



o'mahony pike



# Interim Review and Update of the Limerick 2030 Plan

Prepared for Limerick City and County  
Council

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This document is an initial draft report. Our final report and any other deliverables will take precedence over this document.

# Introduction



# Contents

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Page

<b>Introduction</b>	2
<b>Executive summary</b>	8
<b>A. Review</b>	16
1. Policy context	17
2. Progress to date	23
3. Review of the Spatial Plan	38
<b>B. Update</b>	58
4. Framework	59
5. Urban Structure	76
6. Growth opportunities	91
7. Spatial Opportunities	105

# Contents

	<b>Page</b>
<b>8. Recommendations and implementation</b>	128
<b>9. Monitoring and evaluation</b>	143
<b>Appendices</b>	160
<b>Appendix A: demographics</b>	161
<b>Appendix B: comparators</b>	173

# About this report

## High-level approach

## Review and Update the Limerick 2030 Plan

### Primary research

Consult with key stakeholders involved in the Mid West economy to understand progress made since the Limerick 2030 and to identify growth opportunities for the next decade.

Input from stakeholders and specialists integrated across all workstreams.

### Secondary research

Review economic, social, and spatial trends locally and internationally to create a framework to update the Plan for the period to 2030 and beyond.

This analysis ensures that our research is informed by latest data and insights.

### Delivery

Prepare an integrated economic and spatial plan that identifies growth potential, investment opportunities, and project scheduling.

Our plans and recommendations are clear, robust and include a range of targets.

## Key sources

**Direct consultations** with key stakeholders, but not limited to:

- Enterprise Ireland
- IDA
- LDA
- LCCC
- Limerick 2030 DAC
- LIT
- MIC
- UL
- Innovate Limerick
- Community representatives



**Research** of third party papers and reports, including from:

- CSO
- Eurostat
- KPMG
- LCCC
- Department of Finance
- Revenue Commissioners
- EY
- Duedil
- Euromonitor



**Conversations with a number** of representatives of Limerick City and County Council, in particular with:

- Elected representatives
- Pat Daly
- Pat Fitzgerald
- Vincent Murray
- Maria Woods



# Objectives from the Limerick 2030 Plan.

This draft report provides a Review and Update of the Limerick 2030 Plan.

Limerick City and County Council has appointed KPMG and OMP to undertake an economic and spatial review and update of the Limerick 2030, Economic & Spatial Plan.

Ultimately, this plan must recognise that a strong economy has a co-dependency on investment in affordable housing, efficient public transport, an attractive environment, vibrant communities as well as a focus on energy, healthcare, social services and education.

Limerick 2030: An Economic and Spatial Plan for Limerick – as published in 2013 - includes 5 economic objectives (1-5) and 8 spatial objectives (6-13).

- 1 Position Limerick as a competitive knowledge economy, known for its skill base excellence in high tech sectors
- 2 Develop an outstanding environment for starting and growing new businesses
- 3 Create the conditions for long-term economic growth
- 4 Create a vibrant City Centre Economy with a new mix of economic uses and a strong education presence
- 5 Maximise the local employment impact from development / regeneration

- 6 To establish a 21st Century City Centre economy capable of competing with other European cities and leading the wider City, Metropolitan Area and City Region economy
- 7 To reposition the City Centre as the premier regional shopping destination
- 8 To establish a unique tourism offer that takes full advantage of the City Centre's special heritage and environmental characteristics
- 9 To make the City Centre once again a desirable place to live by improving the quality of the housing offer in the City Centre
- 10 To create a high quality and safe urban environment attractive to investors, employers, residents and tourists which generates a sense of pride in the City
- 11 To build upon the City Centre's rich historic character by fully capturing this rich heritage, protecting and enhancing it where appropriate and complementing it with world class design for any new development
- 12 To create quality strategic gateways to the City Centre, thereby making it a welcoming experience for visitors
- 13 To attract and retain young people by providing learning opportunities through the cooperation of the University of Limerick, Limerick Institute of Technology and Mary Immaculate College, in providing teaching and residential accommodation in the heart of the City Centre

# Executive summary



# Overview

## Overview

The Limerick 2030 plan is an economic and spatial framework for the redevelopment and growth of Limerick City Centre that was published in 2013.

This review and update reviews and analyses the progress of the plan over the last seven years and update the plan with new targets and recommendations to take the city and county to 2030.

Since the publication of the Limerick 2030 Plan in 2013, Ireland has emerged from a period of economic crisis, becoming the fastest growing economy in Europe in each year from 2017-2019. While the COVID-19 crisis has created new challenges, Ireland was the only EU country to post positive growth in 2020. In addition to the wider shifting economic context, this interim review and update to the 2030 Plan also occurs within the context of a new legislative and policy landscape. Since 2013, the National Development Plan 2018-2027 (NDP); the National Planning Framework 2040 (NPF); and the Regional Spatial and Economic Strategy (RSES) for the Southern Region (among others) have been published and now guide and structure the future development of the country and region. At a local level, this review also forms part of and aligns with the Draft Limerick Development Plan 2022-2028.

The original 2030 Plan is structured around three core elements – (1) an Economic Strategy identifying how Limerick needs to be positioned in order to best take advantage of economic opportunities; (2) a Spatial Plan focussed on revitalising and redeveloping Limerick City Centre and (3) a Marketing Plan. To achieve its broad aims, it includes 5 economic objectives and 8 spatial objectives (as alluded to in the Introduction section). The Plan also outlines 7 transformational projects, as follows:

1. 'World Class' Waterfront – a renaissance of Limerick's entire Waterfront
2. The 'Limerick Cultural Centre' – an iconic destination building on the Waterfront
3. 'Great streets' – a transformation of the City's three main streets – O'Connell Street, Catherine Street and Henry Street
4. A new City Square/Plaza – to define the focal point or 'heart' of the City Centre
5. A City Centre higher education campus - the creation of a multi-versity combining facilities from Limerick Institute of Technology, University of Limerick and Mary Immaculate College in the heart of the City Centre
6. Renewal of the Georgian Quarter – a concentrated programme to restore the Georgian part of the City to its former glory; and
7. Colbert Station renewal – a new public transport interchange and enhanced station environment.

This updated plan builds on the original Limerick 2030 objectives and project ambitions. The focus of this document is to complement the original plan's emphasis on transformational sites and projects, as well as capturing emerging projects and opportunity areas. These include: Cleeves site, Colbert Quarter, Georgian Core, Project Opera, Arthurs Quay, UL City Centre campus, Debenham's/Penny's Quarter, City Side Docklands, Clare Street, Revenue Commissioners' building, Croom Enterprise Centre, business parks in Newcastle West and Kilmallock This strategy also provides a wider thematic enabling and supporting framework to support to original Plan's baseline ambitions.

# Progress to Date

## Progress to Date

Since the Limerick 2030 plan was implemented, Limerick has experienced strong economic and employment growth. An increase in FDI investment has been observed, with a number of key successes.

Limerick is particularly strong in life sciences and pharma sector, as well as the ICT sector. Both of these sectors will lead economic growth globally in the 2020s, meaning Limerick is well positioned to grow.

An uplift is required in many respects for Limerick to reach its full potential and to become a more attractive and liveable city.

Since the launch of the Limerick 2030 Plan, Limerick's and the Mid-West's economy has gone through a number of phases, mirroring national trends. There has been a steady stream of new jobs created in Limerick across a broad range of industries: a total of ~20,300 new jobs have been announced across full time, retail and construction jobs in Limerick between 2013 and 2020. During the pandemic, 860 new jobs were announced, including roles in major employers (such as Bon Secours, UPMC, Regeneron, Transact Campus, 4Site, Screwfix, AMCS, Takumi, and Kneat) highlighting a degree of resilience in the county's economy during this more difficult period. Overall, ~50% of Limerick's population were employed as of 2016 (the last Census period). Yet, Limerick City is home to the areas with the lowest employment rates in the County. Indeed, the city also accounted for 8 out of the 10 EDs with the highest unemployment rates in the State in April 2016.

As of 2016, nearly 50% of the total population of Limerick lives in the city and its suburbs, accounting for 2% of the country's total population. Yet, at the same time, Limerick City centre has a very low population compared to the suburbs (with some areas suffering population decline between 2011 and 2016), indicating a level of sprawl. The Limerick 2030 Plan outlines the importance of the city growing and consolidating its population in order to realise the goals set out in the plan, with an appropriate critical mass being an important influence on the feasibility and achievability of the Limerick 2030 vision. This is also acknowledged by the NPF and RSES, with the NPF including a target of half (50%) of future population and employment growth to be focused in the existing five cities and their suburbs. Furthermore, 30% of all new homes targeted in settlements other than the five Cities and their suburbs are to be within their existing built-up footprint. For Limerick, compact growth (both in the city centre and across the county's towns and villages) is thus a key priority to 2030. The city centre and its environs have opportunities to significantly increase population over the next 8 years. Housing delivery is central to this. A diverse offer of quality homes attracts and retains talent, and is vital to enabling the city centre and the region's wider economic growth.

Section 2 of this document provides a more specific overview of progress across the spatial and economic objectives. In particular, it reflects on the overall success in advancing the economic objectives of the 2030 Plan since 2013 while also acknowledging that further focus is required on the spatial objectives in order to ensure the achievement of a more populated, attractive and liveable city centre to 2030 and beyond. The city and county's key Strengths, Constraints, Opportunities, and Threats (SCOT) are identified. In Q1 2021, Limerick City and County Council was approved for €116 million funding through the Urban Regeneration and Development Fund (URDF) for the 'World Class Waterfront' project and the 'Liveable Limerick City Centre Initiative'. Moreover, it also emphasises the opportunity afforded by the new Technological University for the Mid West Region (through work by a consortium of LIT and AIT).

# Review of the Spatial Plan

## Review of the Spatial Plan

While strong progress has been made at advancing many of the opportunity sites identified in the Limerick 2030 Plan, key design considerations have been identified to maximise the Plans effectiveness spatially by balancing the cities catalysing function.

The Limerick 2030 Plan published in 2013 identifies a series of opportunity sites whose development, along with a programme of public realm improvements, would together revitalise and redevelop Limerick City Centre by delivering 7 transformational projects across a series of development zones. Individually, the opportunity sites identified will act as anchors for development across the City Centre. Together, they share the ambition of creating a city that will attract new inward business investment and encourage the formation of new local businesses, providing high quality, flexible spaces to meet accommodation requirements.

This update and review is required to respond to the changes that have already taken place in the city while also being cognisant of the new policy context generated by the NPF, RSES and forthcoming draft LSMATs. Overall, this update is informed by a clear overarching aim – *to bind the opportunity sites together across the city in a way that generates complementary new opportunities and fosters and exemplar civic identity*; as articulated in Section 3.

The most successful international cities demonstrate four clear trends relevant to the transformation of Limerick City: (1) Supporting active urban life through a compact city model of higher densities and mixed use to develop critical mass; (2) Incrementally implementing a framework with a clear vision that provides business as usual stability and community investment; (3) Managing the city Identity by means of housing choice, economic strategy and spatial integration, and (4) Investing in well-being through connected streets, connected spaces and connected neighbourhoods.

Enabling the Plan to deliver the first of these requires an awareness of the others over the course of the incremental implementation phase into which the urban area is now entering. With substantial projects now advancing at Cleeves Riverside Quarter, Colbert Station and the Opera Site however; two key design considerations for a revised spatial plan can be identified:

1. 'Enabling the Plan': The management by design of the potential disruption to quality of life and ease of movement within the core City Centre area that may result from larger physical interventions entering construction stage concurrently; and
2. 'Expanding the Plan': The expansion of the provisions of the plan to encompass opportunities for transformation across the wider city and outlying urban areas.

Whereas the existing Limerick 2030 Plan is concerned with catalysing opportunity within the core City Centre area, this revised Plan balances its catalysing functions. The aim is to ensure that the core City Centre area remains open for business and usable for all as its physical transformation takes shape.

# Overall Economic Growth

## Economic growth

There are no forecasts available on regional levels for likely economic outturns over the coming years. This hinders the development of regional economic strategies.

Overall, Limerick's economy can outperform national economic growth with the right policies. LCCC and other stakeholders can target average economic growth of 4% and employment growth of 4%-5% over the period to 2030.

Following the impact of the pandemic on the Irish economy in 2020 and the first half of 2021, the Department of Finance (April 2021) is projecting that the economy will grow on an annualised basis by 4.5% in 2021 and by 5.0% in 2022. Over the period to 2025, the annual average growth rate would be 3.9%. Growth projected for the next five years will be driven mainly a healthy trade balance through net exports (68% of total growth) and by strong levels of personal consumption (17% of total growth).

Risks relating to these growth projections are predominantly exogenous, such as if the world economy faces another downturn. As Section 6 highlights, in comparative terms, it is likely that Ireland will outperform many other advanced economies until the middle of this decade. Likely growth is not known for the period 2025-2030, however typically the long-term average growth rate is 2.0%-2.5%.

In June 2021, the Government released its National Economic Recovery Plan focused on a number of pillars, including supporting returning to work, enterprise resilience and productivity, and investing in infrastructure. While the additional contribution of these initiatives to economic output has not been released, it is possible that growth will outperform the Government own latest forecasts.

Recent data on the labour market and workforce in Limerick City and County is lacking. Census 2016 data indicated that approximately 77,000 people were in employment on Census day. Since 2016, ~12,000 additional jobs have been created. The pandemic has resulted in a fall off in employment in 2020 and into 2021. Some jobs will not be recovered, while many will. It is estimated that employment in the City and County is ~85,000 as of mid-2021.

Over the period to 2030, there is potential for up to 30,000 jobs to be created in the city and its environs and up to 12,500 jobs could be created in the county – in total, this would reflect growth of approximately 40% over the period 2021-2030. To achieve this growth, a number of drivers are required:

- Return of Limerick natives to the city/county
- Greater retention of graduates relative to the baseline
- In-migration of new migrants from Ireland and elsewhere
- Entry of an additional number of existing residents into the labour market.

# Framework to update Limerick 2030

## Developing the Framework and Strategic Vision

The overall approach to reviewing and updating the Limerick 2030 Plan has been the use of a new framework approach.

This approach includes the development of a revised Vision for Limerick, nine core project concepts, a number of strategic interventions and their interdependencies, a refined list of opportunities and a detailed implementation plan.

Further information on the framework and strategic initiatives is in section 4 and 5.

This review and update of the Limerick 2030 Plan includes a phased framework:

1. **Creating a Vision and Key Themes:** geographic, demographic and thematic priorities, detailed economic and spatial analyses, and in-depth stakeholder consultation, contributed to a revised overarching vision for Limerick:

*“By 2030, Limerick will become a green city region on the Shannon Estuary connected through people and places. This will be achieved through engagement, innovation, resilient urban development and self-sustaining rural communities”*

To realise this vision, four thematic areas of ambition have been defined to reflect the unique selling points of Limerick City and County and to advance key opportunity areas. These are: **A Green Region; Embracing the River Shannon; Resilient Connected and Inclusive Communities; and A Sustainable, Innovative and Competitive Economy**

2. **Developing Project Concepts:** On the basis of step 1, 9 core project concepts are defined to ensure the achievement of the overarching vision and ambitions. These concepts guide and structure updated objectives for the plan as well as to identify strategic interventions required. The concepts are: **Quality Housing for a Growing Population; The City as Neighbourhoods; Enhancing Liveability; Embrace and Grow Economic Strengths; Growing the Green Economy; Grow Culture and Identity; Prepare People for the Future; and Reanimate the Waterfront**
3. **Identifying Strategic Interventions:** Under each of the project concepts, a number of strategic interventions are proposed. These represent both macro (i.e. county or city wide) and micro level (i.e. localised) interventions with varying timeframes for delivery (from short to long term)
4. **Assessing Interdependencies:** This step assesses the range of interventions identified against the key thematic areas of the overall vision for 2030. This provides an evaluation of the extent of overlap across the thematic areas and thus their potential for an extended ‘reach’ or greater level of impact across the Plan period.
5. **Refining Opportunities:** In order to analyse the potential prioritisation of interventions and projects identified, each has been reviewed in terms of their potential level of impact (on a scale of low-high) and the ease by which these interventions can be implemented (on a scale of easy-difficult)
6. **Developing an Implementation Plan:** Using the above approach, an overall implementation plan for the respective interventions is outlined.

# Growth Opportunities

## Growth Opportunities

The original Plan set out a number of growth opportunities that Limerick could explore and advance over the course of the Plan to 2030. Many have been successful (see progress to date).

Several recommendations are made to complement the existing focus and to take advantage of trends that have emerged since 2013 and future developments anticipated by 2030.

Economic growth in the 2020s will be led by 1) the green economy 2) ICT 3) life sciences. These can be prioritised, but not at the expense of other sectors.

Section 6 reflects on a number of growth opportunity areas including: the creative sector, the green economy, the mobility sector, data centres, Industry 4.0, ICT, life sciences/pharma, and financial services. Multiple recommendations are made to support economic growth in Limerick and the wider region. Summary headline information includes:

- The transition to the green economy is the greatest economic opportunity for all regions globally. Emerging plans are in place to take advantage of this. To achieve success, it may be necessary to develop the digital basin concept, including an incubation space in the Docklands for green and digitally focused firms, exploring potential at Foynes for assembly, and attracting data centres that are powered by green energy
- The Mid West region has become a key player in life sciences and MedTech in recent years, complementing other strong sector clusters in Cork and Galway and reflecting a spine of innovation in the sector across the western coast – employment in Limerick is ~5,000. Limerick can aim to secure at least 1 new SFI research centre for Limerick and become a first mover region in gene editing
- Over the period to 2030, further opportunities in ICT can be built upon, especially as technology is increasingly permeating other sectors, such as life sciences, pharma, MedTech, agri-tech. The Council and other stakeholders should link ICT start-ups with available first floor space in the city and connect regional agri-food players with ICT players
- As industries such as ICT and Life Sciences grow, financial and other professional services in Limerick will grow in tandem. Financial services' potential growth highlights the need for high quality office space and an expanded residential offering within Limerick city centre
- Shannon has strengths in mobility, with growth arising in Limerick city's environs. Drones will be widespread by 2025 and autonomous vehicles will have advanced by 2030. These are huge opportunities, and Limerick can build on the mobility-focused skills base at Shannon to meet future needs and become the leading local authority in Ireland in AVs/air mobility
- Culture must be viewed as an economic enabler, and this is under-developed in the region and the city. There is a need to establish a Working Group to grow the creative sector, develop a cultural centre / creative hub in the City Centre and ensure cultural facilities are available in towns.

Further information is provided in section 6.

# Implementation and Monitoring

## Implementation and Monitoring

In order for this updated Limerick 2030 plan to be a success, a clear implementation schedule and monitoring and implementation framework is required. This is developed later in this report, with steps, milestones, and datapoints required to track progress.

As the original Limerick 2030 plan is entering into a key implementation stage during which developments of scale will begin to be delivered (including at Colbert Station; Cleeves Riverside Quarter and the Georgian Quarter), the updated Plan needs to work across both the plan-making and placemaking activities. To this end, with the first catalysing iteration of opportunity sites within the city centre being implemented, the revised plan identifies a series a new opportunity sites and identifies potential connections between them to the work progressed to date – building new opportunity from the transformations of the current plan.

With a clear vision in place, stability in the implementation phase is critical to ensuring the initial aims are carried through. Placemaking activities often move to the smaller scale initiatives in this ‘meanwhile’ period – community well being is invested in through the early delivery of public spaces and facilities or the development of temporary projects that point the way to the final shape of the city once the construction has finished; quick wins in improving streets and connecting neighbourhoods are sought to avoid public or political fatigue that results from the upheaval of large scale change – serving the purpose of managing the experience of city life as quality of life improvements are being made. As such, this review and update of the Plan purposely seeks to identify macro and micro level strategic interventions with short, medium and longer term outlooks.

Section 8 provides a high level picture of these key recommendations (as shaped by the concepts and strategic interventions) and an implementation pathway. Specifically, this includes a schedule of initiatives and related ‘owners’ or associated stakeholders responsible for their delivery over the plan period and beyond.

Section 9 details the monitoring and evaluation approach for the revised Limerick 2030 Plan, including a detailed M&E Framework. These components are key activities for any learning organisation which aims progressively to improve its performance. They allow for systematic learning from past and current activities - "what works/what doesn't work" and "why". This is critical to learn from mistakes/poor outcomes and ensure that good practices are replicated in the future. It sets out a framework for enhancing the generation of good quality monitoring and evaluation, which will be integrated into Limerick City and County Council decision-making and delivered within a robust and proportionate governance framework. This is to provide greater accountability and a stronger evidence base for future decision making and communication activities.

# A. REVIEW





# 1. Policy context

# Policy context – national

Since the launch of Limerick 2030, a number of major national policy developments have emerged.

### National Planning Framework (NPF) -

#### Project Ireland 2040

*The NPF is a high-level strategy that aims to shape growth and development in Ireland out to the year 2040. The NPF draws upon lessons learned from the National Spatial Strategy 2002-2022 and provides a framework for the sustainable development of Ireland's existing settlements, as an alternative to an uncoordinated "business as usual" approach to development. As a framework document it sets in train a process by which more detailed planning documents must follow, including the relevant RSES and County Development Plan.*

### National Development Plan (NDP) 2018-2027

*The NDP 2018-2027 sets out the investment priorities that underpin the implementation of the National Planning Framework as part of Project Ireland 2040. Through a total investment of €116 billion, this level of capital spending aims to ensure ongoing cross-sectoral regional development and public investment.*

**A key area outlined in the Strategy is supporting ambitious growth targets of the four cities of Limerick, Cork, Galway and Waterford to become cities of scale**, develop as regional drivers and improvement of the collective offer in terms of infrastructure, quality of life and choice in terms of housing, employment and amenities:

**NPO 1b:** Southern Region: planning for 340,000 - 380,000 additional people i.e. a population of almost 2 million

**NPO 1c:** Southern Region: around 225,000 additional people in employment i.e. 880,000 (0.875m) in total

**NPO 2a:** A target of half (50%) of future population and employment growth will be focused in the existing five cities and their suburbs for targeting future growth across the country.

In line with the growth of the four cities outside of Dublin regarding population and employment, the NPF outlines a particular focus on improving the accessibility and connectivity of the major regional centres with particular focus on improving accessibility and connectivity northwards on the emerging Atlantic Economic Corridor (AEC) network, that links a network of major centres on the western seaboard

**NPO 2c:** Accessibility from the north-west of Ireland and between centres of scale separate from Dublin will be significantly improved, focused on cities and larger regionally distributed centres and on key east-west and north-south routes

**As part of the NDP, the Urban Regeneration Development Fund allocates a €2 billion investment to enable the five cities and other large urban centres to achieve sustainable growth.** A total of €550 million of these funds are made available up until the period ending 2022. The funding will be allocated on a competitive bid-based approach, based on quantifiable and measurable progress towards NPF objectives. Limerick has been awarded approximately €125 million to date. In early 2021, funding was allocated to Limerick for two key projects: (1) the 'World Class Waterfront' which aims to link the Opera site and the proposed new UL Campus across the river to the Cleeves riverside campus and towards the docklands incorporating major improvements at Arthur's Quay, riverside flood defences, high quality public realm, a pedestrian bridge from the city to Cleeves and signature buildings and (2) 'Liveable Limerick City Centre Initiative' which is about making positive, innovative and transformational change to revitalise the centre of Limerick City.

# Policy context – regional

Regional policy for the Mid-West region has evolved since the implementation of the 2030 Plan.

### Regional Spatial and Economic Strategy (RSES) – Southern Regional Assembly

*The RSES for the Southern Region came into force in January 2020, superseding the Regional Planning Guidelines (RPGs) for the Mid-West Region. The RSES is a 12-year high-level plan that primarily seeks to support the implementation of the NPF by providing a strategic planning and economic framework for the region's sustainable growth and development.*

### Draft Limerick Shannon Metropolitan Area Transport Strategy 2040 (LSMATS)

*The LSMATS is a long-term strategic plan for the development of transport infrastructure in the Limerick-Shannon region. The Strategy will aim 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.*

**The RSES provides an overarching framework for the creation and enhancement of attractive places with the necessary supporting infrastructures to stimulate enterprise investment and to realise economic potential.**

The RSES seeks to determine at a regional scale how best to achieve the shared goals set out in the National Strategic Outcomes (NSOs) of the NPF. To this end, the Strategy sets out five topic-based policies. These topics are aligned with international, EU and national policy and which in turn set the framework for city and county development plans: A Strong Economy – Innovative and Smart, Environment including responding to Climate Change, Connectivity, Quality of Life, Water and Energy Utilities.

Limerick is located within the Limerick-Shannon Metropolitan area in the RSES and hence is included in the Limerick-Shannon Metropolitan Area Strategic Plan (MASP). An important objective in the RSES was the early one on collaboration between the 3 cities of the Southern Region and the connection to Galway. The RSES also outlines specific objectives towards the delivery of these visions and RPO's relating to the Limerick-Shannon Metropolitan Area. National Enablers are also identified towards consolidating the NPO's and Strategy Statements with national planning policy, such as implementation, revision and extension of the Limerick 2030 plan from the city centre towards the docks, provision of a citywide public transport network, expansion of Limerick City's third-level institutions, enabling of a leading digital and innovation economy among others.

**The LSMATS will be instrumental in the regeneration and transformation of Limerick City and the wider Limerick-Shannon Metropolitan Area.**

To achieve this, the draft Strategy presents seven Guiding Principles, several of which directly relate to economic and spatial regeneration through strategic transport infrastructure development.

The draft strategy recognises and outlines the importance of sustainable and resilient transport infrastructure for the future economic and spatial development of Limerick and its environs. The Strategy contains several strategies for all modes of transport within the city, from heavy freight, bus and rail to walking and cycling. These specific strategies understand the importance of multi-modal mobility for users in helping to establish Limerick City as a primary economic driver of the Southern Region and Ireland as well as creating an attractive, liveable and vibrant city.

An initial draft of LSMATS is currently undergoing revisions as of Q2 2021.

# Policy context – local

**A number of local plans have emerged to assist Limerick to reach its full potential.**

### Limerick Local Economic and Community Plan (LECP) 2016-2021

*This Local Economic and Community Plan was the first of its kind for Limerick City and County. The LECP identifies high level goals for the integrated Plan, supported by specific objectives for the economic and community elements.*

### Limerick Regeneration Framework Implementation Plan

*This Limerick Regeneration Framework Implementation Plan was unveiled in September 2013.*

**The purpose of the LECP, as stated in the Local Government Reform Act 2014, is to set out, for a six-year period, the objectives and actions to promote and support economic development and local and community development of the local authority area.**

The LECP is a framework plan for the economic development and local/community development of Limerick City and County. It is the primary mechanism at local level to bring forward relevant actions under the various strategies, policies and programmes.

The overall objective of the economic element of the LECP is to promote a more integrated, inclusive and sustainable approach to economic development in the local authority area. There is a specific focus on the city centre, which has seen a “hollowing out” of economic activity, as businesses, public sector offices and residential populations have moved out from the core.

**The LRFIP is focussed on the three key pillars – Economic, Physical and Social - of the programme that will revitalise the communities out to 2023, by raising standards of living, opportunity and health and wellbeing for all residents of the regeneration areas.**

The LRFIP includes a €253m investment on physical, €30m on social and €10m on economic programmes. Objectives within the three key pillars closely relate to the city centre and the role greater regional regeneration has in improving the economic and spatial development of the city.

The LRFIP underwent review and subsequent report publishing in 2016 and highlighted the progress made toward the objectives outlined in the Plan. This report provides a review of the three key pillars, their objectives, actions and success as of 2016.

# Overview of policy context

This review and update document seeks to align with and support wider existing and emerging policy objectives.

National	Regional	Local	EU
National Planning Framework (NPF): Project Ireland 2040 National Development Plan (NDP) 2018-2027	Regional Spatial and Economic Strategy (RSES) – Southern Regional Assembly	Draft Limerick Development Plan 2022-2028 Limerick Economic and Community Plan (LECP) 2016-2021 Limerick Regeneration Framework Implementation Plan	Urban Agenda for the EU

*The Plan will be informed by the national, regional, local and EU policy context*

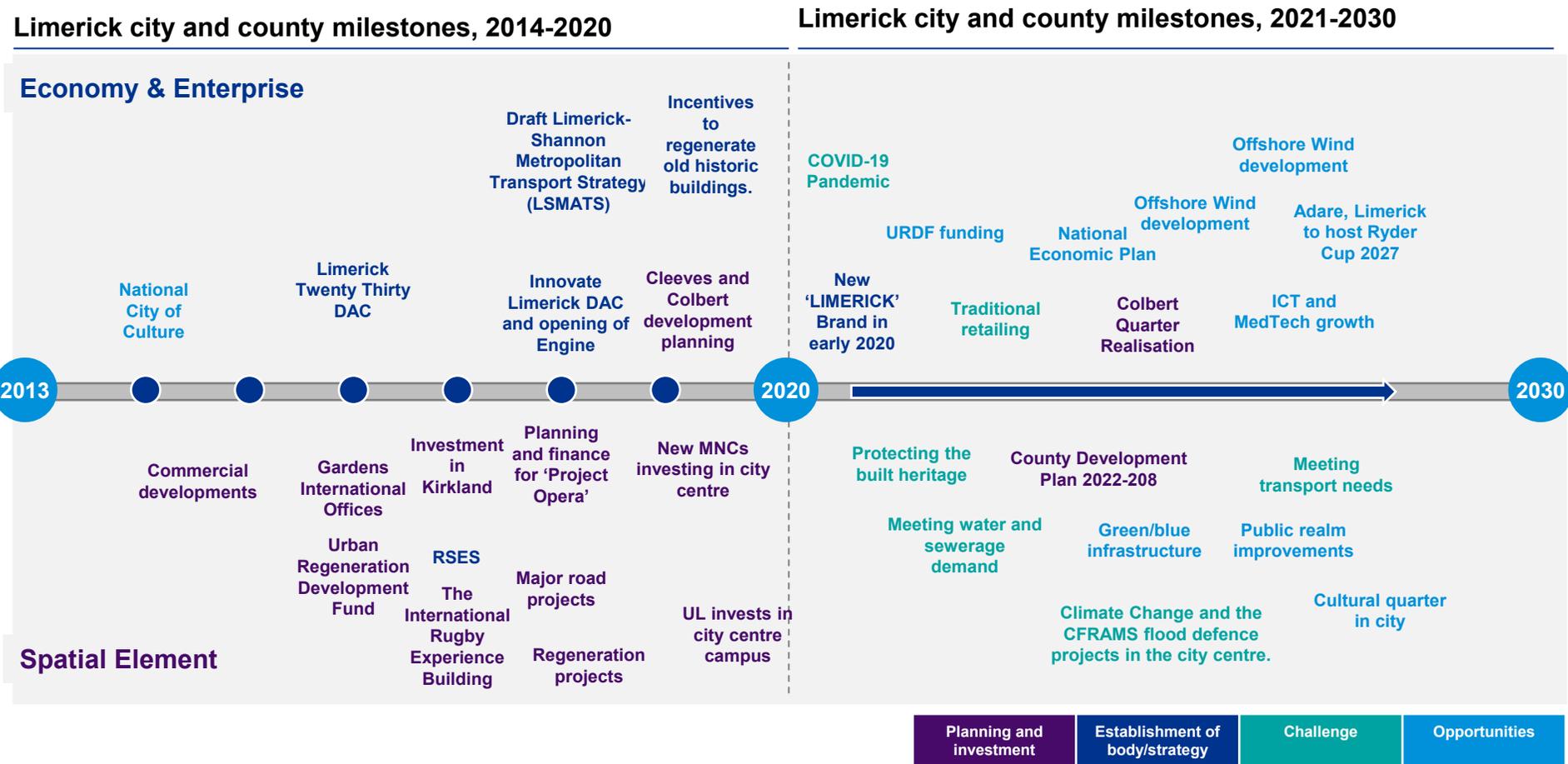
## Updated Limerick 2030: Economic & Spatial Plan

*The Plan will support objectives across a number of existing and emerging strategies*

National Planning Framework (NPF): Project Ireland 2040	Regional Spatial and Economic Strategy (RSES)	Draft Limerick Development Plan 2022-2028, future LECP	Urban Agenda for the EU
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# Recent and future milestones

Since 2014, the city has experienced considerable growth and successes. Current challenges arising from the pandemic can be overcome as the Limerick grows over the period to 2030.





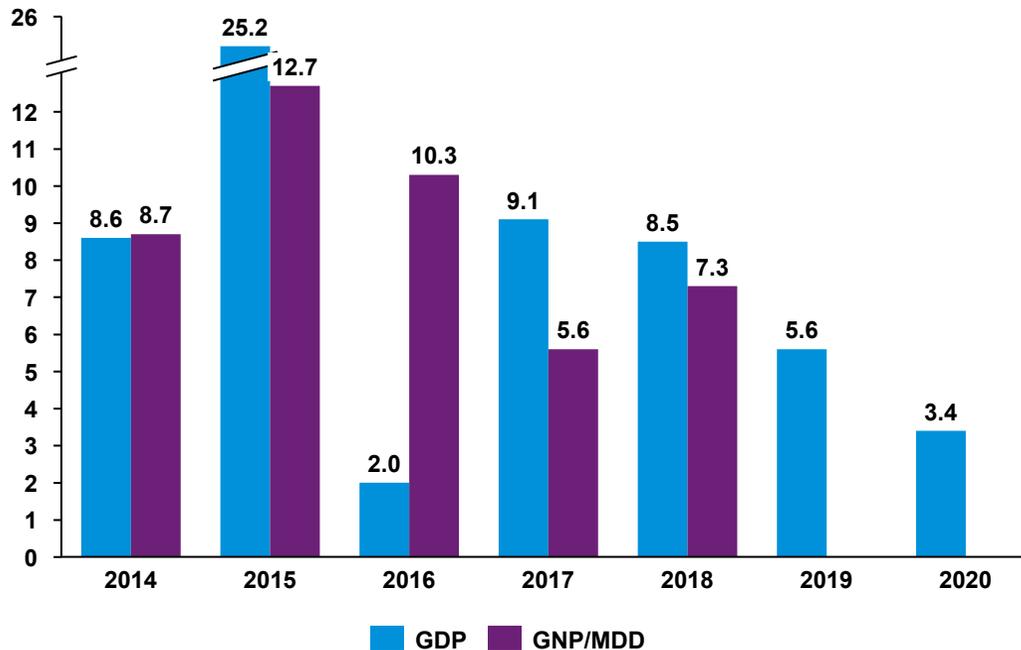
# 2. Progress to date

# National and regional economic trends, 2014-2021



Ireland's economy grew strongly in the period 2014-2021 across key metrics.

## National economic growth, y-o-y%, 2014-2021



**Implication:** strong national economic growth must be realised regionally

## Key takeaways

- **Following the last economic downturn in the period 2008-2013, the Irish economy recovered strongly**, with annual average GDP growth in the period 2014-2020 of 6.2% (excluding 2015 as an outlier year)
- **Ireland had the fastest growing economy in Europe** in each year from 2017-2019, and was the only EU country to post positive growth in 2020
- **Ireland's GNP growth was also strong during the period**, although the difference between these highlight the relative gap between Ireland domestic economy and its wider economy, inclusive of multinationals
- Since the launch of the Limerick 2030 Plan in 2014, **Limerick's and the Mid-West's economy has gone through a number of phases, mirroring national trends**
- Overall national growth typically has positive impacts on regional growth. **On a regional level, GVA estimates for the Mid West have been suppressed by the CSO for confidentiality reasons since 2017**
- **Absence of comprehensive data on the Mid West economy, which needs to be strengthened. The anecdotal evidence suggests that, while growth has been strong, it has not outpaced national growth, and in particular not growth in Dublin.**

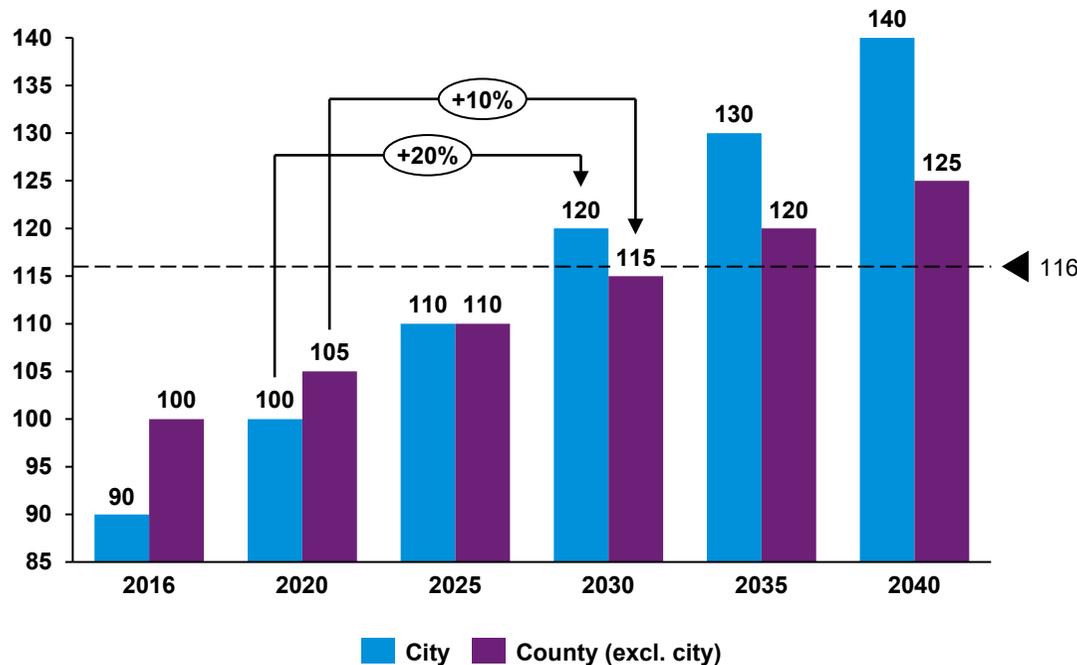
Notes: The CSO has suppressed data on regional GVA in the Mid West for reasons of confidentiality  
Sources: Department of Finance (Budget 2021)

# Population trends



Strong population growth since 2014 and expected to grow further out to 2030 and beyond.

City, County, and Regional Population, 2014-2021, 000s



**Implication:** need to accommodate >30,000 people in next 8 years

## Key takeaways

- **Nearly 50% of the total population of Limerick lives in the city and its suburbs, accounting for 2% of the country's total population.** The Limerick 2030 Plan outlines the importance of the city and suburbs reaching a population of 100,000 in order to realise the goals set out in the plan, with a growing critical mass being an important influence on the feasibility and achievability of the Limerick 2030 vision
- The National Planning Framework projects that the **population of Limerick City and its environs can grow by 47,000-56,000 persons by 2040, resulting in a total population of at least 141,000 in Limerick City by 2040.** The RSES for the Southern Region estimates that by 2031 Limerick County will grow by an additional 51,000 to 61,000 persons to a total population of at least 246,000
- **Limerick City and Suburbs population trends are indicating that the population is ageing,** even if the average age was younger than the state average in 2016, the average age has increased by 2.5 years between 2011-2016 which is higher than what the state average increased by, which was 1.3 years
- The dependency ratio in Limerick, at 48% (2016), is higher than in the other five cities, albeit lower than the national average (52%). A higher dependency rate in Limerick relative to other cities, requires a relatively greater focus on age-related policies for young and old cohorts.

Sources: CSO, KPMG Future Analytics analysis

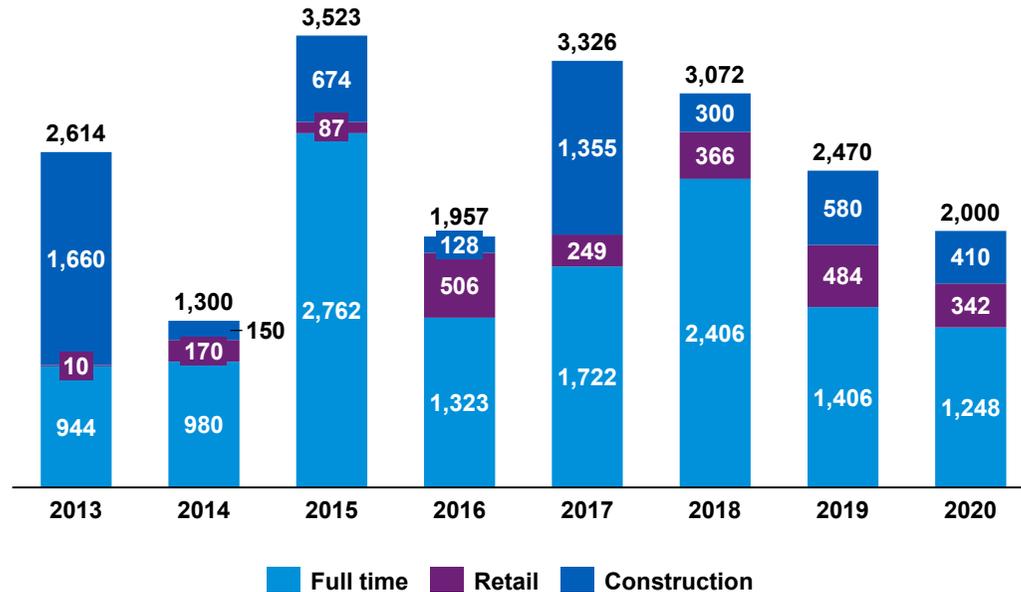


# Job creation – Limerick City

Steady stream of new jobs across a diverse range of industries since 2013.

## New jobs announcements, Limerick City, 2013-2021

Target: 12,000 / Reached: 15,000



## Key takeaways

- **Limerick has a diverse workforce, employed by a wide range of domestic and international employers.** Professional services (26%) and commerce and trade (23%) account for almost half of all employment, while employment in manufacturing industries is strong (14%), reflective of the city's long-term strength in the space
- **Since the launch of Limerick 2030 in 2014, the city has experienced a continuous growth in new jobs announcements annually:** with a cumulative total of 15,000 full-time and retail roles, and more than 5,250 construction jobs during construction for certain workplaces
- In the city, **the service industry is the primary occupier of commercial units (48%), followed by retail and wholesale (24%), health (14%), and construction, education, financial and public administration industries collectively (15%)**
- **While employment growth has been strong, labour force participation remains a challenge in Limerick,** where it is 55.7% relative to the national rate of 61.4%. Enabling individuals to enter and remain in the workforce is a key government priority, and a range of schemes are currently in place to support the workforce as it adapts to Covid-19.

**Implication:** Growth can be lumpy – accept this, plan for the best

Sources: Limerick City and County Council  
 Note: Dataset refers to number of jobs announced only. Actual number of figures may differ.

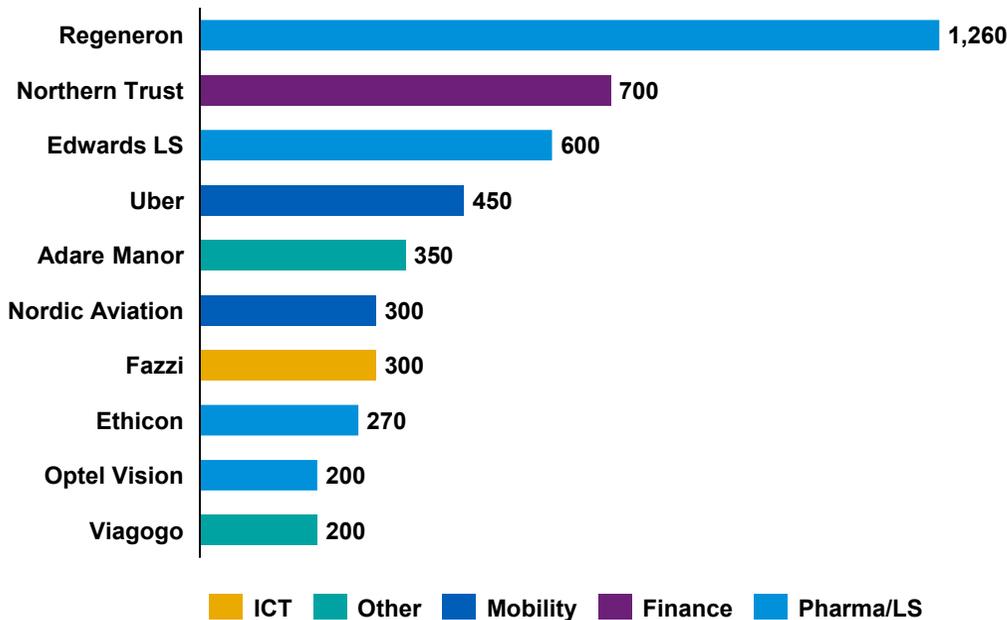


# Job creation – key announcements

High profile employers have invested heavily in Limerick since 2013.

## New jobs announcements, Limerick City, 2013-2021

Target: 12,000 / Reached: 15,000



**Implication:** several successes in diverse sectors that are likely to grow

## Key takeaways

- The IDA’s Driving Recovery and Sustainable Growth 2021-2024 strategy identifies 143 IDA clients within the Mid-West region that employ a total of ~24,200 people and have noted recent investments of scale in Technology, Life Sciences and International Financial Services. The IDA plans on delivering an Advanced Building Solution in Limerick over 2021-2024 and additionally complete construction on the Advanced Manufacturing Centre in July 2021. The strategy also states that the IDA will target 76 investments for the Mid-West region in the period 2021-2024
- Between 2013 and 2020 a total of 20,262 new jobs have been announced across full time, retail and construction jobs in Limerick giving a total investment of €2,728 million. Of the total investment €27.7 million was into retail jobs giving 2,214 retail jobs. The biggest contributor to the number of job announcements between 2013 and 2020 was Regeneron, announcing a total of 1,260 jobs, the second biggest contributor was Northern Trust announcing 700 jobs in the same period.

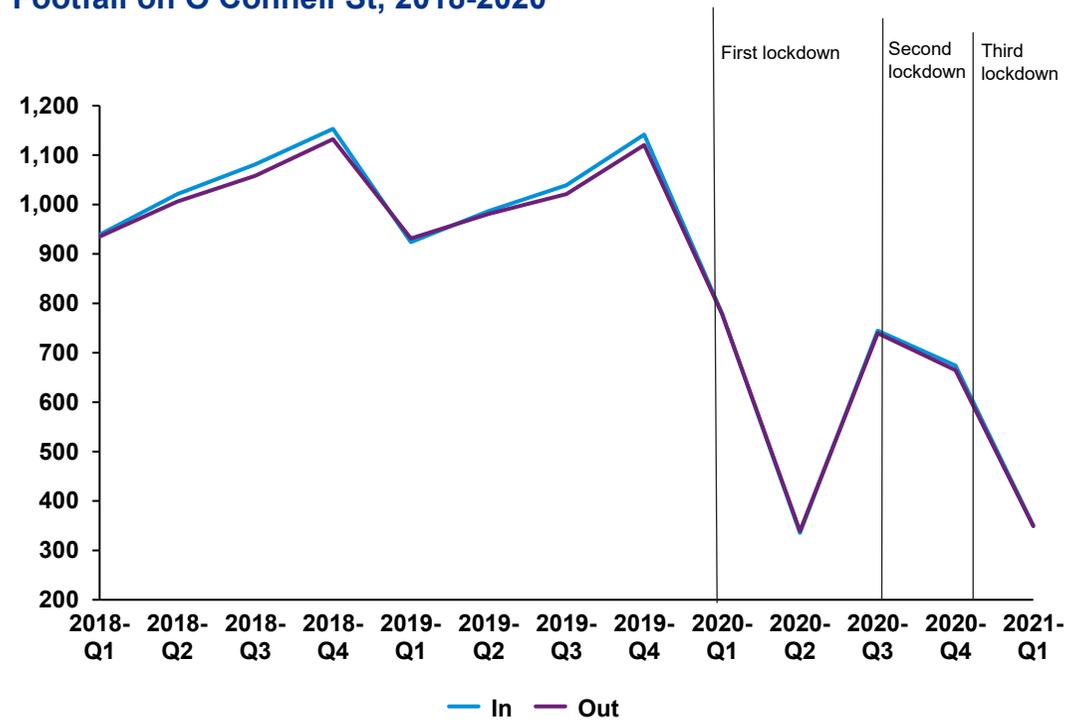
Sources: Limerick City and County Council, public jobs announcements, Driving Recovery and Sustainable Growth 2021-2024 – IDA Ireland  
 Note: Dataset refers to number of jobs announced only. Actual number of figures may differ..



# Footfall – Limerick City

Fluctuating footfall patterns caused by impacts of the Covid-19 pandemic.

Footfall on O’Connell St, 2018-2020



## Key takeaways

- **Footfall on O’Connell Street was consistent from Q1 2018 – Q4 2019**, Q1 in both 2018 and 2019 footfalls were at similar levels, a dip in January to footfall in retail areas is expected after the Christmas period
- **Q2 in 2018 and 2019 both started a trend of increased footfall as more people begin to shop again after Christmas** however Q2 in 2020 was the beginning of the Covid-19 Pandemic and the Countries first lockdown
- **Footfall began to recover as Covid-19 restrictions eased during 2020** from Q2 to Q3 and fell slightly between Q3-Q4 2020 as Covid-19 restrictions had been implemented again in November 2020
- **Restrictions eased briefly on the run up to Christmas which is why the footfall for Q4 2020 was not as low** as other periods of Covid-19 restrictions
- **Strict Covid-19 restrictions had been implemented again after Christmas leading into Q1 2021 causing a huge decrease in footfall for O’Connell street**
- **These patterns are likely effecting all major retail areas in the country** as the country changes between Covid-19 restrictions.

**Implication:** Footfall was not increasing prior to Covid-19 despite increase in prosperity

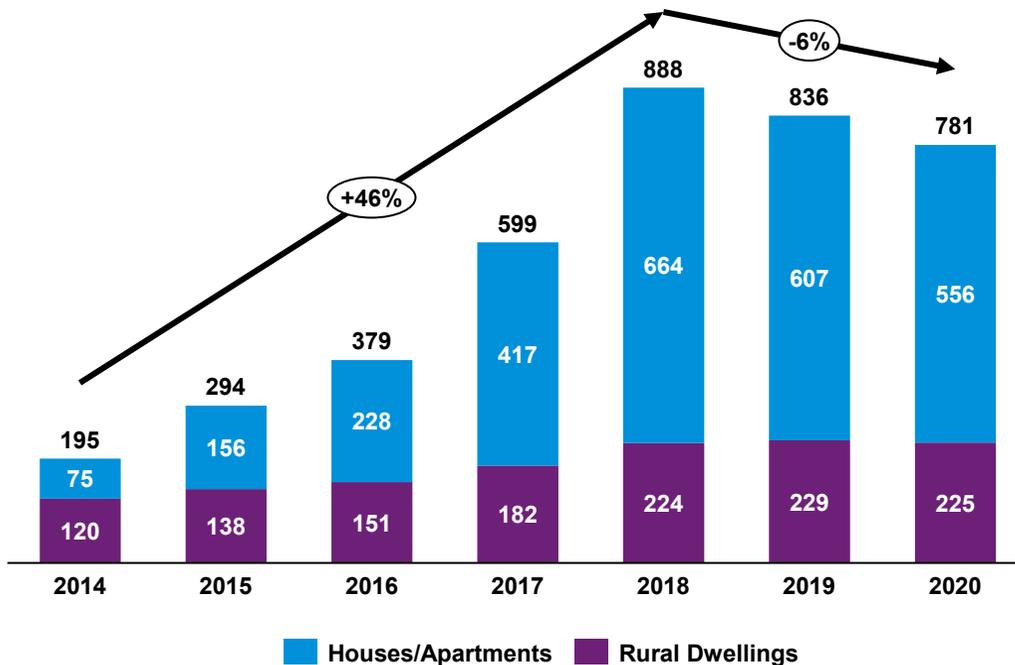
Sources: Limerick City and County Council



# Housing developments

Strong growth in number of applications for housing units granted across the county.

Planning permissions granted, 2014-2021



**Implication:** need to develop homes remain pivotal to growth, applications fell in recent year.

## Key takeaways

- **Housing is priority issue for the Mid West. A diverse offer of quality homes attracts and retains talent, and is vital to enabling the region's wider economic growth.** The baseline housing in Limerick city is mixed. As of 2016, the average build-year of the housing stock was 1978, while 47% of all housing had been built in 1981-2016. Over 80% of households in Limerick city are houses or bungalows
- The majority of all households (57%) are owner-occupiers, followed by private rented occupancy (26%) and social housing (12%). Household sizes in Limerick are smaller/larger than the national average. 56% of households contain 2 person or less, while 44% of households contain 3 persons or more. In 2016, 79% of households in Limerick City had children, the majority of which are non-adolescent children. Retired households account for 20% of family households
- **Data from both household accommodation and occupancy indicate most households in Limerick City are owner-occupied houses/bungalows mainly comprising of families with children**
- Houses and apartments have accounted for an increasing share of all permissions granted since 2014, rising from 38% of all permissions to 71% of all permission (remainder being single rural dwellings). The average floor area of granted permissions fell from 260 sq.m to 220 sq.m, a fall of 15%.

Sources: Limerick City and County Council

# Progress at reaching job creation targets

Some clear successes in job creation since 2014. The pandemic setback can be overcome.

## Job creation targets and progress

Progress clearly evident

Some progress made

Requires uplift

Target	Status	Evidence of progress
Potential to create 12,000 new jobs in the Limerick area	Progress clearly evident	<ul style="list-style-type: none"> <li>• Efforts made by LCCC and partner agencies (EI, IDA) to develop profile of the region and to attract and to create additional employment</li> <li>• 20,260 jobs announced from 2013-2020 in the Mid West, 63% of which were full time jobs, 11% were retail jobs and 26% were in the construction sector</li> <li>• Impact of the pandemic on businesses cushioned by distribution of €26.5 million from the Government's Business Re-Start Grant to more than 4,500 businesses, while rates waivers have summed to more than €30 million</li> </ul>
Create high value jobs in order to close the €403m gap in economic performance	Some progress made	<ul style="list-style-type: none"> <li>• Significant new job creation in Tech, Financial Services, Pharma, Medical Devices, Manufacturing</li> <li>• During the pandemic, 860 new jobs announced, including roles in major employers: Bon Secours, UPMC, Regeneron, Transact Campus, 4Site, Screwfix, AMCS, Takumi, Kneat</li> </ul>
Potential for approx. 5,000 new jobs for Limerick City Centre	Some progress made	<ul style="list-style-type: none"> <li>• 3,200 job announcements for the city centre across Tech, Hospitality - food &amp; drink, Accommodation, Retail, Professional Services</li> </ul>
High value jobs in key sectors and located at i.e., Medical Park at King's Island, the Opera Site, the Waterfront and the Cleeves Site	Some progress made	<ul style="list-style-type: none"> <li>• Planning and development of a range of mixed use sites to accommodate public and private organisations (Garden International – Nordic Aviation), (Opera – Revenue Commissioners), (Cleeves - in development), (Howleys Quay – Tech &amp; Professional Services)</li> </ul>

# Progress at reaching sector growth targets

Since 2014, the region has grown its strengths in a range of sectors, with continued growth possible.

## Sector growth targets and progress

Progress clearly evident

Some progress made

Requires uplift

Target	Status	Evidence of progress
Drive value in established sectors: ICT, Advanced Manufacturing, Logistics, High Value Food & Drink	Progress clearly evident	<ul style="list-style-type: none"> <li>Major expansions of existing facilities since 2014 (Northern Trust, Regeneron, J&amp;J Vision Care, etc)</li> <li>Growth in new sectors such as the Creative and Film area, predominantly through development of Troy Studios</li> </ul>
Capture bigger share of growth sectors: Life Sciences, Business and Professional Services, Tourism, Sport & Leisure	Some progress made	<ul style="list-style-type: none"> <li>Since 2014, new announcements in Life Sciences (Serosep, Edwards LifeSciences, etc); Business &amp; Professional Services (Fundrock, AxiomSL); Tourism (Adare Manor, extensions to 5 city centre hotels)</li> <li>In Q1 2021, nearly 200 new start-ups launched, mainly in Legal, Accounting &amp; Business, Wholesale, and Construction</li> </ul>
Secure investment in emerging sectors: Low Carbon Sector	Some progress made	<ul style="list-style-type: none"> <li>Emerging companies/research in low carbon energy initiatives</li> <li>Development of concept of a Green Digital Basin and signing of MOU with other local authorities</li> <li>Announcement by ESB of redevelopment of Moneypoint into renewable energy hub (€73 million investment)</li> </ul>
New enterprise growth: Cultural, Creative and Digital Media	Some progress made	<ul style="list-style-type: none"> <li>Troy Studios, Apple TV, NBC, local/national productions active in this space. Major investment to be announced. Support services to main suppliers growing</li> </ul>
Wider reinvigoration of the City Centre from renovations, new development, increased activity, footfall	Requires uplift	<ul style="list-style-type: none"> <li>Rugby Experience, Georgian District Renovations, Engine Hub &amp; Digital Innovation Centre, Office Development in Upper Catherine Street, Major Retailers ( Ali &amp; Lidl), UBER Building, Catherine Street, UL / LIT /MIC City Centre Investments, New retail &amp; hospitality investment in city centre, SFPC – Dock Development Plan, Gas Works Site Rehabilitation</li> <li>Construction commenced on €250 million Opera site</li> </ul>

# Progress at advancing spatial objectives

A range of steps made to achieving spatial objectives. Progress ongoing in a number of areas.

## Spatial objectives targets and progress

Progress clearly evident

Some progress made

Requires uplift

Target	Status	Evidence of progress
Expanding the residential offer	Some progress made	<ul style="list-style-type: none"> <li>There are currently 11,000 new homes planned for the city and 4,000 new homes planned for the county by 2030. In the period August 2020 – February 2021, €250 million invested in residential developments</li> <li>Median house price increased by 15% in February 2020 – February 2021. Rents grew by 4% and 9% in Limerick City and County respectively</li> </ul>
Reposition the City Centre as the premier regional shopping destination	Some progress made	<ul style="list-style-type: none"> <li>As the 2030 plan states, this ambition can only be achieved by radically improving the shopping experience in the prime shopping area – in the vicinity of Brown Thomas, Debenhams / Penneys, Arthur’s Quay Shopping Centre and Cruises Street. This will be aided by URDF funding for a number of projects, including the O’ Connell Street Redevelopment and the world class waterfront.</li> <li>The Debenhams site and Cruises Street are areas of significant opportunity. Arthurs Quay mixed use development will also play an important role (new flagship retail department store). Retail will need to support a polycentric view of the city (see later analysis)</li> </ul>
To create quality strategic gateways to the City Centre, thereby making it a welcoming experience for visitors	Requires uplift	<ul style="list-style-type: none"> <li>The 'poor quality of arrival from key gateways' is acknowledged in the 2030 Plan. There remains a need to enhance the public realm – particularly between key activity centres (e.g between the railway station and the city centre; between the new transformational projects; and between suburban neighbourhoods / regeneration areas and the city centre)</li> <li>The Colbert Station redevelopment will play a role as an important 'gateway' development. However, further interventions are required – including in terms of broader wayfinding / legibility</li> </ul>
To establish a unique tourism offer that takes full advantage of the City Centre’s special heritage and environmental characteristics	Requires uplift	<ul style="list-style-type: none"> <li>Rugby Experience (and building on Munster Rugby and Thomond Park role); potential for further development of Green and Blue Infrastructure including the reanimation of the river front and the development / enhancement of Greenways. Cultural offering and night-time economy currently weaker than potential – steps required to attract footfall and visitors to the City Centre – while complementing polycentric city concepts</li> </ul>

# Progress at advancing transformational projects (1/2)

Seven City Centre Transformational Projects identified in the 2030 Plan. Progress made across a number.

## Transformational projects – targets and progress

Progress clearly evident

Some progress made

Requires uplift

Target	Status	Evidence of progress
A 'World Class' Waterfront – a renaissance of Limerick's entire Waterfront		<ul style="list-style-type: none"> <li>The Cleeves Riverside Quarter (circa 10 acres), Arthurs Quay (circa 4 acres) and Bishops Quay projects represent key opportunities in this respect, serving to provide mixed-use developments of scale. The Limerick Docklands is also identified as a growth area in the city under the NPF. Planning secured for upgrade of Bannatyne Mills to offices (circa 250 workers)</li> <li>Investment of €73 million earmarked for the Waterfront</li> <li>The forthcoming Public Realm Strategy will further aid in guiding the development of the area.</li> <li>Development of Riverfest as a means of attracting visitors to waterfront areas</li> <li>In the wider city environs, enhancement may be required at additional parklands and walks at/along Condell Road to Docklands, Thomondgate to Parteen, Mill Road to the City Centre</li> </ul>
The 'Limerick Cultural Centre' – an iconic destination building on the Waterfront		<ul style="list-style-type: none"> <li>Limerick has a notable gap in cultural offerings within the City Centre. The development of a UL city centre campus has the potential to open up opportunities in this respect. However, the focus should not be on a singular offering</li> <li>The LDA, together with Hunt Museum, has made a submission to Tourism Ireland to secure funding for a new museum/activity centre</li> </ul>
'Great streets' – a transformation of the City's three main streets – O'Connell Street, Catherine Street and Henry Street		<ul style="list-style-type: none"> <li>Work on the €9.1m revitalisation of O'Connell Street will proceed in 2021 (having been halted by Covid restrictions). The project covers the area between the junctions with Denmark Street/ Arthur's Quay and Cecil Street/ Lower Cecil Street</li> <li>A continued need to identify spatial linkages and to align developments with public realm improvements</li> </ul>

# Progress at advancing transformational projects (2/2)

Seven City Centre Transformational Projects identified in the 2030 Plan. Progress made across a number.

## Transformational projects – targets and progress

Progress clearly evident

Some progress made

Requires uplift

Target	Status	Evidence of progress
A new City Square/Plaza – to define the focal point or ‘heart’ of the City Centre;		<ul style="list-style-type: none"> <li>A number of new city squares / plazas are proposed as part of the series of transformational projects across the city (including at Colbert Station). Existing space at Arthur’s Quay, Pery Square, John’s Square. A key ‘focal point’ needs to be defined. The Riverfront has significant potential in this respect – including as a ‘linking’ feature between key sites and the emergence of hinge points between project sites</li> </ul>
A City Centre higher education campus - the creation of a multi-versity combining facilities from Limerick Institute of Technology, University of Limerick and Mary Immaculate College in the heart of the City Centre;		<ul style="list-style-type: none"> <li>The University of Limerick (UL) is committed to establishing a vibrant collaborative campus in the heart of Limerick City. This is to be located on the former Dunnes Stores site which is on the banks of the River Shannon.</li> <li>Since the publication of the original 2030 Plan, it has been announced that Limerick Institute of Technology will form part of Ireland’s third Technological University (via a consortium made up of AIT and LIT). The institution is expected to comprise a student population of up to 15,000 and a staff complement of approximately 1,200 people across six campuses in Athlone, Clonmel, Ennis, Limerick (2) and Thurles</li> </ul>
Renewal of the Georgian Quarter – a concentrated programme to restore the Georgian part of the City to its former glory		<ul style="list-style-type: none"> <li>Two demonstration projects will help create a model for transforming buildings in Limerick’s Georgian Quarter into modern living spaces – serve as a roadmap for new residential living in the city’s historic Georgian core. Funding has been provided under the Urban Regeneration Development Fund (URDF) as part of the ‘Liveable Limerick City Centre Initiative’, totalling €42.61 million. Additional consideration of the role of the private sector in making physical and built environment improvements</li> </ul>
Colbert Station renewal – a new public transport interchange and enhanced station environment.		<ul style="list-style-type: none"> <li>A Strategic Framework Plan is currently being prepared. The mixed use development, will have an “emphasis on providing a mix of accommodation for people of all ages, incomes, and all walks of life”</li> </ul>

# Marketing of Limerick

2030 Plan emphasizes need to market and rebrand Limerick. Progress made in this regards.

## Marketing of Limerick – targets and progress

Progress clearly evident

Some progress made

Requires uplift

Target	Status	Evidence of progress
<p>The original Limerick 2030 Plan stated that 'It is essential that a coordinated effort is made to market and rebrand Limerick'. The current image and branding was referred to as 'fragmented'.</p>	<p>Progress clearly evident</p>	<ul style="list-style-type: none"> <li>Limerick has launched a new brand aimed at promoting the city nationally and globally as a destination for inward investment, industry, tourism, education, the arts and culture, education and for people to live and work in. "Limerick : Atlantic Edge, European Embrace" is the new brand aimed at internationalising the city, developed by M&amp;C Saatchi</li> <li>The original Limerick 2030 vision has been described as 'too vague' and 'too economically focused' by a range of stakeholders</li> <li>This requires review in line with the "Limerick: Atlantic Edge, European Embrace' brand</li> </ul>

# Reviewing Limerick's position in 2021

Limerick City and County have a range of strengths and opportunities, and face constraints and threats.

## Limerick City and County – Strengths, Constraints, Opportunities, Threats

### S Strengths

S

Strong FDI base in ICT and Life Sciences (MedTech/Pharma), the two sectors that will lead global economic growth in the 2020s  
Three higher level institutions within the City Centre and suburbs, providing learning, training, R & D, and innovation opportunities  
City and County the key regional gateway hub to the Wild Atlantic Way, with enviable location along the Shannon Estuary  
Large amount of high quality land available to develop in City and environs for residential, commercial, retail uses  
Strong population growth anticipated in City and County over period to 2030, contributing to higher aggregate consumer demand.

### C Constraints

C

Changing nature of retail may dampen footfall demand for traditional retail, requiring a more experiential offer  
Availability of public transport within city environs and from county towns and villages to/from city  
Relatively higher levels of unemployment in city and its environs, with a number of unemployment blackspots  
Water and sewerage network capacity in county towns to accommodate additional housing  
Increased propensity for workers to work from home, where available, mitigating footfall in city and environs.

### O Opportunities

O

Realisation of several transformational projects in city and environs over period to 2030  
Potential for culture and the night-time economy as a generator of economic and social activity  
Capability to increase population and development density in existing built up areas  
Decommissioning of Moneypoint and development of new, large, offshore wind farms  
Building on Shannon's and the Mid West's strengths in aviation and mobility, as Autonomous Vehicles and Drones become ubiquitous  
Adare to host the Ryder Cup 2027, with strong spillover potential.

### T Threats

T

Threat that changes to international corporate tax reduce Ireland's competitiveness at attracting FDI  
Housing supply in city and county are insufficient to meet existing and future demand, potentially acting as a barrier to growth  
Risk that economic recovery does not materialise as expected nationally or that growth in Mid West is relatively lower  
Climate change outturn deteriorates in 2020s, requiring faster and deeper adaptation and mitigation measures  
Covid-19 pandemic does not dissipate, with new emerging variants dampening growth until mid 2020s.

# Limerick and the Mid West as of Q1 2021

Indicators of Limerick’s economic performance in Q1 2021 show a degree of resilience.

	<b>€1.25m</b>	Business Continuity Vouchers approved in 2020 from Local Enterprise Offices	<b>+8%</b>	Growth in agriculture, industry and construction employment, 2020 Q4 YoY
	<b>€116m</b>	Urban Regeneration and Development Fund funding for flagship developments for Limerick City	<b>€250m</b>	Value of residential investments announced in August 2020 – February 2021
	<b>€27m</b>	Value of Restart grants and Restart Grants Plus Limerick approved applications in 2020	<b>1</b>	Technological University of the Shannon: Midlands Midwest
	<b>16,400</b>	Number of individuals in receipt of PUP in Limerick as of 22 February 2021 (TBU)	<b>-12%</b>	Change in employment in the public sector in the Mid West, 2020 Q4 YoY
	<b>10,650</b>	Number of individuals in receipt of EWSS in Limerick as of 22 February 2021 (TBU)	<b>17,360</b>	Number of people on the live register in the Mid West, May 2021
	<b>-79%</b>	Change in passenger volumes at Shannon in 2019-2020	<b>+16%</b>	Change in Limerick Median House Price (v 2.4% nationally), Feb 2021 YoY

## Job Announcements

Q1 2021

**Total Jobs: 860**

- AMCS – 40
- Indigo – 100
- Screwfix – 20
- JYSK - 20
- Dept. of Transport – 30
- SL Controls – 10
- Bon Secours – 550
- Takumi – 60
- Green Rebel Marine - 30

## Start-ups

Q1 2021

**194**

Sources: Limerick Economic Monitor, May 2021 (EY-DKM, LCCC); Limerick City and County Council; CSO



# 3. Review of the Spatial Plan

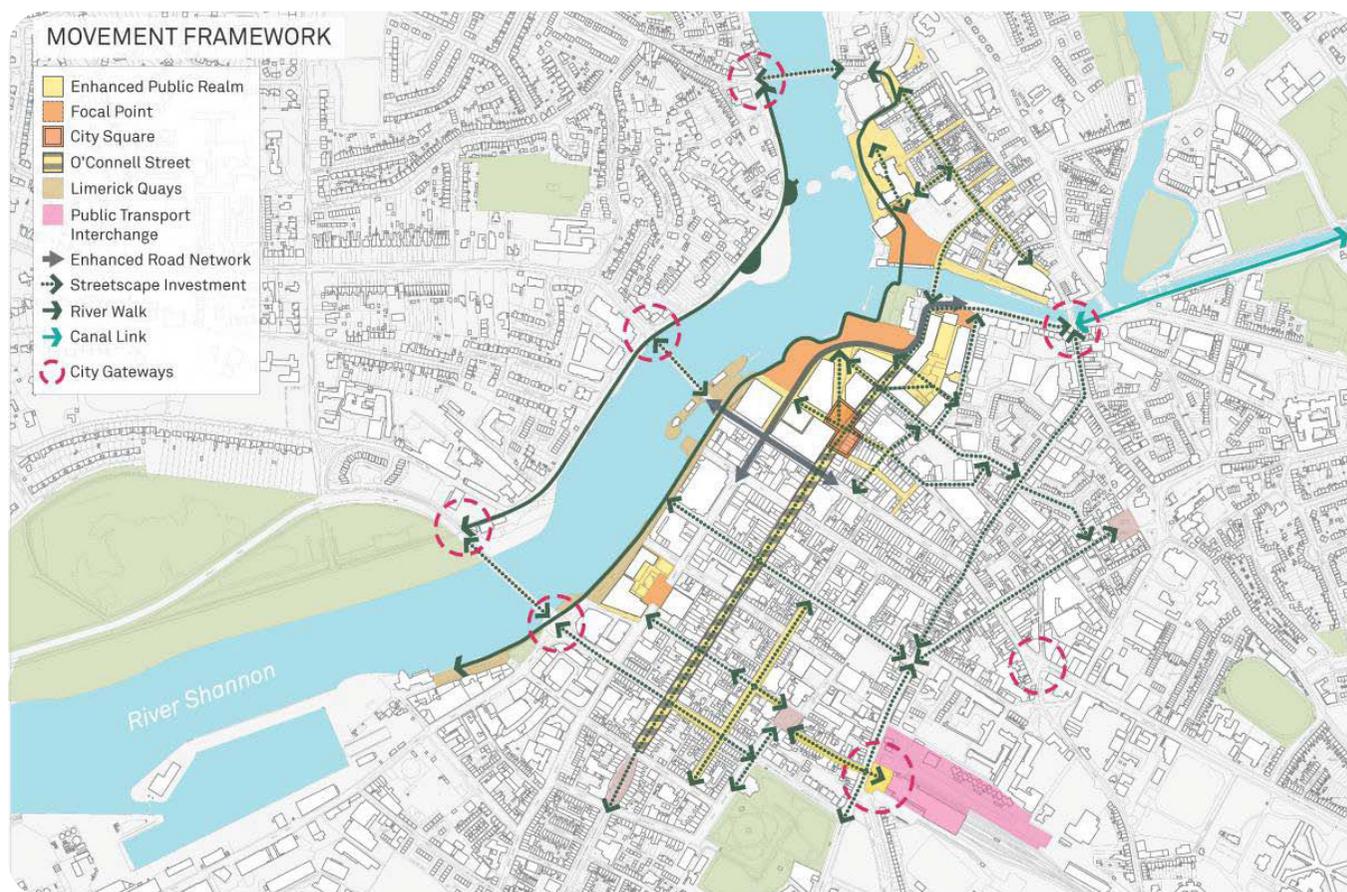
### 3. Spatial Organisation of Proposals

The Plan identifies a series of opportunity sites across the city centre whose development, along with a programme of public realm improvements, would together revitalise and redevelop Limerick City Centre by delivering seven transformational projects across a series of development zones in the city centre.

The development zones – and their associated opportunity sites and transformational projects – are located broadly within an area understood as the historic city centre – comprising the Medieval Area, the Georgian Quarter, and the Waterfront – and for the most part located south of the River Shannon. Spatially, gateways to the urban area are considered primarily as they relate to the experience of entering this core area of the city.

Individually, the opportunity sites identified will act as anchors for development across the City Centre; together, they share the ambition of creating a City Centre that will attract new inward business investment and encourage the formation of new local businesses, providing high quality, flexible spaces to meet accommodation requirements.

The Plan identifies eight objectives that will be achieved through the transformational projects enabled by the activation of the opportunity sites. As such, the seven transformational projects represent strategic briefs for these interrelated interventions as precinct-based masterplans organised around identified opportunity sites that cumulatively build out the city centre vision.



#### CITY CENTRE GATEWAYS

- SHANNON BRIDGE (NORTH + SOUTH WATERFRONT)
- SANSFIELD BRIDGE (NORTH WATERFRONT)
- THOMONDGATE
- CHARLOTTE'S QUAY/ MARY STREET
- COLBERT STATION
- NEWTOWN MAHON

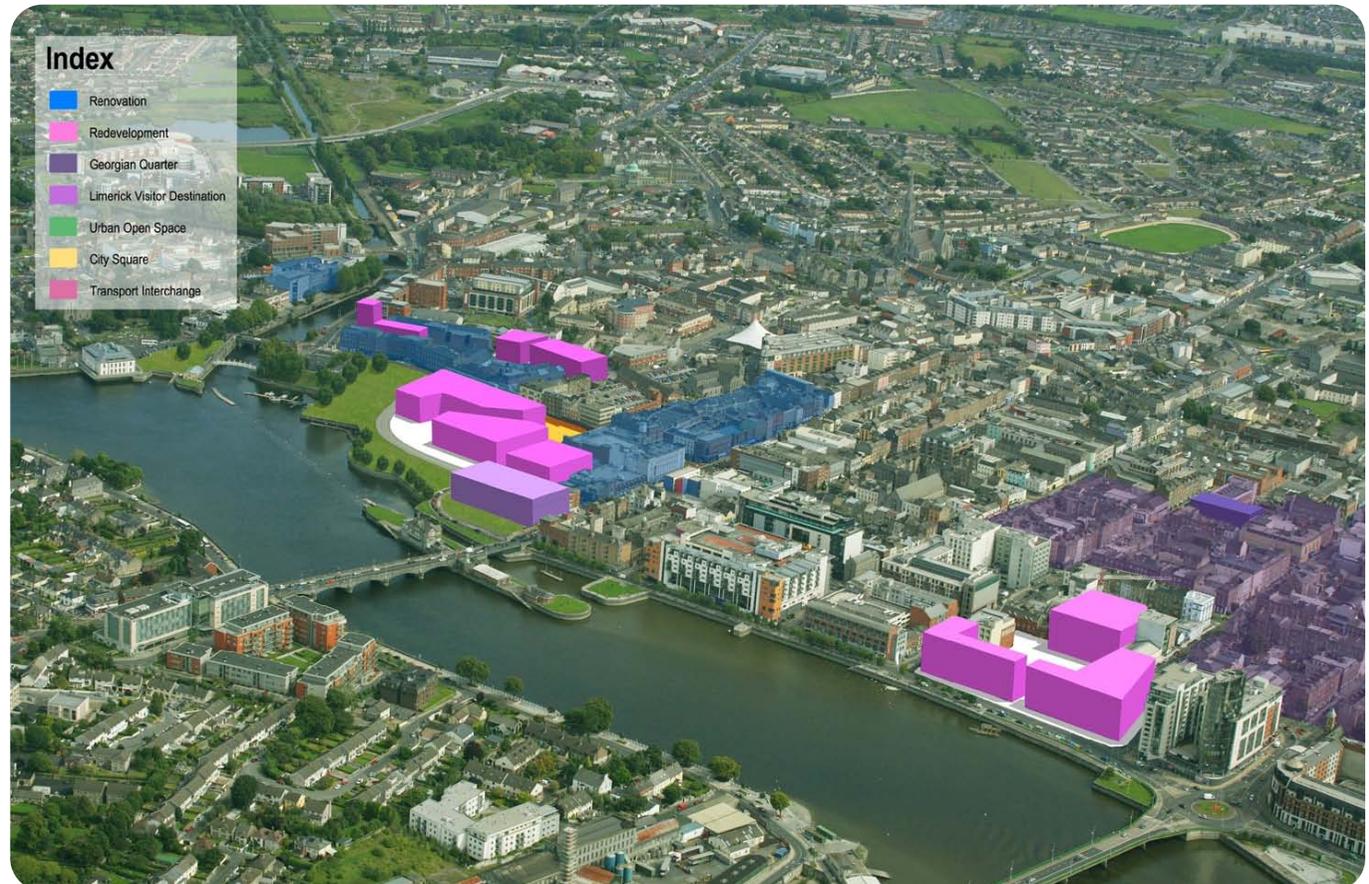
### 3. Objectives of the Spatial Plan

The Spatial Plan is intended to act as a catalyst – it identifies sites where larger scale development might occur; organises these within development zones; and, connects them to public realm initiatives to locate transformational projects across the city centre.

While the cumulative and interdependent nature of the transformation is noted – the Plan stresses that no single initiative will transform the City Centre but rather that success will require clarity of vision, organisation and implementation to deliver of a series of inter-related interventions, with the success of each intervention dependent upon the delivery of other interventions – the catalytic nature of the plan is such that a hierarchy or sequencing of interventions is not proposed.

The eight stated objectives of the Plan in effect provide a series of guiding principles that enable this catalytic approach– as long it adheres to the objectives and contributes cumulatively to their delivery, development on the opportunity sites and toward the transformational projects can be flexible and opportunistic, rather than dictated by a planning hierarchy. As opportunities arise on the sites, complementary associated development can be considered that moves the overall vision forward.

Because the objectives are not specific to the individual opportunity sites or to the transformational projects, spatial progress toward their fulfilment varies. Specific commentary is instead provided below in consideration of the development zones.



#### EIGHT OBJECTIVES OF THE SPATIAL PLAN

1. TO ESTABLISH A 21ST CENTURY CITY CENTRE ECONOMY CAPABLE OF COMPETING WITH OTHER EUROPEAN CITIES.
2. TO REPOSITION THE CITY CENTRE AS THE PREMIER REGIONAL SHOPPING DESTINATION;
3. TO ESTABLISH A UNIQUE TOURISM OFFER THAT TAKES FULL ADVANTAGE OF THE CITY CENTRE'S SPECIAL CHARACTERISTICS;
4. TO MAKE THE CITY CENTRE ONCE AGAIN A DESIRABLE PLACE TO LIVE BY IMPROVING THE QUALITY OF THE HOUSING OFFER
5. TO CREATE A HIGH QUALITY AND SAFE URBAN ENVIRONMENT WHICH GENERATES A SENSE OF PRIDE IN THE CITY;
6. TO BUILD UPON THE CITY CENTRE'S RICH HISTORIC CHARACTER
7. TO CREATE QUALITY STRATEGIC GATEWAYS TO THE CITY CENTRE, THEREBY MAKING IT A WELCOMING EXPERIENCE FOR VISITORS;
8. TO ATTRACT AND RETAIN YOUNG PEOPLE BY PROVIDING LEARNING OPPORTUNITIES IN THE CITY CENTRE.

### 3. The Transformational Projects

The seven transformational projects are the proposals the Spatial Plan makes for redevelopment and regeneration of the City Centre. Any assessment of the progress of the Plan toward its stated objectives is essentially an assessment of the progress of the transformational projects.

However, the transformational projects are themselves complex urban propositions for the most part comprised of multiple interdependent projects often – but not always – gathered under a single masterplan. So, for instance, the City Square transformational project is arguably dependent on the significant progression of the World Class Waterfront and Waterfront Cultural Centre projects being advanced before it can meaningfully contribute to the urban fabric; however, the progress made on the Opera opportunity site and the progress made towards the Great Streets transformational project by acquiring URDF funding each contribute to the City Square – the one by building critical mass in the city centre; the other by improving the public realm leading to the square.

Similarly, while the former Cleeves factory site is noted as an opportunity site but not a transformational project, its progress advances several objectives of the plan generally while the URDF funding for a new pedestrian bridge to the Cleeves Riverside Quarter specifically advances the World Class Waterfront Project.

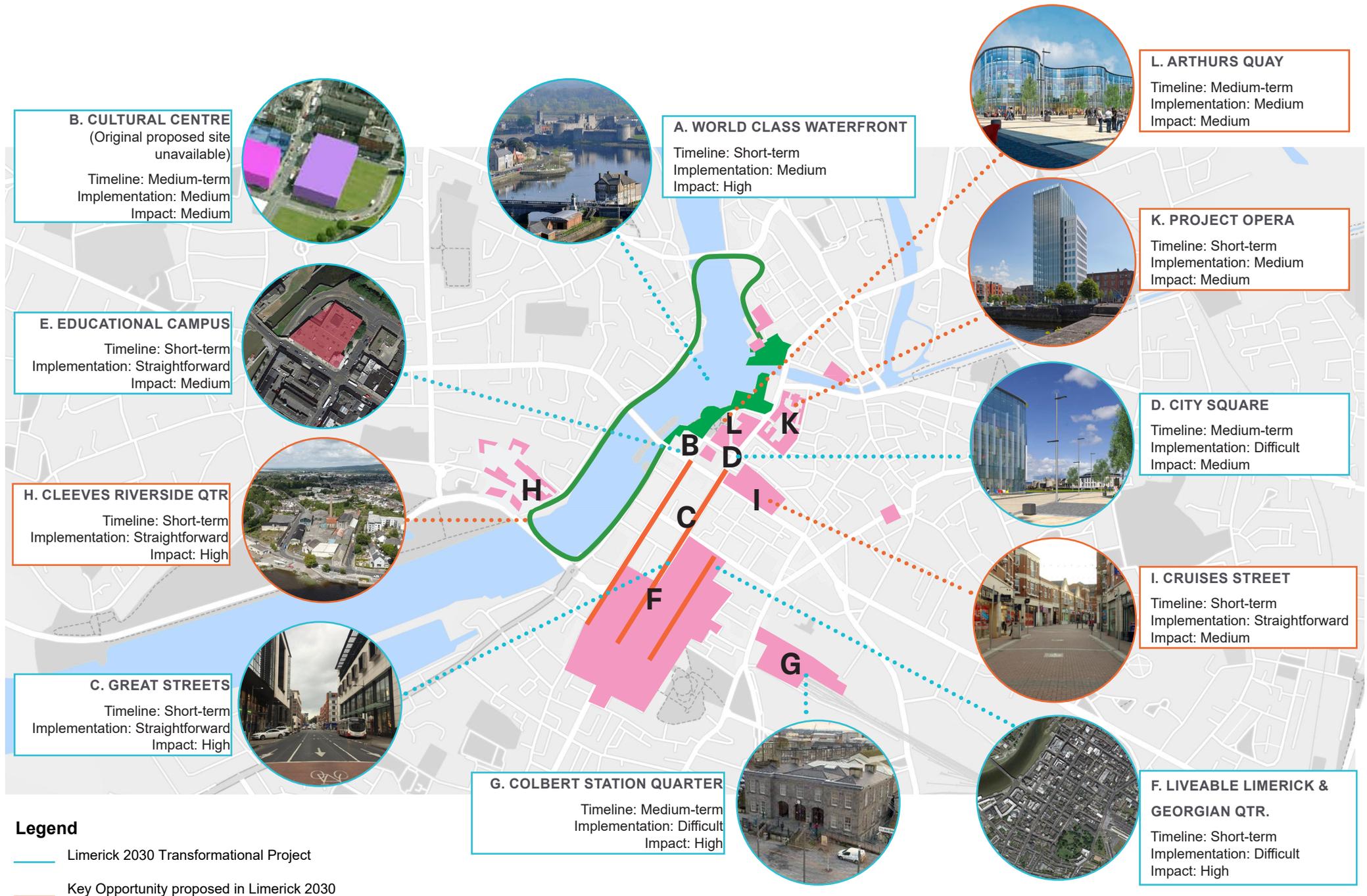
With each of the transformational projects embodying multiple objectives of the Plan and comprised of multiple physical components – including opportunity sites and public realm initiatives – they are best understood as representing themed and precinct-based development briefs for interrelated interventions within the city centre.



#### SEVEN TRANSFORMATIONAL PROJECTS

- A. WORLD CLASS WATERFRONT
- B. WATERFRONT CULTURAL CENTRE
- C. GREAT STREETS
- D. CITY SQUARE
- E. EDUCATIONAL CAMPUS
- F. LIVEABLE LIMERICK & GEORGIAN QUARTER
- G. COLBERT STATION

### 3. The Transformational Projects



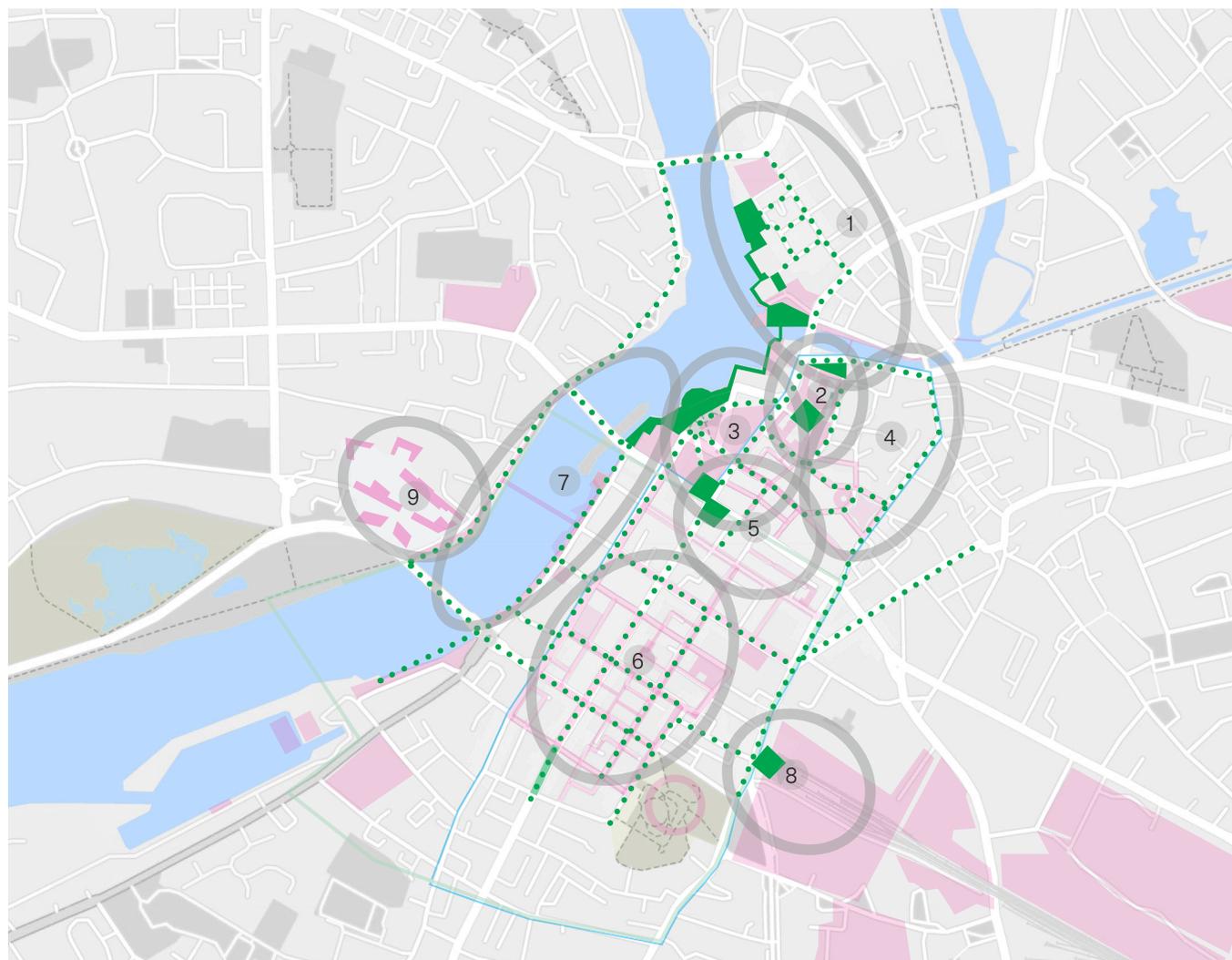
#### Legend

- Limerick 2030 Transformational Project
- Key Opportunity proposed in Limerick 2030

### 3. The Development Zones

As an implementation tool, the Plan sets out City Centre Development Zones which reflect on the implication of implementing opportunity site proposals zonally, with fully integrated approaches to development, public realm and movement across districts within the City Centre. It is explicitly stated that the organisation of these development zones is spatial rather than reflecting priorities between zones. In so far as the function of the Limerick 2030 Plan is to act as a catalyst to transformation, the absence of priorities is appropriate; however, with development now in train, there is merit in considering a more comprehensive move within the plan to managing the cumulative impacts on the experience of the city centre – how quality of life is affected – of multiple large-scale construction projects at Cleeves Riverside Qtr; Colbert Station and the Opera Site occurring concurrently.

Progress of the Spatial Plan to date is most clearly assessed by considering each of the Development Zones in turn.



**Limerick 2030 City Centre Development Zones**

- |   |   |   |   |
|---|---|---|---|
| <ul style="list-style-type: none"> <li><span style="color: green;">■</span> Limerick 2030 Public Realm Proposals</li> <li><span style="color: green;">⋯</span> Limerick 2030 Street Improvements</li> <li><span style="border: 1px solid grey; border-radius: 50%; padding: 2px;"> </span> Limerick 2030 Development Zones</li> </ul> | <ol style="list-style-type: none"> <li>1. King's Island</li> <li>2. The Opera Site</li> <li>3. Arthur's Quay</li> </ol> | <ol style="list-style-type: none"> <li>4. Irish Town</li> <li>5. Cruises Street</li> <li>6. The Georgian Quarter</li> </ol> | <ol style="list-style-type: none"> <li>7. Limerick Quays</li> <li>8. Eastern Gateway</li> <li>9. Urban Science and Technology Park</li> </ol> |
|---|---|---|---|

### 3. The Development Zones

For each Development Zone identified, The Limerick 2030 Plan sets out implementation tables with expected delivery partners and the local authority's role for key Renovation, Development and Public Realm projects, which are assessed hereafter:

Kings Island	Project	Delivery Partners	City Role and Delivery Requirements
<b>Renovation</b>	Local Court City Hall Circuit Court	Courts Service City and County Council Courts Service	Planning Funding Planning
<b>Development</b>	Nicholas Street Site Castle Street Site Medi Park Site	Dev Partner Dev Partner Dev Partner	Planning Planning Planning
<b>Public Realm</b>	Potato Market Courts Forecourt Enhanced Riverwalk Riverfront North Bridge Street Nicholas Street Local Streets	City and County Councils City and County Councils	Design, Fundraising Design, Funding Design, Funding Design, Funding Design, Fundraising Design, Funding Design, Funding

Opera Centre	Project	Delivery Partners	City Role and Delivery Requirements
<b>Renovation</b>	Granary Upper Patrick Street	Dev Partner Dev Partner	Planning Planning, Heritage flexibility
<b>Development</b>	Main Site	Dev Partner	Planning, Assembly, Disposal
<b>Public Realm</b>	Interior 'Quad' Bank Place Square Mid Block ped. link Ellen Street Patrick Street Michael Street	Dev Partner City and County Councils Dev Partner City and County Councils City and County Councils City and County Councils	Design Requirements Design Requirements Design, Funding Design, Funding Design, Funding

Arthur's Quay	Project	Delivery Partners	City Role and Delivery Requirements
<b>Renovation</b>	Penneys / Debenhams	Owner	Planning, Incentive Regime
<b>Development</b>	Arthur's Quay Quarter	City and County Councils Dev Partner	Planning, Land, Assembly, Incentives, Disposal
<b>Public Realm</b>	Patrick St. Streetscape Arthurs Quay Streetscape Ellen Street link City Square New Arthur's Quay Park Enhanced Riverwalk Sarsfield Park Hunt Museum Riverfront	City and County Councils City and County Councils	Design, Funding Design, Funding Design, Funding Design, Funding Design, Funding Design, Funding Design Requirements, Fundraising
<b>Transport</b>	Street realignment Traffic re-circulation	City and County Councils City and County Councils	Design, Funding Design, Funding

Cruises Street	Project	Delivery Partners	City Role and Delivery Requirements
<b>Renovation</b>	Retail Blocks ground Retail Blocks upper Residential Blocks	Owner Owner Owner	Planning, Incentive regime Planning, Incentive regime Planning, Incentive regime
<b>Public Realm</b>	Internal renovation O'Connell Street streetscape	City and County Council City and County Council	Design, Funding Design, Funding

Georgian Quarter	Project	Delivery Partners	City Role and Delivery Requirements
<b>Renovation</b>	Target Block Renovation  Digital Media, Arts, Film Centre	Owners	Planning, Incentive regime, Heritage flexibility
<b>Public Realm</b>	O'Connell Street Catherine Street Pery Square Glentworth Street	City and County Council City and County Council City and County Council City and County Council	Design, Funding Design, Funding Design, Funding Design, Funding

Limerick Quays	Project	Delivery Partners	City Role and Delivery Requirements
<b>Development</b>	New visitor destination  Bishops Quay	City and County Councils, Shannon Development, Fáilte Ireland Existing owner, Development Partner	Planning, Land, Assembly, Programme, Design, Fundraising Planning, Incentive regime
<b>Public Realm</b>	Riverfront Park  Enhanced Riverwalk Henry St. streetscape Enhanced Riverwalk Ceil Street streetscape Mill Street streetscape	City and County Councils, Shannon Development, Fáilte Ireland  City and County Councils City and County Councils City and County Councils	Design, Funding  Design, Funding Design, Funding Design, Funding

Eastern Gateway	Project	Delivery Partners	City Role and Delivery Requirements
<b>Development</b>	Station north Hyde Road	CIE, Owners Owners	Planning, Incentive regime Planning, Incentive regime
<b>Public Realm</b>	Colbert Station forecourt Davis Street streetscape Parnell Street streetscape John's Square	CIE City and County Councils City and County Councils City and County Councils	Design, Fundraising Design, Funding Design, Funding Design, Funding

Urban Science and Tech Park	Project	Delivery Partners	City Role and Delivery Requirements
<b>Development</b>	Riverfront Site North Site	Owners, Dev Partner Owners, Dev Partner	Planning, Incentive Regime Planning, Incentive Regime

### 3. The Development Zones

#### 1. KINGS ISLAND DEVELOPMENT ZONE

The Medieval Qtr comprises two of the city's most important historical assets – King John's Castle and St Mary's Cathedral – joined by Nicholas Street and by the Waterfront. Key Proposals include:

- The Forecourt: relocation of local Courts and location of new LCCC City Hall in refurbished Circuit Court and prominence to waterfront by means of improved public space plaza at Merchants Quay and a potential new bridge completing the river walk at the Potato Market;
- Central Waterfront & Castle riverwalk to connect from Thomond Bridge to Centre via Hunt Museum;
- Nicholas St/ Mary St: Medical/ Public Health to Mary St and development of antique quarter and restaurant offers in proximity to Castle.

Progress to Date:

- Opportunity Sites: No opportunity sites noted; none subsequently identified.
- Transformational Projects: No significant progress made in its contribution to the World Class Waterfront project.
- Objectives: Aligns mostly with historic/ tourist/ identity objectives but no significant progress made to date on any of the key Renovation or Development Projects identified, and residential development in general is under-represented with only two infill sites identified.
- Summary: Uplift required – URDF funding will contribute generally to planning for public realm components and evidence that current planning is considering greenways to improve the physical expression of the fosse and other historical elements, but no significant delivery of development.



### 3. The Development Zones

#### 2. THE OPERA SITE

The Opera site is primarily an opportunity site but its development will influence several other proposals in adjacent development zones. Key proposals include:

- Development of the Main Site will enable the demolition of Sarsfield House and the progression of the World Class Waterfront.
- Development of improved connectivity through the site to forthcoming developments at Arthur's Quay and the Waterfront.
- Public realm proposals to enable activation of City Square from Irishtown and to further the great streets agenda, including secondary streets such as Ellen Street, are further by development of a permeable block with a sequence of squares from Bank Place to City Square via an interior quad space.

#### Progress to Date:

- Opportunity Sites: The Opera Site is an opportunity site first and foremost and progress has been made with assembly, masterplanning, development approval and commencement of construction on the main development site.
- Transformational Projects: The development will not make its contributions to City Square and the World Class Waterfront projects until complete.
- Objectives: Aligns mostly with employment objectives and the making of the city centre more attractive and will make a significant contribution on completion. .
- Summary: Some progress made – the development of Bank Place as a public space could have been offered as a 'meanwhile' use through competition to introduce new uses as the block closes.



### 3. The Development Zones

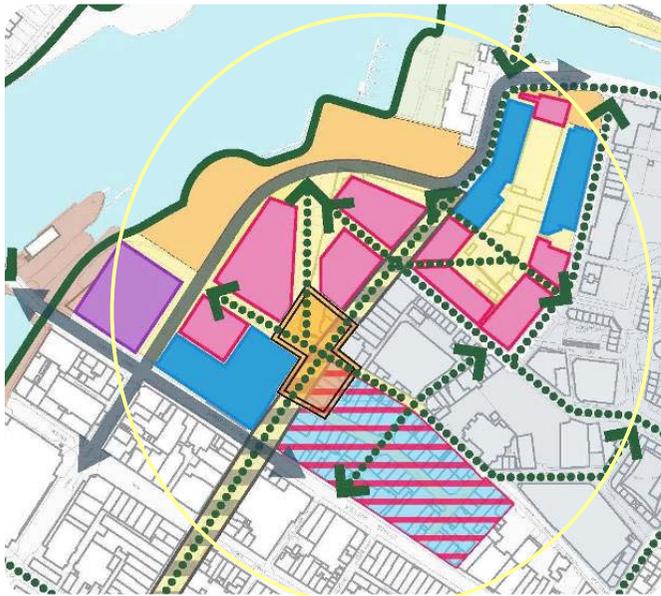
#### 3. ARTHURS QUAY

Arthur's Quay encompasses the Arthur's Quay Shopping Centre, the surrounding highways, Arthur's Quay Park and Sarsfield House and is located to provide views across a major bend in the Shannon as well as the tidal range of the Estuary. Key proposals include:

- Arthur's Quay Shopping Centre: revitalisation and development of new units with frontage to Civic Square at Denmark St & O'Connell St. and renovation of Penneys/ Debenhams including development to the rear of Penneys.
- Public Waterfront including the development of the Dunnes site and the extension of the riverside walk directly to the Potato Market via a new bridge and removal of Sarsfield House.
- Realignment of the public road to facilitate redevelopment of Arthur's Quay.

Progress to Date:

- Opportunity Sites: No progress to date on Arthur's Quay or Penny's/ Debenhams sites; some progress toward UL presence on the Dunnes site is contrary to the intended cultural use.
- Transformational Projects: Primary contributor to the World Class Waterfront and Waterfront Cultural Centre projects, as well as Great Streets and City Square public realm projects.
- Objectives: Aligns with all objectives due to presence of multiple opportunity sites and transformational projects but no significant progress made to date.
- Summary: Some progress has been made with the Great Streets redevelopment of O'Connell St underway and URDF funding secured for the diversion of the road and waterfront at Arthur's Quay. The fact that the Dunnes site was identified as cultural/ tourist use and not student accommodation is a significant diversion from the original plan.



### 3. The Development Zones

#### 4. IRISHTOWN

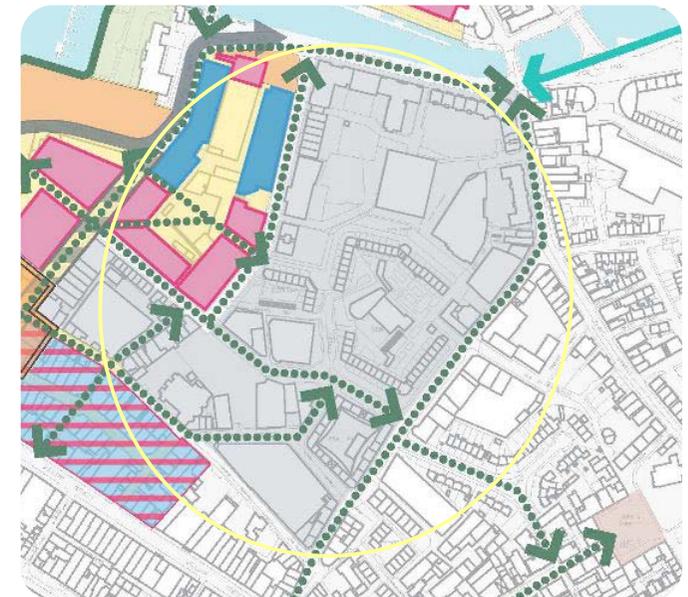
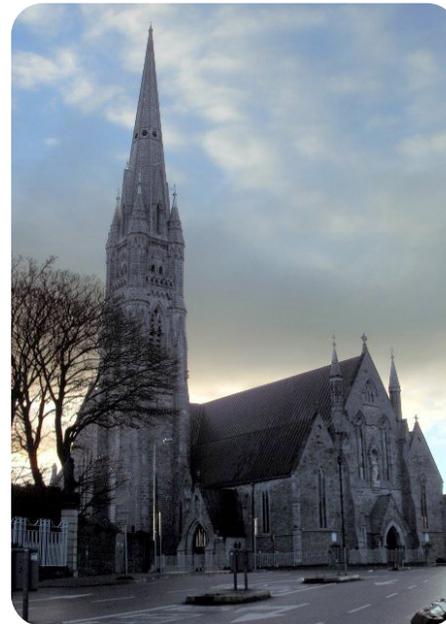
Irish Town encompasses the historic area south of the Abbey River at Charlotte's Quay with landmark destinations include St. John's Square, St. John's Cathedral and the Milk Market.

The plan does not elaborate on many key Proposals specifically for Irish town or implementation thereof but the following initiatives are considered:

- A temporary open street market connecting the Milk-Market to the City Centre on weekend/ designated days
- A Cultural quarter for St. John's Square
- Irish Town as an alternative for the City Centre Higher education Campus

Progress to Date:

- Opportunity Sites: No opportunity sites noted; none subsequently identified.
- Transformational Projects: Primary contributions are to Great Streets and City Square public realm projects but no progress in that direction to date.
- Objectives: Aligns primarily with quality of life and historical identity/ attraction objectives.
- Summary: Uplift required. There is a case for considering Irishtown as being a potential focus for development post-Colbert Station redevelopment and concurrent to the World Class Waterfront. Identification of a new site in Irishtown for the cultural centre that was planned for the Dunnes site might be an alternative, leveraging the presence of existing heritage and cultural use at St. John's Square and capable of developing a north-south link from Colbert Station to the Canal Greenway via LCAD campus; similarly, a pedestrian market street at the Milk Market could be considered as a permanent intervention after the example of Santa Catarina Market Barcelona or Borough Market London.



### 3. The Development Zones

#### 5. CRUISES STREET

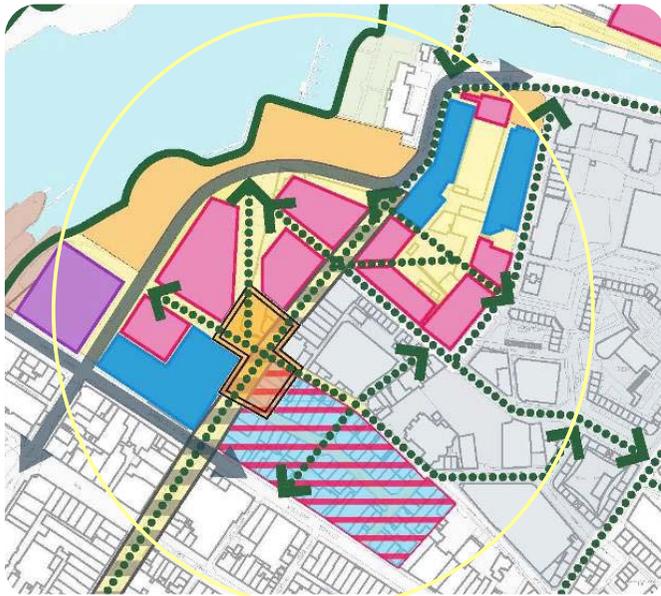
Cruises street is a pedestrianised shopping street which connects Chapel Street to O'Connell / Patrick Street. It has pedestrian connections to Denmark street and Irish Town / the Milk Market.

The plan notes its importance lies in providing a vitality and instilling confidence in the centre's retail offer. The plan does not have substantial spatial proposals for the Cruises Street area, it is more focused on its programme, economic performance, maintenance, and its pedestrian connections to Denmark Street and the Milk Market. Proposals include

- Internal renovation of existing units
- Streetscape improvements

Progress to Date:

- Opportunity Sites: No opportunity sites are identified. Cruises street would be more suited to be reframed as a placemaking priority area rather than a development zone, since the key objective is facilitating connections through street improvements and frontages as opposed to development.
- Transformational Projects: Contributor to Great Streets and City Square public realm projects.
- Objectives: Aligns with all objectives around retail and the attractiveness of the City Centre.
- Summary: Some progress is made by virtue of the URDF funding for the Great Streets project.



### 3. The Development Zones

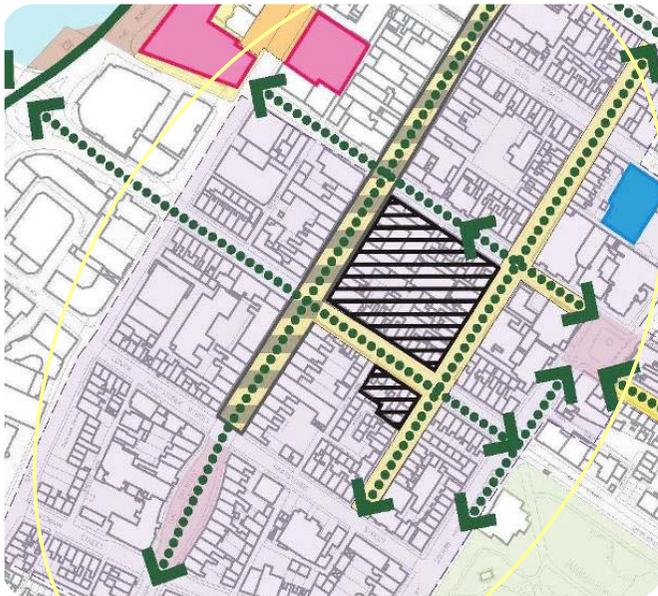
#### 6. GEORGIAN QUARTER

The Georgian Quarter includes the Newtown Pery Architectural Conservation Area. The Core area extends between Barrington Street to Cecil Street and O'Connell Street to Pery Street. The plan does not identify any opportunity sites within the Georgian Quarter (beyond the VEC use of the Cecil St. Atheneum). Proposals include

- Internal renovation of existing heritage buildings
- Streetscape improvements

Progress to Date:

- Opportunity Sites: No opportunity sites are identified. The proposal to restore and refurbish the existing buildings is not a spatial proposal per se, it is an intervention to accommodate residential occupation, the key spatial proposals will be in connecting to neighbourhoods beyond. Progress has been made in planning terms with regard to current investigations into how to make adaptive reuse of the buildings more attractive.
- Transformational Projects: The Georgian Quarter can be understood as a transformation in human occupation and use rather than a spatial transformation of built form i.e.. it is a heritage intervention to keep urban fabric in place, as such, the key is to connect to establish it as a viable neighbourhood for living and connect it to other neighbourhoods (Cleeves & Colbert; Docklands & Arthur's Quay). Progress has been made in current planning work.
- Objectives: Aligns with all objectives around heritage and identity and the attractiveness of the City Centre.
- Summary: Some progress is made by virtue of planning work and public realm proposals such as Newtown Park.



### 3. The Development Zones

#### 7. LIMERICK QUAYS

The Limerick Quays Development Zone is focused on the Southern Shannon Quays which are described as 'the front garden to the Limerick City Centre'. Proposals for the Quays include:

- A new waterfront destination 'Limerick Cultural Centre' with a signature building, suggested at the former Dunnes site. A waterfront public space is suggested to the north-west of the site.
- Development of a site on Bishop's Quay between Mill Lane and Lower Cecil St for mixed-use: offices, residential and leisure.
- Pedestrianisation of the Quays with eating and drinking facilities, improved public realm, lighting and wayfinding to the waterfront but also to Henry Street, Cecil Street and Mill Street..

Progress to Date:

- Opportunity Sites: Some progress on plans to redevelop the former Dunnes site as the University of Limerick City Centre Campus, not the Waterfront Cultural Centre. One half of the opportunity site on the junction of Bishops Quay and Cecil street lower is being developed with a 7-storey office block currently under construction. Public Realm improvements have been completed to Bishop's Quay, Howley's Quay and the boardwalk at Harvey's Quay, potential to expand on these improvements and extend them up to Thomond Bridge and the North Quays with greater pedestrian priority, accessible design and better traffic management.
- Transformational Projects: Primary contributions are to World Class Waterfront and Great streets, with potential contribution to the Waterfront Cultural Centre project, depending on its relocation.
- Objectives: Aligns with objectives for 21st Century City Centre, regional shopping destination, unique tourism offer, liveable city, high quality safe urban environment and enhancing the city's heritage.
- Summary: Progress has been made but scope of the public realm enhancement can be expanded to cover the North Quays and extend back into Henry street and the city centre.



### 3. The Development Zones

#### 8. EASTERN GATEWAY (COLBERT STATION QUARTER)

Significant development by LDA of state-owned lands at the Colbert Station area with proposals including

- Colbert Station Forecourt
- Davis Street Streetscape
- Parnell Street Streetscape
- John's Square

Progress to Date:

- Opportunity Sites: The assembly of the lands under the LDA masterplan represents an expansion of the opportunity site.
- Transformational Projects: The LDA Masterplan is an full expression of the transformational project, with advances in the RIAI Design Review, awarding of masterplanning contract and current work, and URDF funding toward the new bus station.
- Objectives: Aligns with multiple objectives.
- Summary: Progress made. The LDA's Framework is now very advanced for the Colbert area and as such will represent a blueprint for how a significant area of Limerick City Centre (60h+) will be developed over the next c.10 years. CIE/Irish Rail work is to commence soon on construction of a new Bus Station. The level of ambition represented by the LDA framework is key to establishing a mixed use compact growth model of development in the city centre, and also to overcoming severance issues in a key part of the city to make it more walkable. Colbert Station will act as a 'front door' to the city for many visitors, but crucially it will extend 'side doors' into the existing urban fabric to foster connectedness.



### 3. The Development Zones

#### 9. URBAN SCIENCE + TECHNOLOGY PARK (CLEEVES RIVERSIDE QUARTER)

The rejuvenation and reuse of the Cleeves site represents an exemplar of compact brownfield residential redevelopment at scale within the inner city. Crucially, the project will have a presence on the north waterfront and foster connections back to the Limerick Quays by means of a new pedestrian bridge which was subject of a successful URDF bid, signalling the transformation of the '3 Bridges' area to a four bridge area.

##### Progress to Date:

- Opportunity Sites: The assembly of the lands under the current masterplan makes full use of the opportunity site.
- Transformational Projects: The development will contribute to the World Class Waterfront, with URDF funding for a new pedestrian bridge allowing crossover into the Georgian Quarter project.
- Objectives: Aligns with multiple objectives but worth noting that the significantly residential character of the lands is not fully aligned with the original vision for the lands of Limerick 2030. This deviation from the plan is welcomed as it more fully aligns with the need to populate the city centre to achieve critical mass that will support mixed uses.
- Summary: Progress made.



### 3. Public Realm Connectivity

#### Public Realm Progress to Date:

##### 1. Great Streets

Funding has been secured from the European Regional Development Fund (ERDF) to revitalise O'Connell Street, from the Denmark Street junction as far as the Barrington Street junction (approx. 800 metres). Construction is currently underway with the first phase between Denmark Street and Lower Cecil Street expected to be completed in July 2021.

Henry Street and Catherine Street are in need of public realm upgrades.

##### 2. Project Opera Internal Courtyard

Construction has commenced.

##### 3. Bank Place Public Space

Status unknown. Potential to be delivered as part of the Opera development.

##### 4. City Square

Status of proposal unclear, excluded from O'Connell street improvement plans, could be included in masterplan for Opera Quarter / Arthur's Quay with future contract to be awarded.

##### 5. King's Island Public Realm Improvements

Status of proposals for Nicholas Street and adjoining laneways unclear. Funding model to be determined and improvements to be targeted as part of public realm strategy.

##### 6. Colbert Station Forecourt

Remodelling of the railway station forecourt was completed in 2016 with a limestone paved public square and a raised pedestrian crossing across Parnell Street to Davis Street completed in 2017.

##### 7. Davis St Streetscape

Davis Street was reduced to a one lane of traffic with a contraflow bicycle lane and upgraded footpaths.

#### World Class Waterfront:

##### 8. City Quays

The Limerick City Quays remodelling was completed in 2016. There is scope to expand on the public realm improvements with greater pedestrian priority, accessible design and better traffic management with reduced car access.

There is also potential to extend the city quays improvements: across the river to the North Quayside; northwards to connect with Arthur's Quay and Merchants Quay redevelopments; and south-easterly to connect back to Henry Street and the city centre.

##### 9. Arthur's Quay Waterfront

Development is ongoing with a project delivery team established.

##### 10. Potato Market / Merchants Quay

Current status unknown, URDF funding secured.

##### 11. Public Space adjacent to UL City Campus

Uplift required, should be delivered as part of UL City Campus project with short-term measures to provide a continuity around the three bridges walk, currently one of gaps in the walk where off-road pedestrian space or cycling infrastructure are not provided.



Limerick City and County Council Photomontage of Public Realm Improvements to O'Connell Street

### 3. Public Realm Connectivity

#### Original Plan Proposals:

The major opportunities identified in the original plan that will have significant impact on the city's public realm are: The Cleeves Riverside Quarter, The Colbert Quarter and The Opera Site.

The Public Realm proposals for the 'Great Streets' transformational project focused on improvements to Henry Street, O'Connell Street and Catherine Street.

#### Additional Proposals:

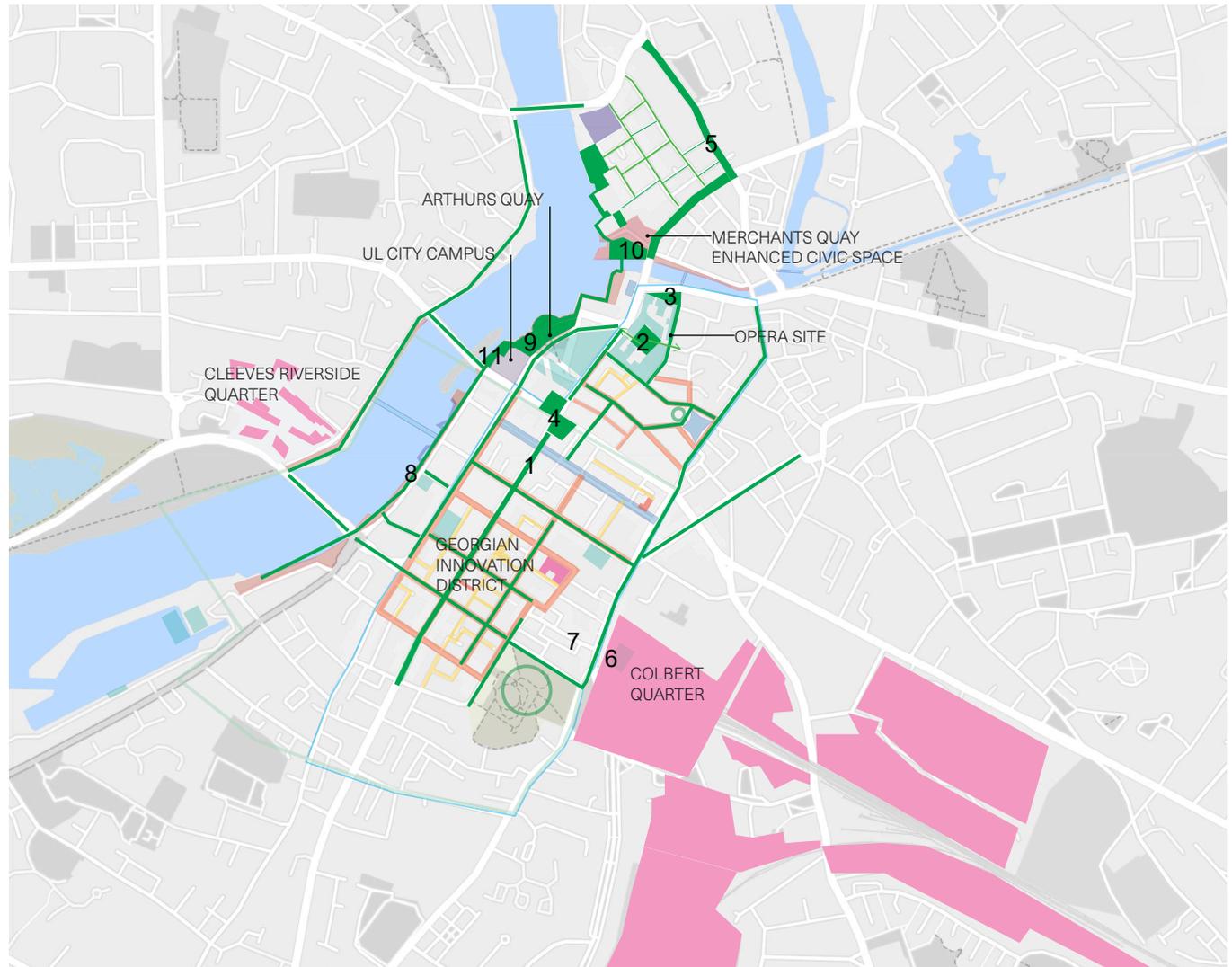
These opportunities are being considered alongside new developments and initiatives that have arisen since the publication of the original plan, such as the Gardens International development, The Georgian Innovation District and the Living Limerick City Centre initiative.

The Living Limerick Plan expanded public realm improvements to most of streets contained in the Georgian Core and Milk Market environs in addition to the interconnecting laneways.

#### Public Realm Objectives:

An order of priority of public realm improvements will be required to deliver a short to medium-term balance between developments. This will provide an implementation roadmap for the local authority and will mean increased activity in one quarter does not draw activity out of adjoining areas. This order of priority should be set out in the upcoming City Centre Public Realm Strategy.

Gaps in public realm connectivity are clearly evident, between the city centre and the waterfront, the city centre and the docklands, Irishtown back to the city centre and the city centre across the river to the northern city environs. Strategic public realm improvements will be identified to provide continuity.



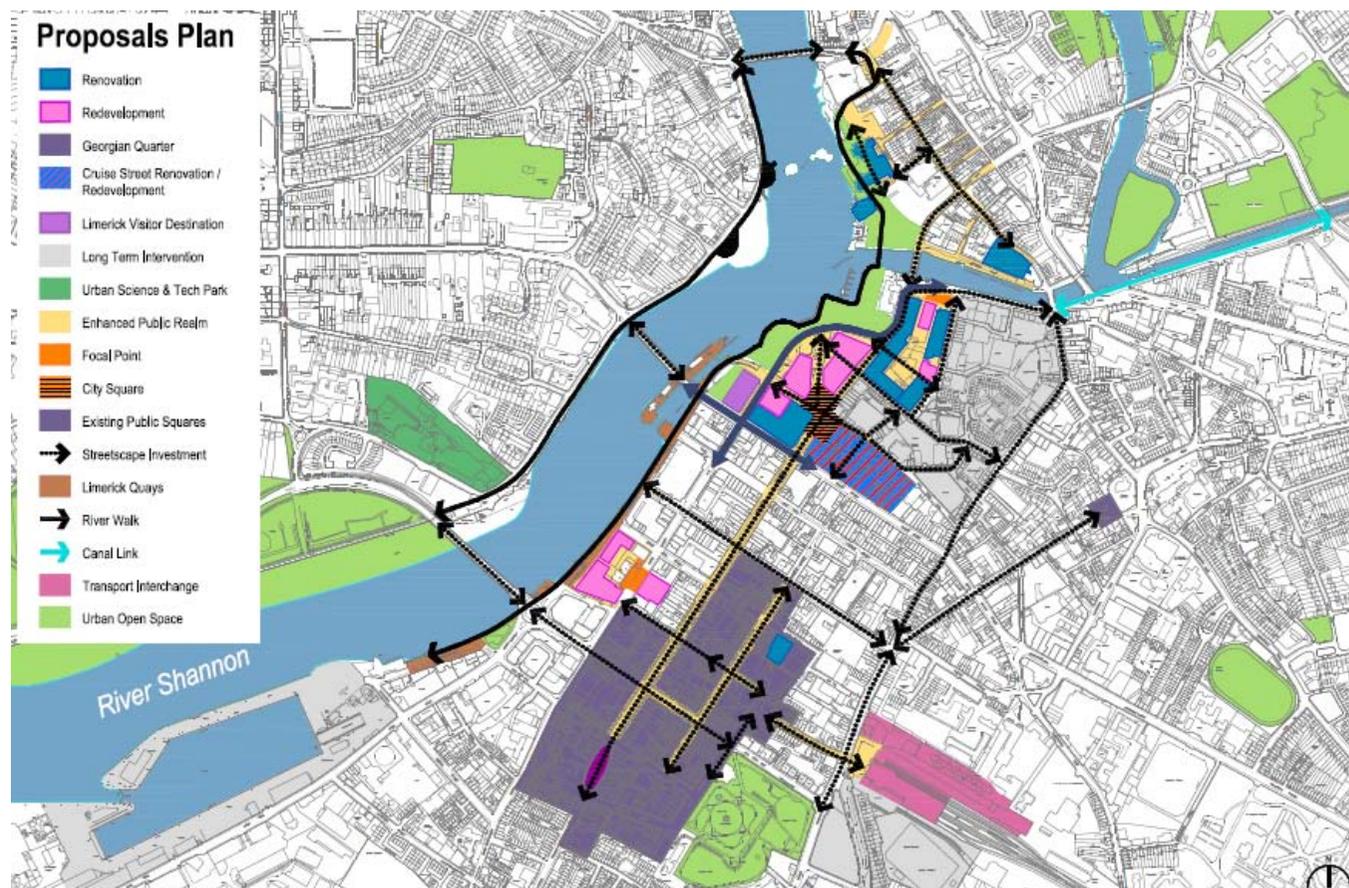
### 3. Design Considerations for the Revised Spatial Plan

Significant revision of the spatial vision for the City Centre as expressed by the proposals plan illustrated is not required.

With the exception of the development of Troy Studios, progress to date on the spatial and physical elements of Limerick 2030 has been concentrated within the core City Centre area identified on the proposals plan and broadly in line with its provisions. With substantial projects now advancing at Cleeves Riverside Quarter, Colbert Station and the Opera Site however; two key design considerations for a revised spatial plan can be identified:

1. 'Enabling the Plan': The management by design of the potential disruption to quality of life and ease of movement within the core City Centre area that may result from larger physical interventions entering construction stage concurrently; and
2. 'Expanding the Plan': The expansion of the provisions of the plan to encompass opportunities for transformation across the wider city and outlying urban areas.

Where Limerick 2030 has previously been a plan concerned with catalysing opportunity within the core City Centre area, the revised Plan now needs to balance its catalysing function – not only to provide uplift where required to City Centre proposals but also across a wider urban area – with ensuring that the core City Centre area remains open for business and usable for all as its physical transformation takes shape.



### 3. Design Considerations for the Revised Spatial Plan

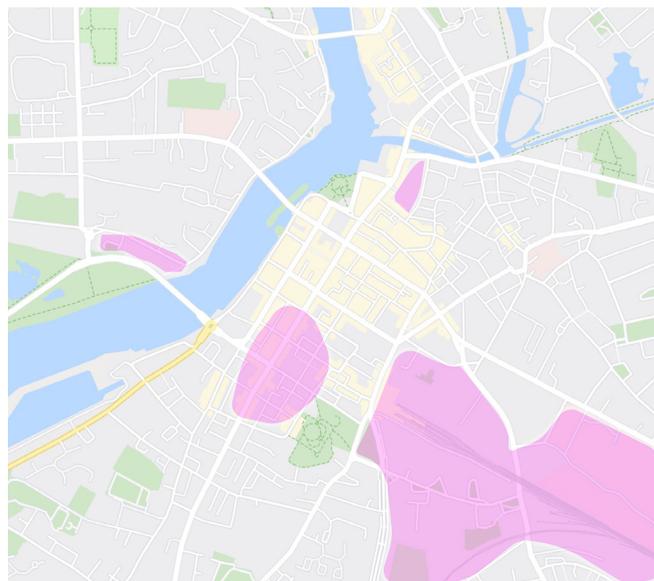
#### Enabling the Plan:

The most successful international cities demonstrate four clear trends relevant to the transformation of Limerick City:

- Supporting active urban life through a compact city model of higher densities and mixed use to develop critical mass;
- Incrementally implementing a framework with a clear vision that provides business as usual stability and community investment;
- Managing the city Identity by means of housing choice, economic strategy and spatial integration; and
- Investing in well-being through connected streets, connected spaces and connected neighbourhoods.

Enabling the Plan to deliver the first of these requires an awareness of the others over the course of the incremental implementation phase into which the urban area is now entering.

The implementation of the Colbert Station project is a project of significant scale for the city centre, and will occur alongside the development of the Cleeves Riverside Quarter and the Opera Site, as well as ongoing public realm works to the major streets and the Quays and potential improvements within the Georgian Quarter. As these projects progress, it can be expected that there will be a period of disruption and upheaval within the core City Centre area in general and primarily along the axis of the Shannon Bridge. To a lesser



degree, there could be a sense on completion of a new vitality along this axis and through the Georgian Qtr that isolates Kings Island and the northern part of the city

To a degree, the Plan now needs to function as a guide to enabling the city to maintain legibility and vibrancy through this extended 'meanwhile' phase while larger projects are being implemented – keeping the city 'open for business' while much of its fabric is behind construction hoardings.

To do so, tactical urbanism projects and placemaking initiatives – short to medium term uses or programming for spaces temporarily available during construction, or temporary uses for permanent spaces made available in advance of completion of the wider projects– will need to be employed to maintain urban life and to test ideas for the future use of new public spaces in the city.

#### Expanding the Plan:

The expansion of the Spatial Plan to consider the wider city area is not only consistent with Limerick City and County Council's approach to strategic revitalisation but necessary to achieved good growth in a balanced, compact growth model.

Rather than provide an inflexible blueprint or detailed masterplan, the initial plan set out a framework for transformation based on a vision for each of the development areas catalysed by the identification of opportunity sites. The expanded plan should follow the same approach – identifying areas for development and identifying key sites within them that can act as a focus for initial efforts toward a guided wider transformation.



# B. Update





# 4. Framework

# A framework for updating the 2030 Plan

A clear and consistent framework has been used to update the 2030 Plan.

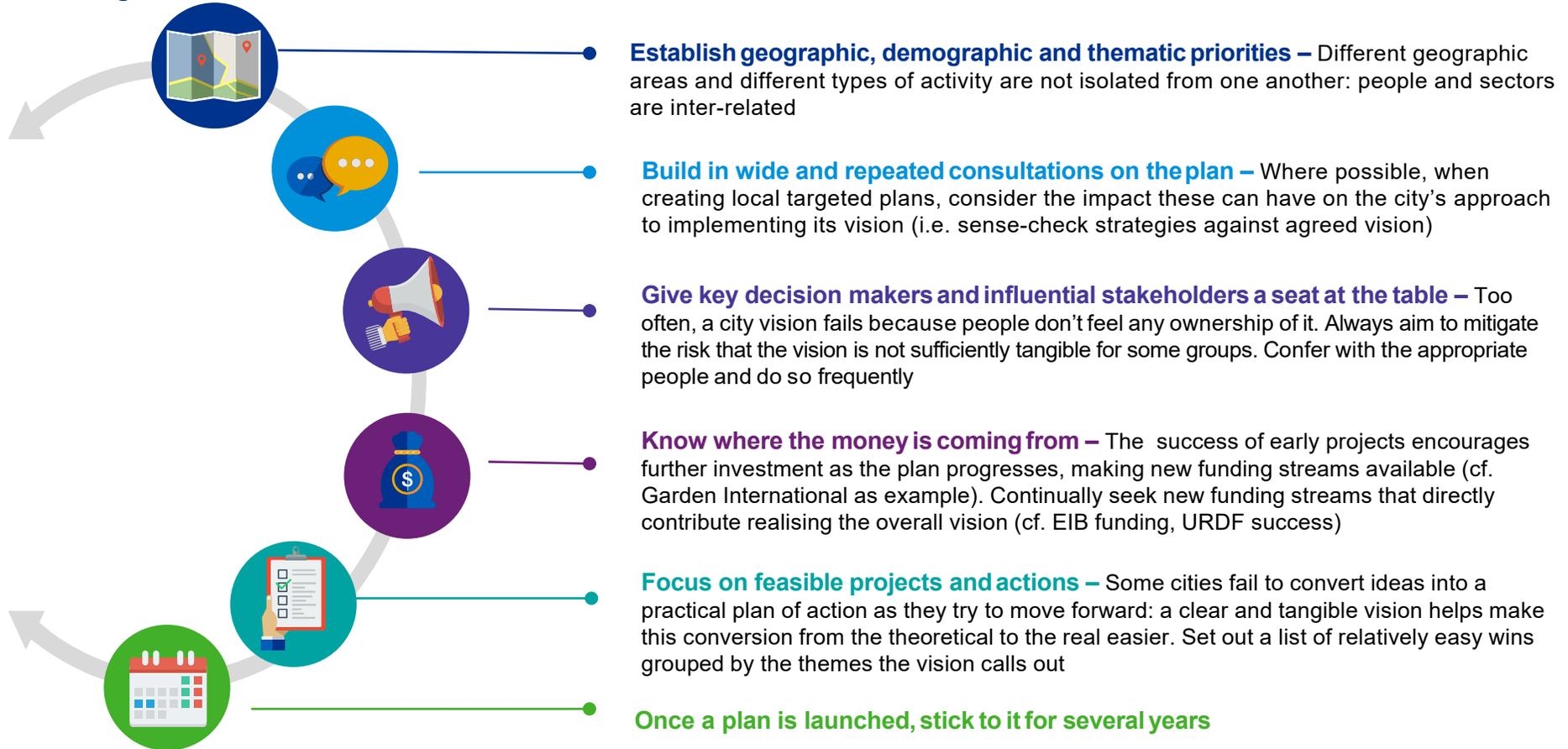
## Overall Framework



# Step 1 – creating a vision

There are a number of key principles that guide the development of an overall vision.

### Creating a vision



Source: KPMG, *The Future of Cities* (2016)

# Step 1 – creating a vision (contd.)

Applying the vision framework, an revised vision for Limerick has been developed.



## Limerick – A Green City Region on the Waterfront

*By 2030, Limerick will become a green city region on the Shannon Estuary connected through people and places. This will be achieved through engagement, innovation, and resilient urban development and self-sustaining rural communities*



### 1. A Green Region

*Limerick will develop as an environmentally sustainable and carbon neutral economy - a pioneer in sustainable growth. This will be underpinned by the promotion of active mobility for all, creating an attractive and distinctive place to live, work and visit.*



### 2. Embracing the River Shannon

*Limerick will provide room for people to enjoy the River Shannon/Estuary. The animation of the waterfront will increase public access and create new recreational opportunities for residents and visitors.*



### 3. Resilient, Connected and Inclusive Communities

*The future development of Limerick will make it easier to live sustainably and be well prepared for the future, increasing opportunities for movement and connectivity between communities.*



### 4. Sustainable, Innovative and Competitive Economy

*The Limerick region will be an inclusive, self-sustaining economy built on growth and innovation and which maximises its competitive edge. This will enhance local enterprises, attract international investment in a manner which guarantees quality of life.*

# Step 2: Concepts and interventions

## A Quality housing for a growing population

The National Planning Framework (NPF) has set ambitious growth targets to enable the four cities of Cork, Limerick, Galway and Waterford to each grow by at least 50% to 2040 and to enhance their significant potential to become cities of scale. The plan identifies Limerick as the largest urban centre in Ireland's Mid – West region and sets out targets for housing and commercial growth in the city, with an additional 47,000-56,000 people proposed for Limerick City and Suburbs by 2040. In keeping with the vision of compact smart growth, 50% of new city housing will be within the existing Limerick City and Suburbs footprint. In addition, The Limerick Shannon Metropolitan Area Strategic Plan (MASP) provides a sub-regional planning framework within the RSES for Limerick City and its surrounding urban hinterland in Counties Limerick and Clare, including the town of Shannon. Within Limerick City, the established city centre and suburbs are identified as having capacity for growth while preserving their existing functions. The development of additional housing stock within Limerick City Centre will be achieved by (i) developing high-density housing at strategic locations, (ii) upgrading, modernising and densifying areas containing social housing stock and (iii) the development of underutilised landbanks. There are currently 11,000 new homes planned for the city and 4,000 new homes planned for the county by 2028.

- **Enabling and accommodating population growth in the city centre:** The significant population growth envisaged for Limerick over the coming two decades will be a key lever in stimulating economic growth and ensuring the success of the Limerick 2030 Plan. The population of the city centre and outer city areas declined between 2011 and 2016, while the population of the city's suburban areas of the Southern Environs and Castletroy, increased by 5.4% and 6.4%. Thus, emphasis on infill development and regeneration in the inner core and city areas in particular will be critical. As part of this, high quality apartment development will also be important to avoid a continuation of the outward expansion of cities and larger urban areas
- **Ensuring consolidated growth across town centres:** The NPF also envisages the delivery of 'at least 30% of all new homes that are targeted in settlements other than the five cities within their existing built up footprints'. The key town of Newcastle West shall play a critical role in underpinning the RSES and ensuring a consolidated spread of growth beyond the cities to the sub-regional level. It is envisaged that its population will grow from 6,620 in 2016 to approximately 8,600 people by 2028. Such growth across town centres requires parallel investment in supporting physical and social infrastructure in order to ensure that there are no associated constraints to achieving these targets.

### Summary Interventions:

- Enhanced focus on infill development and regeneration to ensure compact urban development in the city centre
- Greater focus on apartment delivery to reduce sprawl
- Consolidated development across town centres to achieve 30% of growth within existing built-up footprints
- Increase the provision of social housing stock in mixed communities
- Focus on ensuring that homes are affordable for buyers and renters

# Step 2: Concepts and interventions

## B The City as Neighbourhoods

The revised vision for Limerick is configured as one for a city region comprising of a sequenced of linked neighbourhoods each establishing a legible route at various scales (active travel/ walking) between the estuary and the region via the city centre. As part of this, an overarching objective is to improve urban legibility and wayfinding at a time of transformational change in the city. Indeed, there is a need to promote and direct physical connectivity between new major development sites while also serving to reanimate key streets. In this way, the plan seeks to address the spatial implications of the significant change being effected in multiple areas of the city (including, for example, Gardens International, Project Opera; and Colbert Quarter). To achieve this, a number of proposed interventions can be pursued:

- **The identification of key public realm connections (or ‘hinge points’)** between the neighbourhoods establishes the priorities for public realm investment and locates the likely future opportunity sites. Please see Section 5 for further detail.
- **Implementation of Public Realm Strategy across the City, Towns and Villages:** The full implementation of the forthcoming Public Realm Strategy for the city and region will be key in ensuring an integrated and holistic approach to the enhancement, management, use and development of the public domain in collaboration with all relevant stakeholders.
- **Potential for public arts programme to reinforce sense of identity across neighbourhoods:** Enhancing urban legibility requires more than directional signage. It is also about creating a consistent visual language and sense of place. For example, public arts programmes (spanning sculpture, street furniture; lighting, street art for example) can be used to promote localised sense of identity. ‘Waterford Walls’ is one such example of a successful public arts programme which now serves as a large scale open air gallery connected to an annual festival. Such an intervention in Limerick must be heavily informed by and involve local communities (including local artists).
- **A Polycentric region and ‘10 minute’ neighbourhoods:** A ‘10 minute’ neighbourhood concept should be employed and tested in order to reduce car dependency and promote the emergence of a more polycentric urban form. This concept must be extended to the county, through improved public transport services and active mobility options to/from the city and county towns.

### Summary Interventions:

- Identification of hinge points for public realm improvements
- Implementation of the forthcoming Public Realm Strategy
- Development of a community led Public Arts Programme
- Identification of neighbourhood opportunities and destinations
- Promotion of 10 minute neighbourhoods and a polycentric urban model

# Step 2: Concepts and interventions

## C Enhancing liveability

**Liveability describes the various components which shape quality of life for all inhabitants of cities, regions and communities including their physical and mental well-being. In seeking to foster well-being, Limerick must be positioned as a city and county for all ages and backgrounds through the promotion of vibrant, healthy, safe and active communities. A key element of this is the advancement of consolidated urban development and associated reduction of sprawl and car dependency. Walkable, accessible neighbourhoods with attractive open spaces increase opportunities for social interaction and enhance overall vibrancy. Similarly, liveability is also dependent on good placemaking and creating and enabling key footfall magnets or attractors.** In achieving this, a number of interventions can be pursued:

- **Equity based measures to support active travel and reduce congestion** so that people of any age will feel safe and confident enough to walk or cycle to work, school, college and other activities are critical (including supporting initiatives such as Limerick's 'school cycle bus'). Continued investment in pedestrian and cycle facilities is necessary and local facilities, shops and services should be convenient and accessible through these networks, in alignment with the '10 minute' neighbourhood concept. As part of this, Limerick should commit to becoming the **first Irish UNICEF-designated child friendly city**.
- **Investment in public transport to enhance connectivity between neighbourhoods:** The strategic sites in Limerick City are estimated to accommodate approximately 7,000 new jobs. Other key larger employment areas in the city and suburbs include Raheen (industrial estate, UHL, and retail) and Castletroy/Plassey (UL and technological park). Adding this scale of employment to the city centre could significantly increase congestion from car based commuting. It should be an objective of the Limerick 2030 Plan to enhance the frequency to all public transport stops within Limerick City and Suburbs and at most 30 minute connectivity to key regional towns.
- **A vibrant city centre:** Within the city centre, revitalisation of key streets is important for attracting and directing footfall. See Section 7 for further detail on spatial propositions in this regard.
- **Enhancing vitality across town centres:** The strategic roll out of a number of town centre digital and co-working hubs could support the vitality and viability of smaller high streets – providing a 'halfway house' between working from home and commuting to the office; and stimulating further local footfall and spend (cf. Objective Econ 026, Draft CDP 2022-28). This necessitates accelerated provision of high speed broadband across the region. Town Centres should also be part of regional, themed 'Culture Nights' to highlight and reinforce sense of place; while also showcasing potential interrelationships and opportunities for collaboration between different towns and villages.

### Summary Interventions:

- Equity based approach to the promotion of active travel
- Pursuit of status as first Irish UNICEF-designated child friendly city.
- Further investment in public transport
- Reanimation of key streets to enhance vibrancy
- Roll out of co-working hubs in larger town centres
- Develop an ageing well strategy
- Proof policies' inclusivity of new communities

# Step 2: Concepts and interventions

## D Embrace and grow economic strengths

Limerick must work to further embrace and grow its core economic strengths. As for all Irish cities, 2020 was a difficult year for Limerick and its wider region. Despite clear challenges arising from the pandemic, the city has also shown resilience – with 1,870 new jobs announced in the period March to December 2020. This resilience has also been evident in the period since the global downturn in 2007/8 and since the publication of the original 2030 Plan in 2014, as Ireland started to enter a period of recovery. Specifically, the city and county should pursue the following key sectoral opportunities (See section 6 for further detail):

- **The creative sector has grown strongly and has significant potential to grow further, with several key assets, including LSAD.** A cultural centre in the City Centre may be transformative (See Concept Proposal F – ‘Grow Culture and Identity’). Creativity has become one of the most sought after soft skills paired with problem solving and critical reflection to drive innovation in a ‘post-industrial’ situation and particularly with the emergence of ‘Industry 4.0’ and the move towards ‘Society 5.0’.
- **The green economy is a major opportunity for the Mid West, and could enable a step change in growth** (See Concept Proposal E - Growing the green economy)
- Sector expertise at Shannon can be built upon to **advance the mobility and aviation sectors:** likely drones in the short/medium term, and autonomous vehicles and vertical take-off in the medium/long term, in the latter half of this decade.
- **Data centres** provide well-paid jobs during construction. This is a clear opportunity for the city and county. To attract data centre investment, the region must demonstrate varied experience and track record of delivering similar data centres by size, MW and level of complexity.
- **Industry 4.0** is a fundamental economic and social opportunity for the Mid West and **ICT, Financial Services and life sciences** will lead economic transformation in the 2020s. The Mid West is a well placed leader.
- **Limerick’s new designation as a Wild Atlantic Way Gateway City** will enable the city and county to leverage the opportunities the Wild Atlantic Way presents and grow leisure tourism to the region.
- **Limerick’s central location must be emphasised as a means of attracting FDI.**

### Summary Interventions:

- Potential in the creative industries to be further expanded
- Growing the green economy to enable a step change
- Advance the mobility and aviation sectors
- Attract data centres
- Facilitate Industry 4.0
- Lead in ICT and life sciences
- Leverage opportunities associated with Wild Atlantic Way Gateway City designation

# Step 2: Concepts and interventions

### E

## Growing the green economy

**The Mid West region has the potential to become a Green Digital Basin – a leader in the development and operation of offshore wind sector in Ireland, with Limerick an innovative leader in green digital economy, including as a test bed for global innovation.** In achieving this, a number of interventions can be pursued:

- **Develop the offshore wind energy potential on the Atlantic by providing not just enough sustainable energy to power the region at present but also to allow the region to become an energy exporter.** To take advantage of the potential for offshore wind farms, Ireland requires a port that can accommodate construction and assembly of large wind turbines, and to support the installation of wind farms. Shannon-Foynes Port has highlighted this as a strategic opportunity and has the land available by the port and the deep water capability. The port could also explore the potential as a facility for processing, storing, and distributing hydrogen generated by offshore wind farms. If opportunities are to be realised, there will be a need to upgrade the road network from Limerick city to Foynes. At Foynes, upgrading existing facilities will be required.
- **The decommissioning of Moneypoint Power Station, and the development of Moneypoint One and Two,** associated with a major offshore wind farm off the coast of Co Clare in partnership with Norwegian energy company Equinor. This development offers significant potential for Limerick and the wider region. The partnership with Equinor (formerly Statoil) will see the 1.4 gigawatt (GW) offshore wind farm use floating technology built in two phases at a cost of more than €2 billion, with the first due for completion by 2030. When completed, its output is expected to produce enough energy to power 1.5 million households.
- **The development of a research cluster in offshore renewables and marine energy,** with strong bases already in place at UL, LIT, and MTU, amongst other is explored. Additionally a Memorandum of Understanding between the three local authorities has been signed, with plan to establish a DAC.
- **Additionally, there are opportunities to develop the City's Docklands as a marine research hub and as a location for an SME incubation space.**
- **Per previous page, data centres are an opportunity for the Mid West. The development of offshore wind farms off the west coast will supply the region with clean energy, justifying the development of data centres.**

### Summary Interventions:

- Explore potential for the establishment of a marshalling port for floating off shore renewables at Shannon Foynes Port to facilitate the manufacturing and assembly of floating platforms, turbines and associated components.
- Examine the feasibility for the Port facility to process, store, and distribute hydrogen generated by offshore wind farms
- The development of a research cluster/ hub in offshore renewables and marine energy

# Step 2: Concepts and interventions

## F Grow culture and Identity

The culture and heritage of Limerick, mix of residents, academic assets, investment community and physical cityscape all contribute to a city that cultivates and supports innovation. In seeking to advance and enhance the city's cultural offerings, the Limerick 2030 plan should focus on cultural vibrancy (in terms of the city's cultural infrastructure and participation in culture); the creative economy (understanding and growing the extent to which the cultural and creative sectors contribute to the economy); and the enabling environment (assets which can aid in attracting creative talent). In achieving this, a number of interventions can be pursued:

- **A new multi use, cultural venue housed within a landmark building within Limerick city centre:** There is a need, as identified in the bid by Limerick for European Capital of Culture 2020 and the underlying Culture Lab by IU in 2015, for high quality, purpose built spaces dedicated to the creating, staging and experiencing of performing and creative arts. A new 'Creative Makers Hub' developed as part of UL's city centre campus would offer a platform for performances and displays; a 'makers place' – a testbed and platform for creatives to network, to produce, to collaborate; and a permeable, flexible site for entertainment and experimentation. Similar interventions have been pursued both nationally and internationally, including Dortmund U – Centre for Art and Creativity; The Cable Factory, Helsinki; and Glór in Ennis.
- Similarly, a **Docklands Cultural or Innovation Quarter** could be developed in parallel with the centre. NDSM Werf (Amsterdam Noord) is a former shipyard in the Netherlands now serving as a multi-purpose area used for concerts, flea markets, artist studios, gallery space etc. In Limerick, this area could be envisaged as a 'cultural incubator zone'.
- **Growing Limerick's Creative Industries:** The Mid West's creative sector has strong potential to grow from the base that has emerged in the past several years. A Strategy to further support such growth is key. Dundee, Scotland, is a city particularly successful in this arena, achieving the status of a UNESCO Design City in 2014. The relatively small scale of Dundee has been credited as part of its success. As part of its 2017-2021 'Creative Industry Strategy includes actions such as 'Develop city-wide mentoring, internships and shared apprenticeship programmes. No Irish city is among the current list of 40 UNESCO Design Cities. Limerick should work towards being the first to achieve this accolade.
- **Spatial focus on distribution of city 'gateways' or 'welcome' points:** In line with proposals under the 'City as Neighbourhood' theme, sense of place must be promoted across the city. This is particularly important at key 'gateway' or 'welcome' points in the city, where 'landmark' developments or art installations can facilitate wayfinding. This will be developed in line with the forthcoming Limerick 'Wayfinding, Orientation and Interpretation Strategy'.

### Summary Interventions:

- Regular Culture Night
- Development of a new multi use, cultural centre in the inner city
- Promotion of a new Docklands Cultural Quarter and 'Incubator Zone'
- Growing Limerick's Creative Industries
- Pursuit of UNESCO Design City status
- Support growth of experiential retail in city centre
- Enhancement of city 'gateway' or 'welcome' points
- Cruises Street as test case
- Milk Market development
- Development of a heritage trail
- Establishment of night-time economy leader

# Step 2: Concepts and interventions

## G Prepare people for the future

**A resilient, inclusive and future-proofed Limerick is one in which all communities feel a sense of belonging and have equal access to opportunities.** The city and county still record higher levels of deprivation overall than the national average. A key part of the 2030 plan must be to reduce these rates, not just through an increasing population of new residents but through the provision of quality housing in regeneration areas as well as further investment in social and health services. It is also about addressing skills gaps and preparing the population for a changing working environment through opportunities for life long learning and through the provision of new educational programmes and working facilities. In achieving this, a number of interventions can be pursued:

- **Ensuring adaptability to future working trends:** In January 2021 the Government published the National Remote Work Strategy. This Strategy recognises the impact of the COVID 19 pandemic in rapidly shifting patterns and practices of work across the globe and anticipates the longer term impact in a post COVID era. As part of this, it acknowledges the need to map and invest in a network of remote working hubs across Ireland. An adaptable Limerick must seek to adopt strategic approach to enterprise / co-working / community / digital hub planning. It should be informed by a detailed understanding of current and future intended occupancy of hubs; the varying purpose and objectives of different hub types; and the catchment areas for such facilities.
- **Enabling Smart Communities:** Opportunities for skills enhancement and digital inclusion across communities must be facilitated. For example, digital or community hubs could play a role in the roll out of digital literacy programmes for residents and SME businesses that have limited experience with digital devices and the internet. This could be part of an overarching 'Smart Communities' Programme across Limerick.
- **A funded social partnership with the council, local civic groups, and the county's third level institutions to provide multi-year outreach programmes within local primary and secondary schools** in marginalised communities to create expectations of progression to third level or entrepreneurship should be established.
- **Continued knowledge transfer between key stakeholders across sectors:** Encouraging greater links between educational institutions and local communities / businesses increases students interaction with the community and is an important lever for ensuring greater levels of graduate retention across the county. Apprenticeships can be a key driver of ensuring knowledge transfer occurs outside third level settings. Additionally, the agriculture sector in the county will need to be supported on its path to decarbonisation, led and supported by LCCC, Enterprise Ireland, and Teagasc.

### Summary Interventions:

- Strategic roll-out of enterprise / digital / co-working hubs
- Promotion of a 'Smart Communities Strategy' in conjunction with a Digital Literacy Programme
- Multi-year outreach programmes within local primary and secondary schools in areas of disadvantage
- Continued collaboration across HEIs and industry across sectors
- Work with national bodies to develop a regional centre for apprenticeship studies

# Step 2: Concepts and interventions

## H Reanimate the waterfront

**Under the revised vision for Limerick 2030, water and waterside activity will be at the centre of the visitor experience and key to cementing Limerick's role as a 'Wild Atlantic Way Gateway City'.** The River Shannon, Ireland's longest river, flows through the city centre where it then enters the Shannon Estuary. The River is to serve as a key integrating or linking element between the city's open spaces and public plazas. Enhancing accessibility and encouraging movement along and on the water is central. To achieve this, a number of proposed interventions can be pursued:

- **Expanding and enhancing greenway development:** The river, offering a key 'linking' element within the city centre also offers the potential to link the wider region, with Limerick serving as a '*Wild Atlantic Way Gateway City*'. Continuous pedestrian and bicycle paths along the river should connect the city to its hinterland through further greenway expansion (as informed by the forthcoming Green and Blue Infrastructure Strategy), linked for example, to an extension of the city boardwalk. This re-animation should span Montpelier to Glin; facilitated through mechanisms including the extension of the greenway linking UL to Montpelier.
- **Maintain an attractive and clean waterfront:** If the waterfront is to become 'World Class' both the Shannon and the Abby river in the city needs to be aesthetically pleasing. Ensuring litter or other refuse is removed from the rivers on a regular basis will elevate the rivers attractiveness and remove harmful materials from the rivers environment. Maintaining the rivers attractiveness will make it more appealing to water sports and water based activities.
- **The River as a public space:** The Harvey's Quay boardwalk has provided an important riverside public space which, if expanded, could offer greater possibilities for a new river based streetscape (and serving to support 'pop up' events such as Limerick Street Food on the boardwalk – launched in 2016)
- **Water sports and activity centre:** Urban based swimming and water sports should be accommodated and promoted – and could be a feature of the annual Riverfest. In order to further develop facilities, consideration could be given to the development of public baths and shower facilities as part of a larger water sports activity centre. Vestre Fjorpark, in Aalborg, Denmark, opened in 2017, is an example of a multi functional recreational, learning and experience landscape incorporating an open air swimming area, a park, and a facility for kayaking, canoeing and windsurfing.
- **Connections using the river:** The Shannon Waterfront in the City Centre will be the meridian for all public realm connectivity to work outwards from here, to define connections across the City Centre, the adjacent neighbourhoods, the towns along the estuary and out to the Wild Atlantic Way.

### Summary Interventions:

- Expanded Greenway development linking the city centre to the wider region: Limerick as a 'Wild Atlantic Gateway City'
- Extension of city centre boardwalk
- Maintain an attractive and clean Waterfront
- Development of water sports activity centre
- Enhancement of opportunities for urban swimming
- Use the River as a focal point for connections across the city and region

# Step 2: Concepts and interventions

## I Develop a sustainable city and county

**As the world becomes increasingly urbanised, mechanisms to enhance sustainability and improve climate change preparedness are ever more pertinent. Such resilience building mechanisms, in turn, can make cities healthier, more attractive places to live and work. In seeking to develop as a 'Green City', Limerick must become a compact, highly connected city which embraces sustainable urban design; encourages energy efficiency and reduces its carbon emissions.** In achieving this, a number of interventions can be pursued:

- **Implementation of the forthcoming Limerick City and Environs Green and Blue Infrastructure:** This Strategy will directly inform the protection and enhancement of the city's GBI assets including important and vulnerable habitats, natural heritage, and green and blue spaces; promote the use of nature based solutions in developments as an alternative to traditional engineering systems; create strong multifunction linkages between GBI assets; and add increased value that improves the quality of life for all Limerick City residents, employees and visitors.
- **Expand urban greening in public areas:** This should involve the implementation and targeting of a range of measures including enhanced tree planting; permeable pavements, green roofs and walls; community gardens and allotments. Urban rewilding (through wildflower meadows etc) can also provide pollinators with new spaces to thrive.
- **Further development and enhancement of greenway development:** A strategic roll out of a series of 'flagship' greenways of regional importance across the county should inform and enable medium term planning for connected, local greenways. This includes a planned greenway extension from UL to Montpelier. Local greenways will offer important off-road routes for non-motorised transport, encouraging active travel, including e-bikes and e-scooters. This will generate more sustainable connectivity between towns and neighbourhoods. Further strategic 'flagship' greenways could also be considered: e.g. parallel to the Cork-Limerick roads project, should this be developed. A great example of an 'edge of earthworks' fast cycle route is between Arnhem and Nijmegen in the Netherlands. Such a connection would make cycling viable for a significant number of residents of county towns, as well as making tourism along the route.
- **Promoting active travel:** The European Commission estimates that road congestion costs 1% of the EU's GDP per year (around EUR 100 billion). Increasing the modal share of active transport is highly likely to reduce congestion – bicycles consume seven to ten times less space than cars while moving in urban areas, and eight to 50 times less space while parked. Dedicated cycle paths, separated from motorised traffic are linked to increased cycling levels. Connectivity and coverage of bike path networks are also important. A shift to community or neighbourhood scale urban planning – locating shops and facilities within walking distance of where people live – would make active transport far more likely. This requires Limerick to pursue a compact urban core and consolidated town centres.

### Summary Interventions:

- Implementation of the Limerick GBI Strategy
- Expand urban greening
- Further development and enhancement of strategic and local Greenways
- Promoting active travel through enhanced permeability for walkers and cyclists and improved associated infrastructure
- Shift to community scale planning in alignment with the '10 minute' neighbourhood concept

# Step 3: Assess Interdependencies

The range of interventions identified align with key themes stemming from the vision.

Project concepts	Interventions	Overall Themes			
		A River City	A Green Region	Resilient, Connected and Inclusive Communities	A Sustainable, Innovative and Competitive Economy
(A) Quality housing for a growing population	Increased Social and Affordable Housing			✓	✓
	Focus on infill development				✓
	Focus on apartment delivery				✓
	30% growth in existing footprint of towns				✓
	Development of underutilised landbanks				✓
(B) The City as Neighbourhoods	Identify and define city neighbourhoods	✓		✓	
	Pedestrianisation			✓	
	Public realm strategy	✓		✓	✓
	Public realm hinge points			✓	✓
(C) Enhancing liveability	Improve community engagement			✓	
	Pilot city and larger towns as testbed smart campuses				✓
	Develop meanwhile uses for ongoing sites			✓	✓

# Step 3: Assess Interdependencies

The range of interventions identified align with key themes stemming from the vision.

Project concepts	Interventions	Overall Themes			
		A River City	A Green Region	Resilient, Connected and Inclusive Communities	A Sustainable, Innovative and Competitive Economy
(D) Embrace and grow economic strengths	Focus on expanding creative sector offer			✓	✓
	Support growth in mobility at Shannon				✓
	Life sciences and MedTech				✓
	Develop SME incubation spaces				✓
	Continue to support academic-industry collaboration			✓	✓
(E) Growing the green economy	Develop offshore wind energy potential		✓	✓	✓
	Invest in retro-fitting potential		✓	✓	✓
	Develop Foynes potential		✓	✓	✓
	Aim to achieve carbon neutrality by 2050		✓	✓	✓
(F) Grow culture and identify	Enhancement of the Milk Market			✓	✓
	Cultural Centre / Creative Makers Hub			✓	✓
	Monthly Culture Nights			✓	✓
	Develop Cruises St for outdoor dining & pop ups as illustrative case			✓	✓
	Develop a public arts programme			✓	✓

# Step 3: Assess Interdependencies

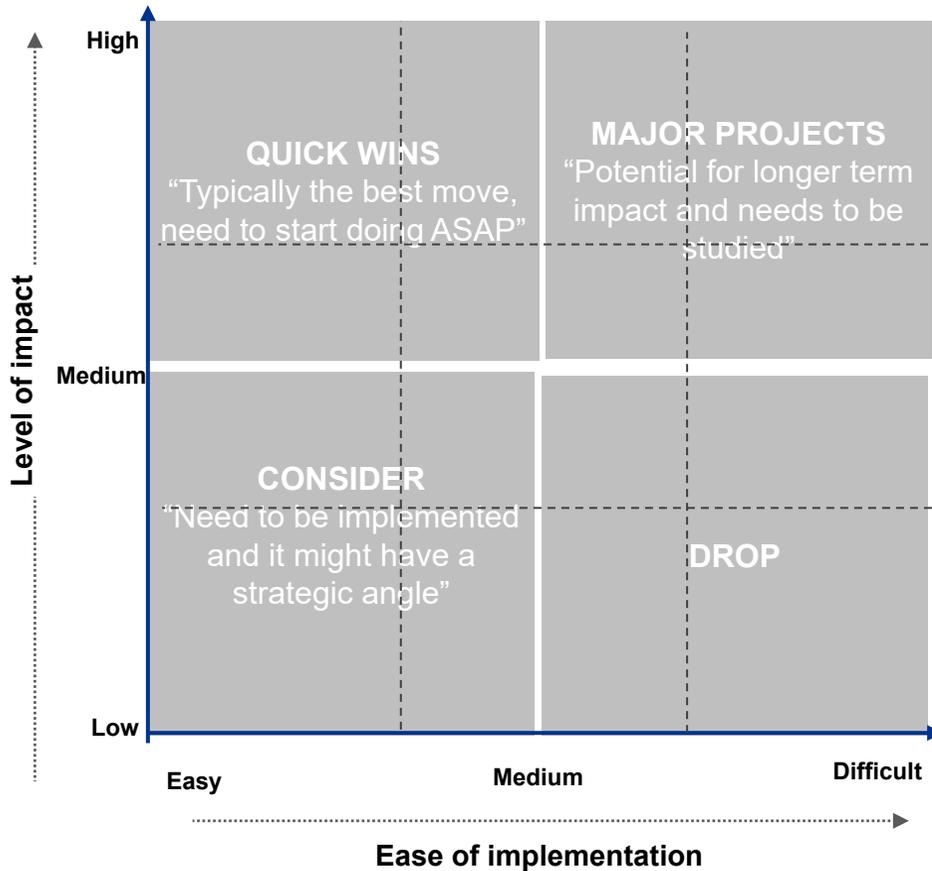
The range of interventions identified align with key themes stemming from the vision.

Project concepts	Interventions	Overall Themes			
		A River City	A Green Region	Resilient, Connected and Inclusive Communities	A Sustainable, Innovative and Competitive Economy
(G) Prepare people for the future	Community Digital Hubs			✓	✓
	Digital literacy plan			✓	✓
	City Centre and Town-based skills training			✓	✓
	Roll out of community hubs & co-working space			✓	✓
(H) Reanimate waterfront	Greenways	✓	✓	✓	✓
	Boardwalk	✓	✓		
	Maintain an attractive, clean waterfront	✓	✓		
	Water-based amenities	✓		✓	
	Eco Quarter		✓		✓
	River-based entertainment	✓			✓
	River as focal point for connections	✓		✓	
(I) Develop a sustainable city and county	Expand the City Centre decarbonisation zone		✓		✓
	Nature-based solutions		✓	✓	

# Step 4: Refine Opportunities

All interventions have a certain level of impact and level of complexity to implement.

Approach to refining opportunities



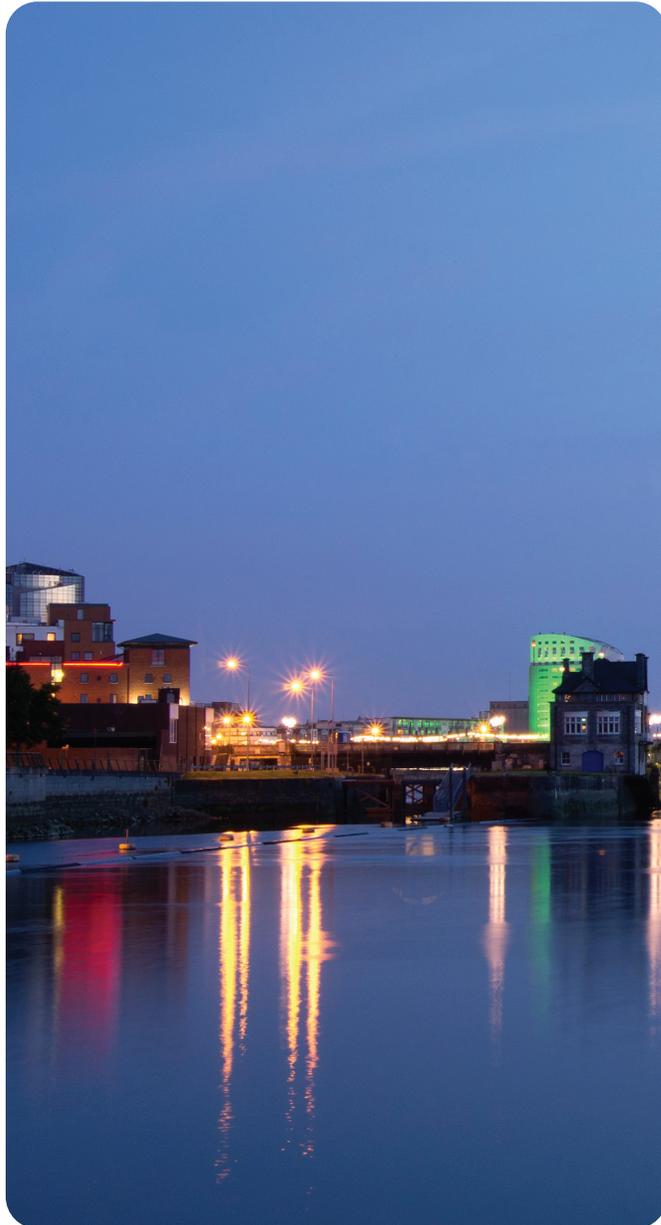
## Summary of approach

- In order to analyse the potential prioritisation of interventions and projects identified, each has been reviewed in terms of their potential level of impact (on a scale of low-high) and the ease by which these interventions can be implemented (on a scale of easy-difficult)
- This approach facilitates the categorisation of interventions into:
  - **Quick Wins:** interventions that can be advanced by key stakeholder with relative ease and which have a high impact
  - **Major projects:** projects that have a high level of impact but which require input and implementation from a relatively large number of stakeholders
  - **Consider:** projects that may be relatively easy to implement and which have a low impact, but which may have the potential to generate higher impacts in the future
  - **Drop:** projects that are difficult to implement and which have low impacts can be dropped.
- Using this approach, it is possible to develop implementation plans for the respective interventions (see section 8).



# 5. Urban Structure

## 5. Developing an Urban Structure for this Expanded Plan



### Compact Growth and the Spatial Plan Objectives:

The NPF sets out a national strategic plan for shaping the future growth and development of Ireland to the year 2040 with the purpose of enabling both rural and urban Ireland to successfully accommodate growth and change by facilitating a shift towards Ireland's regions and cities.

### NATIONAL PLANNING FRAMEWORK 2040 VISION FOR **LIMERICK CITY**

- The largest urban centre in Ireland's Mid-West Region
- Population growth of up to 56,000
- Promoting Sustainable and Compact Urban Growth

Compact growth is identified as a National Strategic Outcome by which the sustainable growth of urban areas can be managed to create more attractive places in which people live and work. In line with compact growth, the NPF directs development toward infill/brownfield development sites within the built footprint of existing urban areas.

The expansion of the spatial plan to encompass the wider city and outlying urban areas of Limerick City's existing built footprint is in line with the National Planning Framework's compact growth agenda.

Our analysis has added two new objectives to the eight objectives of the initial spatial plan. The ten objectives of the revised plan are all consistent with compact growth:

1. To establish a 21st Century City Centre economy capable of competing with other European cities.
2. To reposition the City Centre as the premier regional shopping destination;
3. To establish a unique tourism offer that takes full advantage of the City Centre's special characteristics;
4. To make the City Centre once again a desirable place to live by improving the quality of the housing offer
5. To create a high quality and safe urban environment which generates a sense of pride in the City;
6. To build upon the City Centre's rich historic character
7. To create quality strategic gateways to the City Centre, thereby making it a welcoming experience for visitors;
8. To attract and retain young people by providing learning opportunities in the City Centre.
9. To manage by design potential disruption to quality of life and ease of movement within the core City Centre area during the plan implementation period; and
10. To expand the provisions of the plan to encompass opportunities for transformation across the wider city and outlying urban areas.

## 5. Developing an Urban Structure for an Expanded Plan

**A Wild Atlantic Gateway City:** Limerick's designation as a Wild Atlantic Way Gateway City reflects its geographical and cultural position in the West of Ireland, and its close proximity to the Wild Atlantic Way. The expansion of the spatial plan allows it to consolidate this city identity and to ensure that the growth is managed in a way that not only avoids sprawl but actively reinforces the sense of a coherent urban area.

To this end, the Spatial Plan proposes a revised view of Limerick City as a polycentric 'city of short distances' – a city where locally-oriented mixed-uses provide for residents' needs within a series of neighbourhoods surrounding, and strongly connected to, the core City Centre area.

With Covid-19 restrictions on movement meaning that people are now spending more time in their local neighbourhoods, the importance of these local high streets and centres have become increasingly important – not only in the provision of goods and services, but also as critical spaces for health and wellbeing; as sociable places. The importance of urban planning and the creation of complete neighbourhoods – ones that can meet all the needs of a resident within a short distance – has meant that concepts of the '15 Minute City' and the '20 Minute Neighbourhood' have become more familiar over the course of the Covid 19 pandemic.

The '10-Minute City' concept as considered for Dublin or Paris means creating walkable communities in which people can access most of their daily needs within 10 minutes of their front door either by walking or cycling. By comparison, the '20-Minute Neighbourhood' concept demonstrated by Melbourne is similar but allows for

the provision of local needs not only within a 20-minute active transport trip (walking or cycling) but also within a 20-minute public transport ride.

What these concepts all have in common is the idea of the 'power of nearness' found in the urban planning of cities like Vancouver – local communities where everything is close by, providing diverse housing options and access to local health facilities, parks, shops, and providing safe cycle routes and local public transport that connect adjacent communities and together form a city of short distances between different local centres.

Such a concept does not mean 'decentralising' or weakening the core City Centre area of Limerick City. Instead, it is a rebalancing of opportunity across the city to the benefit of all neighbourhoods, including the core area. The City Centre is still considered as the major draw of talent and driver of innovation – the cultural and economic engine whose success enables the choice to live in one of the other centres. Developing the polycentric model of neighbourhoods means offering a choice within the urban area, so each neighbourhood maintains a strong local identity within the overall identity of the Atlantic Way Gateway City. The City Centre Neighbourhood is intended illustratively only and does not reflect an intended shift in the 'centre' of the city to Colbert Station but rather the ability of the Colbert Station redevelopment to reduce physical severance and improve spatial connectedness from the core area to southern environs of the city centre area.

Managing this polycentric model for the expanded plan requires the identification of experiential gateways to the urban area from the surrounding county, and between character areas within the expanded urban area.

Creating sociable high streets in Leyton and Thorton Heath, UK.



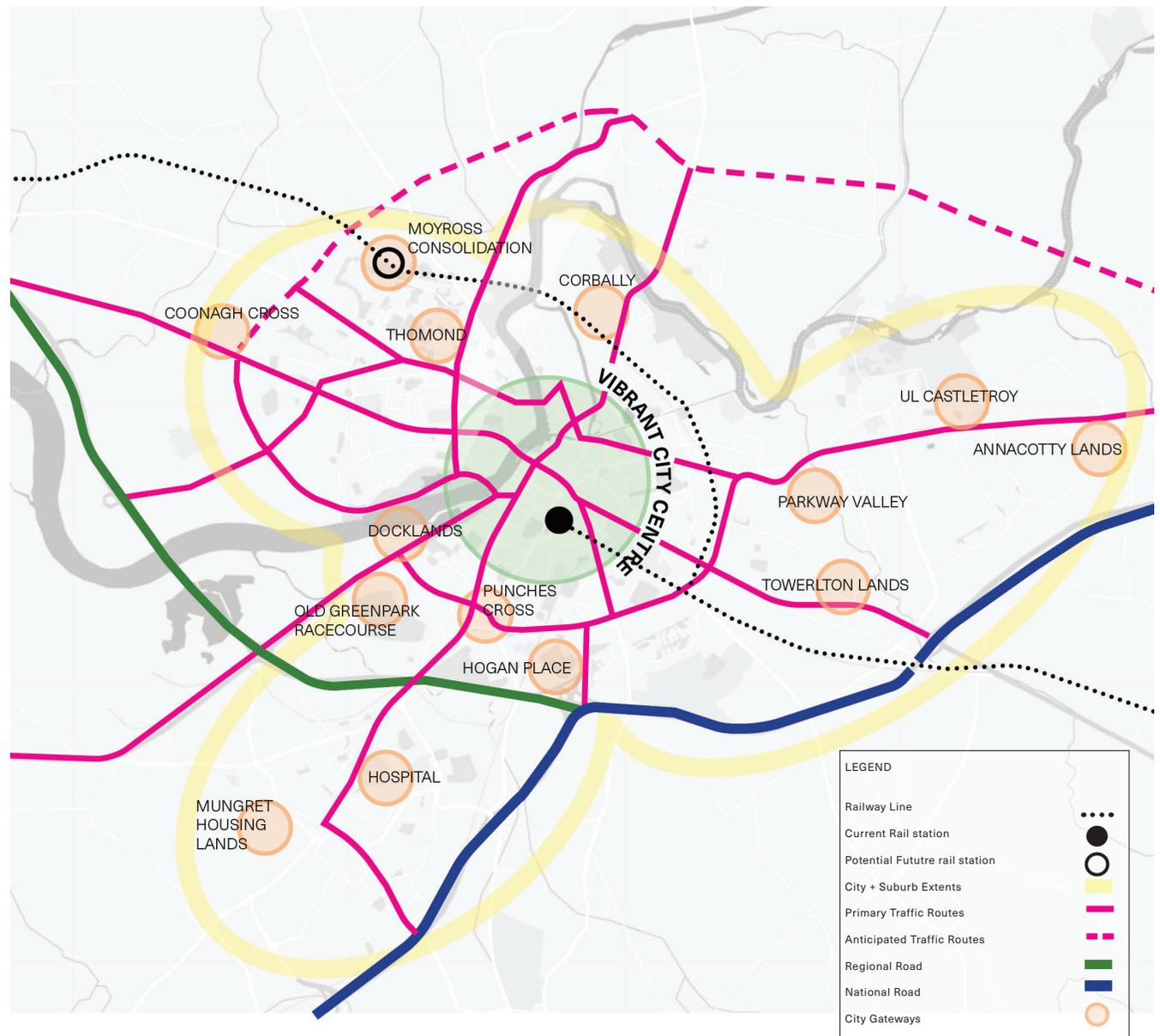
## 5. Developing an Urban Structure for this Expanded Plan

**Gateways in a Polycentric City:** As a result of the City Centre focus of the initial plan, gateways were considered primarily as they relate to the experience of entering the historic core area of the city – broadly, the Medieval Area, the Georgian Quarter, and the Waterfront. As such, gateways to the city were identified at:

- Shannon Bridge (both sides);
- Sarsfield Bridge (north waterfront);
- Thomondgate;
- Charlotte's Quay/ Mary Street;
- Colbert Station; and
- Newtown Mahon

To expand the area with which the spatial plan is concerned in a way that maintains a coherent city identity, further connections need to be established between outer urban areas to allow compact urban growth i.e. these areas need to establish as far as possible connections independent of the core area identified within the gateways previously established by the spatial plan.

Additional gateways beyond this core area are identified as a first step toward a larger spatial organisation so as to distinguish character areas across the urban fabric and provide for the legible transition between different parts of the polycentric city.



## 5. Developing an Urban Structure for this Expanded Plan

**The City Identity and Gateways:** The identity of a city is twofold: the big-ticket 'public' items that attract people; and, the more intimate 'private' aspects that retain people. Consistently successful cities for investment and living such as Vienna, Zurich and Amsterdam are cities that recognise that while city-scaled plans are needed to encourage investment, smaller scale placemaking is needed to keep it, and consequently link both strands of activity.

The compact growth of the city should not only manage the identity of the core city area and its distinctive character – its iconic elements of waterfront and historic quarters – but should also add to the identity of the other urban quarters that do not have these iconic features but have their own local character.

Developing local centres in these urban quarters for intensification and the growth of mixed uses forms the basis of a polycentric urban structure of complete neighbourhoods. By locating these so as to reduce physical segregation within the urban core, the connected city of short distances is built incrementally. Over time, 20-minute neighbourhoods can become 15-minute neighbourhoods as patterns of development and investment respond to the growing public awareness of the impact car dependent life styles have had in encouraging urban sprawl, congestion at centres, carbon emissions and air pollution, and recognises the increased role active modes of travel will take in the lives of both residents and visitors.

In addition to the City Centre gateways identified previously by the plan, the urban structure proposed

identifies fourteen gateways to the expanded urban area illustrated on the previous page.

These additional gateways serving to manage connections between the different functional parts of the wider urban area identified by LSMATS and are geographically dispersed around the city but broadly correspond to an understanding of the urban structure of Limerick as being composed of an historic urban core with an outer residential hinterland to the south and east, with an inner suburban layer of generally low density residential estates between.

The functional area of the expanded plan – the identifiable area of the Wild Atlantic Way Gateway City – can be understood as a core area within the gateways previously established by Limerick 2030, surrounded by an area extending to Raheen and Mungret to the south, Moyross and Parteen to the north, and Castletroy to the east.

Identifying the gateways not only spatially locates the places where neighbourhoods interact with the city centre and one another, but by extension identifies the wider connections to the towns and region along the Estuary and to the Wild Atlantic Way.

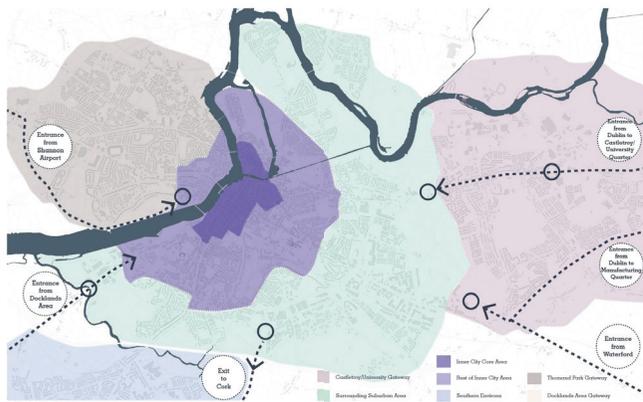


## 5. Developing an Urban Structure for this Expanded Plan

**Relationship to Other Identified Gateways:** The extents of the Limerick City urban area, gateways to its character areas, and the primary spatial connections between them, have been reflected on across three independent strategies:

- The Draft Limerick Shannon Metropolitan Transport Strategy (LSMATS) report;
- The Draft Limerick Building Height Strategy (LBHS); and,
- The Limerick Regeneration Framework Implementation Plan (LRFIP)

The spatial plan is informed by these complementary reports but it should be noted the due to the different intentions of the strategies and their different areas of concern, their identification of gateways and character areas are not coterminous.



LBHS Urban Structure Diagram

The LBHS identifies defines a series of gateways between the city and the region and from this proposes a series of urban areas:

- An inner urban area containing a core area and bounded by the River Shannon.
- A surrounding suburban area
- A series of gateway areas (UL/Castletroy; Docklands; Moyross)
- An outlying suburban area (Dooradoyle, Mungret and Raheen).

The identification of character areas and gateway locations in the LBHS is intended to allow for the identification and plotting of the key characteristics and sensitivities of Limerick City as they pertain to a greater understanding of building height and their implication on the development management of built form proposals. It notes that designations are identified, and are utilised, in the context of the LHBS and that they do not relate to – and have a different purpose – to the those set out in the Limerick Development Plan.

Gateways and character areas identified in the spatial plan are similarly identified and utilised differently to those of the LHBS: gateways are concerned with the identification of distinguishable identities within the city, rather than physical landmarks; character areas are similarly utilised. For example, while the designation of a single ‘Surrounding Urban Area’ area within the urban structure of the LHBS is valid, the spatial plan identifies distinct areas within this areas such as Docklands, Southill and Ballysimon etc.

The key aspects of the LSMATS report that inform the gateway proposals and city strategy are:

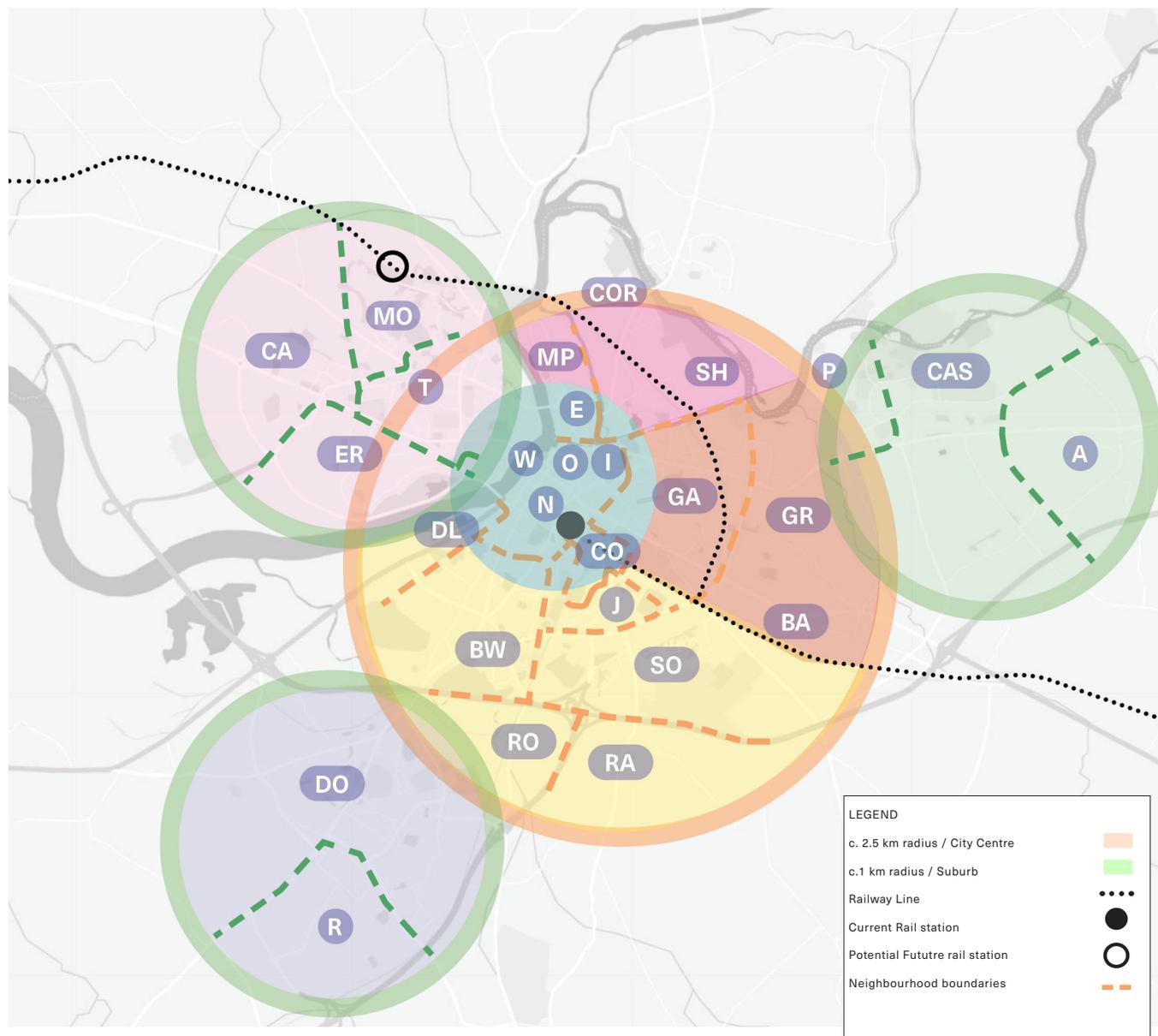
- Integration of new mixed-use development at appropriate densities with high capacity public transport corridors, serving University of Limerick, University Hospital Limerick, LIT, Dooradoyle, Mary Immaculate College, the National Technology Park, Shannon Free Zone and Shannon Airport.
- Concurrent development of more attractive walking and cycling networks connecting residential areas to key areas of employment and third-level education in Limerick City Centre and suburbs.
- Concurrent Public Realm Improvements
- Increased catchment of sustainable modes of transport to more people and places, with potential for linked-trips with public transport. Increased viability of future investment in public transport by attracting higher demand.
- Permeable new development areas for pedestrians and cyclists and improved permeability for these modes in existing developed areas.
- ‘Filtered permeability’, whereby through private car traffic is discouraged in new and existing development areas.

## 5. Neighbourhoods and Opportunities

**The City Neighbourhoods:** The polycentric urban structure of Limerick City is identified as consisting of four neighbourhoods – a consolidated city centre containing the core area of the original plan, flanked by three outlying urban neighbourhoods.

The development of the neighbourhoods will be toward a model of a city of short distances, recognising that while the City Centre can develop immediately according to principles of the 10-minute city; the surrounding neighbourhoods are likely to develop to a 20-minute neighbourhood model within the lifetime of the 2030 plan.

<b>CITY CENTRE</b>	
CO	Colbert Quarter
E	Englishtown
I	Irishtown
N	Newtown Pery
O	Opera Quarter
W	Waterfront
<b>SOUTHERN CITY ENVIRONS</b>	
BW	Ballinacurra Weston
DL	Docklands
J	Janesboro
RA	Rathurd
RO	Rossbrien
SO	Southhill
<b>WESTERN CITY ENVIRONS</b>	
BA	Ballysimon
GA	Garryowen
GR	Groody Valley
<b>NORTHERN CITY ENVIRONS</b>	
COR	Corbally
MP	Mary's Park
SH	Shannonfields
<b>CASTLETROY/ANNACOTTY</b>	
A	Annacotty
CAS	Castletroy
P	Plassey
<b>DOORADOYLE/RAHEEN</b>	
DO	Dooradoyle
R	Raheen
<b>MOYROSS/CAHERDAVIN</b>	
CA	Caherdavin
ER	Ennis Road
MO	Moyross
T	Thomondgate



## 5. Neighbourhoods and Opportunities

**Identification of the Neighbourhoods:** The neighbourhoods are to be understood as functional spatial areas that either group existing mixed-use centres and their associated residential areas together, or identify amenity destinations that can better serve the city if their connectedness is improved. In both cases, the aim is to spatially organise the urban area in a way that fosters more coherent use of land in the city.

Incorporating existing centres within the neighbourhoods presents a context for growth that will strengthen and enliven them – development opportunities should be used not only to intensify their uses, but also to more strongly and clearly connect them to better serve nearby residential areas. Identifying areas where even limited development is unlikely (such as Shannonfields) within the neighbourhoods recognises that amenity functions are of increasing importance as the urban populations grow and that spatial proposals need to consider new or improved access to them.

Similarly, the determination of the neighbourhoods purposefully incorporates the four designated regeneration areas in the city at:

- Moyross;
- St. Mary's Park/ Kings Island;
- Ballinacurra Weston; and
- Southill.

Development of these areas is guided by the Limerick Regeneration Framework Implementation Plan (LRFIP).

The vision of the LRFIP – for 'safe and sustainable communities of opportunity.....physically connected and fully integrated with the social, economic and cultural life of Limerick' – is consistent with the vision for Limerick 2030 of a polycentric city of interconnected neighbourhoods. Incorporation of the regeneration areas within the polycentric neighbourhoods is intended to complement ongoing regeneration efforts and provide potential for uplift by linking them to the wider transformation of the city.

By providing a wider spatial network into which the regeneration areas are understood as integrating in time, the spatial plan encourages the identification of 'early wins' by which the edges of the regeneration areas can be made more permeable and connected to existing centres to reduce physical severance. This is consistent with key objectives set for the regeneration areas that include recognising sites for development and redevelopment; promoting the development of strategic sites and the re-use of underutilised sites.

### REGENERATION AREAS AND DEVELOPMENT ZONES

- BW** BALLINACURRA WESTON
- C** CITY CENTRE DEVELOPMENT ZONES PER LIMERICK 2030  
King's Island  
The Opera Site  
Arthur's Quay  
Irish Town  
Cruises Street  
The Georgian Quarter  
Limerick Quays  
Eastern Gateway  
Urban Science and Technology Park
- MP** ST. MARY'S PARK / KING'S ISLAND
- M** MOYROSS
- S** SOUTHILL

#### LEGEND

- Railway Line 
- Current Rail station 
- Potential Future rail station 
- Regeneration Areas 



## 5. Neighbourhoods and Opportunities

**Neighbourhoods and Development Areas:** Key opportunity sites – not only within the regeneration areas but across the wider urban area – as identified across various strategies contributed to the determination of the location and extents of the neighbourhoods to ensure a balanced pattern of growth surrounding the City Centre core area. The identification of opportunities within the neighbourhoods reconfigures the idea of the development zones of the initial plan.

The initial plan set out City Centre Development Zones which reflected on the implication of implementing opportunity site proposals zonally, with fully integrated approaches to development, public realm and movement across districts within the City Centre. It was explicitly stated that the organisation of these development zones is spatial rather than reflecting priorities between zones.

In so far as the function of the Limerick 2030 Plan previously has been to act as a catalyst to transformation, the absence of priorities is appropriate; however, with transformational projects now occurring at the Opera Site; Cleaves Riverside Quarter; and Colbert Station, this plan considers a more comprehensive move to the development zone model timely.

The advantage of this approach is its ability to identify at a larger scale projects or placemaking initiatives by which the linking of these neighbourhoods can be accelerated. The individual component plans for the neighbourhoods cumulatively identify priorities for interventions in the public realm and movement strategy across the urban fabric to bring forward sequentially those interventions that will serve to connect multiple

neighbourhoods, and where possible to bring forward those connections in advance of the completion of development proposals.

To achieve this, the neighbourhoods must be appropriately scaled in line with compact growth models and concepts of the city of short distances. Spatially the extents of the City Centre development zones lies between that of the larger regeneration areas at Moyross and Southill and that of St. Mary's Park/ King's Island.

The entire city centre development zone falls within a 1km walking radius (or c.12 minutes walk). The Colbert Station development zone locates a forecourt within the city centre in front of the station (identified as a gateway) but extends out to meet the Southill and Ballincurra Weston regeneration areas. This entire area can be contained within a 2km walking radius (or c.<25mins) that also extends to include St. Mary's Park/ King's Island Regeneration Area. This becomes the central neighbourhood of the city, connected to three smaller neighbourhoods of 1km walking radius at Moyross, Castletroy and Dooradoyle/ Raheen.

In the outlying areas, proposals initially seek to foster connectedness between mono-use areas of the neighbourhood so they can function as a single mixed-use area, building in time to more complete local uses.

The proposals for the development areas in Section 9 describe a framework of opportunity sites and placemaking initiatives across the neighbourhoods.

*A tactical placemaking initiative in Vienna.*



## 5. Neighbourhoods and Opportunities

**Opportunities and Destinations:** New development opportunities are identified across all of the neighbourhoods. The aim in these opportunity sites is to locate new residential areas of scale that will develop the critical mass necessary to support mixed use. These mixed-use areas in turn become the focus of the wider public realm interventions across the city to build a connected urban character areas within neighbourhoods and connecting neighbourhoods to one another. Amenity destinations are afforded equal value spatially to the opportunity sites to ensure that connectedness is a primary concern of all proposals.

### Housing Opportunities

- 1 Pa Healy Road Site
- 2 Annacotty Housing Lands
- 3 Hogan Place
- 4 Ballykeefe Site
- 5 Mungret Lands

### Mixed-Use Opportunities

- 6 Cleeves Riverside Quarter
- 7 Colbert Quarter
- 8 Georgian Core
- 9 Moyross Consolidation
- 10 Parkway Valley Site
- 11 Towlerton Lands
- 12 Crescent Shopping Centre Consolidation

### Civic/Cultural/Commercial Opportunities

- 13 Arthurs Quay / Opera / Merchants Quay
- 14 Thomond Park

### Green Spaces + Amenities

- 15 Shannonfields
- 16 River Groody Valley
- 17 Westfield Wetlands
- 18 Bunlicky Lake and River Fergus SPA
- 19 Green Areas adjacent to Moyross

### Enterprise & Employment Lands

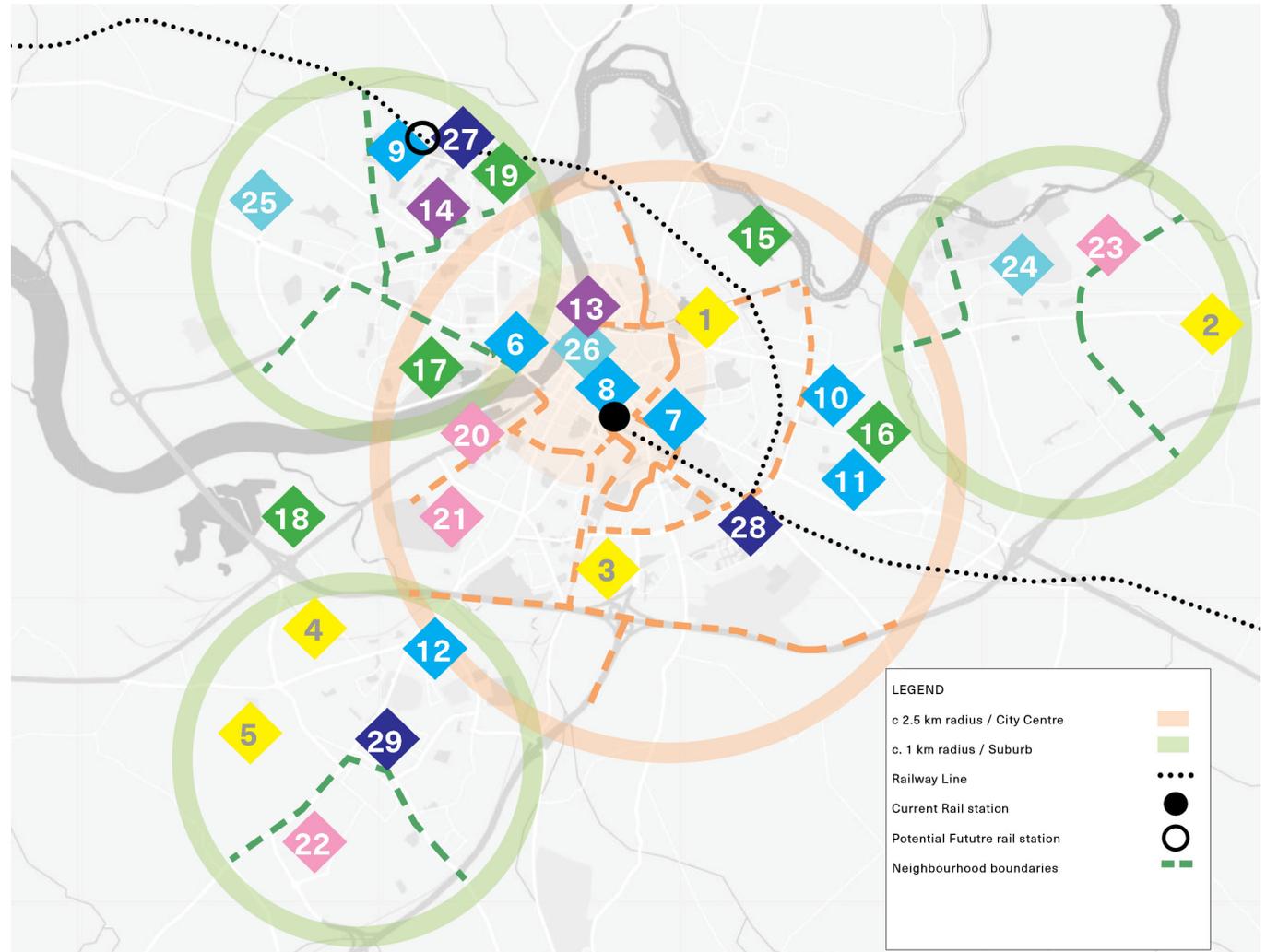
- 20 Limerick Docklands
- 21 Old greenpark racecourse
- 22 Employment Lands Raheen
- 23 IDA Lands Castletroy

### Educational Expansion

- 24 University of Limerick Castletroy
- 25 Coonagh / Moylish Educational Lands
- 26 University of Limerick City Centre Site

### Healthcare Developments

- 27 Proposed Private Hospital Moyross
- 28 Proposed Private Hospital Ballysimon
- 29 University Hospital Expansion



*Refer to section 3 for city centre opportunities identified in the Limerick 2030 plan and section 7 for newly identified city centre opportunities.*

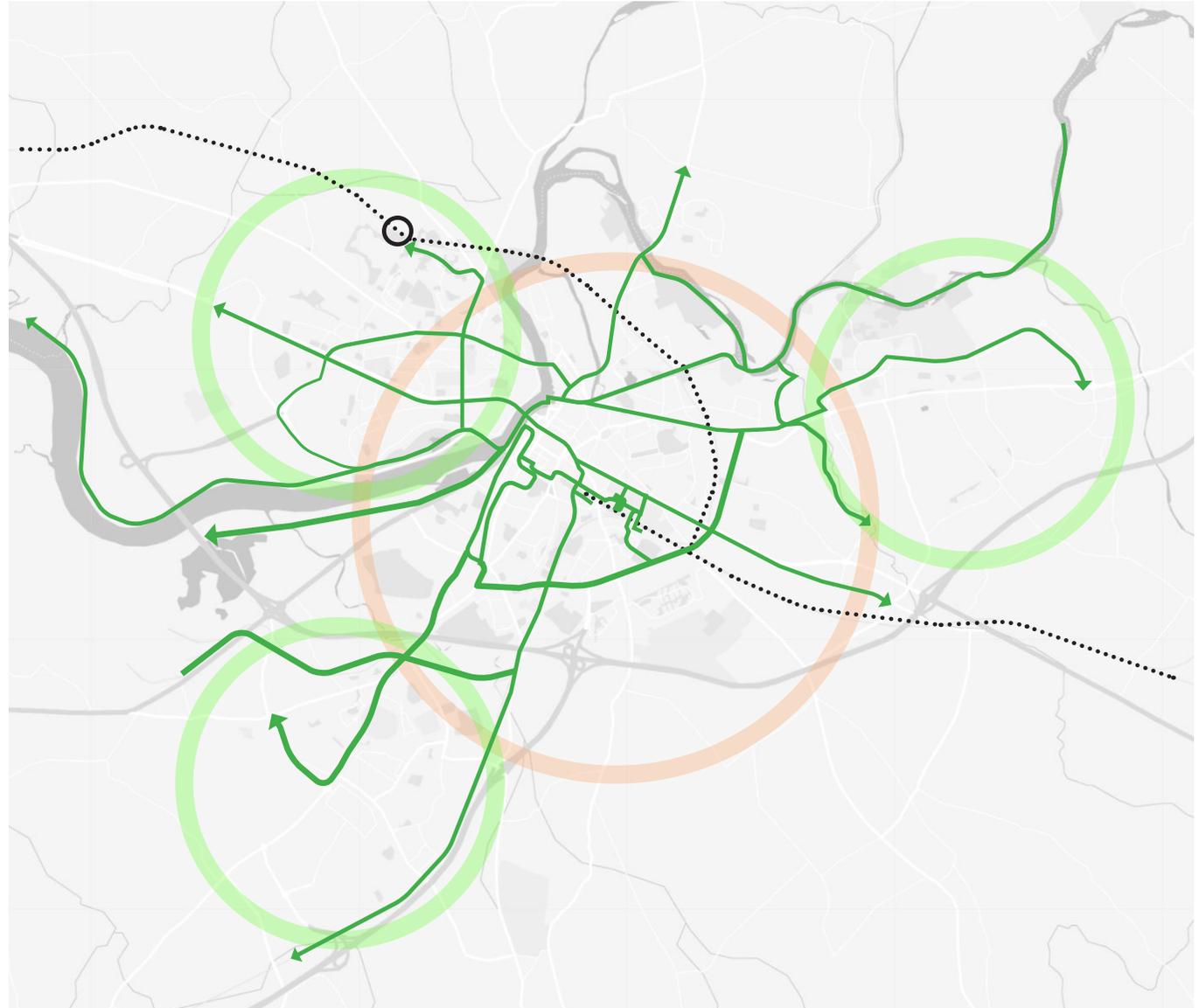
## 5. Connectivity

**A 'Meanwhile' City:** The ambition for Limerick – of both Limerick 2030 and to 2040 under the NPF – is such that there will be substantial parts of the city undergoing significant change over an extended period of time. Within the City Centre alone, these areas include:

- the South Quays from the Clayton Hotel to the Court House;
- the North Quays from the Thomond Bridge to Condell Road;
- the Docks (still operational but presenting opportunities for intensification and mixed use);
- and, Colbert Station.

Such a wholesale transformation has the potential to become a 'big dig' – where the experience of the city centre over an extended period is of one large construction site. The plan proposes using the concept of ploycentric neighbourhoods to cumulatively develop increased public realm connectedness and vitality during this extended 'meanwhile' period. An active strategy of identifying opportunities for public realm improvement and programming of spaces is suggested in the neighbourhood proposals.

This will ensure that the wider connectivity of the city is progressed in the most useful way as transformational projects begin to be enacted in multiple locations concurrently, bringing permanent improvements forward in advance of development where possible, suggesting shorter term interventions where it is not.



## 5. Connectivity

This approach seeks to integrate the ‘great streets’ vision of Limerick 2030 with the emerging urban design vision for a series of interconnected urban squares taking place across a number of Limerick 2030 sites including the Opera Site, Cleeves Riverside Quarter and – most relevantly given the scale of the intervention and its potential to reduce barriers to adjacent residential areas – Colbert Station.

It is noted too that this connectivity reflects the the aspirations of LCCC to develop a simple, uncluttered and consistent design approach in its public realm across the city, and should be understood as complementary to, rather than supplanting, ongoing public realm proposals in the city centre.

**Connecting the River and Estuary:** By considering the spatial connections between neighbourhoods and their uses as they relate to public realm and active travel, the principles of polycentric connectedness can work across multiple scales.

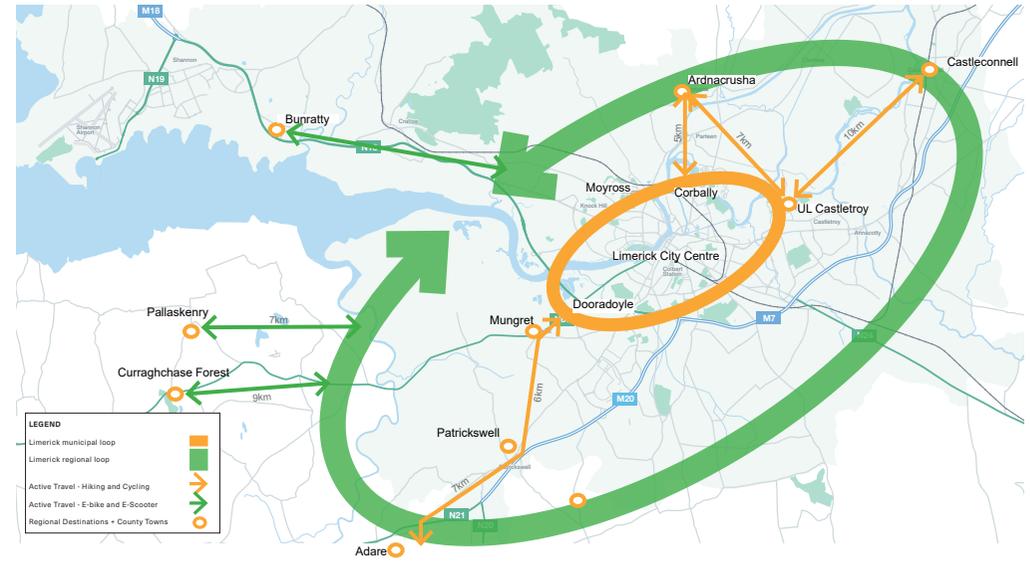
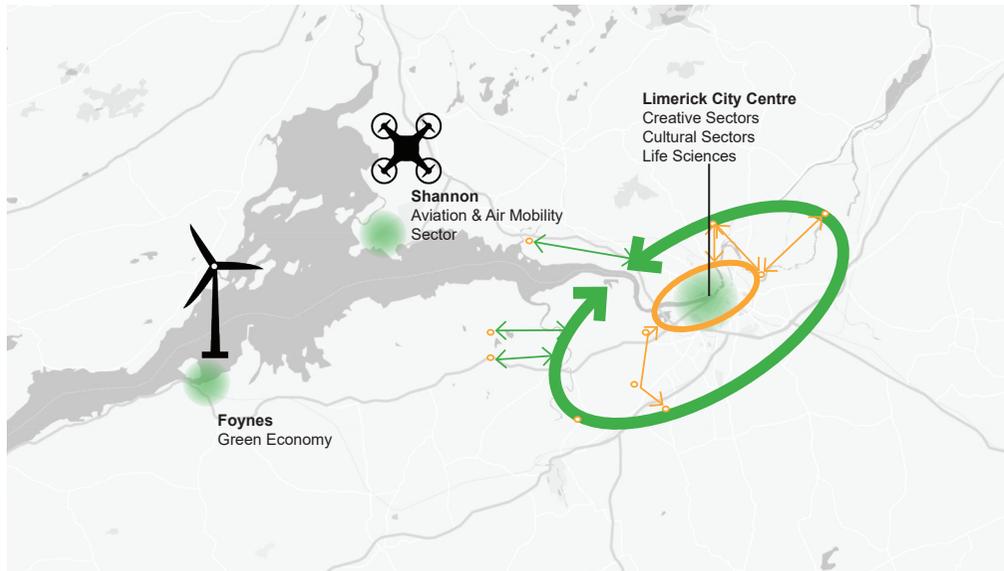
As a tool for planning processes, it facilitates the identification as development comes forward of a hierarchy of interventions to connect the city. Some of these will be made possible by development; some of these will be done to make development possible.

As a spatial framework to understand movement from the city centre out to the neighbourhoods, it serves to extend the spatial considerations of Limerick 2030 beyond the city and wider urban area by forming a conceptual model by which connections are

organised around active travel routes between the neighbourhoods and the towns of the estuary and the wider county.

The Plan takes the Shannon Waterfront as its meridian and stages active travel connections outward, from the river to the City Centre, the City Centre to adjacent neighbourhoods, the neighbourhoods to the towns, and from town to town.

This allows for a common theme in developing town plans across the county after the model of Askeaton and Bruff in which public realm plans deliver the respite areas, mixed-uses, and charging infrastructure to deliver countywide connectivity.



## 5. The Shannon Waterfront

**The River as an Iconic Element:** Iconic elements can attract people to a city but it is the more intimate and intangible aspects of a place's culture that retain them. Neighbourhoods, or the range of different characters of neighbourhoods across a city, may themselves be iconic.

In most respects, iconic elements are something that placemaking initiatives seek to benignly exploit to maximum advantage in the pursuit of more local aims, rather than something that directs placemaking policy. The quality of life that results from successful placemaking policy is itself an emergent iconic element of cities like Leipzig and Copenhagen. How planning, development and placemaking plans, projects and policies work with existing historical character to ensure that new development and regeneration projects do not produce a monoculture that subsumes iconic identity is an important consideration.

Limerick has the advantage of iconic elements not only in its cultural historical built form, but also in the presence of Shannon Waterfront and associated waterways. The 'World Class Waterfront' is a key transformative project of Limerick 2030 and a central tenet of the compact growth initiatives for the city described by the Development Plan.

The World Class Waterfront project comprises three elements: the Riverside Infrastructural Works; Cleeves Quarter and the University of Limerick City Campus. As a transformational project, it has a close interdependency with proposals for Arthur's Quay and Kings Island, and ultimately for proposals at Limerick Docklands.

The Plan takes the Shannon Waterfront in the City Centre (within the current three bridges area) as it's meridian and proposes the organisation of all public realm interventions in relation to the river, with stages of public realm connectivity working outwards from here to define connections the river to the City Centre, the City Centre to adjacent neighbourhoods, the neighbourhoods to the towns along the estuary and to the Wild Atlantic Way.



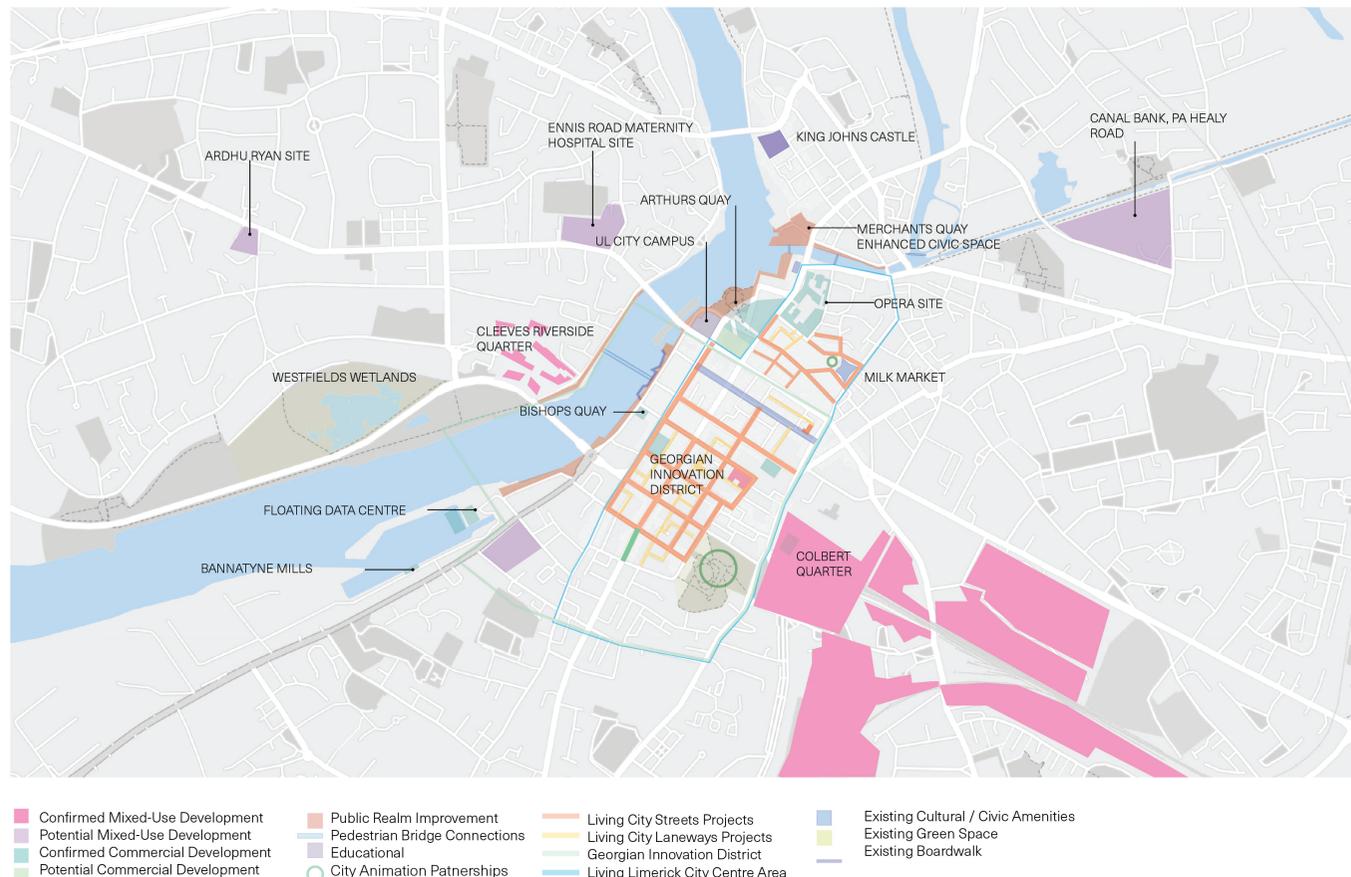
*A World Class Waterfront at Bilbao at a scale comparable to Limerick.*



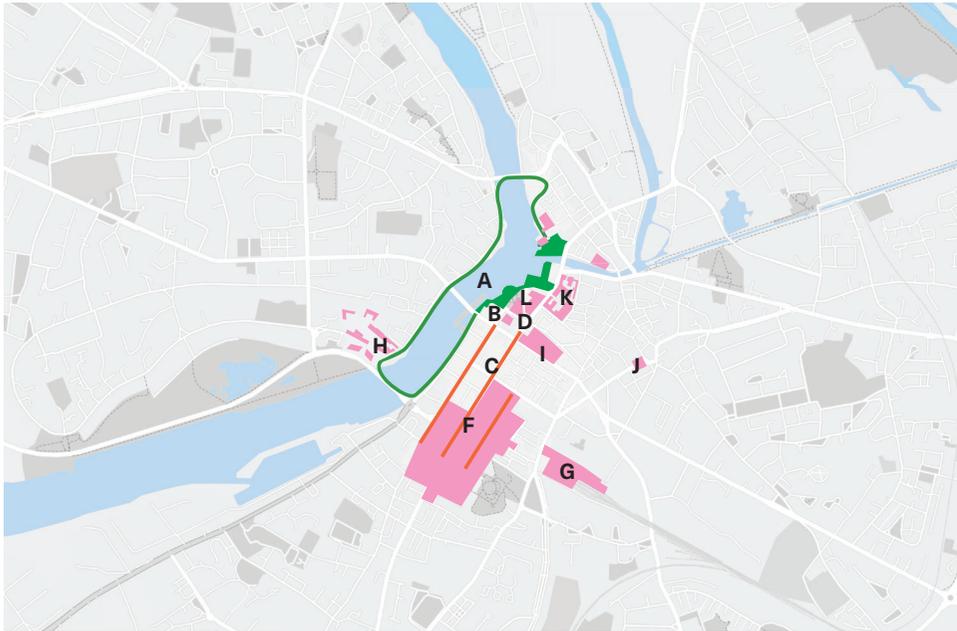
## 5. City Centre Proposals

**Identifying New City Centre Proposals:** Typically, supporting an active urban life requires an initial period of large scale regeneration dominated by longer term 'business as usual' activities of plan making. With a clear vision in place, stability in the implementation phase is critical to ensuring the initial aims are carried through. Placemaking activities often move to the smaller scale initiatives in this 'meanwhile' period – community well being is invested in through the early delivery of public spaces and facilities or the development of temporary projects that point the way to the final shape of the city once the construction has finished; quick wins in improving streets and connecting neighbourhoods are sought to avoid public or political fatigue that results from the upheaval of large scale change – serving the purpose of managing the experience of city life as quality of life improvements are being made.

As a plan entering into a key implementation stage during which developments of scale will begin to be delivered, Limerick 2030 needs to work across both the plan-making and placemaking activities. To this end, with the first catalysing iteration of opportunity sites within the city centre being implemented, the revised plan identifies a series a new opportunity sites and identifies potential connections between them to the work progressed to date – building new opportunity from the transformations of the current plan. These new sites are identified on the next page and described in more detail in Section 9.



## 5. City Centre Proposals

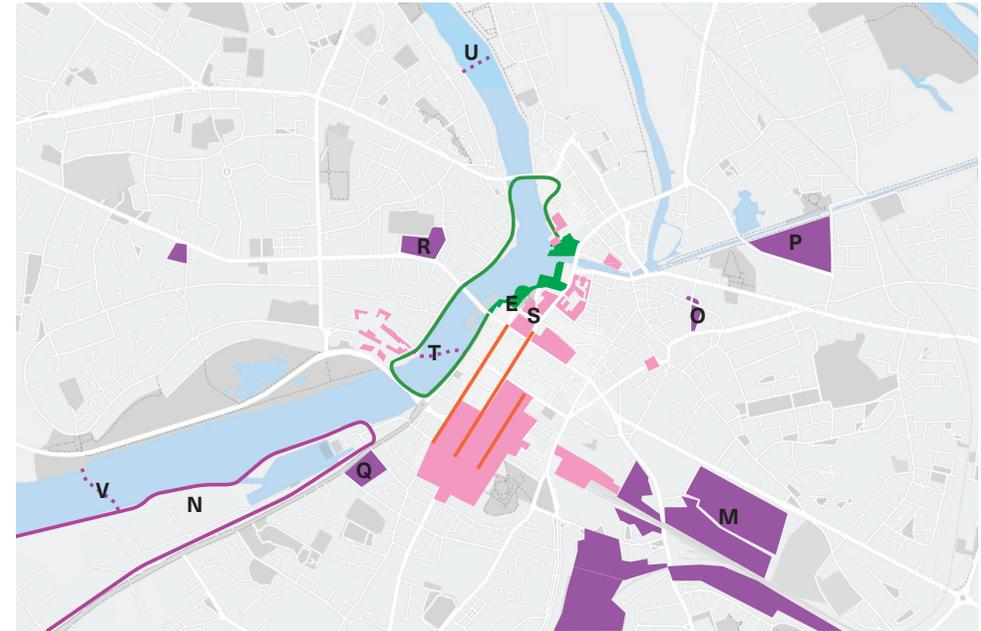


### LIMERICK 2030 - SEVEN TRANSFORMATION PROJECTS

- A. WORLD CLASS WATERFRONT
- B. WATERFRONT CULTURAL CENTRE
- C. GREAT STREETS
- D. CITY SQUARE
- E. EDUCATIONAL CAMPUS
- F. GEORGIAN QTR
- G. COLBERT STATION

### ADDITIONAL KEY PROJECTS IN 2030 PLAN

- H. CLEEVES RIVERSIDE QUARTER
- I. CRUISES STREET REDEVELOPMENT
- J. ST. JOHN'S CULTURAL QUARTER
- K. PROJECT OPERA
- L. ARTHUR'S QUAY REDEVELOPMENT



### UPDATED 2030 OPPORTUNITIES

- M. EXPANDED COLBERT QUARTER
- N. LIMERICK DOCKLANDS
- O. OLD CLARE ST. DESIGN DISTRICT
- P. PA HEALY ROAD SITE
- Q. GASWORKS SITE
- R. ENNIS ROAD MATERNITY SITE
- S. DEBENHAMS SITE
- T. CLEEVES PEDESTRIAN BRIDGE
- U. THOMOND WEIR PEDESTRIAN BRIDGE
- V. BARRINGTON PIER PEDESTRIAN BRIDGE

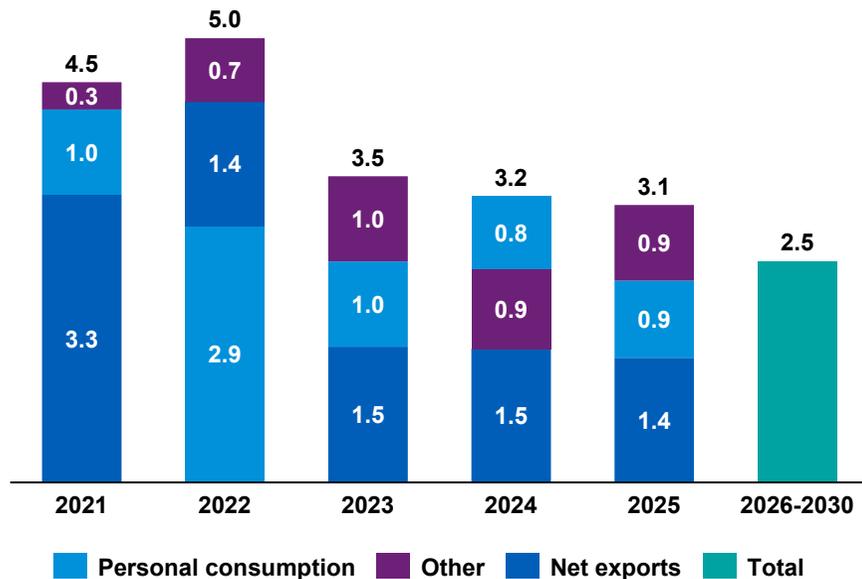


# 6. Growth opportunities

# National economic outlook

Ireland's economy is projected to rebound well from the impact caused by the pandemic.

**Projected national GDP growth, y-o-y%, 2021-2030**  
Average: 3.9% ('21-'25)



## Key takeaways

- Following the impact of the pandemic on the Irish economy in 2020 and the first half of 2021, the Department of Finance (DoF, April 2021) is projecting that the economy will grow on an annualised basis by 4.5% in 2021 and by 5.0% in 2022. Over the period to 2025, the annual average growth rate would be 3.9%
- Growth projected for the next five years will be driven mainly a healthy trade balance through net exports (68% of total growth) and by strong levels of personal consumption (17% of total growth). Risks relating to these growth projections are predominantly exogenous, such as if the world economy faces another downturn
- In comparative terms, it is likely that Ireland will outperform many other advanced economies until the middle of this decade. Likely growth is not known for the period 2025-2030, however typically the long-term average growth rate is 2.0%-2.5% (2.5% cited in graph)
- Separating out the role of multinationals in Ireland's economic performance, the outturn for the domestic economy is likely to be slightly more muted
- In June 2021, the Government released its National Economic Recovery Plan focused on a number of pillars, including supporting returning to work, enterprise resilience and productivity, and investing in infrastructure. While the additional contribution of these initiatives to economic output has not been released, it is possible that growth will outperform the Government own latest forecasts.

**Recommendations:** (1) Support Mid West exporters immediately (2) Support pent-up spending demand in the Mid West

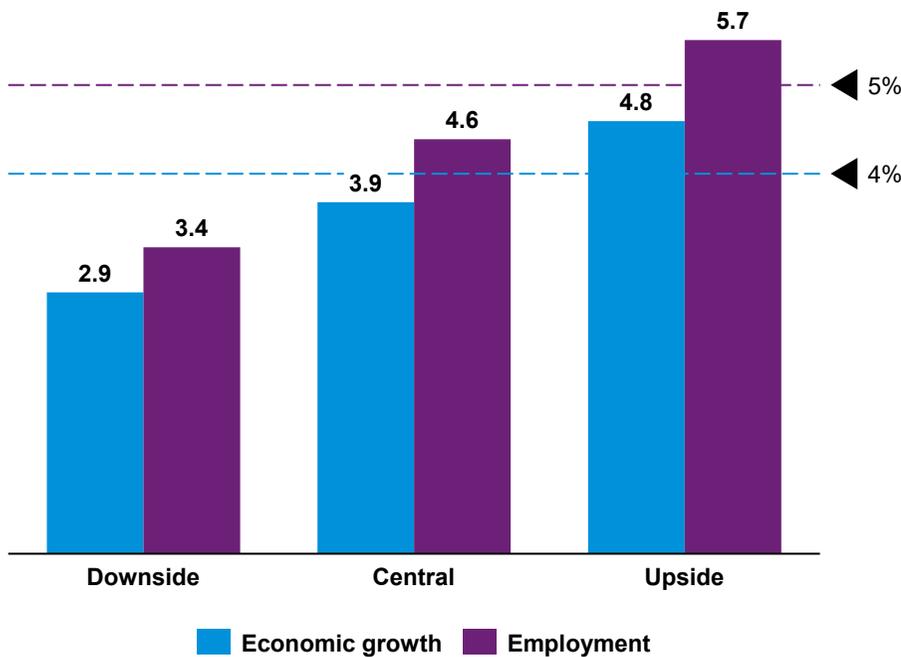
Sources: Department of Finance (SPU, April 2021), Government of Ireland (June 2021), KPMG analysis

# Regional economic outlook

The Mid West region has strong potential to grow this decade, and is likely to outpace national growth.

Annual average growth rates under scenarios, 2022-2025

## Key takeaways



**Economic output**

- There are no forecasts available on regional levels for likely economic outcomes. To develop this, the Department’s existing outlook has been adjusted:
  - Central scenario, the Mid West economy grows in line with the Department of Finance’s projections for the national economy, at a rate of 3.9% per annum (2021-2025) for the period to 2030
  - Downside scenario, growth in the Mid West would be 25% lower than the national growth rate in this scenario, at 2.9% p.a., and this would continue out to 2030
  - Upside scenario, the Mid West economy would grow by 25% greater than the national rate over the period, at 4.8% p.a.
- As shown, the outturn could vary across scenarios. Average economic growth of 4% would be marginally higher than the national growth for 2021-25, and higher than likely growth for 2026-2030.

**Employment**

- DoF projects annual average growth of 4.6% for the period to 2025. This rate is shown in the Central scenario, with growth 25% lower and 25% higher in the downside and upside scenarios respectively. Limerick could target annual growth of 4%-5% over the period to 2025.

**Recommendations:** (1) Target annual economic growth of 4% (2) Target annual employment growth of 4%-5%

Sources: Department of Finance (SPU, April 2021), KPMG analysis



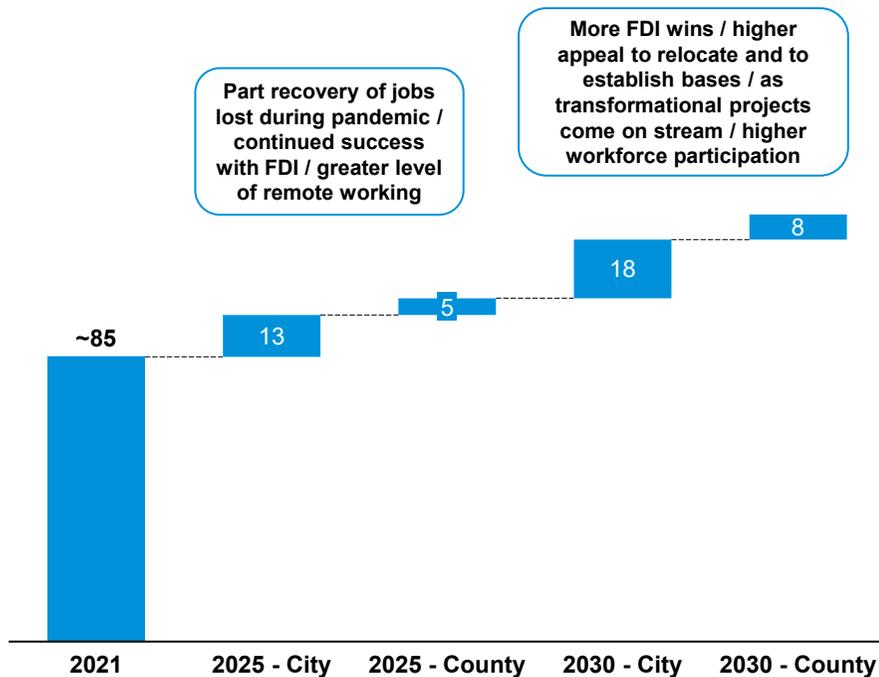
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# Potential job creation – Limerick

Employment in Limerick can grow strongly this decade. An ambitious target would be 42,500.

## Potential job creation central scenario, 2021-2030

Target: additional ~42,500



## Key takeaways

- Recent data on the labour market and workforce in Limerick City and County is lacking. Census 2016 data indicated that ~77,000 people were in employment on Census day. Since then, ~12,000 additional jobs were created in the period 2016-2020
- The pandemic resulted in a fall off in employment in 2020 and into 2021. Some jobs will not be recovered, while many will. We estimate that employment in the City and County is ~85,000 as of mid 2021
- Over the period to 2030, there is potential for up to 30,000 jobs to be created in the city and its environs and up to 12,500 jobs could be created in the county – in total, this would reflect growth of ~40% over the period 2021-2030
- To achieve this growth, a number of drivers are required:
  - Return of Limerick natives to the city/county
  - Greater retention of graduates relative to the baseline
  - In-migration of new migrants from Ireland and elsewhere
  - Entry of an additional number of residents into the labour market.
- Targets identified mirror Department of Finance projections for growth in employment across the national economy, are more ambitious.

**Recommendations:** (1) Target job creation of up to 30,000 in city environs (2) Target job creation of ~12,500 in the county

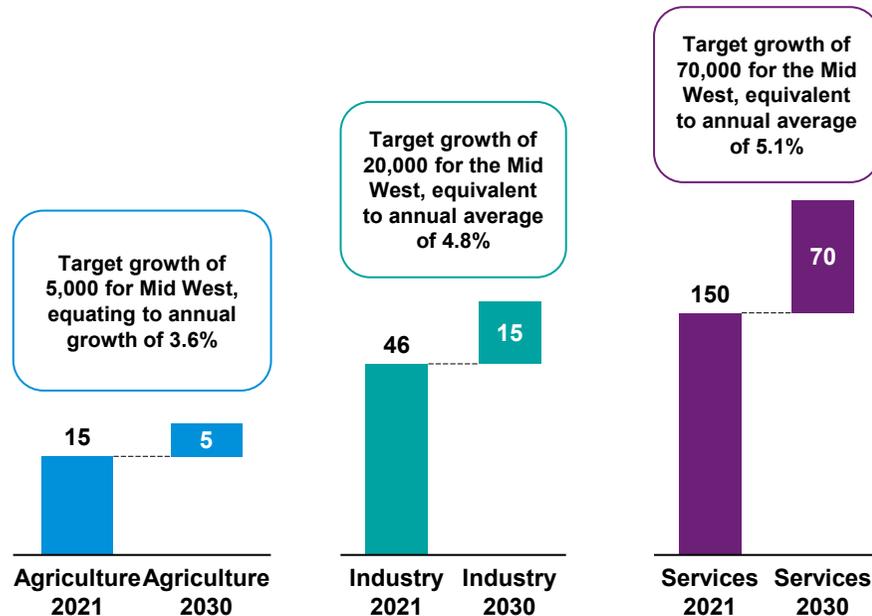
Notes: Figures are rounded.  
Sources: DBEI (2017), KPMG analysis

# Potential job creation – Mid West

The Mid West region has strong potential to grow this decade and can outpace national growth.

Potential job creation central scenario, 2022-2030

Target: 95,000



## Key takeaways

- Currently, 70% of employment in the Mid West is in the services sector, 20% in industry, and 10% in agriculture. As the economy evolves in the 2020s, these proportions are likely to change. Additional employment will be generated overall, with the highest value opportunities likely to be in services and in advanced manufacturing
- From consultations as part of the review and update of this plan, there is a view that tertiary education is a key driver of growth in the region, and a sense in the region that creating job in disadvantaged areas should be prioritised, in particular by Enterprise Ireland and the IDA
- If employment in the Mid West can grow in line with national forecasts to 2025 (4.6%) and modestly thereafter out to 2030 (3.0%), up to 95,000 additional jobs could be created – this would be ambitious
- At the same time, there is a ceiling to overall growth based on the baseline, capacity, and skills, amongst other factors – to achieve this employment growth, additional in-migration and higher levels of labour market participation would be required
- To analyse potential distributions of this employment, different growth rates have been applied to distinct sectors, based on historic trends and feedback from stakeholders.

**Recommendations:** (1) Target job creation of up to 95,000 (2) Target growth in specific high value sector in particular

Notes: Baseline growth used as a ceiling. Graphs may not be to scale.  
Sources: KPMG analysis

# Growing the creative sector

The creative sector has grown strongly and has significant potential to grow further.



## Growing the creative sector

- Limerick's creative sector has strong potential to grow from the base that has emerged in the past several years, with demand likely highest amongst young people, both as workers in the sector and as consumers of its products
- In the film and creative sector, there has been a degree of spillover from Troy Studios to the Castletroy area (e.g. Odyssey). The requirement for staff of major projects to be paid additional wages for travel beyond 40 km of their home base presents an opportunity for Limerick. Continued attraction of staff from elsewhere can be prioritised. The sector can, and is likely to grow, with opportunities greatest in the South of the county. While film can be often temporal, the sector creates a steady stream of work opportunities for local workers
- At Thomond Park, the area's potential can be built upon. Plans to develop a multi-purpose arena may be actioned over the course of this Plan. The project is estimated to cost €35 million and would generate 200-300 jobs during construction. Realising the project may require public funding support
- In Dundee, a 30-year programme of cultural regeneration has transformed the city, with key projects realised including Dundee Rep Theatre, Dundee Contemporary Arts Centre, Victoria & Albert Dundee, Eden Scotland 2025 – Limerick can emulate these successes given similarity in city size, heritage, and ambition.



## Implementation

- **Stakeholders:** to include LCCC, UL, LIT, Department Tourism, Culture, Arts, Gaeltacht, Sport and Media, Arts Council, Tourism Ireland, Culture Ireland, Irish Film Board, Hunt Museum, Heritage Ireland
- **Location:** build on the base at Troy Studios; create space in digital hubs in towns, provide opportunities to showcase talent in city centre and in town
- **Facilities:** Troy Studios, town digital hubs with dedicated space for cultural organisations and start ups
- **Funding and development:** Continued central Government funding, Arts Council
- **Emulate:** Dundee, Bilbao
- **Alignment with themes are concepts:** project aligns with overall branding of Limerick, aligns with theme of connected inclusive communities and an innovative economy, and align with a core concept: growing culture and identity
- **Economic returns:** each €1 million invested directly will generate:
  - €0.6-€0.8 million in indirect value add to Limerick
  - Minimum of 10-15 local jobs.

**Recommendations:** (1) Establish Working Group to grow creative sector (2) focus on supporting spin off firms from Troy Studios

# Developing a cultural hub

Economic spillovers from culture are strong. A cultural centre in the City Centre may be transformative.



## Culture as a generator of activity

- Limerick has a strong cultural heritage spanning several decades and currently has a several projects, programmes, and entities operating in the cultural sector including Ormeston House, Bell Table, EVA, Dance Limerick, and the Irish World Academy of Music and Dance, amongst others
- In general, most locations for cultural activity are located on the periphery of the city centre, and do not add significant footfall generation in the city centre
- The region has an opportunity to create and define its vision as an ambitious European city in the west of Ireland confident in its belief in its own imagination, creativity and innovation
- Proposals to develop a cultural centre and/or creative makers hub could result in a strong uplift in cultural capital and spillover job creation. Such a space would be multi-use, with modular seats/a modular stage, with space for public engagement
- Importantly, the Centre/Hub would be more than a performance space. The Hub will likely be located in the City Centre, with spatial linkages to Arthur's Quay, which has the potential to become a key area for entertainment and restaurants (see spatial analysis)
- Additionally, culture must be supported in the county. An audit of existing supply and potential demand is likely to identify gaps. Providing greater availability of cultural assets, in particular to young people, must be considered an economic investment.



## Implementation

- **Stakeholders:** to include UL, Limerick City and County Council/ Limerick 2030, LIT, Limerick School of Art and Design, Mary Immaculate College, Limerick Chamber of Commerce; Enterprise Ireland; IDA; Dept Culture, Heritage and the Gaeltacht; the new Department of Further and Higher Education, Research Innovation and Science; Department for the Environment, Climate and Communication; Local Government
- **Location:** develop the cultural hub near the riverfront, at an existing vacant site, near a natural river elbow, spatially linkages to key areas
- **Facilities:** performance, multi-media, education and engagement, cultural business, hospitality, creative production
- **Funding and development:** depending on sources and quantum of funding the proposed development may need to be progressed through the Public Spending Code process
- **Emulate:** Dundee, Bilbao
- **Alignment with themes are concepts:** project aligns with overall branding of Limerick, aligns with theme of connected inclusive communities and an innovative economy, and align with a core concept: growing culture and identity
- **Economic returns:** each €1 million invested directly will generate:
  - €0.6-€0.8 million in indirect value add for the regional economy
  - Minimum of 10-15 local jobs.

**Recommendations:** (1) Develop a cultural centre / creative hub in City Centre (2) Ensure cultural facilities are available in towns

# Opportunities in the green economy

The green economy is a major opportunity for the Mid West, and could enable a step change in growth.



## Opportunities in the green economy

- The Mid West region has the potential to become a Green Digital Basin: a leader in the development and operation of offshore wind sector in Ireland and an innovative leader in green digital economy, including as a test bed for global innovation. Limerick has a critical role to play in the development of this Green Digital Basin
- The catalyst for this development will be the decommissioning of Moneypoint, and the development of Moneypoint One and Two, which will require combined investment of over €5 billion. Moneypoint One could generate 3,500 jobs, while a typical rule of thumb for indirect jobs is 15,000 per GW
- In order for the region to succeed, the establishment of a DAC between the three local authorities could be a key first step, the road to Foynes will require improvement, and skills mapping will be vital
- The region can develop a research cluster in offshore renewables and marine energy, with strong bases already in place at UL, LIT, and MTU, amongst other. Additionally a Memorandum of Understanding between the three local authorities has been signed, with plan to establish a DAC
- Other potential actions may include identifying sites for data centres
- Additionally, there are opportunities to develop the City's Docklands as a marine research hub and as a location for an SME incubation space. These can be prioritised in the medium term.



## Implementation

- **Stakeholders:** to include LCCC, Clare County Council, ESB, Eirgrid
- **Location:** significant direct growth will be in Clare, at Moneypoint, and off the coast, Foynes the key location in County Limerick, Docklands a key location in the City
- **Facilities:** establishment of a DAC between the three local authorities, the road to Foynes will require improvement, docks at Foynes will require upgrades, City Docklands incubation space
- **Funding and development:** central Government, local authorities, Enterprise Ireland, IDA, ESB, European Investment Bank
- **Private sector partners:** consider major players such as Energinet, Statkraft, Fred Olsen Renewables, Siemens, Vestas, GE Energy
- **Emulate:** Hull (UK), Dulles Technology Corridor (US)
- **Alignment with themes are concepts:** project aligns with overall theme of embracing the green economy
- **Economic returns:** each €1 million invested in wind energy investments directly will generate:
  - €0.2-€0.4 million in indirect value add for the regional economy
  - Projections from the MREP suggest that development of offshore farms could generate 5,000 jobs initial, with the 30,000 jobs could be created, generating ~€525 million in tax revenue for the Exchequer.

**Recommendations:** (1) Develop the digital basin concept (2) develop an incubation space in the Docklands for digitally focused firms

# Growing mobility sector – both land and air

Sector expertise at Shannon can be built upon to advance the mobility and aviation sectors.



## Opportunities in aviation & air mobility

- The Mid West has developed a strong reputation in the mobility sector, with the emerging cluster, predominantly based out of Shannon, likely to grow out to 2030. The existing skills base in land mobility provides the region with an opportunity to grow its wider mobility offer: likely drones in the short/medium term, and autonomous vehicles and vertical take-off in the medium/long term, in the latter half of this decade
- Key strengths underpinning these opportunities are UL's expertise in aeronautical, composite material research, and batteries, as well as the Lero's expertise in electronic and computer engineering
- The nature of Limerick's manufacturing sites and its wider settlement pattern mean that drones will play a role sooner or later, and could represent significantly lower capex and faster results than upgrading of key roads – be a proactive Council welcoming early trials, with dedicated sites for vertistops, as a wider signal of being a place to do business
- LCCC could collaborate with companies developing new technologies to encourage innovative solutions to urban / local problems, including rural connectivity
- Air taxis able to seat several passengers are already test flying and will be operating commercially in multiple cities by the mid-2020s. Several cities, including Melbourne and Denver are proactively reaching out across the dozens of developers to be pioneer regions, with 'vertiports' and 'vertistops' being integrated into their development plans.



## Implementation

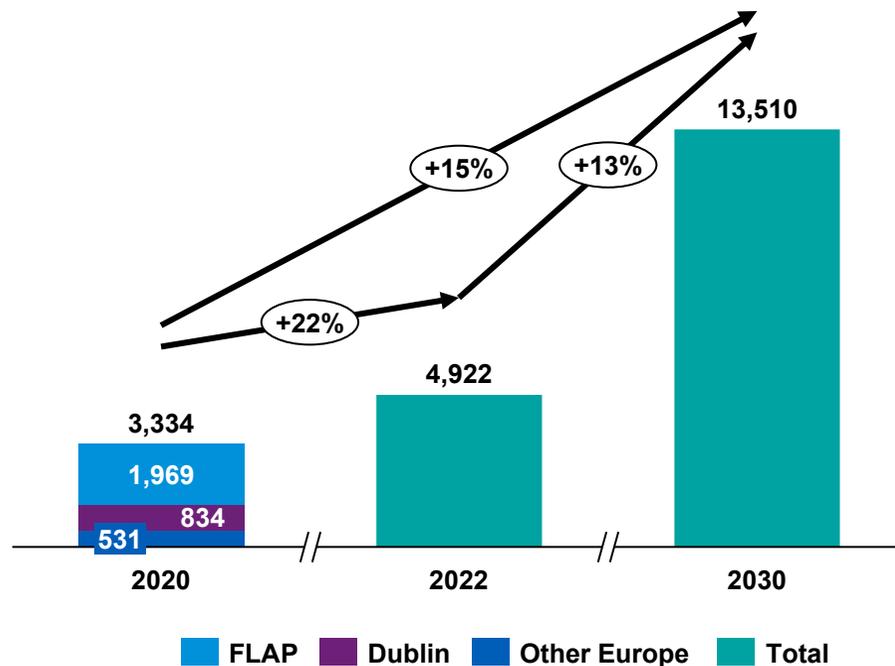
- **Stakeholders:** to include LCCC, Shannon Group, IAA, UL, Jaguar Land Rover, GM, Future Mobility, Cisco, Proviso, Digital Realty, Lero
- **Location:** Shannon for land, with potential for service suppliers based in Limerick City and County
- **Facilities:** continued development at Shannon, spatial considerations to trial autonomous vehicles; by 2030, there will be a need to have 'vertiports' and 'vertistops' in the city centre and wider hinterland
- **Funding and development:** public sector investment in education, private equity funding, MNCs
- **Private sector partners:** consider major players such as Uber Air, Volocopter, Wisk
- **Emulate:** several similar-sized cities in New Zealand trialling drones/air mobility; NZ focused on linking air mobility with rural areas; larger innovative cities include Melbourne, Singapore, Denver
- **Alignment with themes are concepts:** project aligns with overall concepts of preparing people for the future and developing an innovative economy
- **Economic returns:** short-term potential for 250-500 jobs at Shannon in next five years.

**Recommendations:** (1) build on skills base in Limerick for Shannon to meet future needs (2) become the leader local authority in Ireland in AVs/air mobility

# Attracting data centres to the region

Data centres provide well-paid jobs during construction. This is a clear opportunity for the sector.

Projected growth in data centres in Europe (MW)



## Building a base to grow from

- Globally, data centres have emerged as a key opportunities for countries and region to generate high paying construction employment over a number of years. Research shows that multipliers of investment are strong: up to 13 jobs supported elsewhere in economy for each \$1 million spend on centre operations
- To attract data centre investment, Limerick and the Mid West region must demonstrate varied experience and track record of delivering similar data centres by size, MW, and level of complexity
- Generally at least 1-3 credentials are now required, with the leading players having significant experience working with both hyperscale and colocation customers globally. Additionally, knowledge of local market and technical specifications, as well as relationships with supply chain participants / sub-contractors is valuable
- Many operators working with good contractors in one market are often interested in discussing opportunities with the same contractor in new markets. The ability to deliver projects on time and on budget, with realistic views of the timeframe for delivery at the outset are required, as well as a good safety record and ability to demonstrate full compliance with relevant codes is a prerequisite
- Planning permission has been granted for Shannon Foynes Port Company to develop the first floating data centre in Europe in Limerick's docklands (Nautilus), with potential opportunities for further investment. Entities such as GM are exploring this potential. The Mid West region, and in particular Limerick can leverage data centres as enablers of employment.

**Recommendations:** (1) Identify the gaps required to develop these opportunities (2) identify international players and engage with these firms.

Notes: FLAP refers to the Frankfurt, London, Amsterdam, and Paris metro areas  
 Sources: CBRE, Europe Data Centres Reports (2019, Q1 2020, Q2 2020), DCAG-Mkt-Update-EMEA-Summer-2020, Host in Ireland Report, Q1 2020 and November 2020, Cushman & Wakefield 2020, European Secondary Markets, RTI International (2018)

# Embracing industrial change

Industry 4.0 is a fundamental economic and social opportunity for Limerick.



## Industry 4.0

- Industry 4.0 refers to the Fourth Industrial Revolution; the transformation of traditional manufacturing and industrial practices with Internet of Things (IoT)-driven technologies, augmented decision making and advanced automation / robotics. Many local employers cite Industry 4.0 and the need to improve productivity, but openly acknowledge they are very early in their own learning curve on the topic
- As such, the Council can pioneer regular hosting of relevant trade events / showcasing of relevant technologies, e.g. robotics specific to food hygiene or advanced manufacturing. This can be done in collaboration with private sector professional event players or centrally organised, and could be integrated with the business case for 1-2 new international quality hotels in the region. Consider directly incentivising investments in robotics in the region (e.g. matching x cents to each euro of company investment in the area up to an agreed ceiling per applicant)
- As flagged, drones and now air mobility are fast emerging areas, with flying air taxi prototypes already in use. Companies involved in its supply chain will benefit from the convergence across several digital trends, including AV, IoT, battery technology in a sector that will eventually rival both automotive and traditional aviation sectors
- Limerick has already made progress towards Industry 4.0 through CONFIRM at UL and the IDA's advance manufacturing facilities being constructed at the National Technology Park in Plassey. Confirm and Netmore Group are developing a 5G network for manufacturing.



## Apprenticeships

- A common theme is that apprenticeships are insufficiently attractive or insufficiently marketed to employers and schools / parents. On a national level, a new apprenticeship scheme has been launched
- In the Mid West, key actions for stakeholders could include supportive messaging campaigns with all key education providers, but also additional direct funding to prioritised course areas, e.g. robotics engineering, food safety, life sciences, holistic aerospace design, advanced manufacturing
- The Council can play honest broker to encourage the promotion of apprenticeships in school settings. While this may be beyond the traditional remit of Council, it is a good example of where the role for Council may need to evolve to remain relevant
- Strong sense amongst stakeholders within the Mid West region that marginalised groups are not fully represented economically - key focus here to broaden opportunities for all citizens
- By 2030, Limerick should aim to be the host city to one of the main national centres for apprentice studies in Ireland and aim to increase participation in apprenticeship significantly.

**Recommendations:** (1) develop a plan for embracing Industry 4.0 this decade (2) make apprenticeships central to economic growth

# Technology permeating all sectors

ICT will lead economic transformation in the 2020s. Limerick is a well placed leader.



## Further ICT growth

- The ICT sector has been a strong sector in Limerick and in the Mid West for a number of decades – examples include Dell, GM, GE, etc
- Over the period to 2030, further opportunities can be built upon, especially as technology is increasingly permeating other sectors, such as life sciences, pharma, MedTech, agri-tech
- A number of firms are emerging as strong players in ICT – e.g. Techkrow (clinical trials), Redfair (enterprise resource management), Accuvio (sustainability reporting software), Action Point (managed IT services), Kemp (applications), Tango Telecom, Transact Campus
- There is generally an insufficient quantum of appropriate space in the city centre for ICT firms to grow. Potential actions to address this in the short term will include upgrading first floor space above shops, to utilise the vacant space better
- Further, there is a view that sourcing funding for development projects is a challenge, and in some cases that available space is too costly for smaller firms. The development of co-working space will be required to provide an adaptable offer to growing firms in the sector, building on existing space provided by The Engine
- Limerick's relatively lower cost of living can be also highlighted as a means of attracting further ICT investment to the region.



## Implementation

- **Stakeholders:** to include LCCC, UL, LIT, Dell, GM, GE, Techkrow, Redfair, Accuvio, Action Point, IDA, Letterkenny IT, Innovate Limerick
- **Locations:** Business parks in Limerick, Limerick Docklands, Limerick City Centre, Engine facility
- **Facilities:** National Technology Park, IDA's Advance Manufacturing Facility (currently under construction), ICT incubation hubs
- **Funding and development:** MNCs, IDA, Enterprise Ireland.
- **Private sector partners:** Consider major ICT players like Dell, GM, Teckrow etc.
- **Emulate:** Limerick could become the 'Silicon Valley' of Ireland, Limerick can compete with the ICT sector in Dublin
- **Alignment with themes are concepts:** Project aligns with the theme '*Embrace and grow economic strengths*'
- **Economic returns:** each €1 million invested by ICT firms will generate an additional:
  - €0.1-€0.3 million in indirect value add for the local economy, in addition to the €1 million investment.

**Recommendations:** (1) Link ICT start-ups with available first floor space (2) Connect regional agri-food players with ICT players

# Life sciences as a pillar of growth

Life sciences will lead economic transformation in the 2020s. Limerick is a well placed leader.

## Life sciences, pharma, MedTech

- The Mid West region has become a key player in life sciences and MedTech in recent years, complementing other strong sector clusters in Cork and Galway and reflecting a spine of innovation in the sector across the western coast – employment in Limerick is ~5,000
- Key players to have emerged and/or invested in the region include Regeneron, Boston Scientific, Janssen, Edwards Lifesciences, J & J
- To date, there has been relatively modest success at developing spin-off firms from larger players. However, the presence of these players also increased demand for hotel accommodation in their vicinity to accommodate visitors
- The IDA has ambitious targets for the life sciences, pharma, and MedTech to grow nationally and in the Mid West
- At an academic level, UL and LIT are well connected with the sector regionally, and provide health-related programmes as part of their core curricula
- The most significant opportunities this decade are in connected and personalised healthcare and in gene editing (Crispr-9 and beyond) – no other region in Ireland has progressed these growth areas significantly; the Mid West can be the leader, bringing together expertise across life sciences and ICT.



## Implementation

- **Stakeholders:** LCCC, UL, LIT, EI, IDA
- **Locations:** Raheen, Castletroy, closer connections with Galway (cf. European biovalley)
- **Facilities:** National Technology Park, IDA's Advance Manufacturing Facility (currently under construction).
- **Funding and development:** IDA, Enterprise Ireland, MNCs
- **Private sector partners:** Consider major players in life sciences, pharma, MedTech – Regeneron, Boston Scientific, Janssen, Edwards Lifesciences, Cook Medical, J&J – Vision Care, Stryker, Teleflex, Wyeth, Aerogen
- **Emulate:** BioValley (Basel, Baden-Wurttemberg, Alsace), Flandersbio, Medicon Valley (Copenhagen/Skane)
- **Alignment with themes are concepts:** Project aligns with the theme '*Embrace and grow economic strengths*'
- **Economic returns:** each €1 million invested by life sciences, pharmaceutical, and/or MedTech players in existing or new facilities directly would generate:
  - up to €0.5 million in indirect value add for the regional economy.

**Recommendations:** (1) Secure at least 1 new SFI research centre for Limerick (2) Become a first mover region in gene editing

# Financial services

Financial services is a growing sector with strong potential and good opportunities for Limerick.



## Financial Services

- The Financial Services sector in Limerick has grown over the lifetime of the 2030. One notable employer, Northern Trust, announced 700 job in total, while 54 Legal, Accounting & Business jobs were announced in Q1 2021
- The region's higher education institutions produce a significant number of graduates of commerce, financial, and economic courses. Many of these do not remain in the region, instead relocating to Dublin or elsewhere
- As industries such as ICT and Life Sciences grow, financial and other professional services in Limerick will grow in tandem. Financial services' potential growth highlights the need for high quality office space and an expanded residential offering within Limerick city centre
- Trends in financial services this decade will include 'Hyper-Personalisation', greater digital transformation, fintech collaboration, AI, and a focus on the user experience. China's Ant Group is a regional Asian leader: expect European financial players to replicate Ant Group's focus and offer in the coming years
- Remote working trends could enable many financial services professional to live in County Limerick and to work for firms based elsewhere.



## Implementation

- **Stakeholders:** to include LCCC, IDA, Enterprise Ireland
- **Location:** Limerick City Centre, Docklands
- **Facilities:** Additional increased amount of city centre office space and residential offering is needed to accommodate this growing sector. Remote w
- **Funding and development:** Enterprise Ireland, IDA
- **Private sector partners:** Major Financial Services firms, explore potential for second landings with industry groups (e.g. Financial Services Ireland, Irish Funds)
- **Alignment with themes are concepts:** Project aligns with the theme '*Embrace and grow economic strengths*'.

**Recommendations:** (1) Focus on office space delivery to accommodate growth (2) Grow city centre residential offering along side office delivery



# 7. Spatial Opportunities

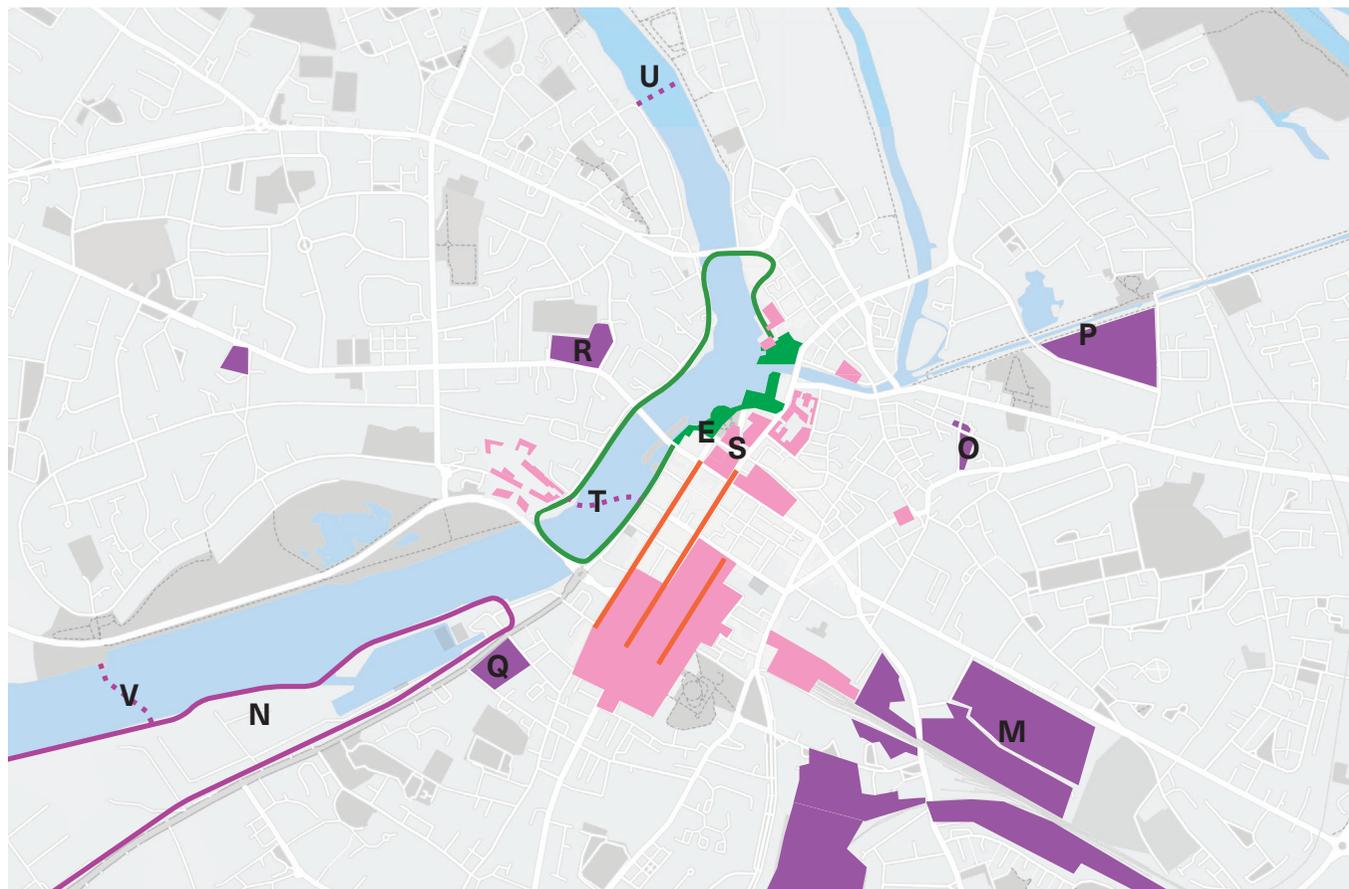
## 7. Existing and New Opportunities

This section outlines the revised proposals of the Limerick 2030 Spatial Plan across the wider city area, beginning with the city centre neighbourhood proposals and continuing to describe proposals for the three outlying urban neighbourhoods and suggestions for development briefs whereby opportunities can be extended to the County Town of Newcastle West and into other towns on the model of existing town plans for Askeaton and Bruff.

The focus on multiple opportunities within the City Centre area reflects the importance of the City Centre as the principal destination within the polycentric urban structure proposed by the spatial plan.

Proposals for the wider county are necessarily more limited than for the city centre – Newcastle West as Limerick’s “Key Town” of the Regional Spatial and Economic Strategy for the Southern Region is prioritised for a bespoke Economic and Spatial Strategy outlining how it could accommodate significant population growth and identifying how the town can better collaborate and connect with other towns in the county and especially be served and serve the urban area Limerick city. Lessons learned from the Town Plan process for Askeaton and Bruff are transferred to Newcastle West and from there codified as suggestions for similar albeit more limited plans for the other important towns in the county before the end of Project Ireland 2040.

Considering the City Centre as a single development area reinforces the already compact scale of the urban fabric and shows how other opportunity sites that might be considered removed from the centre are in fact highly accessible, suggesting that the urban



area can be reconceived as a walkable network of neighbourhoods radiating out from the Shannon Waterfront, each incorporating a variety of co-located services and facilities.

By revisiting the proposals plan in this way, an order can be established to the many forthcoming public realm works now enabled by successful URDF bids as a result of the Plan. This is reflected upon in the consideration of the Waterfront.

### LIMERICK 2030 CITY CENTRE OPPORTUNITIES

A.	WORLD CLASS WATERFRONT	M.	EXPANDED COLBERT QUARTER
B.	WATERFRONT CULTURAL CENTRE	N.	LIMERICK DOCKLANDS
C.	GREAT STREETS	O.	OLD CLARE ST. DESIGN DISTRICT
D.	CITY SQUARE	P.	PA HEALY ROAD SITE
E.	EDUCATIONAL CAMPUS	Q.	GASWORKS SITE
F.	GEORGIAN QTR	R.	ENNIS ROAD MATERNITY SITE
G.	COLBERT STATION	S.	DEBENHAMS SITE
H.	CLEEVES RIVERSIDE QUARTER	T.	CLEEVES PEDESTRIAN BRIDGE
I.	CRUISES STREET REDEVELOPMENT	U.	THOMOND WEIR PEDESTRIAN BRIDGE
J.	ST. JOHN'S CULTURAL QUARTER	V.	BARRINGTON PIER PEDESTRIAN BRIDGE
K.	PROJECT OPERA		
L.	ARTHUR'S QUAY REDEVELOPMENT		

## 7. New Opportunities

Summary of the City Centre Opportunity Site Proposals of the Revised Spatial Plan

**R. ENNIS RD. HOSPITAL SITE**  
 Timeline: Medium-term  
 Site Area: 1.45 ha  
 Implementation: Medium  
 Impact: Medium



**U. THOMOND PEDESTRIAN + CYCLIST BRIDGE**  
 Timeline: Long-term  
 Implementation: Difficult  
 Impact: High



**T. CLEEVES PEDESTRIAN BRIDGE**  
 Timeline: Short-term  
 Implementation: Difficult  
 Impact: High



**P. PA HEALY ROAD SITE**  
 Timeline: Short-term  
 Site Area: 4ha  
 Implementation: Straightforward  
 Impact: Medium



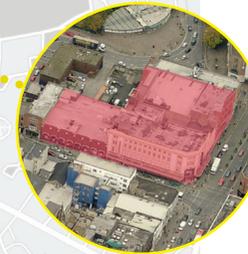
**N. LIMERICK DOCKLANDS**  
 Timeline: Medium-term  
 Site Area: 45.5 ha  
 Implementation: Difficult  
 Impact: High



**O. CLARE STREET DESIGN QUARTER**  
 Timeline: Medium-term  
 Site Area: 0.4ha  
 Implementation: Medium  
 Impact: Medium



**S. DEBENHAMS/PENNYS SITE**  
 Timeline: Medium-term  
 Site Area: 0.4ha  
 Implementation: Medium  
 Impact: Medium



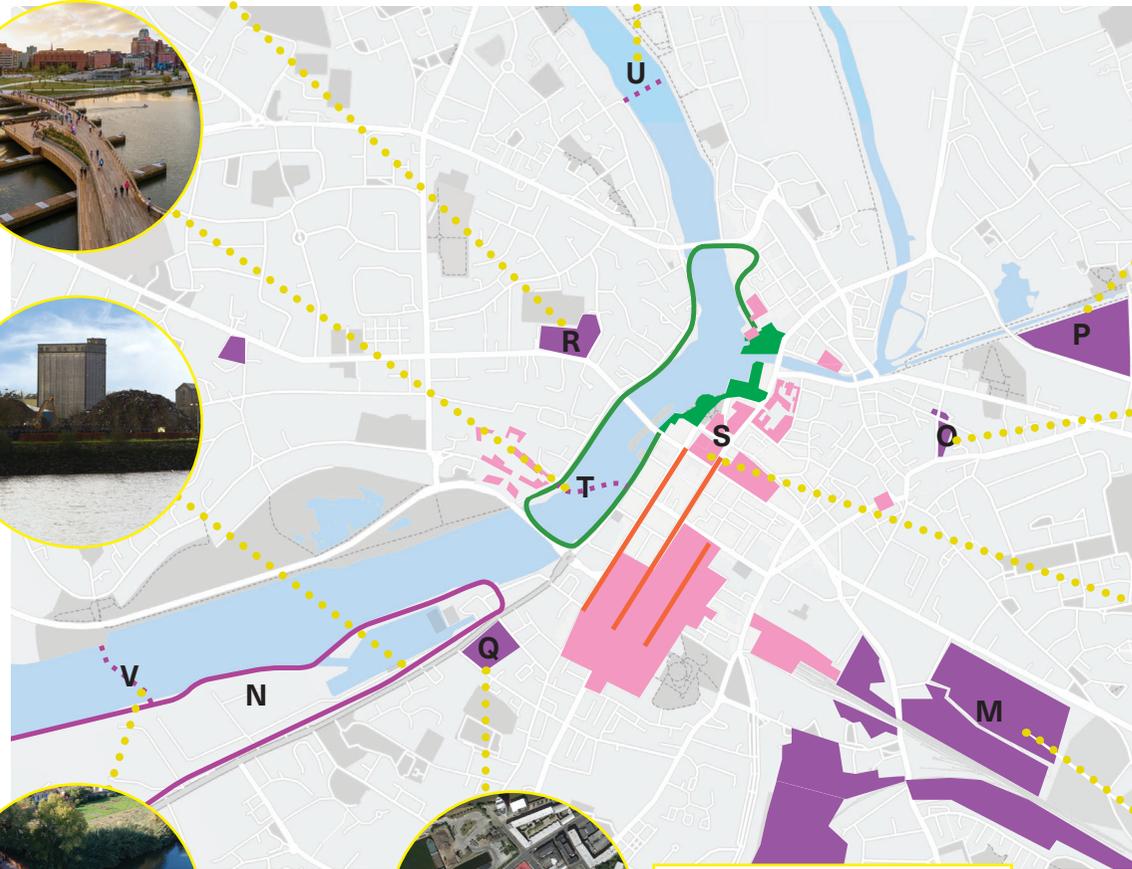
**V. BARRINGTON'S PIER PEDESTRIAN + CYCLIST BRIDGE**  
 Timeline: Long-term  
 Implementation: Difficult  
 Impact: High



**Q. GASWORKS SITE**  
 Site Area: 1.4ha  
 Timeline: Medium-term  
 Implementation: Medium  
 Impact: Medium



**M. EXPANDED COLBERT STATION QUARTER**  
 Timeline: Long-term  
 Site Area: 50+ha  
 Implementation: Difficult  
 Impact: High



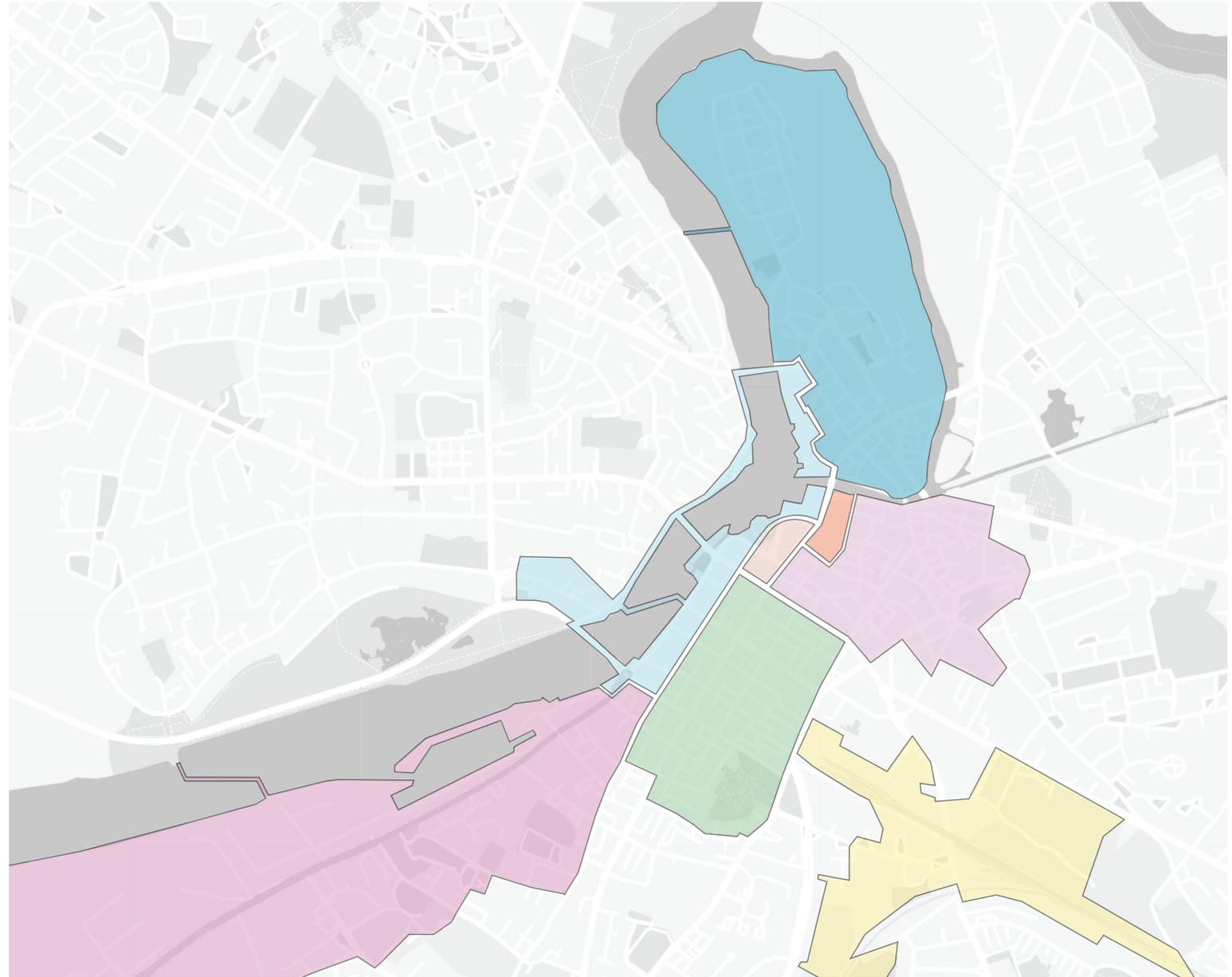
## 7. New Opportunities

*Key Component Development Areas that Comprise the City Centre Neighbourhood*

The expansion of the spatial plan to consider an increased area of change across the city and environs— and the focus on developing connectedness not only within and across the city centre but across the neighbourhoods too— means that the development areas as outlined in this section intentionally overlap.

Connectivity in successful cities feeds downward from the regional and infrastructural scale to that of connecting city neighbourhoods to one another; and spaces within neighbourhoods to one another via sociable streets. So proposals in Moyross and King's Island each assume a new pedestrian bridge at Thomond Weir; so proposals at the Limerick Docks and at Clonmacken reference a new pedestrian bridge at Barrington Pier; so proposals in the Dooradoyle-Raheen neighbourhood forge linkages to the Greenpark Racecourse lands and the Limerick Docks.

The illustration opposite indicates the expansion of the spatial plan from the transformation of a core area focussed on the 'Three Bridges' area to a 'Six Bridges' area extending north and south along the Waterfront.



## 7. The Waterfront

The World Class Waterfront development is the key revitalisation and transformation project of the Limerick 2030 Plan. It comprises three elements – the Riverside Infrastructural Works; the Cleeves Riverside Quarter mixed-use and adaptive re-use development; and, the University of Limerick City Campus.

### Development Proposals:

- The area from Arthurs Quay to Merchants Quay has been identified as suitable for a focus on development as a cultural/ entertainment centre, complementing the proximity of a historic offer at Kings Island to the north, retail within the Great Streets area, and an arts district in Irishtown. A location for a major cultural centre has not been identified but will not occur within the UL Campus at the former Dunnes Site. The relocation of Revenue Offices from Sarsfield House to the Opera Site opens up that site for redevelopment. By developing only the eastern end of the site as a bookend to the Hunt Museum there is an opportunity to develop a performance space on the Waterfront roughly comparable in size to the Perth Concert Hall in Perth, UK or St. Ann's Playhouse, Brooklyn NY in a similarly prominent riverside position. Limiting development on the western side of the site has the advantage of returning views along the river to the Quays, while allowing the formation of an intimate outdoor space between the Hunt Museum and the new performance space. This would be the flagship location for a series of smaller high quality performance arts spaces serving each of the other three urban neighbourhoods.
- The UL Campus at Sarsfield Bridge is a welcome development and will deliver an onsite resident population of students in the city centre. However, given the likelihood of a strong research focus in the campus, it will be important that the ground floor is developed to animate the Quays and be open to the city, forging a strong relationship with the public space to the Boathouse space.
- Intensification of use and potential increase in height should be considered at the Pennys/ Debenham site in a mixed-use, retail focussed development.
- The Maternity Hospital Site on Ennis Road should be considered as Cleeves Riverside Quarter scale development with the potential for primarily residential high density development with access to the Waterfront.
- The Cleeves Riverside Quarter adaptive reuse of historic buildings of industrial heritage should be considered as a location for a potential Limerick Maritime/ European Embrace Museum as a visitor attraction on the north quays.
- The potential for development of an outdoor pool at Harveys Quay/ Poor Man's Kilkee should be investigated to bring a unique active offer to the City Quays.



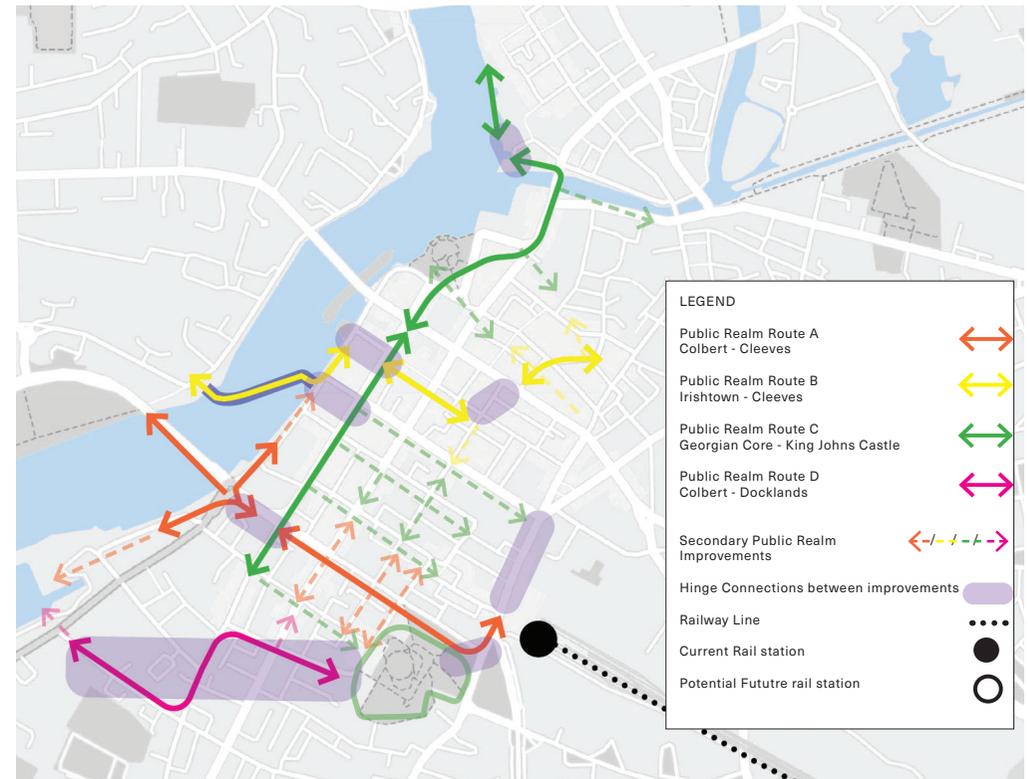
#### LEGEND

	Key Pedestrian Route		Green Space
	Proposed Pedestrian Bridge		Pedestrian Priority Public Realm
	Residential / Mixed-Use		Streetscape / Public Realm Improvement
	Tourism / Landmarks		Educational
			Cultural

## 7. The Waterfront

### Placemaking Initiatives:

- Development of the Cleeves Riverside Quarter Bridge per URDF funding should be prioritized and if possible delivered ahead of completion of the development.
- The Cleeves Riverside Quarter bridge itself should be considered a major addition to the public realm and a unique opportunity to experience the river. The potential benefits of the various landing sites available at the hinge sites and the potential for a mid-stream open space along the bridge route should be explored by means of a design competition.
- In an incremental movement toward a car-limited or potentially car-free city centre after the model of cities such as Freiburg, a car-free quays project should be brought forward. As a precursor, a 'room for the river' programme could be implemented repurposing street parking on the Quays at the weekends.
- In advance of the provision of the Cleeves Riverside Quarter, parking should be removed and vehicular access limited along the Quays between Lower Cecil Street and Sarsfield Street, allowing the development of permanent public realm 'hinge' sites at Lower Cecil Street, Shannon Street and Bedford Row that extend the presence of the riverside public realm toward Henry Street.
- A new short span higher capacity bridge with unlimited public access between the Hunt Museum site and the Potato Market should be advanced as a priority to improve accessibility of the Waterfront route at Arthur's Quay, Customs House, Potato Market and Merchant's Quay.
- The spatial plan seconds the suggestion within the River Enabling Report of longer term coordination of an international design competition for an integrated design proposal for the public realm of the Waterfront that would take a waterway landscape management approach to addressing the threat of rising sea levels and the implications of flood protection management systems, whilst simultaneously adding valuable marine infrastructure and public realm maximization at the riverside in the city. This process would be informed by the learning gained during the City Riverside Animation and Micro Infrastructure Programme components of the citywide public realm strategy and will incorporate the implications of the recently released CFRAM study.



Wharf of Austerlitz, Paris



Waterfront, Aalborg

## 7. The Waterfront

### Precedent: Pedestrian Bridge, Providence RI.

- This bridge in Providence, Rhode Island links two city districts with a unique split level design that encourages pedestrian and cycle movement along the upper level but provides a break-out space at a lower level to encourage pausing midstream.



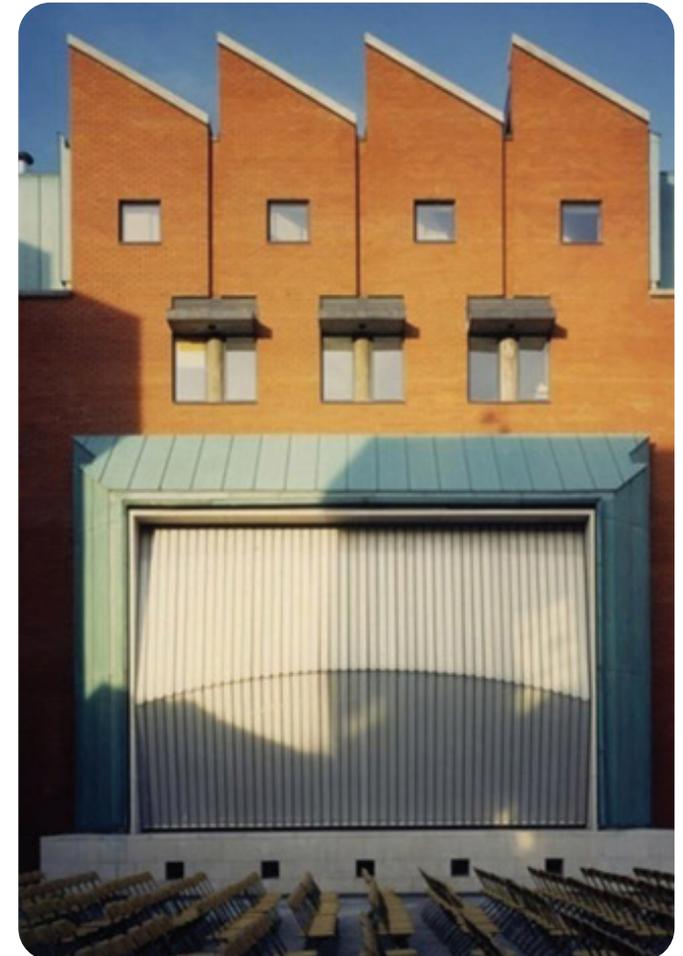
### Precedent: Perth Concert Hall, UK.

- The Perth Concert Hall was completed in 2005 after an international design competition. It includes a fully flexible 1,200 seat concert hall to accommodate a variety of event types.



### Precedent: The Ark, Temple Bar Dublin.

- The Ark Theatre provides flexibility to stage performances on an outdoor stage to the adjacent Meeting House Square public space.

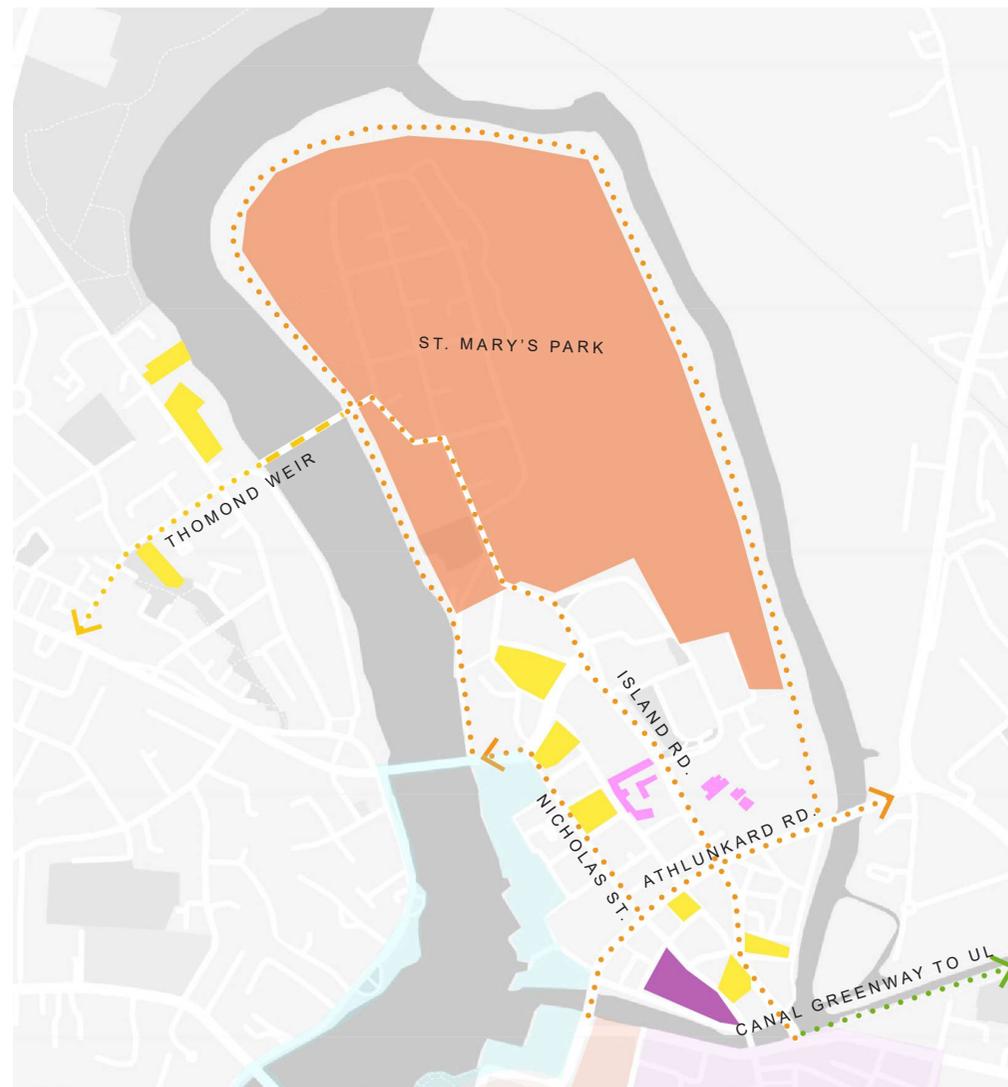


## 7. Kings Island (Englishtown)

The key component developments to King's Island envisaged by Limerick 2030 have not substantially progressed but are still considered relevant, particularly with regard to the Forecourt Development – this is seen as the primary transformational project on King's Island that would reflect the historic significance of the area.

### Development Proposals and Public Realm Initiatives:

- Progression of the Forecourt Development incorporating the relocation of the local Courts away from King's Island; renovation of the historic Circuit Courthouse to incorporate a new civic headquarters for the new Limerick City and County Councils; upgrading City Hall; and completion of the Riverwalk to King John's Castle.
- If a suitable accommodation within the Cleeves Riverside Quarter cannot be found for the Limerick Maritime/ European Embrance Museum, it could be considered as a part of the Forecourt Development to provide uplift and renewed interest in an emerging museum island;
- Initial investment proposals should be focussed on encouraging the development of an antiques retail district along Nicholas Street and in front of the Castle, and in the general targeted infill development of vacant sites along Nicholas Street and consolidation of a medical cluster within the Mary Street/ George's Quay area;
- In the longer term, opportunities for intensification of uses in an eastward direction toward the Park Canal and future development at Pa Healy Road should be sought, increasing the connections between the eastern side of Kings Island and the emerging arts/ dining districts in Irishtown;
- Residential development is limited on Kings Island and priority should be given to progression of the Regeneration Area – other opportunities for residential development at scale are limited to a few sites bounded by Island Road and Bishop Street/ Barrack Street;
- The development of the edges of the River Abbey and the River Shannon north to a new bridge to Moyross at Thomond Weir could form the pilot project in a citywide improvement in the provision of public health facilities that links the development of compact mixed-use facilities with river-linked nature walks as part of the city's green-blue networks. Ultimately, this network should extend eastward to the refurbishment of Corbally Baths and along the Park Canal Greenway to UL/ Castletroy, and westward to the urban riverside park at Moyross/ Parteen.
- Commercial river sporting resources should be explored to improve the wider accessibility of the Kings Island waterways, while protecting the Curaghgower Rowing Club.



#### LEGEND

- |  |                            |  |   |
|--|----------------------------|--|---|
|  | Key Pedestrian Route       |  | Potential Residential / Mixed-Use Sites |
|  | Greenway                   |  | Healthcare                              |
|  | Potential Future Link      |  | Educational                             |
|  | Proposed Pedestrian Bridge |  | Regeneration Area                       |

## 7. Kings Island (Englishtown)

### Precedent: Karl Heine Canal, Leipzig.

- Despite its industrial heritage, one third of the city's footprint is given over to large public parks. The Karl Heine Canal was rehabilitated in the 1990's following the reunification the 1990's and extended as an amenity resource to the port in 2015.



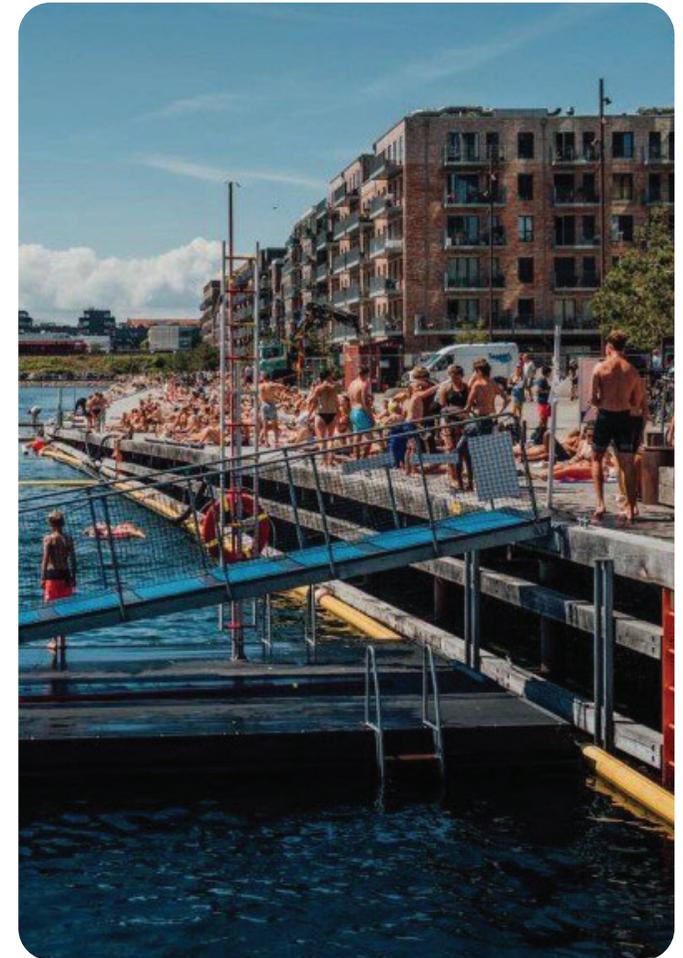
### Precedent: Swan Leisure, Dublin.

- Located with a public space to main street and an open green space to the rear adjacent to a creche, Swan Leisure combines a Civic Leisure Centre and Swimming Pool with 46 dwellings in a compact built form.



### Precedent: Public Baths, Copenhagen.

- The Sandkaj Badezone is a public outdoor bathing area within the Nordhavn district of Copenhagen. It is open all year round and is part of the promenade on the Århusgade district in Nordhavn.



## 7. Arthurs Quay

Arthur's Quay encompasses the Arthur's Quay Shopping Centre, the surrounding streets, Arthur's Quay Park and Sarsfield House. The initial spatial plan envisioned Arthur's Quay transformation through major redevelopment of the existing Arthur's Quay Shopping Centre and adjoining lands, to provide a new mixed-use retail, residential, leisure and office development. No significant alteration of proposals of the initial plan are envisaged, but recommendations are made to adapt the initial framework to recent developments.

### Development Proposals and Public Realm Initiatives:

- Development of a major cultural centre/ performance space at the Sarsfield House site as outlined in relation to the Waterfront instead of on the former Dunnes site as previously envisaged;
- Intensification of use and potential increase in height at the Pennys/ Debenham site as outlined in relation to the Waterfront;
- Animation of the Quays by the UL Campus at Sarsfield Bridge with an open and active ground floor that forges a strong relationship with the public space to the Boathouse;
- Arthur's Quay Park should be seen as a destination not only within the Limerick Waterfront but also as the terminus of public realm routes from Irishtown, Colbert Station area, etc. To this end, connectivity must be ensured through any redevelopment of the Arthurs Quay Shopping Centre site generally, with but specifically with regard to key access points from the Quays, Henry Street, O'Connell Street, Cruises Street, Denmark Street, Ellen Street, The Opera Site pedestrian link, Charlotte's Quay and the Potato Market;
- Provisions of LSMATS as they relate to O'Connell Street and the reconfiguration of Henry Street as envisaged by the URDF funding are likely to mean that City Square as initially conceived is unlikely in the short to medium term. Longer term aspirations for a sequential move from car-free quays to a car-limited city should in time deliver Henry Street as a pedestrian and cycle only corridor, which is likely to require the continuation of public transport use along O'Connell Street. As a result, City Square should be reconceived as a more dynamic sequence of public spaces that moves from the street to the Waterfront and is crossed by traffic along its eastern edge.
- The space on the eastern side of O'Connell Street at the junction with Denmark Street should be considered as a permanent intervention of a 'market route' mostly activated at the weekends and is described in relation to Irishtown proposals.

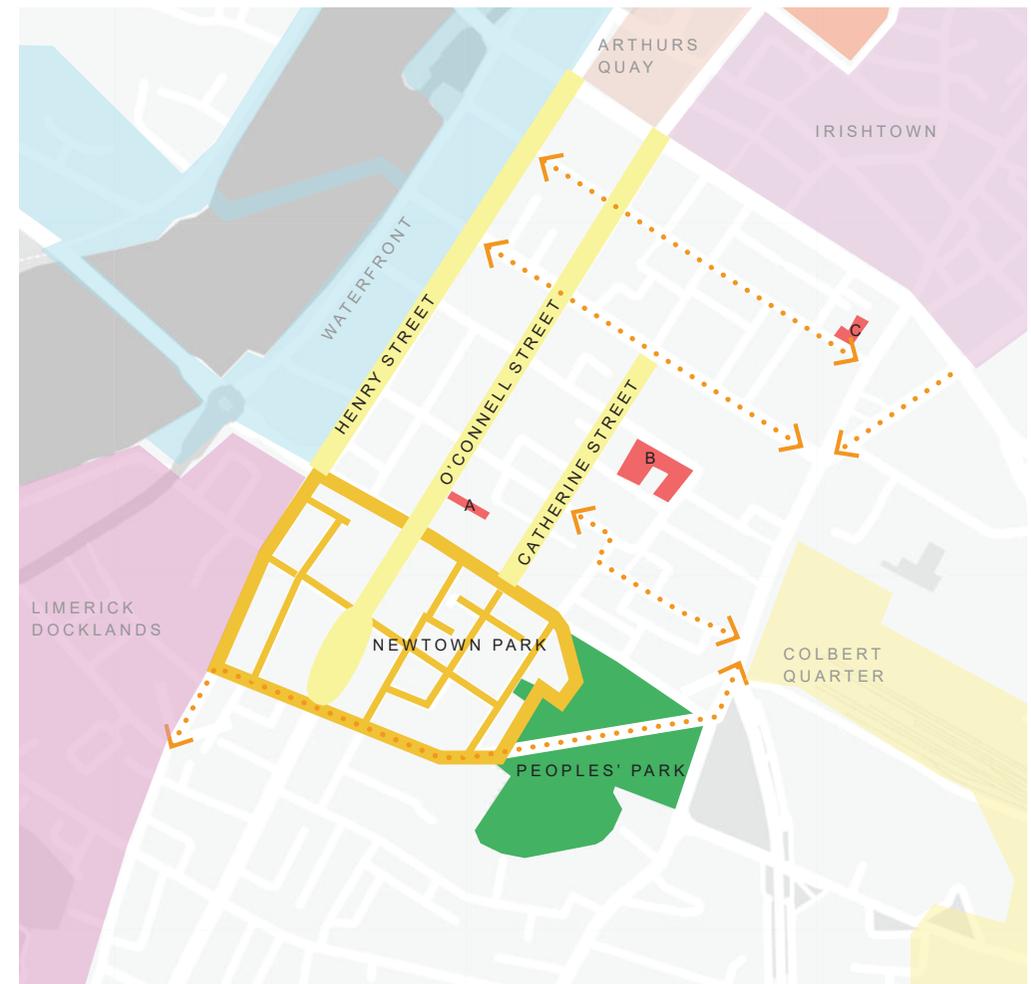


## 7. Georgian Quarter

The Living Limerick City Centre Initiative (awarded URDF funding in 2021) seeks to make positive, innovative and transformational change to revitalise the centre of Limerick City in line with the objectives of the initial spatial plan. The LLCC Initiative is a 7-year programme focused on targeted interventions underpinned by the integration of innovative and proactive collaboration practices which include not just public organisations but private companies, communities of interest and the wider population. Together, these interventions aim to develop a city that is more resilient to economic and environmental events. As such, no significant revisions of the proposals for the Georgian Quarter are considered outside of the LLCC, but some suggestions for spatial priorities are provided.

### Development Proposals and Public Realm Initiatives:

- Incentivizing the upper floors of Georgian Buildings for ICT sharing and unlocking the affordable revitalization of properties for residential use should remain the primary development and investment considerations for the Georgian Quarter;
- The Digital Innovation Cluster of the LLCC Initiative will develop two current vacant buildings at 29-30 Cecil Street and incorporate the existing Engine building and Digital Collaboration in a new 6-storey building and the refurbishment of the Theatre Royal building into a Film School and City Cinema. The project includes the creation of a Citizen Observatory to act as an access point for community-based collaboration, data gathering and analysis;
- The location of the Digital Innovation Cluster should be considered in locating the landing for the Cleeves Riverside Quarter Bridge and the development of the 'hinge' spaces on the Quays as described in relation to the Waterfront;
- The Fab Lab – currently located beside the Citizen Observatory on Rutland Street in the Opera Site – is consistent with the City Engage mission and with the innovative agenda of the LLCC Initiative. A permanent location within the Georgian Quarter is suggested at 34-37 Catherine Street;
- The 'Newtown Park' proposal to extend the People's Park – one of Limerick's most historic urban playgrounds – into the Georgian Quarter – once Limerick's most desirable residential area – at weekends over the summer should be considered as an ongoing, semi-permanent intervention that can act as a tactical urban pilot for future transformations of the wider built fabric to be considered under the Future Proofing Place and Limerick Laneways projects;
- More permanent components of the 'Newtown Park' public realm should be considered where they reinforce a route between the Colbert Station Area 'front door' and the future development in Limerick DOcklands via The People's Park.



#### LEGEND

	Key Pedestrian Route	A	Smart Ageing Homes Demo
	Green Space	B	Digital Collaboration Centre
	Living Limerick Initiatives	C	CoLiving Homes Demo
	Pedestrian Priority Public Realm		
	Streetscape / Public Realm Improvement		

## 7. Georgian Quarter

### Precedent: Viva Vancouver

- VIVA Vancouver is the City of Vancouver's tactical urbanism and public space innovation platform that delivers short-term action to inspire and enable long-term change in a model in which citizen engagement is central.



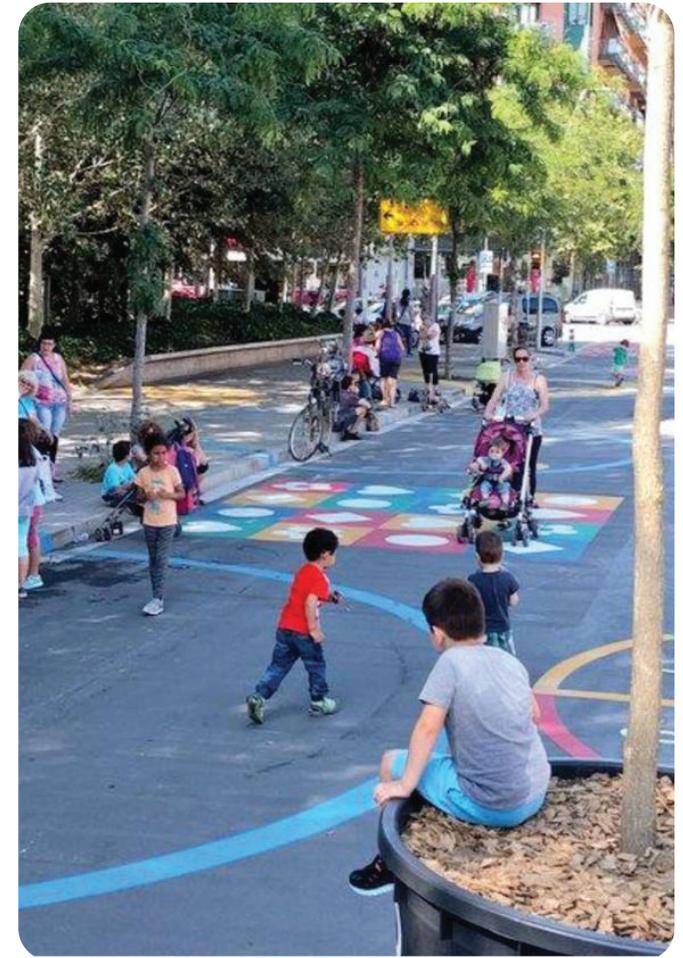
### Precedent: Meanwhile Croydon

- Meanwhile Croydon is a council-led project to revitalise areas of Croydon town centre with public art installations while they await long-term development.



### Precedent: Eixample 'Superblock' Concept

- Barcelona's superblocks model reconfigures the public realm hierarchy in a characteristic 19th century neighbourhood to provide a public square within 200m of all residents – an additional 33.4Ha of space for people and 6.6 Ha of urban greenery.



## 7. Irishtown

Irish Town encompasses the historic area south of the Abbey River at Charlotte's Quay with landmark destinations include St. John's Square, St. John's Cathedral and the Milk Market. The initial plan does not elaborate on specific proposals for the district, but in expanding the spatial plan Irishtown is considered as an appropriate focus for transformative development concurrent with the World Class Waterfront. Identification of a new site in Irishtown for the School of Music Cecil Street that offers a secondary performance centre to that proposed for the Sarsfield House site would complement the presence of existing cultural uses at St. John's Square and the Ormeston House. Post-redevelopment of the Colbert Station area this would give a destination along potential north-south links from Colbert Station to the Park Canal Greenway. Similarly, a pedestrian market street at the Milk Market could be considered as a permanent intervention after the example of Borough Market London. The Opera Site and Cruises Street are considered components of the Irishtown district, rather than separate interventions.

### Development Proposals and Public Realm Initiatives:

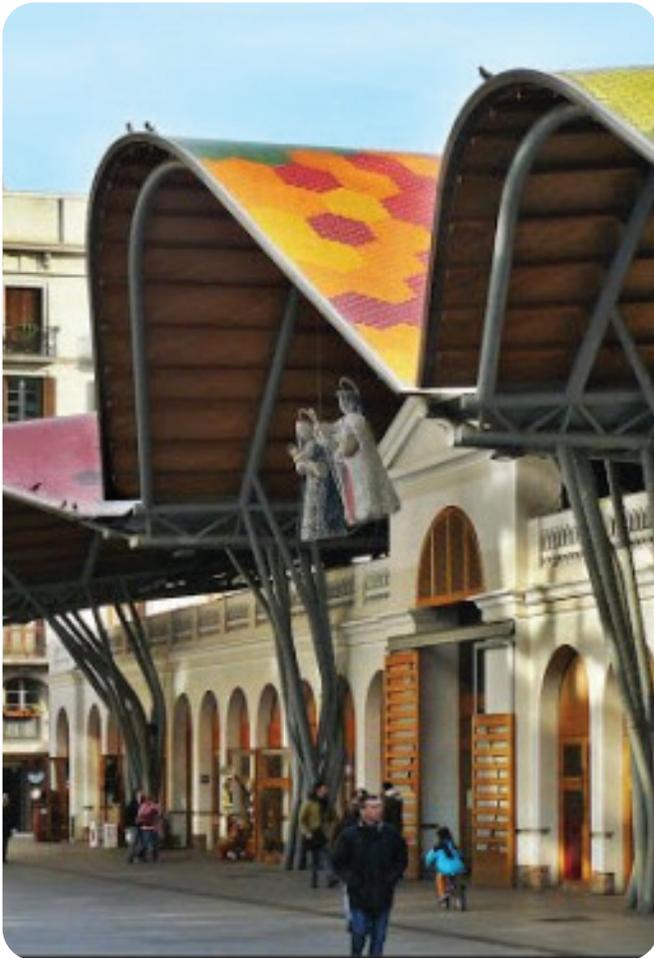
- Cruises Street should be the connective tissue between the Milk Market and Arthurs Quay proposals rather than as a standalone proposals and proposals for an all-weather canopy to enclose the street should be progressed;
- No further interventions with regard to the Opera Site are considered but the development of the Bank Place open space is considered a priority in improving connections north to King's Island;
- Development of the Milk Market as a daily functioning destination should be considered a priority ahead of the hosting of the Ryder Cup in 2027 and should be combined with exploring proposals for outdoor dining in an expanded weekend pedestrian area across Ellen Street and Little Ellen Street. The area should form the focus of a 'fanzone' for the Ryder Cup with implementation of the public realm works in advance complementing a drive to regenerate and increase the cultural offer of the surrounding built form beginning with the mixed use redevelopment of the Ellen Street carpark;
- Development of a Design District at Old Clare Street and St. Leila Street would build on existing cultural uses and be complementary to plans for the LIT Culinary School, LIT Clare Street student accommodation and the development of linkages via LCAD and O'Brien Park to the residential development at Pa Healy Road and along the Park Canal Greenway to UL Castletroy.



## 7. Irishtown

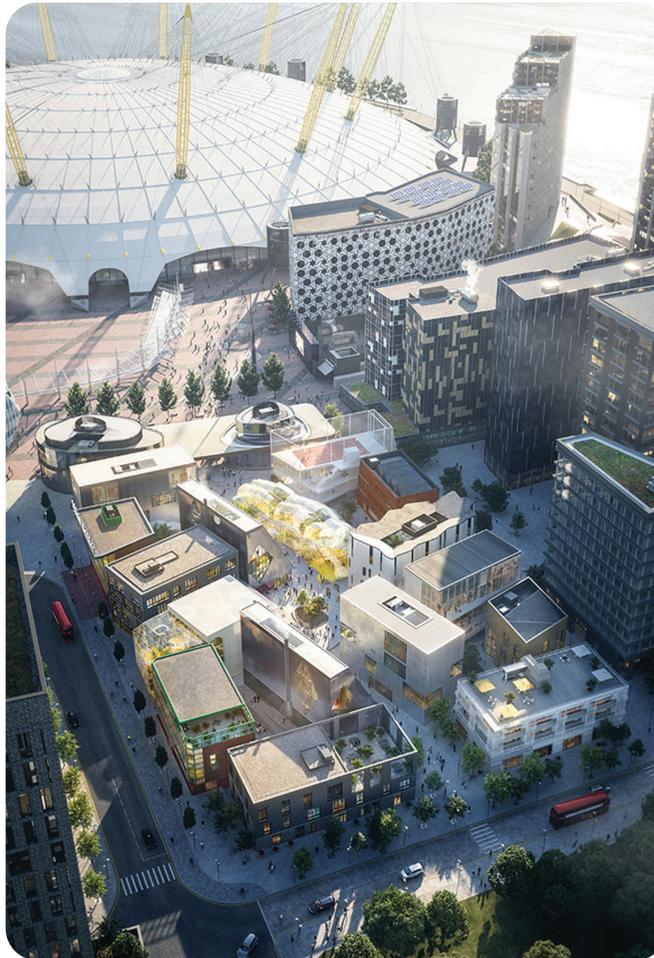
### Precedent: Santa Catarina Market, Barcelona

- Barcelona's first covered food market was refurbished in 2005 to attach vast overarching roof – a mosaic of coloured ceramic pieces – to the traditional structure.



### Precedent: Greenwich Design District

- The Greenwich Design District provides a permanent home for the creative industries across 16 buildings with affordable spaces, comprehensive facilities and flexible leases.



### Precedent: Meeting House Square, Dublin

- Designed in 1991 and flanked by the Gallery of Photography, The National Photographic Archive, the Ark, and the Irish Film Centre, a retractable canopy was added to Meeting House Square in 2011.



## 7. The Colbert Quarter

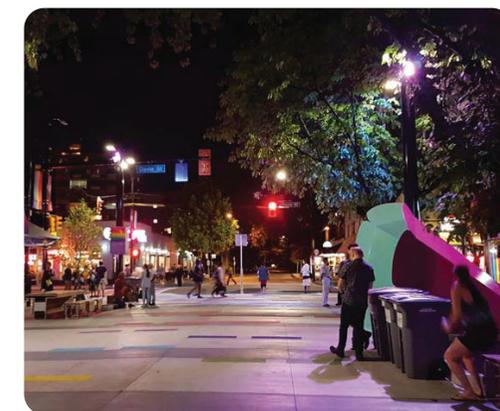
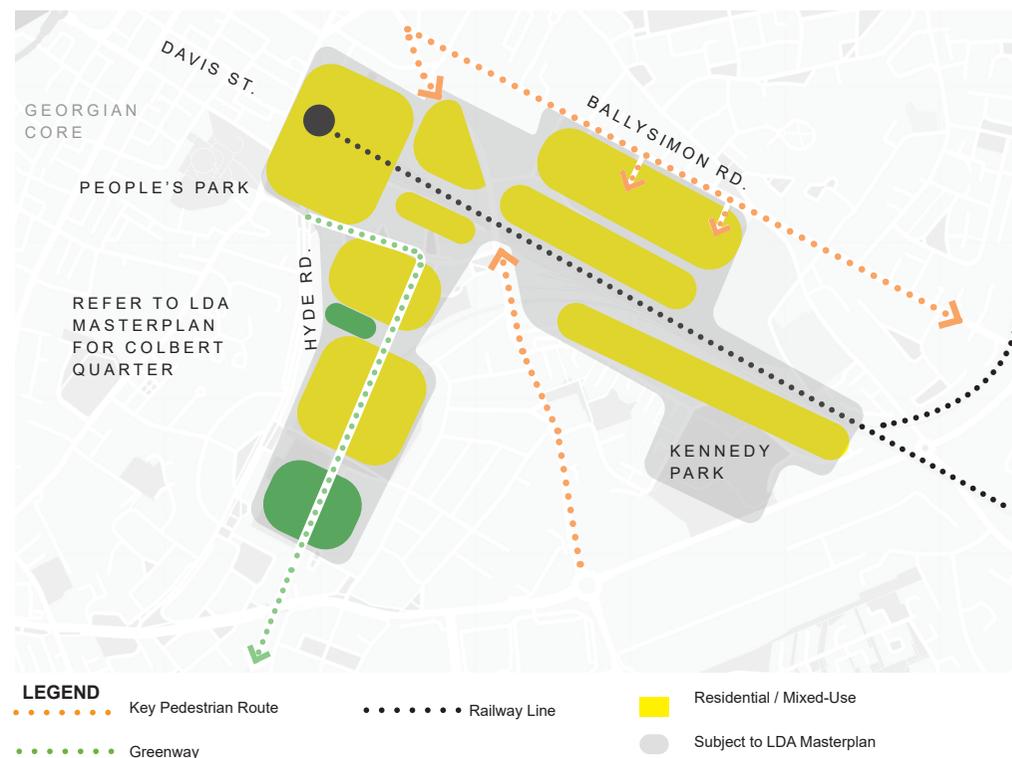
The Colbert Station Area is c.50 hectares and has a major redevelopment planned for a mixed-use quarter with residential, commercial, community and leisure uses. No new spatial proposals are recommended for the Colbert Quarter – it must be delivered as a priority with appropriate density by the LDA to provide homes, office spaces and amenities for 5,000-7,500 residents as an exemplar of future transformation projects at scale that will improve the quality of urban life in the city.

### Public Realm Initiatives:

The Colbert Station Area's ability to unlock a significant extent of the city centre area in a way that will reduce the current physical severance of several residential districts is such that the primary concern of the spatial plan should be to ensure that it takes full advantage of the opportunity the masterplan presents to integrate new development with the existing city. The Colbert Station area should be a pilot for shifting priorities for travel within the city to e-scooter and active mobility connectivity to the transport network for final mile trips.

This should extend through to where new development meets the existing city. While the Colbert Station area will provide a 'front door' to the city at Parnell Street for many visitors, it is anticipated that the forthcoming masterplan will include a linked sequence of internal public spaces and a series of 'side doors' to existing city areas. These 'hinge points' should be brought forward in advance of completion of development proposals where possible and combined with the City Engage initiative to pilot innovative uses and programming for the many 'meanwhile' spaces that city will be presented with during its transformation. Programmes such as Viva Vancouver cited earlier provide models for the tactical development of such initiatives with community engagement and leveraging local creatives and makers in the development of a unique and vital urban environment.

Such tactical programmes can be specific to their city area: programming of temporary uses on the 'hinge' spaces to Colbert Station in its meanwhile period could be based on the principle of the city for all ages and draw on the talents of local schools and third level institutions with investment from local employers to develop installations like the Canadian 'CANstruction'; public realm pilots in Irishtown and King's Island could foster the creative industry development of local makers with themed submissions for public-vote competitions– Irishtown for Limerick design industries; King's Island for the provision of on-site history resources.



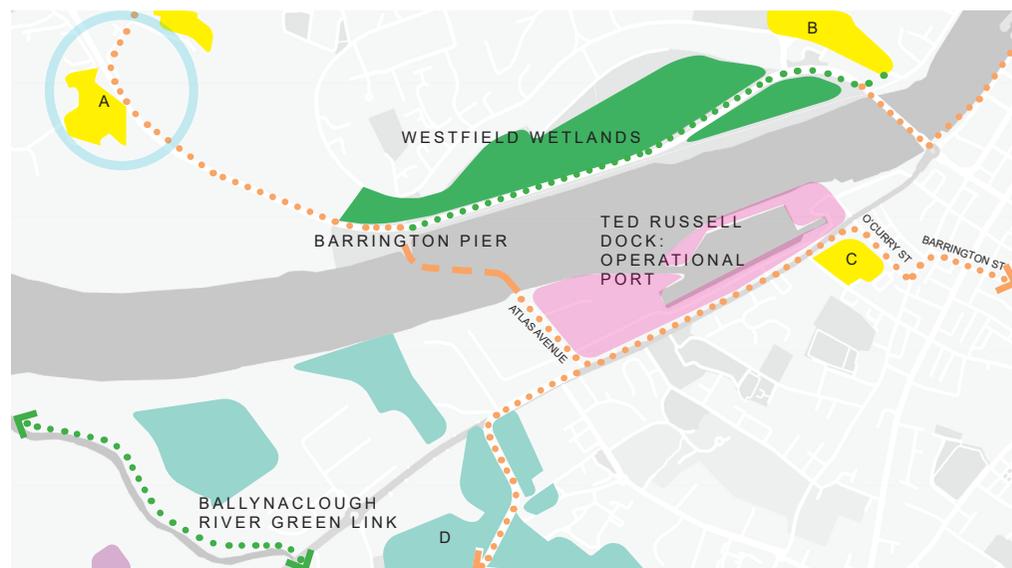
A Temporary Parklet in Vancouver; Jim Deva Plaza Vancouver developed after a tactical pilot.

## 7. The Limerick Docklands

The Limerick Docklands present an opportunity for a long term transformational project on the scale of the Colbert Station Area that would serve to activate c.46Ha of riverside land in the city and foster new connections along the Waterfront and between the north and south banks. The Docklands are subject to a framework plan and require significant additional investigation of the feasibility of proposals. The expanded plan suggests that concerted efforts to investigate their potential are initiated as a plan making priority of Limerick 2030.

### Development Proposals and Public Realm Initiatives:

- A primary public realm connection between the Limerick Docklands and the Gasworks Opportunity Site to the Colbert Station Area via the Georgian Quarter and the People's Park should be identified an incentivized improvement of dereliction of urban fabric along the route prioritized;
- Remediation requirements for development of the Gasworks Opportunity site should be clarified but the working assumption should be for an alternative employment generation use such as Data Centre at grade and office/ co-working on upper levels;
- Feasibility of the residential development of the Docklands south of Atlas Avenue should be explored;
- Feasibility of the development of Courtbarrack Road Corrib Oil Site as an opportunity site should be explored;
- Greenpark Racecourse site should be progressed as a major residential opportunity site along its northern extents and the opportunity explored for the feasibility of the provision of a c.12Ha enterprise and employment opportunity site accessed from Dock Road to supplement the IDA lands at capacity in the Castletroy/ UL neighbourhood;
- Public realm links via Ballinacurra Creek to the Shannon Waterfront around the working docks should be explored with the aim of linking via the riverside to new residential development south of Atlas Avenue;
- Development of a new pedestrian bridge from Barrington Pier and Ted Russell Park to Atlas Avenue as a longer term aspiration to create new connections between the north and south sides of the river;
- Development at the Clonmacken Residential Gateway Opportunity Site should bookend Ted Russell Park to west and connect to the wetlands to the east via the Condell Road walking trail.



#### LEGEND

Key Pedestrian Route

Greenway

Residential / Mixed-Use

Employment Lands

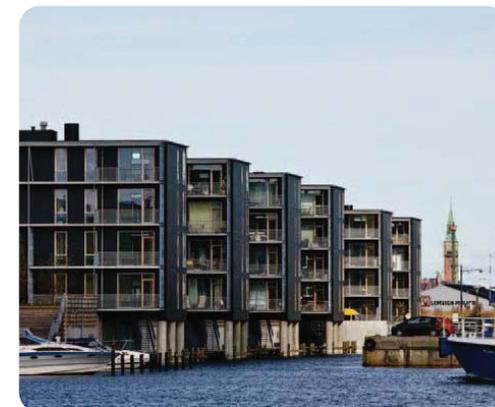
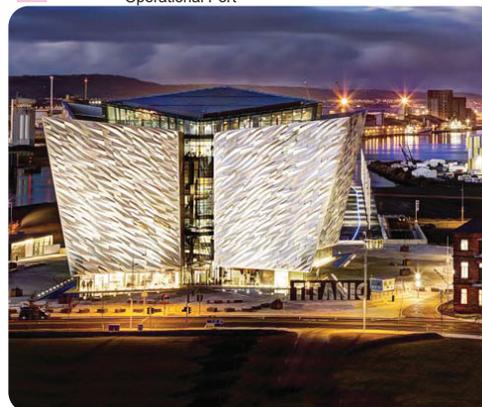
Operational Port

A Clonmacken Residential

B Cleeves Riverside Quarter

C Gasworks Site, O'Curry Street

D Old Greenpark racecourse lands



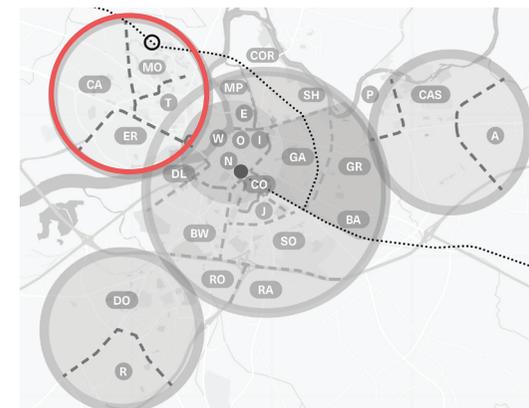
Belfast Docklands Cultural Development ; Residential Development in Copenhagen Docklands

## 7. Moyross

The Moyross Neighbourhood encompasses the Moyross, Caherdavin, Ennis Road and Thomondgate districts on the north side of the River Shannon within a c.1km walking radius broadly centred on Moylish. Development of the Regeneration Area at Moyross will be steered by the LRFIP but the spatial plan seeks to provide uplift to that vision for physically connected and fully integrated communities by linking them to the wider transformational idea of a polycentric city. Proposals noted are intended to provide guidance on how opportunity sites and amenity destinations can be used to bring the various districts together as a single, coherent mixed-use and functional neighbourhood.

### Development Proposals and Public Realm Initiatives:

- The Moyross Regeneration Plan for a riverside park from Thomondgate to Parteen should be progressed to form Ireland's largest urban waterside park along the River Shannon river from Thomondgate to Parteen;
- Provision of a new pedestrian bridge at Thomond Weir should link to Kings Island allowing the continuation of the nature-based riverside walk provision of public health activities as part of the city's green-blue network noted in relation to King's Island to continue into the north side of the river into the Thomondgate/ Parteen Riverside Park;
- Development of a compact mixed-use public health facility to complement similar development at King's Island to be located within the Riverside Park in the vicinity of either Watch House Cross or the Barrack Lane Boatman's Club;
- Development of mixed-uses at The Bays Opportunity Site and in the Glenagross Park site within the Regeneration Area should be developed to include co-working hubs and at sufficient densities of mixed-use development to be future-proofed for the potential arrival of a new rail station in the longer term; ;
- Support for ongoing development proposals including the Moylish LIT Student Accommodation; the Coonagh Campus; and the private hospital lands at Moyross;
- Public realm improvements to support development of the new academic building at the LIT Gaelic Grounds and integration of the new plaza to Greystones Park;
- Higher density residential development at the Ardhru Ryan Opportunity Site should explore the potential to aid in a connection from Greystones Park to the North Circular Road via Rosse Avenue to connect to the Condell Road walking trail and ultimately the new bridge at Barrington Pier/ Ted Russell Park;
- Development of the Thomond Multi-Use Centre should be a priority with early delivery if possible of the public plaza to connection to LIT.



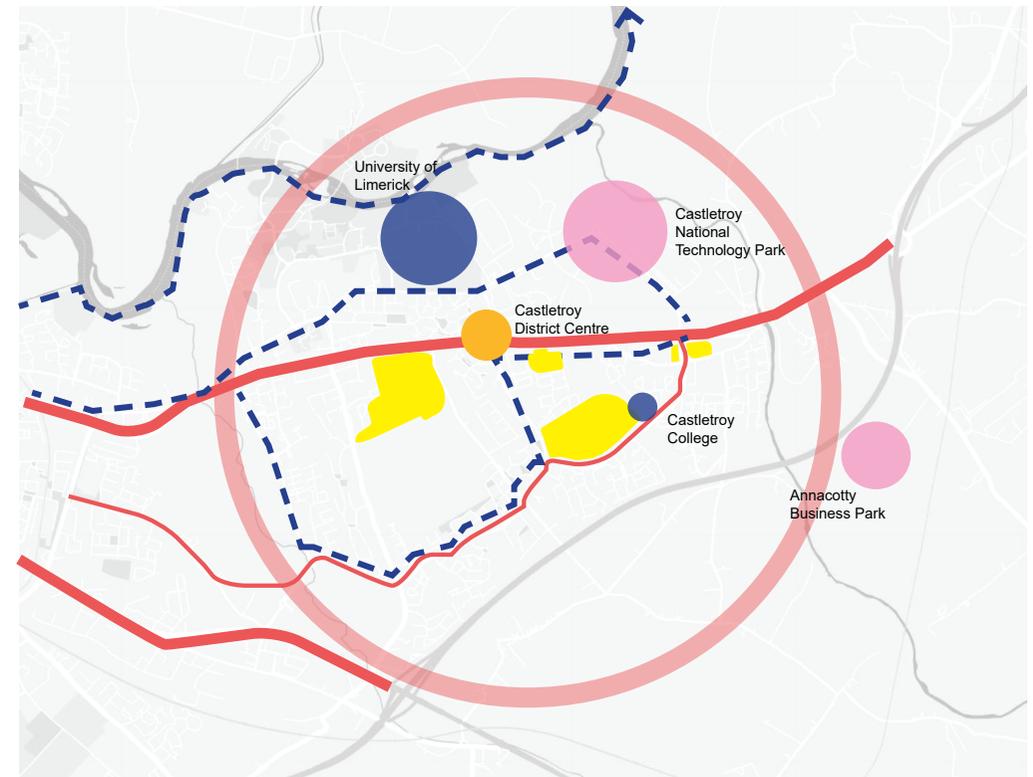
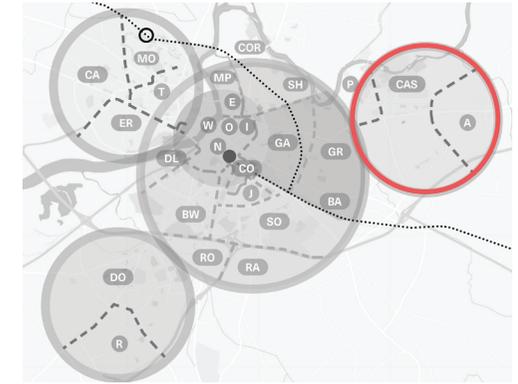
- Regional/Distributor Roads
- ← - - - -> Active Travel Routes
- ⟨ ... ⟩ Potential Green Link

## 7. Castletroy / Annacotty

The Castletroy/ Annacotty neighbourhood encompasses the Castletroy, Annacotty and the Plassey districts in the eastern environs of the city within a c.1km walking radius broadly centred on Castletroy Town Centre. Proposals noted are intended to provide guidance on how opportunity sites and amenity destinations can be used to bring the various districts together as a single, coherent mixed-use and functional neighbourhood. Residential development within the neighbourhood should be focused on the growth of a strong complete neighbourhood with primary connections westward back to the city centre with other opportunities sequentially deferred until more critical mass has been achieved.

### Development Proposals and Public Realm Initiatives:

- The River Groody Greenway should be integrated into wider green/ blue networks of the city as considered as essential to the integration of the eastern environs as the development of the Park Canal Greenway between UL Castletroy and the City Centre;
- Exemplar higher density residential development at scale should be supported at the Parkway Valley Opportunity site alongside mixed uses and its connection to the River Groody Greenway and the Park Canal Greenway prioritized;
- Exemplar higher density residential development at scale should be supported at the Towlerton Opportunity site alongside mixed uses and its connection to the River Groody Greenway prioritized;
- Exemplar higher density residential development should be supported at Castletroy College and Walker Road Opportunity sites;
- As a general
- Enterprise and employment lands at the IDA park in Castletroy are at capacity and alternative locations within the neighbourhood should be identified to complement similar provisions in the Dooradoyle-Raheen Neighbourhood and within the City Centre Neighbourhood at the Docklands. Expansion of this use should be kept within the extended city footprint bounded by the Motorway. It is suggested that appropriate site might be located at the Old Ballysimon Road south of the Towlerton Opportunity site;
- UL Expansion Plans for student accommodation; development of the Ballysimon Private Hospital site should be supported.



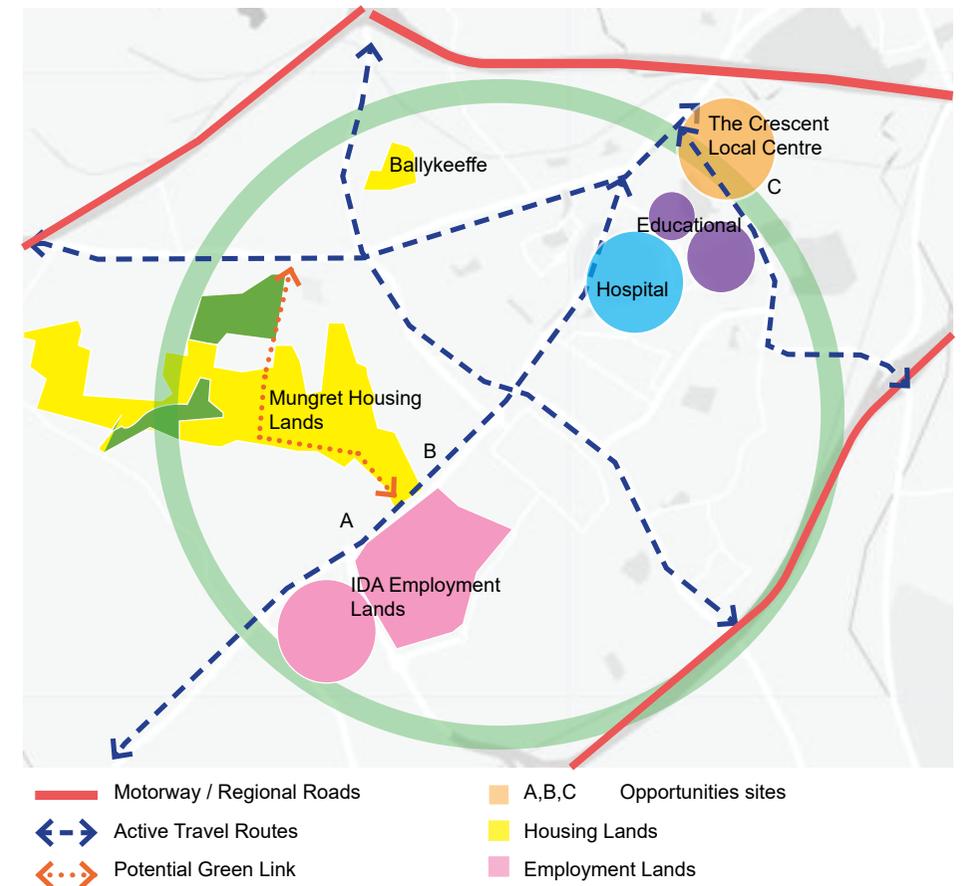
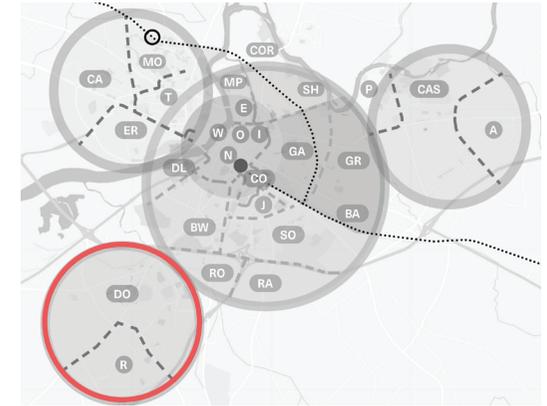
- Regional/Distributor Roads
- New Housing Lands
- ← - - -> Active Travel Routes
- ← ... -> Potential Green Link

## 7. Dooradoyle / Raheen

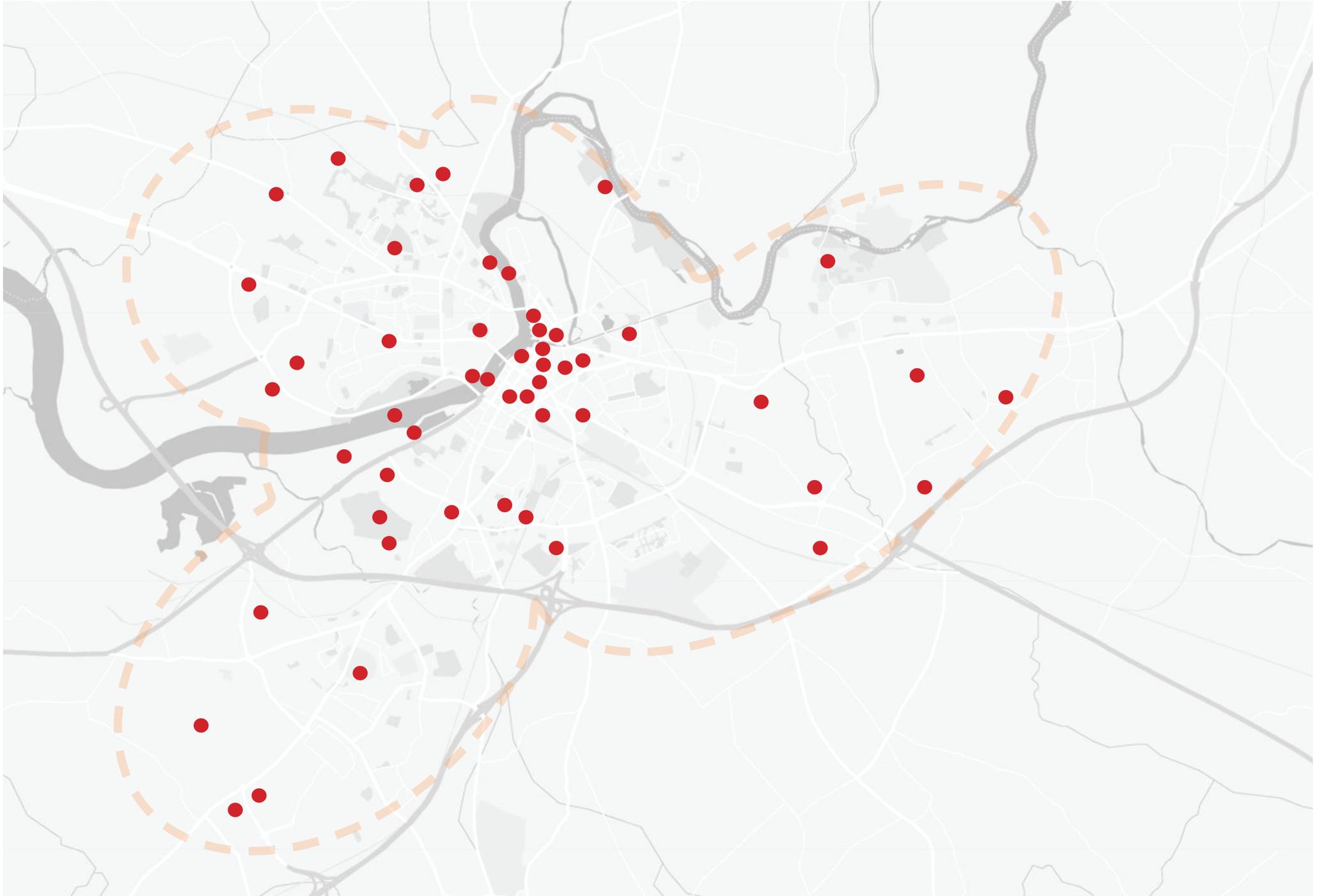
The Dooradoyle-Raheen neighbourhood unifies Mungret, Dooradoyle and Raheen as a single polycentric neighbourhood of three character areas, with Dooradoyle as the mixed-use town centre. Linkages to Raheen should be strengthened by the intensification of use off frontages to St. Nessian's Road by means of new third party infill development sites, and the development of Enterprise and Employment lands to deliver a stronger urban frontage to define entrance to the urban area. This edge in turn defines the relationship to major new development in the Mungret Masterplan Opportunity Site.

### Development Proposals and Public Realm Initiatives:

- Significant development is planned within the Mungret Masterplan Opportunity Site with the forthcoming development of c.2000 dwellings within the Mungret Masterplan Lands and the approval nearby of c.200 dwellings at Mungret Gate, and the approved Caheranardrish post-primary school. These developments should be characterised by public open space provision and the strategic use of parks and greenways to legibly organise the new neighbourhood;
- In the same way that proposed development at Colbert Station suggests a wider principle of organisation within the City Centre neighbourhood, the Mungret Masterplan suggests a model for the residential intensification of the Dooradoyle/Raheen neighbourhood with the open space strategy potentially supporting the development of active travel routes for wider regional connections to Askeaton along the N69 and Patrickswell/ Adare along the N21;
- Development of IDA Lands to provide an appropriately scaled urban edge to St. Nessian's Road;
- Development of third party sites adjacent to the IDA Lands should extend the Enterprise and Employment uses and provide an appropriately scaled urban edge to St. Nessian's Road;
- Development of exemplar residential development at scale of the of Ballykeeffe Opportunity Site should refer to Docklands proposals for the Greenpark Racecourse lands to form connections to the City Centre Neighbourhood and Waterfront and the Punches Cross student village;
- In the longer term, intensification of use at the Crescent Shopping Centre by means of consolidation of parking should be considered.



## 7. Distribution of Expanded Spatial Plan Opportunities across the Urban Area of Limerick City



## 7. Development Briefs for Opportunities in the County and Estuary

By considering the spatial connections between neighbourhoods and their uses as they relate to public realm and active travel, the principles of polycentric connectedness can be scaled up to consider the organisation around active travel routes of connections between the outer neighbourhoods and the towns of the estuary and the wider county, resulting in a network of staged connections across the county to the benefit of all settlements.

Newcastlewest is considered Limerick's "Key Town" of the Regional Spatial and Economic Strategy and the prioritized development of a bespoke Economic and Spatial Strategy for the town is suggested that will outline how it should accommodate significant population growth in a compact, town-centre first manner.

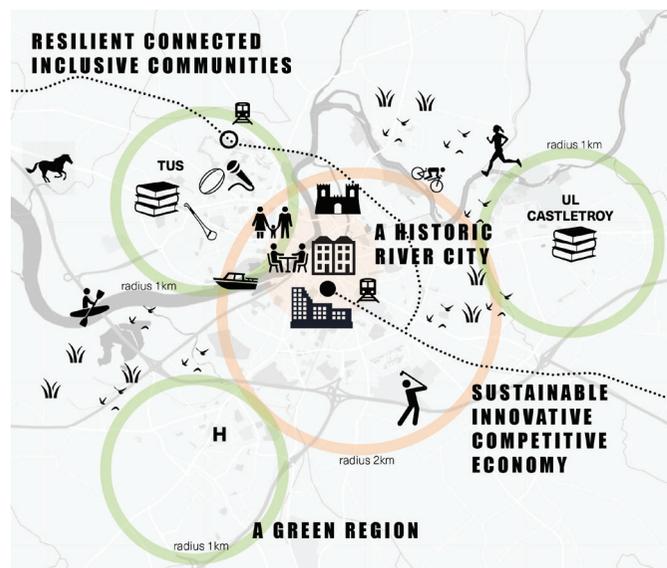
The strategy should also identify how the town can better collaborate and connect with other towns in the county, especially with regard to how it serves and is served by the wider extents of the Limerick City Urban Area.

In developing the spatial strategy, this should have reference to the recently completed town planning processes for Askeaton and Bruff and the result public realm plans currently being prepared. Within an active travel network, the suggestion of public realms plans provides the opportunity to organise new mixed-use spaces in the towns organised around the provision of respite areas, mixed-uses, and charging infrastructure.

Lessons learned from these plans could be incorporated into the Newcastlewest Plan which in turn would codify a development brief for future planning activities in the towns to deliver countywide connectivity.

These development briefs should incorporate lessons learned from the development of opportunity sites at the Croom Enterprise Centre and new Business Parks In Newcastlewest and Kilmallock.

Similarly, the development briefs should reflect on a provide proposals for a 'Town-Centre First' that leverages the rediscovery of the local during the pandemic to take an approach to reverse tackle dereliction in town and village centres by buying up derelict properties and repurposing or rebuilding these as homes, offices, remote-working hubs or cultural public spaces.



## 7. Summary of Citywide Opportunities and Destinations

### Housing Opportunities

- 1 Pa Healy Road Site
- 2 Annacotty Housing Lands
- 3 Hogan Place
- 4 Ballykeefe Site
- 5 Mungret Lands

### Mixed-Use Opportunities

- 6 Cleeves Riverside Quarter
- 7 Colbert Quarter
- 8 Georgian Core
- 9 Moyross Consolidation
- 10 Parkway Valley Site
- 11 Towlerton Lands
- 12 Crescent Shopping Centre Consolidation

### Civic/Cultural/Commercial Opportunities

- 13 Arthurs Quay / Opera / Merchants Quay
- 14 Thomond Park

### Green Spaces + Amenities

- 15 Shannonfields
- 16 River Groody Valley
- 17 Westfield Wetlands
- 18 Bunlicky Lake and River Fergus SPA
- 19 Green Areas adjacent to Moyross

### Enterprise & Employment Lands

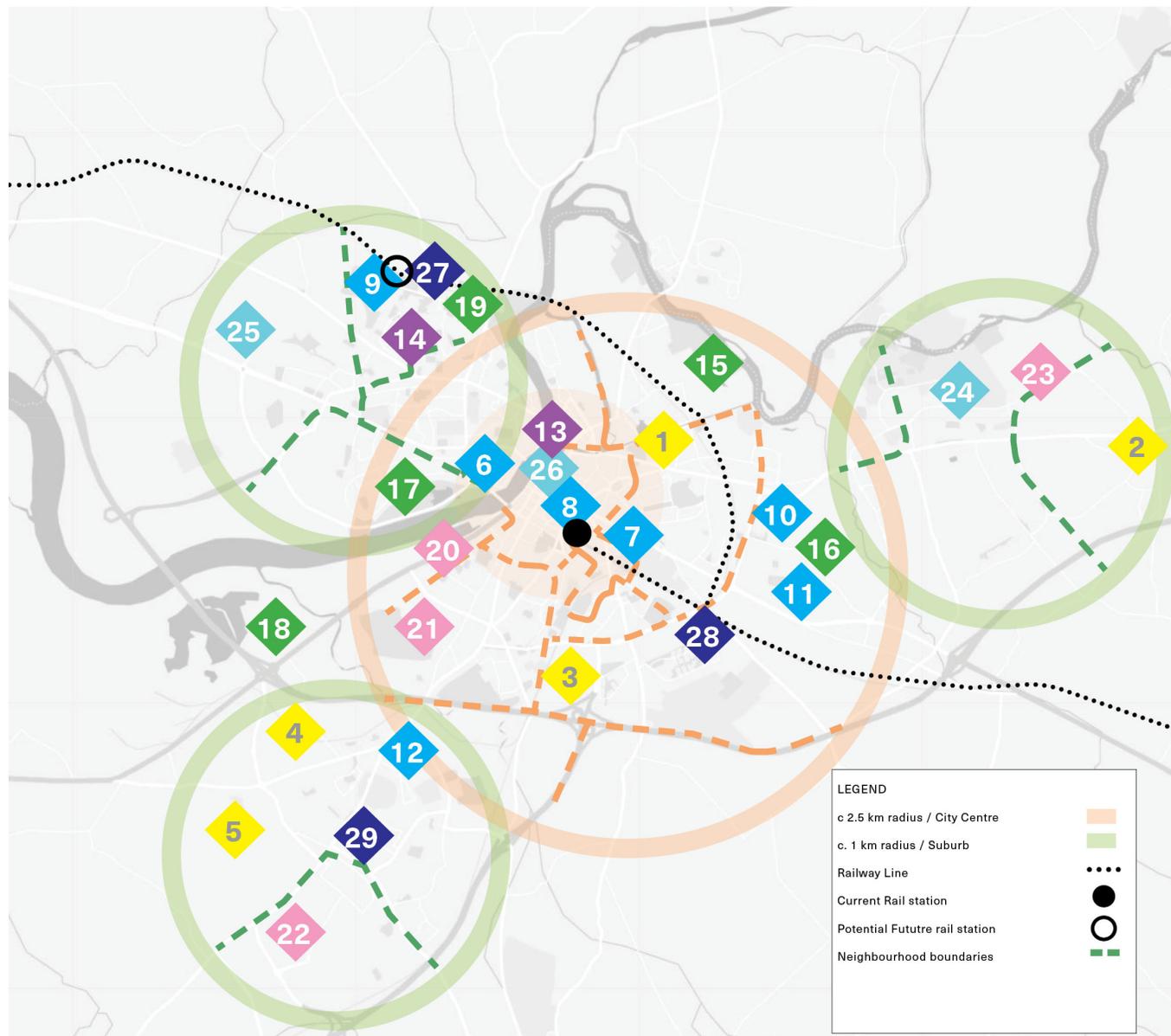
- 20 Limerick Docklands
- 21 Old greenpark racecourse
- 22 Employment Lands Raheen
- 23 IDA Lands Castletroy

### Educational Expansion

- 24 University of Limerick Castletroy
- 25 Coonagh / Moylish Educational Lands
- 26 University of Limerick City Centre Site

### Healthcare Developments

- 27 Proposed Private Hospital Moyross
- 28 Proposed Private Hospital Ballysimon
- 29 University Hospital Expansion



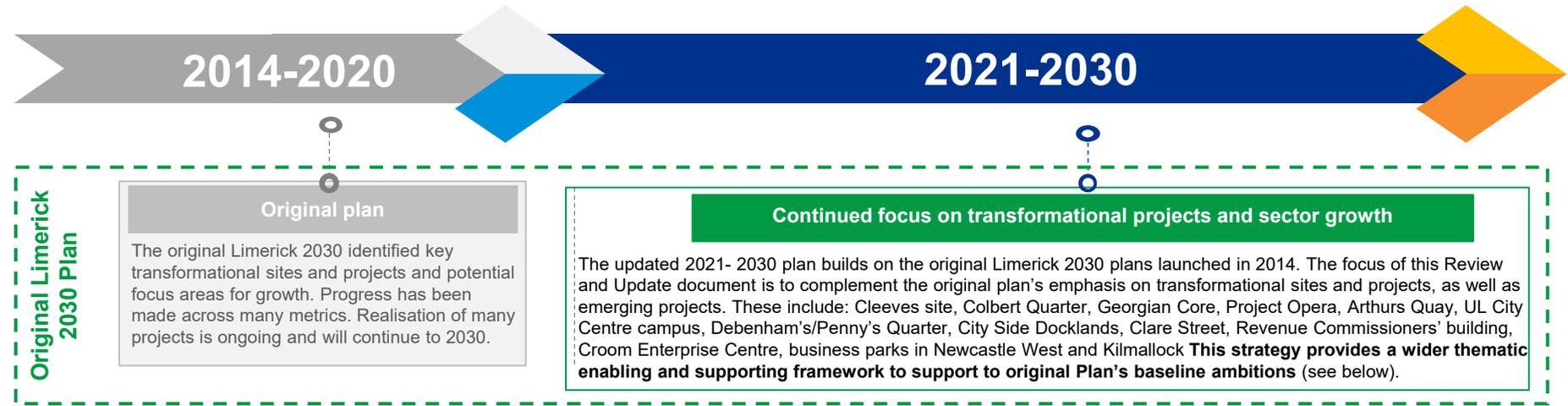




# 8. Recommendations and implementation

# Application of our Framework

This Review and Update builds on and complements the existing original Limerick 2030.



**KPMG and OMP's input supports the existing Limerick 2030 Plan, complementing overall development.**

<b>KPMG/OMP input</b>	<b>A. Quality housing for growing population</b>	<b>B. Areas as neighborhoods</b>	<b>C. Enhancing liveability</b>	<b>D. Embracing and growing economic strengths</b>	<b>E. Growing the green economy</b>	<b>F. Grow culture and identify</b>	<b>G. Prepare people for the future</b>	<b>H. Reanimate the Waterfront</b>	<b>I. Develop a sustainable city and county</b>
	<ul style="list-style-type: none"> <li>In-fill</li> <li>Apartments</li> <li>Town centres</li> </ul>	<ul style="list-style-type: none"> <li>Definitions</li> <li>Public realm</li> <li>Hinge points</li> <li>Lighting and safety</li> </ul>	<ul style="list-style-type: none"> <li>Active travel</li> <li>Child-friendly</li> <li>Co-working hubs</li> </ul>	<ul style="list-style-type: none"> <li>ICT</li> <li>Life sciences</li> <li>Mobility</li> <li>Renewables</li> <li>Creative sector</li> </ul>	<ul style="list-style-type: none"> <li>Offshore</li> <li>Retrofitting</li> <li>Digital Basin</li> <li>Foynes Port</li> </ul>	<ul style="list-style-type: none"> <li>Creative hub</li> <li>Cultural centre</li> <li>Experiential retail</li> <li>Heritage</li> <li>Nighttime</li> </ul>	<ul style="list-style-type: none"> <li>Digital hubs</li> <li>Digital literacy</li> <li>Youth outreach</li> </ul>	<ul style="list-style-type: none"> <li>Greenways</li> <li>Watersports</li> <li>Transport</li> <li>Swimming</li> </ul>	<ul style="list-style-type: none"> <li>GBI</li> <li>Greenways</li> <li>Active travel</li> </ul>

# Implementation

Goals and objectives have been identified for the respective initiatives.

### Schedule of initiatives and owners

Concept	Initiative	Primary owner(s)	Secondary owner(s)
A	— Enhanced focus on infill development and regeneration to ensure compact urban development in the city centre	LCCC, LDA	Private developers, Limerick 2030
A	— Greater focus on apartment delivery to reduce sprawl	LCCC, LDA	Private developers, Limerick 2030
A	— Consolidated development across town centres to achieve 30% of growth within existing built-up footprints	LCCC, LDA	Private developers, Limerick 2030
B	— Identification of hinge points for public realm improvements	LCCC, LDA	Private developers, Limerick 2030
B	— Implementation of the forthcoming Public Realm Strategy	LCCC, LDA	Private developers, Limerick 2030
B	— Development of a community led Public Arts Programme	LCCC, LSAD	LIT, UL
B	— Identification of neighbourhood opportunities and destinations	LCCC, LDA	Limerick 2030
B	— Promotion of 10 minute neighbourhoods and a polycentric urban model	LCCC, LDA	Limerick 2030
B	— Suburban Public Realm Audit/ Condition Survey	LCCC, LDA	Limerick 2030
B	— Suburban Public Accessibility Improvements	LCCC, LDA	Limerick 2030
B	— Cycling and Walking infrastructure to City Environs / Polycentric City (Greenways)	LCCC, LDA	Waterways Ireland, Limerick 2030

# Implementation

Goals and objectives have been identified for the respective initiatives.

### Schedule of initiatives and owners

Concept	Initiative	Primary owner(s)	Secondary owner(s)
B	— City Centre Lighting Strategy	LCCC	Private developers
B	— Parking Audit and Strategy, Implementation	LCCC	Private developers
B	— City Centre Public Realm Accessibility Improvements	LCCC	Private developers
B	— City Centre Public Realm New Interventions (Hinge Points)	LCCC, LDA	Private developers, Limerick 2030
B	— Tactical Urbanism Strategy	LCCC	Private developers, Limerick 2030
B	— Tactical Urbanism Proposals Design Competition	LCCC	Private developers, LIT, UL, Limerick Primary and Secondary Schools, Limerick 2030
B	— Pilot Programme Implementation	LCCC	
B	— Tactical Urbanism Implementation (Meanwhile)	LCCC	Private developers
B	— Consolidation of Proposals (Permanent)	LCCC	Private developers
B	— Hinge point: Quays Hinge Points (Connecting the Waterfront to the Georgian Qtr and providing the landing to Cleaves Bridge)	LCCC	Private developers, Limerick 2030
B	— Hinge point: Barrington/ Wolfe Tone Hinge Points (Connecting Colbert Quarter to the Docklands)	LCCC	Private developers, Limerick 2030

# Implementation

Goals and objectives have been identified for the respective initiatives.

### Schedule of initiatives and owners

Concept	Initiative	Primary owner(s)	Secondary owner(s)
B	— Hinge point: College Connector	LCCC	Private developers, Limerick 2030
B	— Hinge point: St. Nessans/ Ballinacurra Connector: targeted hinge points with active transport respite/ charging connecting Colbert Quarter to south city inner environs and Mungret)	LCCC, LDA	Private developers, Limerick 2030
C	— Key focus on the promotion of active travel	LCCC, NTA	Private developers
C	— Pursuit of status as first Irish UNICEF-designated child friendly city.	LCCC	UNICEF
C	— Further investment in public transport	LCCC, NTA	Department of Transport
C	— Reanimation of key streets to enhance vibrancy	LCCC	Private developers, Limerick 2030
C	— Roll out of co-working hubs in larger town centres	LCCC; LEO	EI
D	— Support Mid West exporters to take advantage of current high levels of demand (ICT, pharma)	LCCC; EI	Private investors
D	— Support pent-up spending demand in the Mid West	LCCC	Private retailers
D	— Target annual economic growth of 4% and annual employment growth of 5%	LCCC, EI	MNCs

# Implementation

Goals and objectives have been identified for the respective initiatives.

### Schedule of initiatives and owners

Concept	Initiative	Primary owner(s)	Secondary owner(s)
D	— Target job creation of up to 95,000 with target growth in specific high value sector in particular	LCCC; EI; IDA	MNCs, Start-ups
D	— Seek to ensure that employment opportunities to be more evenly distributed	LCCC, EI, LEO	MNCs
D	— Investment in reskilling in towns as a key priority	LCCC; LEO	Skills Ireland
D	— Identify the gaps required to develop and attract data centres to the region	IDA, EI, LCCC	
D	— Identify international players for data centres and engage with these firms	IDA, LCCC	
D	— Develop a plan for embracing Industry 4.0 this decade	LCCC	EI
D	— Make apprenticeships central to economic growth	LCCC, LEO, EI	Local traders
D	— Identify specific spaces for ICT start-ups to grow (city)	LCCC; EI, LEO	Innovate Limerick, Start-ups
D	— Continued employment outreach to disadvantaged areas	LCCC; LEO, LICP, Southhill outreach	
D	— Accommodate >30,000 people in next 8 years (population target)	LCCC, LDA	Private developers Limerick 2030
D	— Make returning footfall to 'normal' levels a priority	LCCC	Retail shops, Restaurants, cafes etc

# Implementation

Goals and objectives have been identified for the respective initiatives.

### Schedule of initiatives and owners

Concept	Initiative	Primary owner(s)	Secondary owner(s)
D	— Establish Working Group to grow creative sector	LCCC; UL; LIT; MIC	Creative Limerick, LSAD
D	— Focus on supporting spin off firms from Troy Studios	LCCC, EI, LEO	Creative Industry Start-ups,
D	— Develop a cultural centre / creative hub in City Centre	LCCC; UL, LIT, Creative Limerick, LSAD	Private developers
D	— Develop the Digital Basin concept	LCCC, EI, Innovate Limerick	
D	— Develop an incubation space in the Docklands for digitally focused firms	LCCC	EI
D	— Build on skills based at Shannon to meet future in mobility	LCCC, EI, IDA, Shannon Group	Private investors
D	— Become the leader local authority in Ireland in AVs/air mobility	LCCC, EI, IDA, Shannon Group	Private investors
D	— Identify specific spaces for ICT start-ups to grow (city)	LCCC, EI, Innovate Limerick, LEO	ICT start-ups, Private developers
D	— Leverage opportunities associated with Wild Atlantic Way Gateway City designation	LCCC; Failte Ireland	Private Investors

# Implementation

Goals and objectives have been identified for the respective initiatives.

### Schedule of initiatives and owners

Concept	Initiative	Primary owner(s)	Secondary owner(s)
E	— Explore potential for the construction and assembly of large wind farms at Shannon Foynes Port	Shannon Foynes Port Company	LCCC, EI, IDA, Wind Energy Ireland
E	— Examine the feasibility for the Port facility to process, store, and distribute hydrogen generated by offshore wind farms	Shannon Foynes Port Company	LCCC, EI, IDA
E	— The development of a research cluster/ hub in offshore renewables and marine energy	LCCC; UL	EI, IDA
F	— Regular Culture Night (cf. First Thursdays)	LCCC	Pubs, Restuarants, Night clubs etc.
F	— Growing Limerick’s Creative Industries and pursuit of UNESCO Design City status	LCCC, Troy studios, EI, LEO	UNESCO
F	— Support growth of experiential retail in city centre	LCCC, LEO	Private retailers
F	— Enhancement of city ‘gateway’ or ‘welcome’ points to improve and facilitate sense of place	LCCC	Faillte Ireland, Limerick 2030
F	— Cruises Street as test for pop up opportunities / outdoor dining	LCCC, LEO, Limerick Chamber	Private retailers

# Implementation

Goals and objectives have been identified for the respective initiatives.

### Schedule of initiatives and owners

Concept	Initiative	Primary owner(s)	Secondary owner(s)
F	— Milk Market development	LCCC, Failte Ireland, LEO	Private developers, Private retailers
F	— Development of a heritage trail	LCCC	Failte Ireland
F	— Establishment of night-time economy leader	LCCC, Failte Ireland	Private retailers
G	— Strategic roll-out of enterprise / digital / co-working hubs	LCCC, LDA, EI, LEO	Private developers, Start-ups, Small businesses
G	— Promotion of a ‘Smart Communities Strategy’ in conjunction with a Digital Literacy Programme	LCCC	Communit Groups, Primary and Secondary Schools
G	— Multi-year outreach programmes within local primary and secondary schools in areas of disadvantage	LCCC, Primary and Secondary Schools	Community Groups
G	— Continued collaboration across HEIs and industry across sectors and civil society	LCCC, UL, LIT, MEC, EI, IDA	Major Employers
H	— Expanded Greenway development linking the city centre to the wider region: Limerick as a ‘Wild Atlantic Gateway City’	LCCC	Failte Ireland
H	— Extension of city centre boardwalk	LCCC	Waterways Ireland
H	— Development of water sports activity centre	LCCC, Waterways Ireland	Private investors
H	— Water-based transport	LCCC, Waterways Ireland	Private investors

# Implementation

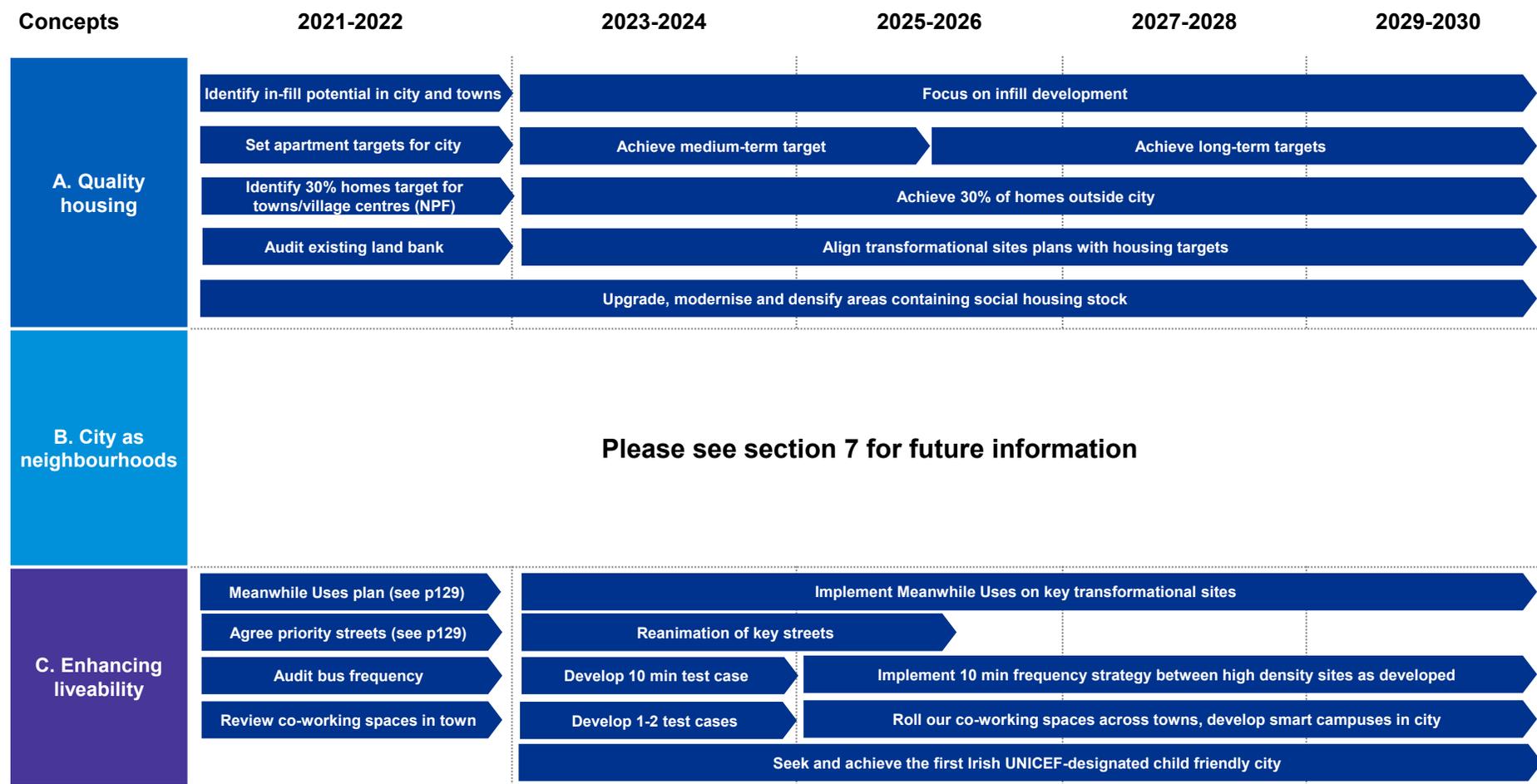
Goals and objectives have been identified for the respective initiatives.

### Schedule of initiatives and owners

Concept	Initiative	Primary owner(s)	Secondary owner(s)
I	— Implementation of the Limerick GBI Strategy	LCCC, Waterways Ireland	
I	— Expand urban greening (through implementation of targets)	LCCC, LDA	Private developers, Limerick 2030
I	— Further development and enhancement of strategic and local Greenways	LCCC	
I	— Promoting active travel through enhanced permeability for walkers and cyclists and improved associated infrastructure	LCCC	Private developers
I	— Shift to community scale planning in alignment with the '10 minute' neighbourhood concept	LCCC, LDA	Private developers, Limerick 2030

# Implementation Roadmap – Initiatives A-C

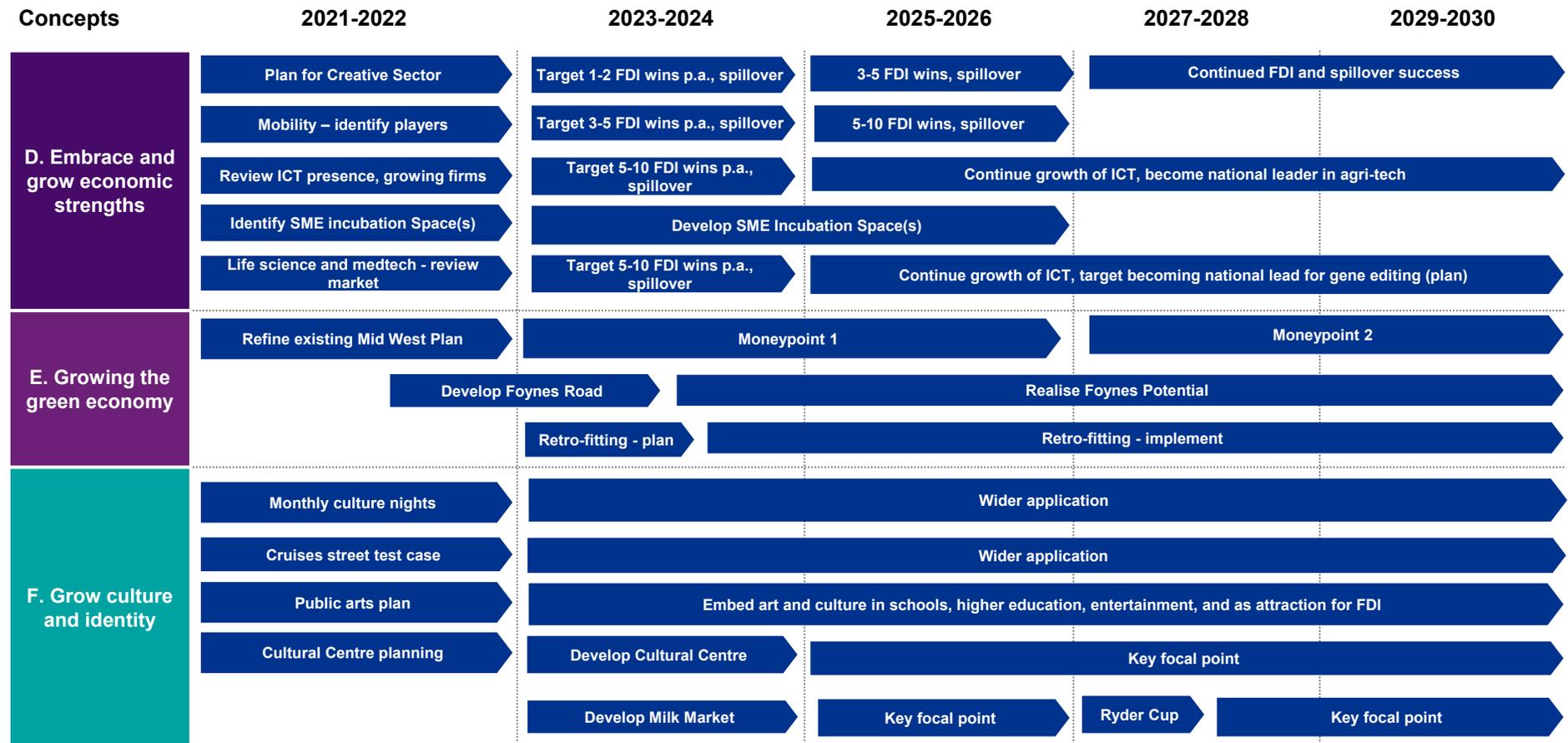
Indicative implementation roadmap across concepts and initiatives.



## 8. Recommendations and implementation

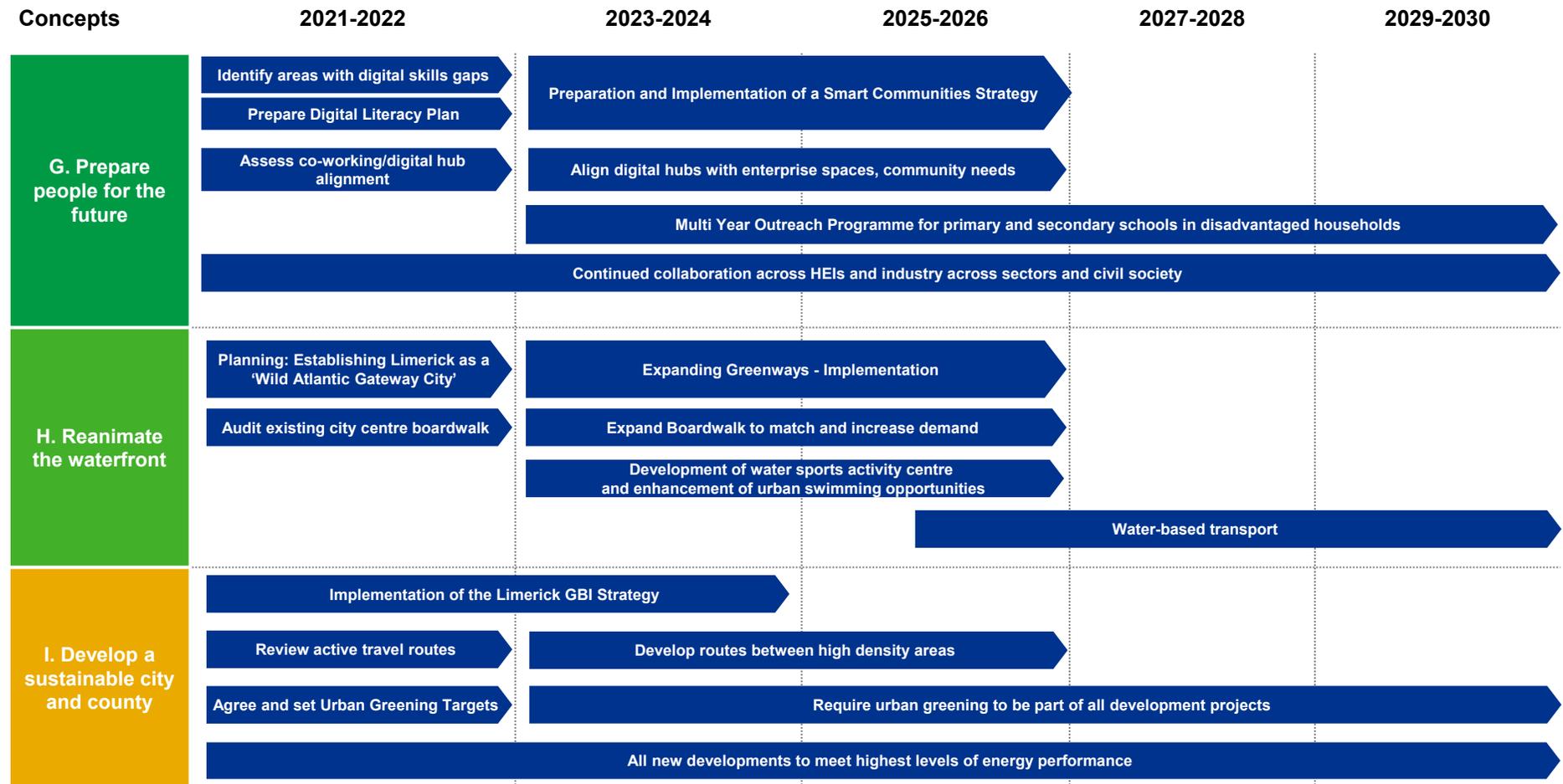
# Implementation Roadmap – Initiatives D-F

Indicative implementation roadmap across concepts and initiatives.



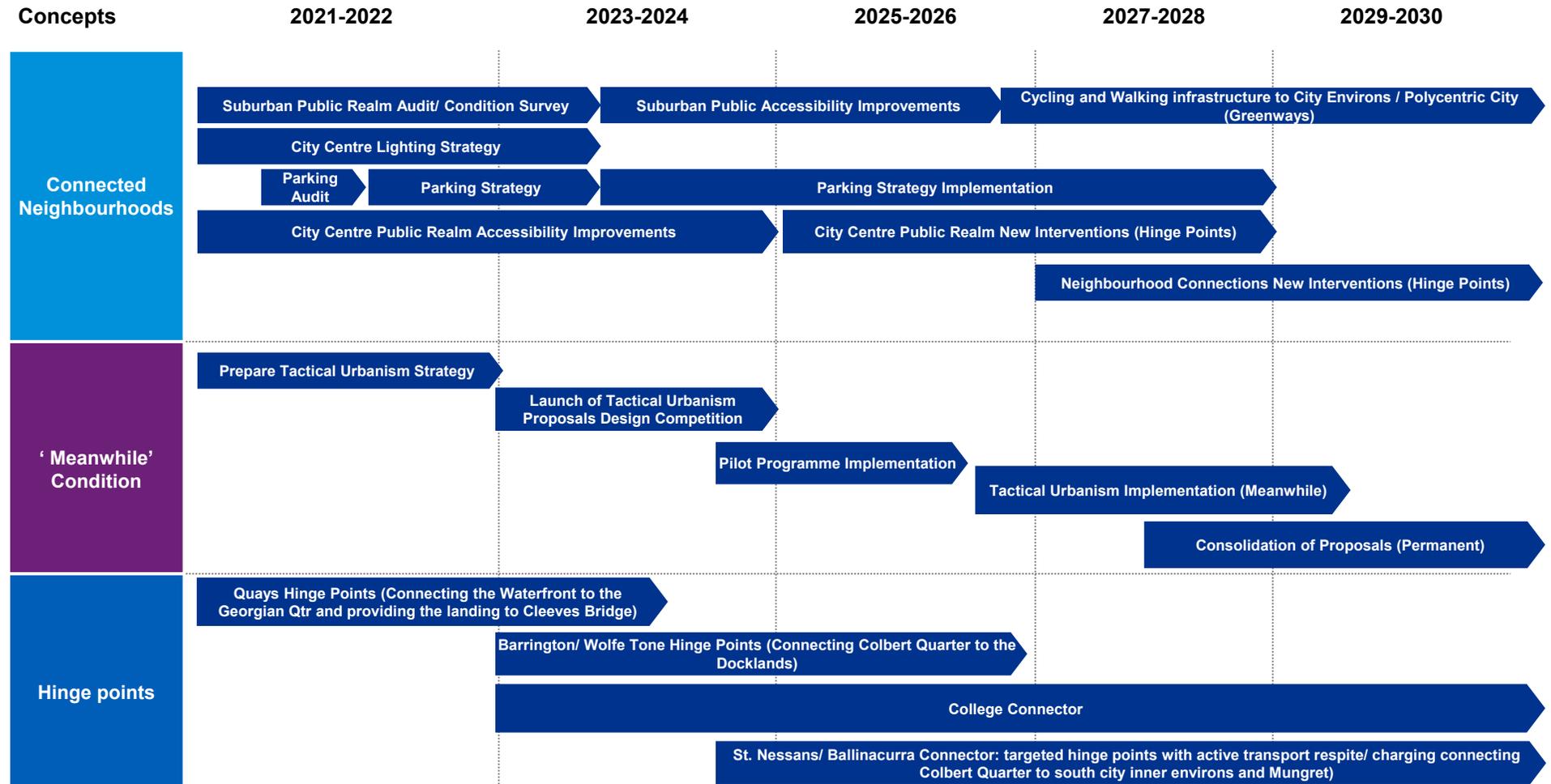
# Implementation Roadmap – initiatives G-I

Indicative implementation roadmap across concepts and initiatives.



# Implementation Roadmap – initiative B deep dive

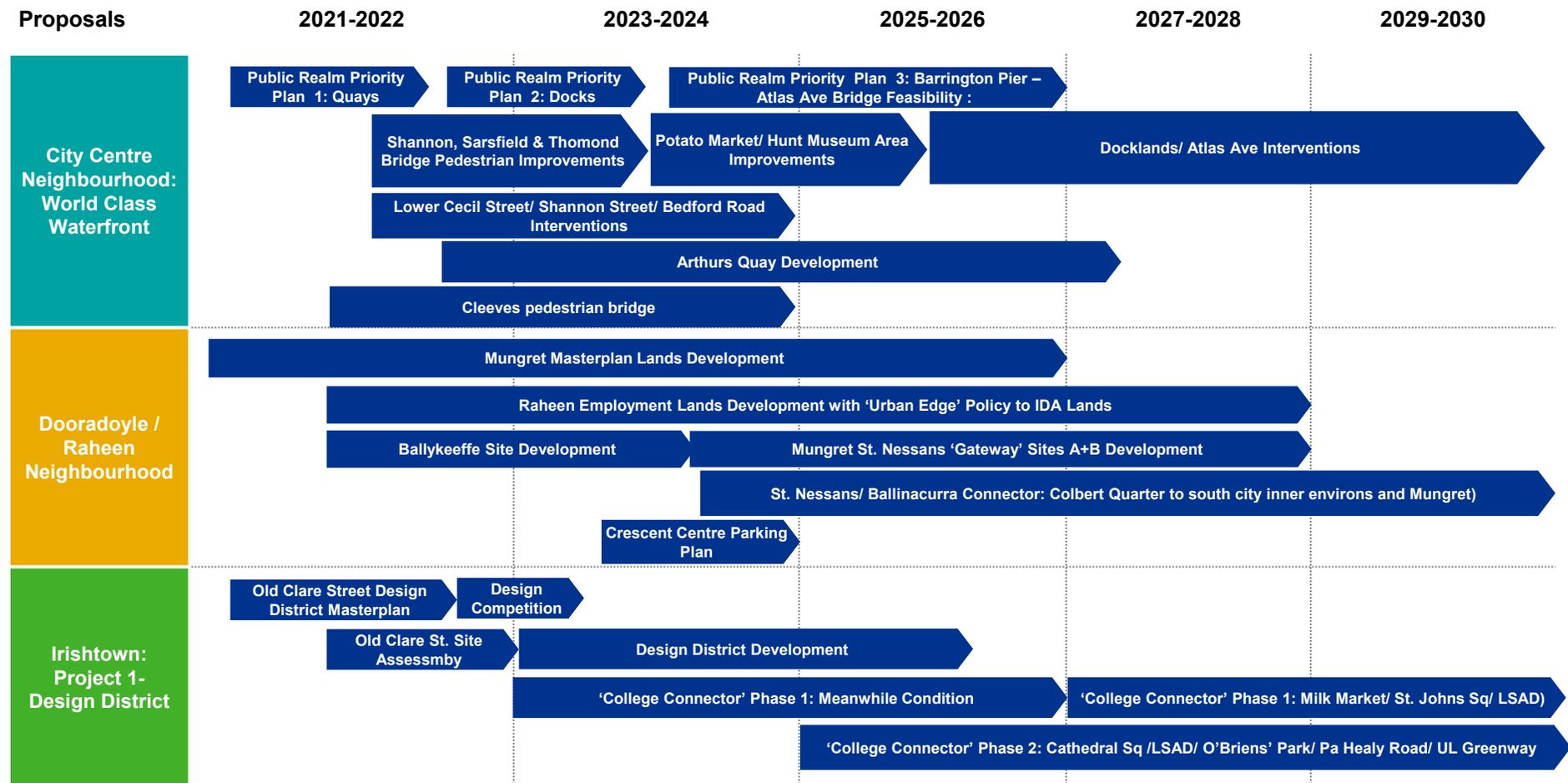
Indicative implementation roadmap across concepts and initiatives.



## 8. Recommendations and implementation

# Spatial implementation plan – illustrative neighbourhood examples

Indicative implementation roadmap across concepts and initiatives.





# 9. Monitoring and evaluation

# Monitoring and evaluation

**A clear monitoring and evaluation framework will support implementation of key initiatives.**

### Overview

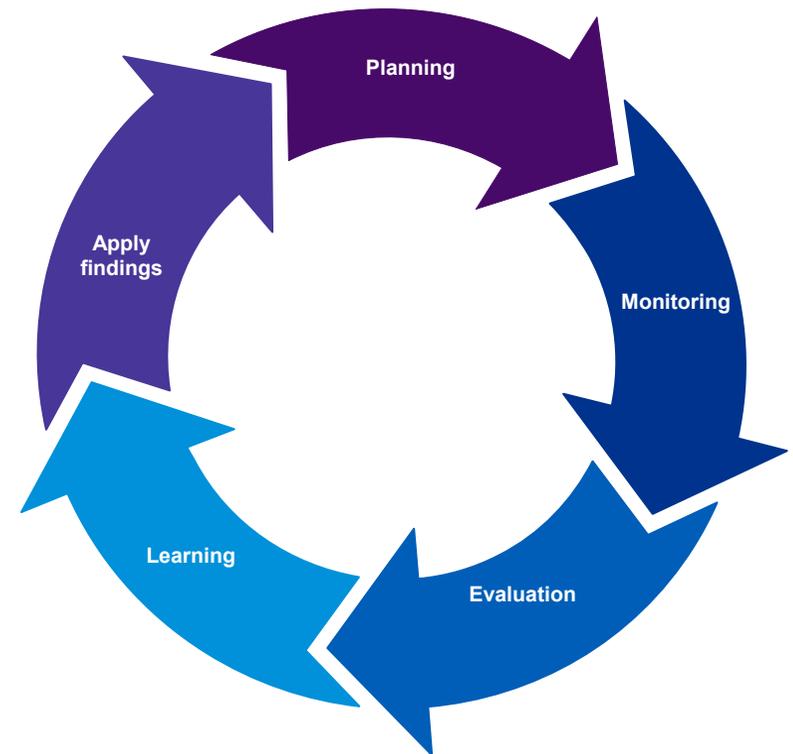
Monitoring and evaluation are key activities for any learning organisation which aims progressively to improve its performance. They allow for systematic learning from past and current activities - "what works/what doesn't work" and "why". This is critical to learn from mistakes/poor outcomes and ensure that good practices are replicated in the future.

This chapter sets out a framework for enhancing the generation of good quality monitoring and evaluation, which will be integrated into Limerick City and County Council decision-making and delivered within a robust and proportionate governance framework. This is to provide greater accountability and a stronger evidence base for future decision making and communication activities.

The following factors are critical:

- Adopting a needs-driven and proportionate approach to establishing monitoring and evaluation priorities
- Being outward facing and delivering results through successful collaboration with other organisations
- Embedding a culture and ownership within the Department which incentivises the delivery of good quality monitoring and evaluation; and
- Ensuring that key learnings are distributed through Limerick City and County Council personnel.

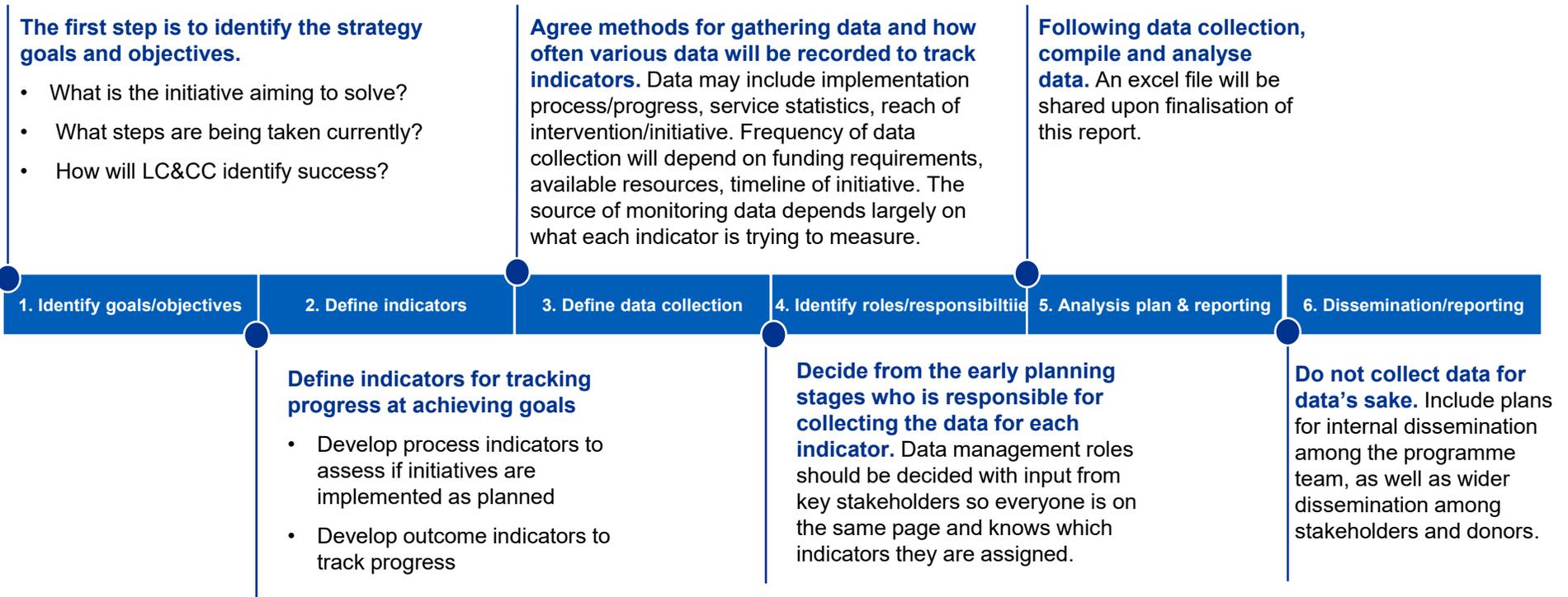
In times of constrained resources, it becomes even more important to ensure that we invest our money wisely and get the maximum value from it, by building on evidence of "what works". Good quality monitoring and evaluation evidence is important for helping make and communicate decisions about implementation and learning about how we can most effectively design and deliver policies, programmes, communications and regulations.



# Monitoring and evaluation

A step-by-step M&E framework ensures the right information is collected to track success.

Summary of the overall Monitoring and Evaluation process



# Monitoring progress of housing initiatives

Realising housing initiatives requires regular monitoring of planning trends.

## Monitoring and evaluation process for key initiatives

Concept	Initiative	Indicator(s)	Data source(s)	Timing	Data manager
A	— Enhanced focus on infill development and regeneration to ensure compact urban development in the city centre (facilitated also through implementation of the Housing Strategy)	Share (%) of development that is in-fill/regen – growing annually	Planning applications data	Every 6 months	LCCC Planning
		At least half (50%) of all new homes in Limerick City and suburbs to be delivered within the existing built-up footprint by 2040	Planning applications data	By 2040	LCCC Planning
A	— Greater focus on apartment delivery to reduce sprawl	Share (%) of developments that are apartments	Planning applications data	Every 6 months	LCCC Planning
A	— Consolidated development across town centres to achieve 30% of growth within existing built-up footprints	Share (%) of all developments occurring in built-up footprint	Planning applications data	Every 6 months / By 2040	LCCC Planning

# Monitoring progress of neighbourhood initiatives

Realising neighborhood initiatives will involve LCCC and key infrastructure partners.

## Monitoring and evaluation process for key initiatives

Concept	Initiative	Indicator(s)	Data source(s)	Timing	Data manager
B	— Identification of hinge points for public realm improvements	Schedule of identified hinge points in city and environs	Limerick 2030 Interim Update (this document, section B)	H2 2021, every 6 months	LCCC Planning
B	— Implementation of the forthcoming Public Realm Strategy	Procurement of service and implementation of strategy	Schedule of opportunities arising from study	H1 2022, every 6 months	LCCC Planning
B	— Development of a community led Public Arts Programme	Share (%) of active sites in city and towns embedding public art	LCCC, LSAD	Every 6 months	LCCC Community and Leisure
		Number of community organisations engaged across public art initiatives	LCCC, LSAD	Annually	LCCC Community and Leisure
B	— Identification of neighbourhood opportunities and destinations	Schedule of neighbourhoods, opportunities, destinations	Limerick 2030 Interim Update (this document, section B)	Annually	LCCC Planning
B	— Promotion of 10 minute neighbourhoods and a polycentric urban model	Share (%) of population with key services within 10 minutes (by foot; by bicycle; and by public transit)	CSO; LCCC planning department data	Annually	LCCC Planning
B	— Suburban Public Realm Audit/ Condition Survey	Schedule of streets and areas by baseline condition	LCCC	Annually	LCCC Planning
B	— Suburban Public Accessibility Improvements	Share (%) of streets and areas accessible to public	Schedule of accessibility of streets by area	Annually	LCCC Planning

# Monitoring progress of neighbourhoods initiatives

Realising neighborhood initiatives will involve LCCC and key infrastructure partners.

## Monitoring and evaluation process for key initiatives

Concept	Initiative	Indicator(s)	Data source(s)	Timing	Data manager
B	— City Centre Lighting Strategy	Share (%) of city streets with public lighting, uplift from baseline	LCCC, Limerick 2030, LDA	Annually	LCCC Planning
B	— Cycling and Walking infrastructure to City Environs / Polycentric City (Greenways)	Number of kilometres of active travel infrastructure in place	LCCC	Annually	LCCC Planning / LCCC Roads and Travel
		Number of people commuting to work by bicycle	CSO / NTA /LCC	Annually (through use of traffic counts)	LCCC Planning / LCCC Roads and Travel
B	— Parking Audit and Strategy, Implementation	Schedule of parking sites (location)	LCCC	Annually	LCCC Planning / LCCC Roads and Travel
B	— City Centre Public Realm Accessibility Improvements	Schedule of required improvements annually	LCCC	Annually	LCCC Planning
B	— City Centre Public Realm New Interventions (Hinge Points)	Schedule of hinge points to develop annually	Limerick 2030 Interim Update (this document, section B)	Annually	LCCC Planning
B	— Tactical Urbanism Strategy	Schedule of urban areas requiring uplift	LCCC	Annually	LCCC Planning
B	— Tactical Urbanism Proposals Design Competition	Procurement of service and implementation of strategy	LCCC	By 2022	LCCC Planning
B	— Pilot Programme Implementation	Implementation of pilot	LCCC	TBD	LCCC Planning

# Monitoring progress of neighbourhoods initiatives

Realising neighborhood initiatives will involve LCCC and key infrastructure partners.

## Monitoring and evaluation process for key initiatives

Concept	Initiative	Indicator(s)	Data source(s)	Timing	Data manager
B	— Tactical Urbanism Implementation (Meanwhile)	Schedule of urban areas incorporating meanwhile uses	LCCC, Limerick 2030 DAC	Every 6 months	LCCC Planning
B	— Consolidation of Proposals (Permanent)	Schedule of proposals fully developed	LCCC, Limerick 2030 DAC	Annually	LCCC Planning
B	— Hinge point: Quays Hinge Points (Connecting the Waterfront to the Georgian Qtr and providing the landing to Cleeves Bridge)	Development of hinge point as Cleeves Bridge is developed	LCCC, Limerick 2030 DAC, LDA	When Cleeves Bridge is developed	LCCC Planning
B	— Hinge point: Barrington/ Wolfe Tone Hinge Points (Connecting Colbert Quarter to the Docklands)	Development of hinge point as early phases of Colbert are developed	LCCC, Limerick 2030 DAC	By the time Colbert phase 1 is developed	LCCC Planning
B	— Hinge point: College Connector		LCCC, Limerick 2030 DAC	TBD	LCCC Planning
B	— Hinge point: St. Nessans/ Ballinacurra Connector: targeted hinge points with active transport respite/ charging connecting Colbert Quarter to south city inner environs and Mungret)	Development of hinge point as early phases of Colbert are developed; availability of active transport	LCCC, Limerick 2030 DAC, LDA	By the time Colbert phase 1 is developed	LCCC Planning

# Monitoring progress at enhancing liveability

Realising liveability initiatives require improved transport choices and social investment.

## Monitoring and evaluation process for key initiatives

Concept	Initiative	Indicator(s)	Data source(s)	Timing	Data manager
C	— Key focus on the promotion of active travel	Share of residents travelling actively annually (by walking; cycling or public transport)	LCCC, CSO, NTA (and via traffic cordon counts)	Every 6 months	LCCC Roads and Travel
C	— Pursuit of status as first Irish UNICEF-designated child friendly city.	Designation within 9 years	UNICEF	By 2030	LCCC Planning
C	— Further investment in public transport	Additional km of public transport developed	LCCC, NTA	Annually	LCCC Roads and Travel
C	— Reanimation of key streets to enhance vibrancy	Schedule of streets to be animated, reviewed annually	LCCC, Limerick 2030 DAC	Every 6 months	LCCC Planning
C	— Roll out of co-working hubs in larger town centres	Number and level of use of co-working hubs	EI, management of respective hubs	Every 6 months	LCCC Economic Development
C	— Tactical Urbanism Implementation (Meanwhile)	Schedule of sites incorporating meanwhile uses	LCCC, Limerick 2030 DAC	Annually	LCCC Planning

# Monitoring progress at embracing economic strengths

Realising the economic goals requires collaboration and understanding key strengths/gaps.

## Monitoring and evaluation process for key initiatives

Concept	Initiative	Indicator(s)	Data source(s)	Timing	Data manager
D	— Support Mid West exporters to take advantage of current high levels of demand (ICT, pharma)	Share (%) of regional enterprises exporting internationally	LCCC, EI	Annually	LCCC Economic Development
D	— Support pent-up spending demand in the Mid West	Footfall levels at specific locations across the county Levels of spend in local retailers	LCCC	Every 6 months	LCCC Economic Development
D	— Target annual economic growth of 4% and annual employment growth of 5%	Levels of GVA growth annually	LCCC, CSO, EI	Annually	LCCC Economic Development
D	— Target job creation of up to 95,000 with target growth in specific high value sector in particular	Number of new jobs created per sector, annually	LCCC, CSO, EI	Annually	LCCC Economic Development
D	— Seek to ensure that employment opportunities are more evenly distributed	Number of new jobs created by location in county, annually	LCCC, EI	Annually	LCCC Economic Development
D	— Investment in reskilling in towns as a key priority	Number of people on reskilling courses by location, annually	LCCC, LEO	Every 6 months	LCCC Economic Development

# Monitoring progress at embracing economic strengths

Realising the economic goals requires collaboration and understanding key strengths/gaps.

## Monitoring and evaluation process for key initiatives

Concept	Initiative	Indicator(s)	Data source(s)	Timing	Data manager
D	— Identify the gaps required to develop and attract data centres to the region	Schedule of strengths and gaps	IDA, EI	2022	LCCC Economic Development
D	— Identify international players for data centres and engage with these firms	Schedule of international players	IDA, LCCC	2022	LCCC Economic Development
D	— Develop a plan for embracing Industry 4.0 this decade	Schedule of strengths and gaps; schedule of advanced manufacturing opportunities	IDA, LCCC	2022	LCCC Economic Development
D	— Make apprenticeships central to economic growth	Number of apprenticeships; apprenticeships as share of all jobs	LCCC, LEO, EI	Every 6 months	LCCC Economic Development
D	— Identify specific spaces for ICT start-ups to grow (city)	Schedule of space available as is and requiring improvements (upper floor focus)	LCCC, LEO, EI, Innovate Limerick	Every 6 months	LCCC Economic Development
D	— Continued employment outreach to disadvantaged areas	Numbers enrolled on training programmes	LCCC, LEO, Southill Outreach, LICP	Every 6 months	LCCC Economic Development
D	— Accommodate >30,000 people in next 8 years (population target)	Number of new residents in county annually	LCCC, CSO, DHPLG	Annually	LCCC Planning
D	— Make returning footfall to 'normal' levels a priority	Footfall numbers in city and towns	LCCC	Monthly	LCCC Economic Development

# Monitoring progress at embracing economic strengths

Realising the economic goals requires collaboration and understanding key strengths/gaps.

## Monitoring and evaluation process for key initiatives

Concept	Initiative	Indicator(s)	Data source(s)	Timing	Data manager
D	— Establish Working Group to grow creative sector	Working group established by end-2022; meets quarterly	LCCC, LSAD, UL, Creative Limerick	2022; every 6 months	LCCC Economic Development
D	— Focus on supporting spin off firms from Troy Studios	Additional number of enterprises supplying Troy Studios annually	LCCC, EI, Troy Studio	Every 6 months	LCCC Economic Development
D	— Develop a cultural centre / creative hub in City Centre	Site designated by 2022; Public Spending Code process 2023	LCCC, UL, LIT, LSAD, Creative Limerick	2022-2025	LCCC Economic Development
D	— Develop the Digital Basin concept	District identified in city centre by mid-2022	LCCC, EI, Innovate Limerick	2022-2025	LCCC Economic Development
D	— Develop an incubation space in the Docklands for digitally focused firms	Site designated by mid-2022; Public Spending Code process 2022-2023	LCCC, EI, Innovate Limerick	2022-2025	LCCC Economic Development
D	— Build on skills based at Shannon to meet future in mobility	Number of new jobs in mobility sector at Shannon annually	LCCC, EI, IDA, Shannon Group	Every 6 months	LCCC Economic Development
D	— Become the leader local authority in Ireland in AVs/air mobility	Number of new jobs in air mobility annually	LCCC, EI, IDA, Shannon Group	Every 6 months	LCCC Economic Development
D	— Leverage opportunities associated with Wild Atlantic Way Gateway City designation	Number of bednights in local hotels occupied by WAW tourists	LCCC, Failte Ireland	Every 6 months	LCCC Community and Leisure

# Monitoring progress at growing the green economy

Growing the green economy means reviewing base capabilities, planning with stakeholders.

## Monitoring and evaluation process for key initiatives

Concept	Initiative	Indicator(s)	Data source(s)	Timing	Data manager
E	— Explore potential for the construction and assembly of large wind farms at Shannon Foynes Port	Gap analysis of baseline strengths and opportunities; schedule of key national and international players	LCCC, EI, IDA, Wind Energy Ireland	H2 2021	EI
E	— Examine the feasibility for the Port facility to process, store, and distribute hydrogen generated by offshore wind farms	Gap analysis of baseline strengths and opportunities; schedule of key international players	LCCC, EI, IDA	2022	EI
E	— The development of a research cluster/ hub in offshore renewables and marine energy	Gap analysis of baseline strengths and opportunities; number of enterprises supporting offshore wind growth on west coast	LCCC, EI, IDA	Annually	EI

# Monitoring progress at growing culture and identity

To grow culture & identity, provide local talent with the environment and resources to thrive.

## Monitoring and evaluation process for key initiatives

Concept	Initiative	Indicator(s)	Data source(s)	Timing	Data manager
F	— Regular Culture Night (cf. First Thursdays)	Number of events held monthly; number of attendees	LCCC, event hosts (Pubs, Restuarants etc)	Monthly	LCCC Community and Leisure
F	— Promotion of a new Docklands 'Incubator Zone'	Public consultation on initiative; Development of masterplan for area; Secure funding streams; number of enterprises based in district and growth	LCCC, EI, IDA, LEO, Innovate Limerick.	2022; every 6 months	LCCC Economic Development
F	— Growing Limerick's Creative Industries and pursuit of UNESCO Design City status	Number of jobs in creative industries; designation of status by mid-2020s	Troy Studios; LCCC, EI,LEO, UNESCO	Every 6 months	LCCC Economic Development
F	— Support growth of experiential retail	Number of retailers with experiential offer in city and county	LCCC	Bi-monthly	LCCC Economic Development
F	— Enhancement of city 'gateway' or 'welcome' points to improve and facilitate sense of place	Schedule of gateway opportunities identified; number actioned p.a.	Limerick 2030 Interim Update (this document, section B), LCCC	Every 6 months	LCCC Planning
F	— Cruises Street as test for pop up opportunities / outdoor dining	Trends in footfall; sentiment amongst retailers and visitors; demand for available space; retention of entities involved	LCCC, LEO, Limerick Chamber	Quaterly	LCCC Economic Development

# Monitoring progress at growing culture and identity

To grow culture & identity, provide local talent with the environment and resources to thrive.

## Monitoring and evaluation process for key initiatives

Concept	Initiative	Indicator(s)	Data source(s)	Timing	Data manager
F	— Milk Market development	Funding secured by end-2022; Public Spending Process by 2023; trends in footfall; sentiment amongst retailers and visitors; demand for available space; retention of entities involved	Failte Ireland, LCCC, LEO	2024; quarterly thereafter	LCCC Economic Development
F	— Development of a heritage trail	Trail route identified by early 2022; wayfinding by end-2022; sentiment amongst retailers and visitors	Falite Ireland, LCCC	2022; every 6 months thereafter	LCCC Community and Leisure
F	— Establishment of night-time economy leader	Appointment by mid-2022	Failte Ireland, LCCC	H2 2022	LCCC Community and Leisure

# Monitoring progress at preparing people for the future

Improving access to technology and training will help prepare people for the future.

## Monitoring and evaluation process for key initiatives

Concept	Initiative	Indicator(s)	Data source(s)	Timing	Data manager
G	— Strategic roll-out of enterprise / digital / co-working hubs	Identification of hub locations in towns; number of hubs developed; number of hot desks available; Occupancy rate annually	EI, LEO, LCCC, LDA	Annually	LCCC Economic Development
G	— Promotion of a ‘Smart Communities Strategy’ in conjunction with a Digital Literacy Programme	Development and adoption of Digital Literacy Plan; numbers enrolled on digital literacy programmes	LCCC, Community Groups, Primary and Secondary Schools	Annually	LCCC Community and Leisure
G	— Multi-year outreach programmes within local primary and secondary schools in areas of disadvantage	Number of pupils engaged with annually	LCCC, Limerick’s Primary and Secondary schools, Community groups	Annually	LCCC Community and Leisure
G	— Continued collaboration across HEIs and industry across sectors and civil society	Number of pupils engaged with annually; number of industries engaged with annually	UL, LIT, MIC, LCCC, Major employers, EI, IDA.	Annually	LCCC Education and Learning

# Monitoring progress at re-animating the waterfront

Re-animation will bring public buy-in, enterprise growth, and a stronger tourism offer.

## Monitoring and evaluation process for key initiatives

Concept	Initiative	Indicator(s)	Data source(s)	Timing	Data manager
H	— Expanded Greenway development linking the city centre to the wider region: Limerick as a 'Wild Atlantic Gateway City'	Number of additional km of greenway developed; number of users of greenways weekly; sentiment amongst users and businesses	LCCC	2022; monitored quarterly thereafter	LCCC
H	— Extension of city centre boardwalk	Additional metrage on boardwalk; footfall at key locations on weekdays and weekend; sentiment amongst users and businesses	LCCC	2023; monitored quarterly thereafter	LCCC
H	— Development of water sports activity centre	Audit of existing space, required infrastructure improvements; assessment of demand from market; test case of pilot development at specific location	LCCC, Waterways Ireland	2022-2023; monitored annually thereafter	LCCC
H	— Water-based transport	Feasibility audit, assessment of required improvements; assessment of demand from market; number of enterprises operating in space; number of trips made	LCCC, Waterways Ireland	2022-2023; monitored every 6 months thereafter	LCCC

## 9. Monitoring and evaluation

# Monitoring progress at developing a sustainable city/county

**A sustainable city/county entails encouraging movement and providing services near home.**

### Monitoring and evaluation process for key initiatives

Concept	Initiative	Indicator(s)	Data source(s)	Timing	Data manager
I	— Implementation of the Limerick GBI Strategy	Implementation of strategy; additional number of km developed on green/blue networks; level of demand from users; sentiment amongst users/businesses	LCCC, Waterways Ireland	2022-2023; monitored quarterly thereafter	LCCC Community and Leisure
I	— Expand urban greening (through implementation of targets)	Targets set for required greening on sites in developments; level of compliance amongst developers; sentiment in local areas	LCCC, LDA, Limerick 2030 DAC	Upon granting of planning; half-way through; upon completion	LCCC Planning
I	— Further development and enhancement of strategic and local Greenways	Number of additional km of greenway developed; number of users of greenways weekly; sentiment amongst users and businesses	LCCC	2022; monitored quarterly thereafter	LCCC
I	— Promoting active travel through enhanced permeability for walkers and cyclists and improved associated infrastructure	Footfall on key active transport arterial routes; number of cyclists using infrastructure weekly; sentiment amongst users and local communities	LCCC	2022; monitored quarterly thereafter	LCCC
I	— Shift to community scale planning in alignment with the '10 minute' neighbourhood concept	Planning policy; trends in planning applications within 10 minutes of key services	LCCC, LDA, Limerick 2030 DAC	Annually	LCCC Planning



# Appendices



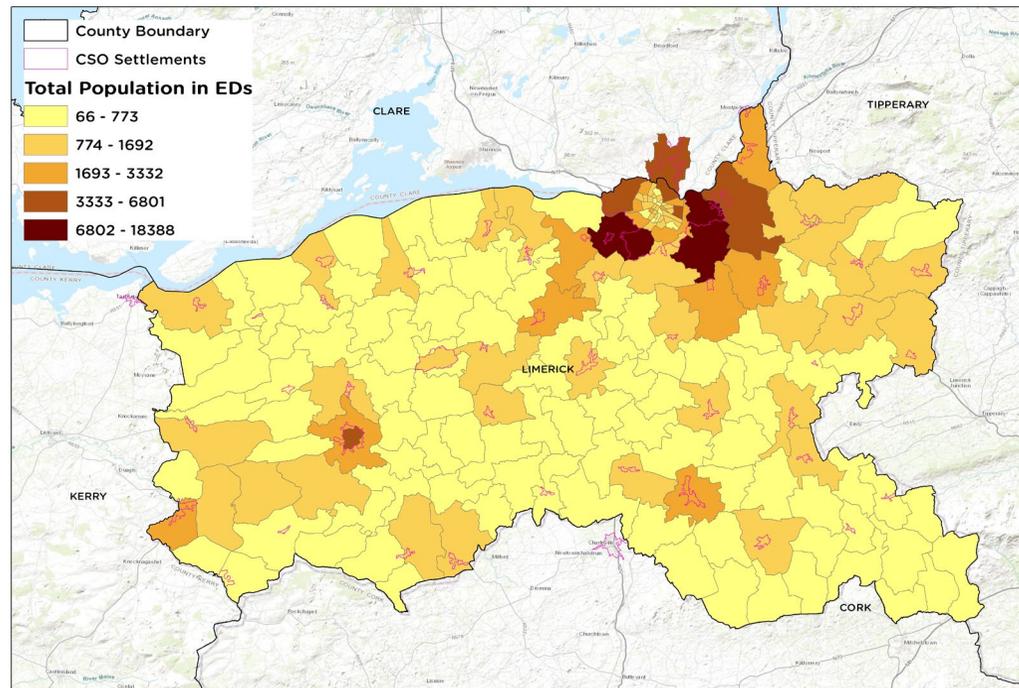
# Appendix A: demographics



# Population concentration

Population remains low in city centre, highest in suburbs.

## Total Population 2016



**Implication:** major need to increase population in the city centre to support economic and social growth.

## Key takeaways

- The map illustrates that Limerick County has a varied levels of population with ED's in the area representing a population of between 70 to 18,400.
- The suburbs and surrounding area of Limerick City within the Limerick Municipal District has highest levels of population in the County.
- Ballycummin is the most populated Electoral Division in Limerick with 18,400 people living there in 2016. Ballysimon was the second most densely populated with 13,600 people living.
- Limerick City centre has a very low population compared to the suburbs, indicating a high level of urban sprawl taking place in Limerick City and suburbs.
- The most populated areas within the city centre are the Electoral Divisions of Dock A with 2,300 people living there and Market with 2,000 people living there.
- The areas within the city centre with the lowest levels of population in 2016 are John's C with a population of 450, Castle B with 450 and Custom house with 750.
- Town with highest population is Newcastle West within the Electoral Division of Newcastle Urban. In 2016 this town had 5,100 people living in it.

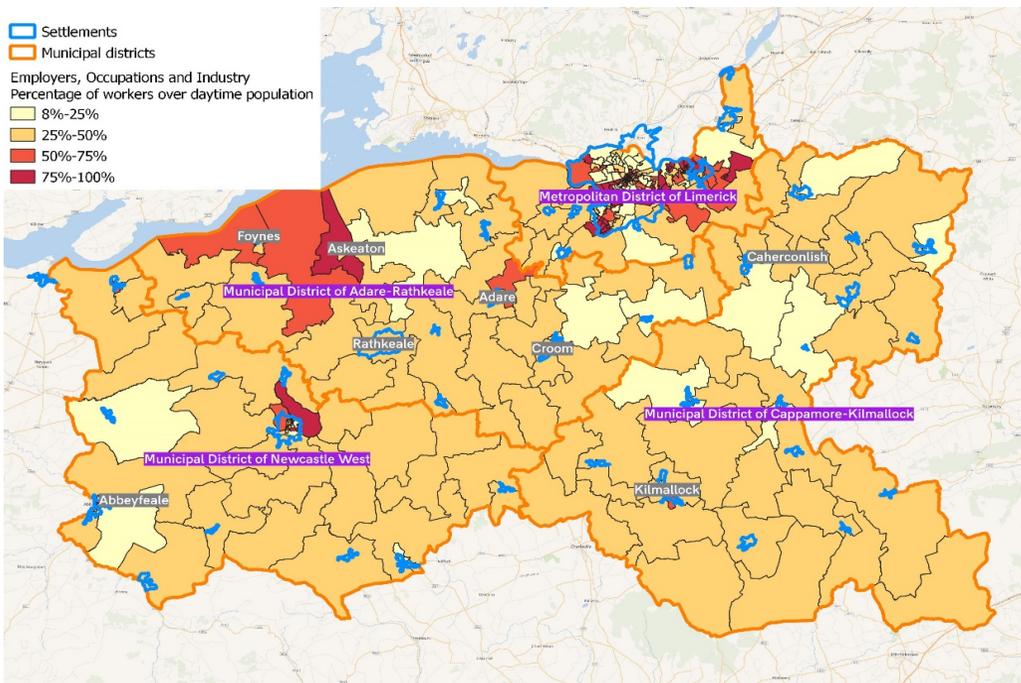
Sources: CSO – Census 2016



# Workplace zones – County Limerick

A number of concentrated workplace zones evident across County Limerick.

## Workplace zones in County Limerick



## Key takeaways

- After Dublin and Cork, Limerick city and suburbs have the State's third largest daytime working population in 2016: the 'daytime' population of Limerick city and county was 210,000, while the 'night time population' was 195,000 (a decrease of just over 7%)
- Approximately half (51%) of the City's workforce commute from outside of the urban area. These workers are predominantly based in Limerick county (~11,500), Clare (~5,500), and Tipperary North (~2,500). Annacrotty was the main feeder town for Limerick city and suburbs (750), followed by Castleconnell (400), Ballina (350), Newport (320) and Ardnacrusha (300)
- Each workplace zone contains a minimum of three workplaces and no more than 90% of employees in any one workplace zone can work in one organisation. Such information enhances understanding of key employment 'hubs' across the city and county
- Per map, key areas outside of the city centre include Wyeth Nutritional in Askeaton, Foynes Port, Aughinish Alumina plant, and business parks in Newcastle West.

**Implication:** most workers based in the city centre are not resident there – clear need to increase proximity between home and workplace.

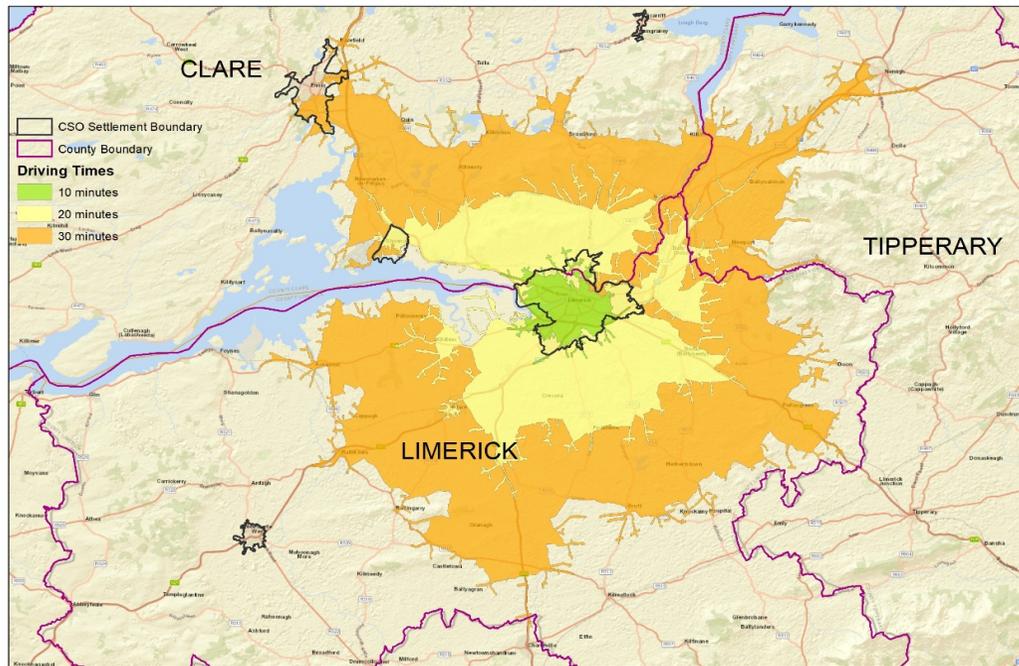
Sources: CSO – Census 2016



# Commuting patterns

Limerick City is a commutable location for residents in its wider hinterland.

## Driving time analysis (CSO, 2016)



## Key takeaways

- As of Census 2016, 57% of residents of the city travel by car to work, school, or college, 22% travel by foot, 8% of commuters use public transport, and 3% of commuters cycle. At that time, 72% of journeys lasted 30 minutes or less and the average commute time in Limerick City was 21.9 minutes, lower than the national average of 28.8 minutes.
- As of 2016, Limerick City and Suburbs' had a high 'jobs to resident workforce' ratio of 1.26, indicating a net in-flow of workers
- Many inward commuters travel from beyond the city's direct hinterland, with Ennis, Nenagh, Shannon, Adare and Rathkeale all within a 30 minute drive
- The Draft Limerick Shannon Metropolitan Area Transport Strategy 2040 (LSMATS) plan includes measures such as improved walking and cycling routes, reallocation of road space and lanes for public transport and prioritisation of placemaking and public realm
- Future workplace trends are still largely unknown. The Governments 'National Remote Work Strategy' anticipates that a new 'hybrid' working model is likely to be new trend.

**Implication:** public transport options remain relatively limited to access city from hinterland. Hinterland extends to the midlands, capturing more than 1m people.

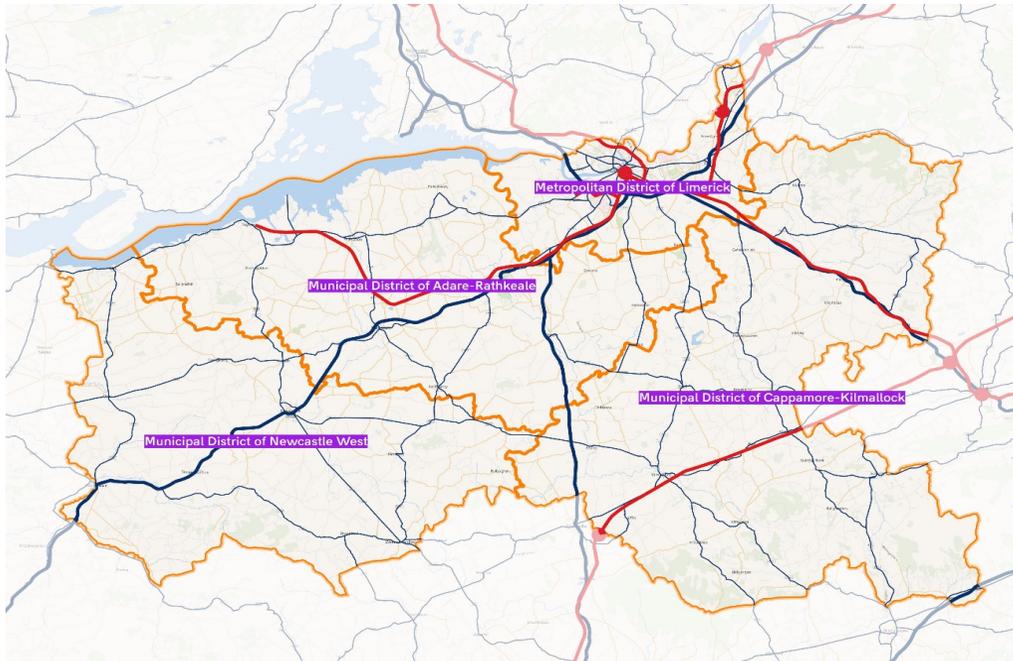
Sources: CSO – Census 2016



# Connectivity and access

A number of roads projects completed since 2014, some in pipeline, some projects in long-term planning.

## Key transport routes, County Limerick



**Implication:** strong pipeline of roads in planning, opportunities to reorient to active mobility and greenways additionally.

## Key takeaways

- In 2014-2021, a number of schemes of road works were completed in County Limerick.
- In March 2021, permission was granted to advance the development of the Limerick Northern Distributor Road, which is earmarked as a means of improving economic activity in Annacotty Village, Cappamore Road, the National Technological Park and the University of Limerick. Construction of the first phase of this project, the Coonagh to Knockalisheen Road, is expected to be completed within 33 months.
- New road from Foynes to Limerick, including Adare Bypass, currently in planning process. The case is being assessed by An Bord Pleanála and is due to be decided by 18/06/2021. This road is expected to be completed by 2027 to facilitate improved access to the tier 1 port of Foynes.
- The M20 Motorway between Cork and Limerick has been identified as a key long-term infrastructure project under Project Ireland 2040. The project is currently in phase 2 Options Selection. It is not anticipated that this project will be completed within the lifetime of the Limerick 2030 Plan.
- Another key infrastructure project that will greatly benefit Limerick and should be prioritised is the upgrades to the N24 as identified in the RSES.

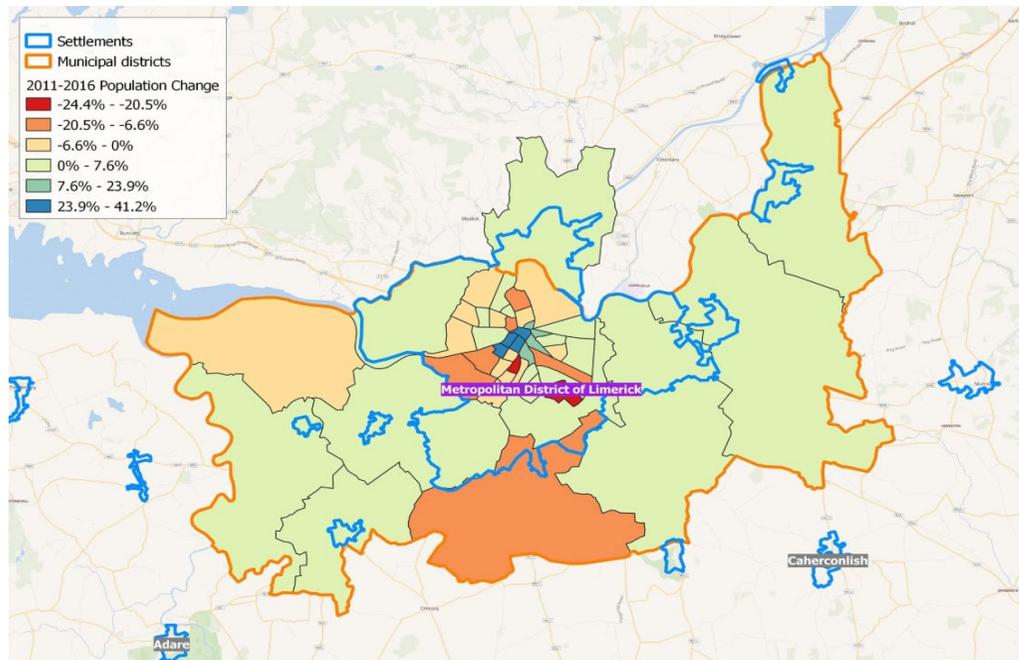
Sources: Limerick City and County Council, Transport Infrastructure Ireland, Clareecho.ie



# Population Change

Some growth in population in city between last censuses, some decline in some areas.

## Population Change 2011-2016 (CSO, 2016)<sup>(a)</sup>



**Implication:** Opportunities to increase population in the city centre and its environs.

## Key takeaways

- Limerick City grew by almost 3% between 2011 and 2016.
- The highest growth areas are clustered in the centre of the city in the Shannon A and Shannon B, Docks A and Custom House Electoral Divisions.
- The inner city fringes and outer suburbs toward the outskirts of the MD experiences decline in population during 2011 - 2016.
- The areas with the biggest decline in population are spread across the city centre and are in the Galvone B and Prospect A Electoral Divisions. These both declined in population by between 20.5% -24.4% since 2011.
- The Electoral Divisions of John A, Dock D, Ballinacurra A and St. Laurence are also areas that declined in population within the city.
- The Majority of the Electoral Divisions outside of the City and Suburbs within the Municipal District grew in population between 0%-7.6%.
- Two Electoral Divisions outside the city and suburbs experienced a decline in population, these are Roxborough which declined by between 6.6%-20.5% and Carrig which declined by 6.6%-0%.

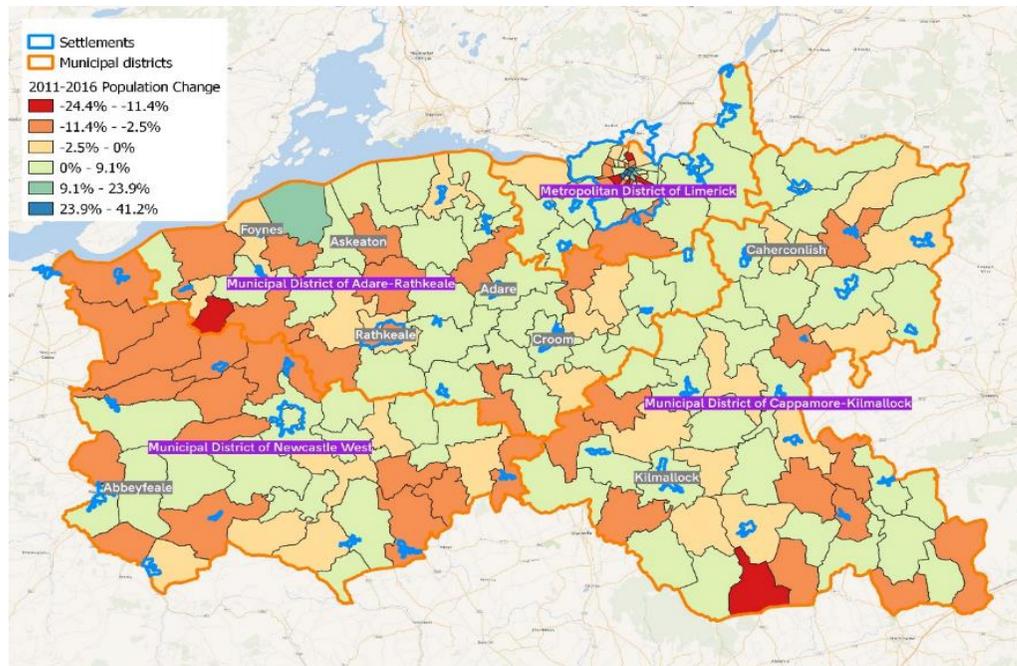
Notes: (a) The blue boundary line shows Limerick City and Suburbs; the dark yellow link indicates the boundary of Limerick Municipal District  
Sources: CSO – Census 2011/2016



# Population Change

Population decline observed in many areas, some minor growth.

## Population Change 2011-2016 (CSO, 2016)



**Implication:** Evident need to continue with strategic investment in county towns.

## Key takeaways

- There are quite significant differences in population change across the City and County between 2011-2016.
- In terms of population change, the City and County overall grew by 1.5% between 2011 and 2016 – a lower rate than the State as a whole (4%).
- Limerick City and Suburbs grew by 3% while some rural areas in the west of the county in particular saw population declines, with a large number of areas declining by between 2.5% and 11.5%.
- Two electoral districts within Limerick County had a population decline of between 11.5% and 24.5% from 2011 to 2016. These are the Electoral Divisions of Kilflyn and Dunmoylan West.
- One notable area of population growth in Limerick County was the Electoral District of Aughinish, where the population grew by between 9% and 24% from 2011 to 2016.
- The trend of population declining towns particularly in the west of the county and population growing in the hinterlands and rural areas is contrary to the National Planning Frameworks National Strategic Outcome 1 – Compact Growth.

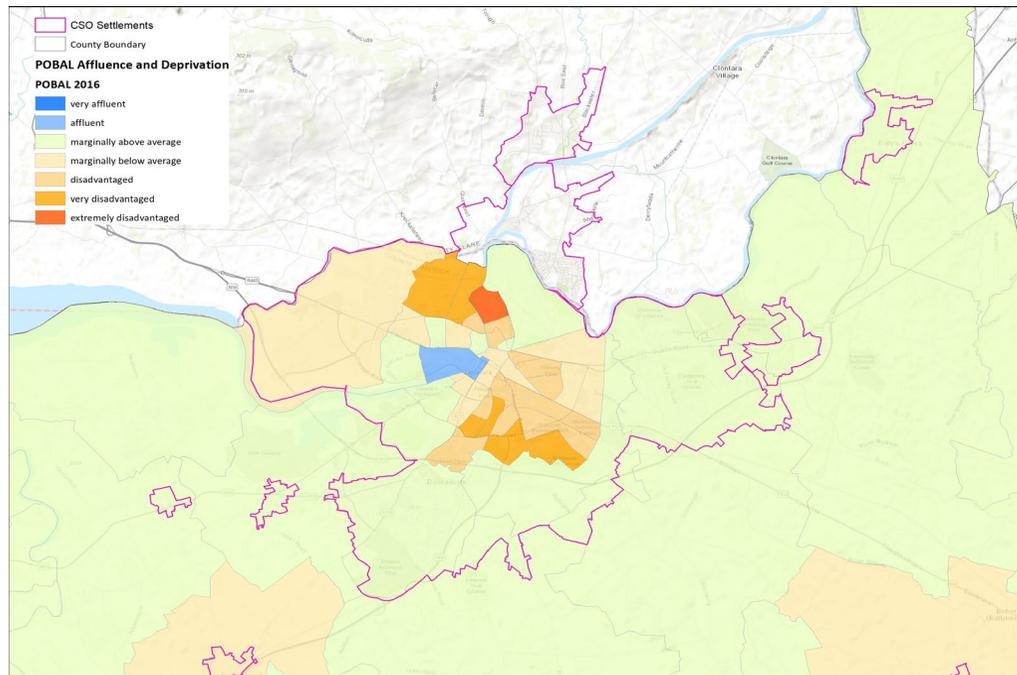
Sources: CSO – Census 2011/2016



# Affluence and deprivation – Limerick City

As of 2016, disadvantage remains an issue in regeneration areas, some affluence in city.

## Affluence and Deprivation, Limerick City, 2016



**Implication:** continued employment outreach to disadvantaged areas

## Key takeaways

- The Limerick Municipal District is predominantly classed as marginally above average. Within the settlement of Limerick city and suburbs, many Electoral Divisions' are classed as either disadvantaged or very disadvantaged.
- The Electoral Division 'John's A' is the only ED in Limerick to be classed as extremely disadvantaged. This has remained the same since 2011.
- Two Electoral Division in the centre of the city are classed as affluent, this was 'Castle C' and 'Shannon A'. This has remained the same since 2011.
- The city and suburbs has had little change since 2011 in terms of the POBAL index. The major changes are the Electoral Divisions of Limerick Rural South, Farranshone and John's C all moved up to marginally above average from marginally below average and the Electoral Divisions of 'Castle D' and 'Ballinacurra' both moved from affluent to marginally above average.

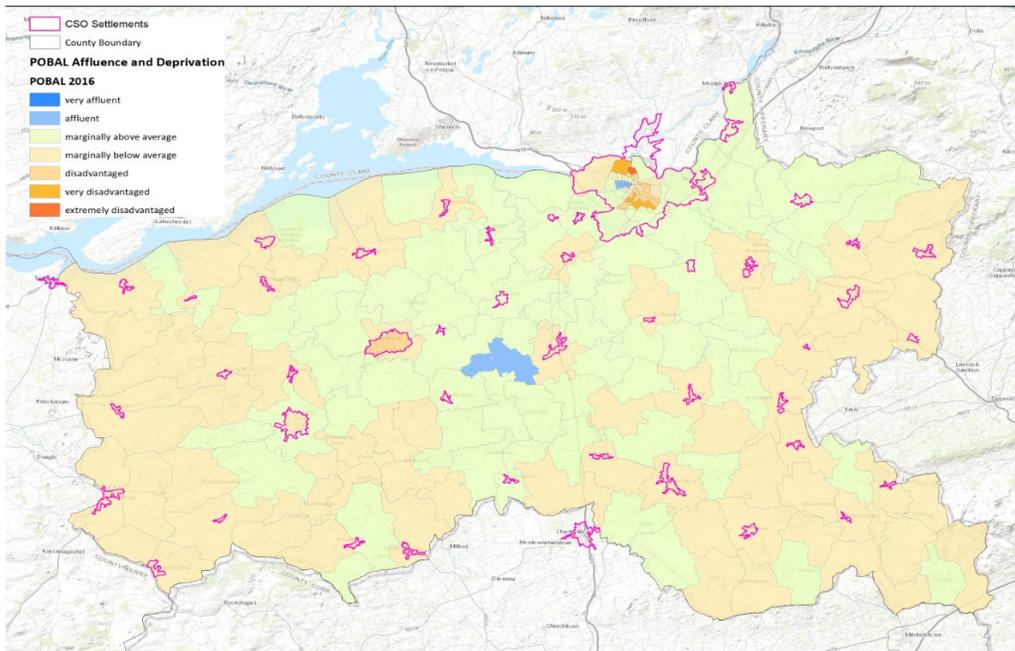
Sources: POBAL Deprivation Index - 2016



# Affluence and deprivation – county Limerick

As of 2016, disadvantage most pronounced in city and on county’s periphery.

## Affluence and Deprivation, Limerick County, 2016



**Implication:** investment in reskilling in towns as a key priority

## Key takeaways

- The POBAL HP Deprivation Index<sup>10</sup> is a measure of relative deprivation of geographical areas using data across a range of measures covering demographics, social class, and the labour market compiled from the Census. It assigns scores to areas based on a national average of zero and ranging from -40 (most disadvantaged) to +40 (most affluent).
- In 2016, Limerick County as a whole largely fell into one of two categories, marginally above average or marginally below average.
- The central Electoral Divisions, and those closer to Limerick city are largely classed as marginally above average while the peripheral Electoral Divisions in the county, mainly to the East and West, are largely classed as marginally below average. This is a trend that has kept since 2011.
- The Electoral Division of Rathkeale is the only one in the county that is classed as 'disadvantaged'.
- In 2011 there was two areas of Limerick County (excluding city) that were classed as affluent, now the only Electoral Division that is classed as a affluent in Limerick County is Kilfinny.

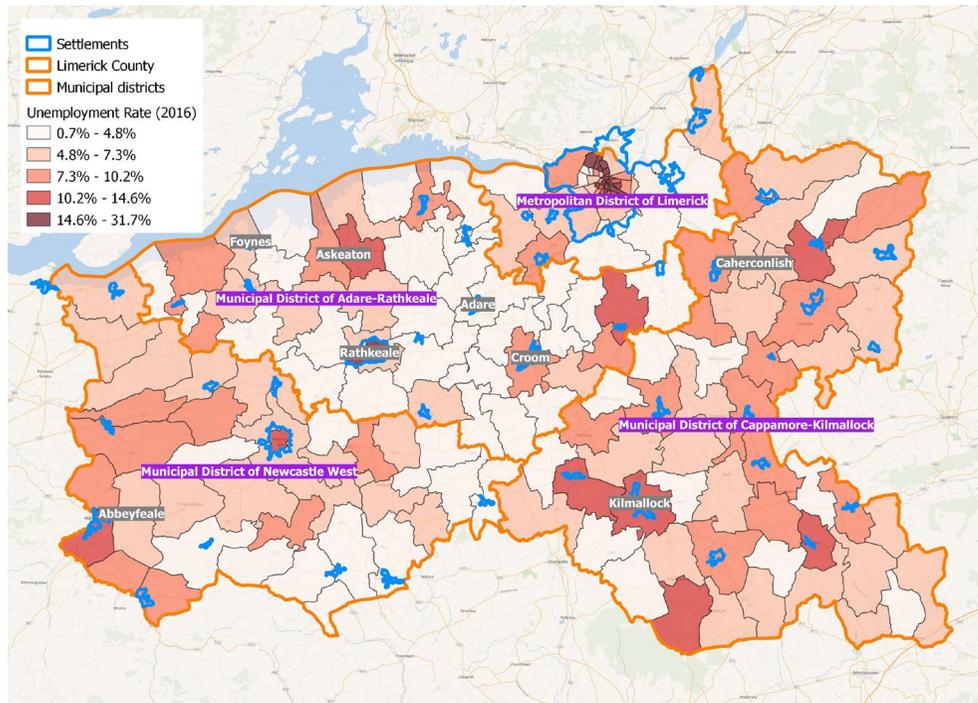
Sources: POBAL Deprivation Index - 2016



# Unemployment – Limerick City and County

Unemployment highest in city centre, regeneration areas, and on periphery of county.

## Unemployment Distribution per Electoral Division, 2016



**Implication:** More digital and community hubs needed to spread opportunity

## Key takeaways

- The **unemployment rate for Limerick City and County in 2016 was 14.4%, down from 21% in 2011.**
- According to the CSO's labour force survey Q1 2020, the **mid-west region had a unemployment rate of only 5%** which was just slightly above that states rate of 4.7%
- The CSO further defines an unemployment blackspot as an ED whose labour force exceeded 200 persons and where the unemployment rate (on a Principal Economic Status basis) exceeded 27%. **There were 79 such EDs across Ireland in 2016 with an average unemployment rate of 31.2% compared with 12.9% nationally.**
- **The administrative areas Dublin City, Cork City, Limerick City and County and Waterford City and County contained 39 of the 79 unemployment blackspots nationwide.** Seventeen of the 38 EDs in the city of Limerick were unemployment blackspots. The city also accounted for 8 out of the 10 EDs with the highest unemployment rates in the State in April 2016.
- **The highest level of unemployment in the County outside of Limerick city was in the ED of Bruree..**

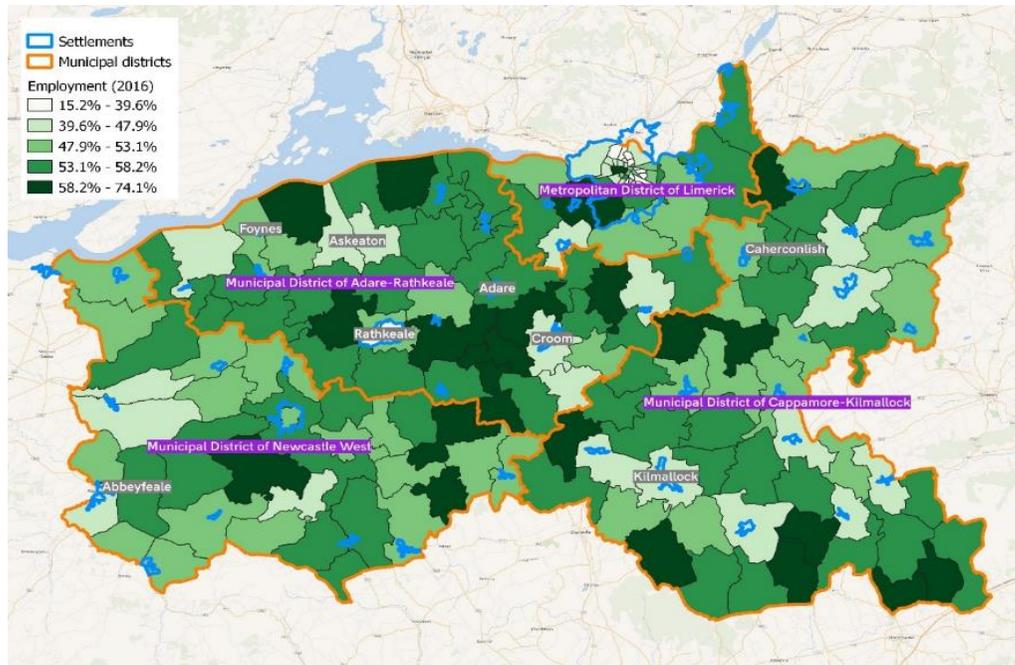
Sources: CSO – Census 2016



# Employment– Limerick City and County

Some concentrations of employment centres, with variance observable.

## Employment Distribution per Electoral Division, 2016



## Key takeaways

- Principal economic status is recorded in the Census and provides an overview of the composition of a workforce and offers a useful snapshot in time for unemployment, as well as giving an indication of the proportion of students and retirees.
- According to the 2016 Census, **49.7% of the population of County Limerick are employed and 47.2% of Limerick Cities population are employed.** A significant portion of the County and City's population are either retired or students (**County: 27.7%, City: 29.1%**)
- Limerick City and County has a diverse range of employment levels with levels ranging between 15.2% employment to 74.1% employment.**
- In the County, there seems to be a concentration of high employment levels in the lands between Rathkeale and Croom.
- The **Electoral Divisions** around many of the towns in Limerick seem to have employment levels of below **50%**.
- Limerick City has areas multiple areas within it that have employment levels of between 15.2% and 39.6%.**

**Implication:** Employment opportunities need to be more evenly distributed within Limerick City and same for the wider County

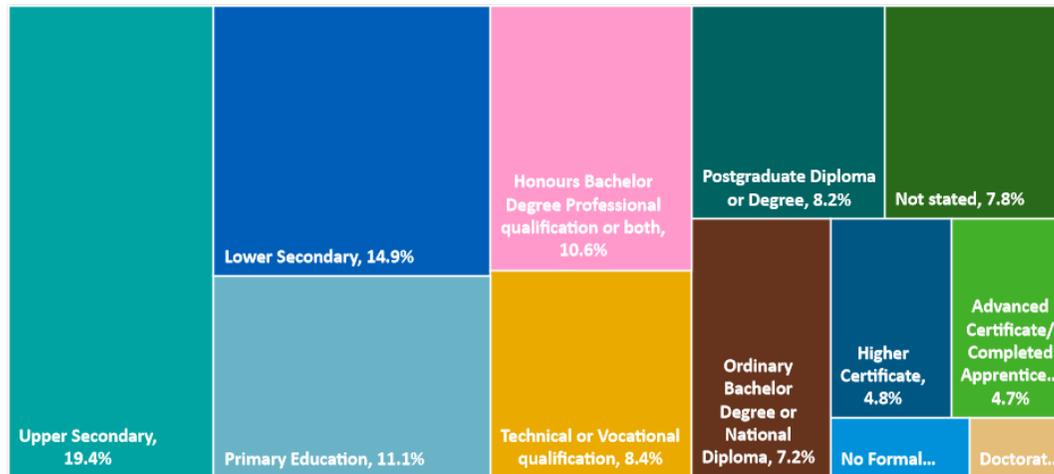
Sources: Limerick City and County Council  
 Note: Figures given for Limerick County are inclusive of the City's data.



# Educational Attainment

More people are getting more educated.

## Percentage of education received in Limerick City and Suburbs



## Key takeaways

- Within Limerick City and Suburbs, the CSO Census results 2016 show that 11.1% of the population have attained only as far as primary education, with just 1.6% having no formal education (14.4% total). Nationally, 13.3% of people had indicated they had a education level of having attended primary school or less.
- 36.7% had a third level qualification (including those with a postgraduate diploma or degree or PhD) with 47.1% having completed up to Leaving Certificate.
- Education is a fundamental driver of long-term economic growth and locations with comparably strong educational attainment can harness their advantages to promote inward investment and high-quality employment.
- Compared to the levels in 2011, there is a consistent increase in education across the board with more people getting higher levels of education and less people having lower levels of education in Limerick City and Suburbs.

**Implication:** Keeping high levels of education will be key to job growth and inward investment in Limerick City and County



# Appendix B: comparators

# Case study: Bilbao

## The Best European City 2018

### Bilbao



- Bilbao is a city located in northern Spain. Situated between two low-rising mountain ranges and 16km from the Bay of Biscay, it is the largest city in northern Spain, with a population of over 345,000. The Bilbao Metropolitan Area has a population of over 1 million. During the late 19th and early 20th century Bilbao underwent rapid industrialisation which was accompanied by the rapid growth of the city and its population.



### Reimagining the built environment

- Over 25 years Bilbao has gradually been shedding its industrial skin and rehabilitating emblematic areas of the city. Notable efforts include the development of landmark cultural buildings such as the Guggenheim Museum, regeneration of the old town quarter Casco Viejo and several major infrastructural investments.

- In 2010, the city was recognised with the Lee Kuan Yew World City Prize, considered to be the highest accolade awarded for urbanism and In 2013, Mayor Iñaki Azkuna received the 2012 World Mayor Prize by the British foundation The City Mayors Foundation, in recognition of the urban transformation experienced by the Biscayan capital since the 1990s.



### Economic growth

- By the end of the 20<sup>th</sup> century, following this prolonged period of economic expansion and development, the city experienced an extensive industrial crisis. As a result, Bilbao radically changed its economic trajectory and urban development patterns, transitioning from an industrial economy to a heavily service-based economy in the 1990's.

- After years of economic uncertainty, the city has recovered its dynamic nature, becoming committed to environmental, social and urban regeneration. The city's former industrial lands have become the space for internationally awarded spatial transformation that has positioned Bilbao as a popular tourist destination.



### Opportunities for all

- In 2018, Bilbao hosted the Conference on Equality Diversity and Inclusion. This three day conference was dedicated to developing a community of practice on equality, diversity and inclusion local polices.

- The conference was run by the Council of European Municipalities and Regions (CEMR). The CEMR, with the Association of Basque Municipalities (EUDEL) are working to make the forum a platform to assist the transformation of the social panorama.



### Sustainability

- Regeneration has not been exclusive to urban and economic development. Significant environmental and social regeneration has come in the form of the recovery of the Estuary of Bilbao.

- The recovery of the estuary has not only improved the natural and physical health of the city, but has seen the social and economic benefits of providing residents with renewed natural amenity, through riverside walks and public parks

# Case study: Leeds

## The post-industrial green belt region

Leeds



- The City of Leeds is a city and metropolitan area located in West Yorkshire, England. Situated in the heart of the United Kingdom, the city is the fourth largest city and one of the fastest growing cities in the United Kingdom, with a population of 793,139 persons. The Leeds metropolitan area has an estimated population of over 1.8 million.



### Reimagining the built environment

- Leeds is within a green belt region that extends into the wider surrounding counties and is in place to reduce urban sprawl, prevent the settlements in the West Yorkshire conurbation from further convergence, protect the identity of outlying communities, encourage brownfield reuse, and preserve nearby countryside.

- This is achieved by restricting inappropriate development within the designated areas, and imposing stricter conditions on permitted building. Over 60% of the Leeds district is green belt land and it surrounds the settlement, preventing further sprawl towards nearby communities.



### Economic growth

- Since the turn of the 21<sup>st</sup> century, the city of Leeds has taken action to regenerate itself as a cultural, financial and commercial heart of West Yorkshire. The contemporary economy has been shaped by Leeds City Council's vision of building a '24-hour European city' and 'capital of the north'.

- The city has developed from the decay of the post-industrial era to become a telephone banking centre, connected to the electronic infrastructure of the modern global economy. There has been growth in the corporate and legal sectors, and increased local affluence has led to an expanding retail sector, including the luxury goods market.



### Opportunities for all

- Leeds Council issued the 'Equality Improvement Priorities Summary 2018-2022' and each year the council prepares a report that summarises the actions and progress of the Equality Improvement Priorities.

- The report sets out how the council will continue to remove and reduce barriers that may prevent some people from fully participating in the social, cultural, political and economic life of the city.



### Sustainability

- The city of Leeds is committed to becoming carbon neutral by 2030. Leeds council have brought forward schemes like 'Clean Air Leeds' and 'Connecting Leeds' to help achieve the carbon neutral target.

- Leeds Council are setting an example to other organisations and businesses in the city by aiming to be carbon neutral. Leeds plans to reach this target through a number of actions such as build sustainable infrastructure and promoting cycling, walking and use of public transport.

# Case study: Liverpool

## European Capital of Culture (2008)

### Liverpool



- Liverpool is a city and metropolitan area located in Merseyside, England. Located on the Mersey Estuary and 283 kilometres northwest of London, the city has a population of 496,784, making it the tenth-largest city in England. Its wider metropolitan area is the fifth largest in the United Kingdom with a population of over 2.2 million.



### Reimagining the built environment

- Liverpool has seen major investment in the regeneration of the city centre through Liverpool ONE, a shopping, residential, and leisure complex. The project involved the redevelopment of 42 acres of land in the city centre.

- It is a retail-led development anchored by department stores Debenhams and John Lewis, with additional elements including leisure facilities, apartments, offices, public open spaces, restaurants, and transport improvements.



### Economic growth

- Since the late 20th century and early 21st century, the city has experienced positive economic and social regeneration. This has been primarily due to its cultural significance as both a city of sport, a city of the creative arts, and as a city of innovation and education.

- The city is home to both Liverpool Football Club and Everton Football Club, the former being recognised as one of the largest and most popular soccer clubs in the world, has also added to its attractiveness as a tourist destination.



### Opportunities for all

- Liverpool city is committed to promoting equality of opportunity. The city is home to a variety of cultures which has a positive impact on the lives of its citizens and visitors but it is also the fourth most deprived local authority area in England and has some of the most deprived communities in the UK.

- In Liverpool City Council's 'Equality & Diversity Policy Statement', the Council states it will *'put equality and fairness at the centre of everything we do'*. Liverpool City Council's wants Liverpool to be a *'strong diverse city that is built on fairness.'*



### Sustainability

- One of Liverpool's major city centre developments Liverpool ONE, has made commitments to enhance the sustainability of the business, the well being of the community and the overall environmental impact of the city-region.

- The city implemented a 'Community Environment Fund', this will assist Liverpool city to reach its goal of becoming net zero by 2040, improve green and blue space, reduce air pollution and improve the health and wellbeing of the people of Liverpool.

# Case study: Nijmegen

## The oldest city in the Netherlands

### Nijmegen

- Nijmegen is a city in the Netherlands' province of Gelderland, located in the central east region of the country. The oldest city in the Netherlands, initially developing as a strategic settlement due to its natural defensive and strategic merits the city is now best known as a lively university city, the city is also rich in cultural and contemporary history.



#### Reimagining the built environment

- The city experienced regressive demolition through structural damage caused during the Second World War and mid-20th century planning policy. Since then the city has developed as one of the Netherlands most attractive and liveable cities today.

- The city also contains well-integrated and comprehensive pedestrian and cycling infrastructure, connecting the city to its metropolitan area and neighbouring regional centres and cities.



#### Economic growth

- Radboud University, which has over 22,000 students and 5,000 faculty members, acts as both a major employer within the town and a major financial and cultural asset, with 11% of its student body and 25% of its faculty body comprising of international students and staff.

- The institution regularly receives EU grants by the EU Research Council. The presence of this major education institution and young population demographic is reflected positively in the vibrancy of the city.



#### Opportunities for all

- Radboud University teaches a number of gender equality, diversity and inclusion courses that are offered to its national and international students.

- Radboud University has an aim to enable collaboration and work together on understanding complex contemporary societal issues.



#### Sustainability

- The city of Nijmegen is well known for being a green city, with many parks and forests, Berendonck Lake for water sports and beaches along the river Waal for recreation. This green city culture is also present in its transportation system, with the city having an integrated cycling and walking infrastructure.

- The city is connected to Arnhem, 18 km (11 mi) to the north, by a 'cycle highway' which crosses the Snelbinder bridge in the city. From 2010–2012 the cycle highway received upgrades to further encourage the use of bicycles for transport between Nijmegen and Arnhem.

# Case study: Bristol

A leader at sustainable growth, attracting investment, and innovation.

Bristol



- Strong local identity and diversity
- Embedding Art and Cultural activity as part of the life of the city – e.g. Bristol (public art, music, etc. across the city), using and adapting existing spaces
- Proximity to countryside, and Good rail transport connectivity to London
- Dynamic mix of space – both high quality and cheap/ meanwhile space for training, start-ups, scale-ups



## Retail

- Main UK Mid-Range Brands & Boutiques mainly around recent purpose-built retail centre
- Older 1960s shopping areas have declined
- Local delis, food, cafes, services, etc. in commercial and residential areas around city centre



## Commercial

- Smaller professional businesses in older buildings
- Modern office quarter around Temple Meads Train station/waterfront – potential eastwards expansion into industrial area
- Large quantity of post-war office/ commercial development around city centre- high vacancy/short-term use
- Start-ups, creatives, work co-ops reusing buildings



## Residential

- Inner city residential neighbourhoods around city centre
- Higher value 18<sup>th</sup>/19<sup>th</sup> century district on ridge close to University overlooking docks
- Innovative waterside living in Docklands
- High student/young professional population
- Areas with good quality family housing stock – Bristol more affordable than Bath or London



## Attraction & Activities

- University – Education & Research
- History of Innovative Engineering – from Brunel to Concorde
- Arts and culture destinations in city centre: Watershed, Arnolfini, etc.
- Scenic hilly city with parks, zoo, walking routes and Avon Gorge
- Harbour with historic ships and boating
- Street Art and Exhibitions reinterpreting dated post-war areas of city centre
- Music and club scene



## Use of existing building stock

- City centre heavily damaged in WW2 replanned in post-war period.
- 18<sup>th</sup>/19<sup>th</sup> century buildings largely restored with public realm improvements
- some reuse of post-war office and commercial buildings by start-ups, creatives, work co-ops with cafes and community uses
- old police station used as art studios with events

# Case study: Nantes

Nantes offers luxury brands, department stores, and mid-level retail pop up stores for local and international brands.

Nantes



- Recognition of the Cultural Identity of Place including built heritage and recognition of trading history
- Reinventing public realm as active spaces, including creative play, annual art and cultural trails
- Range of city centre living with good access to amenities
- Dynamic mix of space— both high quality and cheap/ meanwhile space for training, start-ups, scale-ups



## Retail

- Luxury Brands
- Large Department stores
- Boutiques
- Local retailers across market range

- High quality regional produce
- Outdoor markets
- Indoor 'vintage/flea' market near main Transport hub



## Commercial

- Historic legal/professional quarter around Courts
- 19<sup>th</sup> century and some modern offices in city centre

- New commercial district around main rail station and in Docklands with range of users –from small-scale professional/creatives to large corporates, include Med-tech quarter around hospital



## Residential

- Varied mix throughout historic city centre inc. high value town apartments and townhouses to affordable student/young professional/short-term lets.

- Modern/contemporary urban neighbourhoods being built in extensive docklands area range of sites and scale



## Attraction & Activities

- High quality historic urban fabric streets, squares and buildings - mainly stone (some streets built over old rivers)
- Greening of city centre with street parks, play areas, cultural trails, sculpture, outdoor dining, etc.
- High quality public transport and mobility inc. river buses

- Innovative reuse of shipyards with urban farming, large-scale events, and innovative tourist attractions (mechanical elephants, etc. based on Jules Verne)
- High quality horticultural tradition based around Botanic gardens
- Access to other cities, coast and countryside



## Use of existing building stock

- High heritage value in city centre – buildings maintained with some high quality insertions

- High quality public realm with paving, fountains, parks, etc. and high outdoor usage

# Case study: Porto

Embedding culture and transformation, aiming to maximise inclusiveness.

**Porto** 



- City identity built on trade and design
- Recognition of the Cultural Identity of Place including built heritage and trading history
- Inclusiveness – culture is for everyone
- Range of urban living with good public transport and access to coast
- Shift in city economy from manufacturing to innovation supported by mix of space



## Retail

- Main city retail area with varied mix
- Mid-range brands clustered around modern shopping centre inserted into urban fabric.
- Local businesses in surrounding streets with local/regional produce and identity
- High quality design –fashion, furniture, etc.



## Commercial

- City centre – mixed use with hotels, offices, city hall, tourist offers, restaurants, cafes
- Legal, Medical around city centre University
- High tourism offer including unique architecture



## Residential

- High residential occupancy in urban neighbourhoods – both modern apartments and 19<sup>th</sup> century town houses, with some well-designed contemporary infill
- Most housing is affordable for young professionals and creative start-ups



## Attraction & Activities

- High tourism offer including unique architectural heritage, sherry warehouses and river Duoro
- Modern world-class art and culture (music – classical and local)
- FC Porto football club programme
- Easy access to nature - City location on the Atlantic Coast and close to mountains
- Good international connectivity with modern airport linked to expanding metro
- Rail links to Lisbon and Spain being improved



## Use of existing building stock

- High reuse and renovation after long period of urban decline and decay
- Existing public buildings (market, etc.) being restored.
- Recent high level of Hotel and short-let conversions
- New infill housing and public realm improvements around the city centre



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