aspects that are internal or external to the area, often also used to focus on current/ existing aspects or future ones.

The following 4x pages amalgamate the key aspects for each of these four categories. Each page includes a series of spatial analysis drawings, as well as a short list of more abstract (non-spatial) aspects which are also worthy of noting.



Questions
Here are the key questions that as a design team we have asked ourselves when assessing the current state of the area and thinking about the future.

Strengths
- What works currently?
- What are the key aspects worth retaining?
- What is worthy of celebrating?

Weaknesses
- What does not work currently?
- What needs improving?

Opportunities
- What are the opportunities around this area?
- How can we respond to current weaknesses?
- What can be done to improve things?

Threats
- What poses a threat?
- What are the potential issues that may arise?
- What if things don't go as planned?

2.4 SWOT
2.4.2 Strengths

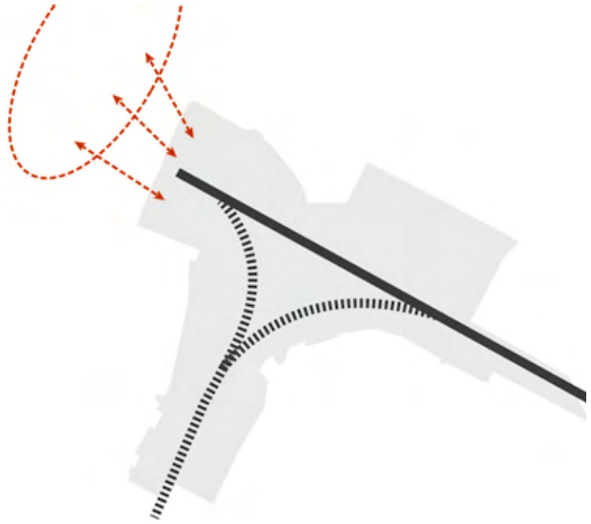
Strengths

Spatial aspects

Mapped as 1 to 7

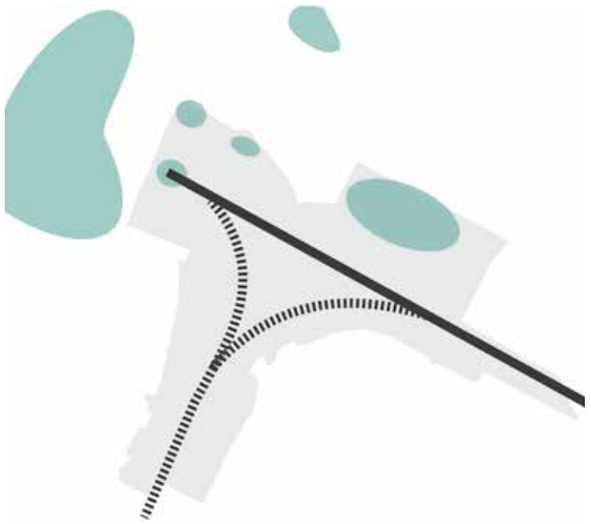
Non-spatial aspects

- Recent inward investment in more productive industries establishing industry specialisms for Limerick
- Affordable housing and commercial space relative to other major cities/towns in Ireland
- Good industry collaborations and links between industry and academia
- Track record of public sector intervention and collaboration to unlock opportunity



1 - Proximity to Limerick city centre and Colbert Station

Study area includes Colbert Station and is close to the city centre, shops and the Georgian Quarter, making the site a desirable location. Although slightly disconnected from the centre currently, there is the potential to improve wayfinding and connectivity to the centre.



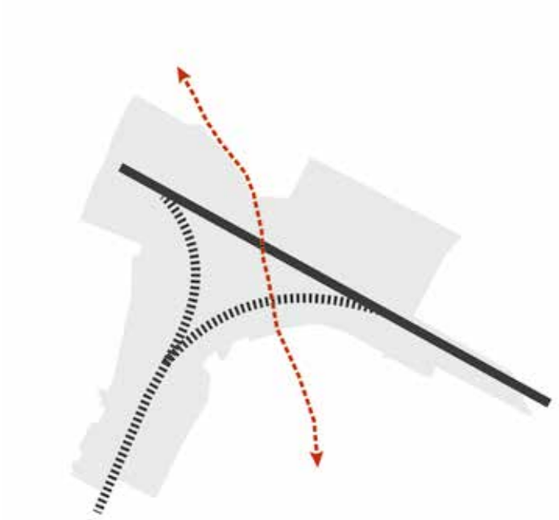
2 - Local heritage & culture

There are many cultural draws to the site and Limerick as a whole as seen in this document. Near to the site are a number of protected structures and local landmarks including the Georgian Quarter, Limerick City Art Gallery and The People's Park.



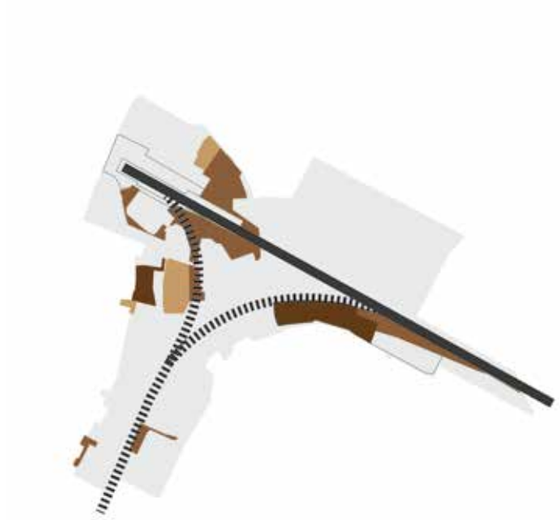
3 - Quality and variety of open spaces

Within the study area and further afield there are large amounts of green public spaces. From sports grounds to open fields and formal public parks, these are a unique offering in a central urban environment and vital for the health of the community/the city as a whole.



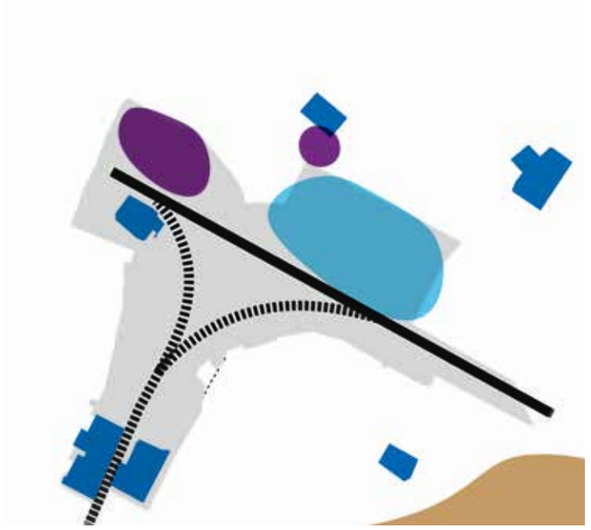
4 - A well connected area

The framework area is well connected to main routes and rail infrastructure. Sitting in close proximity to the Colbert Station and with Roxboro Road acting as a key arterial route, the site is well connected by rail and car. Roxboro road currently has a development plan in place to improve the pedestrian and cycle network. Improvements are also being considered to Hyde Road to the east of the Quarter.



5 - Brownfield site availability

There are a number of potential brownfield sites potentially available many of which are disused or rarely used making the potential for development more likely, many of which are in the vicinity of the station. Existing CIÉ proposals on these sites should be considered and included within the framework.



6 - Concentration of key anchor stakeholders

Strong concentration of established education, health and sports-related occupiers. Can be supported and built upon to strengthen the local character, and as a catalyst to use-related districts or campuses. There are also emerging industrial, SME, creative industries in the area.



7 - Land owner Interest to work together

The site owners all want development on the site and are prepared to work together to improve the Colbert Quarter. Transport orientated development making the most of underutilised CIÉ land.

2.4 SWOT
2.4.3 Weaknesses

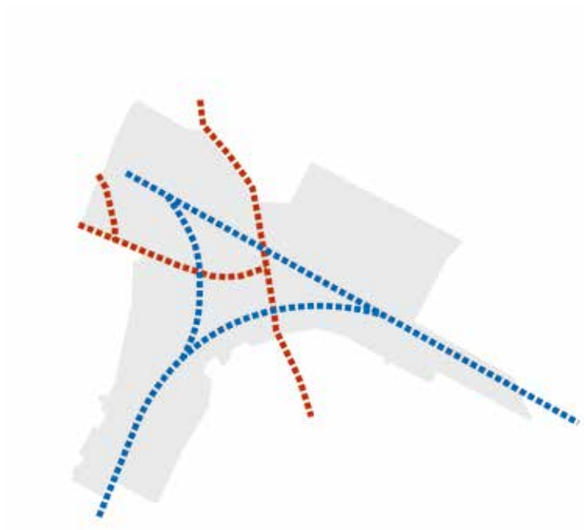
Weaknesses

Spatial aspects

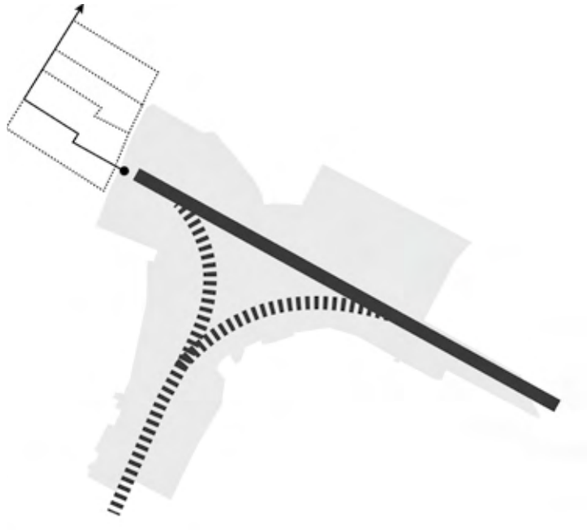
Mapped as 1 to 6

Non-spatial aspects

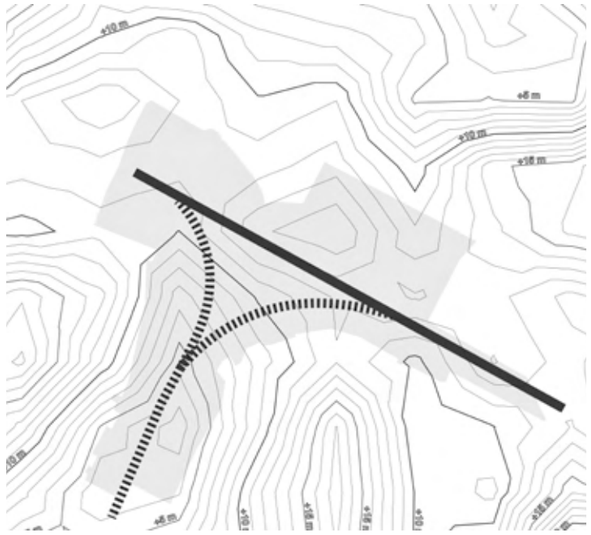
- Weakness in critical mass of commercial and residential activities in city centre
- Shortage of larger scale high-spec office space and SME workspace
- Weaknesses in housing supply and diversity
- Persistent socio-economic challenges despite recent improvements in unemployment levels.



1 - Connections blocked by infrastructure
The site is divided by the railway lines and main roads. This not only divides the site but also prevents existing communities from being able to integrate. Boundaries to the railways to be carefully considered particularly to the proposed Foynes line, which will potentially be recovered and extended.



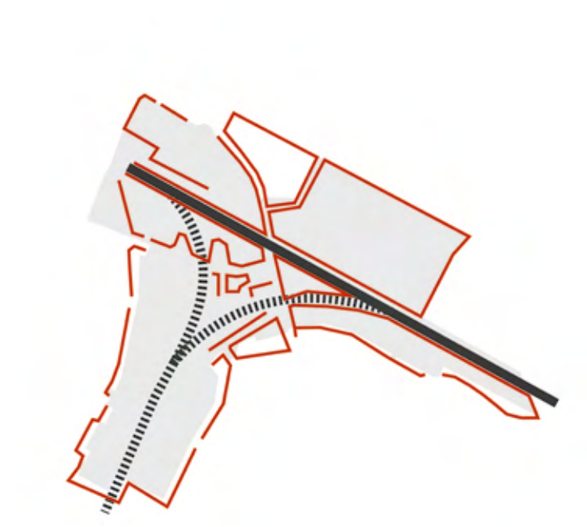
2 - Poor pedestrian way-finding
Pedestrian way-finding across the site is poor particularly from Colbert Station to the city centre where you would expect way-finding to be most obvious. There is also little way-finding to other key destinations located within the site.



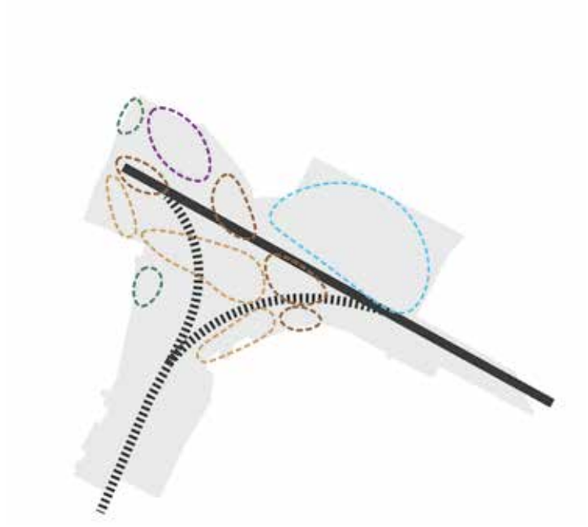
3 - Varying topography
The topography varies dramatically across the site, this could potentially be a weakness if not addressed within the proposals and detailed design carefully.



4 - Close to run down and/or unoccupied areas
The site is close to areas of unloved green spaces and unoccupied/part demolished housing to the south west. LCCC are proposing a scheme along Hyde Road is with regards to the streetscape, but how the study area helps to rejuvenate areas to the west and encourage community integration will be important.



5 - Closed and landlocked site boundaries
The boundaries to the site are generally quite closed with walls to the HSE lands and residential boundaries surrounding the open spaces to the south and east. These boundaries will need to be carefully considered to explore how people will be able to travel across the study area.



6 - No clear destination and character to the Colbert Quarter
The buildings on the site are generally spread out with no clear centre or character, there is little to encourage people to linger or travel around the site once exiting the station.

2.4 SWOT
2.4.4 Opportunities

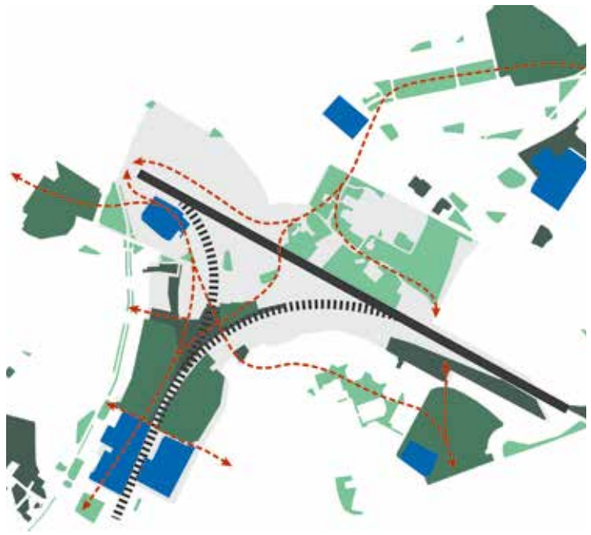
Opportunities

Spatial aspects

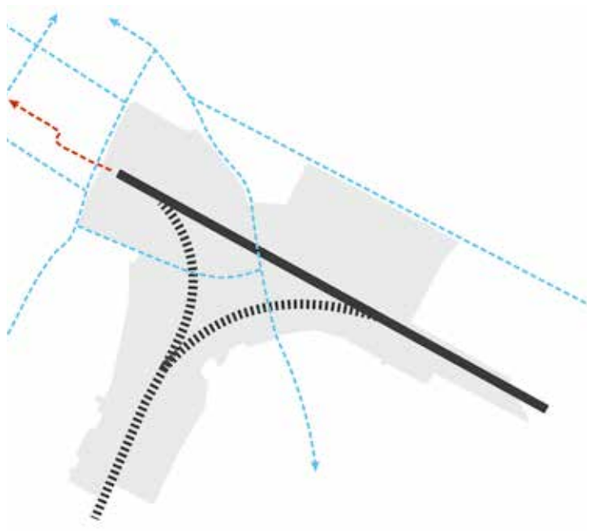
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Non-spatial aspects

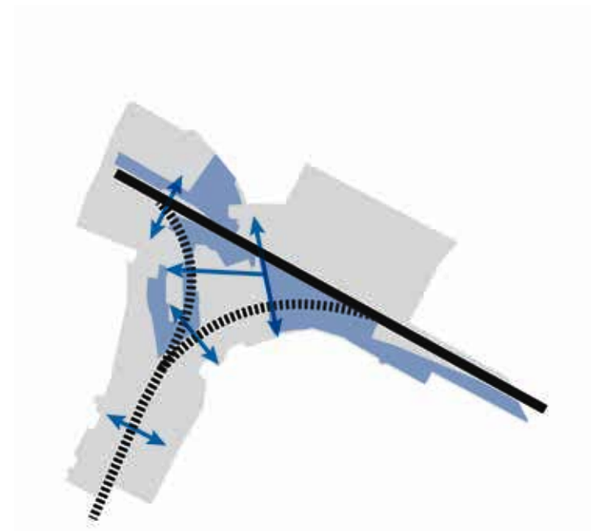
- Establishing a new purpose & identity for Colbert which builds on Limerick's strengths and complements other key regeneration areas
- Presence of strong civic anchors within the Colbert area providing strong building blocks
- Delivering new types of spaces to attract new markets and activities into the City post pandemic
- Opportunities to respond directly to socio-economic challenges through socially focused approaches to delivery



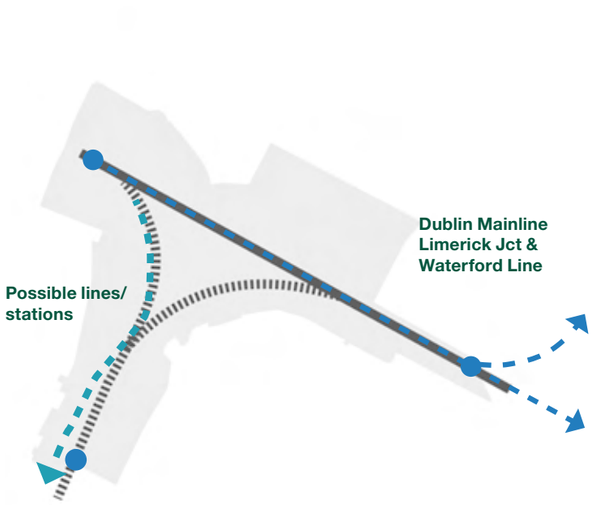
1 - Create quality green links & intuitive pedestrian/cycle routes
Opportunity to create green links which are both pedestrian and cycle friendly. Strong desire to promote active transport within the study area and the environs. Green centrers become hives of activities within the different districts.



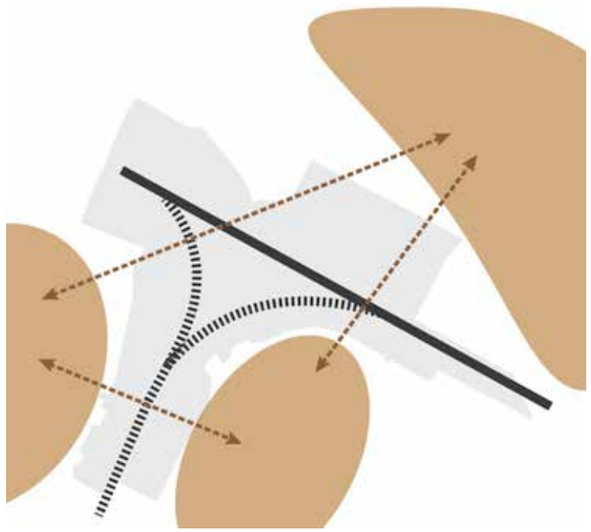
2 - Preserve and integrate existing routes with site
There are a number of existing historic routes which are widely used. There is the opportunity to integrate these routes with the site and also upgrade the existing infrastructure as is planned with the Roxboro Road and Hyde Road development, improving the infrastructure for pedestrians and cyclists.



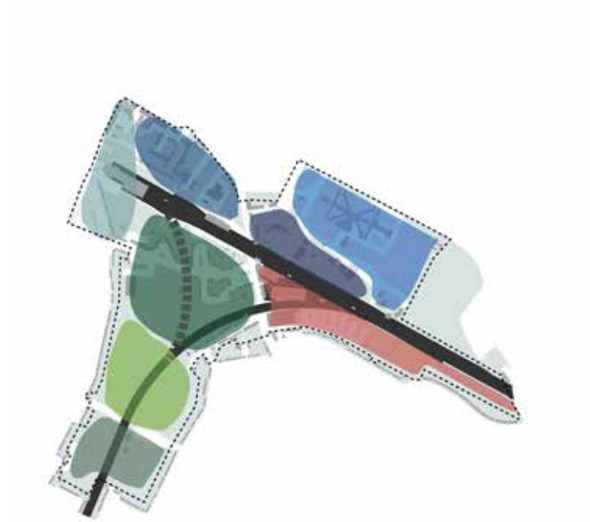
3 - Unlock connections and routes
Unlock connections and routes across the railways and main roads currently dividing the site in order to facilitate the integration of existing communities and improve access through the site utilising the varying levels for bridges/ underpasses and to aid wayfinding.



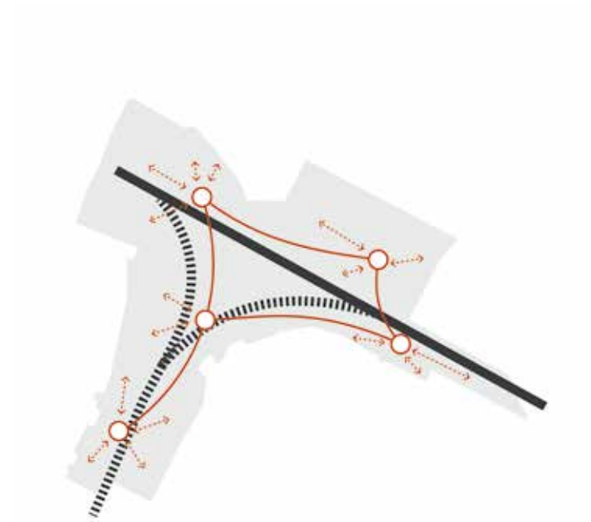
4 - Use existing and proposed infrastructure
Opportunity to make travel to and from the city seamless helping to develop commercial interest in and around the station as well as for the city as a whole. Infrastructure facilities support long term delivery/sustainable development.



5 - Integrate existing communities
Key to the masterplanning of the area is to also look outwards from the site. There is the possibility to bring together and integrate existing communities currently divided by the railway lines. Possibility to bring together with a communal hub / leisure / sporting facilities.



6 - Creating new districts
Possibility to create new distinctive districts and zones of activity at their centre. Districts are to be viewed as the general character of the area and are not definitive, other uses/mixes will intertwine these zones making them more cohesive.



7 - Creating district energy network
There is the opportunity to implement a energy network at an urban scale and ensuring there is guidance for this in the framework, along with guidance on how this could be implemented, we have proposed locations for energy centres to facilitate the implementation of the network. The programme being carried out as part of the Limerick +cityxchange can also feed into this approach.

2.4 SWOT
2.4.5 Threats

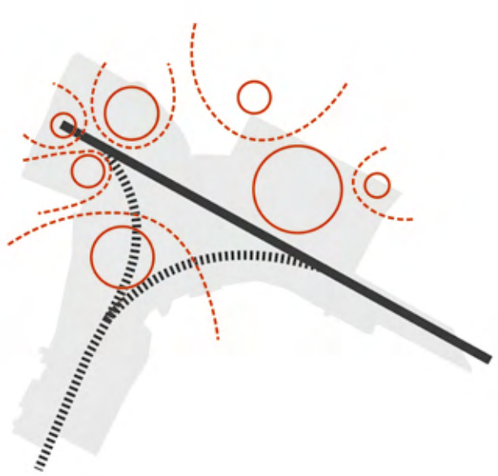
Threats

Spatial aspects

Mapped as 1 to 4

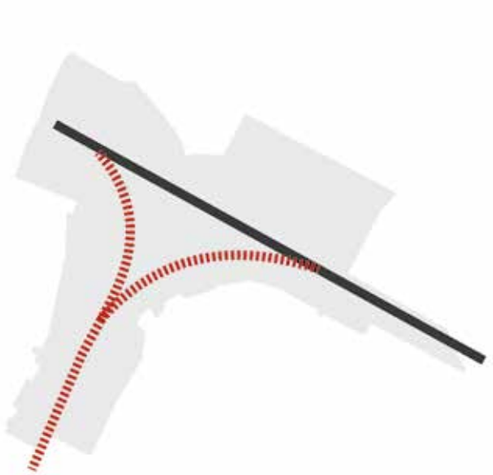
Non-spatial aspects

- Relatively low values presents viability challenges
- Recession: Covid-19 and wider macro forces affecting investment and social outcomes and reinforcing existing weaknesses
- Competition from other Irish cities (and indeed other Limerick developments) for investment and business.
- Number of landowners and interests; challenges in securing a consistent and coherent delivery approach.
- Over provision of social housing: Over saturation of social housing could cause similar issues with severely deprived areas as has happened in Limerick in the past in areas with a high density of social housing.
- Existing high commercial vacancy rates: Potential for not being able to find tenants for the new offices and shops as Limerick already has a high commercial vacancy rate.
- Inability to find alternative consolidated locations for sports clubs: Risk of being unable to consolidate sports pitches and unable to find suitable alternative locations.
- Slow early delivery: Lack of early deliver could be seen as mirroring other failed limerick focused projects in the past i.e. the regeneration programme.



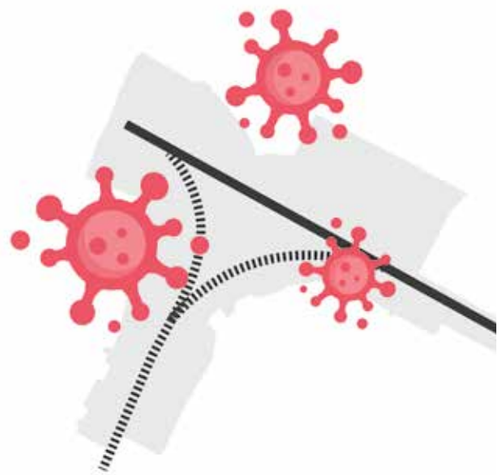
1 - Land owners

Important to openly discuss proposals between all stakeholders to ensure this Spatial Framework responds to everyone's ambitions. Potential disagreements should be carefully considered, ensuring all parts are willing to work together for the benefit of the area as a whole. Complex projects will require further detailed studies as part of next steps.



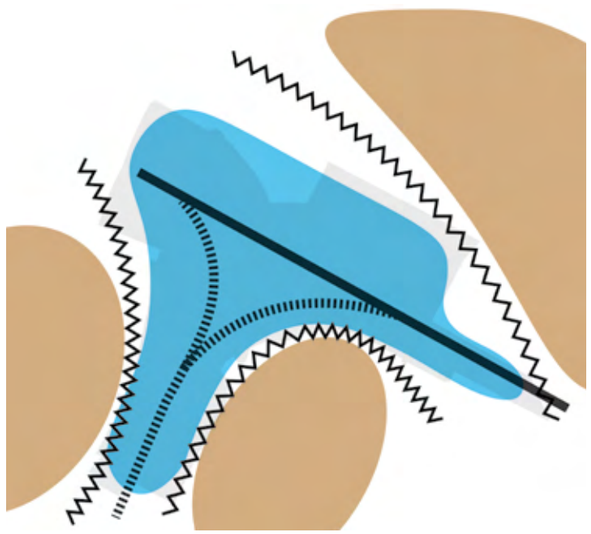
2 - Proposed Foynes Line

Foynes Line railway extension being cancelled or not implemented for a number of years. Important to consider the implications of the new line not happening on the scheme and how the scheme can mitigate any disruption/ allow for adaptability.



3 - Covid-19

Long term impact of Covid-19 on investment and employment in the area could halt progress and development. Important to understand more fully the potential impacts of Covid-19 and the change in demand for specific building typologies.



4 - Existing communities

Impact that new development can have on existing communities including height of developments being intrusive and potential for dividing communities further. The wider context must be considered as well as a programme of activities/consultation that involves existing communities within the area.

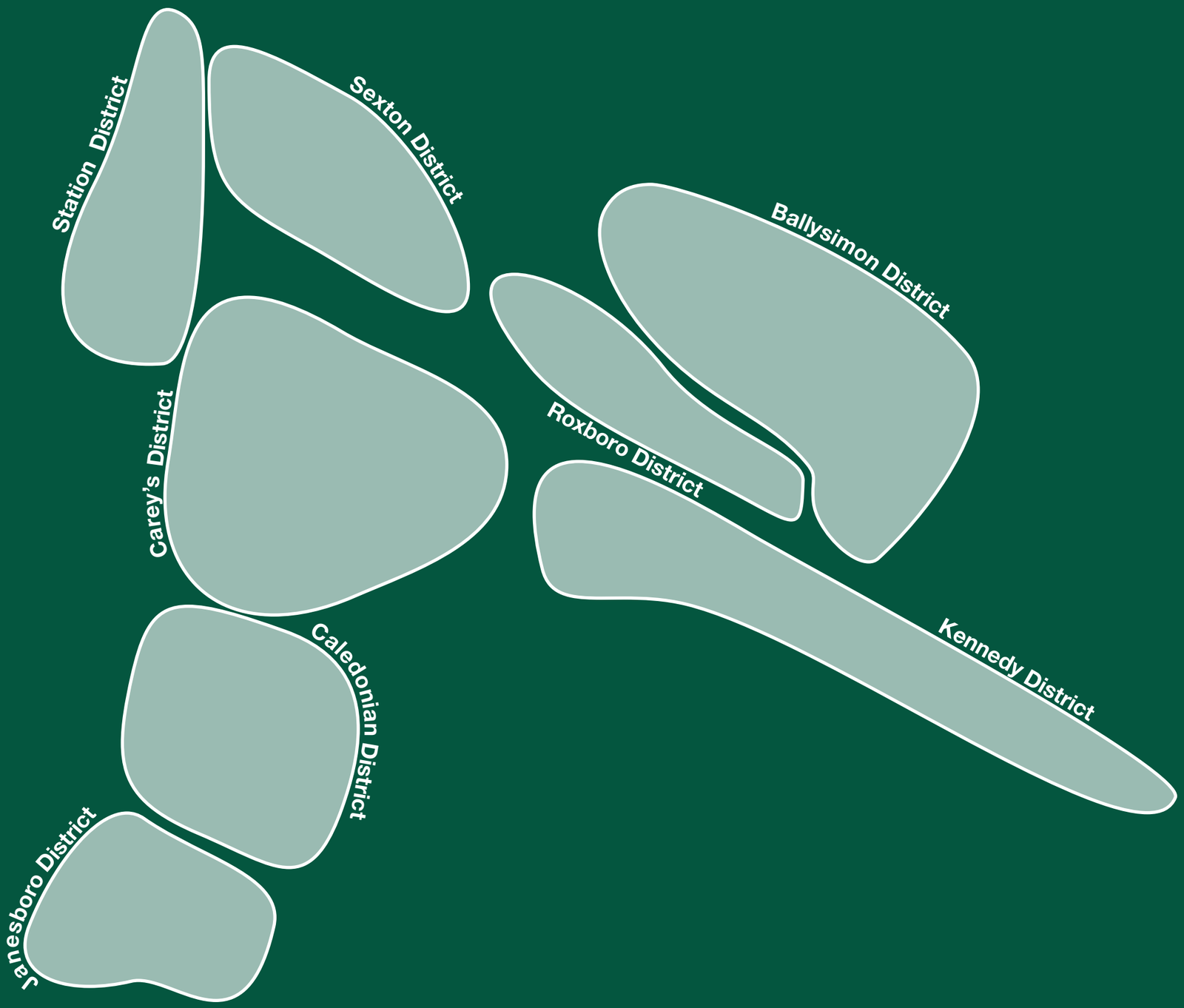
3 Recommended Design Principles

3.1 Recommended Framework Key Moves
- Four Moves
- Key Points

3.2 Recommended Overall Site Strategy
- Character Districts
- Green Spaces & Public Realm
- Walking & Cycling Experience
- Routes & Connections - New & Existing
- Public Transport Linkages & Accessibility
- Urban Structure

3.3 Recommended District Briefs
- 1 - Station District
- 2 - Sexton District
- 3 - Roxboro District
- 4 - Ballysimon District
- 5 - Carey's District
- 6 - Caledonian District
- 7 - Kennedy District
- 8 - Janesboro District
- Combined Districts
- Overall Framework
- Use Definition & Overview

3.4 Recommended Design Methodologies
- Spaces, Layout & Massing Parameters
- Home Types & Precedents
- Flexibility & Adaptability
- Street Types & Precedents
- Transport Design Methodology
- Sustainable Design Methodology

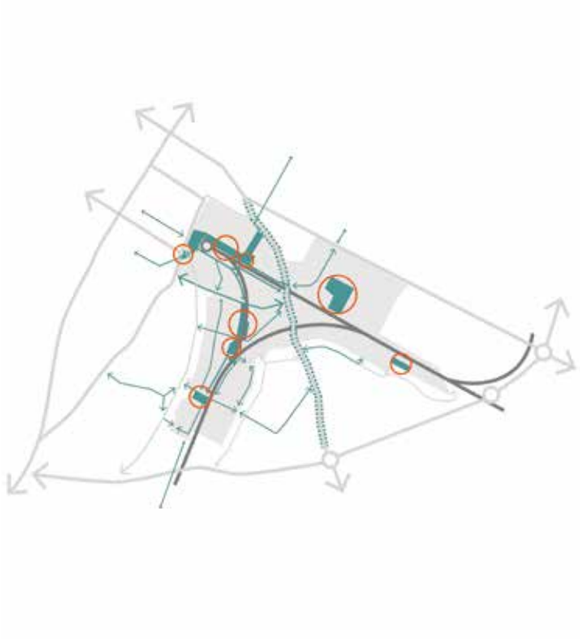


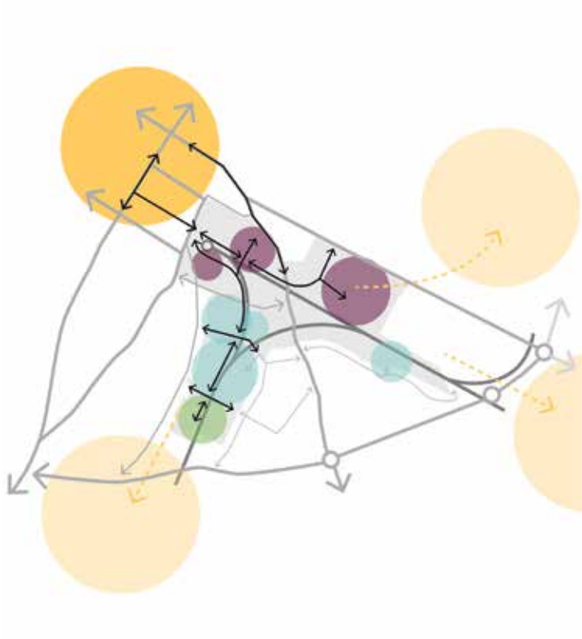
3.1 Recommended Framework Key Moves

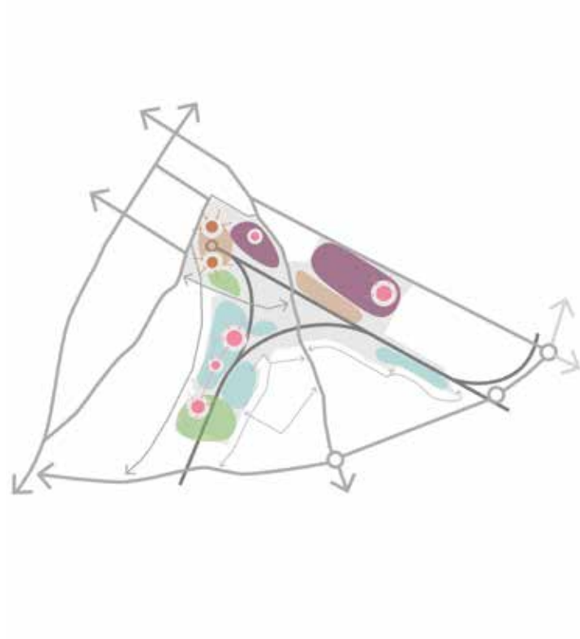
3.1 Recommended Framework Key Moves

3.1.1 Four Ambitions For The Quarter









Network Of Green Spaces

1. Enhance current dykes, waterways and marshland and integrate them as key features of the new neighbourhood.
2. Use the improved landscape for sustainable urban drainage systems (SUDS).
3. Connect adjacent open spaces through new green routes.
4. Bring pedestrian and cycle routes into the core of the area, supporting healthy lifestyles.
5. Encourage activity hub around natural features to the centre where routes converge.
6. Well connected leisure and sports facilities for all.
7. Support existing sports clubs providing improved high-quality consolidated facilities.
8. Series of linear parks between homes offering a place to play/relax/grow.
9. Build on the horticultural facilities on the HSE lands to become an opportunity for Urban Farming.

Connectivity & Transport

1. Open access to currently landlocked development plots.
2. Transport Orientated Development:

– Facilitate pedestrian and cycle navigation of the area.

– Providing a walkable environment (15 minute neighbourhoods with supporting amenities).

– Improve way-finding to and around the Station.

– Create a series of links which overcome current infrastructure barriers and use these interfaces as an opportunity to create interesting nodes of activity and landmarks.

– Designs should seek to integrate and promote connectivity - such as proposed Foynes Line and potential for additional link opportunities.

3. Links to consider future evolution of the area as well as the streets themselves working towards car less neighbourhoods.

Support & Development

1. Support density and mixed-use development around Colbert Station. Opportunity to become a gateway into the city.
2. Connect new with existing neighbourhoods to ensure inclusive and integrated communities.
3. A catalyst for development and opening up further opportunities within the area.
4. Provide new employment spaces.
5. Support development of sustainable homes and neighbourhoods
6. Support and enhance cultural and heritage aspects of Limerick.
7. Promote existing initiatives happening in the city already; +CityxChange, the Limerick Laneways project etc.

Districts Of Character

1. Respond to key stakeholders vision for each of the distinctive neighbourhoods and support their ambitions.
2. The different districts have their synergies but are not reliant on each other and act as a series of districts.
3. Provide new social-infrastructure/supporting amenities to reinforce new and existing communities.
4. Forming vibrant neighbourhood centres through the different character districts
5. Building on existing character and uses to inform the districts. Districts seek to retain the existing character but consolidate uses to unlock sites to support development.
6. Develop much needed affordable housing
7. Providing landmark office and civic buildings around the station and along the railway lines.

3.1 Recommended Framework Key Moves
3.1.2 Key Points

Overview
The key points are derived from public consultation and engagement with major stakeholders. The themes have helped inform the key framework moves and the 8 district briefs.

Homes
- Potential to provide a range of 2,540-2,830 homes (with an additional 530 student bed spaces) in a mix of own-door units, duplexes and apartments.
- Diversity of tenure – integrated, balanced communities and a sustainable social mix.
- The development framework is aware of the ever changing demands on housing. The housing mixes for the Quarter have been explored against the HNDA ratios, but also against two further scenarios which explore the reduction in the ratio of 3 bed units. Further details and explanation can be found in section 3.4.3.
- Sheltered accommodation and nursing homes, social housing, affordable housing, cost rental, private housing, and specialist accommodation for senior citizens, those with special needs and student accommodation.
- Proximity to the railway line will bring certain challenges in terms of noise and vibration. Internal living accommodation will comply with appropriate noise standards and allow for services of the railway lines. In light of this is has been identified that collaboration between partners on delivery of housing and railway infrastructure to happen at the earliest opportunity.
- Energy efficiency and smart homes.

Connectivity
- Key to unlocking the potential of the area is the creation of access in an area where the railway and topography are barriers to movement.
- The area benefits from access to existing transport infrastructure and will be further improved by proposals for new transportation infrastructure. The study area is close to the city centre with the existing provision of schools and health services.
- This facilitates sustainable forms of transport; walking, cycling and other forms of personal mobility. The aspiration to work towards carless neighbourhoods with car parking facilities minimised and have the ability to adapt over time.
- Routes knitted into the districts linking to vibrant centres.
- Healthy streets with consideration to air quality and promoting well being through access to nature.

Building Height Strategy
- The CQSF provides guidance on densities, building heights and building design that aligns with emerging local planing policy. This guidance is flexible and subject to consideration at detail design stage.
- The strategy seeks to achieve coherent patterns of urban structure within a clear hierarchy of streets and spaces.
- The overall strategy set parameters around building height, focal points and landmark buildings.
- Promote the creation of a high-quality public domain.

Public Realm, Open Spaces, Recreation, Biodiversity
- Integrated network of routes and green corridors.
- Incorporating and enhancing the existing landscape.
- Sustainable Urban Drainage Systems (SUDs) providing amenity and biodiversity benefits.
- Family play areas and splash pools.
- High quality and varied sports facilities.
- Unique leisure experiences of climbing and skateboarding forming new destinations points within the study area.
- Promoting biodiversity within the city and access to it for education and well-being.

Economic Development/Employment/Tourism
- Live and work within the “15 minute city.”
- Many opportunities for economic development and employment uses, particularly around Colbert Station and lands either side of the railway line.
- Commercial office and creative workspace.
- Provision to support small business and retail post pandemic.
- Hotel uses for both tourism and short stay accommodation will support the business function of the area.
- Meanwhile uses that can generate employment and training considered as part of the delivery strategy

Retail /Retail Service Provision
- Neighbourhood scale and local/convenience retail as well as new models of retail.
- Retail located around the station areas will provide for the needs of those working and public transport passengers – shops, cafés, restaurants hairdressers, barbers, etc.
- Convenience retail floor plates are anticipated to provide for the shopping needs of the new residential communities.
- Smaller retail provision to provide local amenities for new and existing communities.

Education/Student Accommodation
- Extension to CBS Sexton Street with supporting links.
- A new school space and play spaces.
- Crèche/ family support within community buildings.
- Higher education facilities and training opportunity.
- Student accommodation and supporting amenities.

Health
- Support the HSE’s plans for better links into their land/opening up the site.
- Provision for priorities projects such as Primary Care and Child & Adolescent Mental Heather Services.
- Consideration to future projects and supporting amenities.
- Access to horticulture and growing facilities for all.

Community and Culture
- A mix of local community facilities are anticipated to support the new and existing communities – multi-purpose facilities, such as those associated with sports and leisure, as well as smaller facilities associated provided in conjunction with residential accommodation

Built Heritage
- Colbert Station, HSE – cognisance of built heritage to help provide identity to the area.

Physical Infrastructure
- Water supply, drainage, flood risk, electricity, gas, telecommunications, district heating, waste management.
- Energy districts and networks as part of a wider ambition for sustainable development.

3.2 Recommended Overall Site Strategy

3.2 Recommended Overall Site Strategy
3.2.1 Character District Areas

8 Distinct Districts
These descriptions give a general character for each of the districts, but are not definitive, other uses/mixes will intertwine with these zones making them more cohesive. The greenways and pedestrian and cycling link will also help to stitch these districts together creating a new quarter that is well connected and beyond to the wider area.

District 1 - Station District
- Landmark office buildings to draw in investment and improve the immediate character around Colbert Station
- Hotel accommodation for tourism and short stay
- Leisure to support the new office uses, growing communities, tourism and commuters.
- Incorporate the consented bus station development
- New civic use buildings adjacent to peoples parks and the station plaza
- Revitalisation of buildings along Parnell Street
- Improvements to way-finding
- New city centre homes

District 2 - Sexton District
- Existing primary and secondary education facilities retained, infill and consolidation where possible. Upgrade of facilities where needed.
- Higher education / colleges uses to the east
- Student bedrooms and supporting amenities
- New workplace and office uses
- Energy centre and link bridge
- Landmark gantry crane

District 3 - Roxboro District
- New intergenerational living, later living and key worker accommodation
- Commercial research / office space with links to HSE facilities to the west and healthcare facilities to the east.
- Community infrastructure
- Potential to provide small scale, community urban farming opportunities

District 4 - Ballysimon District
- New high quality sustainable homes
- New healthcare facilities to tie in to the existing established site. Protected structures to be considered.
- Consolidation of storage/existing facilities
- Opportunity to provide flexible parking solutions as the area evolves over time
- New office space / research facilities possibly relating to the HSE functions

District 5 - Carey's District
- Predominantly residential use (mixed tenure and sizes)
- Greenways and key pedestrian cycle links
- Small retail and local amenities at ground floor to support the neighbourhood and inform a new neighbourhood centre
- Key junctions under the proposed Foynes Line
- Enhancement of existing landscape features to tie into the SUDs systems and to provide nature trials
- Green fingers running through development offering parklets (places to relax/ socialises/play/grow) when moving through the site

District 6 - Caledonian District
- Predominantly residential use (mixed tenure and sizes)
- Greenways and key pedestrian cycle links
- Energy centre and community use
- Central park offering play/grow/sport/relax
- Education, nursery and play-spaces

District 7 - Kennedy District
- Kennedy district is currently an operational bus depot and subject to further study. Should the area develop at a point in the future it has the penitential to provide uses that compliment the bus depot, such as light industry, leisure and community as well as other employment opportunities.

District 8 - Janesboro District
- Consolidated sports grounds pitches offer multiple sports uses
- Greenways and key pedestrian cycle links
- New all weather pitches and league pitch/stadium.
- Potential new sports hall/municipal building
- Growing spaces for the community



3.2 Recommended Overall Site Strategy
3.2.2 Green Spaces & Public Realm: Key Moves

Overview
Well connected, healthy streets promoting active transport and a great place to live are key objectives for the CQSF. This is considered with a series of green lungs (routes) through the Quarter connecting districts, reactivating existing spaces and enhancing Limerick's citizens experience and access to the environment.

Green Spaces & Public Realm: Key Moves

1. Colbert Station arrival space connecting to civic spaces and People's Park. Provision of a cycle hub for visitors/ commuters
2. Improved Hyde Road Park with spill out space from the Limerick Living Room, wi-fi hotspots and play space
3. Improved existing green areas along Carey's Road
4. Limerick Link, a raised cycle and pedestrian route leading to the HSE lands and to the southern districts
5. The Yards, a new neighbourhood centre with small retail and community amenities at the ground floor
6. Existing Bus deport subject to further future study
7. Areas for community allotments
8. Foynes Line Greenway
9. New sports hall, playing fields and stadium
10. Development of adjacent space to consider links to Kennedy Park and adjacent green spaces
11. New central park with play space, outdoor gyms and splash park
12. Skate park / play area
13. Dykes and nature trails
14. Community urban farm/ growing space and restaurant
15. Re-purposed chapel as a community hall with civic and play space
16. Larger pocket parks on walking routes
17. Opportunity to connect outwards to existing green spaces improving accessibility and/or help revitalise unloved spaces



Key

- Key pedestrian walkways, crossings and civic space
- Public parks and green routes
- Sports pitches
- New residential amenity
- Other existing green areas
- Community allotments
- Surfaced water and marshland
- → Key green pedestrian and cycle routes

3.2 Recommended Overall Site Strategy
3.2.3 Walking & Cycling Experience

Overview
Through analysis it was identified that the there was a lack of accessible connections around the study area along with poor wayfinding. This diagram illustrates key routes proposed to support well connected and accessible Districts.

Walking & Cycling Experience
Throughout the study area active pedestrian and cycle infrastructure has been used to stitch the new and existing neighbourhoods together. Key routes have been identified and pedestrian highways intertwined with greenways and parks to provide healthy active travel options to new and existing residents.

The provision of a new raised walkway /cycleway known as *The Limerick Link*, which helps to connect the station to the HSE lands and the new developments to the south. The walkways and routes are also connected to key civic spaces and public buildings from community centres such as the *People's Pavilion* to *The Yards a* new and vibrant community, small retail and leisure centre. Uses have been strategically positioned to help activate these new routes and encourage people to travel in to the area and explore these new vibrant districts.

Potential connections beyond site are also indicated which support with the building of network of pedestrian/cycle ways which connect multiple opportunity sites and the city centre.



Key

- Key pedestrian and cycle walkways, crossings and civic spaces
- Secondary pedestrian and cycle routes
- Key community, leisure and retail buildings

3.2 Recommended Overall Site Strategy
3.2.3 Walking & Cycling Experience

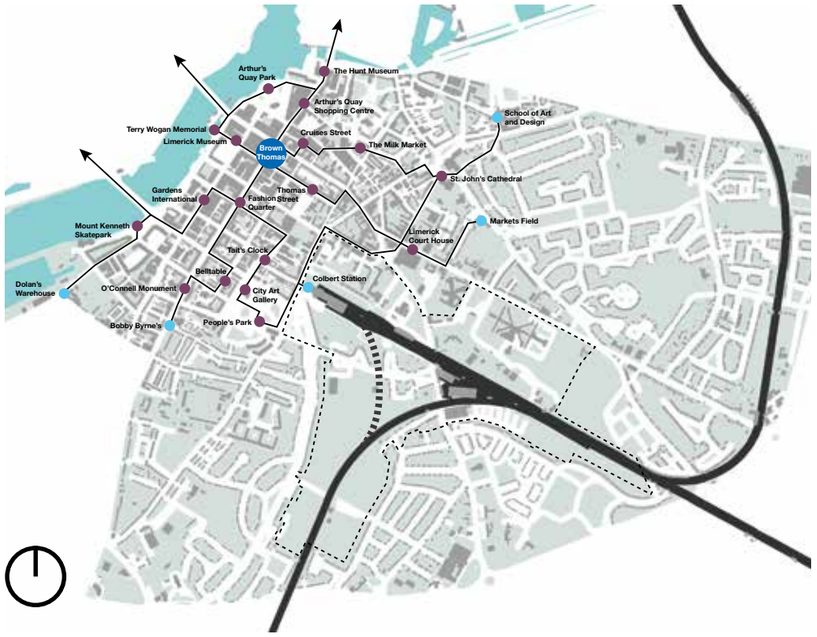
An Extension To The Walking Map

The existing walking map seeks to provide key points of interested within Limerick to the west of the site and beyond towards the city centre. As noted in the spatial analysis the locations within the study area are not included in this map and/or are not very accessible.

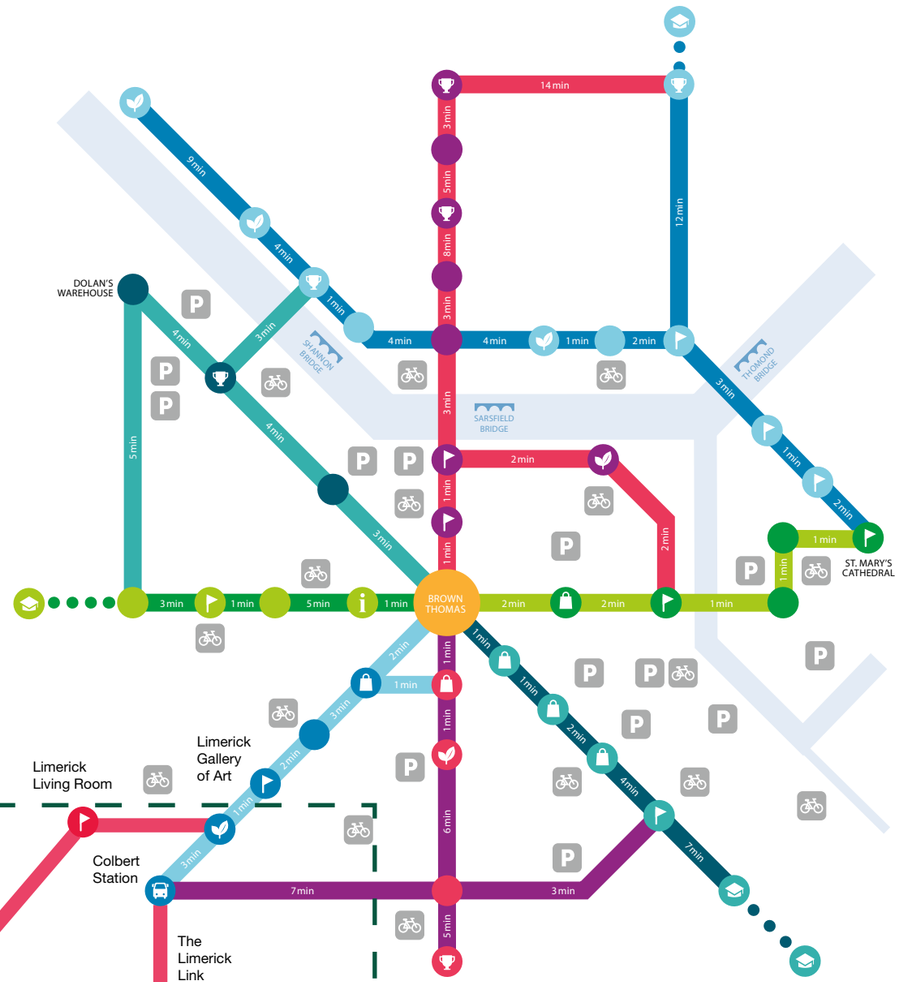
The overall strategy seeks to tie into the walkable city offering further attractions opening up the area to the city and for those who work, live, play within and around the area.

Walking map can be found here - https://www.limerick.ie/sites/default/files/media/documents/2019-10/Limerick%20City%20Walking%20Map.pdf

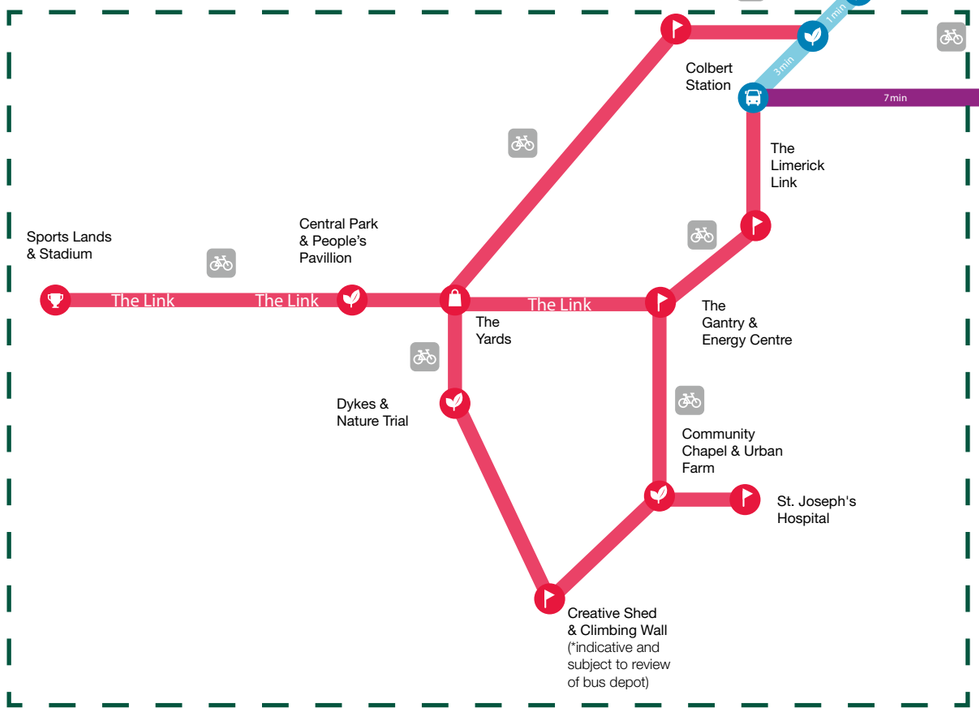
Previous Analysis



Proposing To Extended Limerick Walking Map



Framework Proposals

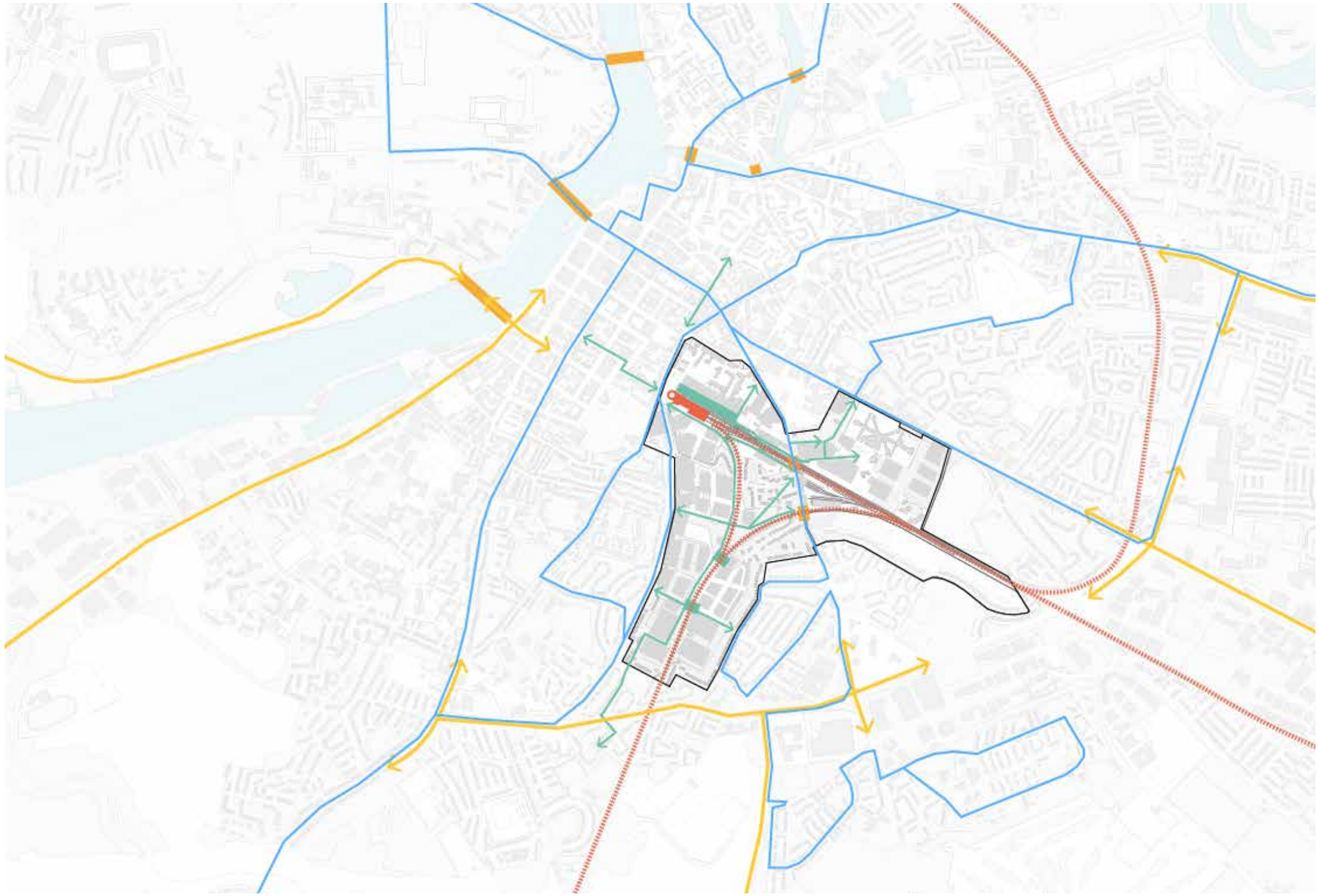


3.2 Recommended Overall Site Strategy
3.2.4 Routes & Connection - New & Existing

Routes & Connections
The study area is lacking in connections and permeability, main roads and railway lines divide the site with few places to cross. Bus routes and vehicular access skirt around the edges of the site with a number of bus stops to the boundaries of the site itself.

It is proposed that pedestrian routes, bridges and connections are used to increase connectivity across the railways and main roads to allow for safe active travel options to new and existing residents reducing the reliance on the car.

The proximity to Colbert Station is also key to the framework and routes have been proposed to encourage pedestrian travel back along the railways via green routes and the Limerick Link to provide access to the HSE lands, Caledonian Lands and surrounding neighbourhoods.



Key

- Limerick bus network
- New primary pedestrian and cycle routes & crossings
- Train station & railway infrastructure
- Primary vehicular routes into Limerick
- Existing bridges & crossings

3.2 Recommended Overall Site Strategy
3.2.5 Public Transport Linkages & Accessibility

Public Transport Linkages & Accessibility
The Colbert Station framework utilises the existing excellent public transport infrastructure already in place. The location of Colbert Station within the framework allows easy access beyond Limerick itself to neighbouring towns and cities. With the proposed re-introduction of the Foynes Line the station will become increasingly important as a transport hub to serve both the local community as well as commuters traveling into the city to work or just to explore this new vibrant quarter of Limerick.

The bus infrastructure will also be upgraded with the addition of a substantial new bus station to the north of Colbert Station to provide capacity well in to the future. Existing bus stops located on the map provide easy access for pedestrians to enter the new districts from all sides of the new development. This infrastructure could be improved by introducing new stops at strategic new entrances in to the site. District 7/Kennedy District and around the East of Galvone Road would greatly benefit from a bus route into the site (proposed new line & stops in yellow).



Current Bus stop catchment of 400m. Source: Curtins

Key

- Bus stops
- Bus routes
- Pedestrian access from bus stops in to site
- Potential new bus stops
- Potential new bus routes
- Potential new pedestrian access from bus stops in to site
- Train station & railway infrastructure
- Pedestrian access from train station in to site



3.2 Recommended Overall Site Strategy
3.2.6 Urban Structure

Overview
This diagram helps to illustrate how the Quarter and its environs could evolve over 20+ years.

Urban Structure
The CQSF framework looks at urban structure not only dividing up plots with vehicular routes but more importantly using pedestrian and cycle routes and green spaces to divide up the urban structure into gridded blocks taking reference from Georgian Limerick. The gridded structure also helps with way-finding through the site creating visual corridors and connections through the study area and beyond.

In this drawing the blocks and plot boundaries can be seen in black, separated with civic space, pedestrian and cycle routes, green spaces and primary vehicular routes.



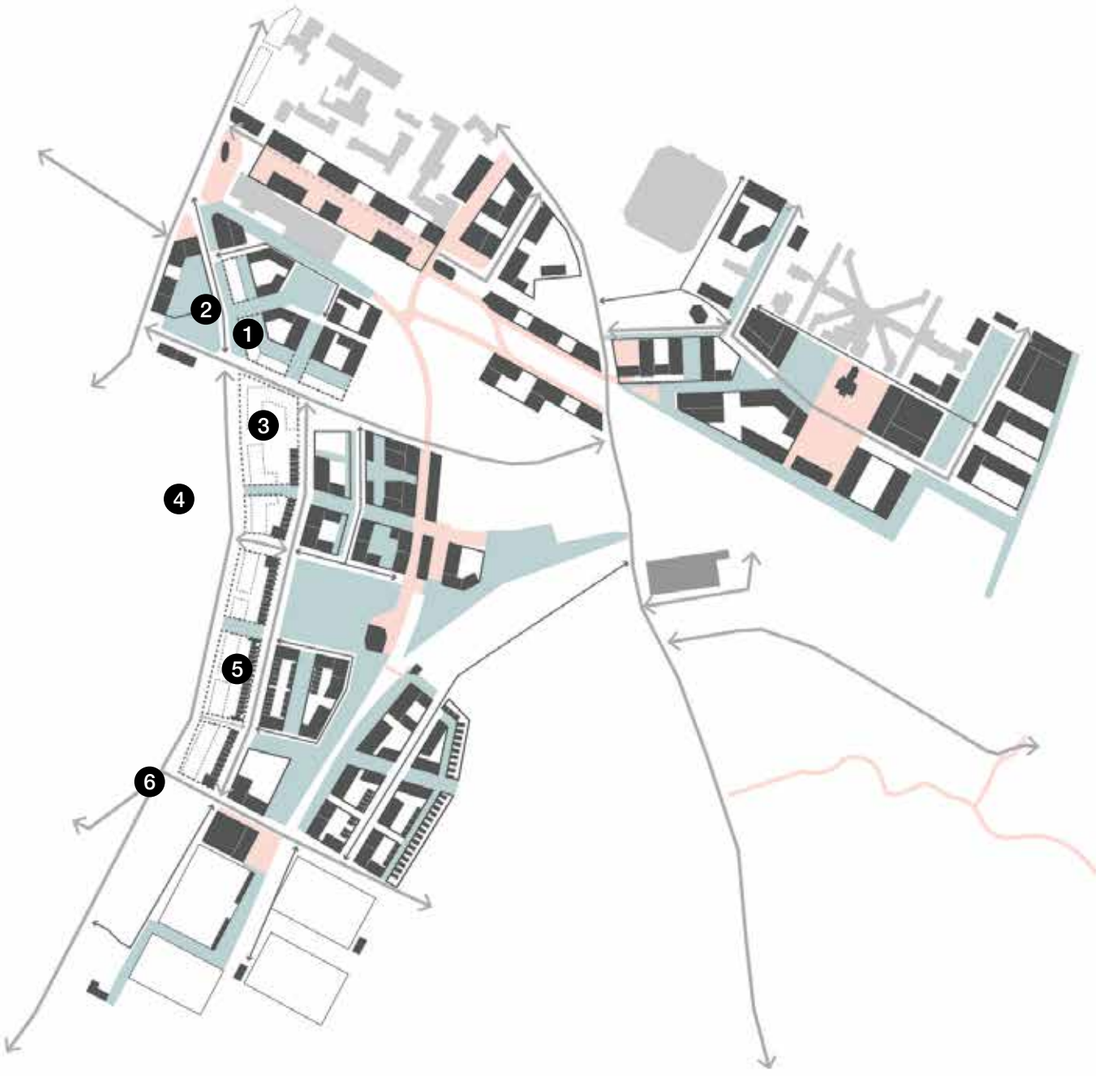
Key

- Main routes: mixed pedestrian and vehicles
- Secondary & servicing routes: quiet residential access with shared surfaces and pedestrian preference
- Blocks within urban grid
- Primary pedestrian routes and civic spaces
- Public green routes and parks

3.2 Recommended Overall Site Strategy
3.2.6 Urban Structure - Potential Future Phases 25+ Years Time

Further Future Unlocking Opportunities 25+ Years Time
There are opportunities to further unlock routes into the surrounding areas. The plot boundaries have been designed in a way to facilitate redevelopment which can align with some of the primary routes, as well as the civic and green spaces.

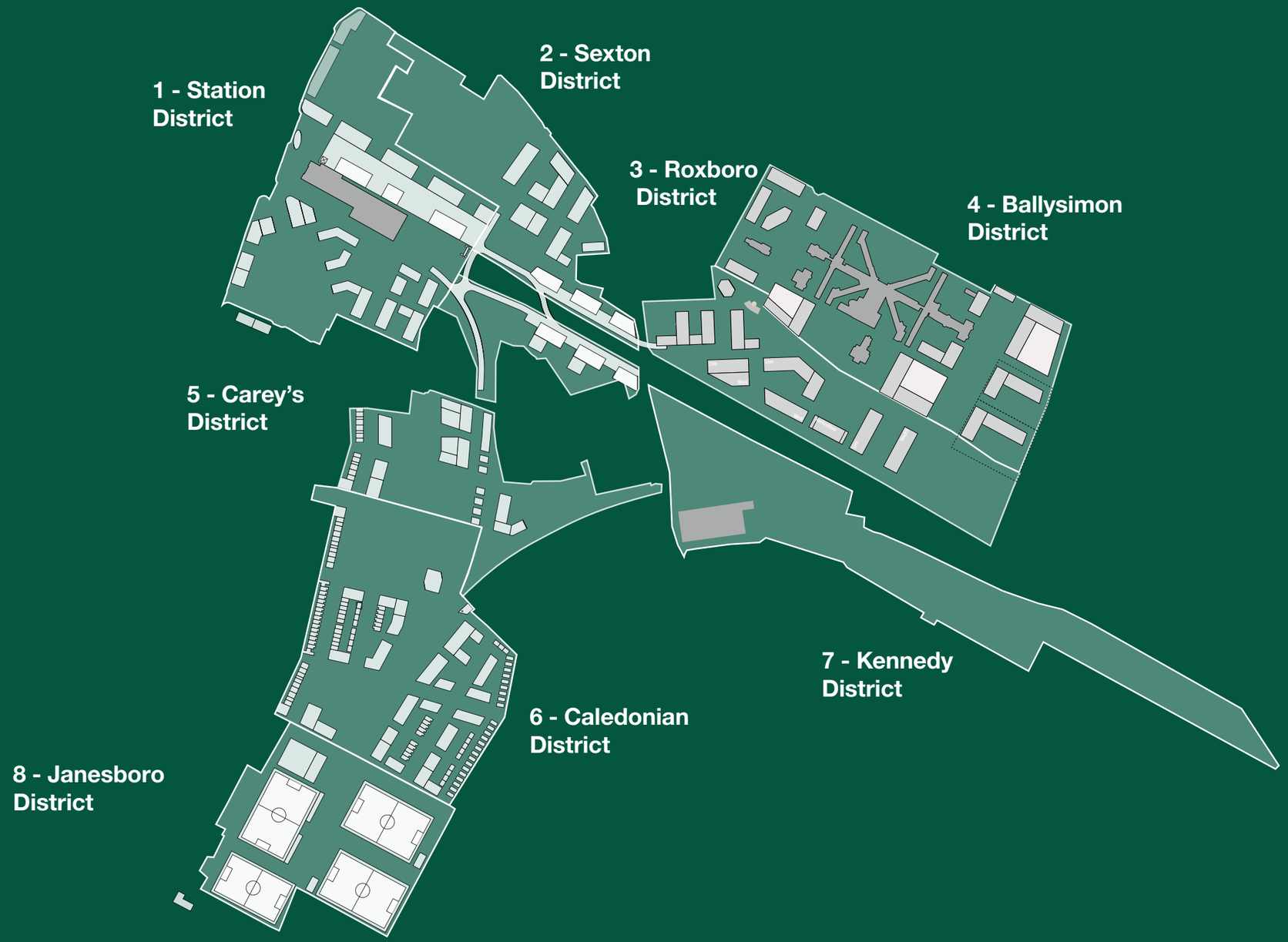
1. Possible replacement of existing housing with higher density blocks, enhancing the streetscape and enclosing the courtyards typology
2. Green routes connect provide a more direct corridor to Hyde Road Park and People's Park
3. Possible consolidation of Carey´s Road corner
4. Unlocking connection through Meagher Avenue and Caledonian Place
5. Central pedestrian connection into Hyde Road, aimed at breaking scale
6. Connection aligned with Leniham Avenue



Key

- Main routes: mixed pedestrian and vehicles
- Secondary & servicing routes: quiet residential access with shared surfaces and pedestrian preference
- Blocks within urban grid
- Primary pedestrian routes and civic spaces
- Public green routes and parks
- Indicative footprints only (considering how the area might evolve)

3.3 Recommended District Briefs



3.3 Recommended District Briefs

3.3.1 1: Station District - Overview

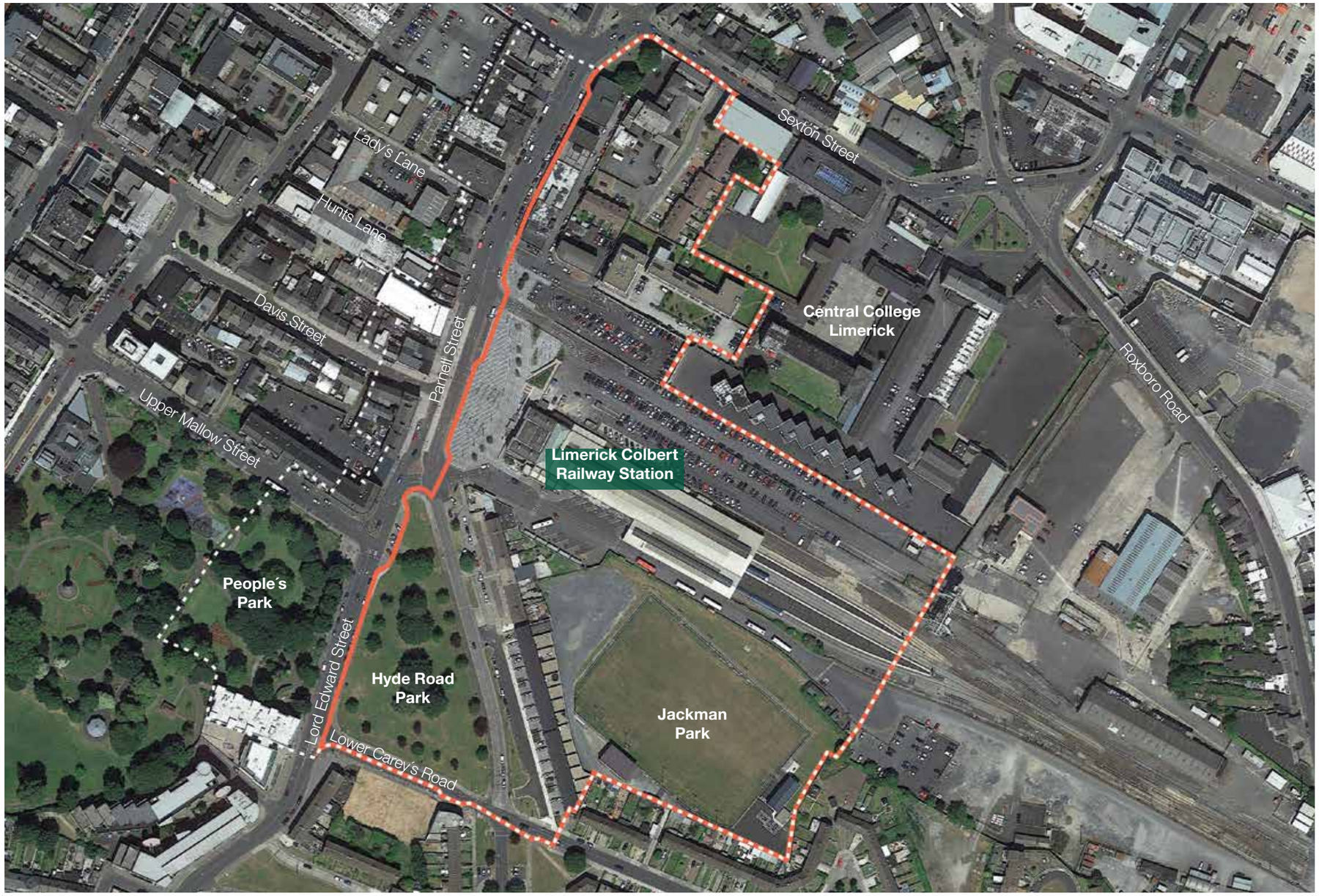
Sites Overview

District 1 is a key location within the overall study area.

It includes Colbert Station, the proposed new bus station, Jackman Park and Hyde Road park. It is considered that the area is currently underutilised when taken into account the extent of the available lands around the station and lack of activity through retail/civic/amenity uses.

The area in front of the station is expansive, lacks enclosure and there is scope to provide landmark buildings at this location which will enclose the plaza, enhance the activity and vibrancy of the area and greatly enhance its civic and amenity potential.

This district has an opportunity to better connect to the centre of the city, making it a desirable location for workplace, retail and leisure. Physical proposals could provide new and unique gateways for Limerick and a zone of activity that compliments and enhances the existing city centre.



Key

- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.1 1: Station District - Existing Condition

Existing Condition

1. Fenced access points into the sites
2. Sensitive edges facing onto residential private gardens and education uses
3. Noise severance along the railway line
4. Undefined green spaces
5. Considerable topography change
6. Poor way finding to the centre
7. Lack celebration of arrival into Limerick, feels sparse and lack of definition
8. Poor way-finding and celebration of the existing Jackman Park
9. Colbert Station protected structure
10. Existing bus station proposal



Key

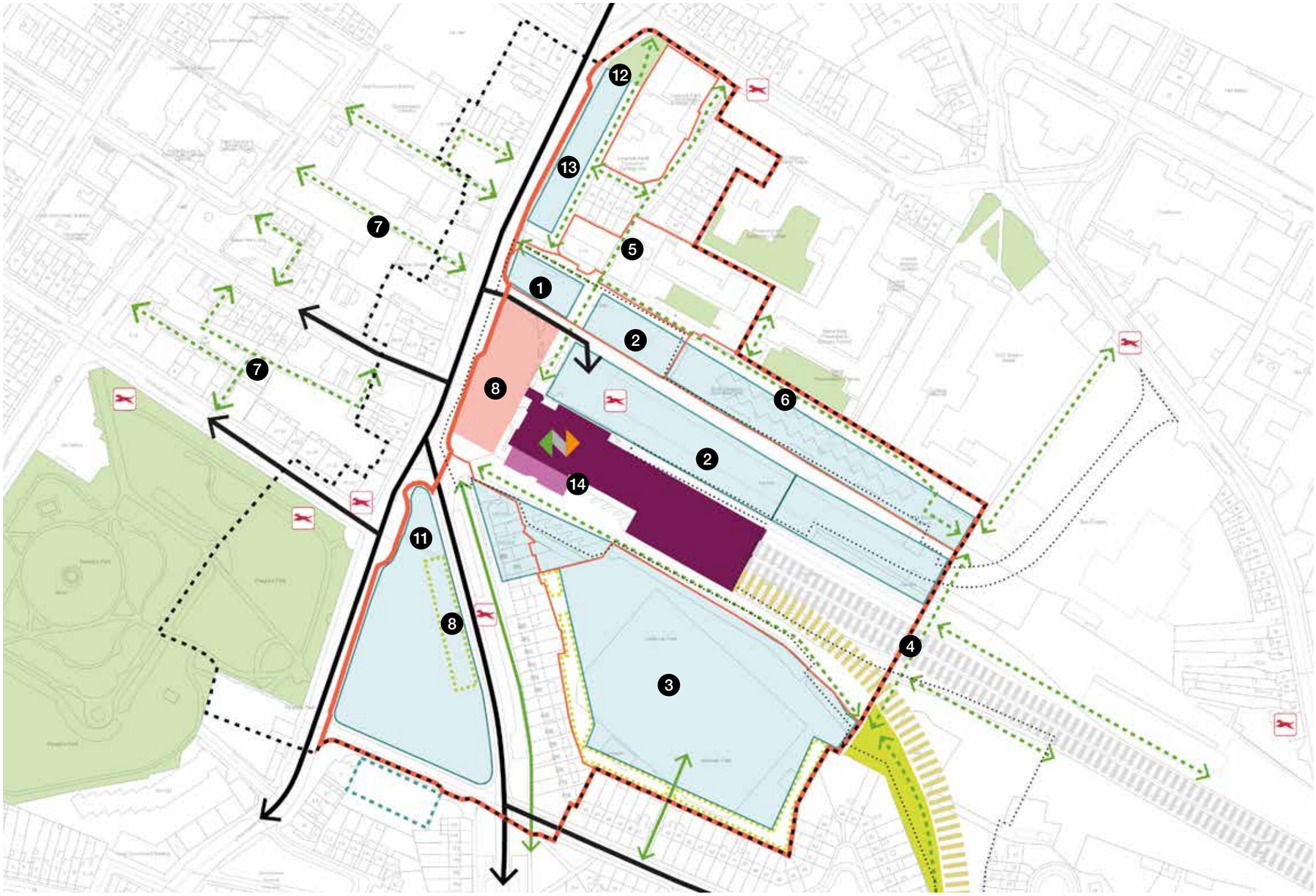
- Ownerships
- Existing leisure / community buildings
- Existing shops / commercial uses
- Unoccupied buildings
- Protected Buildings
- Pedestrian Access
- Vehicular Access
- Existing green spaces
- Sensitive edges
- Existing railway
- Proposed railway
- Noise severance along railway
- District within framework area
- District boundary
- Bus Stops

3.3 Recommended District Briefs

3.3.1 1: Station District - Opportunities

Opportunities

1. Opportunity to consolidate sites north of the station plaza
2. Sites around station offer development potential. Opportunities to utilise the space above the proposed bus station with walkways and buildings better link the district to the rest of the study area.
3. Option to relocate Jackman Park with the sports district (8) to allow the club space to grow and also allows for higher density development around the station
4. Potential pedestrian connection across the railway and retention of the gantry as a landmark
5. Unlock connections making access to northern sites more permeable
6. Unlock east-west pedestrian connection and buffer education areas from bus station
7. Opportunity to link to the Laneways initiative- helping to rejuvenate the city centre laneways
8. Better use of and improved public realm
9. Opportunity to enhance identity to existing uses
10. Areas within this plot would be well connected to the city and station, which would attract investment
11. Opportunity to create a landmark civic building to the north of Hyde Road Park with improved public realm and connection to People's Park
12. Opportunity to provide an urban marker and reactivate the corner of the site at a key junction
13. Bring activity to the high street and maximise the site' potential
14. Potential works around the station will help to further activate proposed routes and provide a new entrance into the existing station



Key

- Potential Plots
- Green walking / cycling routes
- Potential improved Public Spaces
- Existing shops / commercial uses / life-support
- Unoccupied buildings
- Pedestrian Access
- Vehicular Access
- Existing green spaces
- Existing railway
- Proposed railway
- District within framework area
- District boundary
- Bus Stops
- Potential Footprint (station extension)

3.3 Recommended District Briefs

3.3.1 1: Station District - Summary

Key District Goals & Indicative Figure Breakdown

- Opportunity to create a gateway building connected by a raised walkway (Limerick Link) linking to the HSE lands and developments to the south
- Opportunity to consolidate and enhance the identity of existing education buildings while providing for future demand
- Opportunity for high quality and sustainable residential neighbourhood to the south of the station
- Opportunity to create landmark civic/community use building (Limerick Living Room) with great views and enclosing the station plaza.
- Opportunity to redefine the entrance in to Limerick and frame the existing plaza
- Opportunity for height around the station. The height of buildings are suggestive and reflect the aspirations of the *Draft Limerick Development Plan*. However, the specific heights of buildings will be considered in more detailed at detailed design/planning stage.

450 - 500 homes
New homes: mixture of houses and apartments (depends on mix scenario in section 3.4.3, figures rounded)

8,700 sqm
New retail uses and other services

7,300 sqm
New leisure / community / civic space

48,600 sqm
New workspace

220 rooms
Hotel room

14,600 sqm
New education uses

Key

- Residential
- Ancillary: retail, food & beverage, flexible workspace
- Community & leisure
- Workspace
- Hotel
- Education
- Healthcare
- Energy Centre
- 4 Indicative building height (subject to local policy)
- District boundary



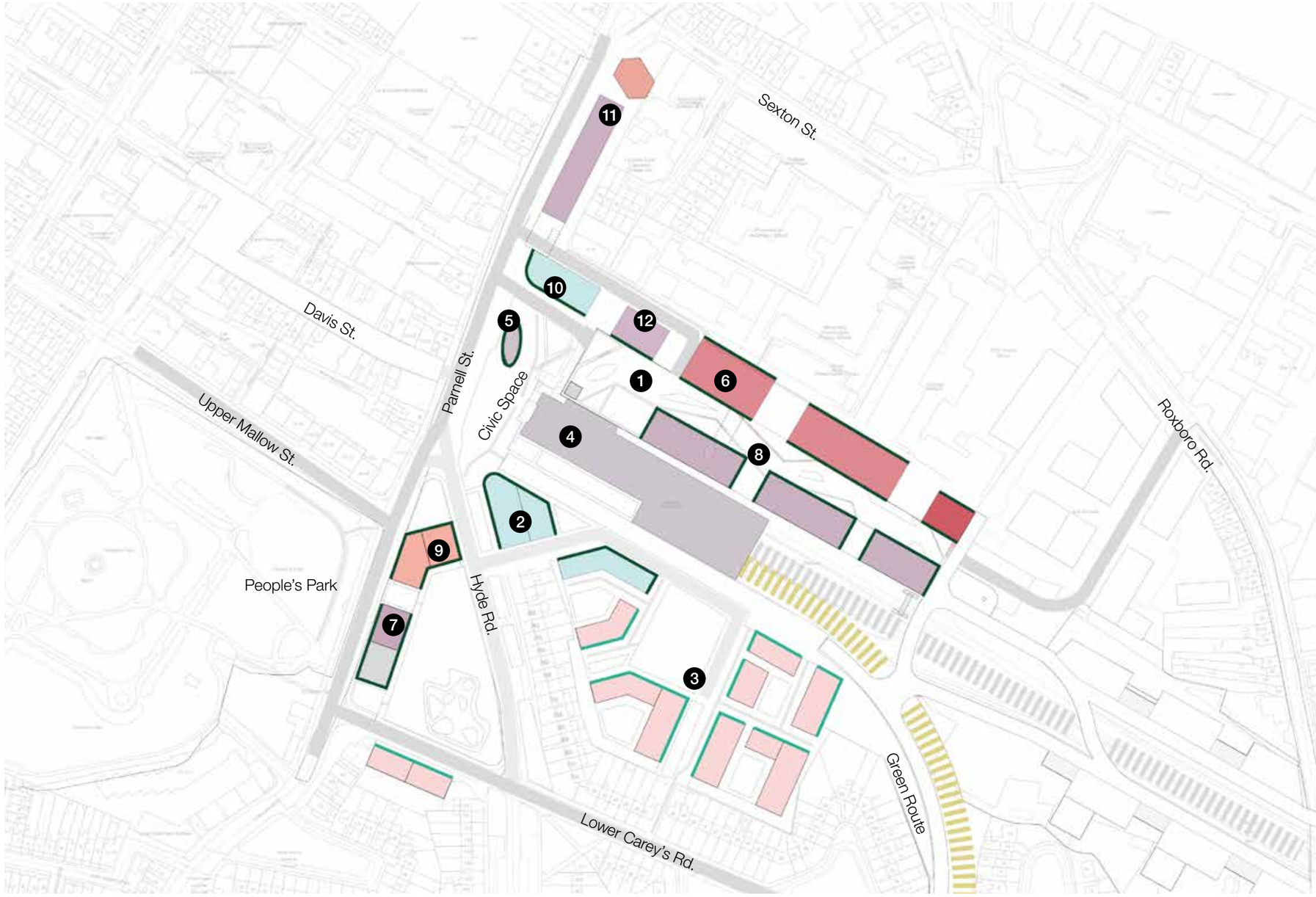
3.3 Recommended District Briefs

3.3.1 1: Station District - Ground and First Floor Uses & Frontages

Ground Floor Uses & Frontages

1. Gateway office building with bus station below at ground floor enclosing the station plaza
2. New landmark office building with civic space linking to the plaza
3. New residential neighbourhood
4. Existing station at ground with office buildings incorporated into to the north above the bus station tying into the Limerick Link. Possible works proposed to the south of the station, which could provide additional active frontage an addtional entrance into the existing station
5. New kiosk and cycle hub on station plaza
6. New education use buildings
7. New apartment buildings with retail on the ground floor spilling out in to Hyde Road Park.
8. Limerick Link, pedestrian and cycle gantry with mix of retail, community, education and workspace
9. The Limerick Living Room, a civic use building, with office space and public viewing platform
10. New hotel building with retail on the ground floor
11. Revitalising the high street with small units for retail/office use. Residential above and new community/leisure use building to the site's edge on the north
12. Small retail and ground with workspace above

** Any proposed extensions/works to the station to be considered during detail design



Key

- Residential
- Ancillary: retail, food & beverage, flexible workspace
- Community & leisure
- Workspace
- Hotel
- Education
- Healthcare
- Energy Centre
- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.1 1: Station District - Routes & Open Spaces (Ground Floor)

Routes & Open Spaces (Ground Floor)

1. Enhanced civic space with active frontages outside station with wider connections to the Laneways- ambition to improve way-finding into the city centre
2. North - south green walking route
3. Amenities for new residents provided in central courtyards
4. Green buffer between existing and new buildings with parking
5. Retained and enhanced park with play space
6. Hard landscaped, office / civic spill out areas
7. Public realm to the base of the buildings
8. New bus station and building above
9. Limerick's Living Room (civic use) and plaza. Connection to People's Park and Limerick City Gallery of Art
10. Limerick's Link (above)
11. New pocket park
12. Pick up / drop off loop
13. New in and out vehicular loop
14. Enhance public realm, community and civic uses building
15. Touchdown zone with cycle parking, wi-fi point, electric cycle charging etc.
16. The Limerick Link - a pedestrian and cycle walkway running alongside the bus station and connecting to the rest of the districts
17. Possible zone for parking at the base of proposed buildings

** Any proposed extensions/works to the station to be considered during detail design



Key

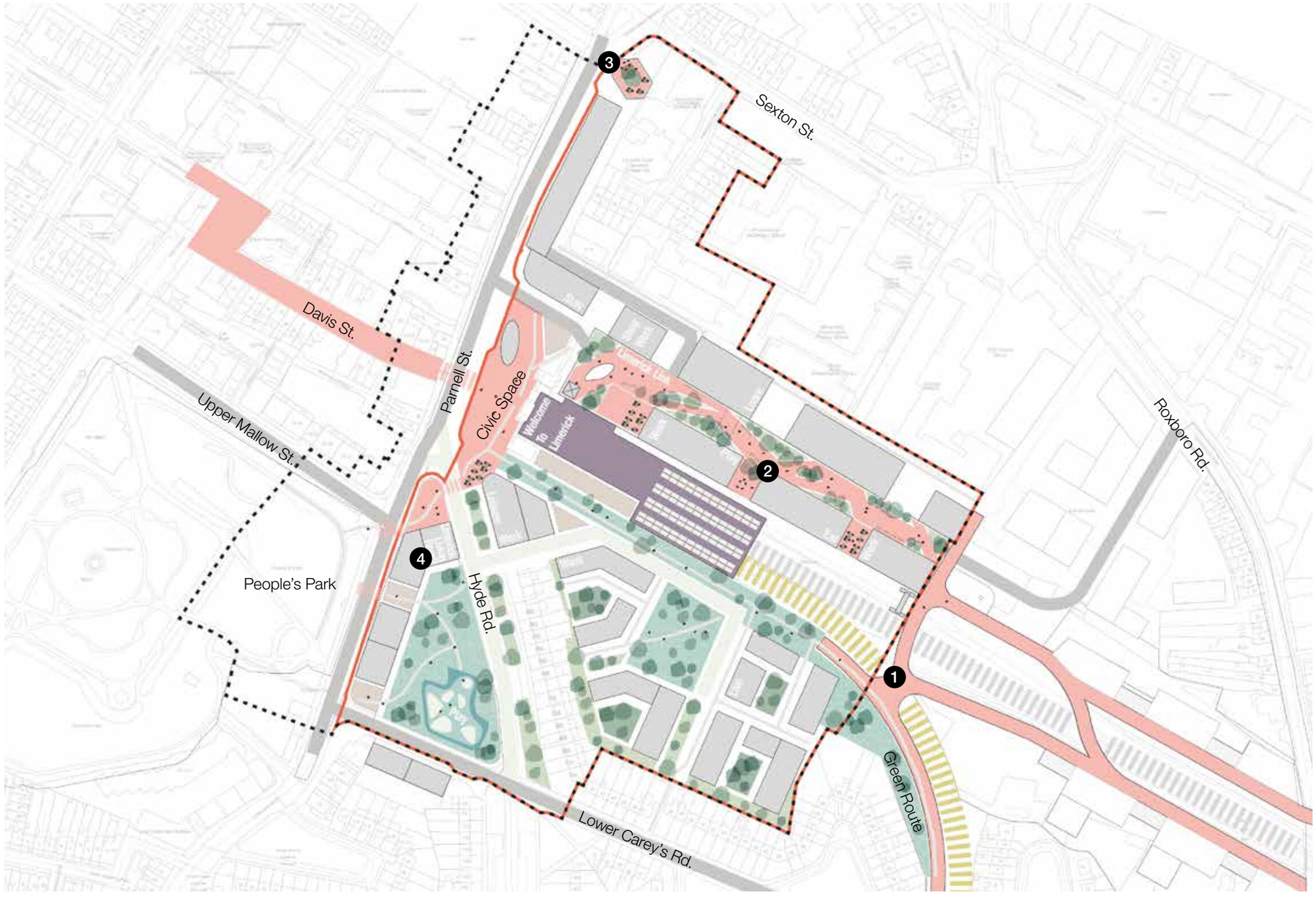
- Main access routes
- Shared access routes
- Main civic spaces and key pedestrian and cycle routes
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.1 1: Station District - Routes & Open Spaces (First Floor +)

Routes & Open Spaces (First Floor)

1. New pedestrian & cycle bridge (part of Limerick Link) and existing gantry
2. The Limerick Link, an elevated pedestrian and cycle walkway with access to leisure and retail as well as places to relax and meet. Connections provided to the rest of the districts
3. Rooftop space for community/residential use
4. Viewing platform at roof level with views towards the river and city centre



Key

- Main access routes
- Shared access routes
- Main civic spaces and key pedestrian and cycle routes
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.1 1: Station District- Vision

District Vision

1. Main civic space located outside station
2. Touchdown zone with cycle parking, wi-fi point, electric cycle charging etc.
3. Retained & enhanced park land
4. Entrance into the district from west
5. Anchor hotel building with strong presence to station plaza
6. The Limerick Link, an elevated pedestrian and cycle walkway with access to leisure and retail as well as places to relax and meet
7. Anchor education building indicating new entrance to schools
8. Revitalising the high street with small units for retail/office and residential and a new community/leisure use building to the site's edge on the north.
9. Existing bus station incorporated into design at ground floor level
10. Vehicle loop for drop off /pick up and parking
11. High quality and sustainable apartment blocks rising up towards the railway
12. Green buffer zone between existing terraced housing with parking
13. Limerick Link heading over the railway and south
14. New pedestrian bridge link connecting schools to sports facilities in the south
15. Limerick Living Room, a civic building for Limerick. Possibly a places for performance, event and learning etc. Public viewing platform at the top looking over Limerick
16. Landmark office buildings helping to frame the plaza
17. Area proposed for an extension to station

** Any proposed extensions/works to the station to be considered during detail design

Conceptual plan for illustrative purposes, and subject to more detailed design and planning approval



Key

- Main access routes
- Shared access routes
- Main civic spaces and key pedestrian and cycle routes
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District boundary

3.3 Recommended District Briefs

3.3.1 1: Station District- Vision

District Vision

The Colbert Station plaza has the opportunity to be intensified and the vastness of the plaza itself reduced. The plaza could provide a cycle hub, kiosks, covered seating and/or places for art and performance as part of a cultural loop. Promoting active transport through designated routes, supporting amenities and improved public realm are also part of the ambitions for the Quarter. Improvements to way-finding into the Quarter as well as to the centre - upon arrival into the station are have been considered through the introduction of the *Limerick Link*.

An increase in height and density around the station is proposed with key buildings acting as catalysts setting the tempo for development. To the left is the *Limerick Link* a key piece of public realm and pedestrian/cycle infrastructure that links the station to the HSE lands and developments to the south. It could provide pockets of civic space with retail and community both at ground floor and above the bus station. The proposed Limerick Link could be developed above the bus station and ties into the office uses buildings, which run along side Colbert Station and the railway line.

The second key building is a potential civic offering for the city; either a network of spaces or building which acts as a *Living Room* for Limerick. Located adjacent to the Colbert Station's Plaza and People's Park this area could act as an extension to these already established civic spaces. The proposed Limerick *Living Room* could provide places for performance, debate, learning and/or become a community resource such as a library. Its programming should support existing cultural and civic uses and initiatives.

The image on this page gives a flavour of the character proposed for this district.

Key Plan



View looking towards Colbert Station
View is conceptual and for illustrative purpose only.



3.3 Recommended District Briefs

3.3.1 1: Station District - Character

Enclosing and activating plazas





Limerick Link- cycling and pedestrian experience



Integration with the bus station



Active roofscapes





Improved accessibility



Enhancing landmarks



Office spaces with a focus on wellness



Limerick's Living Room a multifunctional civic/cultural building



Multi-functional gateway building



3.3 Recommended District Briefs

3.3.2 2: Sexton District - Overview

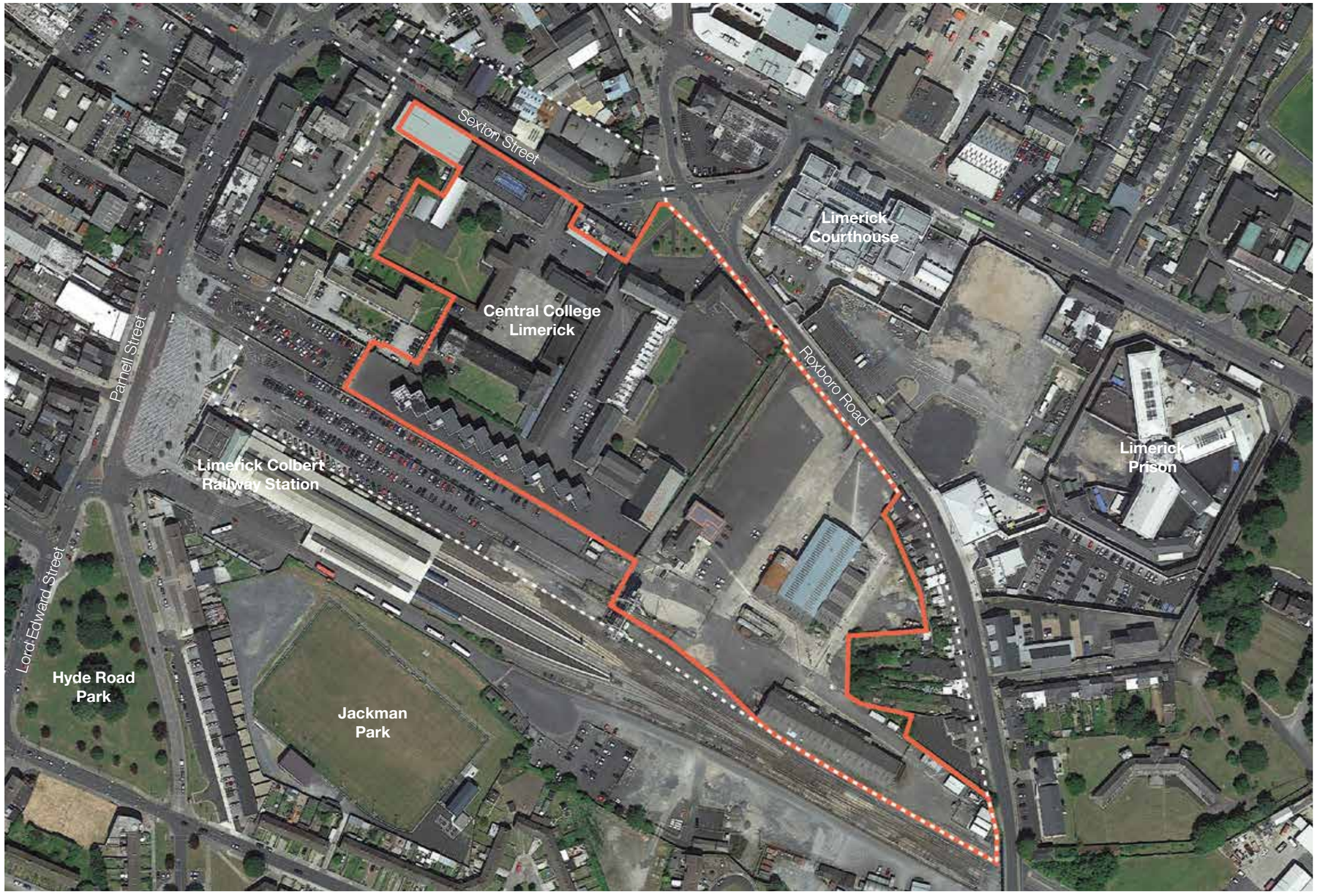
Sites Overview

The Sexton District currently includes education uses to the north of Colbert Station, where development is underway to upgrade and provide new facilities for CBS Sexton Street.

There is a bank of CIÉ land to the east with a number of underutilised and buildings in poor state of repair. There are currently plans in place for the upgrade of Colbert Bus Station with access coming from Roxboro Road through the site.

Limerick Prison sits to the north of this site just over the Roxboro Road. There are plans for development on the site with hoarding up along road.

Navigating the area and pedestrian routes to the education uses are either poor or under celebrated.



Key

- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.2 2: Sexton District - Existing Condition

Existing Condition

1. Fenced access points into the sites
2. Sensitive edges facing into residential private gardens and education uses
3. Noise severance along the railway line and Roxboro Road
4. Air pollution and proximity to multi-modal transport proposals and/or bus stops
5. No identity from station or clear routes which are child friendly, children have to walk around to Sexton Street to enter schools. Schools are generally cut of from routes with limited access points and servicing routes
6. Proposed bus station development and link to Roxboro Rd
7. Existing Limerick Prison site and possible development of the site will require proposals to the north of the cluster to consider overlooking and security.



Key

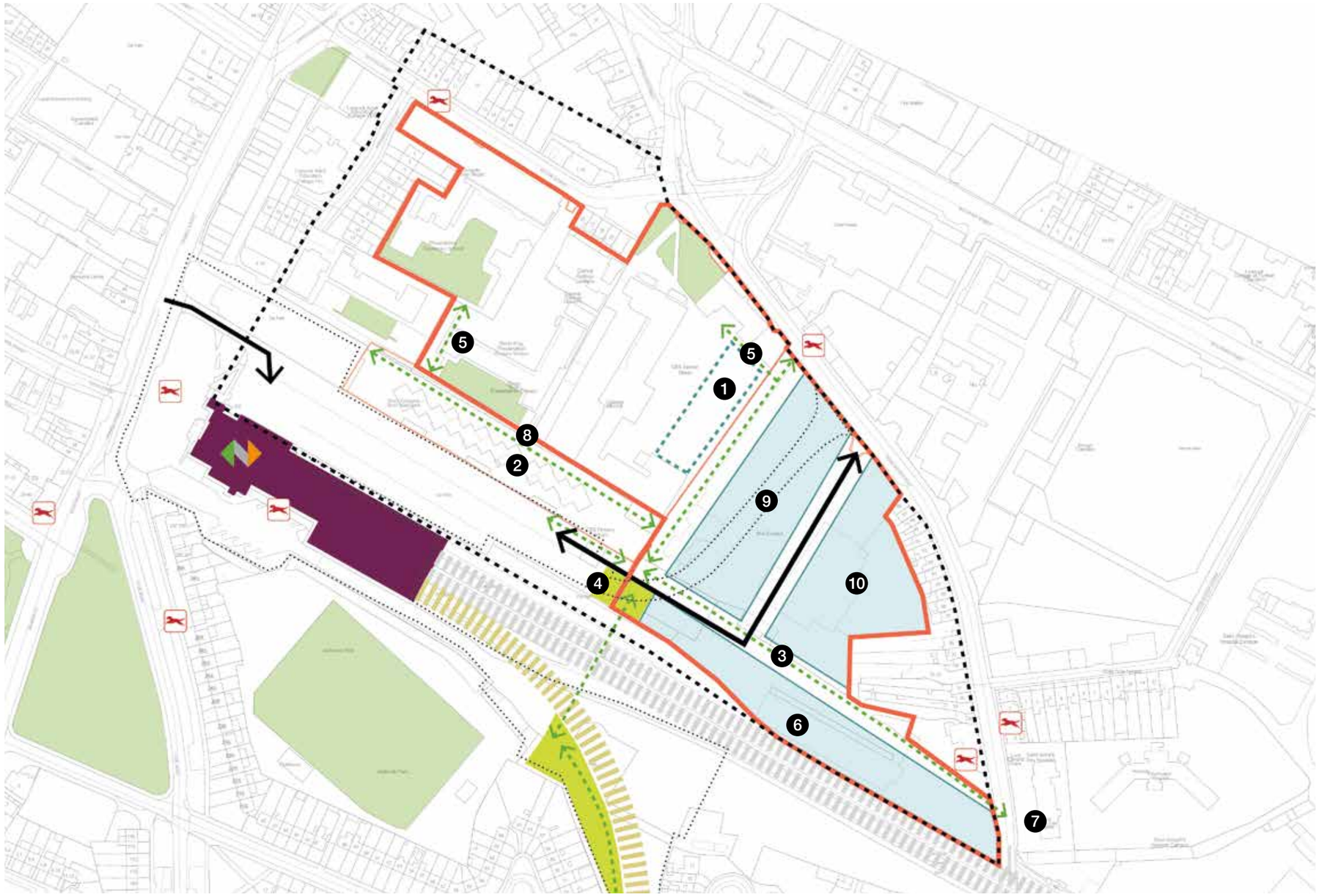
- Ownerships
- Existing leisure / community buildings
- Existing shops / commercial uses
- Unoccupied buildings
- Protected Buildings
- Pedestrian Access
- Vehicular Access
- Existing green spaces
- Sensitive edges
- Existing railway
- Proposed railway
- Noise severance along railway
- District within framework area
- District boundary
- Bus Stops

3.3 Recommended District Briefs

3.3.2 2: Sexton District - Opportunities

Opportunities

1. Opportunity to provide additional education facilities
2. Opportunity to consolidate and replace existing poor quality education buildings
3. East-West Pedestrian access
4. Landing for potential pedestrian link across railway
5. Unlock access to education areas
6. Potential for employment and commercial uses along railway
7. Access across Roxboro Road and into the HSE lands
8. Separate pedestrian route from bus station and vehicular routes. Access to schools moved behind existing school building to provide a line of defence for air quality/well-being/safety.
9. Opportunity for new higher education and workspace uses
10. Opportunity for residential or student halls



Key

- Potential Plots
- Green walking / cycling routes
- Existing shops / commercial uses / life-support
- Unoccupied buildings
- Pedestrian Access
- Vehicular Access
- Existing green spaces
- Existing railway
- Proposed railway
- District within framework area
- District boundary
- Bus Stops

3.3 Recommended District Briefs
3.3.2 2: Sexton District - Summary

Key District Goals & Indicative Figure Breakdown

- Raised walkway connecting Colbert Station to the HSE lands and developments to the south, opportunity to incorporate an energy centre and existing gantry to signify the beginning of the link
- Extend office and workplace along the railway to signify the entrance to Limerick as you arrive by train
- Ensure new bus loop is incorporated into any development
- New education and student residential uses
- Opportunity to create a new civic plaza connected to a dedicated pedestrian and cycle route.

60 - 70 homes
New homes: mixture of houses and apartments

530 student beds
Student beds

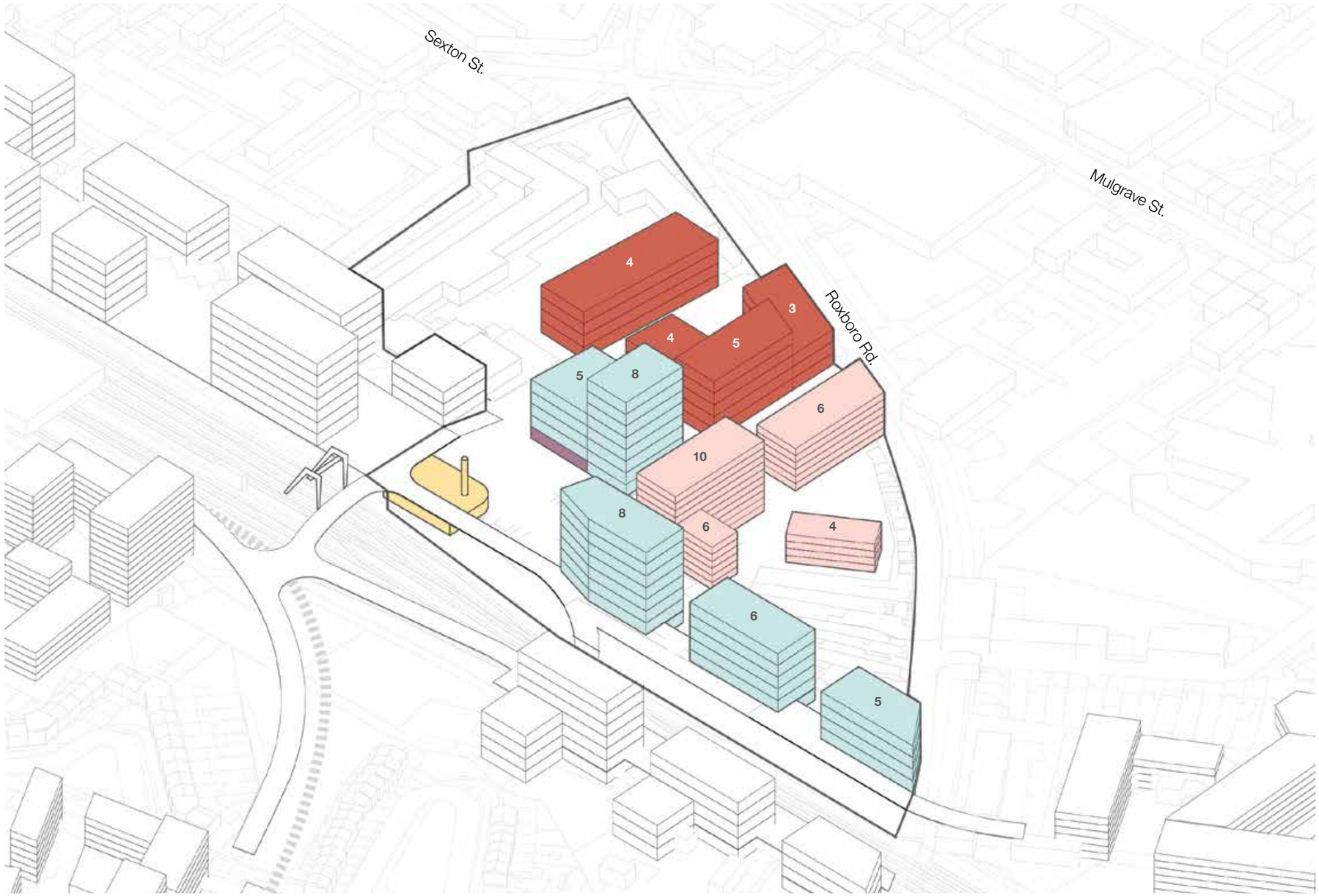
700 sqm
New neighbourhood scale retail uses and other services

19,900 sqm
New workspace

12,200 sqm
New education uses

Key

- Residential
- Ancillary: retail, food & beverage, flexible workspace
- Community & leisure
- Workspace
- Hotel
- Education
- Healthcare
- Energy Centre
- 4 Indicative building height (subject to local policy)
- District boundary



3.3 Recommended District Briefs

3.3.2 2: Sexton District - Ground Floor Uses & Frontages

Ground Floor Uses & Frontages

1. Landmark office building opening out to new public plaza area with small retail at the ground floor
2. New infill school facilities opening out to new pedestrian route
3. New further education / higher education facilities opening to new pedestrian route
4. New office space along raised walkway
5. New student residential blocks
6. Location for energy centre and bridge



Key

- Residential
- Ancillary: retail, food & beverage, flexible workspace
- Community & leisure
- Workspace
- Hotel
- Education
- Healthcare
- Energy Centre
- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.2 2: Sexton District - Routes & Open Spaces

Routes & Open Spaces

1. Green pedestrian route
2. New pedestrian and cycle crossing network (The Limerick Link) increasing permeability across the railway, linking the station to the south and HSE lands to the east
3. Public plaza area
4. Higher education spill out zone connected to pedestrian and cycle route
5. Student residential amenity space
6. New vehicular and bus route for station use
7. New access points to existing school facilities



Key

- Main access routes
- Shared access routes
- Main civic spaces and key pedestrian and cycle routes
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District within framework area
- District boundary

3.3 Recommended District Briefs

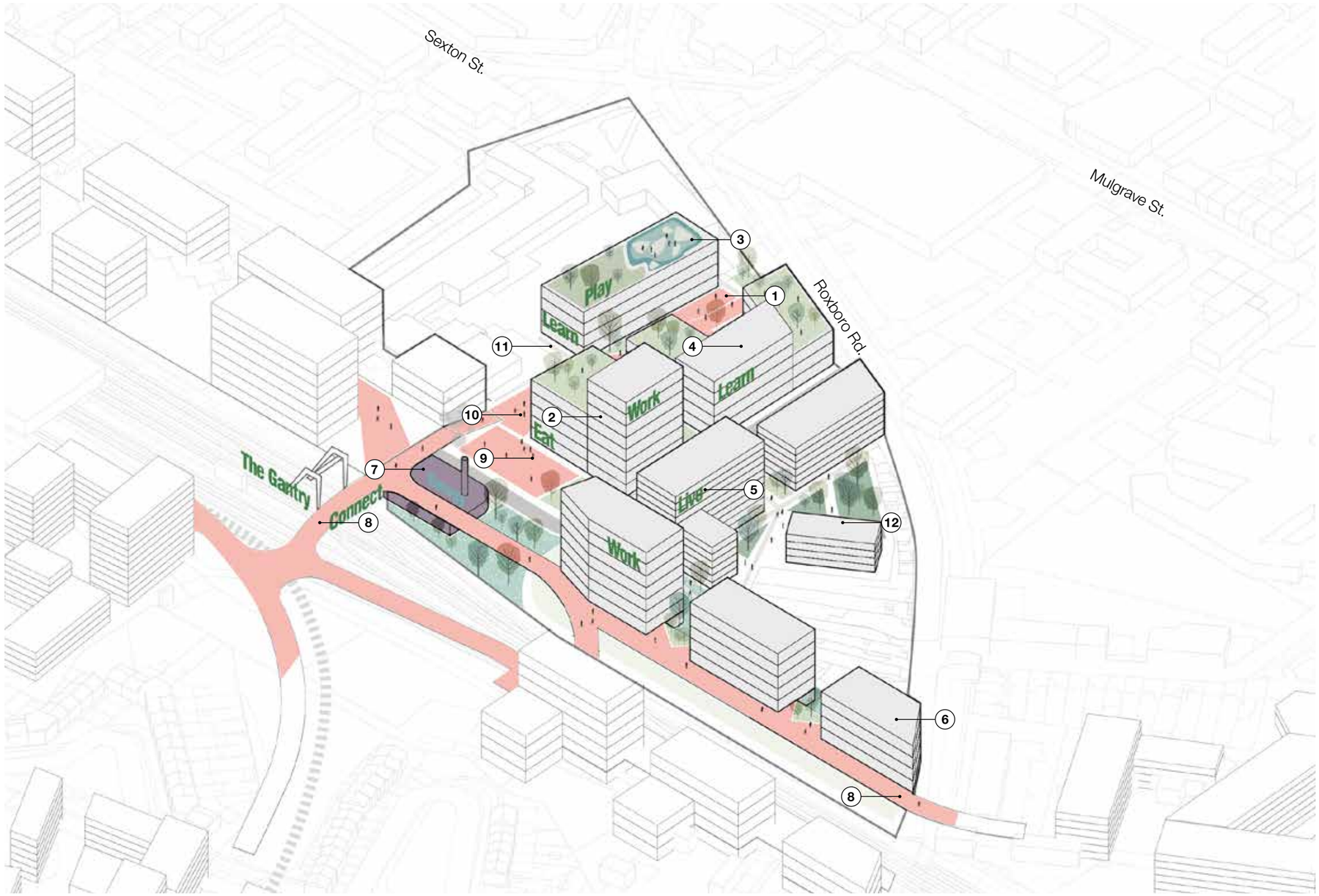
3.3.2 2: Sexton District- District Vision

District Vision

1. Pedestrian and cycle entrance to civic walking route
2. Anchor office buildings with strong presence to new plaza
3. Infill school building with frontage to pedestrian route and play-space on roof
4. New further education /higher education buildings with frontage to pedestrian route
5. Student accommodation buildings
6. New office buildings along railway creating gateway as you arrive by train.
7. Location for energy centre
8. New pedestrian / cycle bridge linking the station and The Limerick Link to HSE land and developments to the south
9. New public plaza area
10. Green pedestrian & cycle route, linking to the north
11. New entrances into existing education facilities
12. Consideration to adjacencies such as the prison. Massing lowered at this point.

** Detailed design of massing to the north of the district should consider any development on the prison site. Consideration should be made to sightlines, overlooking and security.

Conceptual plan for illustrative purposes, and subject to more detailed design and planning approval



Key

- Main access routes
- Shared access routes
- Main civic spaces and key pedestrian and cycle routes
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District boundary

3.3 Recommended District Briefs
3.3.2 2: Sexton District - Vision

District Vision

The *Limerick Link* has the potential to be both pedestrian and cycle friendly connecting Colbert Station with the various districts; over and under the railways, along side buildings and through green lungs. There is the opportunity for this to become an exemplar piece of sustainable transport infrastructure for Ireland.

The Sexton District builds upon the existing education uses allowing for expansion and infill to suit demands. Other proposed uses are for higher education, student homes and workplace.

Buildings running along the railway and energy centre help to frame the gateway into Limerick.

The image on this page gives a flavour of the character proposed for this district.

Key Plan



View Looking from the Limerick Link towards the Station and Gantry
View is conceptual and for illustrative purpose only.



3.3 Recommended District Briefs

3.3.2 2: Sexton District - Character

Infill blocks on education land



Ivydale School, London

Higher education (allowing to expansion/relocation)



Biochemistry Building, Oxford

Workspace



Pancras Square, London



Pancras Square, London

Student accommodation



Medical School & Student Accommodation, Limerick

Pedestrian friendly public realm



Public Space, Böblingen

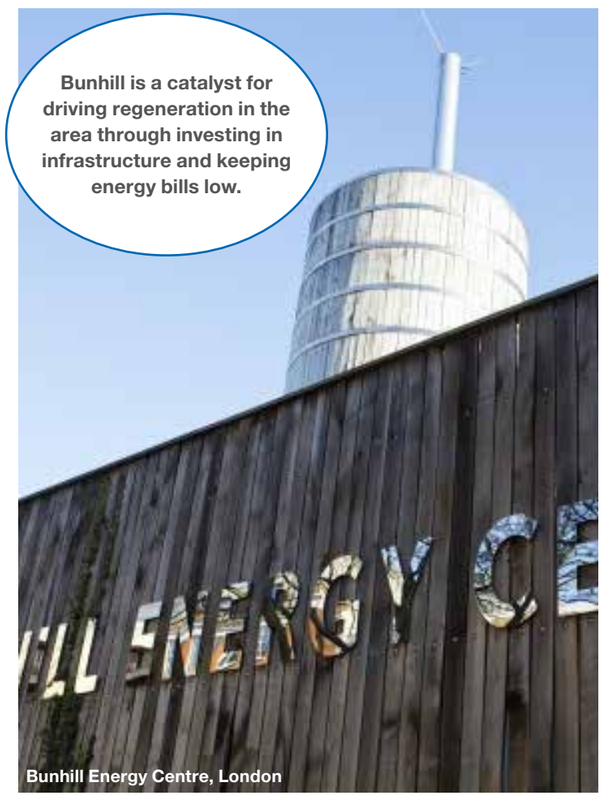
Limerick Link- cycling and pedestrian experience



Snake Cycle Bridge, Copenhagen

Energy districts

Bunhill is a catalyst for driving regeneration in the area through investing in infrastructure and keeping energy bills low.



Bunhill Energy Centre, London

3.3 Recommended District Briefs

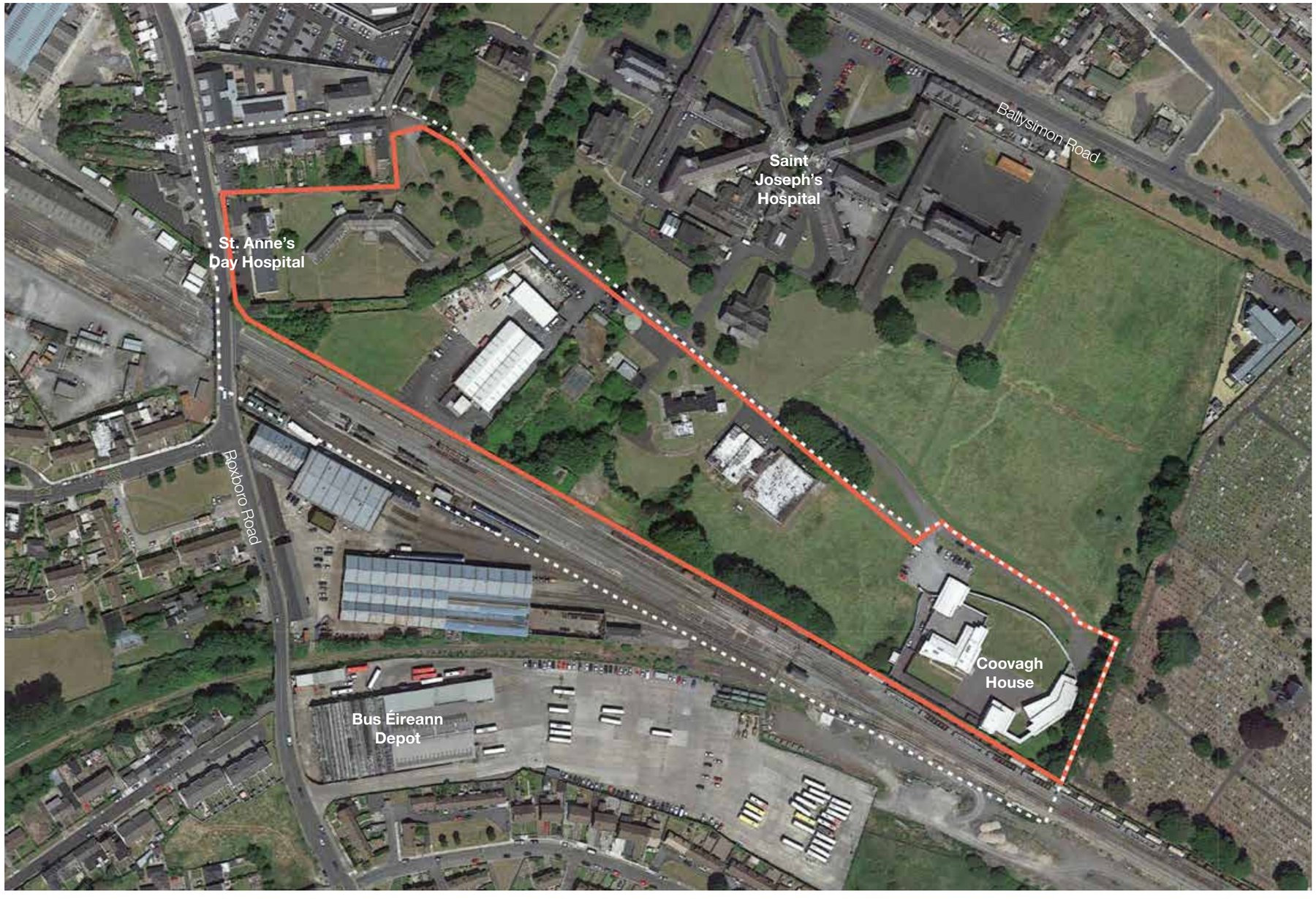
3.3.3 3: Roxboro District - Overview

Site Overview

District 3 contains a number of HSE structures some of which are currently unoccupied. A number of the buildings are also being used for maintenance and storage. There is the opportunity to consolidate these uses into a single facility.

There is a large amount of underutilised green space with existing horticulture facilities, which have the potential to be built upon and feed into the vision for this district.

Coovagh House to the south east of the site is a secure facility that must be treated sensitively by any proposed development.



Key

- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.3 3: Roxboro District - Existing Condition

Existing Condition

1. Fenced access points into the sites
2. Sensitive edges facing into residential private gardens
3. Sensitive edges against protected structures
4. Unoccupied buildings
5. Existing parking
6. Restricted access/restricting development of site due to privately owned land
7. St Anne's Day Hospital, potential to unlock access into the site



Key

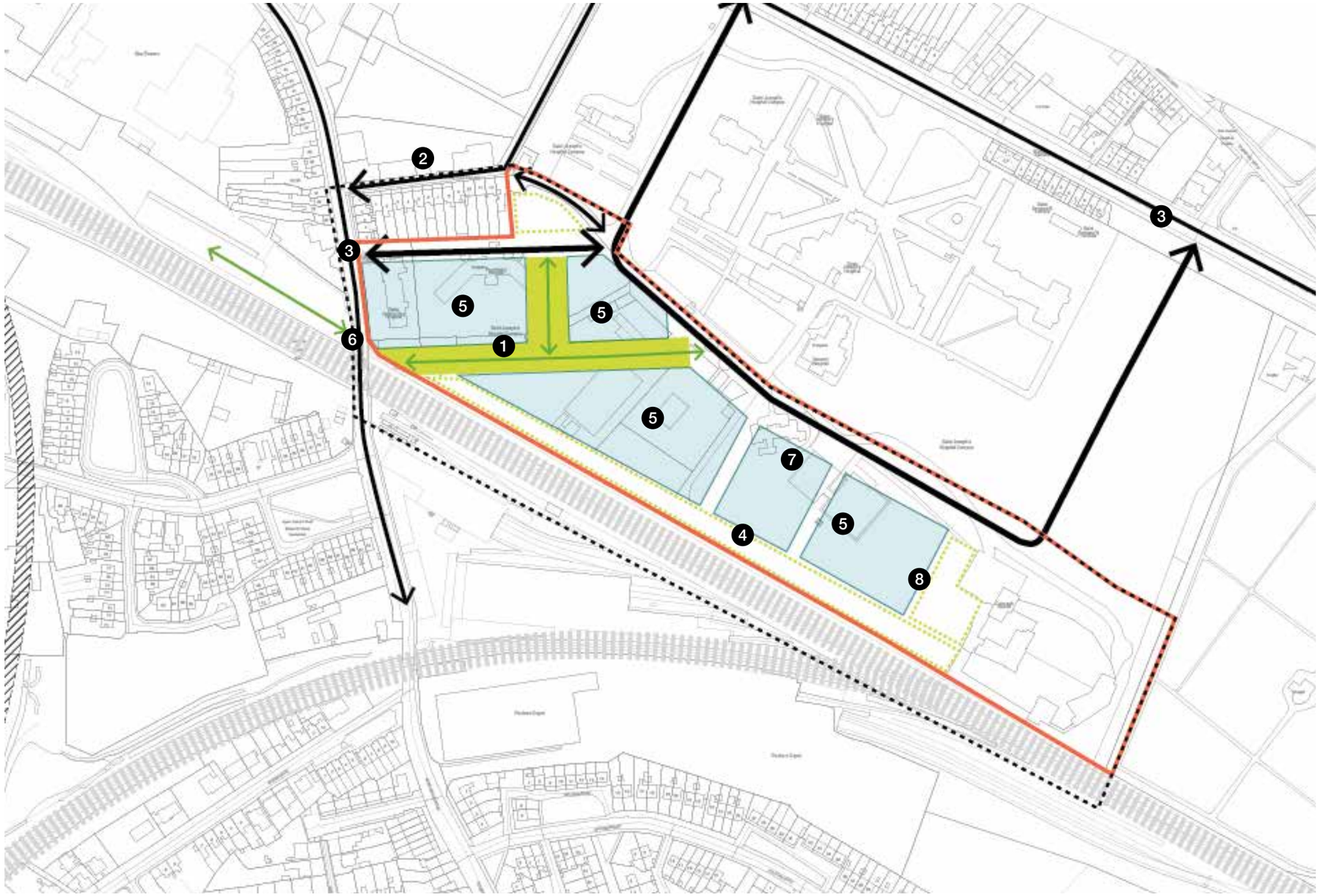
- Ownerships
- Existing leisure / community buildings
- Existing shops / commercial uses
- Unoccupied buildings
- Protected Buildings
- Pedestrian Access
- Vehicular Access
- Existing green spaces
- Sensitive edges
- Existing railway
- Proposed railway
- Noise severance along railway
- District within framework area
- District boundary
- Bus Stops

3.3 Recommended District Briefs

3.3.3 3: Roxboro District - Opportunities

Opportunities

1. Opportunity to create new green pedestrian route through site making use of existing green buffer zones
2. Connect through to district and enhance existing fenced off openings
3. Create new entrance and mutli-model route into the site of Roxoboro Rd
4. Create green buffer zones between the railway and new development plots
5. Opportunity to create new mixed use neighbourhood with some local reatail, office space and residential
6. New pedestrian route leading to the station and city centre
7. Considered and generous green spaces adjacent to the protected church building. Green spaces help to break up the new development plots, with opportunity to expand on horticultural and community use spaces
8. Opportunity for healthcare uses next to Coovagh House



Key

- Potential Plots
- Green walking / cycling routes
- Existing shops / commercial uses / life-support
- Unoccupied buildings
- Pedestrian Access
- Vehicular Access
- Existing green spaces
- Existing railway
- Proposed railway
- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.3 3: Roxboro District - Summary

Key District Goals & Indicative Figure Breakdown

- Opportunity to create a sustainable neighbourhood with residential uses sitting alongside workplace and small retail
- Provide healthcare building plots adjacent to Coovagh House
- Provide new access points for pedestrians and vehicles
- Opportunity to create a community and civic centre by re-purposing the existing chapel and green spaces around it to form a better public realm
- Consolidation of maintenance and storage buildings closer to the main hospital buildings
- Opportunity to build on horticulture uses on site and create a new community growing area/urban farm located next to a new civic square

510 - 560 homes
New homes: mixture of houses and apartments (depends on mix scenario in section 3.4.3, figures rounded)

3,000 sqm
New leisure / community / civic space

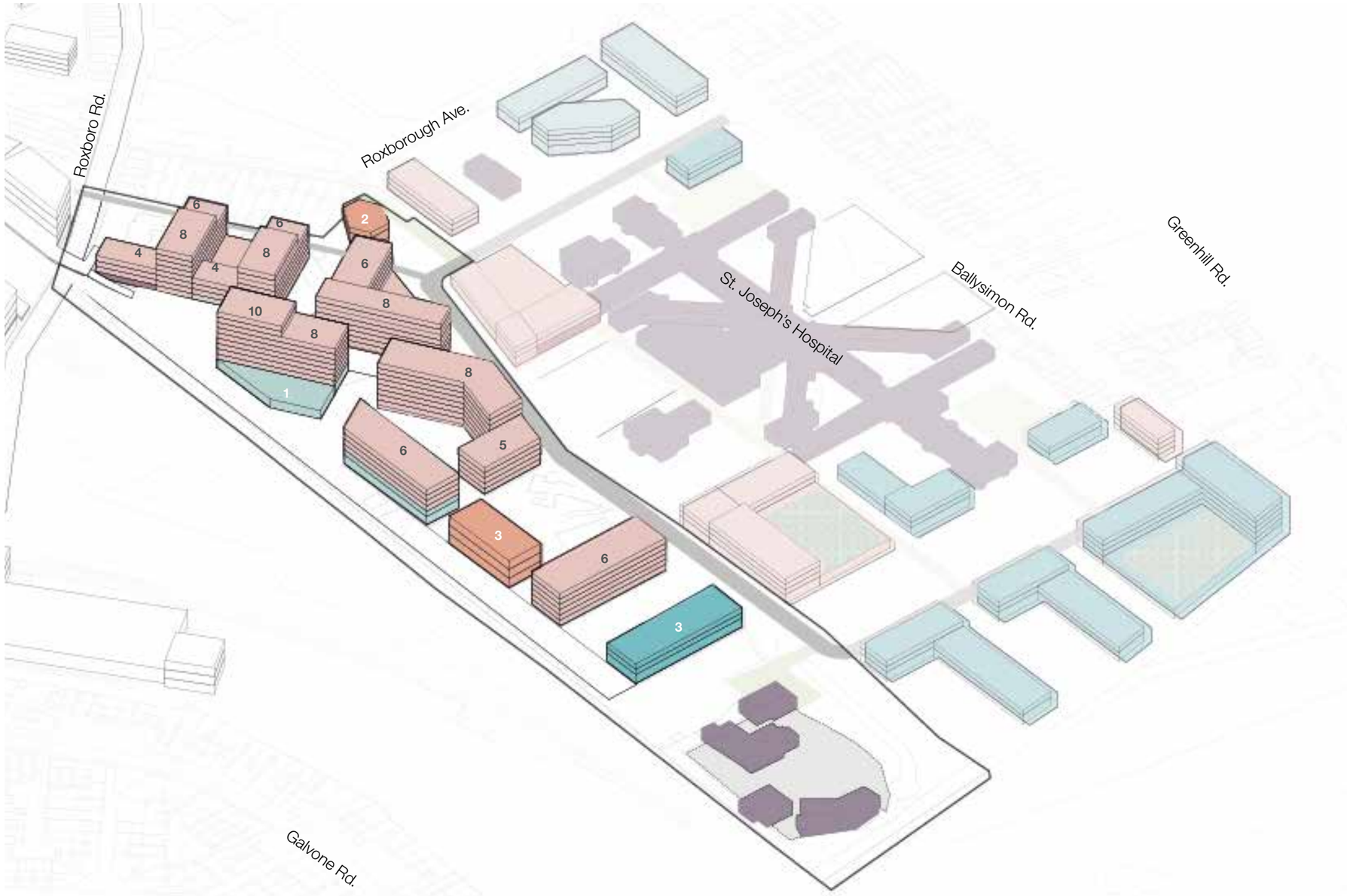
364 sqm
Local retail/amenity

3,075 sqm
New workspace

3,600 sqm
New healthcare uses to meet current and future HSE needs

Key

- Residential
- Ancillary: retail, food & beverage, flexible workspace
- Community & leisure
- Workspace
- Hotel
- Education
- Healthcare
- Energy Centre
- 4 Indicative Building height (subject to local policy)
- District boundary



3.3 Recommended District Briefs

3.3.3 3: Roxboro District - Ground Floor Uses & Frontages

Ground Floor Uses & Frontages

1. New mixed tenure residential buildings including; key worker accommodation, later living and elderly care.
2. New workplace with residential above
3. New healthcare building adjacent Coovagh House
4. Community use building
5. Community growing space/urban farm, with potential for community cafe / restaurant
6. Provision for local retail/amenities to support the neighbourhood



Key

- Residential
- Ancillary: retail, food & beverage, flexible workspace
- Community & leisure
- Workspace
- Hotel
- Education
- Healthcare
- Energy Centre
- District within framework area
- District boundary

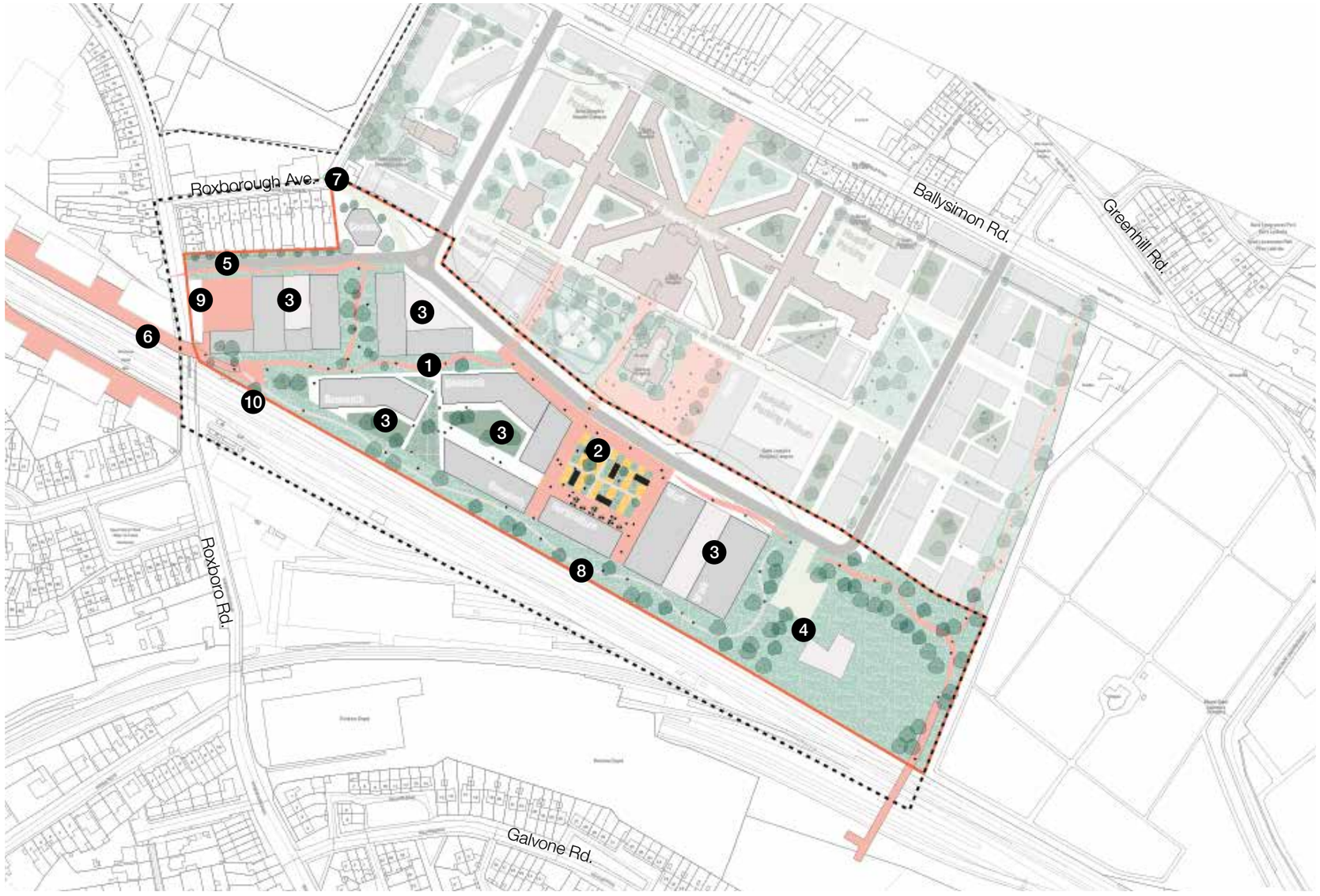
3.3 Recommended District Briefs

3.3.3 3: Roxboro District - Routes & Open Spaces

Routes & Open Spaces

The ambitions and proposed uses are set out in summary below. These have been developed working with the HSE and partners to identify potential and ensure that health and related uses are provided for into the future. Further engagement will be held with the community and user groups to ensure that key issues are addressed to inform detailed design and planning stage.

1. Green pedestrian route leading north and to the civic heart and existing chapel
2. Community Urban Farm building on existing horticulture uses. An opportunity for cafe / restaurant
3. Shared gardens (grade and podium level)
4. Green screening and buffer to ensure the privacy of Coovagh House is retained (refer to dotted line).
5. Potential to create a multi-model access from Roxboro Rd into the District. Proposed at grade level. Access assessment to be carried out in detail design stage
6. Main pedestrian link heading towards the station (Limerick Link)
7. Enhanced vehicle access off Roxborough Avenue. Access assessment to be carried out in detail design stage
8. Green corridor provides spill out space for uses proposed at ground, which in turn will also help to activate the route. Possibility to consider light and art installations as well as well-programmed landscaped space, further encouraging activity along the green corridor.
9. New gateway plaza with ground floor uses spilling out on to it. Opportunity to activate this part of the site along Roxboro Rd.
10. New Workplace plaza and drop down for the elevation link (Limerick Link)



Key

- Main access routes
- Shared access routes
- Main civic spaces and key pedestrian and cycle routes
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District within framework area
- District boundary

3.3 Recommended District Briefs

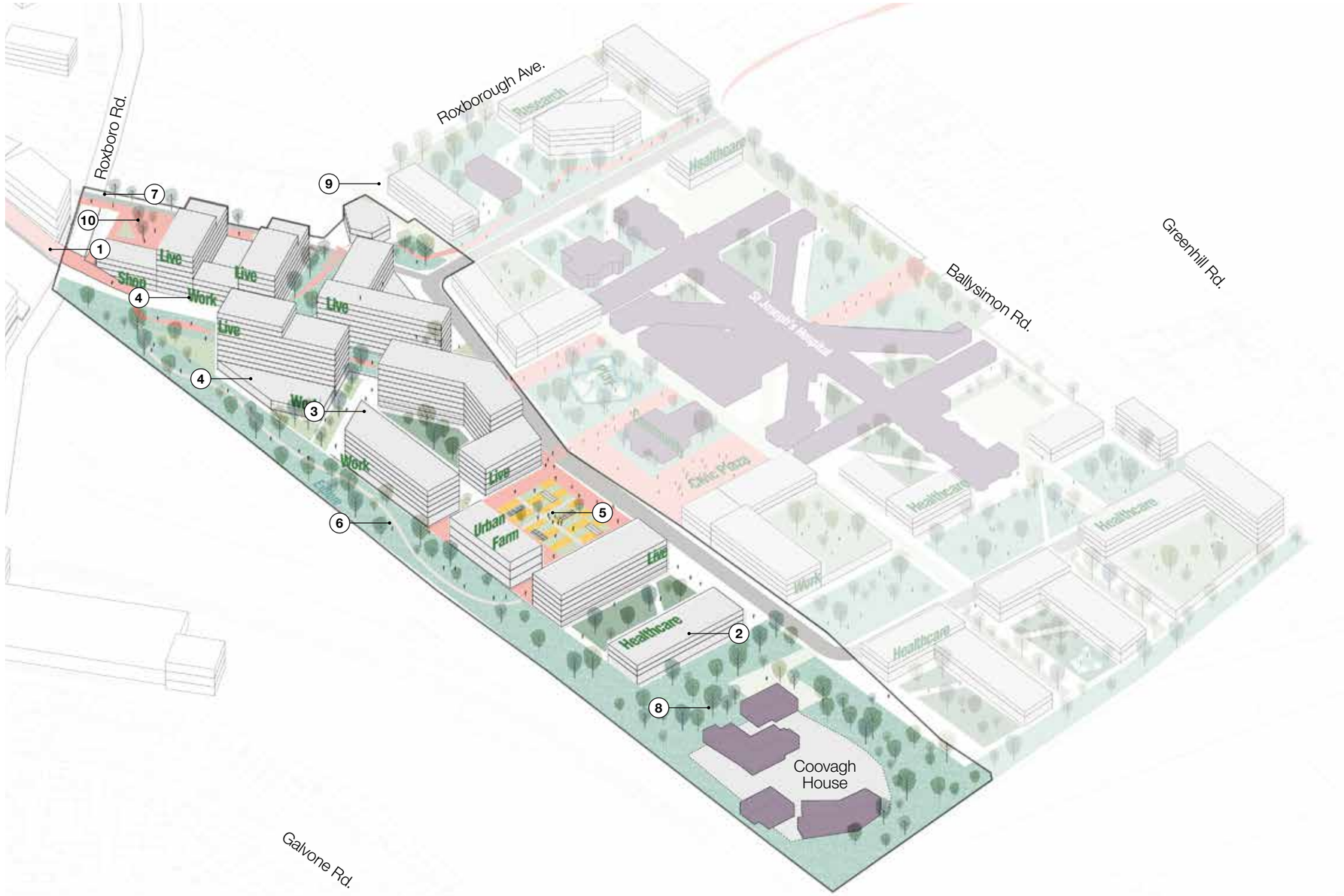
3.3.3 3: Roxboro District - District Vision

District Vision

The ambitions and proposed uses are set out in summary below. These have been developed working with the HSE and partners to identify potential and ensure that health and related uses are provided for into the future. Further engagement will be held with the community and user groups to ensure that key issues are addressed to inform detailed design and planning stage.

1. Pedestrian and cycle entrance to site connecting via the *Limerick Link* to Colbert Station
2. New healthcare building shielding Coovagh House
3. New mixed workplace and residential neighbourhood. Possibility to consider later/intergenerational living
4. New office space along railway at ground
5. Community urban farm, building on existing horticulture uses with opportunity for cafe / restaurant
6. Green corridor provides buffering from the railway and spill out spaces for uses proposed at ground
7. Potential to create a new multi-modal transport route into the site from Roxboro Rd. Access assessment to be carried out in detail design stage
8. Green screening and buffer to ensure the privacy of Coovagh House is retained. Massing is located away from the existing building with a green buffer. Uses proposed at ground should provide passive surveillance out onto the green buffer and corridor (running along the railway). Well programmed public realm, active frontages and lighting will help to support a safe and accessibly design environment.
9. Enhanced access off Roxborough Avenue. Access assessment to be carried out in detail design stage
10. Local retail and plaza off Roxoboro Rd

Conceptual plan for illustrative purposes, and subject to more detailed design and planning approval



Key

- Main access routes
- Shared access routes
- Main civic spaces and key pedestrian and cycle routes
- Existing community and social infrastructure, including healthcare
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District boundary

3.3 Recommended District Briefs

3.3.3 3: Roxboro District - District Vision

District Vision

The ambition for this District is to create a new sustainable neighbourhood. This could be achieved through mixed tenure and intergenerational living , improved accessibility as well as access to community facilities and horticultural uses. As identified in the ‘delivery and implementation’ section there is the opportunity for early delivery of homes within this District.

The Roxboro District considers existing healthcare uses, existing chapels and protected structures. Green buffers act as gardens and walkways for people working, living and visiting the district.

Workplace and research uses could tie into the healthcare uses depending on the demands. Healthcare plots could be considered adjacent to Coovagh House

The image on this page gives a flavour of the character proposed for this district.

Key Plan



View looking towards the Community Urban Farm & plaza sitting between new homes
View is conceptual and for illustrative purpose only.



3.3 Recommended District Briefs

3.3.3 3: Roxboro District - Character

Research buildings in a historic setting



High quality world leading research buildings



Community Urban Farm, a place to mingle and grow





Green lungs as pedestrian and cycle friendly routes



Homes sensitively designed to enhance green space and that are age-friendly





3.3 Recommended District Briefs

3.3.4 4: Ballysimon District - Overview

Site Overview

District 4 contains St Joseph's Hospital and associated lands.

St Joseph's hospital includes a number of protected structures including the main hospital building itself as well as, a chapel and Shelbourne House. Located within the HSE lands is a substantial amount of open green space not currently open to the public with potential for development and the creation of more meaningful green and civic spaces.



Key

District within framework area

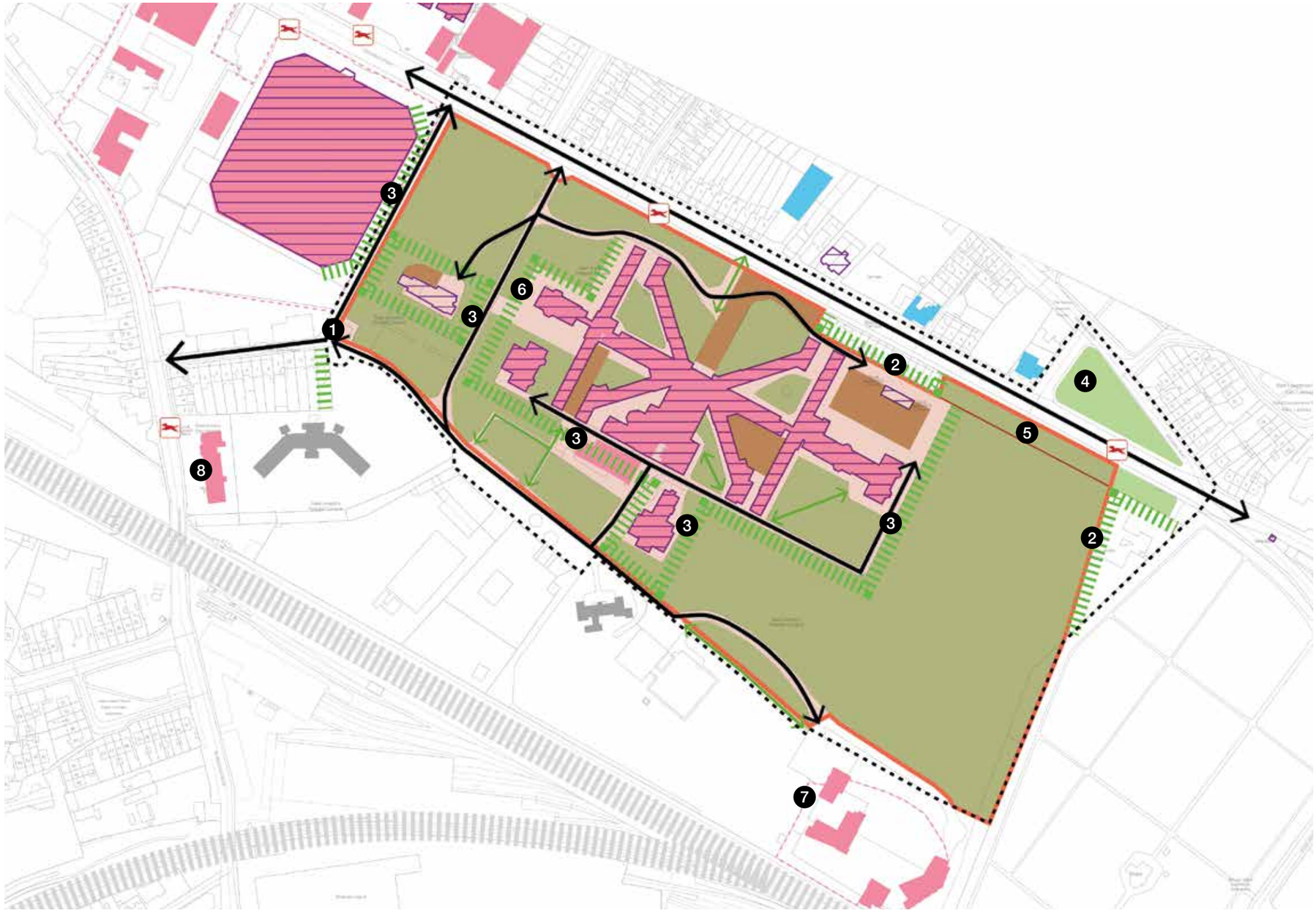
District boundary

3.3 Recommended District Briefs

3.3.4 4: Ballysimon District - Existing Condition

Existing Condition

1. Fenced access points into the sites
2. Sensitive edges facing into residential private gardens
3. Sensitive edges against protected structures and/or specific use buildings. Sensitivities around the prison with regards to overlooking, sightlines and security will be essential when considering the western edge of the district
4. Undefined green spaces
5. Restricted access/restricting development of site due to privately owned land
6. Location for the Tulsa Building
7. Location of Coovagh House privacy and continued ease of operations should be considered in proposals
8. St Anne's Day Hospital, potential to unlock access into the site



Key

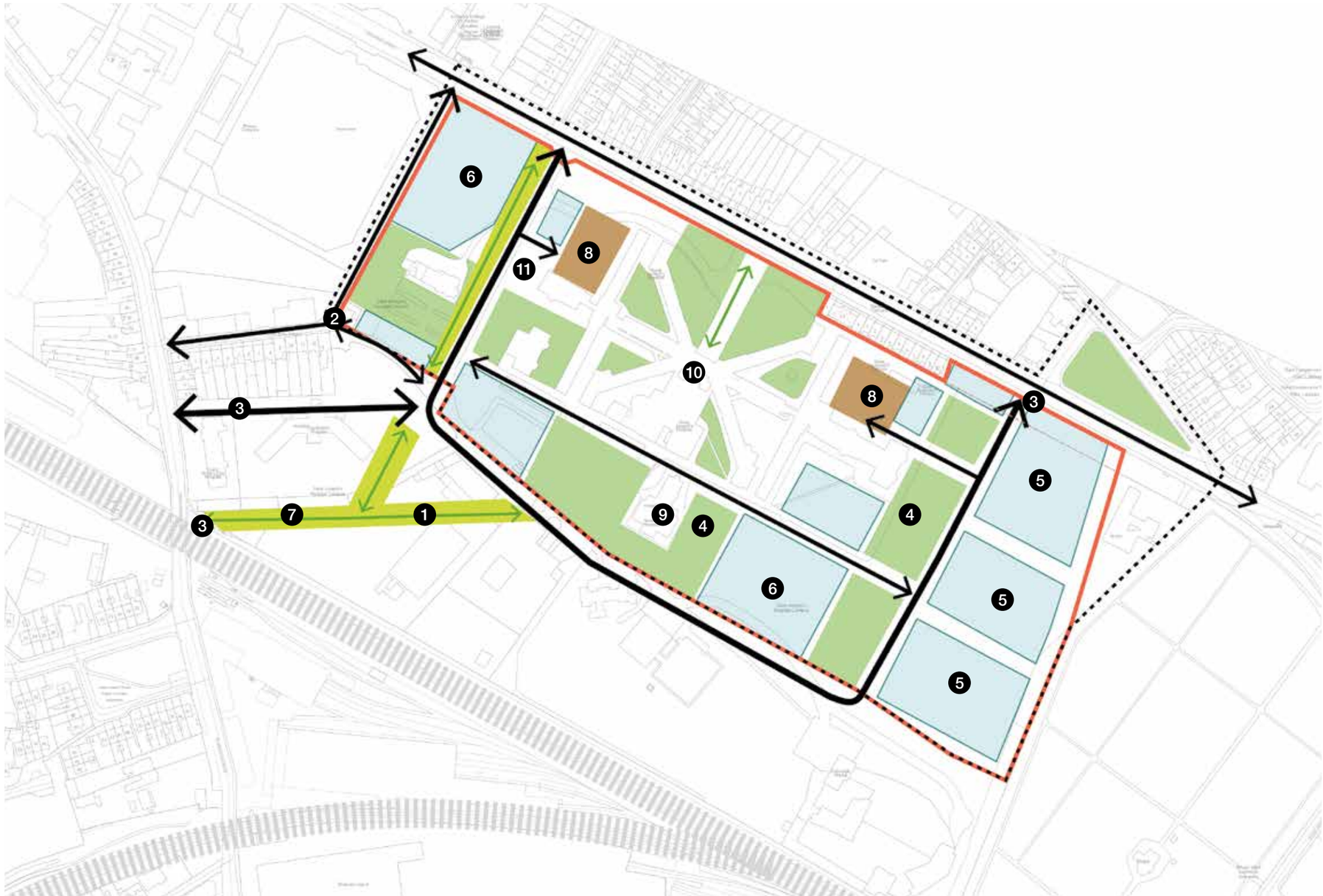
- Ownerships
- Existing leisure / community buildings/health
- Existing shops / commercial uses
- Unoccupied buildings
- Protected Buildings
- Pedestrian Access
- Vehicular Access
- Existing green spaces
- Sensitive edges
- Existing railway
- Proposed railway
- Noise severance along railway
- District within framework area
- District boundary
- Bus Stops

3.3 Recommended District Briefs

3.3.4 4: Ballysimon District - Opportunities

Opportunities

1. Opportunity to create new green pedestrian route through site making use of existing green buffer zones
2. Connect through to and enhance existing fenced off openings
3. Potential to create new access points into the site. Access assessment to be carried out in detail design stage
4. Create buffer zones between new development and protected structures
5. Opportunity for new healthcare and primary care facilities (HSE priority projects)
6. Opportunity for new research and workplace
7. New pedestrian route towards the station and city centre. Possibility to cover over Roxboro Rd
8. Opportunity to consolidate parking into key centralised areas close to vehicular entrances
9. Opportunity to re-purpose underutilised chapel into a community centre
10. Opportunity to preserve, enhance and repair existing historic buildings
11. New Tusla Building located here would help to activate the site and is well positioned to provide active frontage to the access road/loop.



Key

- Potential Plots
- Green walking / cycling routes
- Existing shops / commercial uses / life-support
- Unoccupied buildings
- Pedestrian Access
- Vehicular Access
- Existing green spaces
- Existing railway
- Proposed railway
- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.4 4: Ballysimon District - Summary

Key District Goals & Indicative Figure Breakdown

- Provide building plots for key HSE needs such as the new primary care facility, CAMHS facility, regional centre for children & family and dementia care facility
- Provide building plots to future proof the HSE needs for the site well in to the future
- Preserve and enhance the existing protected structures
- Utilise additional lands for research / office space
- Provide new access points for pedestrians and vehicles from both Roxborough Avenue and Ballysimon Road
- Opportunity to create community and civic centre by re-purposing the existing chapel as a community centre with green and civic space surrounding
- Consolidation of maintenance and storage buildings
- Preserve and enhance the existing green space

130-145 homes
New homes: mixture of houses and apartments (depends on mix scenario in section 3.4.3, figures rounded)

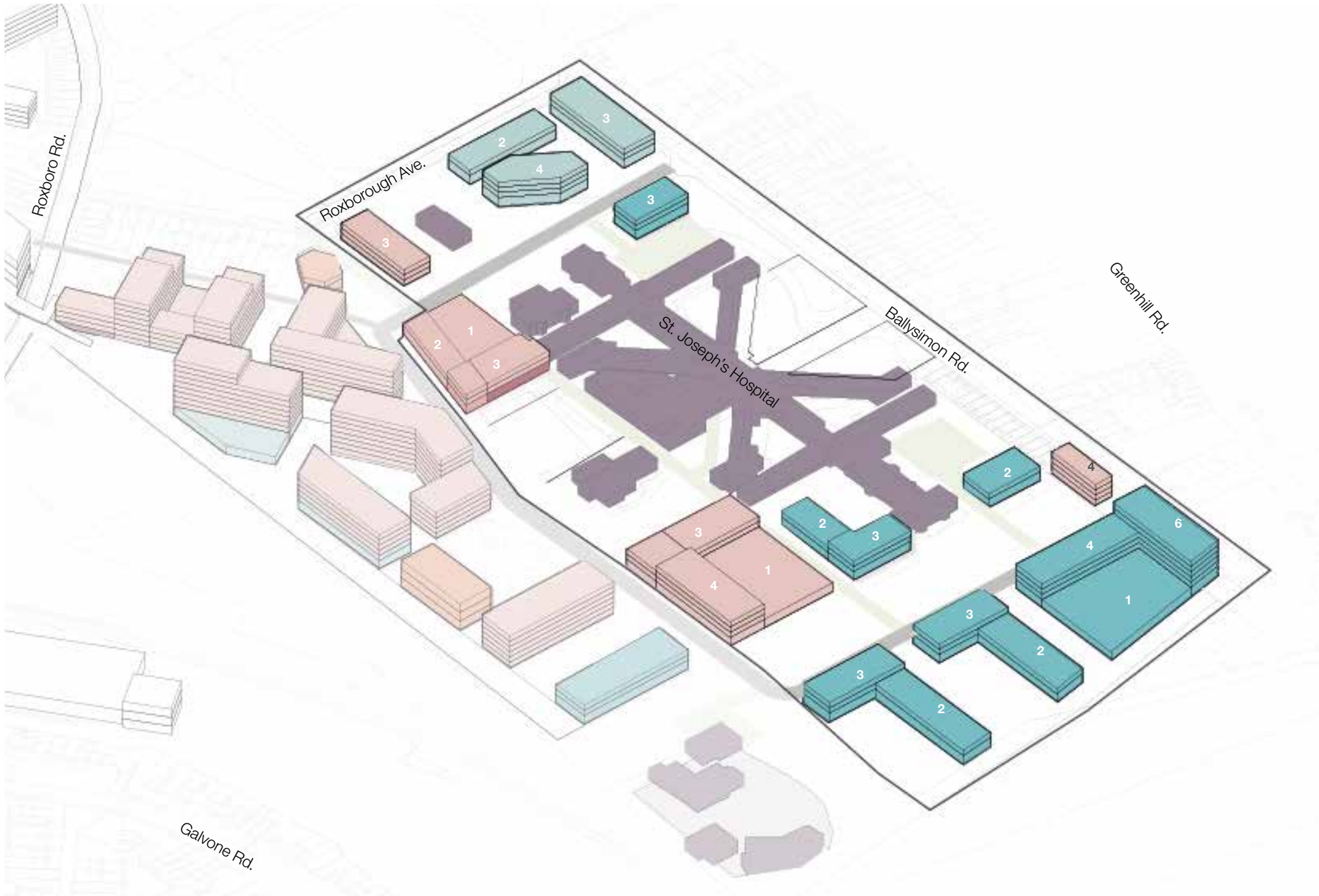
26,000 sqm
New healthcare uses to meet current and future HSE needs

600 sqm
New neighbourhood scale retail uses

7,700 sqm
New workspace/research

Key

- Residential
- Ancillary: retail, food & beverage, flexible workspace
- Community & leisure
- Workspace
- Hotel
- Education
- Healthcare
- Energy Centre
- 4 Indicative building height (subject to local policy)
- District boundary



3.3 Recommended District Briefs

3.3.4 4: Ballysimon District - Ground Floor Uses & Frontages

Ground Floor Uses & Frontages

1. New residential podium block and small retail at ground
2. New healthcare uses providing space for the key HSE projects and space for the hospital to grow in the years to come
3. Re purposed chapel as a community centre
4. New residential podium block and flexible workspace at ground
5. New homes
6. Research and workplace facilities possibly connected with healthcare uses



Key

- Residential
- Ancillary: retail, food & beverage, flexible workspace
- Community & leisure
- Workspace
- Hotel
- Education
- Healthcare
- Energy Centre
- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.4 4: Ballysimon District - Routes & Open Spaces

Routes & Open Spaces

The ambitious and proposed uses for the Balysimon District are in summary below. These have been developed working with the HSE and partners to identify potential and ensure that health and related uses are provided for into the future. Further engagement will be held with the community and user groups to ensure that key issues are addressed to inform the detailed design and achieve the overall aims:

1. Re-purposed chapel to community centre with community green and play space
2. Green walking route
3. Green planting zones replacing existing parking
4. Enhanced pedestrian entrance surrounded by community green space
5. Hospital parking consolidated into central locations close to vehicular entrances
6. Main access roads
7. Green buffers and park land
8. Dedicated green space / play space for HSE facilities use
9. Enhanced access off Roxborough Avenue. Access assessment to be carried out in detail design stage
10. New vehicular entrance from Ballysimon Rd
11. New plaza and planting
12. Extensive planting to screen prison to the west along to the avenue



Key

- Main access routes
- Shared access routes
- Main civic spaces and key pedestrian and cycle routes
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.4 4: Ballysimon District - Vision

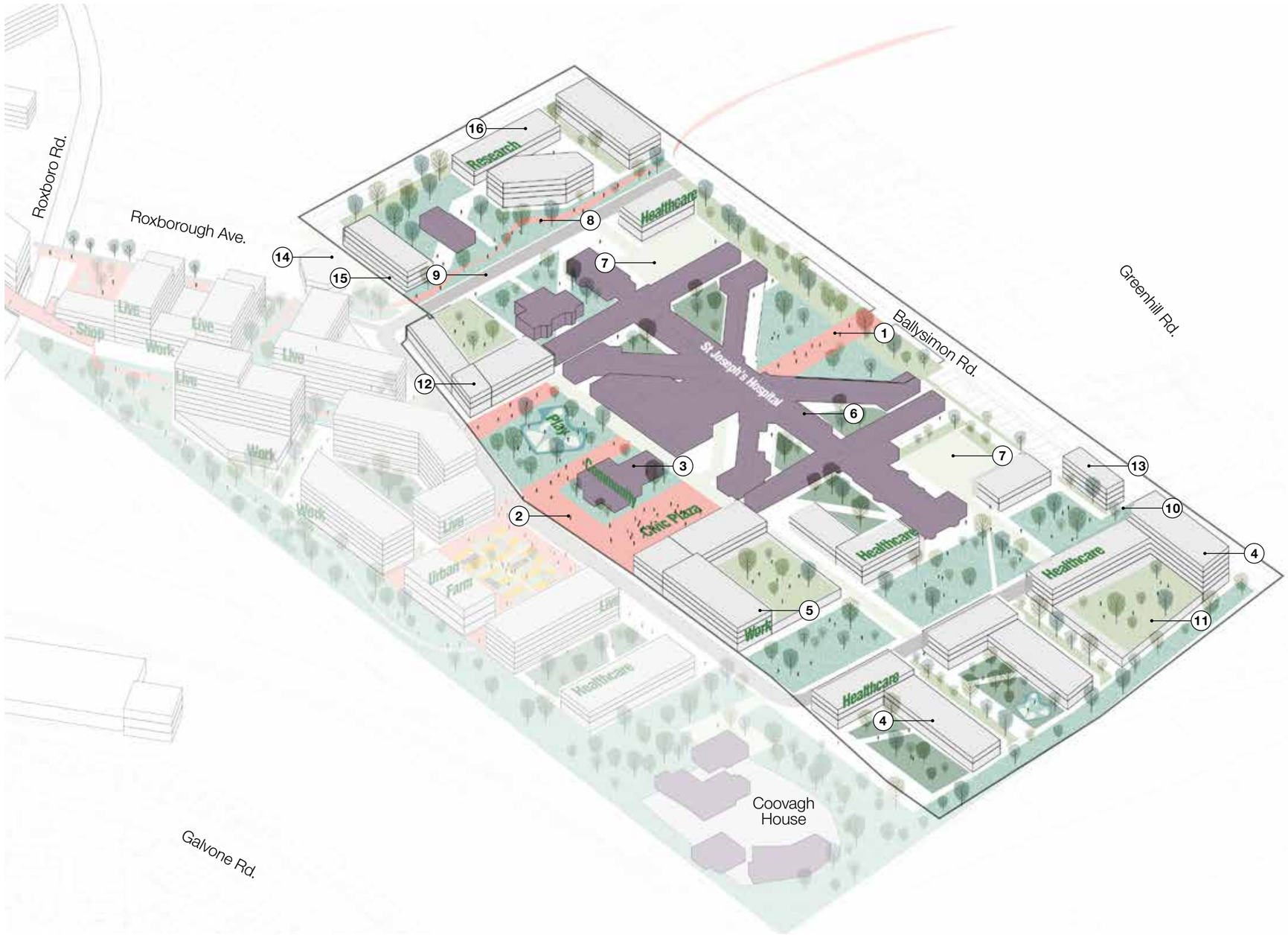
District Vision

The ambitious and proposed uses for the Balysimon District are in summary below. These have been developed working with the HSE and partners to identify potential and ensure that health and related uses are provided for into the future. Further engagement will be held with the community and user groups to ensure that key issues are addressed to inform the detailed design and achieve the overall aims:

1. Rejuvenated pedestrian entrance with community green space replacing existing parking
2. New civic plaza with play space off community space (existing chapel)
3. Re purposed chapel as a community centre
4. New healthcare facilities including locations for future phases of development
5. Residential podium buildings with flexible workspace/ healthcare uses at ground, subject to need
6. Existing protected hospital buildings
7. New parking zones for local and county services
8. Green pedestrian route and entrance to Ballysimon Rd
9. New vehicular loop
10. New vehicular entrance from Ballysimon Rd
11. Podium parking to hospital with opportunity to convert into hospital uses as demand for parking reduces
12. Residential podium and retail/workspace/healthcare uses subject to need
13. Small plot to provide new homes along Ballysimon road
14. Improved access of Roxborough Avenue
15. Small scale linear residential block
16. Lower blocks proposed to the west of the district with blocks mainly facing inwards and/or out towards Mulgrave Street, this is due to proximities to the prison

** Detailed design of massing to the west of the district should consider any development on the prison site. Consideration should be made to sightlines, overlooking and security.

Conceptual plan for illustrative purposes, and subject to more detailed design and planning approval



Key

- Main access routes
- Shared access routes
- Main civic spaces and key routes
- Existing community and social infrastructure, including healthcare
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District boundary

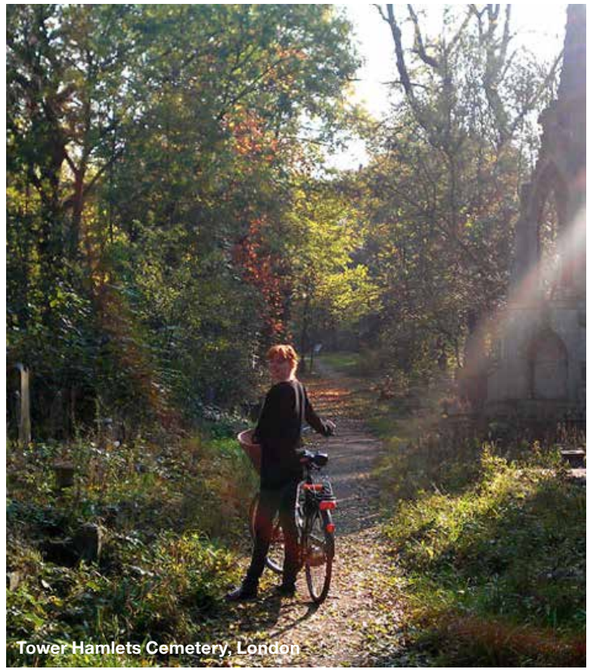
3.3 Recommended District Briefs

3.3.4 4: Ballysimon District - Character

Green pedestrian friendly routes



Connswater Community Greenway, Belfast



Tower Hamlets Cemetery, London

Community Activities and supporting families



Tower Hamlets Cemetery, London



Limerick Southside Child & Family, Limerick

Buildings sensitively designed to enhance the existing green space



Victorian Comprehensive Cancer Centre, Melbourne



Royal Veterinary College, Hertfordshire

Civic plaza located next to historic buildings



Pedestrian Superblock, Sant Antoni

3.3 Recommended District Briefs

3.3.5 5: Carey's District - Overview

Site Overview

Site is currently largely vacant with the exception to the Value Centre and some minor buildings on the CIÉ land to the north.

The district includes the Guinness Lands, the Value Centre and CIÉ lands to the north, which are currently landlocked. The area is largely inaccessible to the public with the exception of Carey's Road Park to the east.

Green spaces are largely overgrown, unloved as well as fenced off to the public from Hyde Road and Carey's Road.



Key

- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.5 5: Carey's District - Existing Condition

Existing Condition

1. Fenced access points into the sites
2. Sensitive edges facing onto residential private gardens
3. Noise severance along existing and proposed railway lines
4. Undefined green spaces
5. Considerable topography change
6. Existing Value Centre



Key

- Ownerships
- Existing leisure / community buildings
- Existing shops / commercial uses
- Unoccupied buildings
- Protected Buildings
- Pedestrian Access
- Vehicular Access
- Existing green spaces
- Sensitive edges
- Existing railway
- Proposed railway
- Noise severance along railway
- District within framework area
- District boundary
- Bus Stops

3.3 Recommended District Briefs

3.3.5 5: Carey's District - Opportunities

Opportunities

1. Potential for housing with small retail and social functions to the ground floors orientated towards new pedestrian routes.
2. New green route following Foynes Line leading towards the station creates a buffer zone between the railways and housing whilst allowing access north to south.
3. Back to back housing against existing terraces
4. Potential for neighbourhood small retail development (*The Yards*) to activate the railway arches creating a vibrant retail and leisure area alongside the railway integrated with the green route (*The Limerick Link*).
5. Retaining existing entrances and extending into the site.
6. Retain park, integrate and expand into the green pedestrian routes.
7. Buffer zone against proposed Foynes Line.
8. Integrate green routes with areas of existing water and marshland, potential to integrate these areas to the SUDS strategy for the site.
9. Potential to subdivide plots further to accommodate ownership boundaries.
10. New access points under / over railways depending on levels of the train line.
11. Opportunity to extend a link along the railway to connect to the HSE lands
12. Variation in topography and tricky site shape offers an opportunity for leisure/recreation facilities



Key

- Potential Plots
- Green walking / cycling routes
- Existing shops / commercial uses / life-support
- Unoccupied buildings
- Pedestrian Access
- Vehicular Access
- Existing green spaces
- Existing railway
- Proposed railway
- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.5 5: Carey's District - Summary

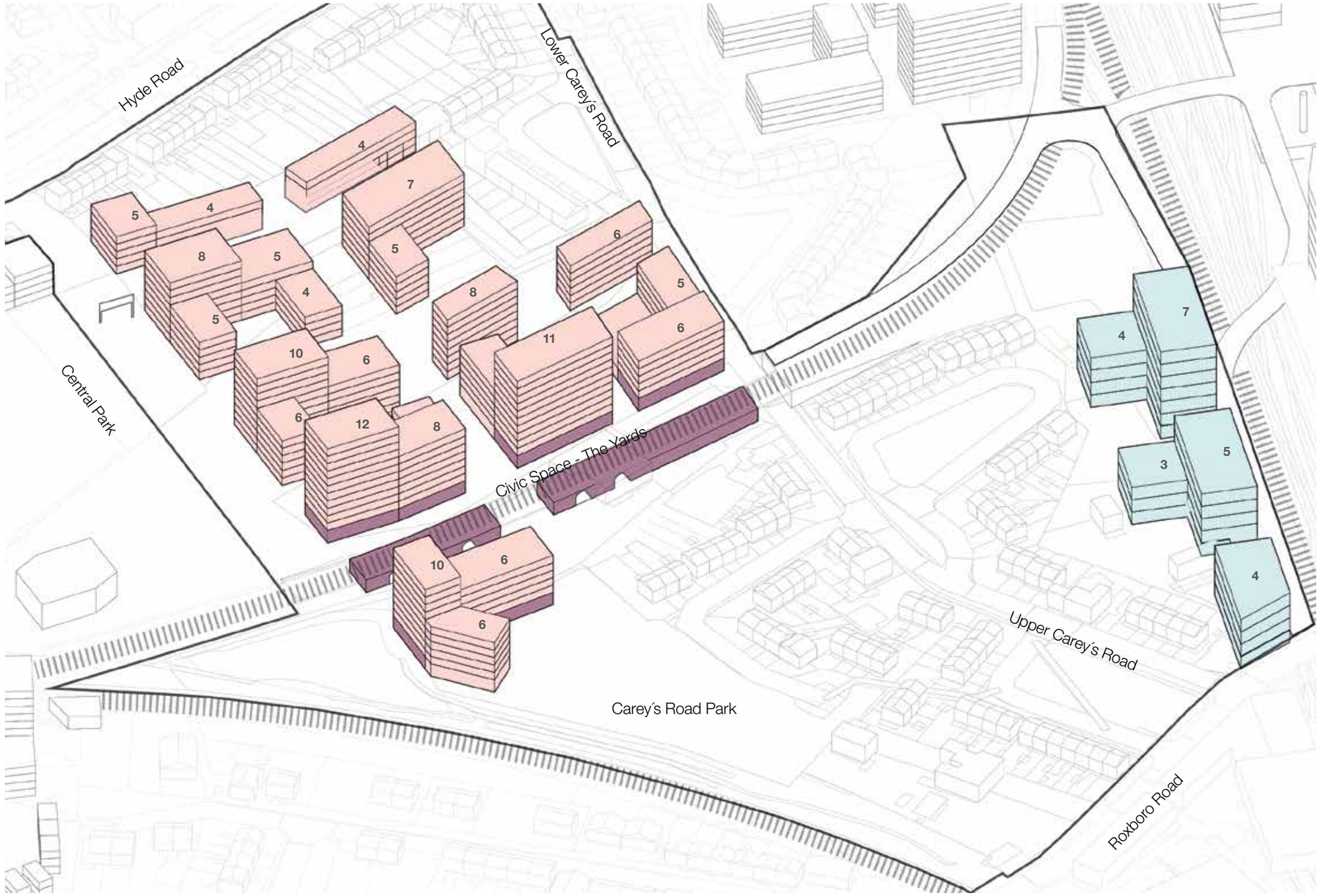
Key District Goals & Indicative Figure Breakdown

- High quality urban living and supporting amenities
- Reduce reliance on vehicular access, increase infrastructure and use of pedestrian and cycle routes
- Integrate the proposed Foynes Line sensitively in to the site with the opportunity to create retail and community uses inhabiting the arches
- Integrate routes with existing green space, improve quality of green space and make more meaningful nature trails play spaces etc.
- Integrate and connect to the Limerick Link directly linking the district to Colbert Station and beyond
- Create workplace buildings along the existing railway creating a sense of arrival as people arrive by train.

600 - 670 homes
New homes: mixture of houses and apartments (depends on mix scenario in section 3.4.3, figures rounded)

4,600 sqm
New neighbourhood scale retail uses and other services

13,500 sqm
New workspace



Key

- Residential
- Ancillary: retail, food & beverage, flexible workspace
- Community & leisure
- Workspace
- Hotel
- Education
- Healthcare
- Energy Centre
- Indicative building height (subject to local policy)
- District boundary

3.3 Recommended District Briefs

3.3.5 5: Carey's District - Ground Floor Uses & Frontages

Ground Floor Uses & Frontages

1. Entrance into site announced by provision of non-residential use and height on the corner
2. New residential neighbourhood
3. The Yards, civic space with retail, food & beverage and community space with residential above
4. New office space located on the Limerick Link walkway
5. Podiums for residential parking or larger retail units, spaces can adapt to other uses over time
6. New Foynes Line above, to be developed alongside ground floor retail/ leisure units. Passages beneath proposed as part of The Yards development.



Key

- Residential
- Ancillary: retail, food & beverage, flexible workspace
- Community & leisure
- Workspace
- Hotel
- Education
- Healthcare
- Energy Centre
- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.5 5: Carey's District - Routes & Open Spaces

Routes & Open Spaces

1. New linear civic space with active frontages
2. Green parkland integrating existing marsh land and surface water. Buffer zone for railway subject to detail design, refer also to section 3.4.6 for design methodologies
3. The Yards civic centre with retail, leisure and community uses at ground floor. Also allows east-west connections under the Foynes Line.
4. Amenities for new residents provided in central courtyards
5. Public skate/BMX park and/or play area
6. Existing green zones enhanced with new routes and planting
7. Existing Carey's Road Park integrated with new green routes
8. Community allotments and growing space between buildings
9. Proposed Foynes Line above, to be developed alongside ground floor units and passages.
10. Limerick Link has the potential to connect districts to the south with the north



Key

- Main access routes
- Shared access routes
- Main civic spaces and key pedestrian and cycle routes
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District within framework area
- District boundary

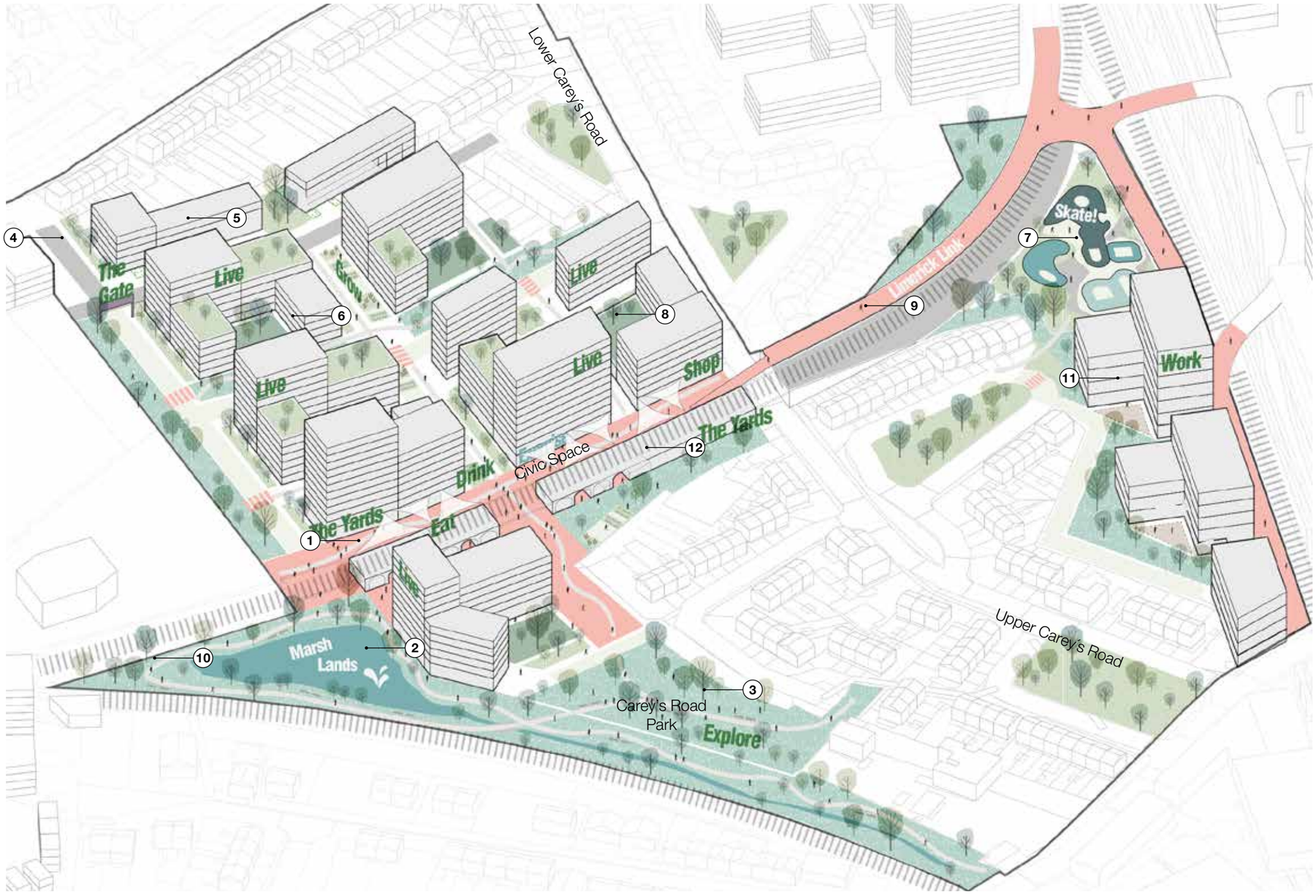
3.3 Recommended District Briefs

3.3.5 5: Carey's District - Vision

District Vision

1. Main civic space known as The Yards located next to railway and arches, providing local amenities for the existing and new neighbourhoods. Use of arches and access under the Foynes Line.
2. Surface water space building on existing marsh lands, SUDs could drain into this space
3. Retained and enhanced green space incorporated into green routes
4. Entrance to site from west
5. Terraced units in response to sensitive edges
6. Courtyard blocks with central shared amenity spaces
7. New skate park or play space on difficult building plot
8. Podiums to denser blocks to allow for parking at ground floor level or larger retail units. Amenity space above.
9. The Limerick Link connecting to the station, HSE and CIÉ lands.
10. Pedestrian walking route
11. New office space connected by the Limerick Link creating a sense of arrival as you pull in to Colbert Station by train.
12. The proposed Foynes Line above, to be developed alongside ground floor retail/leisure units *(The Yards)* and pedestrian/cycle routes

Conceptual plan for illustrative purposes, and subject to more detailed design and planning approval



Key

- Main access routes
- Shared access routes
- Main civic spaces and key pedestrian and cycle routes
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District boundary

3.3 Recommended District Briefs

3.3.5 5: Carey's District - Vision

District Vision

The Carey's District could provide a high density quality urban living environment with access to expansive green spaces and local amenities.

Routes between the existing and new neighbourhoods will be key with the introduction of the *Limerick Link* and Green lungs through the districts. An ambition is to enhance acccessibility and promote more active and sustainable means of travel and reduce the dominance of cars into the future.

Sitting at the centre of the residential neighbourhood *The Yards* could offer local amenities for residents or small start-ups spaces for businesses. There is the opportunity to inhabit spaces beneath the proposed Foynes Line as well as create connections east-west below the new railways.

The image on this page gives a flavour of the character proposed for this district.

Key Plan



View looking down The Yards, which runs along side the Foynes Line

View is conceptual and for illustrative purpose only.



3.3 Recommended District Briefs

3.3.5 5: Carey's District - Character

Linear blocks broken up with articulation



Residential development along side the railway





Social interchange





Energy centres/hybrid programming



Green lungs and natural features through the district



3.3 Recommended District Briefs

3.3.6 6: Caledonian District - Site Overview

Site Overview

District 6 is entirely open lands with the Foynes Line to be possibly reinstated running through the centre of the site. The lands include Caledonian park, areas of overgrown scrub land, a walking loop and some sports pitches.

Some of the lands are currently open to the public however some of the entrances form Hyde road are blocked meaning the parks are currently underutilised.



Key

District within framework area

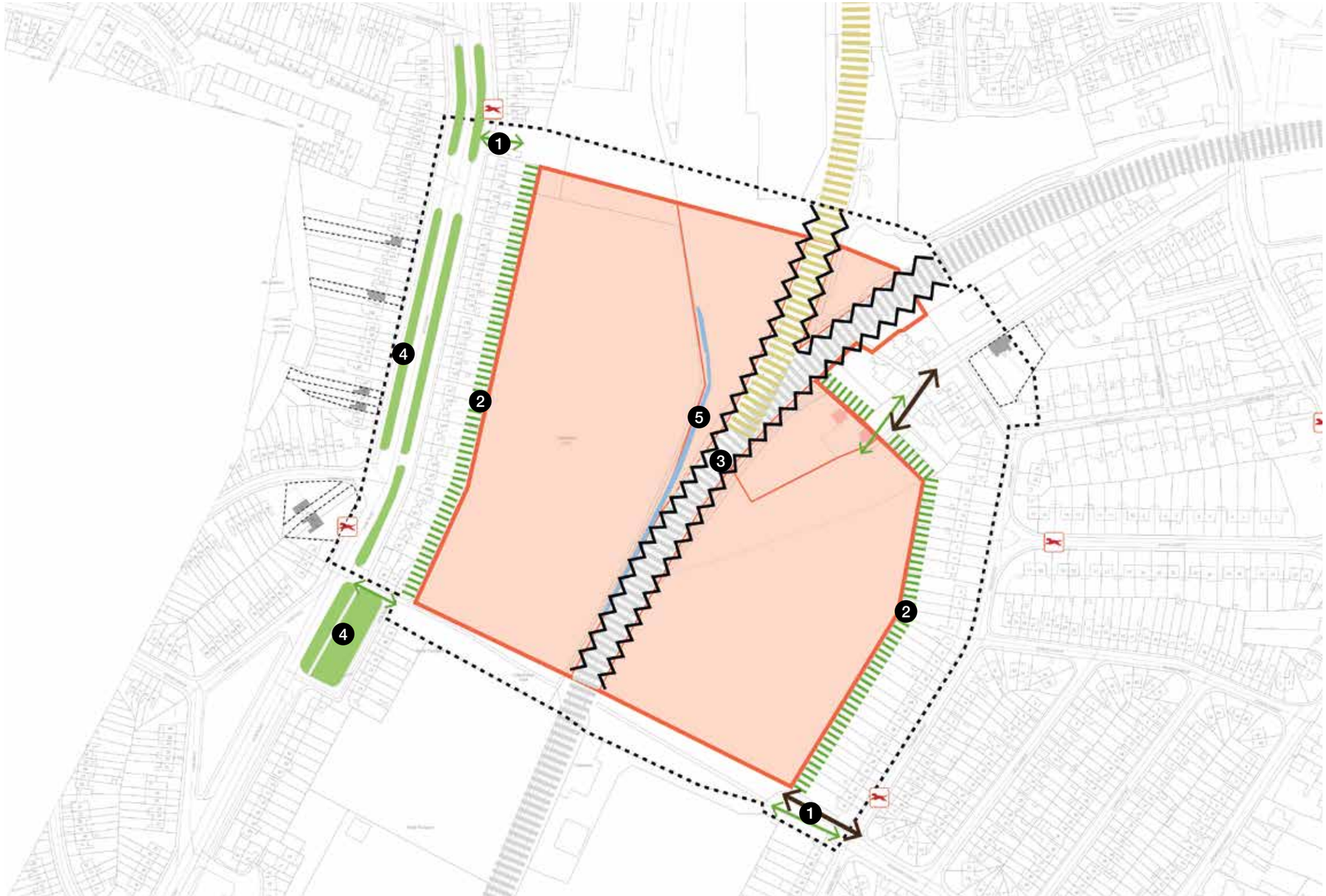
District boundary

3.3 Recommended District Briefs

3.3.6 6: Caledonian District - Existing Condition

Existing Condition

1. Fenced access points into the sites
2. Sensitive edges facing into residential private gardens
3. Noise severance along the railway line
4. Undefined green spaces
5. Existing areas of surface water



Key

- Ownerships
- Existing leisure / community buildings
- Existing shops / commercial uses
- Unoccupied buildings
- Protected Buildings
- Pedestrian Access
- Vehicular Access
- Existing green spaces
- Sensitive edges
- Existing railway
- Proposed railway
- Noise severance along railway
- District within framework area
- District boundary
- Bus Stops

3.3 Recommended District Briefs

3.3.6 6: Caledonian District - Opportunities

Opportunities

1. Opportunity to create a large central park at the centre of the new neighbourhood
2. New green route following new Foynes line leading towards the station creates a buffer zone between the railways and housing whilst allowing access north to south.
3. Lower density back to back housing to buffer new development against existing terraces
4. Retaining existing entrances and extending into the site.
5. Integrate green routes with areas of existing water and marshland, potential to integrate these areas to the SUDS strategy for the site.
6. New access points under / over railways depending on levels of the train line.
7. Opportunity to create a green walking loop around areas of new housing
8. Opportunity to create higher density housing based around green pedestrian streets with areas for gardens and communal allotments



Key

- Potential Plots
- Green walking / cycling routes
- Existing shops / commercial uses / life-support
- Unoccupied buildings
- Pedestrian Access
- Vehicular Access
- Existing green spaces
- Existing railway
- Proposed railway
- District within framework area
- District boundary

3.3 Recommended District Briefs
3.3.6 6: Caledonian District - Summary

Key District Goals & Indicative Figure Breakdown

- Potential for a new diverse and sustainable urban centre with high quality housing integrated with pedestrian routes, communal gardens and allotments
- Reduce reliance on vehicular access, increase infrastructure and use of pedestrian and cycle routes connecting to the north - south green route connecting to Colbert Station
- Integrate the proposed Foynes Line sensitively in to the site with the opportunity for crossings and routes to increase permeability of the site
- Opportunity to create housing based around a central park with play space and nature trails
- Opportunity to create a civic heart with the introduction of the People's Pavilion community building to provide space for a cafe / municipal hall
- New primary education with nursery facility to meet the increasing population in the area.

770 - 850 homes
New homes: mixture of houses and apartments (depends on mix scenario in section 3.4.3, figures rounded)

600 sqm
New leisure / community / civic space

2,500 sqm
New education uses

Key

- Residential
- Ancillary: retail, food & beverage, flexible workspace
- Community & leisure
- Workspace
- Hotel
- Education
- Healthcare
- Energy Centre
- 4 Indicative building height (subject to local policy)
- District boundary



3.3 Recommended District Briefs

3.3.6 6: Caledonian District - Ground Floor Uses & frontages

Ground Floor Uses & Frontages

1. New residential neighbourhood
2. The People's Pavilion new community use building fronting on to central park
3. New primary & nursery school
4. District energy centre location and link bridge



Key

- Residential
- Ancillary: retail, food & beverage, flexible workspace
- Community & leisure
- Workspace
- Hotel
- Education
- Healthcare
- Energy Centre
- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.6 6: Caledonian District - Routes & Open Spaces

Routes & Open Spaces

1. New linear civic space with active frontages connecting to the People's Pavilion and north to The Yards.
2. Green walking loop
3. North - south green walking route
4. Amenities for new residents provided in central areas of courtyard
5. Private gardens against existing terraces
6. New private gardens
7. New public 'Village Green' area with play space
8. School play space with possible community access out of hours
9. Central park with play space, splash park and nature trails. Park grows/evolves over time as community is less dependent on cars
10. Community and residents growing space along walking routes
11. Possible reinstatement of road linking Colbert Avenue and Hyde Road



Key

- Main access routes
- Shared access routes
- Main civic spaces and key pedestrian and cycle routes
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District within framework area
- District boundary

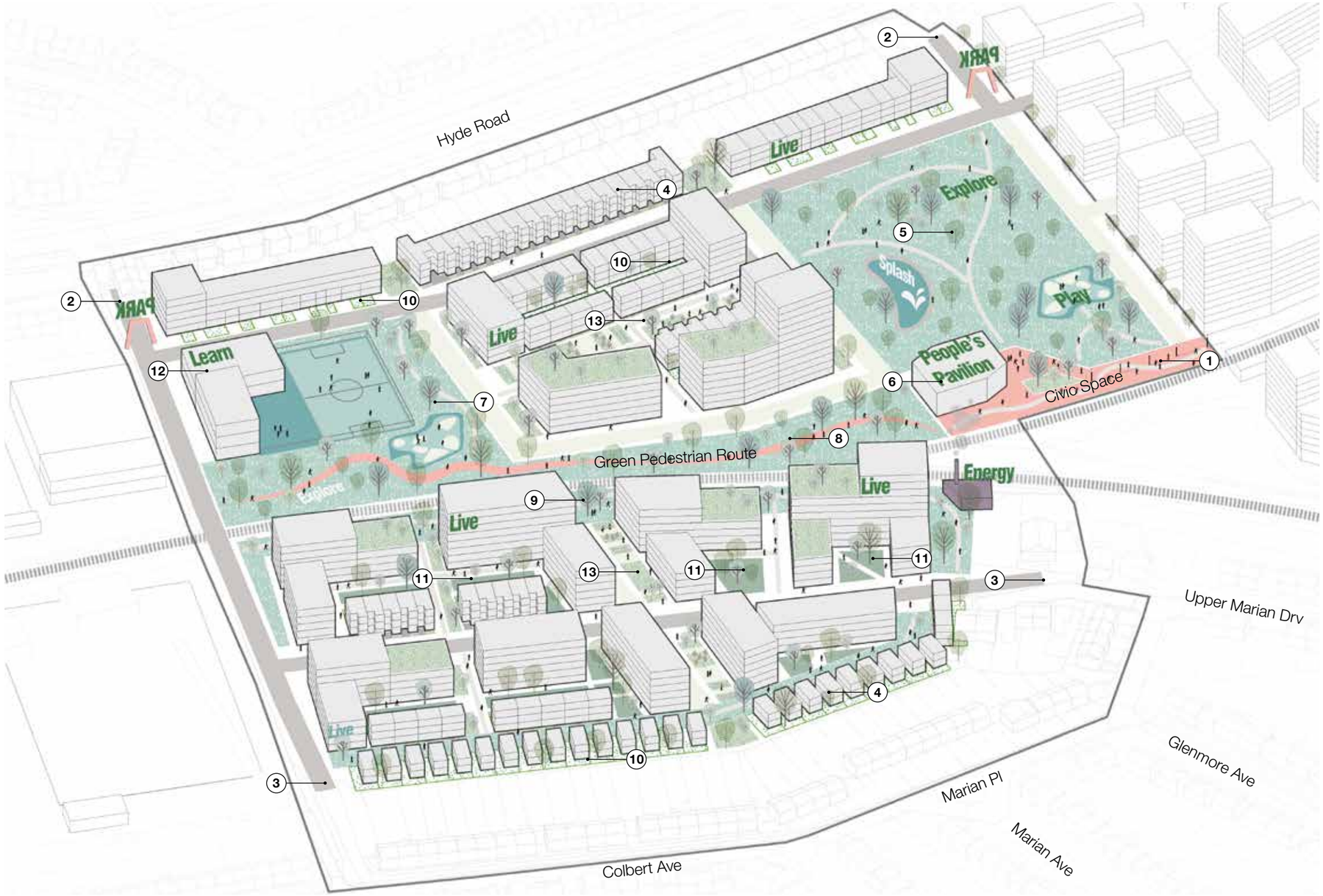
3.3 Recommended District Briefs

3.3.6 6: Caledonian District - District Vision

District Vision

1. Main civic space located on the green walking route next to The Yards and The Peoples Pavilion
2. Entrance to site from west
3. Entrance to site from east
4. Terraced houses with taller units at key junctions to aid way-finding
5. Central Park with play space, splash pad, outdoor gyms and nature trails. Park in the early phases could partly be used for centralised parking, but as community become less car dependent the park grows in scale
6. The People's Pavilion community building at the core of the site
7. New public 'Village Green' area with play space
8. Enhanced green pedestrian and cycle route
9. Green walking loop around new housing
10. Private amenity and gardens
11. Shared gardens
12. New primary & nursery school with outdoor play space
13. Community growing spaces and parklets along walking routes

Conceptual plan for illustrative purposes, and subject to more detailed design and planning approval



Key

- Main access routes
- Shared access routes
- Main civic spaces and key pedestrian and cycle routes
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District boundary

3.3 Recommended District Briefs

3.3.6 6: Caledonian District - Vision

District Vision

COVID 19 has highlighted the importance of having large open green spaces for city dwellers. The proposal to have a large open green space which could offer splash parks, playground, walking loops and gyms. Central Park could also be seen as an extension to the nature trail promoting biodiversity.

The People's Pavilion sits at the heart of the site adjacent to the Central Park. The space could act to provide local amenities such as a crèche, families hub to support new and existing families as well as a community centre with cafe.

Large parks and community infrastructure seek to inform accessible, sustainable and community focused neighbourhoods.

The image on this page gives a flavour of the character proposed for this district.

Key Plan



View from within Central Park looking towards the Foynes Line and People's Pavilion
View is conceptual and for illustrative purpose only.



3.3 Recommended District Briefs

3.3.6 6: Caledonian District - Character

Varied typologies/playful forms



Active shared spaces



Sustainable Urban Drainage System and marshland



People's Pavilion - facilities for all





Energy centres/hybrid programming



Education buildings





3.3 Recommended District Briefs

3.3.7 7: Kennedy District - Site Overview

Site Overview

To the east of District 7 there is a large amount of open green disused land to the east, which is currently not open for public uses. To the west there is a large amount of brownfield land comprising of an existing bus depot.

The Bus Éireann Depot requires a large amount of space to the west of the site with access from Roxboro Road. There are plans in place to extend the bus depot therefore development within this district is subject to a detail study on bus depot requirements and how, if at all, the operational requirements of the site may or may not change in the future.

As part of future studies there is an opportunity to ensure better connections to Kennedy Park by exploring the uses and the relationship the district can have with the park to the north west corner.

There is the opportunity to celebrate the site and its uses along Roxboro road.



Key

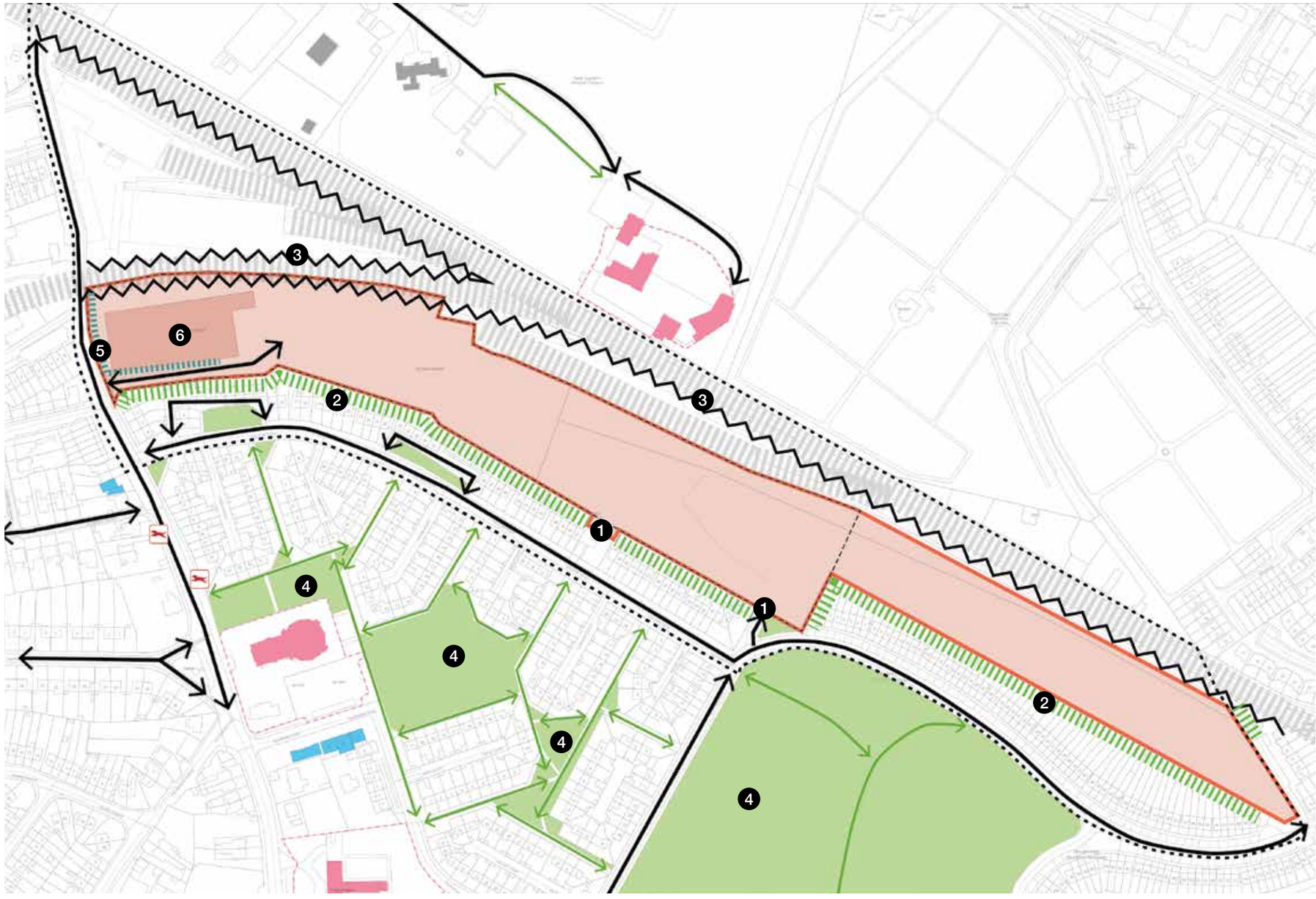
- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3 7: Kennedy District - Existing Condition

Existing Condition

1. Fenced access points into the sites
2. Sensitive edges facing into residential private gardens
3. Noise severance along the railway line
4. Undefined green spaces
5. Considerable topography change
6. Integration with existing bus depot and consideration to proposed scheme, which is an extension to the existing depot.



Key

- Ownerships
- Existing leisure / community buildings
- Existing shops / commercial uses
- Unoccupied buildings
- Protected Buildings
- Pedestrian Access
- Vehicular Access
- Existing green spaces
- Sensitive edges
- Existing railway
- Proposed railway
- Noise severance along railway
- District within framework area
- District boundary
- Bus Stops

3.3 Recommended District Briefs
3.3.7 7: Kennedy District - Vision

Overview
The Kennedy District currently consists of an operational Bus Depot site with CIE plans to expand these operations in the near future. The LDA and CIE are committed to further exploring the potential of this area into the future.

Areas such as these in central areas of the City do however have future potential to become exciting and creative districts. Community and recreation uses paired with creative and light industrial industries could inform a creative character with opportunities for engagement and innovation. Taller buildings aligned with or constructed over existing operational uses, could be a draw for light industrial/ creative uses and act as a draw for people and offer great views over the area and towards the city centre, while retaining the operational needs of the site.

The images and section give a flavour of the potential character of the area and how a bus depot might integrate with other uses in the future.

Future Potential To Deliver:



*indicative only and subject to detailed studies

Indicative illustrative section through Bus Depot
Section is conceptual and for illustrative purpose only.



3.3 Recommended District Briefs

3.3.7 7: Kennedy District- Potential Future Character

Creative Uses Above The Depot



Here East Gantry , London



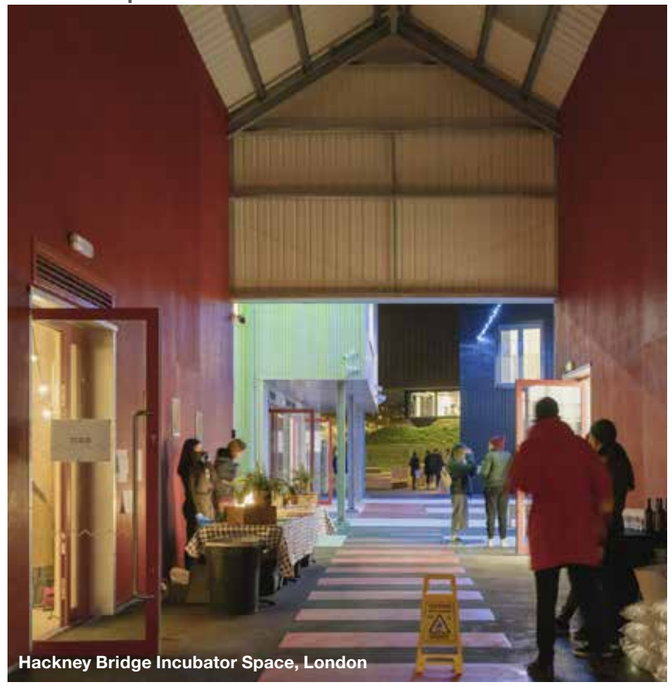
Vaumm Galtzaraborda, Donostia-San Sebastian

Logistics & Transport



Cargo Centre, Frankfurt

Incubator Space & Creative Uses



Hackney Bridge Incubator Space, London

Activating Green spaces



Parckfarm, Brussels

Energy Districts & Landmarks



Olympic Park Energy Centre, London

Recreation & Community Uses



Mars Climbing Wall, Bangalore

Low Density Housing



Salter Road, London

3.3 Recommended District Briefs

3.3.8 8: Janesboro District - Site Overview

Site Overview

District 8 is currently used for sports and is occupied by Hyde Rangers and Janesboro FC with their own football pitches, club houses and associated storage. Any development should look to provide facilities for these two clubs. No alterations will be made to the pitches without the prior agreement of the clubs in conjunction with LCCC.



3.3 Recommended District Briefs

3.3.8 8: Janesboro District - Existing Condition

Existing Condition

1. Fenced access points into the sites/poor connections into the site
2. Sensitive edges facing into residential private gardens
3. Noise severance along the railway line
4. Undefined green spaces
5. Unoccupied spot in key location



Key

- Ownerships
- Existing leisure / community buildings
- Existing shops / commercial uses
- Unoccupied buildings
- Protected Buildings
- Pedestrian Access
- Vehicular Access
- Existing green spaces
- Sensitive edges
- Existing railway
- Proposed railway
- Noise severance along railway
- District within framework area
- District boundary
- Bus Stops

3.3 Recommended District Briefs

3.3.8 8: Janesboro District - Opportunities

Opportunities

1. Opportunity for retained sports use, with increase in quality and provision of facilities to meet the needs of the local clubs and the wider community.
2. Give back space for neighbours: potential buffer location for community allotments and gardening spaces
3. Buffer area along the railway: opportunity to extend existing water dykes and channel network, providing wild marshy land and pedestrian/cycle route north to south
4. Unlock connection through railway: bringing both sides together
5. Unlock connections into the site and to new green amenities where possible
6. Opportunity for community hub / local retail space on unoccupied site, providing shared spaces and services
7. Improve crossing across Hyde Road to the west, defining Byrne Avenue Triangle as a key spot for public transport
8. Redefine local green spaces as key green amenities for neighbours, providing space for children to play and quality landscape



Key

- Potential Plots
- Green walking / cycling routes
- Existing shops / commercial uses / life-support
- Unoccupied buildings
- Pedestrian Access
- Vehicular Access
- Existing green spaces
- Existing railway
- Proposed railway
- District within framework area
- District boundary

3.3 Recommended District Briefs
3.3.8 8: Janesboro District - Summary

Key District Goals & Indicative Figure Breakdown

- New vibrant sports zone with supporting facilities to meet the needs of the local sporting clubs, Jackman Park and the wider community. Pitches could be all weather to support use at all times
- Addition of a community pitch and municipal sports use, for use by the community, clubs and schools
- New connections across railway bringing neighbourhoods together as well as giving the sports hub a presence/ identity within the area
- New community/retail provision to the south of the district replacing the current unoccupied building. Building acts as a gateway into the site
- Connections to the education uses (to the north of the district and around Colbert Station)

300 sqm
New neighbourhood scale retail uses and other services

4,000 sqm
New leisure / community / civic space

28,100 sqm
New Sports Pitches

Key

- Residential
- Ancillary: retail, food & beverage, flexible workspace
- Community & leisure
- Workspace
- Hotel
- Education
- Healthcare
- Energy Centre
- 4 Indicative building height (subject to local policy)
- District boundary

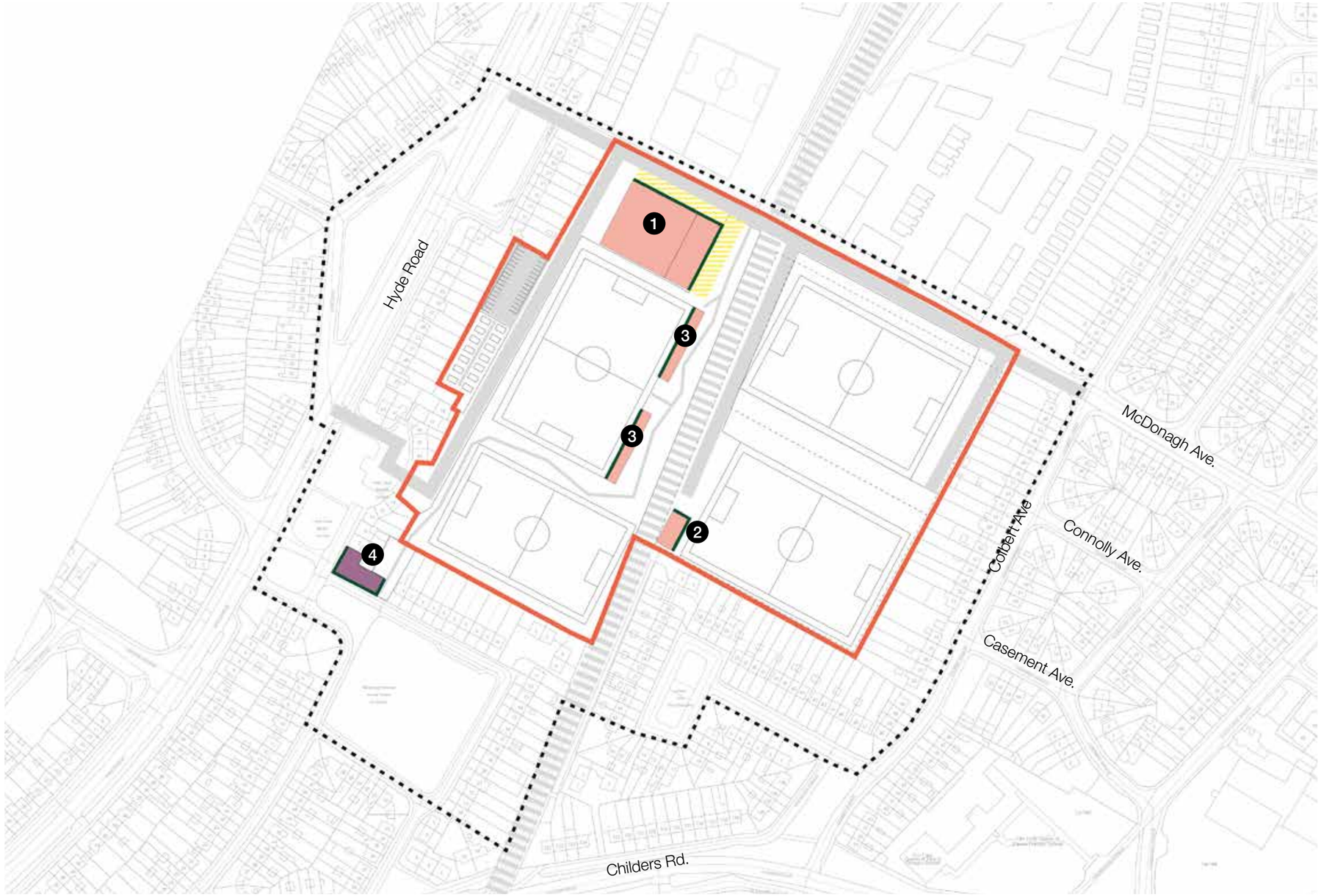


3.3 Recommended District Briefs

3.3.8 8: Janesboro District - Ground Floor Uses & Frontages

Ground Floor Uses & Frontages

1. New municipal hall with sports, changing and community facilities (such as cafe)
2. Sports club changing facilities and storage
3. Sports stands and supporting facilities for league sports pitch
4. Anchor local retail / community building and entrance to the pedestrian and cycle links through the site



Key

- Residential
- Ancillary: retail, food & beverage, flexible workspace
- Community & leisure
- Workspace
- Hotel
- Education
- Healthcare
- Energy Centre
- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.8 8: Janesboro District - Routes & Open Spaces

Routes & Open Spaces

1. North - south green walking/cycle route (extension of the Limerick Link)
2. Community planting area
3. New public civic space
4. League all weather sports pitch with stands and supporting facilities
5. Club sports pitch and facilities
6. Parking zone
7. Revitalising the existing green space to meet the needs of the local community
8. Improved connections to Hyde Road
9. Possible reinstatement of road linking Colbert Ave and Hyde Road

No changes to current pitches /facilities without agreement Clubs/ Leagues and Council. A sports and recreational Strategy to be developed by the Council and key partners as a first step.



Key

- Main access routes
- Shared access routes
- Main civic spaces and key pedestrian and cycle routes
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.8 8: Janesboro District - District Vision

District Vision

1. Municipal sports hall for use by sporting groups, schools and the community
2. Changing facilities and community cafe
3. Entrance to site from west
4. Entrance to site from east
5. League sports pitch with stands and facilities
6. Club sports pitch
7. Club facilities & changing
8. Community and civic space
9. Community planting area
10. Anchor building with local retail / community uses on the ground floor and entrance into the site
11. Green pedestrian and cycle route
12. Parking

No changes to current pitches /facilities without agreement Clubs/ Leagues and Council. A sports and recreational Strategy to be developed by the Council and key partners as a first step.

Conceptual plan for illustrative purposes, and subject to more detailed design and planning approval



Key

- Main access routes
- Shared access routes
- Main civic spaces and key pedestrian and cycle routes
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District boundary

3.3 Recommended District Briefs
3.3.8 8: Janesboro District - District Vision

District Vision

The Janesboro District has the potential to become a vibrant sport and activity zone through enhancing recreational facilities and with the existing clubs as the anchors for the area. The addition of a municipal hall, cafe could provide much needed recreational facilities for the wider community. A Sports and Recreation Strategy is to be developed by the Council working with the Clubs/ League as a first step to ensure that needs and opportunities are considered holistically for the future of the area.

New connections are proposed across the railway to bring neighbourhoods together as well as giving the sports hub a strong identity. A direct connection is provided to the adjacent education uses, but it is considered that schools to the north (district 2) could have access to facilities also. T*he Limerick Link* extends through the site and has the potential to connect to wider cycling and walking infrastructure.

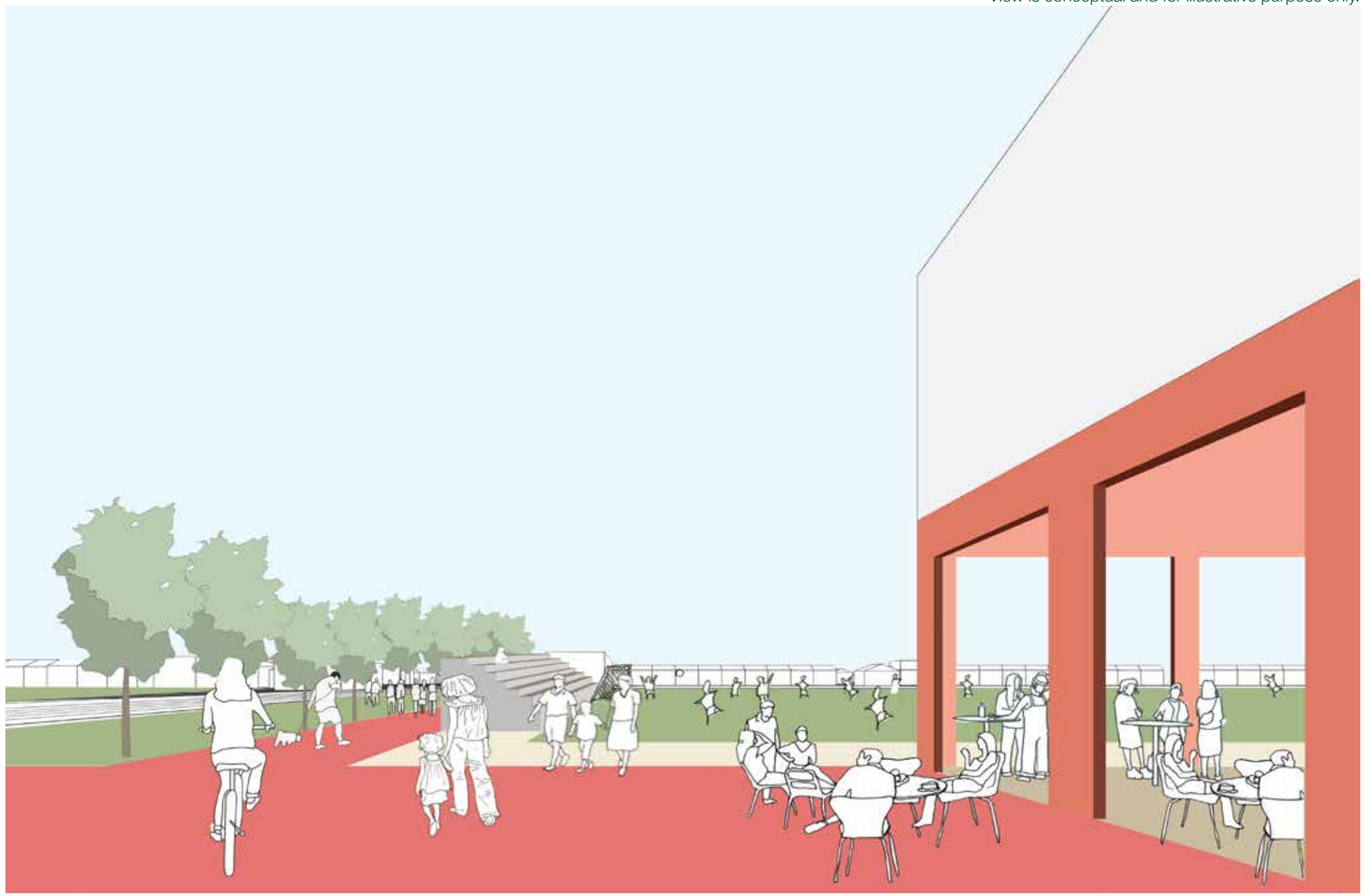
A community/local retail provision is considered to the south of the district replacing the current unoccupied building. Building acts as a gateway into the site and helps to activate the corner of the site.

The image on this page gives a flavour of the character proposed for this district.

Key Plan



View towards sports grounds from the cafe
View is conceptual and for illustrative purpose only.



3.3 Recommended District Briefs

3.3.8 8: Janesboro District - District Character

Multifunction hall - offerings for residents/schools/clubs


All-Purpose Sports Hall, Mouvaux


All-Purpose Sports Hall, Mouvaux

Support clubs - with storage and changing facilities



Mabley Green London

Community Growing Space


Shettleston Community Growing Space, Glasgow

Places to gather/celebrate/spectate


Ive Farm Sports Centre, London


Lidingövallen Small Football Stadium, Lidingö

Greenways


Railway Crossing, Freiburg

3.3 Recommended District Briefs
3.3.9 The Limerick Link Connecting The Districts

Limerick Link Vision
One of the core objectives for the Spatial Framework has been to consider connectivity - 'A well connected city' and key infrastructure which may begin to unlock the potential of the area. The *Limerick Link* seeks to connect the recommended districts as well as consider how connectivity can be improved beyond the study area.

The diagram of this page helps to illustrate the proposal for the *Limerick Link,* how the link interacts with the proposed design of the districts, and the existing context and where it is connecting to and from. This is illustrative only and would be subject to detail design in conjunction with the districts as designs develop.

1. Station District
It is proposed that the *Limerick Link* could sit alongside (at grade) and above the new bus station acting as a key linking piece of infrastructure but also as a high quality public realm. The link would also facilitate better connections to the south of the station running into the quarter. The Link could also extend beyond the quarter connecting to People's Park and the Laneways, helping tie into existing initiatives, improve way-finding and connections from the station to the centre and river.

2. Sexton & 3. Roxboro District
The Link could run adjacent to the existing railway, connecting the districts from west to east through to the HSE lands. The Link runs above Roxboro road and into the Roxboro district (HSE lands). Connections into this district should also be considered at ground level too.

The Link sits above the railway toward the north end of the quarter. The Link exploits it's proposed position presenting itself as a new gateway into Limerick. It could establish a key pedestrian and cycle interchange connecting the districts and their environs.

The Link is proposed between the new higher education, workplace and existing school uses creating a generous public realm. The aim is to improving accessibility into the existing schools creating a campus feel. The Link could also connect to the interchange (Roxboro road and Sexton street) to the north and improve permeability.

4. Ballysimon District
The Link connects into this district and proposed at grade level. The intention is to improve accessibility to the hospital and Ballysimon road. It aims to enhance public realm (existing and proposed) within the district as well as the hospital's identity off the Ballysimon road.

5. Carey's District
The Links interaction with the new Foynes Line and The Yards is predominately at ground level to allow for active frontage between the proposed buildings and beneath the proposed railway. Towards the north of the district the link would be required to be elevated with a gradual incline running above Lower Carey's Road, as per the railway.

The connections which sit above and below the proposed Foynes line both run to the east becoming part of a nature walk connecting to Carey's Road Park and Roxoboro road.

6. Caledonian District
The Link sits at ground level at a key junction between the Yards, the People's Pavilion and Central Park. The Link could have a strong presence off Hyde Road better connecting the quarter and the communities east to west, which are currently disconnected by physical infrastructure.

A bridge connection is suggested over the railway adjacent to the proposed People's Pavilion and energy centre to connected to the existing and proposed housing to the east.

8. Janesboro District
The Link acts as a greenway running from north to south at ground level and weaving between the sport pitches and connects beyond the site.



3.3 Recommended District Briefs
3.3.10 Overall Framework

The Colbert Framework
A major feature of the framework has been the creation/enhancement of green lungs for the city, ensuring there are meaningful green spaces spread throughout the new developments for residents/visitors/workers to enjoy. This includes creating generous parks, nature trails, growing spaces and sports/recreational uses intertwined with the new pedestrian and cycle friendly routes. With a core objective to promote urban centred living (for all) it is vital that health and sustainable urban environments are encouraged.

The concept of the '15 minute' walkable neighbourhood supports the introduction of the *Limerick Link* and helped to define use type locations which could support sustainable urban living environments. The Introduction of *Limerick Link* (represented in red) improves connectivity through the Quarter and beyond and conceptually is a key piece of public realm and infrastructure. The links intersect at key nodes informing hives of activity centred within each of the districts. The proposed centres are; the *People's Pavilion - a* community centre, *The Yards*- a vibrant area with a unique and local retail offering set within the urban living centres, *The Limerick Living Room*- a civic space for gathering, performance, debate, learning and The HSE lands with a generous plaza and community offerings such as the *Community Urban Farm*. These centres aim to encourage people to travel into the different areas, exploring these new vibrant districts as well as providing amenities to support the new and existing neighbourhoods.

With sustainable development another core objective of the overall framework, locating energy centres associated with the districts to support the concept of energy districts has been proposed. These buildings can be co-located with other uses and can become both an education and community offering.

There is real opportunity for integrated transport led development around the station and proposed Foynes Line. The overall framework shows the possibilities and not only thinks about each district individually but thinks about the entire study area and how it can operate holistically. The framework demonstrates the potential of the area to provide a high quality mixed use, sustainable and vibrant new area in Limerick city.



Key

- Main access routes
- Shared access routes
- Main civic spaces and key pedestrian and cycle routes
- Private gardens
- Touchdown and spill out areas
- Planting
- Residents shared amenity
- Parkland
- District within framework area
- District boundary

3.3 Recommended District Briefs

3.3.11 Use Definition & Overview

Use Definition

Residential
Including a mix of typologies that are flexible and subject to demand a the time of delivery. Residential includes a mix of houses and apartments, including affordable housing. Inter-generational living, elderly care and student accommodation to be considered and utilised depending on need at time of development.

Retail, food & beverage, flexible working
Category includes retail on a local scale rather than creating a new shopping centre. Retail, food and beverage could be considered as amenity for local residents rather than large supermarkets / anchor retail stores. See also design methodologies for flexibility in this space to be used for flexible working or retail depending on needs at the time.

Community & Leisure
Category includes community, leisure and civic buildings from the sports and municipal hall to the south, to the *People's Pavilion* a community building, the *Community Urban Farm* allotments and restaurant and the *Limerick Living Room* with potential for performance, exhibit, meet, learn, a program to support civic needs.

Hotel
It is proposed to provide a new hotel adjacent to the station, fronting the plaza. The hotel will provide additional accommodation in Limerick City Centre and help to activate and enclose the Colbert Plaza.

Education
Education of all ages and levels from nursery and primary education, to secondary education and on to further and higher education has been catered for. The provision of additional education space will be subject to demand at the time and will be determined by the Department of Education and or Clare Limerick ETB.

Healthcare
Healthcare includes facilities the HSE require, from primary care facilities to more targeted Child & Adolescent Mental Health Services. There is also potential for additional healthcare space to allow flexibility for the HSE to meet future requirements in the delivery of an integrated health campus.

Workspace
The workspace category includes more traditional office space as well as any research / lab space. Increased floor to ceiling heights have been proposed to facilitate demand at the time of development.

Light industrial / creative workspace
Light industrial and creative workspace includes non traditional work space with higher floor to ceiling heights to allow for artists studios or light construction / industrial functions.

Sports pitches
Sports pitches include any formal pitches identified within the plans and does not include and play grounds or public park spaces. None of the existing pitches will be removed or altered without the agreement of the relevant clubs.



Retained and enhanced green-spaces



Transport orientated development



Green lungs and better links
Promoting active transport

+

2,540 - 2,820 homes*
New homes: mixture of houses and apartments

530 student beds
New student beds

10,000 jobs
Approximate capacity for employment through varied uses when the study areas is fully developed

220 bedroom hotel
New hotel use

29,300 sqm
New education uses to meet future needs

29,500 sqm
New healthcare uses to meet current and future HSE requirements

100,000 sqm
New workspaces, including offices, studios and flexible workspaces

15,300 sqm
New neighbourhood-scale retail, food & beverage, flexible working uses

16,700 sqm
New community & leisure uses

*Note: See section **3.4.3** of this document on **Residential capacity and housing mix scenarios** for explanation of methodology and different approaches to residential mix.

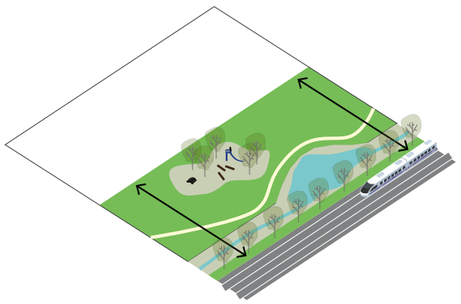
3.4 Recommended Design Methodologies

This section recommends high-level parameters for the development of each proposed district. The principles and methodologies should be referred to during the detailed design of individual districts and plots. It helps to set good- practice recommendations.

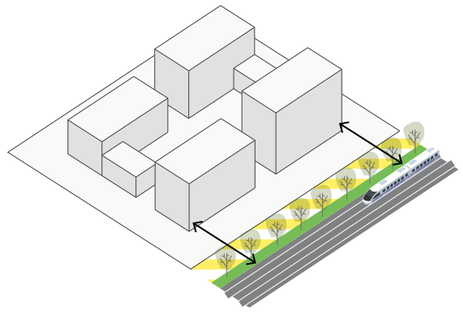
The guidance covers different aspects that designs should respond to with regards to sustainability, way-finding, movement, heights, edge conditions and adjacencies.

3.4 Recommended Design Methodologies

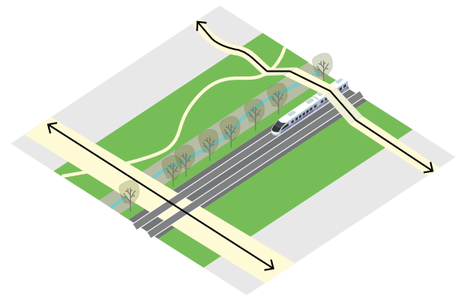
3.4.1 Spaces, Layout & Massing Parameters



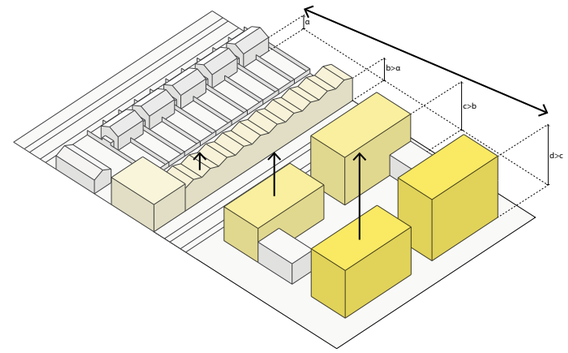
Environment & Air Quality
- Respect and build upon existing natural features: i.e. mature trees, water features, dykes
- Consider integration of sustainable urban drainage systems (SUDs)
- Provide new quality green spaces as buffer from railway
- Plan green infrastructure to ensure good air quality and avoid the trapping of pollutants
- Consider elevating amenity spaces above street level to minimise air pollution



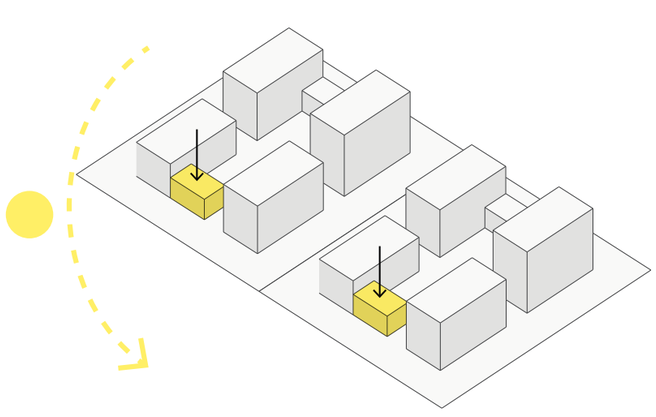
Transport Infrastructure Interface
- Set block alignment back from railway and main road routes
- Reduce noise impact through tree-heavy green buffers
- Create green links along these buffers
- Provide key active frontages and activity in these spaces
- Primary residential aspect and balconies away from railway and with inset balconies where possible
- Screening to courtyard amenity space
- Consider glazing and building materials to avoid glare
- Acoustic and vibration surveys to support technical design
- Develop robust maintenance strategy early on to avoid disruption to transport infrastructure, such as servicing zones and facade maintenance



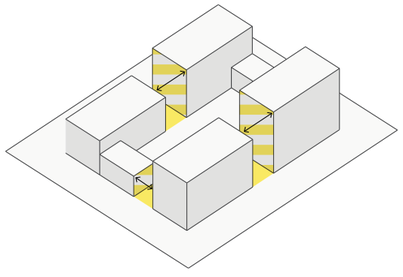
Movement
- Provide opportunities to cross rail and road infrastructure easily and securely
- Relate new bridging infrastructure with new main greenways and cycle routes



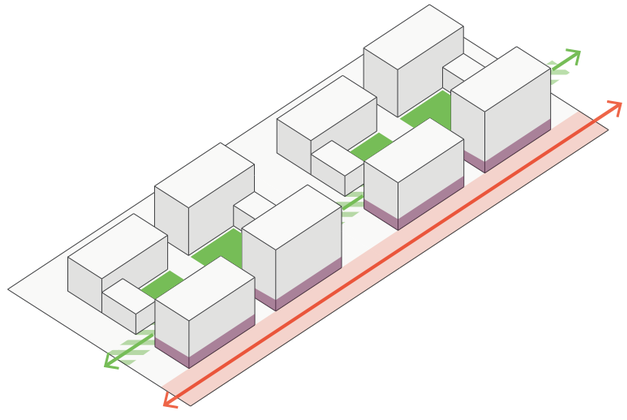
Sensitive Adjacencies
- Approach framework area edges sensitively
- Respond to adjacent context respecting both uses and heights
- Gradually reduce heights adjacent to existing residential neighbourhoods and key local heritage



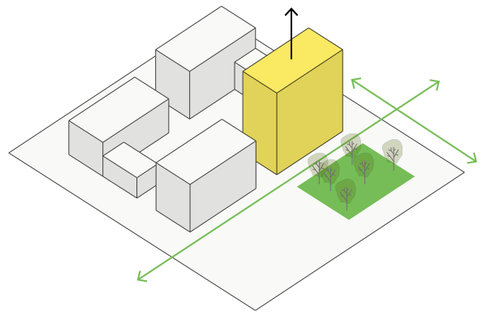
Heights & Orientation
- Reduce height of blocks to the south to allow enough light into the open courtyards
- Mitigate overlooking between the urban blocks
- Massing proposals to consider Heat Loss Form Factor working towards energy efficient buildings (refer also to section 3.4.6)



Open 'courtyard' Blocks
- Apartment block types in high density residential areas, arranged around open-courtyards
- Maximise dual aspect units and daylight/sunlight quality of homes
- Improve permeability of the residential areas and overall navigation of the new neighbourhoods
- Unlock access to amenity spaces



Active Fronts & Quiet Routes
- Build to the edge of the plot along main civic spaces to create a cohesive street character
- Position most active uses at ground floor along key spaces
- Residential uses set back from active spaces
- Provide accessible and quiet neighbourhood amenity spaces within courtyard blocks
- Quiet ways through courtyards connecting quiet amenities
- Quiet ways, parallel to main public and active routes
- Quiet ways should consider biodiversity and offer a diversity of planting

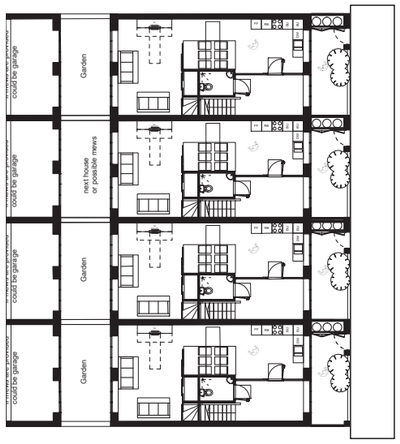


Accents & Markers
- Taller elements are proposed in areas that aid way-finding
- Marker buildings in locations where key routes intersect
- Accents can also help mark the location of main public spaces

3.4 Recommended Design Methodologies
3.4.2 Home Types & Precedents

Purpose of this section

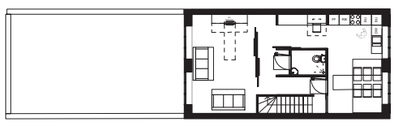
This section provides examples as references for the type of homes envisaged for each of the district briefs. This page focuses specifically on the spaces between homes, encouraging social interaction as well as varied scales to support housing demands.



Types 2/3
Ground floor



Type 1
1st floor



Type 1
Ground floor











R1: Family homes

Description

Family homes, appropriate to provide larger typologies. These types are well suited for tight sites or areas where development sites sit right against sensitive edges, existing terraces and short overlooking distances. Homes could be arranged in a way to encourage interaction and a sense of community.

Typology relevant in framework:

— District 6
— District 7

Key features

— 100% Dual aspect
— Homes providing privacy and amenities
— Enhanced shared spaces improving the sense of community
— Sustainable homes
— Wide range of typologies and sizes, catered to the local needs
— Appropriate for Co-Housing schemes, providing shared amenities with co-residents, open character, and quality public realm

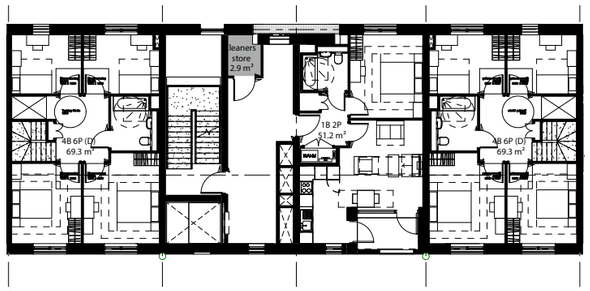
Precedents

1. Marmalade Lane, Cambridge, UK
2. Bloembollenhoff, Vijfhuizen, NL

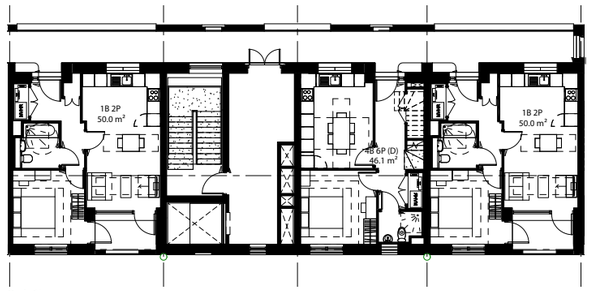
3.4 Recommended Design Methodologies
3.4.2 Home Types & Precedents

Purpose of this section

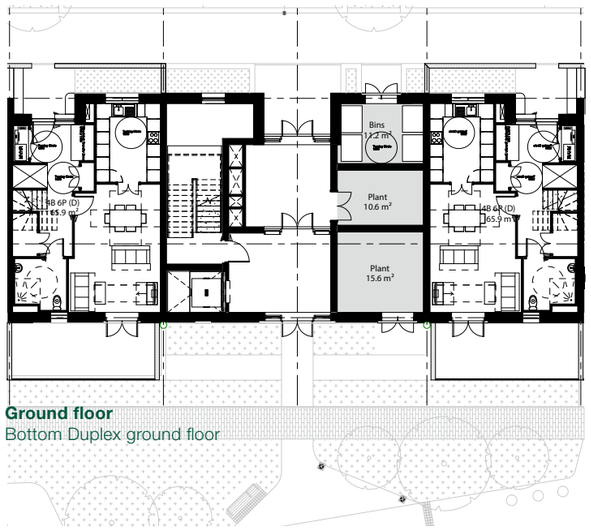
This section provides examples as references for the type of homes envisaged for each of the district briefs. This page focuses specifically on variation of home types and scales to provide homes for all.



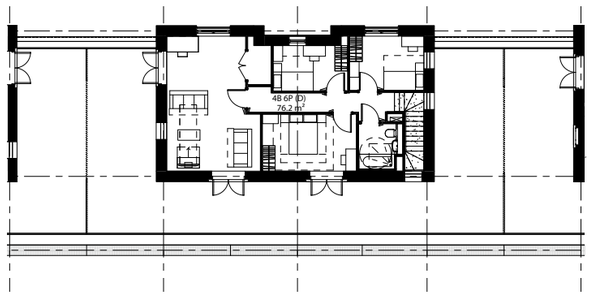
1st floor
Bottom Duplex first floor



3rd floor
Top Duplex first floor



Ground floor
Bottom Duplex ground floor



2nd floor
Top Duplex ground floor





Precedents - Stacked Maisonettes
1. Urban BIG-YARD, Co-Housing, Berlin, DE
2. King Edward Road, London, UK





Precedents - Stacked Maisonettes & Apartment Flats
3. Salter Road, London, UK
4. St. John's Hill, London, UK

R2.1: Stacked family homes

Description

Stacked family homes are an interesting way to bring the quality amenities of terraced and suburban housing, into urban environments where residents can also enjoy the benefits of a city. They have a medium scale, well suited to transition from lower densities into larger ones.

Typology relevant in framework:

— District 5
— District 6

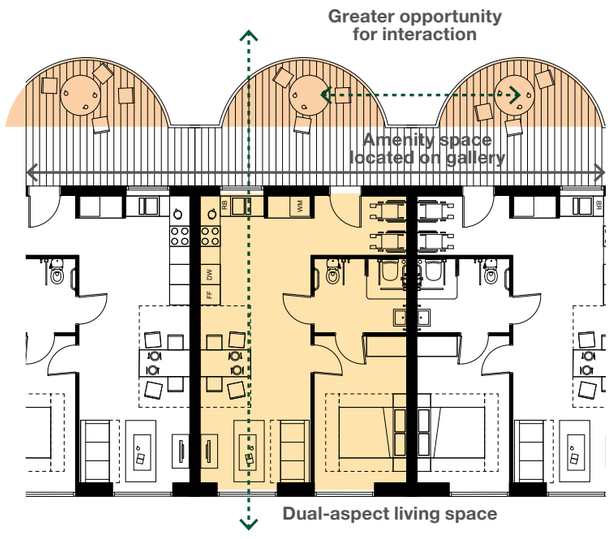
Key features

— Medium density development, suited for urban environment
— Homes providing quality amenities
— 100% Dual aspect
— Shared spaces
— Sustainable construction
— Appropriate for Co-Housing schemes, providing shared amenities with co-residents, open character, and quality public realm
— Wide range of home types

3.4 Recommended Design Methodologies
3.4.2 Home Types & Precedents

Purpose of this section

This section provides examples as references for the type of homes envisaged for each of the district briefs. This page focuses specifically on apartments with deck access and examples for private/semi-private amenity spaces.



R3.1: Apartment blocks - Deck Access

Description

Deck accessed blocks can be appropriate in north-south orientations to provide dual-aspect units. Decks can include further functions, encourage social interaction, & fight loneliness. Providing deep decks and separate from the facade, could allow both spaces to meet and semi-private spaces for plants or bike storage, while allowing for lightwells.

Typology relevant in framework:

— District 3
— District 5





Key features

— 100% Dual aspect
— Homes providing privacy and amenities
— Shared spaces promoting a sense of community
— Quality homes
— Sustainable construction





Precedents

1. KCAP, Rotterdam, NL
2. 69 Housing, Paris, FR
3. Pegasus, Hortley, UK
4. E3, Berlin, DE

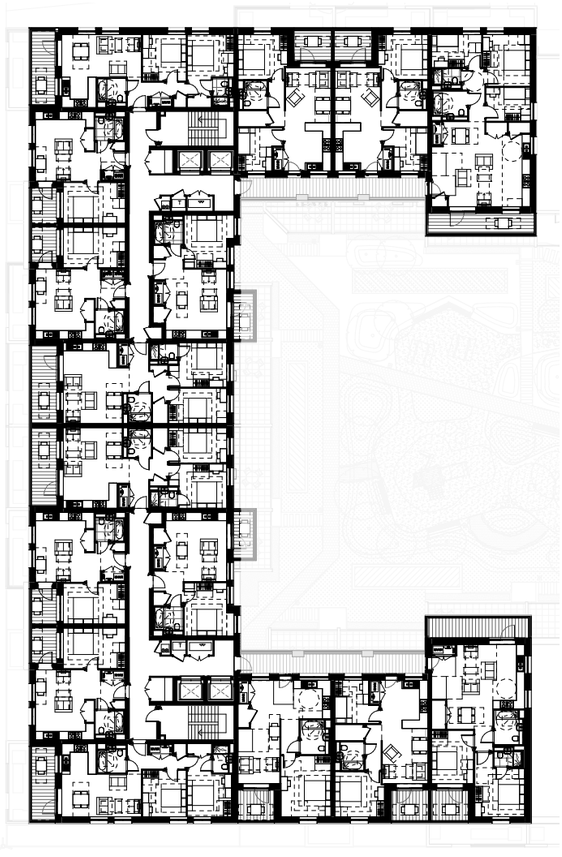




3.4 Recommended Design Methodologies
3.4.2 Home Types & Precedents

Purpose of this section

This section provides examples as references for the type of homes envisaged for each of the district briefs. This page focuses specifically on transport orientated development as well as hybrid buildings within an urban environment.



Typical floor - Open courtyard
%62 dual aspect

R3.2: Apartment blocks

Description
— Apartment blocks

Key features
— Possibility to place next to railway
— >50% Dual aspect
— Homes providing privacy and amenities
— Shared spaces
— Sustainable construction





Precedents - Open courtyards
1. St John's Hill, London, UK
2. King's Crescent, London, UK

Typology relevant in framework:
— District 1
— District 5
— District 6

Residential next to railway
— Nuisances managed through design from massing and space type allocation through to technical development of the superstructure
— Robust strategy for servicing strategies to minimise disruption to transport infrastructure





Precedents
1. Agar Grove, London, UK
2. Burridge Gardens, London, UK

Typology relevant in framework:
— District 5
— District 6

Residential co-location
— Provision of active uses at ground floor of residential block: Education, Health, Workspace, Retail, Community, Leisure
— Separate and independent access for resident and other users
— Nuisances managed through design





Precedents
1. Tiger Way, London, UK
2. Hepscott Road, London, UK

Typology relevant in framework:
— District 1
— District 5

3.4 Recommended Design Methodologies
3.4.3 Residential Capacity & Housing Mix Scenarios

Three residential-mix scenarios
This development framework is mindful of the ever changing scenarios which will affect the end provision of housing and the final mix of residential types. With this in mind, this page sets out two additional housing-mix scenarios which can provide some flexibility at this stage.

The tested scenarios are focused at studying the effect that different provisions of 3 bedroom and larger types of homes* has on viability. The following have been tested:

- Option A: up to 30% 3 bedroom and larger units
- Option B: up to 20% 3 bedroom and larger units
- Option C: up to 10% 3 bedroom and larger units

Following the Housing Need and Demand Assessment (HNDA), 2 bedroom units should be the greatest proportion within the mix, as they can be catered to respond to a larger range of household types. A preference has been given to providing around 40% of the units to these types.

The rest of the provision is assumed to be for 1 bedroom units, comprising a mix of 1B2P types and smaller studios, which might be more suited for denser areas and places with better access to public transport and Limerick city centre.

Methodology
The overall target mix has been applied across all sites within the option, rather than on a site by site basis. Once the 3 bedroom unit mix-percentage targets have been set –and having a set count of larger house-types by design for each of the districts– the percentage of 3 bed units has been adjusted until obtaining the set target. The rest has been adjusted between the smaller residential types to keep a greater proportion of 2 bedroom units.

Further studies
The tests have applied the same assumptions across all districts for illustrative purposes. These assumptions could well be phased and applied differently on each districts and sites, providing a better suited mix of housing provision, tailored to the requirements of each district and its deliverability. It is all subject to further detailed designs and implementation and delivery strategies being developed, and additional Housing Need and Demand Assessments (HNDA) at the time of delivery.

Option A
up to 30% of 3 bedroom and larger units

Housing mix responding to HNDA ratios*. This approach considers up to 30% of 3 bedroom and larger units across the whole framework area, the proportion of 1bed/2bed/3bed being 30/40/30. All unit areas follow the *Sustainable Urban Housing: Design Standards for New Apartments* (Dec 2020).

A	1B1P	1B2P	2B4P	3B5P	House*	Total
	9%	19%	42%	23%	7%	100%
	28%		42%	30%		
District 01	45	89	201	112	0	**447**
District 02	7	22	29	10	0	**68**
District 03	46	97	215	153	0	**511**
District 04	13	26	58	32	0	**129**
District 05	58	116	261	145	14	**595**
District 06	66	133	299	166	109	**773**
District 07	0	0	0	0	0	**0**
District 08	0	0	0	0	0	**0**
TOTAL	*235*	*483*	*1,063*	*618*	*123*	***2,522***

* Accounting for houses, maisonettes, stacked maisonettes and other types of larger accommodation types

Option B
up to 20% of 3 bedroom and larger units

This approach considers up to 20% of 3 bedroom and larger units across the whole framework area. The proportion of 1bed and 2bed types is split by 40/40. All unit areas follow the *Sustainable Urban Housing: Design Standards for New Apartments* (Dec 2020).

B	1B1P	1B2P	2B4P	3B5P	House*	Total
	10%	30%	40%	14%	6%	100%
	40%		40%	20%		
District 01	48	155	208	72	0	**483**
District 02	10	18	37	3	0	**68**
District 03	55	166	221	110	0	**552**
District 04	14	45	60	21	0	**140**
District 05	63	201	270	94	14	**642**
District 06	72	230	309	108	109	**826**
District 07	0	0	0	0	0	**0**
District 08	0	0	0	0	0	**0**
TOTAL	*262*	*815*	*1,105*	*408*	*123*	***2,713***

* Accounting for houses, maisonettes, stacked maisonettes and other types of larger accommodation types

Option C
up to 10% of 3 bedroom and larger units

This approach considers up to 10% of 3 bedroom and larger units across the whole framework area. In this option the proportion of 2 bed units has been risen up to 50% and the smaller 1 bed types account for 40%. All unit areas follow the *Sustainable Urban Housing: Design Standards for New Apartments* (Dec 2020).

C	1B1P	1B2P	2B4P	3B5P	House*	Total
	14%	25%	50%	4%	6%	100%
	40%		50%	10%		
District 01	75	135	271	20	0	**501**
District 02	10	18	37	3	0	**68**
District 03	80	142	284	57	0	**563**
District 04	22	39	78	6	0	**145**
District 05	98	176	352	26	14	**665**
District 06	112	201	402	30	109	**853**
District 07	0	0	0	0	0	**0**
District 08	0	0	0	0	0	**0**
TOTAL	*397*	*711*	*1,424*	*142*	*123*	***2,818***

* Accounting for houses, maisonettes, stacked maisonettes and other types of larger accommodation types

*Note that house type percentages are not distributed uniformly across all districts, as some have a greater or a lower proportion of houses responding to their geographic location, access to public transport, sensitive adjacencies and other design decisions.

3.4 Recommended Design Methodologies
3.4.4 Flexibility & Adaptability: Ground Floor Uses

Flexible & Adaptable Ground Floors
Non-residential spaces could be built and managed to be flexible to house different uses as the framework evolves and responding to the needs of each moment in time. This approach can be used to reduce risk as well as encourage activity in the area.

Early Phases - Securing an early occupation
Securing tenants in ground floor spaces as early as possible in early stages of the development will boost confidence and reduce risk. The most likely occupiers of the non-residential space will be small local businesses, requiring affordable small to micro sized spaces. These tenants will bring and create social activity that will enable and contribute to stronger and more resilient local communities.

Spaces could be used as affordable incubators, where start-ups and local creatives are supported to grow. Investing in meanwhile interventions around these tenants could help boost popularity of the area.

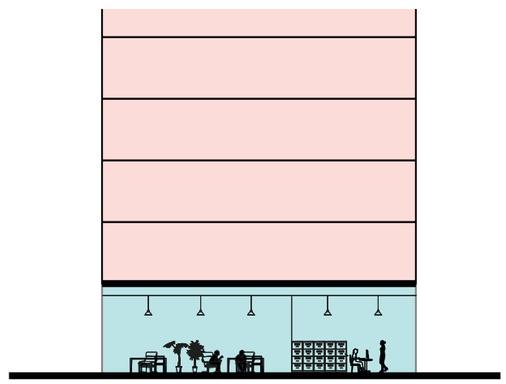
The kinds of occupiers range from small creatives, artists or community spaces, to flexible workspace, small food & beverage. The big chains or supermarkets would not be attracted until securing enough critical mass and popularity in the area.

Medium-Long Phases - Transition
As the neighbourhood grows, space can be transformed and suited to other occupiers depending on requirements. Sustainability has to be at the core when re-purposing these spaces. A modular design that allows merging of small units into larger ones, for convenience store, gyms or other larger occupiers that might be attracted into the area.

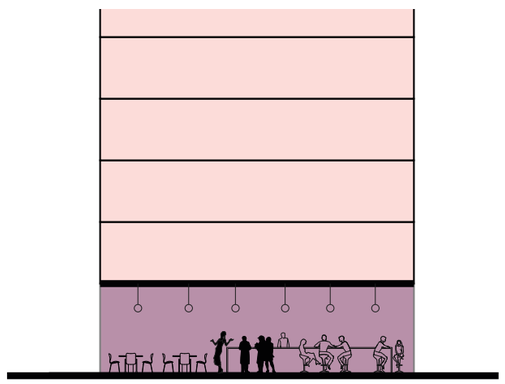
Retail could also have its place, but not solely as retail places but rather as hubs where the civic experience, well-being and community feeling is celebrated, beyond shopping.

Spaces could be sustainably re-purposed and retrofitted by ensuring flexibility is still retained for potential future needs.

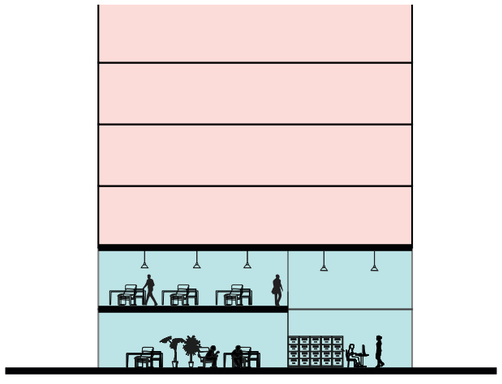
Key design aspects: designing for flexibility
- Provide enough floor to ceiling height: at least 4.5m
- Double height spaces (6m <) provide further opportunities: allowing for occupiers that require extra height; or subdivide with mezzanine spaces.
- Avoid glazing which goes all the way to ground, to ensure usefulness for different occupiers.
- Ensure spaces have a clear access and frontage
- Ensure easy servicing and enough external space for loading
- Conversion to residential is discouraged at key civic and active locations, to avoid losing active ground floor opportunities and locking spaces in perpetuity.



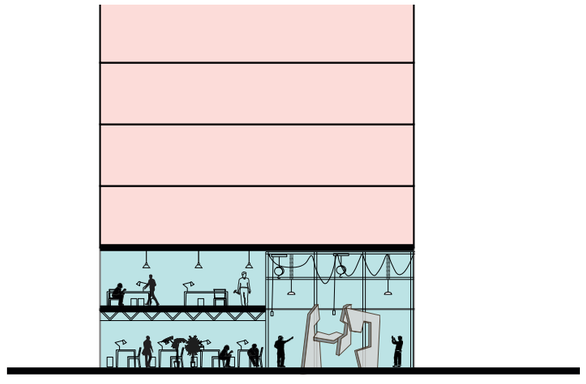
Height 4.5m
Test example: Commercial office



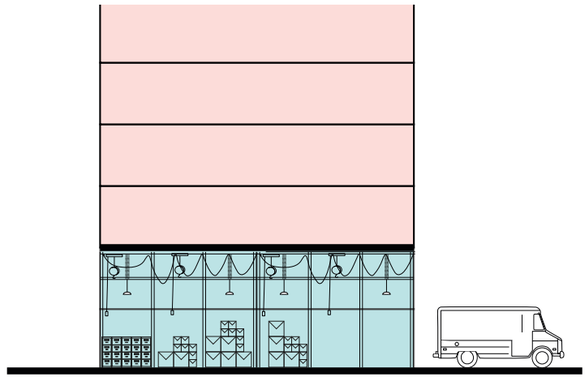
Height 4.5m
Test example: Food & beverage



Height 6m
Test example: Creative Workspace / Co-working space



Height 6m
Test example: Creative Workspace / Artist space / Light-industrial



Height 6m
Test example: e-Lockers / Storage / Urban logistics

3.4 Recommended Design Methodologies
3.4.4 Flexibility & Adaptability: Parking to Park

Parking To Park In Residential Areas
Early phases of the development might require greater parking capacity and construction-servicing access areas which are land hungry and invasive, mostly in large residential areas like Districts 5 and 6.

Walkability will change the way residents make use of the streets. As green links are delivered and public transport improved in the area, the neighbourhood will be more integrated as a core part Limerick. It is expected that car use will be reduced and therefore parking spaces could be taken over by meanwhile-uses and gradually urban-greening strategies.

Tactical urbanism actions could test the appropriate use for those spaces, where neighbours and the wider community could have a strong say. Play areas, seating spaces, urban-farms and allotments, street-art or similar uses could take over parking-spaces, improving neighbours' sense of belonging.

Tree nurseries can be implemented in such locations as a meanwhile-use strategy, to grow trees to be planted in later phases of the wider framework area.


Super of Pablenou, Barcelona


Parklets, Cork




Car-park into Community Garden, Washington


Grey to Green, Sheffield

3.4 Recommended Design Methodologies

3.4.4 Flexibility & Adaptability: Flexible Parking Structures

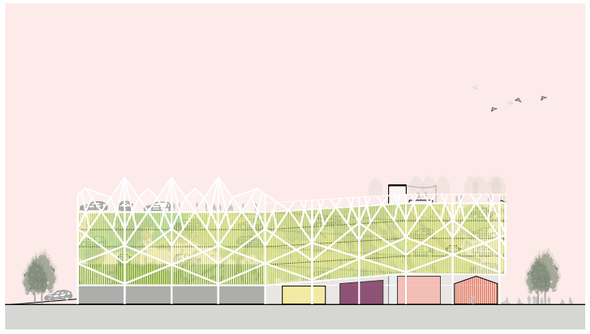
Flexible multi-storey car parks and building over transport hubs

Adaptable structures could be used in areas around the station, the bus depot as well as the HSE lands. For example buildings serving the hospital's parking requirements, while enabling flexibility for other future uses. It could help to:

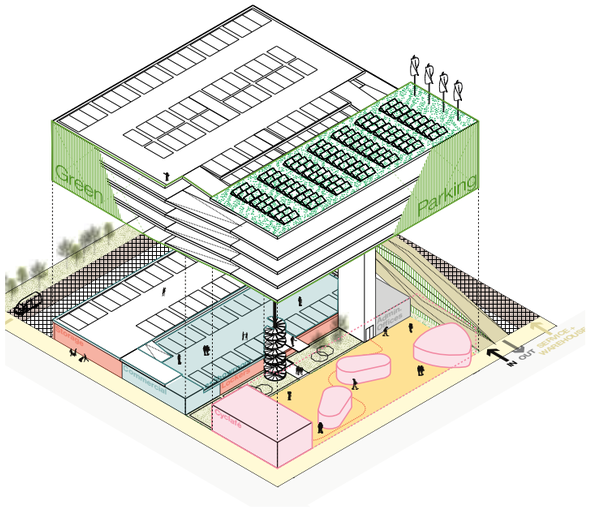
- Provide car parking in early phases, with active ground floors for employment, community and leisure
- Car parking structures could also house electric charging facilities as well as other e-mobility services: e-bikes, e-scooters etc.
- Structures are flexible and capable of housing commercial spaces, which could gradually take over the building in the longer term
- Rooftops could play more civic and public role, providing spaces for growing, food & beverage and event spaces
- Green façades could support the structure's integration in urban environments

An approach to flexibility and a layering of programmes work well to ensure sites are maximised, but also help to proposals become vibrant district of activity an extension of the public realm.











Parking, play spaces and bridging infrastructure
Galtzaraborda, Errenteria, ES



Parking and event spaces
1111 Lincoln Road, Miami, USA



Rooftop play and event spaces
Peckham Levels, London, UK



Workspaces and Food & Beverage
Peckham Levels, London, UK



Rooftop play and green façades
Nordhavn, Copenhagen, DK



Parking, play spaces and bridging infrastructure
Klunkerkranich, Berlin, DE

3.4 Recommended Design Methodologies

3.4.4 Flexibility & Adaptability: Indicative Parking Approach - Roxboro District

Flexible approach to parking at Roxboro District 03
At initial stages of the development the completed Roxboro District would require up to 339 spaces for residential uses (in the maximum development scenario) and approx. 80 spaces for employment and other uses, totalling approx. 599 spaces.

As noted earlier in this section 3.4.4, a gradual reduction of car use is expected for the Limerick Colbert area, promoted by active ways of moving and improved public transport infrastructure. The development framework considers a flexible approach towards these future scenarios. Parking spaces can be provided in response to the demand at early stages of the framework, and could gradually be integrated into the network of green spaces and public realm working towards carless communities.

This diagram describes where at grade parking (including with podiums) could potentially be located at the initial stages of the development. Three types of parking spaces locations have been identified:

- **Potential permanent locations: approx. 80 spaces**
  These are locations where longer term parking could potentially be located. Generally speaking, this types are located next to the roads and pose no major nuisances to neighbours or public realm uses.

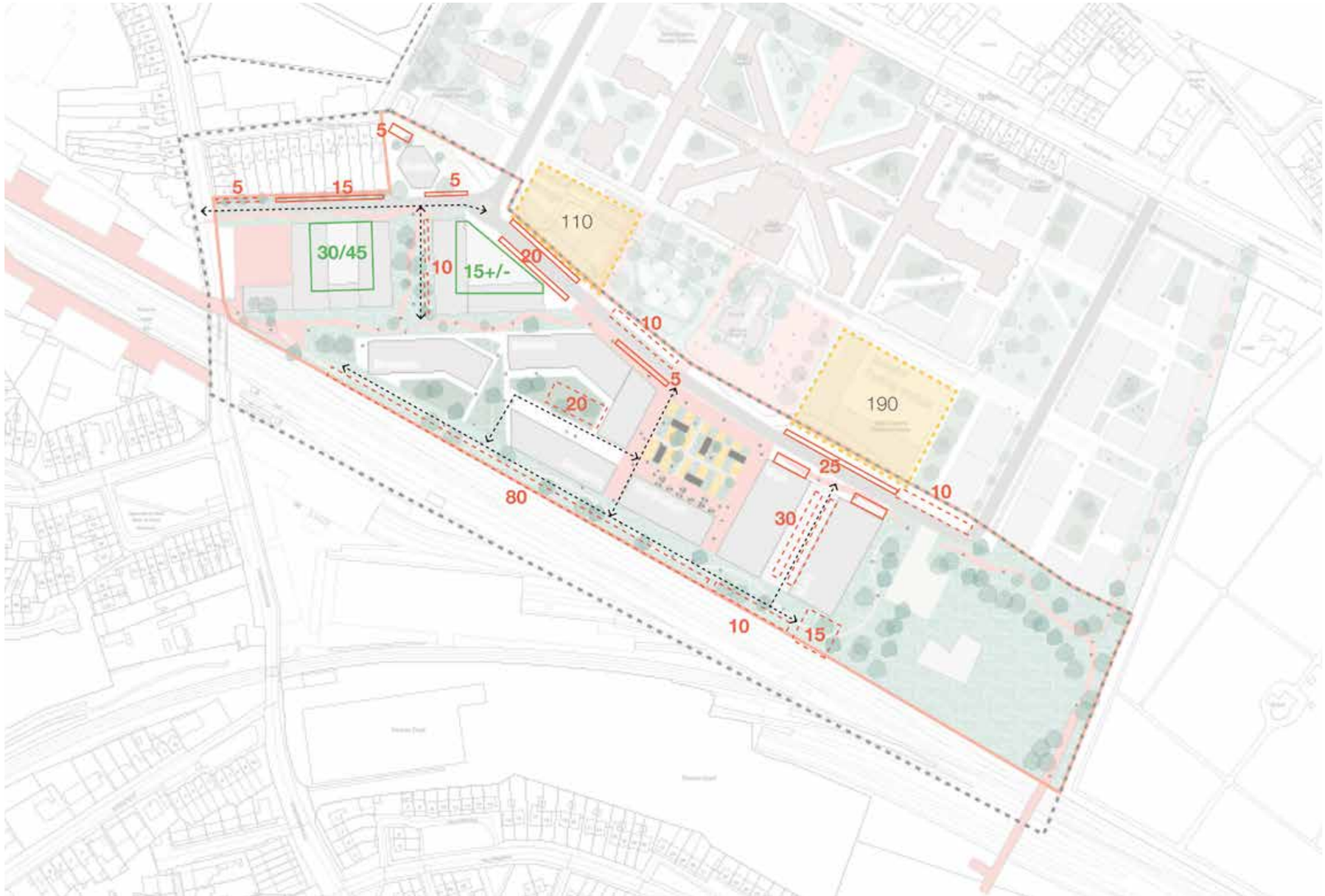
- **Potential permanent locations: approx. 55 spaces**
  Potential to utilise the space below the podiums for both visitor and residential parking. Overtime these spaces could evolve to provide space additional space to uses at ground level. Spaces will depend on brief and energy strategy for buildings.

- **Potential temporary locations: approx. 190 spaces**
  These are spaces that could gradually turn into green spaces as reliance on the car decreases.

- **Additional parking spaces: approx. 300 spaces**
  These are spaces reserved for future parking. In early stages of the development and before building of multi-storey structures, these sites could work as temporary at grade parking, serving both hospital users and the initial residential opportunity sites around Roxboro District.

This approach to parking and its evolution could be considered across the districts in a move towards carless developments.

***Note these figures are indicative only and subject to detail design and the intend residential use type. Parking requirements may differ if a residential block is designated for key workers or as a nursing home, as an example.*



Key

Potential access to temporary parking locations

3.4 Recommended Design Methodologies
3.4.5 Street Types & Precedents

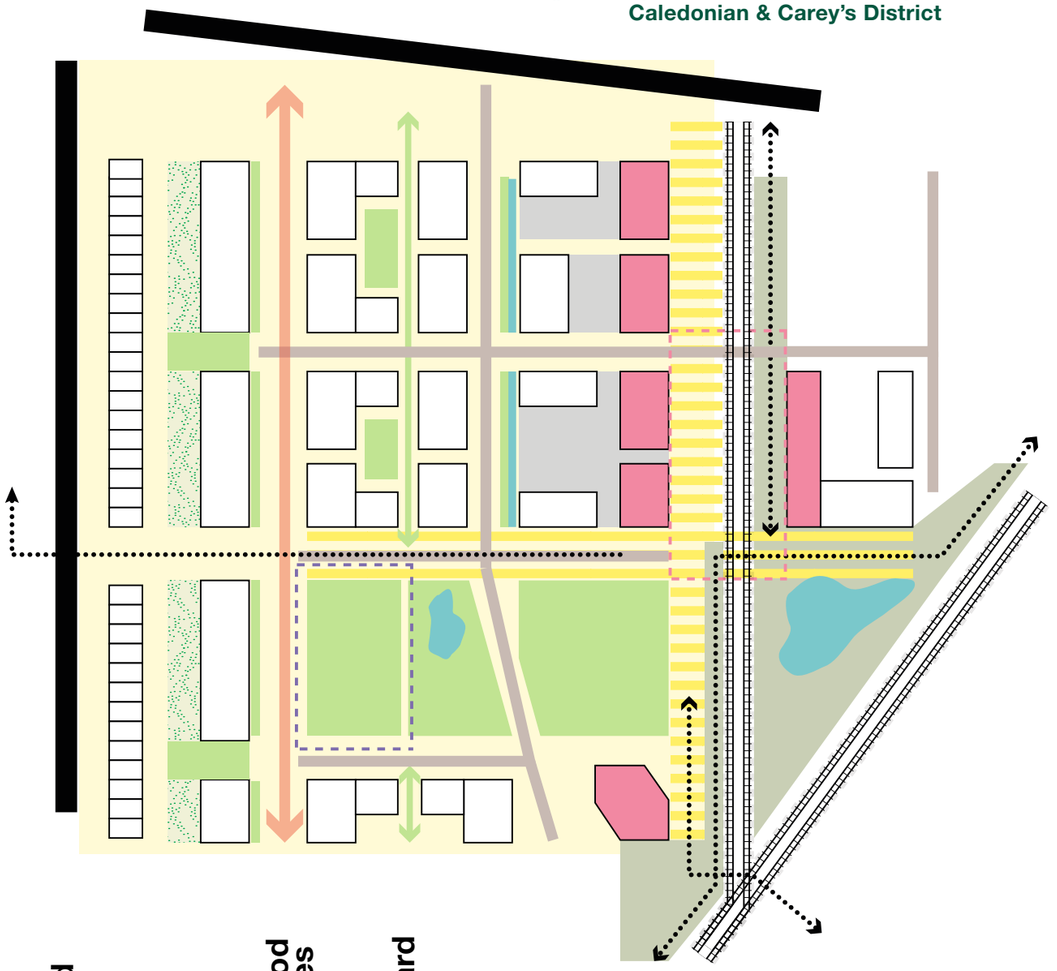
Idea Of A Street Hierarchy In Caledonian & Carey's District

Character and hierarchy of new routes. Routes and massing are being considered to allow adaptation over time to support community/residential amenity uses and the movement towards car-less neighbourhoods in the future.

In conjunction with this the intention is to avoid streets full of cars. Centralised parking zones could be considered which over time evolve into large parks, parklets or other building uses.

Uses and homes at ground should be considered to support passive surveillance through the Quarter. Amenities and community infrastructure along routes and at regular intervals within a district will further support active centres. Well designed streetscapes with multiple functions, that are well lit, overlooked and with clear wayfinding/destinations will help to inform safe and accessible design for all.

Diagram Represents Street Hierarchy In Caledonian & Carey's District

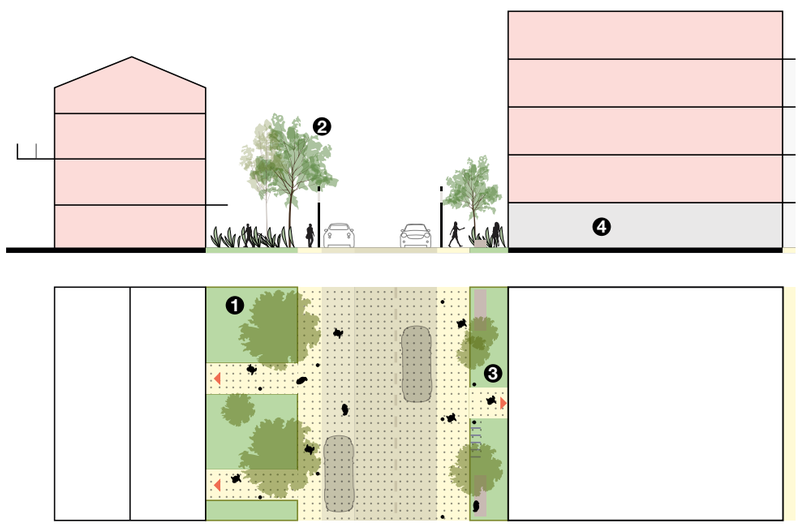


Key

- Existing buildings
- Proposed buildings
- Private gardens
- Residential amenity & gardens
- Park and marshland
- Surfaced water and marshland
- Neighbourhood retail and community uses
- Main existing
- Main new neighbourhood vehicular routes
- New residential streets
- Key green pedestrian and cycle routes
- Area for Meanwhile-Parking
- Civic heart

3.4 Recommended Design Methodologies
3.4.5 Street Types & Precedents

Typical Space Character
Street sections and plans describing the features of typical streets and moments around the residential areas of the framework, where more sensitivity could be between the mixture of uses.

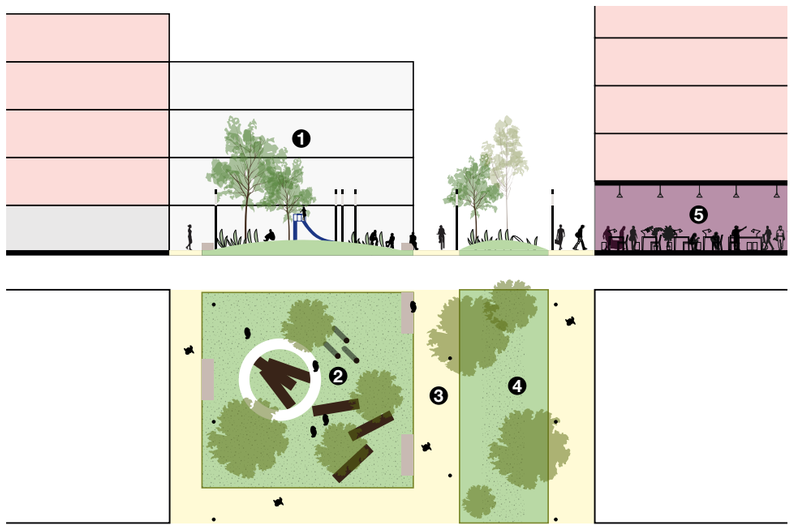


A - A': Main access route
1. Defensible garden space for ground floor maisonettes
2. Trees to protect relationship with street
3. 30km/h street with pedestrian preference shared surface
4. Ground floors of larger blocks provide opportunities for bin store, plant-rooms and cycle store









B - B': Residential courtyards & quiet ways
1. Rich green amenity & quality public realm
2. Provision of spaces for play, rest and relax
3. Pedestrian and cycle only areas
4. Clear directionality and links with other pocket spaces in the network
5. Opportunity for community focused uses

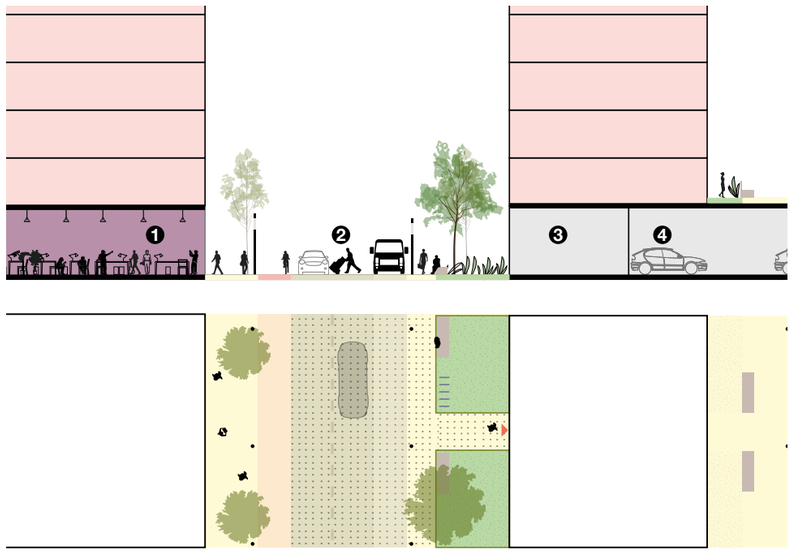




Precedents
1. Goldsmith Street, Norwich, UK
2. Tiger Way, London, UK
3. Burridge Gardens, London, UK
4. Mildmay, London, UK

3.4 Recommended Design Methodologies
3.4.5 Street Types & Precedents

Typical Space Character
Street sections and plans describing the features of typical streets and moments around the residential areas of the framework, where more sensitivity could be between the mixture of uses.

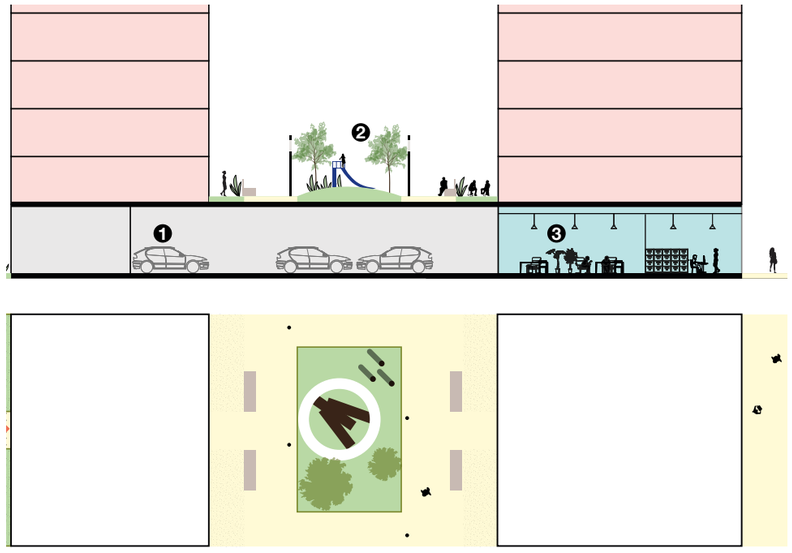


C - C': Neighbourhood street & servicing
1. Opportunity for community focused uses at ground floor
2. 30km/h street with pedestrian preference shared-surface. Servicing access.
3. Ground floors of larger blocks provide opportunities for bin store, plant-rooms and cycle store
4. Opportunity for flexible podium spaces, for parking or deep flexible-commercial spaces









D - D': Residential podium amenity
1. Opportunity for flexible podium spaces, for parking or deep flexible-commercial spaces
2. Residential amenity space on podium
3. Flexible Active Spaces: opportunity for flexible commercial or community spaces with active frontage

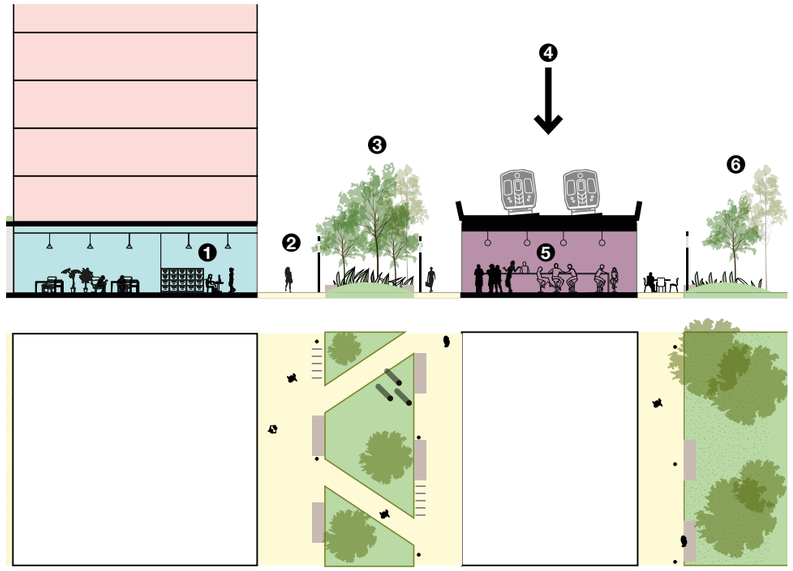




Precedents
1. Kings Crescent Estate, London, UK
2. St Johns, London, UK
3. Colville Estate, London, UK
4. Kings Crescent Estate, London, UK

3.4 Recommended Design Methodologies
3.4.5 Street Types & Precedents

Typical Space Character
Street sections and plans describing the features of typical streets and moments around the residential areas of the framework, where more sensitivity could be between the mixture of uses.

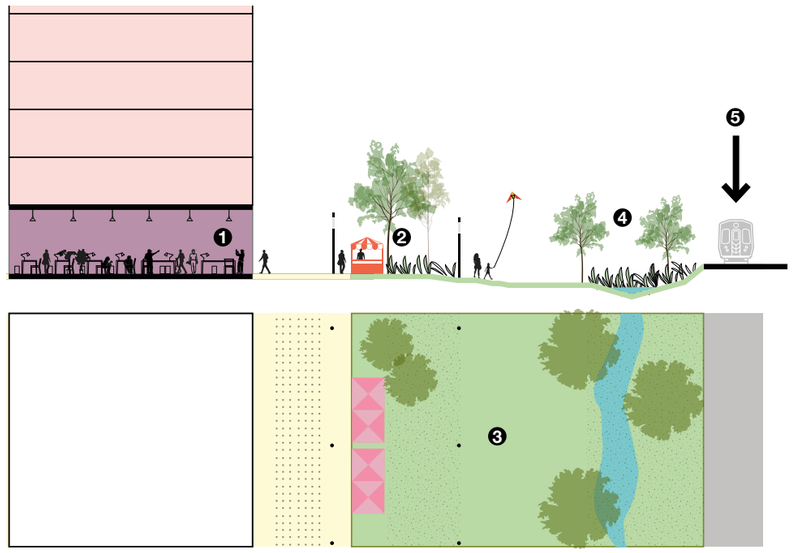


E - E': Civic Space
1. Flexible Active Spaces: opportunity for flexible commercial or community spaces
2. Main civic space with time-restricted access
3. Green buffer protecting from railway
4. Elevated railway: Foynes Line Extension
5. Activity in new railway arches: food & beverage, breweries, light-industrial
6. Green buffer for residential homes east of railway









F - F': Green lung
1. Community and civic uses facing into green lung
2. Opportunity for meanwhile uses
3. Provide quality amenity space
4. Protect, enhance and celebrate existing natural features
5. Foynes Line Extension





Precedents
1. Caxton Works, London, UK
2. Harbour Market, Vodice, Croatia
3. Kings Crescent, London, UK
4. Salter Road, London, UK

3.4 Recommended Design Methodologies
3.4.6 Safe & Accessible Design

All development within the Quarter should consider how best to design out crime and support safe, accessible and inclusive environments. Recommended steps and design devices have been noted below.

Understanding The Context & Brief
Creative and innovative solutions can help to prevent and pre-empt crime. Prior to developing detail designs an understanding of specific social issues and types of crime should be acknowledged within a project's brief.

Stakeholders & Specialists
Consider input from experts such as the Police, community groups as well as security consultants to support designing out crime.

Benefits
Security and crime is not only a social issue but also a economic issue and can be very expensive for businesses and other organisations. In combating crime through detailed design, the quarter will become more successful in attracting new opportunity and development.

Sense Of Place
An approach to safety, security and accessible design as the Framework evolves should be reflected in the early phases through to the latter phases. Approaches could be either temporary in nature, through to more permanent depending on the projects/infrastructure coming forward at the time. From inception it will be important to consider the offering to the community and public spaces such as; parks, plazas through to establishing key connections and any identified community infrastructure. All of which start to create a sense of place within the Quarter, during it's evolution. Refer also to section 4.4, which further expands on placemaking and meanwhile uses.

Designing Out Crime
Examples below explore some design outcomes (at a larger masterplan scale), which support crime prevention and lessening their impact as opposed to solutions for after a crime is committed. Smaller scale interventions, such as product selection and active systems have not been included, but should be considered as part of the design development within the Quarter.

** Consider how design devices will be implemented through the Quarter's evolution/ in line with phasing*
*** Levels to routes/spaces should not only be considered with regards to sight lines/surveillance, but also to accessibility and inclusive design*

Design Features/Intervention

Well-lit, Direct & Functional Connections
- Routes with clear destinations and visual connections (sight lines), with consideration to passive surveillance via active frontages
- Well programmed spaces- considering the landscape design to suit local demands, relate to adjacent uses and users. Creating destinations and well-loved spaces
- Programme for wayfinding and signage, considering the Quarter holistically
- Well-lit outdoor spaces and routes

Surveillance & Access
- Consider how designs can provide passive surveillance as a priority reducing the need to active surveillance systems throughout
- Managing people access and vehicle access through the design of the public realm and placement of secure lines
- Consider how sustainable features can design out crime as to reduce need for active systems and fortress like appearances

Encourage Activity & Participation
- Community participation in artworks/programming/events - bringing activity into the Quarter, but also creating a sense of ownership
- Programme of activity throughout the Spatial Framework's evolution

Project Examples - Larger Scale Intervention



Sustainable feature support building protection and buffers
Sheppard Robson, Experian Data Centre, (Nottingham)



Wayfinding as a beacon/landmark, becomes part of the public realm
Charles Holland Architects, The Tooley Street Triangle, (London)



Entrances and active ground floor uses knit into the landscape
Hawkins\Brown, Broadcast Center Here East, (London)



Passive surveillance - homes at ground and main entrances off key routes
Pollard Thomas Edwards, Wharf Road, (London)



An extensive lighting program along a clear and multifunctional route- connecting areas
White Arkitekter, Kungsängen Square (Sweden)



Artist Involvement, a permanent commission, acts as a social piece of structure
Eva Rothschild, My World And Your World (London)

3.4 Recommended Design Methodologies
3.4.7 Transport Design Methodology

A key element to the development of the Spatial Framework is following the user hierarchy where pedestrians are at the top, followed by cyclists, public transport users and then finally the private motor car. This approach is considered the only way to ensure that sustainable travel is achieved in the framework and safety is improved for all users. This approach is in line with the national policy set out in the Design Manual for Urban Roads and Streets (DMURS), 2019.

Walkable Neighbourhoods: Towards a 15 Minute City
Its is also a direction many cities in Europe are taking, changing the way in which we think about cities. Placing people at the centre of cities transformation.

The 15 Minute City is an ambitious concept, placing people at the centre of cities and prioritising community planning, local and circular economies and the liveability of a city. An essential part of the 15 Minute City concept is about designing walkable places, where people can live and access most of their daily needs by active transport like walking or cycling, within 15 minutes. This approach means mixed-use and dense areas are the best way to provide a wide range of housing opportunities as well as work, leisure, green amenities and social-infrastructure.

Overview
Prioritising the needs of pedestrians within the design helps to facilities walkable communities which are inclusive for all regardless of age, disability or economic status. It is acknowledged that within the study area the private car is the dominant mode of travel, however, there is an existing strong walking culture already present within the City.
This is reflected in the baseline mode share (2016) for the Limerick and Shannon Metropolitan Area (LSMA).

- Public Transport: 8%
- Walking: 29%
- Cycling: 2%
- Car: 61%

The 2016 baseline mode share demonstrates that compared to other nearby metropolitan areas e.g. Cork which has a 74% baseline car mode share, Limerick is already making good progress in embracing sustainable travel modes. This Spatial Framework intends to build on this and embody the key aims and targets on the draft Limerick Shannon Metropolitan Area Transport Strategy (DLSMATS). The DLSMATS sets out a framework for investment in transport for the Limerick Shannon Metropolitan Area for the next 20 years.

It is recognised in the DLSMATS that there is a legacy of car dependency in the LSMA which has contributed to a wide range of economic, environmental and social issues including longer commutes, declining urban centres, poor public health, reduced air quality and noise pollution.

To mitigate this, the DLSMATS proposes that land use and transport planning will be far more closely aligned. This is envisaged to discourage the use of the private car, particularly for short trips, in order to fundamentally change how people move around the LSMA. It is recognised in the DLSMATS that to achieve the aim of discouraging use of the private car, a more efficient use of valuable street and road space and a prioritisation of walking, cycling and public transport is required. This is a key aim throughout the DLSMATS and has been used to inform the proposals set out in the Spatial Framework.

The key planning and transport policy aims for Limerick as set out in the DLSMATS are:
- "Support a vibrant and accessible Limerick City Centre and identified regeneration areas, metropolitan urban centres;
- **Better integrate land use, and transport planning** and investment;
- Support increased population, employment and educational densities in accessible centres and along public transport corridors;
- **Re-allocate road space to support more walking, cycling and public transport;**
- Improve public transport through increased priority and higher frequency services operating with greater speed and journey time reliability with complementary facilities such as Park and Ride;
- Reduce the impact of transport on the environment, health, well-being and safety of residents;
- Maintain and enhance the strategic function of the National road network to cater for the movement of strategic traffic and discourage sprawl;
- Maximise the potential of the existing transport infrastructure including the InterCity rail network, Shannon Airport, the Port of Foynes and Ennis as a connecting hub; and
- The need to achieve efficiency and resilience within Limerick-Shannon Metropolitan Area's transport network across all modes."

As set out in the National Planning Framework and in the DLSMATS is for "All new development areas will be **fully permeable for pedestrians and cyclists** and opportunities to improve permeability for these modes in existing developed areas will be sought. The principle of **filtered permeability,** whereby through **private car traffic is discouraged,** will apply; and the la**yout of new developments will prioritise walking and cycling and enable the efficient provision of public transport services**."

Proposal
The aforementioned approaches are central to the Spatial Framework and has directly informed the proposed designs which prioritise pedestrians and cyclists with low private car priority. This is directly reflected in the proposed street hierarchies and the low car parking provision.
The mode shift target for Limerick and wider metropolitan area for 2040 as set out in the DLSMATS is:

- **Public Transport - 13%**
- **Walking -31%**
- **Cycling – 4%**
- **Car – 52%**

The proposed Spatial Framework will look to exceed these targets by designing for pedestrians, cyclists and public transport use first and as the most attractive option. This is evident in the integration of the districts with regular, wide, well-lit, safe and direct pedestrian and cyclist routes to each district and the public transport hubs and connections. The design of the districts ensures that each of the key pedestrian and cyclist corridors will be overlooked and active at various times of the day to ensure that they are well used. The concept of The Limerick Link runs through the site connecting the districts providing a route which is cycle and pedestrian friendly but also an enjoyable experience encouraging all to get cycling and walking.

Provision for appropriate, secure and sheltered cycle parking is integral to supporting cycling as a viable mode of transport for short to medium range trips. This has been accounted for in the streetscape layouts and district designs and will be integral to the proposals as they progress in later stages.

The study area benefits from proximity to the Limerick Colbert station which is a hub for both trains, buses and public bicycle hire. All of the proposed districts have been designed to enhance this accessibility with a regular web of connections to these public transport hubs and ensure that the wider aims of mode shift away from private car use is achieved.

Accommodating public transport within each district of the proposed framework has been integral. The study area includes key public transport hubs, existing infrastructure as well as future infrastructure proposals such as the Foynes railway line.

The design has been mindful to ensure that all districts include provision for buses and that all residential and commercial areas are within 400m walking radius of a bus stop.

Although the private car is placed at the bottom of the user hierarchy does not mean the Spatial Framework is anti-car. It is recognised that for some users the car is only viable option for medium and longer-range travel especially in regards to some of the healthcare facilities. The key is not making private car a convenient and achievable option for those who could use other sustainable modes.

A low car parking provision (0.35 spaces per dwelling) is proposed in the framework to support the low use of the private car and further support sustainable travel in line with the wider principles set out in The Draft Limerick Shannon Metropolitan Area Transport Strategy (DLSMATS). The Spatial Framework considers overtime how car parking could be converted back to community uses spaces as the demand for the car decreases in the future.

It is proposed to support the shift away from private car use and the need for car parking by including car club spaces throughout the districts. This can be further supported at implementation/occupation stage by providing future occupiers/residents with discounted car club memberships to incentivise car club user. It is widely recognised that one car club space results in the reduction of 10.5 private car spaces, therefore, car clubs have significant potential to further discourage private car use and the lower car parking provision.

Currently rail and road infrastructure divide the study area and therefore, a key theme has been connectivity. Bridges and links are proposed above and/or below railways/roads connecting districts and informing vibrant hubs of activity. Transport orientated development can be seen as an opportunity to create landmarks designs, enhance green networks and hybrid programming such as the proposed energy centres.

The Spatial Framework has been designed to not impede the development of the Foynes Line in the future but also ensure that the districts, particularly 5, 6 and 8 are not dependent on the development of the Foynes Line to still be vibrant, viable and connected developments in their own right. This has been achieved by ensuring the designs leave sufficient space around the proposed railway routes to allow construction access and space in the future. The proposed greenway corridors adjacent to the Foynes Line will be able to operate independently of the railway and still support the wider connectivity aims regardless of the time-scales of Foynes Line. The districts have been designed to incorporate the railway line and create mixed-use uses within the arches as well as regular links for pedestrians and cyclists.

3.4 Recommended Design Methodologies
3.4.7 Transport Design Methodology

Design Parameters

Roads
- Ensure all key corridors are 4.0m wide, reducing to 3.0m in local roads with lower volumes expected.
- Design of key roads should follow principles set out in the DMURS including junctions to be spaced 60m apart, corner radii will be kept tight i.e. 3 – 4.5m to reduce vehicle speeds and discourage larger vehicles into local streets.
- Straight roads of more than 70m should include design features such as crossings, raised tables, deflections to reduce vehicle speeds and dominance.

Railway:
- Maintaining a minimum 10m buffer zone from the edge of the railway boundary to any proposed buildings. This will ensure access for servicing/ repair work when required on the railway as well as reduce the risk of any items being thrown from buildings onto railway tracks.
- Designs should be considerate of other safety concerns related to the proximity of railway lines including, ensuring there will not be any lighting features which could be mistaken or railway signals. It also does not propose any glazing or building materials which could potentially dazzle any passing train drivers.

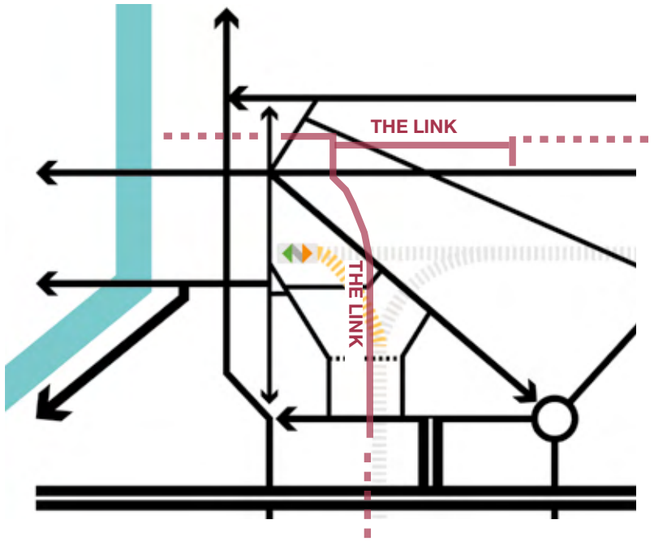
Parking
- The intention is to move towards carless communities, parking provision should be designed to allow for adaptation over time for community use.
- Centralised parking zones should be considered with accessible parking close to homes only
- Consideration to car club spaces/incentives

Bridges & Underpasses
- Safety:
Integrated lighting features
Passive surveillance by activity along routes
- Accessibility
Where level access not possible consider vertical transport
Consider visibility of surfaces
Safe split between modes of transport
-Sustainability
Can ecology be integrated/maximise landscaping opportunities
- Community
Opportunity for collaboration with the community and/or artist
- Context
Relate design to wider ambitions of the Spatial Framework

** Note: further detailed studies would be required to explore proposals in conjunction with major infrastructure projects proposed for Limerick.*

*** Refer also to the Sustainable Design Methodology which focuses on active transport modes in more detail.*

Conceptual Route Map
Better connecting districts to promote walkable neighbourhoods. Including the Limerick Link which could expand beyond the development area to inform new cycle and pedestrian loops.



The Bicycle Snake, Copenhagen
An fun ride over the harbour, a cycling experience.



Nelson Street Cycleway, Aukland
Part on a wider inner city cycle loop.



East Croydon Bridge, London
First footbridge ever to be launched over an operational railway.



The Paleisbrug, The Netherlands
Raised park, pedestrian and cycle route in one. Natural features manage mixed modes.



One Whirl, Olympic Park, London
Graffiti Busters create an inspiring design feature within an underpass and encouraging artist participation.



3.4 Recommended Design Methodologies
3.4.8 Sustainable Design Methodology - Key Policy Drivers

Climate and Biodiversity Emergency
The construction industry is a major source of greenhouse gas emissions and has a significant role to play in reducing these. Important aspects are firstly embodied carbon of the materials and operational energy.

Embodied carbon can dominate a buildings life-cycle carbon emission up to 2030 and be 30% to 50% over 60 years.
A holistic response is required to design to ensure carbon emissions are realised. Internal comfort and future proofing are key to this. For example while most homes are naturally ventilated, the rising temperatures we are already experiencing will result in a greater need for active cooling, which in return will increase the energy consumption and greenhouse gas emissions.

Carbon Neutral by 2050
Taoiseach Micheál Martin has set a course and strongly indicated "national determination" that the Irish economy becomes carbon-neutral by 2050. In line with European climate law due June 2021 which will place binding carbon reduction targets on EU member countries.

A climate-neutral economy means a sustainable economy where greenhouse gas emissions are balanced, and excess emissions are removed through carbon-capture technology or carbon sinks such as bogs or forestry.

The Climate Action and Low Carbon Development (Amendment) Bill 2020, puts in place five-yearly carbon budgets with legally-binding targets for major sectors, including the public service and local authorities – in the form of ceilings on how much CO2 they are permitted to emit.

The construction industry has emerging guidance on responding to the climate emergency through organisations such as the RIAI, London Energy Transformation Initiative (LETI), and the Irish Green Building Council. These standards have been incorporated into the guide in most cases. It is expected that further guidance relating to a minimum energy efficiency in line with Net Zero Carbon will emerge.

More details can be found at the link below:

https://ec.europa.eu/clima/policies/eu-climate-action/law_en

https://www.gov.ie/en/publication/984d2-climate-action-and-low-carbon-development-amendment-bill-2020/

Project Ireland 2040 - National Planning Framework (NPF)
The Department of Housing Planning and Local Government, on behalf of the Government, has prepared and published the finalised National Planning Framework under Project Ireland 2040, the overarching policy and planning framework for the social, economic and cultural development of our country.

The NPF includes requirements for projects to:
- Integrate climate action into the planning system in support of national targets for climate policy mitigation and adaptation objectives
- Promote renewable energy use and generation at appropriate locations within the built and natural environment
- Integrate planning for Green Infrastructure and ecosystem services will be incorporated into the preparation of statutory land use plans
- Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning. etc

More details can be found at the link below:

www.gov.ie/2040.

Climate Action Plan 2019
Action 165 of the Government's Climate Action Plan 2019, requires Local Authorities to identify and develop plans for one De-carbonising Zone (DZ). Recent circular by DHLGH (lead dept on this action) defines DZ as an area spatially identified by the local authority, in which a range of climate mitigation measures can co-exist to address local low carbon energy, greenhouse gas emissions and climate needs. This can include a range of technologies and measures addressing electricity, heat, transport, building energy efficiency, carbon sequestration, energy storage, grid frequency/inertia etc.

More details can be found at the link below:

https://www.gov.ie/en/publication/ccb2e0-the-climate-action-plan-2019/

Draft Limerick Development Plan 2022-2028
Limerick City and County Council is in the process of preparing a new Development Plan for Limerick. The Draft Limerick Development Plan 2022 – 2028, will be the first combined development plan for Limerick City and County, since the merger of the two local authorities in 2014.

The plan sets out Sustainable Development Goals including energy efficient power grids, smarter solutions for power (biofuel/district heating), nearly Zero energy building standards amongst others.

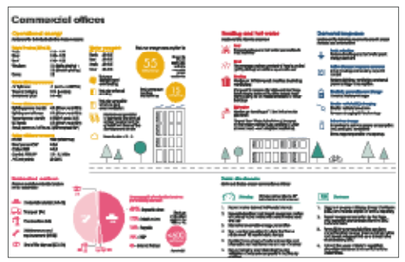
More details can be found at the links below:

https://mypoint.limerick.ie/en/consultation/limerick-development-plan-2022-2028-%E2%80%93-pre-draft-consultation/chapter/guiding-plan

https://www.limerick.ie/sites/default/files/media/documents/2020-08/background-paper-energy-climate-change-flooding-and-transition-to-a-low-carbon-economy.pdf

https://www.limerick.ie/council/services/planning-and-property/limerick-development-plan/how-do-you-see-limerick-2028





LETI Climate emergency design guide
The guide covers 5 key areas: operational energy, embodied carbon, the future of heat, demand response and data disclosure.

https://www.leti.london/cedg

The +CityxChange Initiative
The +CityxChange project is fully aligned with the Smart Cities European strategy and is part of a network of projects related to initiatives of urban renovation.

The +CityxChange's concept involves preparing for and advancing the transition from a traditional generation/ consumption energy model to one of a circular economic methodology and to give a lead to the rest of Europe on how to dramatically reduce the carbon footprint of urban areas.

Limerick is the first Irish city granted funding from the European Union's Horizon 2020 research and innovation programme in the call for 'Smart cities and communities'. It is also one of only two selected urban locations (the other being Trondheim, Norway) chosen by the +CityxChange programme as lighthouse cities for an international smart city project.

More details can be found at the link below:

https://www.limerick.ie/CityxChange





Urban Prototyping in Georgian Limerick
The aim of the current programme with LCCC is to support the transition of the Limerick Georgian Neighbourhood into a Positive Energy District as a part of the Living Georgian City regeneration efforts. LCCC's intention for the programme is ultimately to generate a wider energy strategy not only for Georgian Quarter but to expand beyond into the rest of Limerick city and county.

https://cityxchange.eu/urban-prototyping-in-georgian-limerick/

3.4 Recommended Design Methodologies
3.4.8 Sustainable Design Methodology

Overview
The following sections describe an approach to sustainability, both in terms of mandatory requirements with set limits, as well as recommended actions and reporting requirements. Mandatory requirements are recommended to be applied to large developments over 10,000 m^2 of Gross Internal Area.
The sections are divided as shown in the diagram opposite into the main categories of decreasing carbon, and increasing liveability, and further subdivided as shown.
Key metrics to be used for reporting are summarised on the following page.

Carbon -

Sustainable Location
- Location in proximity to existing transport hub
- Reduced car development approach
- Deliveries and Servicing
- Air Quality Requirements
- Cycling Infrastructure
- Electric vehicle infrastructure

Circular Economy
- Embodied and Whole Life Carbon
- Construction Impacts

Energy Positive Developments
- All-electric developments
- Energy performance
- Post-occupancy evaluation
- On-site energy generation



Liveability +

Health and Well-being
- Daylight/sunlight access
- Overheating
- Ventilation
- Air Quality
- Noise
- Private gardens

Enhancing Biodiversity
- Net gain in biodiversity
- Tree planting initiative

Water Cycle
- Flood risk assessment
- Sustainable urban drainage solutions

3.4 Recommended Design Methodologies
3.4.8 Sustainable Design Methodology - Key Performance Metrics

New buildings often fall short of stated design performance standards. This is known as the performance gap. It should be addressed through rigorous reporting at key design and delivery stages.

EU Levels, LEED, BREEAM, Passivhaus, and other sustainability rating systems
There are several sustainability rating systems that can be applied to buildings and urban designs in Ireland. These can be excellent ways to coordinate project activities and ensure compliance with best practice standards through out design and construction.

The following sections represents a bespoke approach to the sustainable design of developments for central Limerick that can be applied alongside other ratings systems if required. This framework aligns with the most commonly used systems to allow projects to target higher levels of performance without duplicating work.

Reporting at key project steps
There may be a number of approaches available to meet the standards defined in this document. What Limerick are most concerned about is that the targets are measured and reported at critical stages in the design, using the required units. This is important as the performance post-completion will be compared back to the design stage reporting.

Suggested report contents at each project stage include:

RIAI Step 2-3

1. Building form factor analysis, with identification of optimisation measures taken.
2. Initial comparative energy, sunlight and daylight models and a justified design decision making process.
3. Evidence that embodied carbon big wins are optioneered - structure, substructure and façades including consideration of DfMA.
4. A commentary on the Material Efficiency, Circular Economy principles employed and end-of-life options.
5. An appraisal of options for energy generation considering life-cycle costs, maintenance and carbon
6. Target air tightness and identification of thermal bridging issues for resolution at next design stage.
7. Commentary against walkable communities requirements, SUDS and Biodiversity requirements.

RIAI Step 4

8. Energy calculations will be required, but regulated and unregulated energy use should also be reported in kWh/m^2 units. Use of Passivhaus planning package to analyse energy consumption is encouraged.
9. A commentary on the Material Efficiency, Circular Economy principles employed and end-of-life options is provided.
10. Energy generation options are confirmed and quantified.
11. Offsetting methodology, proving this is minimised to meet net zero targets.

RIAI Step 5-7

12. The expected Whole Life Carbon performance and related metrics
13. Commentary on Material Efficiency and Circular Economy

Prior to completion:

1. Thermographic survey, covering 100% of treated spaces and all elements of the building fabric that enclose conditioned spaces.
2. Air tightness testing as soon as completed units are available so that issues can be rectified. Testing all dwellings can help close the performance gap. Interim testing should be carried out prior to application of internal finishes
3. Seasonal commissioning and testing strategies for min. 12 months, preferably 24 months.

Handover and In-Use
The contractor in conjunction with principal designer and design team should prepare a Building User Guide and provide an after-care process for all residents and facilities managers. A Post Occupancy Evaluation should be carried out at least 12 months following occupation.

Mandatory Requirements (Large developments)

Energy Positive Development
Building Energy Rating (BER)
- Minimum of A3 rating (>125 kWh/m^2/yr) for residential components
- Minimum of A3 rating (>0.84) for commercial components

Form Factor:
- Small-Scale Housing: 1.7-2.5
- Medium- to Large-Scale Housing: <0.8-1.5

Energy Positive Districts
- Districts should have a net-positive energy balance achieved on site

Sustainable Transport
Cycle Infrastructure
- Provide secure cycle storage for 10% of residents or full-time equivalent staff on site.

Electric vehicle parking
- Provide electric charging connections to all parking spaces

Circular Economy
- Hold a Circular Economy and Material Efficiency workshop during RIAI Stage 3 and 4.
- Carry out an Adaptability study for future re-use at RIAI Stage 2.

Where demolition is required, undertake a pre-demolition audit to cover asset re-use and report on retrofit option
Responsible Sourcing of Materials
- >80% of construction products must use a BREEAM recognised Responsible Sourcing Certification Scheme (RSCS) certificate or Environmental Management System (EMS) certificates.
- All timber and timber based products must be FSC certified or equivalent.

Health and Well-being
Sunlight access
- Minimum of 2 hours of sun 21st of march in public outdoor areas

Overheating:
- Maximum of 25-28°C for 1% of occupied hours

Noise
- +5db improvement (in relation to Building Regulations)

Daylighting
- Average daylight factors between 2-5% in all 80% of all regularly occupied areas (more than 1 hour at a time)
- Spatial Daylight Autonomy (sDA). show that 75% of habitable floor area meets 300 lux for at least 50% of the annual occupied hours.

Enhancing Biodiversity
- Ensure projects to deliver overall biodiversity net gain on site.
- Tree planting initiative to increase tree canopy cover on site by at least 20%

Water Cycle
- Impermeable surface area should be reduced by a minimum of 25%

Aspirations

Energy Positive Development
Reducing carbon emissions
- Sites to be 100% electric

Airtightness:
- < 1 $m^3/hr/m^2$
- 100% of units should be tested

Handover
- Building performance specialist / Commissioning specialist to be appointed

Post-Occupancy Evaluation (POE)
Lessons learnt workshop after each project and before commencement of new project

Sustainable Transport
Carless development
- Provide parking spaces only for deliveries and accessible spaces

Circular Economy
Reducing impacts of construction
- 100% of construction, demolition and excavation waste must be diverted from landfill (reuse/recycling/recovery).

Embodied Carbon
- Embodied Carbon material analysis reporting following World Green Building Council Methodology

Health and Well-being
Indoor Air Quality
- Formaldehyde concentration to not exceed 0.1mg/m^3, averaged over 30min
- TVOC concentration to not exceed 0.5mg/m^3, averaged over 8 hours
- Interior paints and coatings; Wood-based products, Flooring materials, Acoustic and thermal insulation materials;, Interior adhesives and sealants
  1. Formaldehyde: 0.06 mg/m3 (0.08 mg/m^3 for MDF)
  2. Total VOCs: 1.0 mg/m^3
  3. Category 1A and 1B carcinogens: 0.001 mg/m^3

Ventilation
- 100% of spaces with openable windows

Enhancing Biodiversity
- Provide an increase in biodiversity of 20% above pre-development levels

Water Cycle
- Drainage measures are specified to ensure peak-rate run-off to water course is no greater than greenfield rates.
- Drainage measures are specified to ensure that post development volume of run-off for 100-year 6-hour rainfall event is no greater than the greenfield site.

3.4 Recommended Design Methodologies
3.4.8 Sustainable Design Methodology - Energy Positive Developments

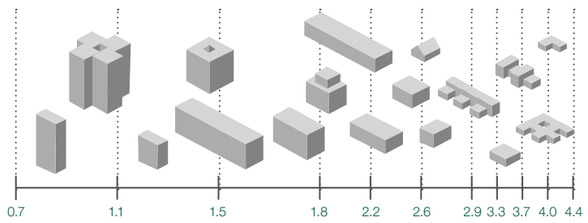
Energy Positive Limerick
Limerick is the first Irish city granted funding from the European Union's Horizon 2020 research and innovation programme in the call for 'Smart cities and communities' and is interested in flattening the hierarchy of energy supply from a top-down sourcing to a more community-based and fluid option. This will involve digital monitoring, district heating systems, utilising rooftops for solar and investigating the potential of wave energy within the Shannon tidal area.

Energy Positive Districts and Developments
Districts can achieve energy positive status through sharing power generation and demand between range of buildings. An example could be a heat network sharing heat from offices to residential areas, and using the roof of a supermarket for extra solar photovoltaic generation area. The same approach can be taken on an individual development site. If mixed uses are not grouped like this then there will be a maximum height for some development types, based on the available roof area for solar PVs.

All-Electric Developments
Developments should only rely on electricity and district heat network connections unless their is a specific need for other fuel sources such as in light industrial areas. Air-source heat pumps (ASHP) should supply the majority of heating and cooling requirements in most developments.

Energy Performance
New buildings often fall short of stated design energy performance standards. The performance gap should be addressed through ensuring quality in design, construction and through rigorous commissioning.

Building Form



Form Heat Loss Factor
Diagram showing factors varying from small- to large-scale housing

Buildings should have an efficient form to reduce heat loss. This is expressed by the heat loss form factor, which is a measure of the relationship between thermal envelope (A) and the treated floor area (TFA). The lower the number, the more compact and efficient the building will be. Prioritise design with low form factor.

Designers to identify areas of heat loss and design these out early on through optimising building form.
The design of balconies is critical. Balconies should stack to minimise thermal bridging. Overhangs should be avoided where possible.
Designers should address fabric efficiency early on and consider whether input from a façade specialist is required.

Form factor = Thermal Envelope area / Treated Floor area

Fabric performance
An efficient building envelope will be highly thermally insulated and have low levels of uncontrolled ventilation (infiltration). Key aspects to be considered are ensuring low U values, reduced thermal bridges and being an air tight envelope. Care should be taken to ensure that fabric will perform as intended by design. Key considerations as follows:

Heat losses (U values) and Thermal bridges.
Suitable levels of insulation to be specified in order to achieve target U values. Thermal bridge details should be identified early on and designed out where possible. They should be calculated where necessary early in the design process, so that heat losses can be assessed and improved on.

Air tightness
A preliminary design review should be carried out at stage 3, to identify potential issues. A further design review at stage 4 should be carried out, ensuring air tightness line continuity.

Retrofit targets
It is acknowledged that not all new build targets can be achieved, depending on individual circumstances. However, all targets should be investigated and reported against.

Post Occupancy Evaluation
Post Occupancy evaluation is driven by the desire to ensure the completed residences are energy efficient, affordable to heat both now and in the future, and are delivering on the performance intended by design.
Occupants should be formally invited to be involved with the post-occupancy evaluation within 4-6 weeks of moving in.

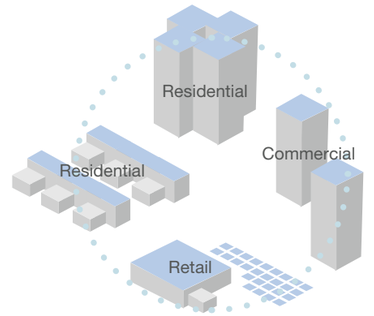
On-site energy generation
Solar Photovoltaic (PV)
Solar panels should be located on all available roof area which is not at risk of being overshadowed in the near future. Where not immediately feasible, developments should be designed to allow for installation of solar PV panels at a later date. Where green roofs are specified then "bio-solar" roofs should be investigated to include PVs.

Solar Thermal
Solar PV should be given preference due to their efficiency, unless there is a particularly large heat demand locally.

Hydrogen & Biofuel
While large network for these fuels, or conversion of gas networks is likely some time off, consideration should be given to integration, either as sources of power, or for distribution to developments.

Other low carbon and renewable energy
Other renewable sources of energy can be investigated but are likely to be less feasible than the options shown above. Wind is generally not suitable for dense urban areas with buildings and trees. Biomass or other combustion based technologies are generally discouraged due to their adverse impact on air quality.

For more information see also:
3.4.1 Spaces, Layout and Massing Parameters



Example of energy sharing between buildings with a high roof area to internal area ratio and a low ratio

Mandatory Requirements

Building Energy Rating (BER)
- Minimum of A3 rating (>125 kWh/m²/yr) for residential components
- Minimum of A3 rating (>0.84) for commercial components

Form Factor:
- Small-Scale Housing: 1.7-2.5
- Medium- to Large-Scale Housing: <0.8-1.5

Energy Positive Districts
- Districts should have a net-positive energy balance achieved on site

Aspirations

Reducing carbon emissions
- Sites to be 100% electric

Airtightness:
- < 1 m³/hr/m²
- 100% of units should be tested

Handover
- Building performance specialist / Commissioning specialist to be appointed

Post-Occupancy Evaluation (POE)
- Lessons learnt workshop after each project and before commencement of new project

3.4 Recommended Design Methodologies
3.4.8 Sustainable Design Methodology - Energy Centres

Energy Centres are key infrastructure nodes for each zone of the development that will allow them to react dynamically to changes in demand for all kind of energy and be adaptable to future developments in technology. It is proposed that the feasibility of installing Battery storage, alongside district heating and cooling networks are investigated for each zone as they are developed according to the proposed occupancy.

Smart Electricity Grid
Developments should be all-electric wherever possible to allow for future de-carbonisation of the electricity grid to enable a shift to a zero carbon energy network. Developments are encouraged to integrate energy generation and storage measures to help meet peaks and troughs of demand.

District Heating and Cooling Systems
District heating and cooling systems should be installed where there is sufficient local demand. This can enable waste heat to be traded between local developments, so that offices can pre-heat homes as staff leave for example.
As a reference, Dublin's plans for district heating using waste-to-heat from Poolbeg can be seen in more detail here:

https://www.dublincity.ie/residential/environment/dublin-district-heating-system

Geothermal Heat Pumps
A Report from, 2020 outlining anticipated uptake of Geothermal Energy use stated: "Ireland's Geothermal Energy Potential Ireland has untapped geothermal energy resources onshore that could provide a significant proportion of the country's heating needs but are currently no district heating/ cooling geothermal projects in operation in Ireland. SEAI estimates approximately 32% of energy consumed in Ireland is used for heat, the vast majority of which is powered by fossil fuels."

Geological survey Ireland (GSI) has now published "An Assessment of Geothermal Energy for District Heating in Ireland." This document will support complementary work from colleagues in the Department of the Environment, Climate and Communications (DECC) who have simultaneously published Geothermal Energy in Ireland; a roadmap for a policy and regulatory framework. According to GSI, Limerick's geothermal potential is a 5 (Best) for each of the heat collector/cooling system options.

For more information see also:

https://www.gsi.ie/en-ie/publications/Pages/Geothermal-Energy-for-District-Heating-in-Ireland.aspx

https://www.gsi.ie/documents/DECC_Roadmap_Geothermal_Policy_and_Regulatory_Framework_v2.pdf

Limerick Clare Energy Agency (LCEA)
An entirely local authority funded enterprise currently working on the digital urban design solutions for energy management and sustainable development. The LCEA Mission Statement reads:

"The Limerick Clare Energy Agency aims to provide energy solutions for sustainable development in the region. The agency will provide energy services to all economic sectors and the general public, promoting and facilitating efficiency & sustainability in the production and consumption of energy".

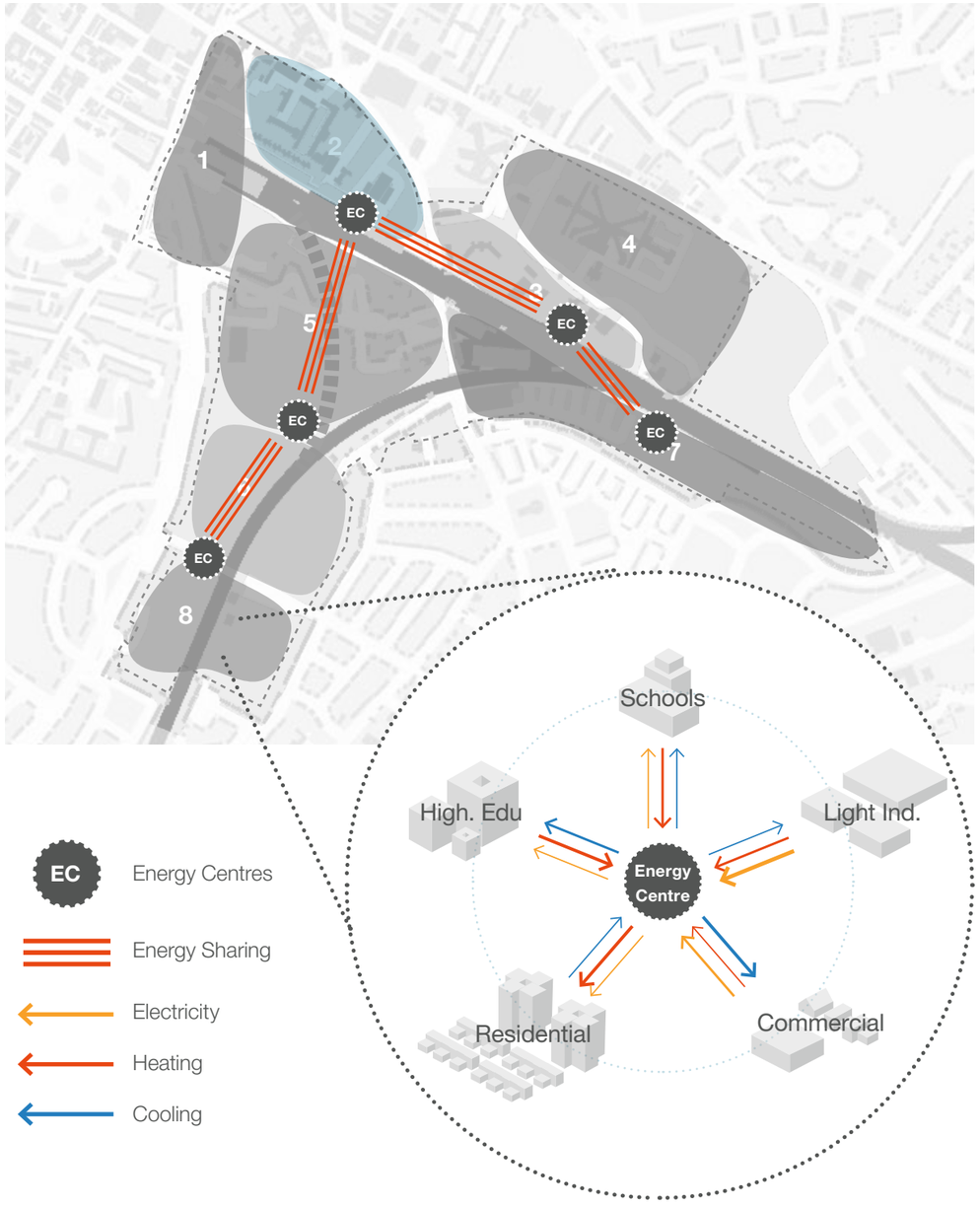
For more information see also:

http://www.lcea.ie/

https://www.gov.ie/en/consultation/0ada2-public-consultation-on-a-micro-generation-support-scheme-mss-in-ireland/



Co. Limerick boys' school mini-district heating system
Glenstal Abbey, Limerick
- Source heat for the geothermal system is taken from a small water body formed by damming a stream on the grounds.
- The geothermal system supplies up to 150 kW of heat to a combination of underfloor heating units, cast iron radiators and other emitters in several parts of the complex.



3.4 Recommended Design Methodologies
3.4.8 Sustainable Design Methodology - Energy Centres cont.

Energy Centres should be real landmarks for each area they serve. It is proposed that most centres will provide a minimum of Electricity and Heating Infrastructure but there is potential to provide a far wider range of service and act as a hub for each zone of the development. Developers are encouraged to collaborate with local institutions to provide educational and outreach activities as part of the Energy Centre such as visitor centres and conference facilities.

Examples of services Energy Centres can provide, or be co-located alongside include:

- Electric Vehicle Charging
- Refuse collection
- Recycling
- Postboxes and Parcel collection
- Visitor Centres
- Library Services
- Community Centres
- Conference Facilities
- Commercial Space



Olympic Park Energy Centre
Stratford, London
- Biomass and gas boiler providing heat and electricity
- Supplied a wide range of leisure facilities during the 2012 Olympics
- Now supplies the converted former Olympic facilities alongside a large amount of new residential and commercial developments



Powerhouse Brattørkaia
Trondheim, Norway
- Photovoltaic panels power the 18 000 m^2 office building situated by the harbor
- The building produces more energy than it consumes over its lifespan, including construction and demolition. This also includes the embodied energy in the materials used to construct the building.

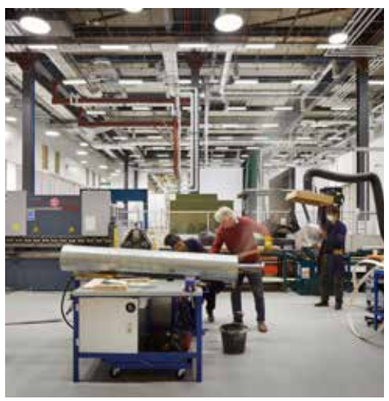


Bunhill Energy Centre
Islington, London
- Harvests waste heat from the London Underground Network
- Supplies homes, two leisure centres and a school

Hawkins\Brown Schemes



Tiger Way
Nursery and primary education, and private housing



UCL @ Here:East
Collaboration of local education providers and businesses to create spaces and making



Here:East Gantry
Small workshops and artists studios made from simple materials on an existing structure



Plumstead Library
Co-located community services to provide a “one stop shop”



Gillet Square
Car parking, performance space, Food and beverage, boxing gym, public square, public and private housing

3.4 Recommended Design Methodologies
3.4.8 Sustainable Design Methodology - Sustainable Transport

Limerick Shannon Metropolitan Area Transport Strategy (LSMATS)
The draft LSMATS sets out a framework for investment in transport for the Limerick Shannon Metropolitan Area for the next 20 years and includes proposals for the significant development of the cycle network and enhancement of bus services and infrastructure.

For more information see also:

https://www.nationaltransport.ie/consultations/publication-of-the-draft-limerick-shannon-metropolitan-area-transport-strategy-2/

Carless development
Projects should aim for carless developments; to improve environmental and individual health and well-being and create a robust local economy, increasing business and employment opportunities. Accessible, well-connected, safe and appealing streetscape encourages walking over short car or public transport trips.
Also:
- Less driving/lower emissions/better air quality
- Reduction in accidents associated with vehicular transport routes
- Re-invigoration of high streets with increased footfall
- Higher numbers of people transported with more active transport prioritised, such as walking, cycling and public transport
- Active surveillance of public space by pedestrians and cyclists
- Increase the amount of electric vehicle charging infrastructure in Limerick

Carless development approach
- Prioritise pedestrians and cyclists and provide infrastructure for continuous routes for both.
- Routes for vehicles, cyclists and pedestrians should be clearly marked and separated from each other.
- Loud, polluting service vehicles (such as refuse transport) should have separate designated routes away from sensitive people.
- Provide routes and charging infrastructure for low speed electric vehicles such as mobility scooters.

Deliveries and servicing
- Last-mile deliveries by cycle freight should be encouraged.
- Collection points/facilities should be sited near homes to discourage personal deliveries to workplaces.

Air quality requirements
Focus on reducing impact of vehicular routes on pedestrians and residential areas, or other sensitive areas such as schools and offices. Discourage unnecessary idling by taxis and other vehicles

Cycling infrastructure
Cycling storage supports cycling, promoting sustainable transport and encouraging healthy active lifestyles as part of the active travel initiative.

Designers should:
- Site residents and visitor cycle parking within areas subject to passive surveillance and provide CCTV as necessary.
- Provide signposting to all communal and visitor cycle parking within the development.
- Ensure communal storage complies with statutory requirements to be covered, secure, lit and provide sufficient spaces to support the needs of the development.
- Secure cycle hubs around transport interchanges, which encourage active transport.
- Ensure an inclusive approach to cycling with step free access to cycle parking, and provide spaces for disabled cyclists and larger cycles, cargo bikes etc.
- Select materials to any standalone structure to be fit for purpose, robust, low maintenance and in keeping with the materiality of the development.
- Demonstrate due consideration has been given to the opportunity for living roofs and rainwater re-use associated with any standalone cycle parking structures in the external works. Incorporating greenery can visually 'soften bike stores and can contribute to biodiversity and increase attraction.

Electric vehicle infrastructure
To align with zero carbon transport targets all vehicles in Ireland should be powered by electricity. This will require a significant increase in both energy generation, and parking infrastructure. Designers should consider maximum demand availability from the electrical network utility provider.
- Where the number of parking spaces warrant it, a range of charging rates should be provided to allow for faster charging.
- As Vehicle to Grid charging becomes more available, designers should appraise the opportunities for installing two-way charging equipment for the spaces provided on a development to enable car batteries to be used to back-feed the grid.
- Generally EVC points should be external. Where EVC points are proposed to be within an enclosed car-park, the design team should undertake a risk assessment considering the risks to people, vehicles and the building, in the event of a fault and/or fire.
- Where charging equipment communicates by wireless means, or requires a connection to the mobile phone network, wireless equipment should be located carefully so that adequate signal can be received throughout the installation, especially if located in a basement.

For more information see also:
3.4.1 Spaces, Layout and Massing Parameters
3.4.5 Transport Design Methodology
3.2.3 Walking and Cycling



El Caret and El Pelfolt gypsum mine redevelopment
Barcelona, Spain
- A set of pedestrian and bike paths in the form of a green belt that runs right around the outskirts of Barcelona.
- Pedestrian, cyclist and vehicular transport is clearly delineated providing faster and safer travel for all groups.



Bermondsey Bicycle Store
Bermondsey, London
- A secure cycle store for both local workers and residents.
- The bike store ties into the public realm strategy and act as an ornamental piece of architecture. There is an opportunity to integrate these structures with other uses and position then through the study area.

Mandatory Requirements

Cycle Infrastructure
- Provide secure cycle storage for 10% of residents or full-time equivalent staff on site.

Electric vehicle parking
- Provide electric charging connections to all parking spaces

Aspirations

Carless development
- Provide parking spaces only for deliveries and accessible spaces

3.4 Recommended Design Methodologies
3.4.8 Sustainable Design Methodology - Circular Economy

Waste Action Plan for a Circular Economy (2020)
This new national waste policy will inform and give direction to waste planning and management in Ireland over the coming years. It will be followed later this year by an All of Government Circular Economy Strategy.

For more information see:

https://www.gov.ie/en/publication/4221c-waste-action-plan-for-a-circular-economy/

Circular Economy Strategies
In a circular economy, materials are retained in use for as long as possible and then re-used or recycled, leaving a minimum residual waste. The principals of the circular economy are directly applicable to the construction industry, a major consumer of natural resources.

Thoughtful design and selection of materials will help reduce carbon footprints and reduce waste by promoting efficiency, adaptability and re-use/recycling. These principles should ideally be addressed through a Whole Life Carbon and Life Cycle Costing analysis, including maintenance and end-of-life considerations. It is also important to use materials that minimise harmful impacts on human health, particularly in the internal environment.

Embodied and Whole Life Carbon
Developments should consider ways to reduce embodied carbon and the use of low carbon materials early on in the design. Embodied Carbon Analysis should be carried and used as tool to identify elements and materials that have high impact.

Optioneering of substructures as well as superstructures should be used as an exercise to identify where CO_2e savings can be made. Cement replacements should be used as standard. The majority of concrete elements in a building should be able to use at least 40% cement replacements such as ground granulated blast slag (GGBS) in place of cement to reduce the embodied carbon.

The diagram to the right explains the key life-cycle stages for whole life carbon assessment. Guidance on calculating embodied carbon can be found through the Irish Green Building Council.

For more information see:

https://www.igbc.ie/resource-tags/embodied-carbon/

Retrofit First
Retrofitting of existing structures, or the reuse of materials already on site should always be considered before demolition is proposed.

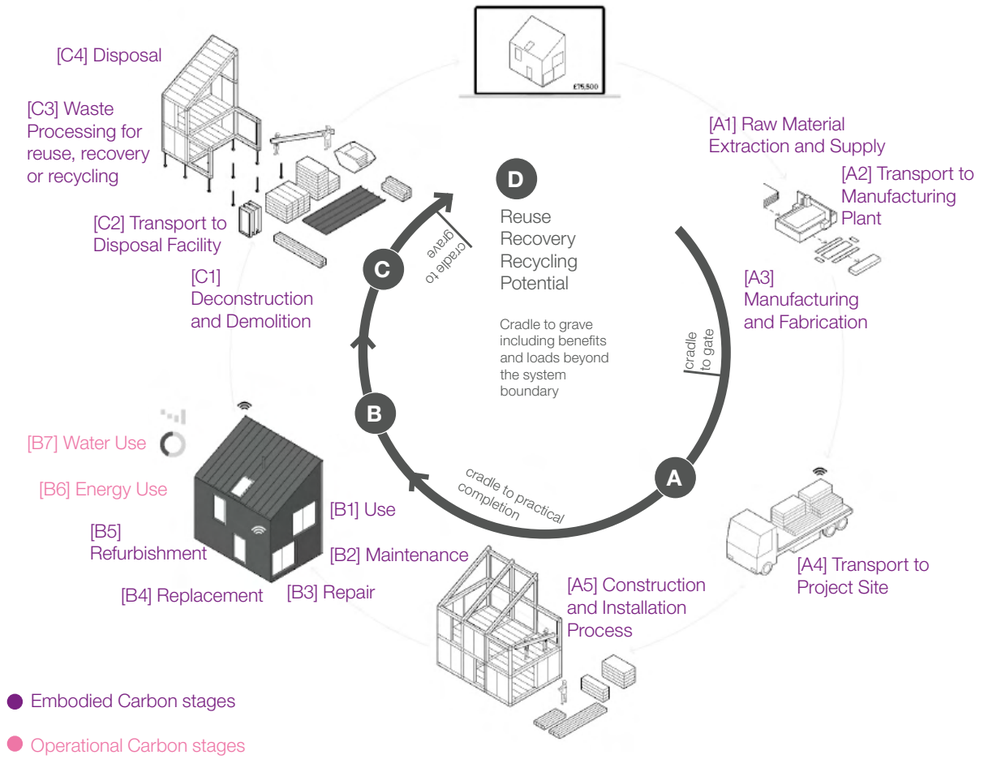
Flexibility and Adaptability
Designing developments to be adaptable could prevent obsolescence; provide future flexibility and opportunities, and potentially increase the value of the building as an asset held over the long term.

Design for deconstruction and repair
Designing for disassembly will allow materials to retain their value and ultimately increase the value of the asset at the end of life. Areas of the development that will need to be replaced or may change over the project lifetime should be designed for easy disassembly and replacement.

Material Efficiency
Design teams should reduce unnecessary materials and need for material replacement by removing surface finishes where possible.

Construction Impacts
Construction and demolition produce high amounts of waste and pollution and are energy intensive. Minimising construction impacts on site and on the wider environment should be considered early in the design process. At the concept design stage, a pre-demolition audit should be carried out on buildings and structures that are being considered for demolition identifying materials that can be recovered, reused or recycled. During concept design the project team should identify the areas that commonly generate construction waste and develop strategies to address these issues, minimizing waste generation.

Waste that is directed to landfill should be minimised by encouraging reuse, recovery and best practice waste management practices. This includes waste arising from construction activities, demolition and excavation.



Mandatory Requirements

Circular Economy
- Hold a Circular Economy and Material Efficiency workshop during RIAI Stage 3 and 4.
- Carry out an Adaptability study for future re-use at RIAI Stage 2.

Where demolition is required, undertake a pre-demolition audit to cover asset re-use and report on retrofit option

Responsible Sourcing of Materials
- >80% of construction products must use a BREEAM recognised Responsible Sourcing Certification Scheme (RSCS) certificate or Environmental Management System (EMS) certificates.
- All timber and timber based products must be FSC certified or equivalent.

Aspirations

Reducing impacts of construction
- 100% of construction, demolition and excavation waste must be diverted from landfill (reuse/recycling/recovery).

Embodied Carbon
- Embodied Carbon material analysis reporting following World Green Building Council Methodology

3.4 Recommended Design Methodologies
3.4.8 Sustainable Design Methodology - Health and Well-being

The internal environment is the place where most residents will spend the majority of their time and it will have the largest impact on their mental well-being.

Daylight and Sunlight Access
Access to daylight can improve quality of life as it provides mental and physical benefits. Furthermore, it can reduce the need for artificial light. Daylight should be considered at an early stage of design and early studies should inform the massing and fenestration. Designers should identify worst case areas of developments and test their average daylight factor in conjunction with the overheating requirements.

The Spatial Daylight Autonomy target as set out in the targets section is an alternative, more accurate route to the more traditional daylight factor calculations. This newer metric takes into account direct light from the sun as well as diffuse skylight, it also measures colours of light as they relate to building users mental health.

Overheating
Buildings are increasingly at risk of overheating as a result of climate change and high standards of energy efficiency (increased insulation levels and improved air tight levels). A key part of achieving a thermally comfortable environment is the ability to regulate the space seasonally, and to cater for occupants' preferences.

Thermal modelling/Building performance modelling should be carried out to assess the potential for overheating. Passive strategies should be considered prior to mechanical alternatives to limit risks of overheating. Principles to help mitigate overheating include; Orientation, Shading, Natural Ventilation, Insulating pipework, Low temperature heating systems

Indoor Air Quality
Poor indoor air quality (IAQ) is recognised as having a significant impact on occupants health and well-being. IAQ is typically defined as the concentration of formaldehyde and the sum of total volatile organic compounds (VOC). Building materials (including carpets, paints and interior finishes, e.g. flooring, joinery, etc) are a significant sources of indoor pollution, as they can release volatile organic compounds (VOC) and contain formaldehyde.

Design teams should specify Low VOC, formaldehyde and carcinogen products wherever possible. Engineering reports should confirm the location of air intakes away from sources of pollution, and ensure good level of cross ventilation where possible.

Ventilation
Proposed designs should reduce risks of pollutants and moisture build-up, as well as providing (when suitable) summer cooling. With a minimum requirement for Demand Control Ventilation (DCV). Ventilation strategies should be decided early in the design process and design teams should ensure it is viable and that any necessary penetrations are included in planning drawings.

Natural ventilation
Wherever possible preference should be given to natural ventilation in addition to DCV. Noise, air quality and safety should be considered to ensure buildings can effectively be naturally ventilated (i.e. opening windows/louvres or doors).

Homes should have a means of secure night-time ventilation to allow occupants to release heat at night, without concerns over safety and security. If this cannot be achieved night-time ventilation cannot be considered as part of cooling strategy.

Mechanical ventilation
Should a mechanical system be specified, systems with heat recovery (MVHR) should be investigated. Recovered heat can be used within the development or potentially sold onto a district heating and cooling system.

Noise
Acoustic performance is an essential factor in providing a healthy environment for rest and concentration. Sleep disturbance is linked to many long-term health effects
The building envelope should provide appropriate protection from external noise sources to prevent annoyance in the daytime and sleep disturbance at night where applicable.

Limerick Noise Action Plan
The EU Environmental Noise Directive (2002/49/EC)was transposed into Irish Law by Statutory Instrument 140 of 2006, known as the Environmental Noise Regulations. The Limerick Noise Action Plan has been prepared in accordance with those regulations and is aimed at strategic long term management of environmental noise from transport systems i.e. traffic noise, in both Limerick city and county.

For more information see:

https://www.limerick.ie/council/services/environment/environmental-control/noise-action-plan-2018-2023

Indoor Ambient Noise Levels
Where site noise levels are too high for simple opening windows, acoustically attenuated natural ventilation solutions should be considered as a means of mitigating overheating. On the noisiest sites, or where dictated by air-quality constraints, mechanical comfort cooling should be used. Homes, and many other building typologies should still have opening windows.

Private Gardens, Balconies and Terraces
It is essential to consider daylight/sunlight, air and acoustic quality, and, for tall buildings, to consider the use of solariums or winter gardens, which may provide flexibility and practicality in use of space.
Private amenity spaces should:
- Be clearly distinguished from public or communal spaces
- Be designed to minimise direct overlooking into other dwellings
- Allow for an element of privacy through material treatment, particularly at lower levels
- Be orientated to optimise solar access

For more information see also:
3.4.1 Spaces, Layout and Massing Parameters
3.4.5 Transport Design Methodology
3.2.3 Walking and Cycling
3.2.5 Public Transport
3.2.2 Green Spaces and Public Realm



Urban Sciences Building
Newcastle University, UK
- Natural and "self-finishing" materials specified to reduce the use of paints and varnishes leading to better internal air quality

Mandatory Requirements

Sunlight access
- Minimum of 2 hours of sun 21st of march in public outdoor areas

Overheating:
- Maximum of 25-28°C for 1% of occupied hours

Noise
- +5db improvement (in relation to Building Regulations)

Daylighting
- Average daylight factors between 2-5% in all 80% of all regularly occupied areas (more than 1 hour at a time)
- Spatial Daylight Autonomy (sDA). Show that 75% of habitable floor area meets 300 lux for at least 50% of the annual occupied hours.

Aspirations

Indoor Air Quality
- Formaldehyde concentration to not exceed 0.1mg/m^3, averaged over 30min
- TVOC concentration to not exceed 0.5mg/m^3, averaged over 8 hours
- Interior paints and coatings; Wood-based products, Flooring materials, Acoustic and thermal insulation materials;, Interior adhesives and sealants
  1. Formaldehyde: 0.06 mg/m3 (0.08 mg/m^3 for MDF)
  2. Total VOCs: 1.0 mg/m^3
  3. Category 1A and 1B carcinogens: 0.001 mg/m^3

Ventilation
- 100% of spaces with openable windows

3.4 Recommended Design Methodologies

3.4.8 Sustainable Design Methodology - Outdoor Air Quality

Air pollution is the release of particles and noxious gases into the atmosphere; these emissions can be natural or man-made. The main pollutants of concern are carbon monoxide, nitrogen dioxide, ground level ozone, particulates, sulphur dioxide, hydrocarbons and lead. Increasingly research is concluding that there is no safe level for air pollution exposure, and all attempts to improve outdoor air quality should be made.

Despite Limerick's monitored air quality being within EU limit values, the levels of particulate matter is of growing concern, especially during the winter months with domestic solid fuel burning. Central Limerick also faces potential exceedances of nitrogen dioxide limit values due mainly to vehicles.

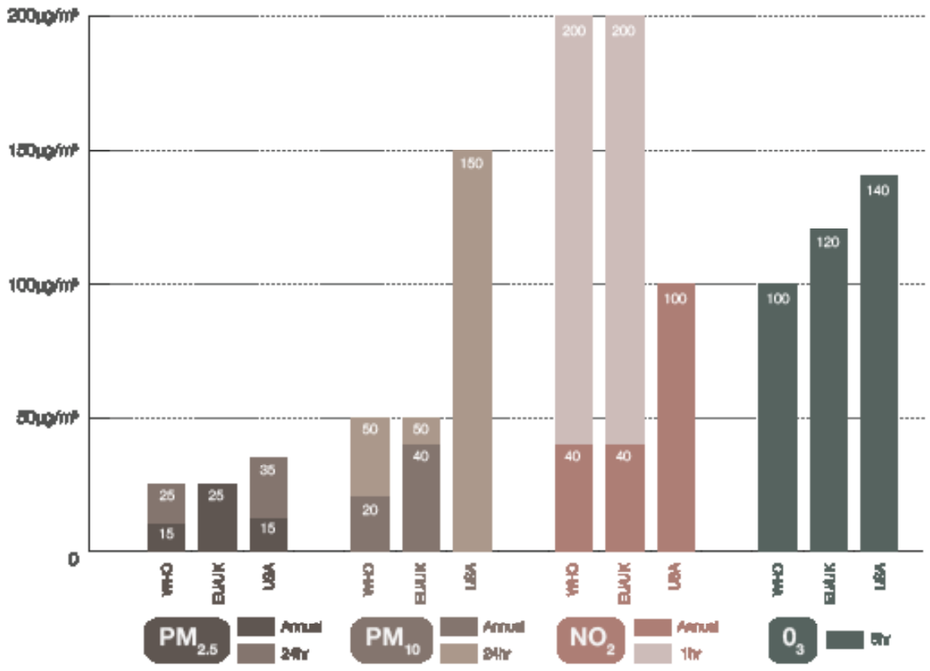
For more information see:

https://www.limerick.ie/council/services/environment/environmental-control/air-quality

Air pollutants are emitted from a range of both man-made and natural sources including:

- Burning of fossil fuels in electricity generation, transport, industry and households;
- Industrial processes and solvent use, for example in the chemical and mining industries;
- Agriculture;
- Waste treatment;
- Natural sources, including volcanic eruptions, windblown dust, sea-salt spray and emissions of volatile organic compounds from plants.

While local emissions have the most impact, some sources of pollution can travel vast distances to effect Limerick (such as Saharan dust or volcanic eruptions).



Target levels for air quality in a range of countries



Design guidance to be followed to reduce impacts of outdoor air pollution on developments

3.4 Recommended Design Methodologies
3.4.8 Sustainable Design Methodology - Outdoor Air Quality

Pollutant emissions cause air pollution, however, reductions in emissions do not always automatically result in similar cuts in concentrations. There are complex links between air pollutant emissions and air quality. These include emission heights, chemical transformations, reactions to sunlight, additional natural and hemispheric contributions and the impact of weather and topography.

The objective of this guideline is to suggest a range of potential solutions available to architects and urban planners and encourage informed designs responding to the scale of concern and specific context.

Design strategies are only a fraction of what can be done to improve air quality within Limerick, nevertheless they can play a significant role in reducing pedestrian and building users exposure to air pollution. Some key strategies to follow are described below, and in the diagrams opposite:

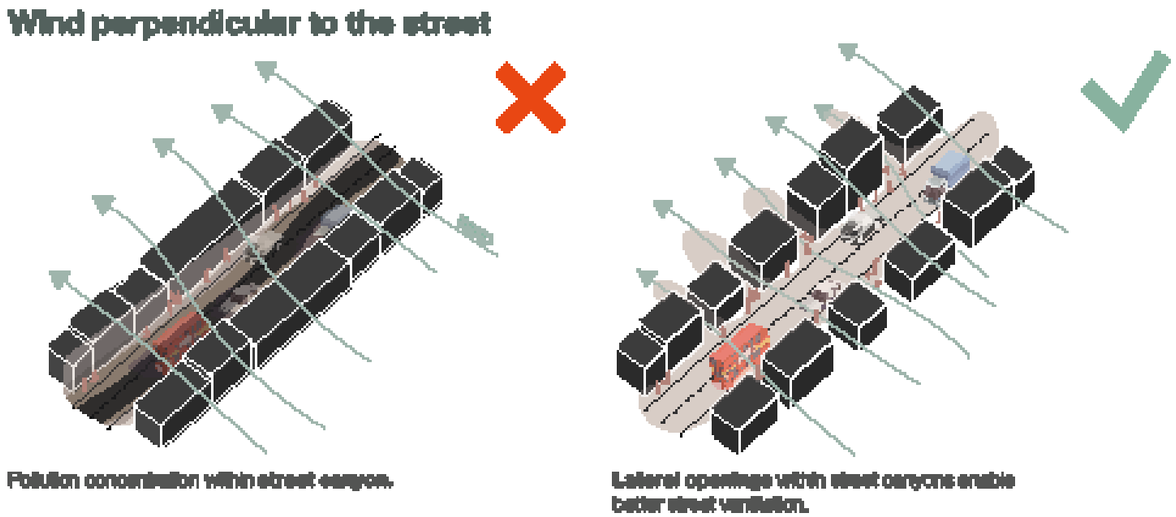
– Places used regularly by people vulnerable to air pollution like playgrounds, school yards, and sitting areas, should be located in zones of low pollution.
– Pedestrian routes should be separated from major vehicular highways
– A design enhancing air circulation at any given spot should be considered in the larger context of street, district, and city, but also other design considerations such as for example levels of pedestrian wind comfort.
– Planting with small dense leaves should be used along major highways to trap particulate matter

Minimising emissions from construction
The construction of new developments can produce high concentrations of geographically specific PM and NO2 emissions. The designer's first consideration should always be avoiding demolition and instead reusing as much of the exiting building fabric as possible.
Dust levels during construction should be dealt with by following a hierarchy to control emissions by firstly preventing, suppressing and then containing.

For more information see also:
3.4.1 Spaces, Layout and Massing Parameters
3.4.5 Transport Design Methodology
3.2.3 Walking and Cycling
3.2.5 Public Transport
3.2.2 Green Spaces and Public Realm



Guidance on segregating pedestrian and vehicular transport



Street massing guidance to increase air circulation and reduce build-up of pollutants

3.4 Recommended Design Methodologies
3.4.8 Sustainable Design Methodology - Enhancing Biodiversity

Ireland as an EU Member State has committed to halting biodiversity loss by 2020. Limerick City and County Council is dedicated to safe-guarding natural heritage as it is a non-renewable asset that this generation is morally obligated to pass on in a sustainable manner to future generations. In contributing to safe-guarding our natural heritage the Council is to commence the preparation of a Heritage and Biodiversity Plan later this year for Limerick city and county.

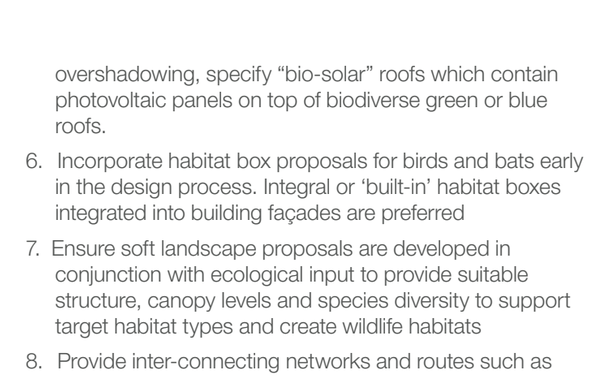
Biodiversity and Ecology is integral to the public realm, green infrastructure and open space design. Well-designed and managed green infrastructure promoting biodiversity connects built environments and people with wider ecological contexts; it improves quality of air and water, as well as health and well-being of individuals and communities.

Design teams should:

1. Incorporate proposals which comply with and support the target species and habitat types identified in the Draft Limerick Development Plan 2022-2028
2. Ensure proposals form part of the larger green space network with measures to form and strengthen habitat connections to increase biodiversity and create a more resilient overall green network
3. Incorporate habitat proposals which are realistic, achievable, robust and easily maintained
4. Maximise potential for green roofs and walls, including 'greening' of bin and cycle stores and other areas.
5. Ensure plans for green roofs are coordinated with solar energy generation plans, and where there is no overshadowing, specify "bio-solar" roofs which contain photovoltaic panels on top of biodiverse green or blue roofs.
6. Incorporate habitat box proposals for birds and bats early in the design process. Integral or 'built-in' habitat boxes integrated into building façades are preferred
7. Ensure soft landscape proposals are developed in conjunction with ecological input to provide suitable structure, canopy levels and species diversity to support target habitat types and create wildlife habitats
8. Provide inter-connecting networks and routes such as tree lines, planted boundaries, green roofs and walls, swales and other planted SUDS elements to support wildlife movement
9. Ensure lighting design proposals respect wildlife movement corridors with appropriate lighting location, direction and fitting types.
10. Allow for flexibility in the design to meet potentially changing site conditions, target species and habitat types (e.g. with a phased development)
11. Seek to deliver the primary ecological objective of improvement and contributions at each individual development site. Offsetting biodiversity gain to other sites (Biodiversity Net Gain) may be considered if it cannot be achieved or provided on a particular development.
12. Include visible interventions to promote habitat inclusion to residents, encouraging a sense of custodianship, community involvement and greater understanding of the ecology of the development.



Peabody Burridge Gardens, Phase 1, London
Interaction between private/communal amenity spaces



Mill Hill, London
Pavilion Blocks sitting within a dense landscape

Key

- Proposed main access routes
- Key civic spaces
- Surfaced water and marshland
- Key green pedestrian and cycle routes



People's Park
Landscaping which encourages access by the public and shelters vulnerable users from air pollution



St Joseph's Hospital
Trees integrated into parking provision

Mandatory Requirements

- Ensure projects to deliver overall biodiversity net gain on site.
- Tree planting initiative to increase tree canopy cover on site by at least 20%

Aspirations

- Provide an increase in biodiversity of 20% above pre-development levels

3.4 Recommended Design Methodologies
3.4.8 Sustainable Design Methodology - Water Cycle

This area of Limerick is not at risk of flooding from coastal or river flood events. The main risks of flooding are from surface water after significant rainfall events, and incapacity in the combined sewer to remove rain water. The Spatial Framework focuses on the use of swales and dikes to absorb flood water into natural landscaping. Opportunities for using water for play and to create public amenities should be investigated wherever possible.

For more information see:

https://www.limerick.ie/council/services/water-and-drainage/flooding-related-schemes-and-assistance/catchment-flood-risk

Flood Risk Assessment (FRA)
A FRA should be carried out in line with Draft Limerick Development Plan 2022-2028. The FRA should identify how the design will cope with flooding and how the risk will be mitigated, without increasing risk elsewhere. Designers should demonstrate, through design stage reports, that;

1. The design protects the water table as well as surrounding water-courses from negative impacts of the development.
2. The community has been engaged in the process of planning, implementation and operations, including the promotion of SUDS amenity benefits.
3. The design has been developed holistically, reflecting the multi-functional capacity of the system.
4. The design as sought to form a visible contribution to the public realm.
5. Swales, rain gardens and bio-retention areas are included within the hard and soft landscape design of a development, where appropriate.
6. Rainwater harvesting has been incorporated into the design, and used for irrigation where possible. The maintenance and upkeep of those systems has been considered.
7. SUDS has been incorporated to help support and sustain street trees and green infrastructure.
8. Blue or extensive green roofs have been provided where appropriate.
9. Permeable paving has been incorporated where possible.
10. Underground tank systems for storm water attenuation have been included where all other options have been exhausted

Sustainable Urban Drainage Systems (SUDS)
SUDS help mitigating flood risks and should be considered holistically with surrounding environments, building design, rainwater harvesting and green infrastructure. This approach seeks to ensure that surface water run-off is controlled as near to its source as possible to mimic natural drainage systems and retain water on or near to the site, in contrast to traditional drainage approaches, which tend to pipe water off-site as quickly as possible.

Design teams should;
- Incorporate sustainable urban drainage systems (SUDS) unless there are clear technical reasons for not doing so
- Follow best practice guidance for the design, maintenance and operation of sustainable drainage systems
- Achieve as close to greenfield run-off rates as site conditions allow and ensure that surface water run-off is managed as close to its source as possible in line with the following strategies:

1. Store rainwater for later use
2. Use infiltration techniques, such as porous surfaces in non-clay areas;
3. Attenuate rainwater in blue roofs, ponds or open water features for gradual release
4. Attenuate rainwater by storing in tanks or sealed water features for gradual release when other options not appropriate
5. Discharge rainwater to a surface water sewer/drain
6. Discharge rainwater to the combined sewer

Before disposal of surface water to the public sewer is considered all other options set out in the drainage hierarchy should be exhausted. When no other practicable alternative exists to dispose of surface water other than the public sewer, confirmation should be sought that there is adequate spare capacity in the existing system taking future development requirements into account.

For more information see also:
3.4.1 Spaces, Layout and Massing Parameters
3.2.2 Green Spaces and Public Realm



Grey to green project
Sheffield
- The UK's largest retro-fit SuDS project, and also the UK's largest inner city 'Green Street.'
- Extensive areas of rain gardens and bio-swales, and widened pavement spaces for pedestrians.
- Formerly this highway formed part of the main inner ring road.



Bridget Joyce Square
White City, London
- Rain gardens sitting beside a school creating a new urban park with places to play and socialise.
- Improving the character of the streets and creating green buffers along the front of the existing school.
- Limiting vehicle access.
- The rain gardens also capture roof runoff . This type of feature has the potential to link to marshlands and rivers.

Mandatory Requirements

- Impermeable surface area should be reduced by a minimum of 25%

$$\frac{\text{PreDev - PostDev} \times 100}{\text{PreDev}}$$

Pre-development impermeable area (PreDev)

Post development impermeable area (PostDev)

Aspirations

- Drainage measures are specified to ensure peak-rate run-off to water course is no greater than greenfield rates.
- Drainage measures are specified to ensure that post development volume of run-off for 100-year 6-hour rainfall event is no greater than the greenfield site.

4 High Level Delivery Strategy

4.1 Delivery Overview
4.2 Proposed Strategy
4.3 Placemaking & Meanwhile Strategy
4.4 Delivery & Approach
4.5 Next Steps & Implementation

4 High Level Delivery Strategy
4.1 Delivery Overview

Delivering Against Aspiration; Overcoming Challenge
The Spatial Framework clearly identifies the scale of opportunity for the Colbert area: across an area of c.69 hectares at the heart of the city, It identifies the potential that this area has to provide a new vibrant mixed use urban quarter which could comprise a range of 2,540-2,830 new homes, more than 100,000sqm of workspace, 15,000sqm of neighbourhood retail and amenity space, and significant new health, education and leisure facilities.

Spatially, this is an opportunity to re-imagine a part of the city which, despite its central and strategic location, is comparatively low density and constrained with limited accessibility. More broadly, development at Colbert has the potential to deliver transformational change for the wider city, changing perceptions of Limerick as a place to live and work, and responding directly to a number of key strategic drivers, not least the need to increase economic critical mass in the city, address weaknesses in housing supply, tackle deep rooted social and economic inequalities within the city's communities, and build the city's environmental resilience and sustainability.

The Spatial Framework confirms an aspiration to set a high benchmark for delivery: in terms of overall vision and ethos, in terms of the types of spaces and places delivered, and in terms of the mechanisms put in place to unlock development and investment.

Overarching Delivery Focus and Principles
To achieve the aspirations of the Spatial Framework, new delivery approaches will need to be developed and embedded which set a new benchmark in terms of quality and effectiveness. Long term commitment, an ethos of innovation and agility will all needed to ensure action and investment continues to evolve to match local need and market demand over the lifetime of the Spatial Framework (20 years +).

To inform this and provoke new practices, a set of principles have been identified to support delivery:

1. Establishing early momentum: the Spatial Framework will require investment and long-term delivery commitment; however, the earliest projects and phases will be critical from a placemaking and delivery perspective, helping to 'make the market' and unlock value to support the delivery of subsequent phases.

2. Delivery innovation: a large degree of innovation in delivery will be needed to overcome the viability challenges identified, particularly where significant infrastructure investment is needed to unlock delivery; exploring new delivery models and funding mechanisms / opportunities will have a key role to play in long term success

3. Commitment to the vision & Strong Partner Approach: long term commitment to and stewardship of the vision has a key role to play in unlocking delivery and value; this will enable a coordinated approach across the area, ensure that principles of quality are embedded from the outset and support creation of a strong sense of place and identity which people want to buy into or invest in.

4. Part of the bigger/wider City: it is crucial that delivery at Colbert is framed within the context of the wider city – both in terms of the pipeline of space coming forward, and in terms of how delivery create benefits for the existing city centre economy and for existing communities. There is a need to complement delivery in other parts of the city to ensure that Colbert evolves a clear sense of place within Limerick and the pipeline of space coming forward at any one point in time (both residential and commercial) reflects market demand

5. Build foundations for long-term community participation: given the scale of the area and its existing civic function. Delivery partners must seek to work with local citizens to encourage participation on ideas and projects in areas of community interest.

6. Unlocking public value: Positive outcomes should not just be defined by core economic and commercial metrics (land value, jobs and GDP). It is important that partners take a broad view of what they value and ensure that measures of well-being are valued in terms of delivering wider social and community benefits and vitality as a measure of success.

7. Respond to new investor motivation: linked to the above, fully embracing environmental and social objectivities across delivery has a key role to play in ensuring the area is attractive to external private and institutional investment in the long term; these investors are increasingly focusing upon social and environmental investments which respond to the pre-eminent challenge society faces.

8. Use existing spaces and assets to test ideas: there are already a small number of existing, under-utilised assets across the area, and as delivery progresses, there will be a range of spaces across the area which are temporarily underused. Opportunities to use these spaces to maximise short-term capacity and to test new ideas, uses and activities should be explored wherever possible; this has benefits both from a placemaking perspective and from a economic and community participation perspective.

9. Remain footloose and agile. The next five years are likely to be one of significant uncertainty as the fallout from the pandemic and Brexit become clear; it is important that partners remain aware of broader economic and social trends (positive and negative) and are able to respond appropriately.

10. Communicate and report back: open and ongoing communication about delivery progress and opportunities to participate should be prioritised throughout to maximise buy in from Limerick' communities. As part of this, it will also be important to collect strong evidence on the impact of delivery, to understand the effectiveness of the approaches taken, to provide learning for future schemes and to make the case for ongoing public and private investment.

4 High Level Delivery Strategy
4.3 Proposed Strategy

Phasing
It is recognised that rejuvenation and development of the Colbert Quarter will take place over a long period, providing for flexibility as well as natural evolution over time.

Future flexibility is key to accommodate changes in social, cultural, technological and environmental demands over time.

Meanwhile Uses/Placemaking
Meanwhile uses will be imortant to consider from the onset, the uses proposed can vary based on the objectives as well as their location. Possible meanwhile use locations have been considered and reflected in the 2# Initial Opportunity Sites diagram below. As the study area evolves removal of any meanwhile uses should be consider in the phasing to ensure a suitable replacement is provided. Refer to the follow pages for examples of (meanwhile) uses .

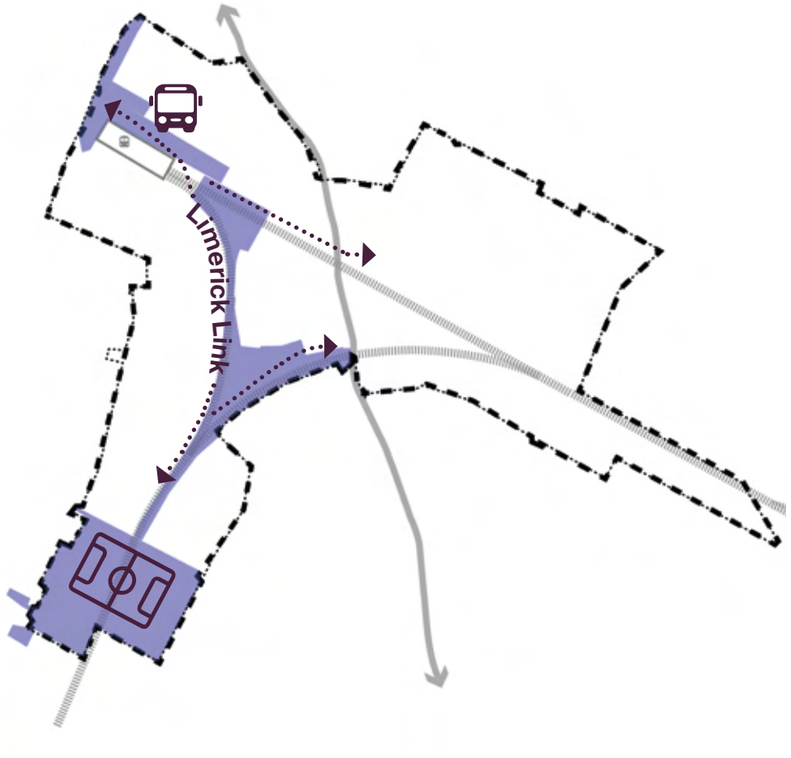
1# Key Strategic Moves
Focused on delivering key infrastructure, links and services which will assist with unlocking the area. These moves include: a new bus-station and the development around Colbert as sustainable transport hub, the delivery of key infrastructure such as the new 'Limerick Link' to support place-making and promote active mobility; and the potential consolidation of sports facilities subject to development of a sports strategy with Limerick Council and clubs/ league. The delivery of these key moves can run in parallel with other development sites.

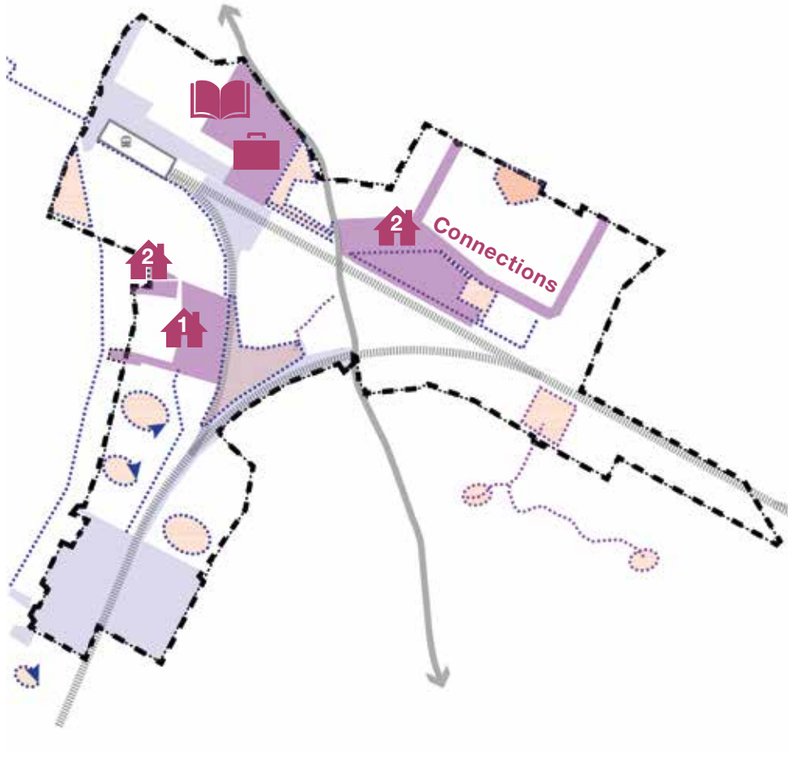
2# Initial Opportunity Sites
Key opportunity sites will focus on readily available sites and short term opportunities. These are sites that have active interest by landowners, where early-phases of design are already underway or are sites that are key to unlock further opportunities.

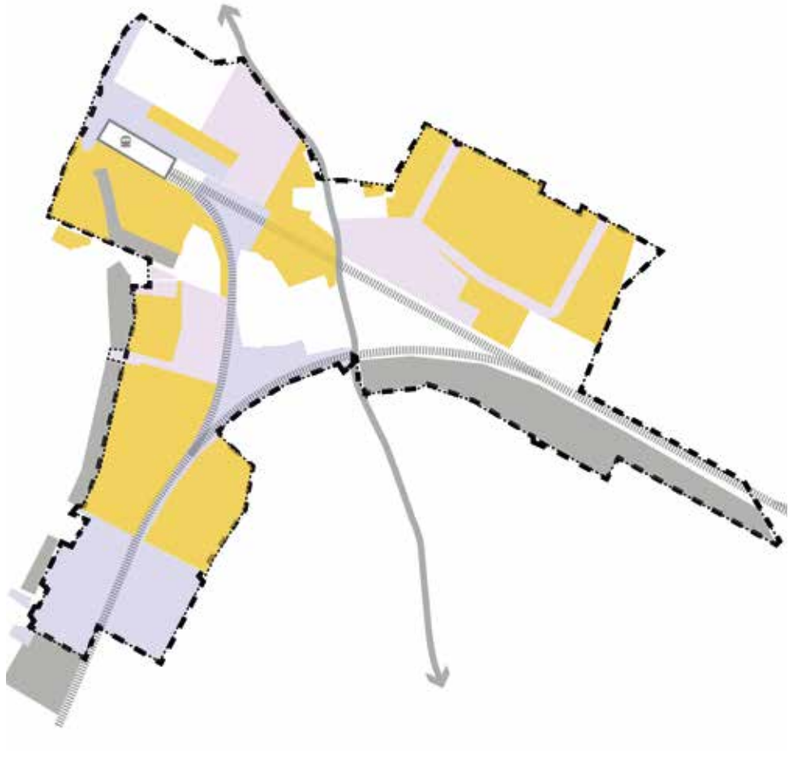
Meanwhile uses will be promoted and encouraged on the fringes of the initial phases and at other key locations. The intention will be to link neighbourhoods, unlock new routes, testing new uses and incentivising the overall exploration of new opportunity sites by neighbours and locals.

3# Potential Future Phases
Future phases of the development will gradually grow around the 'Initial opportunity sites', developing the remaining sites while consolidating the character of each of the Districts.

Their development is also expected to bring about positive change to the areas beyond the 8 districts.
These sites are expected to deliver the rest of the capacity in the 20+ year time-frame of this development framework.







Transport Hub
1. Bus Station
2. Development around Colbert Station and Plaza (includes hotel/office)

Limerick Link
Connecting the Quarter

Sports/Recreation
Janesboro District

Neighbourhoods
1. Guinness Lands
2. Careys Rd
3. Roxboro District

Education
Sexton District

Workplace
Sexton District

Key 1#-3#
- Key Strategic Moves
- Initial Opportunity Sites
- Potential future phases
- Further phases & other sites
- Meanwhile use locations

4 High Level Delivery Strategy
4.4 Placemaking & Meanwhile Strategy

Placemaking will have a crucial role to play in supporting the delivery of the Spatial Framework. It will need to be considered holistically, covering; overarching branding and identity, the types of spaces provided and the uses/activities to be accommodated within these, involvement of existing and proposed initiatives and investments, through to embedding infrastructure helping to connect and activate public spaces.

Placemaking activities will comprise both permanent and temporary (meanwhile) uses which prove opportunities to:

- Generate interest and excitement in the Colbert Quarter and Limerick
- New uses to emerge and perceptions of places to change
- Support phasing progression and holistic sense of place: all sites are loved
- Provide needed in social infrastructure and encourage community participation
- Support the evolution of new destinations
- Test uses and economic activities on site
- Embed development within the wider Limerick context and connect existing and new communities
- Engage local talent and the community via the co-production of programmes and projects
- Learn, share, pass-on skills and knowledge.



◄ Viewing Platform, Kings Cross London
A platform for viewing and performing within a developing masterplan.



►The Big Slide, London
Play, performance and celebrate. Bringing activity to sites.



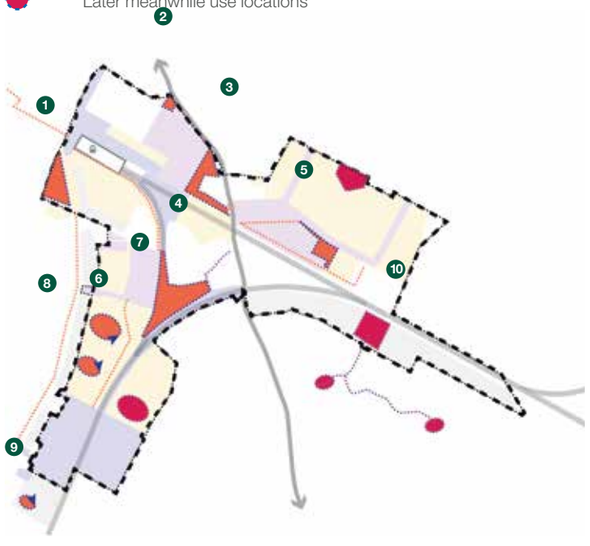
◄ EVA International, Limerick
Hosting some of the most influential curators and installations.



►St Andrew Street, Glasgow
Eleven shops become meanwhile spaces to support new and growing businesses.

Key

- Initial meanwhile use locations
- Later meanwhile use locations



Initial 'Placemaking' and Meanwhile Opportunities

Immediate focus will be on supporting initial phases of development which are strategically important to the delivery of the long term vision and aspiration. Initial opportunities for placemaking and meanwhile activities to support these developments could include:

1. Hyde Park proposed civic uses with important strategic connections to People's Park, the Station Plaza and to the development site to the south. A meanwhile use could be a programme for performance or arts, maybe even a space for EVA.

2. Opportunity site for intervention, helping to activate the corner of the site, which currently feels very closed off.

3. This area is well connected and offers the opportunity to explore spaces for creative start-ups and testing ideas in the medium to long term.

4. Opportunity for the space be given over to nature or be a place with temporary routes and play grounds for the existing and new communities.

5. Potential to give communities access to growing space and consider programming of the Chapel within this District.

6. Temporary pitches or part of a wider walking loop already established.

7. A trail which starts to establish the greenway and feels safe to use

8. Intervention along Hyde Road which knits it into the wider plan.

Future Placemaking and Meanwhile Opportunities

In the long term it will be important to consider a programme of meanwhile uses which test ideas and build a legacy for sites.

3. This opportunity could turn into a site for start-ups/testing ideas in the longer term. This site is considered to have flexibility to allow start-up business or retail to establish and grow with affordable rent.

4. Opportunity for the space be given over to nature or be a place with temporary routes and play grounds for the existing and new communities. However with the additional housing in this phase it would be beneficial that temporary local amenities are considered in this location. This could also start to test the idea of 'The Yards.'

5. Continued use of this space for growing/urban farm and possibly a community restaurant. Providing training and employment for the community.

10. Dependent on the development of the bus depot there is an opportunity to provide social infrastructure for the neighbourhood facing out towards the park. The nature of this district means that the spaces could be flexible and have the ability to evolves over time, but start to bring activity to this area.

4 High Level Delivery Strategy
4.5 Delivery & Approach

Immediate Partnering and Collaboration
The scale and complexity of the Spatial Framework means that a highly partnered and collaborative approach to delivery must be prioritised from the outset, bringing together the wider public sector agencies and stakeholders. The collaboration of key public sector partners to deliver this Spatial Framework provides an important foundation in this respect.

'Placemaking' and Meanwhile Opportunities
In the immediate a strategic approach to placemaking and meanwhile opportunities should be considered. When meanwhile uses are removed to facilitate development it is important to consider an approach to their replacement, as to avoid leaving a hole in the community. There is an opportunity to reach out to existing community groups and initiatives in Limerick to support this approach. This will be a valuable process in ensuring socially and environmentally led regeneration and aim to empower the community to participate in the development of the Quarter and it's environs. In addition to examples in section 4.4 other examples have been provided on this page.

Spatial Framework Governance
Given the landownership parcels highlighted earlier in this document, it is improbable that one party or the market will deliver the Spatial Framework in a coordinated and comprehensive manner.

Building foundations for comprehensive and onward delivery will require early capital investment in utilities, infrastructure, land acquisition and consolidation, site servicing and public realm provision to activate the Spatial Framework.

The requirement for this early investment highlights the need for the public sector to take a lead role, bringing the ability to leverage patient capital – in the form of loan or grant – in return for delivering early enabling and placemaking impacts, as identified earlier, that will help unlock future value which can be captured and used to pay down the early investment.

If the public sector is unable to assert a level of control, and investment activity is not directed and curated, then it will miss out on the potential future value creation – including public value benefits –that comprehensive and coordinated development could bring.

It is therefore a clear requirement that in order to achieve the strategic delivery objectives of the spatial framework, in their entirety, there is a need for joined up working arrangements with one or more of the public sector stakeholders taking on the lead responsibility. A formally constituted Delivery Partnership approach is recommended to establish governance parameters and long term certainty.

Given their strategic remits and interests across the Spatial Framework as a whole, the LDA and LCCC are best placed to adopt this strategic governance and oversight role. However, there is also an alignment of interest with the other public sector bodies such as CIE, HSE and DoE where there may be potential to align and facilitate key development areas in the public interest.

Land Ownership Strategy and Delivery Mechanisms
Gaining consensus amongst the landowners will be a key requirement to develop more detailed plans and deliver on the Spatial Framework aims.

The context of the area means that a variety of approaches is likely to be required to secure the constituent land interests within the Framework area. Land ownership strategies and approaches will need to be locally tailored to reflect and maximise site and district specific development opportunities; where in some instances, it may be beneficial for land to be bought together under a single controlling interest, in other instances it may be more efficient / effective to progress development in line with existing ownerships.

A variety of mechanisms could then be applied to bring land together where needed, including acquisition, land pooling and land swapping. With the above in mind, given its holistic oversight role, the aforementioned Delivery Partnership would have an important role to play working with key landowners to progress this work in a coordinated way.

Once the land ownership strategy is better defined, it will be possible to explore the most appropriate mechanism by which development can be bought forward. Again, a variety of options are available in this respect: while for some development sites joint venture approaches (be it public private or public) might be needed, in other instances a master developer approach may be possible (again, be it private or public).

Cutting across all of the above, a collaborative approach should be pursued from the outset, with a focus on demonstrating the positive long term outcomes associated with adopting a collective approach to land strategy and delivery approaches.

Funding Strategy
External funding required to deliver the enabling and placemaking infrastructure as well as the associated highways and transport improvements will be crucial to the successful delivery of the Spatial Framework and its constituent phases.

The areas where enabling (upfront) costs are likely to be the most significant, include:
- Land assembly
- Utilities (including aspirations for local energy generation)
- Public realm (including aspirations for new green and raised walkways)
- Development enabling and infrastructure costs (e.g. aspirations for decking to maximise development potential around the station).

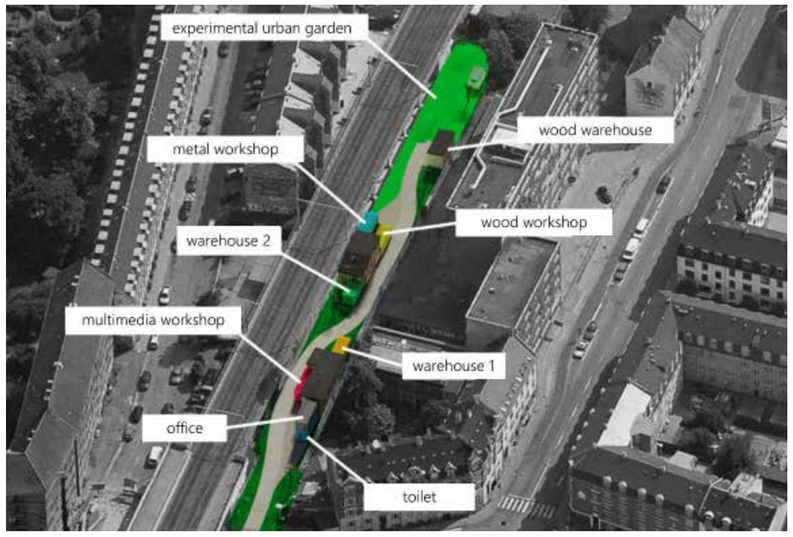
These requirements will need to be supported and secured through a variety of public sector funding pots – a range of options are available in this respect, from grant funding specifically targeted at unlocking regeneration investment (such as URDF funding) to funding pots aimed at addressing specific delivery challenges (such as Serviced Sites Funding).

The funding requirements and the associated order of magnitude of funds to deliver the essential infrastructure and placemaking components should be calculated along with an associated funding plan, recognising there will be limited ability, certainly in the early years of delivery, to cross-subside infrastructure through land value or development surpluses realised from the development. Again, this will need to be an important are of early focus for the Delivery Partnership.

Planning Strategy
The development potential of these lands would be better facilitiated by the re-zoning of parts of these lands to city centre use, which would allow for a wider variety of uses and for mixed-use development. Development Plan zoning is a matter for the Council through their statutory plan making process which provides opportunities for public participation. This is currently under review and there is recognition of the importance of the Colbert Area for regeneration. The re-development of these lands in the future will be subject to the planning process. Any development proposals will comply with the planning policies as set out in the development plan and with national planning policy.

Further Examples of 'Placemaking' and Meanwhile Projects

Container City, Copenhagen
An unloved piece of land along a railway provides a space for a cultural collective to; host events, provide workshops, a place to trade/work along with space for community gardens. The land is owned by the City of Copenhagen and was leased for free to the group in exchange for hosting events and improving the area's aspect. The lease was annual until 2018, but could be ended prior to this when development of the site was due.



Espai Germanetes, Barcelona
Located on a future development site, the project has become a place for gardens, arts and culture, support education activities, a meeting place for the community and a space for a book and farmers market. The space was leased to a local neighbourhood assembly for three years (subject to yearly review). This case study is a strong example of communities coming together to form organisation that support and steer place sensitive development.



4 High Level Delivery Strategy
4.6 Next Steps & Implementation

Next Steps
This Spatial Framework provides overarching parameters to guide delivery in the Colbert area over the coming decades. This will be achieved in line with the policy objectives of the Council's Development Plan. Further work is now needed to develop technical detail and to establish delivery mechanisms and processes.

In progressing, it will be essential to identify the Key Strategic Moves where early investment in key infrastructure, links and services can be most impactful in unlocking delivery for other sites (see map in section 4.3). This will require activity and focus across the different framework areas, identifying phases within the districts and projects within the phases for early progression and maximum impact.

Ten areas for immediate attention have been identified:

1. Establish overarching governance arrangements for the Spatial Framework and further develop partnership agreements with key partners, putting in place the ground work long term collaboration.
2. Site specific technical studies to lay the ground for delivery within the earliest phases of the Spatial Framework, focused on detailed masterplanning, viability and implementation. Further work to explore options for the bus station site in District 1 is particularly pressing given the strategic importance but complexity of this site
3. Linked to the above, form a working partnership and delivery structure to deliver key strategic infrastructure —like the new bus station and sustainable travel hub around Colbert Station and the new Limerick Link— as an integrated piece of development that clearly sets and communicates the ambitions for the future and acts as a centrepiece development for the station district
4. Continue to work collaboratively to progress proposals for the Guinness Lands in District 5, recognising the potential for early delivery of much needed housing on the site which can set the tempo for subsequent phases
5. Commence engagement with Limerick Council and Clubs regarding developing strategy to consolidate and enhance sporting and recreational facilities for the area into the future
6. Continue to work and engage with health and education stakeholders regarding their plans, for potential alignment of ambitions and collaboration where relevant regarding the Framework aims.
7. Establish the long term identity and brand for Limerick Colbert and create the associated public facing infrastructure to support delivery from a marketing and communications perspective; this should aim to reflect the ambition set out in this Spatial Framework, while being rooted within the city's heritage and identity and reflective of its existing communities.
8. Linked to the above, development of an activation strategy which aims to engage existing and future communities in the Colbert area as it evolves. This should consider meanwhile activities to activate different parts of the area (be it on a short or longer term basis) with a focus on changing perceptions, and generating interest and excitement
9. Start to work with key economic agencies such as government departments and the IDA to develop a pipeline of anchor occupiers for early phase commercial occupiers; this might include soft market testing and consideration of incentives to the types of tenants which could drive value and provide an initial spark from a momentum and identity perspective
10. Establish formal mechanisms to engage and involve the local community on an ongoing basis, with a focus both on communication about delivery progress, reporting back on impact and change, and where possible (e.g. meanwhile and placemaking projects) encouraging co-production and interaction.

Implementation
This Draft Spatial Framework has been prepared in order to provide guidance on the potential future development of the lands over the short, medium, and long term. Ultimate delivery of development is dependent on the landowners, their interest in developing their lands and working co-operatively; the planning authority, exchequer/ EU funding and the private sector.

The provision of public infrastructure is key to realising the full potential of this significant land-bank; facilitating the removal of barriers to physical accessibility, providing efficient energy and communication networks, and a high quality public realm. Generating confidence in the development of the area is crucial in order to create a critical mass of activity that will grow in the long term.

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