

## 5.1 Physical Regeneration for Moyross





## 5.1 Physical Regeneration for Moyross

### 5.1.1 CONTEXT

**Chapter Two** of this document outlines the Strategic Context in which this programme must be consistent with as the regeneration moves forward.

The Physical Programme is at this stage indicative only and very much a ‘work in progress’.

The details of the various projects proposed will need to be flexible and in a position to respond to the changes that occur within the fluid environment which they operate.

From a land-use and planning perspective, matters are changing on a regular basis, for example the Regional Planning Guidelines are due for review shortly as are some of the relevant local authority Development Plans.

In addition the changing economic and social circumstances of the country may have some implications for population growth and development options which may in turn impact on the approaches taken with regard to Regional Development.

Therefore as we move forward this Regeneration Programme must continue to complement the strategies and different elements of the various National, Regional and local levels as outlined in table 1 (page 19).

#### 5.1.1.1 Introduction

Chapter 3 set out the Social Regeneration element of this programme and Chapter 4 has dealt with the economic proposals to underpin these. This Physical Programme deals with the buildings, spaces and environment in which these programmes will be grounded and on which they depend to achieve the transformation of Moyross.

This **Context** section describes the physical issues for the design of the Physical Programme, the key objectives and how they have been addressed. It sets out the overall form of how the Physical Programme is structured. The following sections, **Live**, **Link**, **Play**, **Learn**, **Work** and **Deliver**, describe what it will be like to live and work here, and how new investment will be served by the neighbourhoods.

#### 5.1.1.2 The Physical Programme

The Physical Programme defines the framework for how the regeneration of Moyross will be built. It sets out parameters for the following:

- Locations, amount and density of housing
- Alignments and key dimensions of streets, locations of and sizes of public spaces
- Locations and quantity of key uses and amenities
- Design guidance for buildings and public realm
- Sustainability standards to be achieved for buildings, infrastructure and public spaces;

These parameters are intended to be flexible, and will change over time through the ongoing public consultation process and as external circumstances dictate, detailed feasibility studies and design and in response to changing conditions which will arise during the construction process.

It also includes material which illustrates the standards of development which the Programme aspires to by showing examples of how the buildings and spaces may look.

The Physical principles will ultimately inform a number of variations to the Limerick City Development Plan which will set out the land uses and planning objectives for the site. The planning process of the Programme is set out in greater detail in Section 6 - Delivery.

#### 5.1.1.3 Physical conditions

##### Urban form, use and character

Section 5.2.3 below describes the existing urban form of the Moyross estate and the type and quality of residential developments therein.



Aerial photograph showing the regeneration area (outlined) and key locations around the district.

Summary of Issues

Strengths	Weaknesses	Threats	Opportunities
<p><b>River Shannon</b></p> <p>The River Shannon is the largest and most important river system in the country. It also has a rich heritage of engineering and navigation works dating from the 18th centuryon, including the Ardnacrusha power station. The banks of the river in north Limerick are rich riparian and wetland habitats, much of them designated as Special Areas of Conservation (SACs).</p>	<p><b>Boundaries and connections</b></p> <p>The social isolation of Moyross from the rest of Limerick is reinforced by a physical isolation created by the conditions of the boundaries and transport connections.</p> <p>There are currently very few ways to access the Moyross estate, and the majority of the estate is served by just one access road off Knockalisheen Road. This not only creates a cul-de-sac condition with implications for crime and safety, but makes access to the facilities and opportunities of the city by walking or public transport difficult.</p> <p>A series of high boundary walls running along the southern side of the site has created further barriers between the residents of the estate and the city. The walls and lack of street connections create unnecessary barriers to the opportunities afforded by facilities such as LIT or the redeveloped Thomond Park as well as a strong psychological isolation.</p> <p>The approach to Moyross is of poor urban design quality and for the visitor adds to the sense that it is not a part of the network of residential areas of the city.</p> <p>In order to provide a Plan which addresses the connections to surrounding areas adequately, this Plan includes some design proposals for areas outside the regeneration boundary.</p>	<p><b>Connectivity</b></p> <p>Lack of connectivity to the remainder of the city will affect the ability of the area to attract business and residents</p> <p><b>Challenging Social Problems</b></p> <p>The threat of challenging social problems and the difficulty of attracting new residents to live in the newly regenerated area. It is vitally important to create a mix of house types and tenures and not to recreate the existing conditions.</p> <p><b>Market Conditions</b></p> <p>Development and regeneration can be affected by uncertain market conditions and the changing economic climate.</p>	<p><b>Existing and New Infrastructure</b></p> <p>With the Northern Distributor Road project which is currently underway, Moyross will benefit from a direct connection to the peripheral routes of Limerick City and very direct connections to the national route network.</p> <p>The location at the north west of Limerick facilitates access to Shannon Airport. This, combined with the road network, will be an attraction for businesses investing in the new Moyross.</p> <p><b>River Shannon</b></p> <p>There is great potential for more to be made of the river to contribute to Moyross as an attractive place to live both as a landscape feature and by encouraging ecologically sensitive leisure uses. The potential for creating further crossings of the river in the vicinity of Moyross could allow the joining up of a great area of wildlife and leisure uses.</p> <p>The regeneration of the estate with higher quality housing allows both residents to obtain the benefits of the river's proximity and to define a new edge relationship between Limerick City and its natural hinterlands.</p> <p><b>Open Spaces and Landscape</b></p> <p>Immediately to the west of the river lies a significant area of wetlands and open spaces, much of which are in either local authority or state ownership. The presence of two land fill sites, a number of SACs and the flooding issues outlined above mean that much of this land is not suitable for development. However, the proximity of so much publicly owned land of this kind provides an opportunity to create a joined-up resource of park and amenity uses which would be of regional significance and would be a great positive contribution to the identity of Moyross.</p> <p><b>Thomond Park</b></p> <p>The presence of such a positive landmark in the area is something which can be built on so that people who come for sports or other events might also being to visit and stay for work or other leisure pursuits. The stadium has a positive role to play in the re-branding of this part of Moyross, and could lead to the identification of the area as being at the leading edge of sports and its complementary research, education and business activities. the edge of Moyross.</p> <p><b>Topography</b></p> <p>The southern parts of the estate are located in an area of low hills with steep slopes. While this creates challenges for new building and the accessibility of public spaces, the varied topography affords opportunities for views and an interesting public realm and streetscape.</p>



Plan showing the positive assets of the Moyross area, including the River Shannon, open spaces, Thomond Park and educational institutions.

**Note:** All maps and diagrams in this document are for indicative purposes only

5.1.1.4 Evolution and structure of the Plan

1. Establish neighbourhood identity and perception

Outside of the estate, Moyross is currently perceived as a single monolithic entity, isolated from the rest of Limerick City and intimidating to enter. This is a significant problem which will need to be overcome in order to transform Moyross into a place where people would choose to move and stay.

The Plan objective is to deal with this image by promoting a range of smaller neighbourhoods which have attractive and distinctive local identities i.e.

- break down some of the barriers which currently define and isolate Moyross by drawing the positive elements of the surrounding area ‘into’ the estate e.g. the river, the parkland landscape, Thomond Park etc
- create a range of neighbourhoods across the district with their own physical characteristics

The plan proposes the following neighbourhoods:

**Watch House Cross**

Building on the recent investment in a good quality neighbourhood retail centre and library, this area has the character of a good quality residential quarter centred around a new neighbourhood square. It benefits from close proximity to the river, parks and sporting facilities. A network of well enclosed streets and spaces, scaled to match the character of the dwellings, creates a safe and well supervised place.

**The Parkland**

The open spaces of the river bank are joined up by the provision of a network of pedestrian and cycle paths and other amenities. The raised former landfill is landscaped to create a landmark acting as both a focus for this area and an attraction offering views over the city. To the west, a consolidated area of sports facilities creates an attractor for enthusiasts from all around the city. This district has the character of high quality housing overlooking park and water, with a generous public realm, landscaped with a more open garden-like quality.

**Moyross Neighbourhood Centre**

This will be the new heart of the Moyross estate, building on the strengths of the community and educational activities which are one of the key positive aspects of the existing estate. This is where people can come together to meet and where the different amenities of daily life can be clustered together. Its location allows the formation of a new connection across the railway line, breaking down one of the barriers which isolates the northern part of the estate. This is also the place where people come together for special events or celebrations with an auditorium, performance spaces and outdoor space for hosting concerts, performances, markets or festivals. Buildings are denser here, built up to an average of four storeys to create the feel that a traditional Irish main street might have. Having dwellings located over shops or other uses means that this is an area with activity for a longer part of each day, making it safer and more secure outside of business hours.

**Delmege Estate**

The exceptional landscape quality of the Delmege estate can be utilised to create a place for work which will be attractive to both employers and workers. Businesses will benefit from the investment in roads infrastructure which will give it excellent connectivity to the national network. Workers will be attracted by the proximity to the town centre and sports and park facilities, creating an all round high quality of working life. Careful treatment of the house and mature trees of the site will retain it as a significant landmark adding to the quality of the landscape.

**The Western District**

The residential character of the residential development to the south and west of the regeneration area extends into the estate. New houses clustered around safe and appropriately scaled neighbourhood green spaces form a place which is safe for children and families to live and play. The spine of a linear park connecting north and over to the sports facilities and regional park acts as a focus and ‘address maker’ for the surrounding houses.

2. Define public realm

The main 'places' in Moyross are defined. These act as memorable spaces which help people find their way around and also act as a focus for the communities which surround them. These should also be attractive to help them become destinations in themselves and their design should ensure that they are not only safe to access, but they are interesting and with a range of activities. Good quality public realm will also add to the value of the properties which are connected to them.

The Plan proposes a hierarchy of public spaces which range from the larger formal spaces with a civic character, through formal and informal recreation and games areas to smaller spaces with a semi-private feel, giving a sense of ownership and good passive supervision, and are safer for younger children. The design of the parks is dealt with in greater detail in the section on Play (Section 5.1.4)

3. Create connections

The biggest and most obvious physical problem with the design of the existing Moyross estate is the lack of connections, creating the physical isolation which reinforces the other problems of the area. In the new neighbourhoods, the new connections which will help overcome this issue are intended to be positive places in themselves which, like any good street, are pleasant to live in and, because of the activities which overlook them, are safe to pass along.

The first important set of connections are those which help reconnect Moyross to the life of Limerick city, improving access to the centre and to the social life, leisure, work and education opportunities of the region.

Where this necessitates new connections around the edge of the estate, these will be safe, proper streets as opposed to the unsupervised and unsafe pedestrian-only routes which will be closed off.

Houses and other uses opening directly onto the streets together with car traffic will promote the passive surveillance which helps improve safety.

The second set of connections are those which form the network through and between the neighbourhoods of the regenerated area. These are set out to create a high level of accessibility and a choice of routes between places and services. They are given different characters as places in themselves, to avoid the sense of a warren of identical streets. The busiest routes are larger, intended as good-sized boulevards or avenues, forming identifiable spines off which minor routes are accessed.

The alignments of these run along the routes of existing roads where possible, to help reduce costs (for example by re-routing services) and reduce the disruption caused by phased construction.



Neighbourhoods

Diagram of main public spaces proposed in the new Moyross

Note: All maps and diagrams in this document are for indicative purposes only

4. Establish quality housing

The new houses are set out across the estate, with a variety of different types offering a good selection of choice to new and existing local residents.

The scale and character vary from denser apartment and townhouse types which help build the character of the main streets to predominantly semi-detached houses at lower densities with gardens and off-street parking.

The different types of housing also help to build the different characters of the areas of the district, for example, by ranges of building materials selected for the different areas or by having higher density housing along main streets and around squares to build up an active and interesting streetscape.



Diagram of main public spaces and connections including new public spaces

5. Street network and urban grain

The existing network of roads in the estate is quite disjointed and a series of cul-de-sacs and pedestrian only routes limit passive supervision and make management difficult.

When the principal routes in the neighbourhoods have been set out, the remaining network of streets is defined. An appropriate scale of urban block is defined which takes its inspiration from the Georgian grid of the centre of Limerick. This has a length of approximately 90m which makes for a street network which is easy to navigate with a pleasant rhythm of street junctions to walk along.

In the housing areas, streets are appropriately scaled to match the size of the houses and create a safe atmosphere for daily living and play. The network of residential streets should be grouped in to a series of ‘Home Zones’ where residents and pedestrians have priority over car traffic.

Limiting the number of cul-de-sacs in the development will allow easier access to amenities and services and will generate more passersby on residential streets, adding to their safety. Pedestrian only connections are to be avoided. Having ‘active frontages’ on the ground floors of streets wherever possible will also promote their safety through passive supervision.



Examples of ‘Home Zones’



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6. Accessible mix of uses

In the existing development the predominant building use is residential, with few other commercial or public amenities encouraging activity. The layout also locates much of the residential uses away from the main roads in the scheme, creating layouts which lack positive street life and which don't provide the 'passive surveillance' which discourages anti-social behaviour.

The objectives of the Plan for building uses are to achieve the following:

- Encourage a mix of uses in Moyross which will improve the quality of services and facilities available to the community, add to the attractiveness of the place to visitors and improve opportunities for employment
- Locate 'active' uses (i.e. front doors, shop fronts etc.) facing onto public streets and spaces to encourage day long activity, adding to the vibrancy of these places and enhancing their safety
- Locate uses within the scheme close to public transport to encourage public transport use and to improve accessibility for the residents of Moyross and the surrounding neighbourhoods
- Locate non-residential uses adjacent to the main public spaces, which will make them convenient and accessible to residents by walking or cycling
- Stimulate economic vitality by integrating a critical mass of residential and non-residential activity with retail to encourage footfall

The Proposed Land Uses diagram shows how these uses are located within the scheme. In order to give the town centre the feel of a proper town, the Plan proposes locating apartments above shops or other uses on the main streets and squares. This also adds to the safety of streets by generating activity outside of commercial operating hours.

The activities are further linked to (and inform) the identity of the neighbourhoods where they are located with, for example, sports facilities benefiting from the connections to the passive amenities of the regional park and river banks.



Proposed Land Uses



Adamstown residential development, Dublin



Barrow Street, Google Building, Dublin



Italian quarter, Abbey Street, Dublin

7. Sustainable residential density

The Plan sets out the amount of development proposed for different areas of the site in order to:

- Allow for a variety of housing types and facilities across the development
- Achieve sufficient occupancy to make facilities and services more viable
- Promote walking and public transport use and reduce the need for car use

Density in the Plan is described in terms of dwellings per hectare. This represents the number of houses or apartments built in each development area. The Plan places higher residential densities (e.g. duplex and apartment dwellings) closer to transport and amenities to reduce the need for car use and to maximise the amenity benefits to dwellings. Lower density areas (consisting more of houses with gardens) are located in areas with quieter streets and more space.

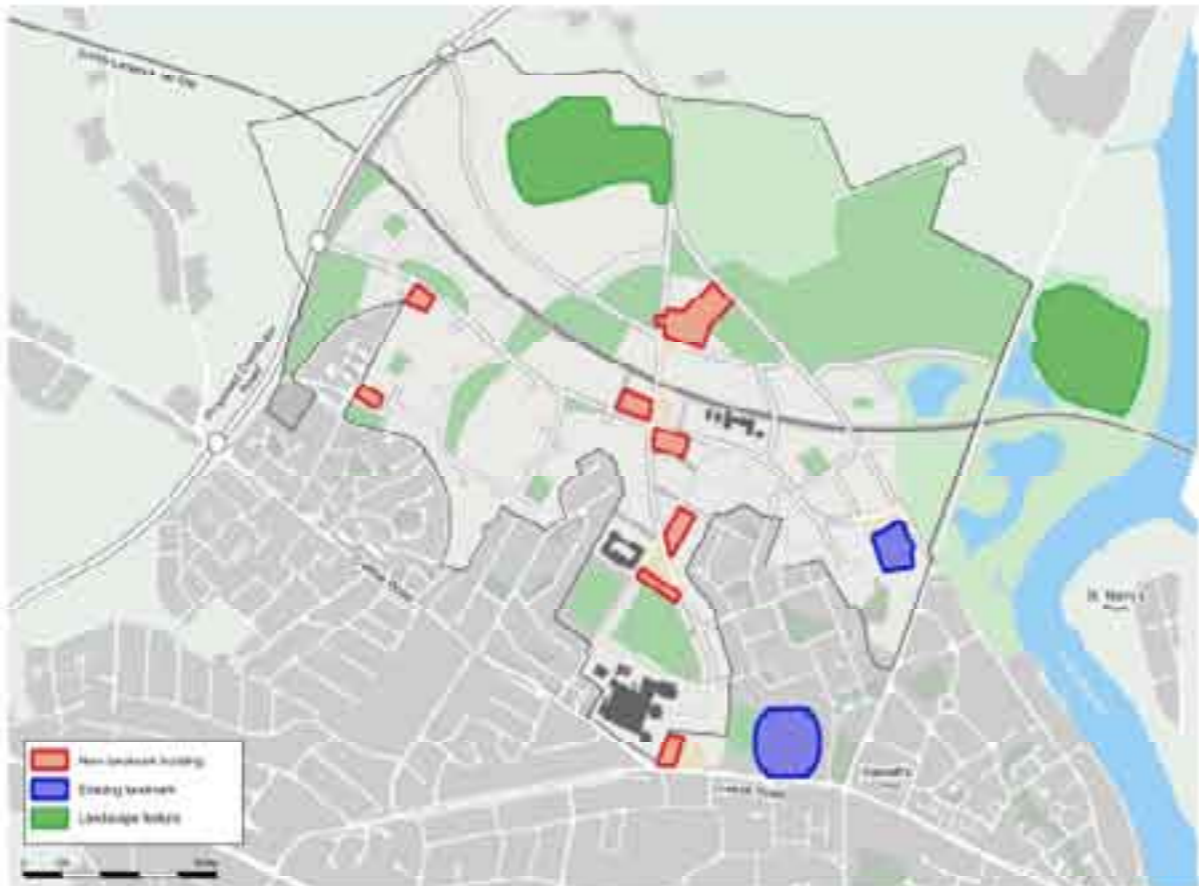
The plan of Residential Densities shows the proposed distribution of densities across the site. There are a range of densities, so that densities may be increased at later stages depending on market conditions and or changing preferences for different types of housing.

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8. Legibility

In order to create diversity and interest in the architecture of the new development and to aid with orientation, certain key points have been identified as being appropriate for buildings with a landmark character.

Most of the houses and buildings will have a role in creating pleasant ‘street walls’ to give a sense of enclosure to public spaces. ‘Landmark’ buildings are selected for their function, as destinations or for their place in key views, to have a high degree of design consideration, good quality materials and distinctive forms which contrast with their surroundings. The aim is to make them easily identifiable and easy to orientate by.



Landmark buildings in Moyross

9. Integrated Plan

The bringing together of these considerations has developed a Plan which attempts to address comprehensively the needs of the existing and new residents and underpins the objectives of the Social and Economic Programme.

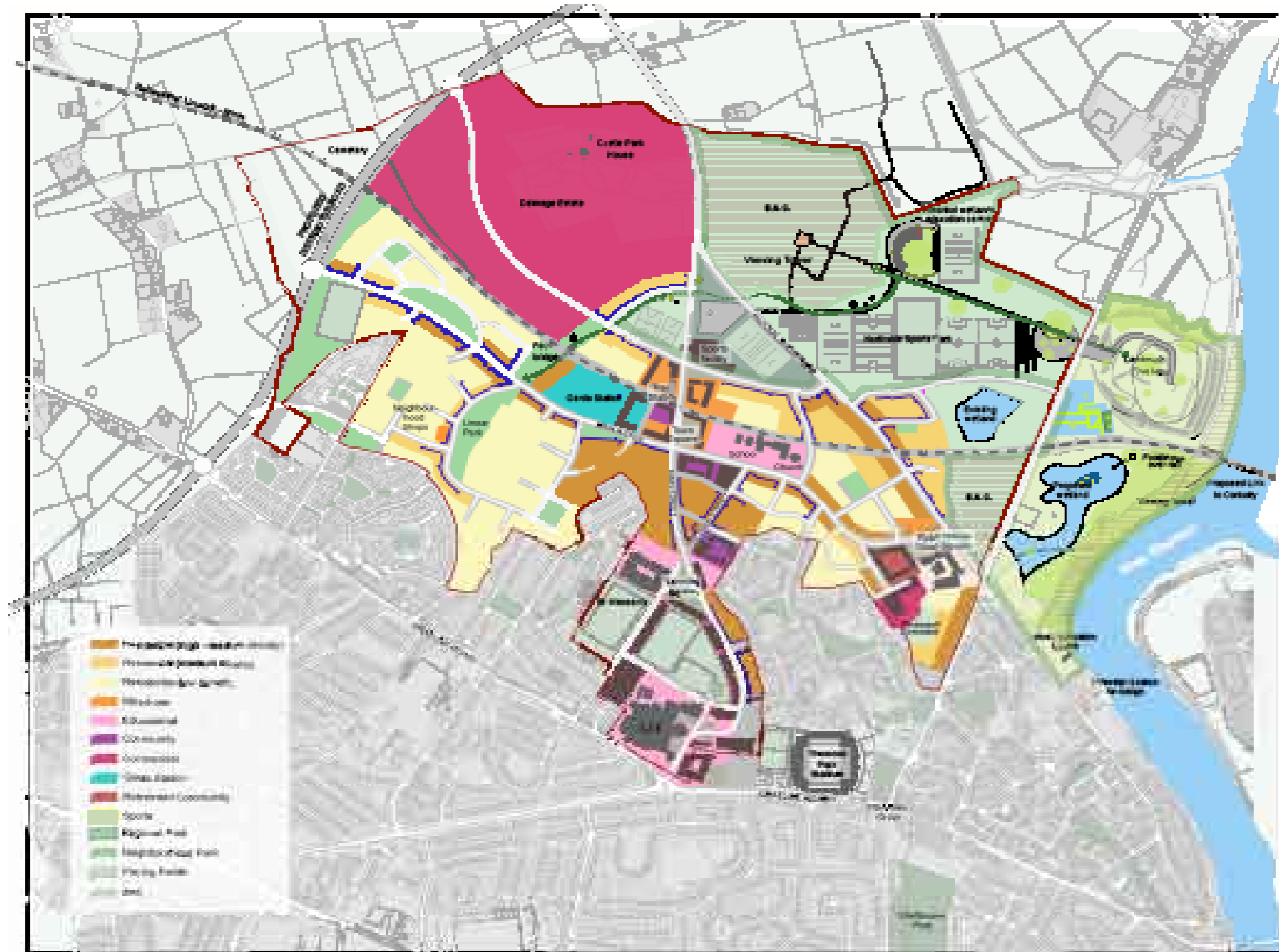
The key Plan (overleaf) summarises the Framework on which the variations to the Limerick City Development Plan is based and which will structure the new investment that will rebuild Moyross.



Views to the north

Note: All maps and diagrams in this document are for indicative purposes only

# Integrated Plan - Proposed



This is not a 'zoning' map as in the planning system. It is simply an indication of the proposals for the future of the area. Any changes to current zonings in the City Development Plan and Caherdavin Area Plan can only be carried out through the normal Planning Authority process i.e. a variation to the plan which is a function that is the prerogative entirely reserved to the City Council. Any future proposals under this programme that require a rezoning will have to go through that process

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Land Uses

5.1.1.5 Land uses

The main elements of the Moyross Proposals have been outlined above provides for the following land uses:

- The development in the region 1,940 residential units of mixed tenure. These will comprise new market units and a portion of re-housing units (including rental units). Residential uses will be located in all areas of Moyross including the Urban Centre/mixed use area, Western Node, Delmege, Thomond/LIT, the Parkland, and Watch House Cross areas
- A linear north-south Neighbourhood Centre largely providing for mixed uses incorporating retail, residential, cultural, commercial and medical facilities. The development of this area will create the ‘central hub’ of Moyross
- A central train station located to the north of the Neighbourhood Centre to serve the surrounding population and provide a sustainable transport alternative
- Strengthening of the Watch House Cross area to include retail, commercial and residential uses
- Additional community facilities to include a centrally located Garda station and community facilities in the Western Node
- Open space areas to serve the planned residential and working populations and a regional park and sports park to provide for wider regional needs

It is a clear objective of the Proposals to provide for consolidated development which can act as a catalyst for both physical and social regeneration. This provides a vision for the regeneration of Moyross over a ten year time period 2009 - 2018. The current zoning objectives for Moyross are split between the Limerick City Development Plan 2004 and the Caherdavin Local Area Plan 2005 (produced by Limerick County Council). The current zoning objectives for Moyross are as follows:

- Residential Use (throughout entire area)
- General Purpose (within the Limerick Development City Plan area)
- Open Space (throughout entire area)

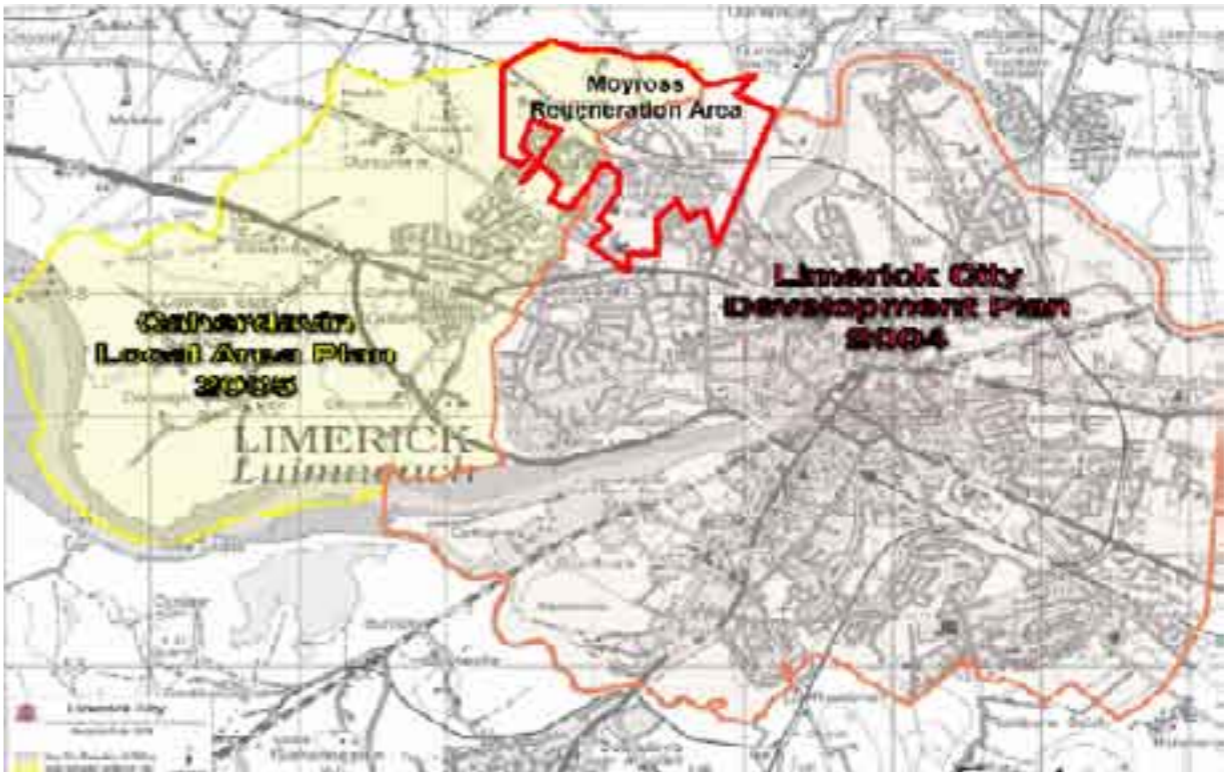
- Natural Heritage Area (within the Caherdavin Local Area Plan)
- Agriculture (within the Caherdavin Local Area Plan)
- Retail/Commercial (within the Caherdavin Local Area Plan)
- Proposed Moyross Station (within the Caherdavin Local Area Plan)
- Education and Community Facilities (within the Caherdavin Local Area Plan)

A number of these zoning objectives are recognised as most suitable to deliver the regeneration of Moyross and will provide consistency with the current guiding plans. The zoning objectives which will continue to apply to the Moyross area are:

- Residential uses (throughout the area)
- General Purpose uses (predominately in the northern area and at Watch House Cross area)
- Public Open Space (throughout the site, major provision in north eastern area and adjoining northern Neighbourhood Centre lands)
- Educational/Community uses (predominately at the southern LIT lands and adjoining the neighbourhood centre lands and to the south east of the rail line)

The regeneration of Moyross requires a single zoning framework which can provide for consolidated development of the entire area. Therefore, the layout of the land uses for the regeneration process will require a number of Zoning Objective changes to the current Local Authority Plan to ensure the Plan vision can be completed in full. Changes to the existing Zoning Objectives will have full cognisance of:

- Residential requirements - The provision of new and distinctive residential areas with varied typologies is a central objective of the regeneration process. The residential areas are planned to be developed around a network of social and community facilities, employment generating uses and a high quality public realm, all of which represent a sustainable mix of retail, commercial, community and residential uses in a manner best fitting a rejuvenated Moyross area



Local Development Plan boundaries

- Provision of high quality public open spaces - Fundamental to the creation of a desirable residential area is the requirement to provide for appropriate high quality open space uses. The Proposals provide for such uses to serve the amenity and recreation needs of both the local and wider populations
- Derive benefit from existing transport infrastructure - An important element of the Proposals provide for the opening of a new rail station adjoining the northern Neighbourhood Centre lands at Moyross. This provision provides for a sustainable transport connection within close proximity to the residential and working population of the area. Consultation has been undertaken with Iarnród Éireann with regard to the potential and phasing considerations for a new train station.
- Development of a Neighbourhood Centre - The consolidation of commercial and community uses into a new Urban Centre is provided for. This centre provides a central focal point for Moyross, promotes sustainable densities, mixed land uses and adds to the activity and vibrancy of the area.

# Land Uses

## Adjacent planning schemes

The Plan provides for a vibrant, integrated Urban Quarter at Moyross, with the physical environment regarded as a key facilitator of regeneration. Following a geographical boundary extension of Limerick City, the Moyross area is now within the administrative and functional area of Limerick City Council. The incorporation of Moyross into the City Council administrative area will provide for a consolidated planning approach for the area and will act as a catalyst for its regeneration.

Moyross is bounded by counties Clare (to the north) and Limerick (to the West), (prior to boundary change in February 2008) have adopted various development plans and local area plans in order to adequately provide for future development.

The following plans are currently in operation in the areas surrounding Moyross:

- The Clare County Development Plan, 2005 – 2011
- The South Clare Economic Corridor Local Area Plan, 2003 – 2009
- The Limerick City Development Plan, 2004 – 2010
- The Limerick County Development Plan, 2005 – 2011
- The Caherdavin Local Area Plan, 2005 – 2011

Each of the above listed plans will be reviewed in the coming years, in accordance with statutory planning requirements. It is recommended that each Local Authority fully considers the regeneration proposals outlined in the Moyross Proposals, in order to inform the overall strategy and detailed policies for future development of the Moyross environs. This will facilitate a coherent and consolidated planning framework for Moyross, its environs and the wider region. The Proposals are flexible and an evolving document and will be capable of adjusting to integrate with the above plans when reviewed.

It is very important and it is strongly set out in Chapter 2 (Strategic Context) that future planning proposals in the Moyross environs do not jeopardise the sustainability and viability of this long-term planning vision for the Moyross area. However not all developments would cause problems and proposals that could create job opportunities particularly local would be welcome provided that these are consistent with the overall planning framework for the region.

## Land areas, development and density

The Plan sets out the amount of development proposed for different areas of the site in order to:

- allow for a variety of housing types and facilities across the development;
- achieve sufficient occupancy to make facilities and services more viable;
- promote walking and public transport use and reduce the need for car use.

Density in the Proposals is described in terms of dwellings per hectare. This represents the number of houses or apartments built in each development area. The Plan places higher residential densities (e.g. duplex and apartment dwellings) closer to transport and amenities to reduce the need for car use and to maximise the amenity benefits to dwellings. Lower density areas (consisting more of houses with gardens) are located in areas with quieter streets and more space. The flexibility of the Plan allows for higher densities in the future, if required, close to the transport and amenity nodes and on main routes.

*‘There are unused, and under-used, lands, much of it in public ownership, adjacent to these areas that should be used to create investment opportunities as part of an overall process of regeneration.’*

**Fitzgerald Report  
April 2007**

# 5. Physical Masterplan

## 5.1.2 LIVE

### 5.1.2.1 Facilities and services

#### Integrated community centre

Central to the life of the new Moyross will be a new integrated community centre (replacing the existing) hosting a range of uses including a restaurant, credit union, community groups' office space, arts spaces, an integrated childcare facility, an out of schools area, offices for the management of the estate's public realm and a public auditorium.

It is important that this is centrally located and a potential location is shown to the southern side of the new Moyross Square. This location allows the building to act as a prominent landmark, promotes its accessibility and should afford it views north over the square and the landscape beyond. It is proposed that the different uses are arranged around a controlled public courtyard which, while acting as a pedestrian through-route during the day, can be closed at night.

The integrated child care facility will benefit from close proximity to the 'Children's Street' and the local schools.

#### Arts spaces

This community centre will also host flexible arts spaces which can contribute income for the centre. The configuration of these should be agreed to allow flexible use as rehearsal or performance spaces, galleries or studios. A writers' resource centre is also proposed in the community facility which incorporates working areas, meeting and teaching space and a study area.

#### Community enterprise spaces

The existing community enterprise spaces in Moyross can be consolidated in one location to the west side of Town Square. Enterprises with a 'shop-front' public side can front directly onto the square, with service access from the rear. Other spaces are served grouped around a service area behind this. The estate management facilities (tractor garage and outdoor staff areas) are also located here together with the parking for the community centre.

'The Plan proposes a new place which will be one of the most vibrant and sustainable towns in the country. The new public spaces and amenities of Moyross will be key to attracting people to visit, move here and stay'

#### Youth centre

A new, comprehensive approach to the provision of youth facilities and activities is seen as very important to the regeneration process. Consultation workshops with residents found that the preferred option is for the existing youth facilities to be located in one large state of the art youth space/campus, located centrally in the community. This would have pooled facilities such as a sports hall, youth cafe, iPod & computer games room, snooker & pool room, multi-purpose rooms, music recording studio, relaxation rooms, meeting rooms and offices etc. If service providers have specialist needs, these could also be accommodated and designed for purpose.

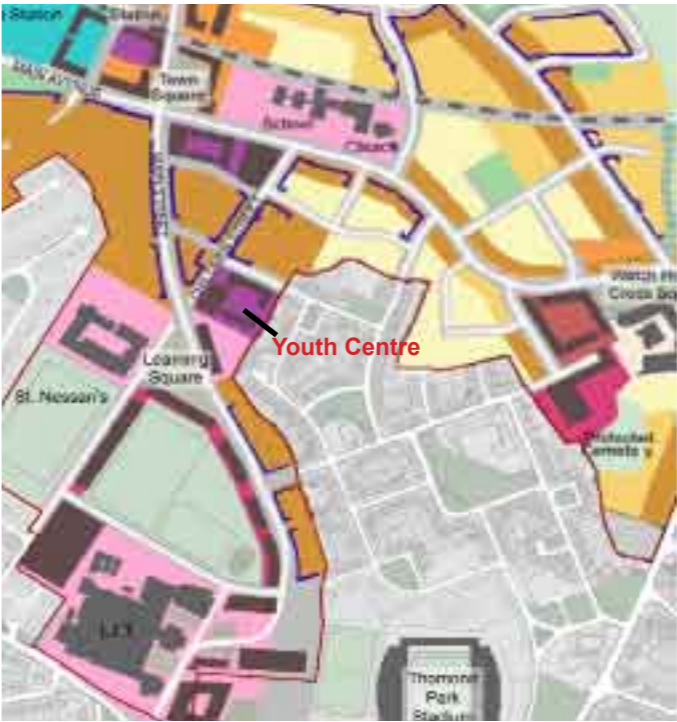
This is proposed on the eastern side of the Children's Street and will act as a highly visible landmark. This is an accessible, central location, neutral in character but benefiting from nearby services and adding to the promotion of a safe public space for youths and children.

A courtyard arrangement will allow for outdoor facilities such as an all-weather pitch or a potential skate park to be provided in a safe, private, supervised area and could allow an arrangement whereby certain sections could be exclusive to a particular service's needs.



#### Childrens' services

A children's services centre is proposed within the area which consists of an early years service, and a family support project with the aim of facilitating early intervention in the lifecycle of children most in need, achieving increased emotional well-being and increasing children's capacity for learning and development, thereby breaking the cycle of disadvantage. This facility is proposed to be housed in a new building located on Children's Street, with an additional satellite base in a house in a housing estate with four small rooms suitable for family work.



Possible Youth Centre Location



**Health**

In consultation with the HSE, a primary health centre is being considered for Moyross. Reflecting the growing importance of facilities being co-located to offer joined up provision of services this will include GP services and a primary care team. The proposed location adjacent to the town square improves accessibility by positioning it on a public transport route, near the major street connections and near the other facilities which residents will be accessing.

**Education**

Moyross benefits from the presence of a good quality education provision within the regeneration area. The Plan proposes that the setting of the existing schools can be enhanced by improving the environment for children around them. The creation of Children's Street, a safe, child-priority public space connecting between the schools, LIT and with access to Cratloe Road, will improve access to the schools by residents from Moyross and the surrounding areas.



**Local shopping**

There are four locations for local shopping in the Plan. The principal one is the Neighbourhood Square offering a range of small retail units. The existing retail at Watch House Cross will benefit from the construction of the new square as a new attractive space. A small neighbourhood facility is also proposed to serve residents in the Western District, with a location also around Thomond Square located to the west of the stadium.

**Gardaí**

A significant Garda station is proposed at the junction to the south side of the railway line. The nature of the facility is subject to detailed design work and feasibility studies. The location of the site has been chosen to offer a prominent location in the community, good proximity to the town centre and easy access to the peripheral road system and the wider city. As well as adding to the sense of security of the district, a significant use such as this will bring added benefits through the Gardaí working in the area and contributing to the viability of local retail and services.

As the station will have significant outdoor and servicing areas, these should be handled carefully so that an active and attractive streetscape is maintained with open spaces preferably enclosed by buildings rather than security walls or fences.



Corpus Christi National School, Moyross



Housing - Residential

Residential Plan Objectives

One of the principals of the urban design structure for the Moyross lands is to use the considerations emerging from the **housing needs** to generate a safe and legible public realm. The methodology employed by the design team was to consider the issues and stakeholders in determining the objectives for housing including:

Consideration of the New Residents

Provide affordable and diverse options for private investment organised around non-residential facilities and amenities.

Social Sustainability Considerations

Provide adequate choice of accommodation to ensure a cradle to grave community.

Economic Sustainability Considerations

Concentrate higher densities in areas of good public transport accessibility and on higher value land.

Public Realm Considerations

Provide choice of unit types to aid the legibility of the plan by providing a variety in built form. This will also contribute to a sense of place.

Use the mix of dwelling types to create residential neighbourhoods of distinct character with a variety of street edges and built forms.

Decanting and Phasing Considerations

Link phasing and decanting to the efficient provision of infrastructure as well as endeavouring where possible to relocate residents proximate to their original location.

Completion and Delivery Considerations

Establish clear, appropriately sized, deliverable packages, which allow street blocks to be completed at each phase.

Market Considerations

Provide attractive packages to encourage private investment and attempt to provide a mix of private and relocated residents in each phase.



Examples of Home Zones

5.1.2.2 Housing

Vision Document

The Vision Statement (Jan 08) establishes the importance of creating high quality sustainable residential neighbourhoods within the regeneration area that will meet the needs of existing residents while fostering the generation of a mixed and diverse community that allows people access to housing at different levels of affordability.

Existing Conditions

Housing design

The existing residential development at Moyross is by and large comprised of terraced dwellings in cul-de-sac arrangements built in the mid-to-late 1970s with elements refurbished in the 1980s. Building styles are uniform, generally conforming to:

- two storey dwellings
- approx 6.5m by 7.5m
- 9m front gardens
- low boundary walls
- 12m rear gardens

There is also a limited number of single storey dwellings in grouped arrangements.

There is a marked lack of diversity of housing type, a poorly designed and maintained public realm, and a poor quality housing landscape.

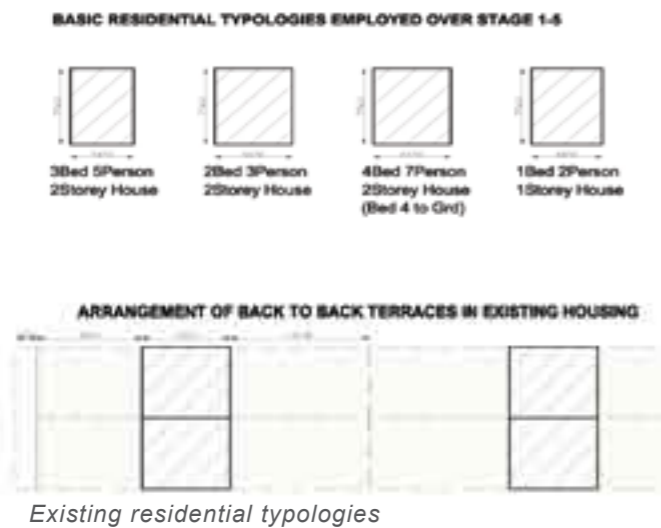
Layout

Vehicular circulation through the estate, especially south of the railway line, is primarily dependent on a single road accessing the site at Watch House Cross from which spurs access clusters of dwellings in large cul-de-sac arrangements. This dependence on a single route, and the general lack of permeability, both pedestrian and vehicular, contributes to the sense that Moyross is an area that is 'entered' and 'exited'. The layout has resulted in a network of isolated housing areas that have become havens for anti-social behaviour. The areas most removed from the primary access route have suffered the greatest amount of physical deterioration, underlying the importance of 'eyes on the street' reducing crime.



Existing layout: lack of passive supervision

Physical Housing - Residential

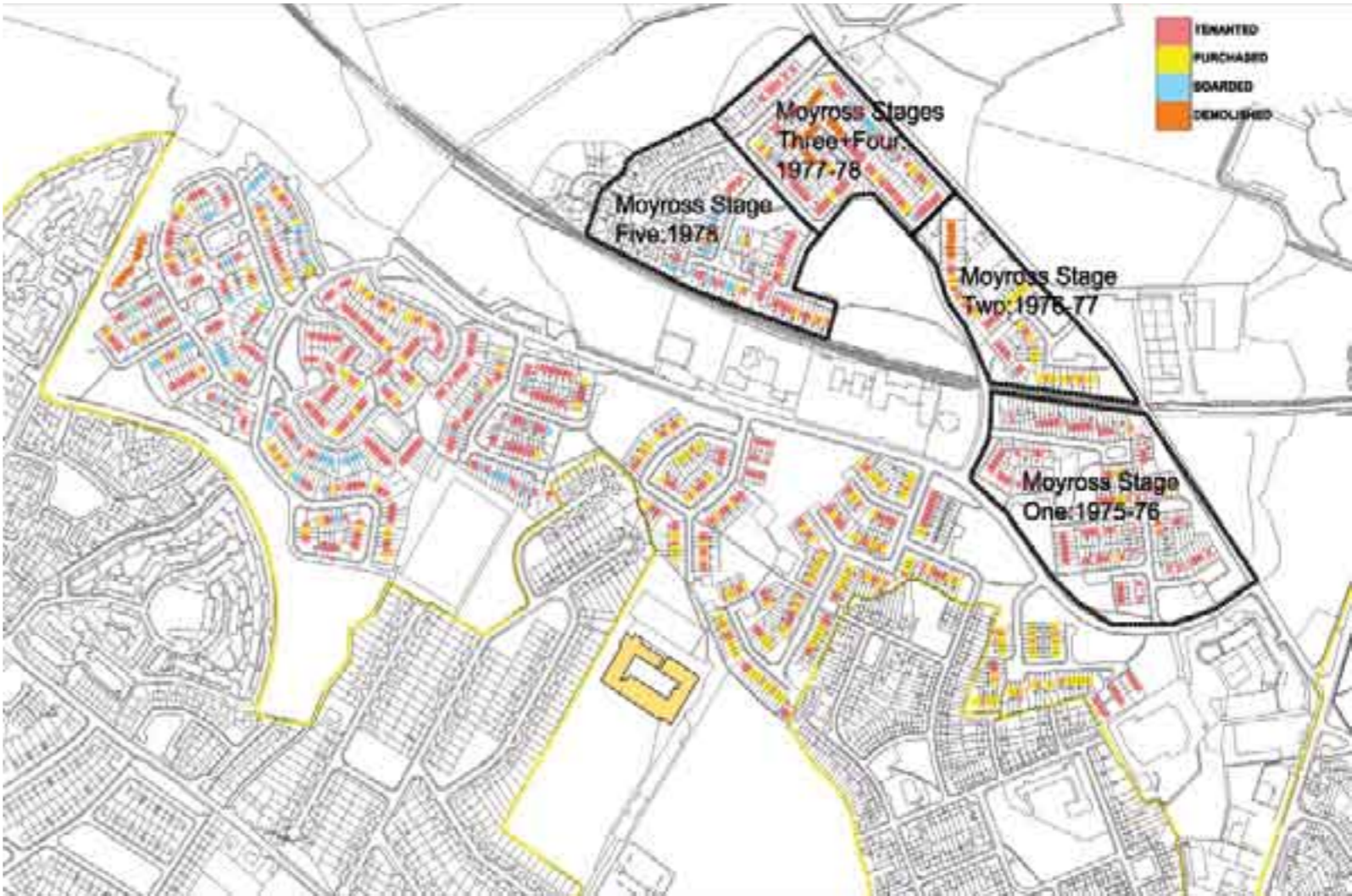


Reasons for demolition

The principles of sustainability, economic, environmental and social issues were considered in determining whether the housing should be demolished or renovated. The housing would not meet current standards of specification and guidelines which means that some action on the housing is inevitable.

Demolition is the preferred option for many reasons, including the following:

- There is a lack of efficient use of the lands so close to the city and amenities. The existing layout does not allow for easy intensification of the existing density
- Demolition therefore allows for a better mix of tenure to be accommodated
- Best practice indicates that the cost of renovation of the houses would exceed the demolition and reconstruction cost
- Renovation would not overcome the ‘layout’ issues of the existing housing which promotes anti-social behaviour through the lack of passive supervision;
- The existing housing needs to be diluted with other non residential uses to generate a safe environment
- Many houses have been damaged or are uninhabitable due to crime or negligence and are beyond renovation



Housing mix

Excluding demolished and currently boarded units, Moyross comprises 1,163 dwellings at present. There is an approximate population of 1,746 persons in approximately 84% two storey dwellings as previously described

The redevelopment of the Moyross area proposes a residential regeneration that aims to achieve an 80:20 ratio of privately owned to social housing over the coming years.

Based on the information available, on housing tenure, a target of approximately 2,000 dwellings is set to achieve this 80:20 balance. This would break down to:

Replacement housing	970 dwellings
Additional private housing	970 dwellings

This would result in a residential density of 47 units per hectare.



Housing - Residential

*‘Crust and Core - higher density housing to the outer street edge or ‘crust’ and a more sub-urban ‘core’ or housing clusters within the blocks’*

Residential Layout

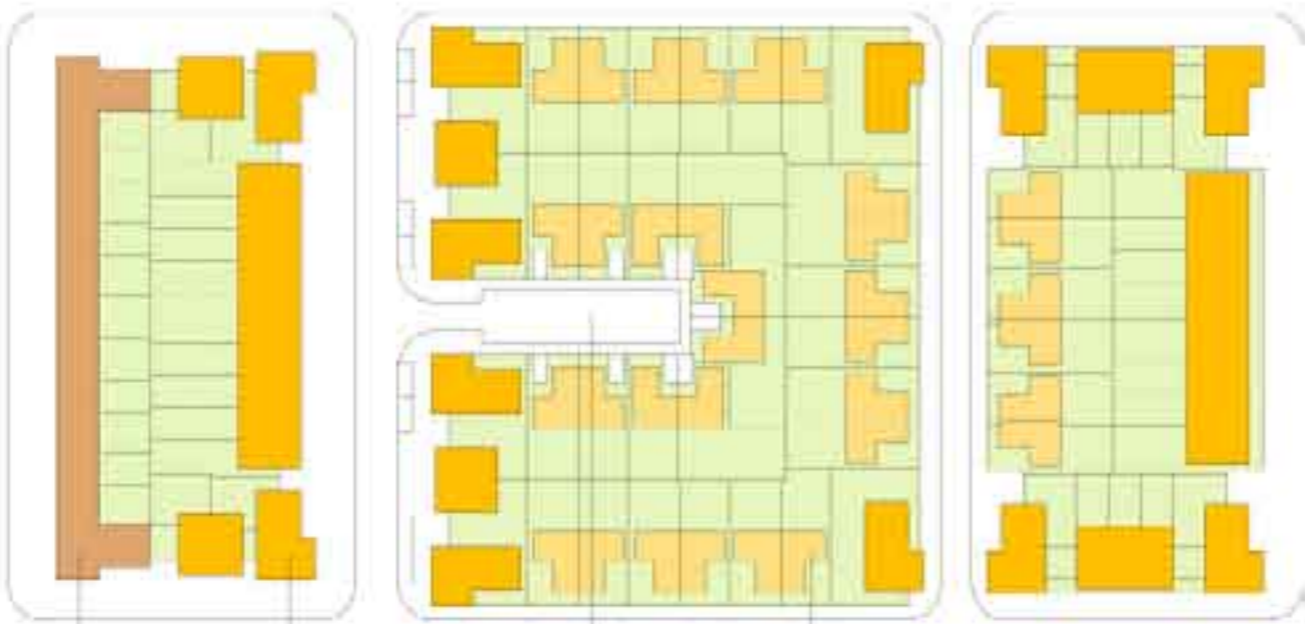
One of the primary Urban Design aims of the Plan is to establish a permeable layout with a clear and legible hierarchy of streets and squares. The variety in the housing forms described below is used as ‘building blocks’ to generate this layout. This structure can be described as ‘crust and core’

Core

Core residential areas are comprised of predominantly two-storey semi-detached dwellings in back to back arrangements with in-curtilege car parking. Additional car parking requirements are provided on street, with a high level of supervision particularly in residential courtyard shared surface arrangements. Higher density typologies, including terraced and duplex dwellings, will be provided with on street parking.

Crust

The use of duplex over duplex typologies (with private rear gardens for each unit) generates a strong street edge to the main access routes. Depending on the location, these units can either back onto duplex/simplex typologies or medium density terraced housing typologies, depending on the type of street, allowing both heights and density to fall away to the two-storey core of back to back semi-detached dwellings in courtyard arrangements. Higher density typologies, including terraced and duplex dwellings, will be provided with on street parking.



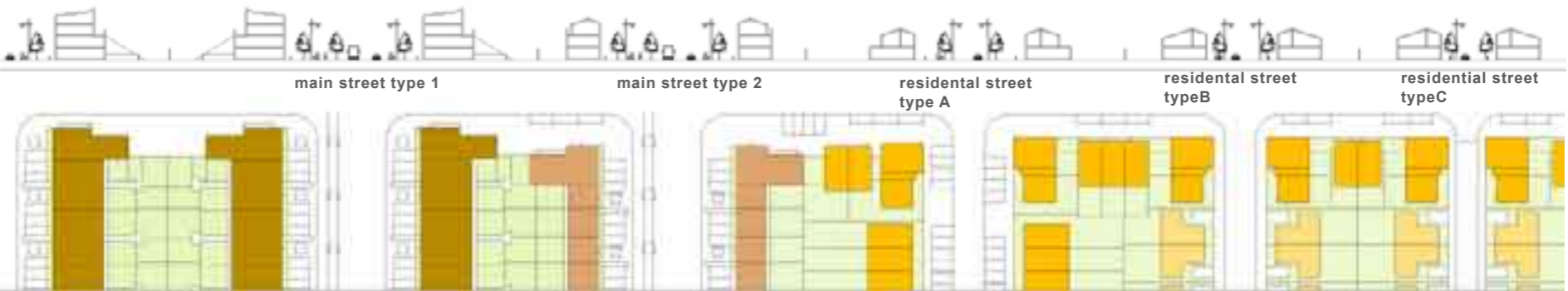
Medium Density Duplex Over Apts    Low-Medium Density Terraced Dwellings    Shared Surface Residential Court    Low Density Semi-Detached

Higher Density    Low Medium Density  
Medium-High Density    Lower Density

Indicative Residential Block Layout: “Crust to Core”



Plan showing hierarchy of streets



Section through typical residential streets



The urban ‘grain’ of Georgian Limerick

The dwelling typologies proposed allow for the arrangement of residential development plots in a block size of approximately 90m by 90m. This takes its cue from the urban ‘grain’ of the historic Georgian quarter of Limerick, which is a good example of a pleasant, walkable block size. Within this arrangement it is possible to implement the higher density crust/ lower density core principle as outlined above.

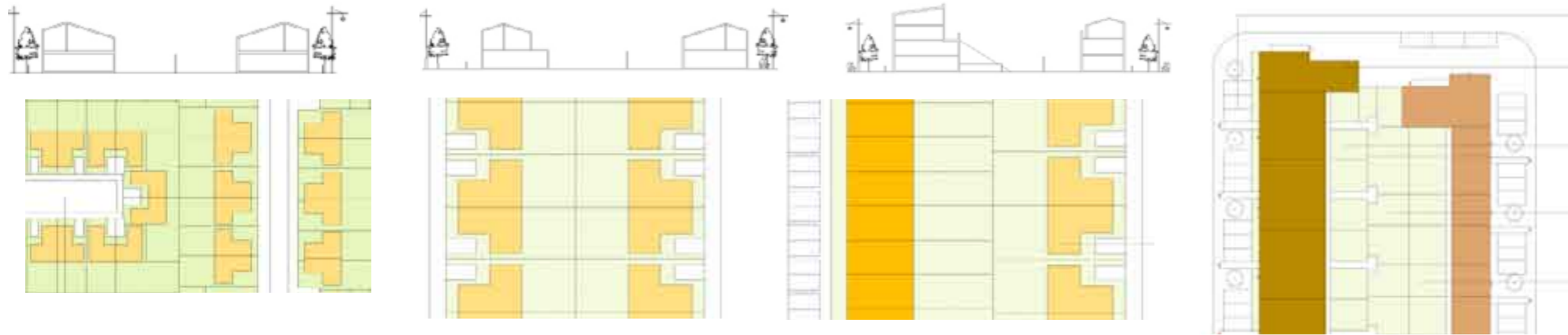
Note: All maps and diagrams in this document are for indicative purposes only



# Housing - Residential

## Design of Residential Streets

The mix of dwelling types and densities allows a variety of street typologies to develop within the core residential areas. Road widths, the presence of on-street parking, boundary walls to front gardens, etc vary as the transition is made from the higher density crust on primary routes to the lower density cores of semi-detached dwellings arranged around shared surface courtyards. The diagrams below illustrate the variety of street typologies that can be developed from the residential layout as proposed.



### 1: Lower density dwellings

The majority of rehousing needs for the existing population will be accommodated in lower density housing clusters comprised of semi-detached two-storey dwellings with in-curtilage parking as outlined later in the document. These areas form the core to the redevelopment and yield approximately 30 dwellings per hectare.

### 2: Low-medium density dwellings

A combination of duplex and simplex units as well as terraced townhouses will provide supervision to open spaces within the core network of lower density dwellings, and also provide street frontage to key routes linking the residential areas to the main movement corridors. These typologies provide a range of alternative dwelling typologies for use in both private and social aspects of the regeneration at a low-medium density yield of 38 dwellings per hectare.

### 3: Medium-high density dwellings

To provide the necessary urban form and streetscape to the new movement corridors within the regeneration area, medium-high density typologies such as apartment over duplex or duplex over duplex will be used achieving residential yields of 48 dwellings per hectare. As well as providing a strong built fabric and supervision, these typologies facilitate the intensification of residential densities within the lifetime of the plan.

### 4: Town centre higher densities

Within the mixed use town centre areas, dwellings over non-residential uses will provide a mixture of duplex and apartment typologies for the private housing sector. In order to achieve the desired residential population of the regenerated area, and in keeping with the average four storey height of this area, the town centre will operate at 57 dwellings per hectare.



Different residential typologies can create a variety of street frontages



Adamstown, Dublin



Cherry Orchard, Dublin



Hanover Quay, Dublin

Note: All maps and diagrams in this document are for indicative purposes only



## Housing - Residential

**Housing amenity**

All residential development will seek to provide balanced private, communal and public open space within the regeneration area that will include a range of open spaces including balconies, patios, roof gardens, private gardens, communal gardens, as well as public parks and open spaces. All homes will be flexible enough to allow internal layouts and rooms to be changed or expanded without fundamental restructuring or rebuilding work. Where it is feasible, the buildings will be adaptable enough to allow changes of use and extensions without fundamental restructuring or rebuilding of existing buildings. The residential redevelopment will meet or exceed guidelines set out in national, regional, or local policy guidance including:

- Residential Density Guidelines (1999)
- Regional Planning Guidelines (2004)
- Limerick County Development Plan (2005)
- Limerick City Development Plan (2004-2010)
- Quality Housing for Sustainable Communities (2007)
- Sustainable Residential Development in Urban Areas Consultation Draft Guidelines for Planning Authorities (February 2008)

**A Tenure Blind Neighbourhood**

One of the main principles of the regeneration of the area is that the units would not display in any way the tenure of the development. To this end 'parcels' should be a mix of private, public and affordable tenures where possible so that the same design hand is responsible for the delivery of various tenures.



*Variety of Open Space Types*

**Retirement housing**

The Vision Statement (Jan 08) proposed the inclusion of retirement housing to be provided as part of the new town. The complexes will have a mixture of dwelling types that will be centred around a courtyard. It will provide additional security for residents but be close to all amenities, with a common area for the provision of meals-on-wheels and to allow for social interaction within the complexes and the immediate neighbourhood. Facilities for services such as hairdressing, public health nurse, doctor and chiropodist will also be included.

In providing the retirement housing, the objective of the Plan is to:

- provide good quality, secure homes, located close to services and town activities
- provide homes which contribute to the quality of the streetscape of the new town development

A development of retirement homes is proposed for a site adjacent to Watch House Cross Square.

This will be subject to detailed design proposals as the site is developed, The homes beside Watch House Square will be accessed from the courtyard but could be built above a ground floor level of shops which face onto the square.



*Retirement housing at Watch House Cross*

**Traveller accommodation**

The Traveller accommodation at Long Pavement will not be altered by development proposals. The lands surrounding it will form part of the new regional park and will have further landscaping as part of the design.



*Bowling Green*



# Housing - Residential

### Development densities

Best practice in terms of sustainable urban design promotes high density development in urban areas adjacent to public transport and facilities. The current draft Department of Environment, Heritage and Local Government Guidelines on Sustainable Residential Development in Urban Areas sets out a minimum density of 50 dwellings per hectare in areas adjacent to public transport corridors (i.e. sites within 400-500m of a bus or light rail stop). The property market conditions in the wider Limerick area, including the supply of houses available and the number of houses which have planning permission for future construction, makes it likely that the most optimistic assumption on the number of private houses which could be sold in Moyross in each year is approximately 120-130. This suggests that achieving a high proportion of new private residents in the development will be slow or difficult in the short term. Allied with the negative perception of the area, the market for new private dwellings in the earlier phases of redevelopment will be very price sensitive and so the lower overall number of dwellings as outlined above is seen as the base figure required for achieving the aims of the Proposals.

The Proposals however, include provision for increasing housing densities and varying the dwelling mix as reviews of the plan and market conditions may require. This affords the Proposals a robustness which will allow the Regeneration Agency room to vary development over time as may be necessary, and which will remain valid for the regeneration under a range of conditions.

As previously outlined, the regeneration Proposals seek to redefine the tenure mix in the Moyross area through the redevelopment of residential areas in such a way as to provide an 80:20 private/affordable to social rented dwellings over approximately 2,000 dwellings. This means a residential density of 45 dwellings per hectare across the 44hectares. of the regeneration area available for residential development. To achieve this whilst still meeting the needs of the existing residents, will require the use of a range of different residential densities. As a general strategy, this can be described as the provision of higher density edges to development plots adjacent to key access routes that contain core areas of lower density comprised, for the most part, of clusters of semi-detached dwellings.

### Locating residential densities

Residential densities are varied across the site, placing higher densities closer to amenities and main routes. The general organisation of residential density in Moyross is set out in the Prosposals below. The form which each of the different levels of density will take is outlined in the following section.

### Density Intensification

As previously outlined, the regeneration of residential areas at an average of 47 dwellings per hectare is below the minimum density recommended by the Department of Environment Heritage and Local Government for sustainable communities, which recommends the minimum sustainable residential development of 50 dwellings per hectare. Such a density would require 2,200 dwellings be provided, an additional 260 dwellings above that outlined in the current Plan. Residential proposals will allow adaptability and flexibility in buildings and infrastructure to respond and adapt to the changing needs and expanding spatial requirements of their inhabitants and users including the possible intensification of residential densities, which it is felt should be encouraged.

There is a need to promote as much new residential development as possible in order to help drive the regeneration by:

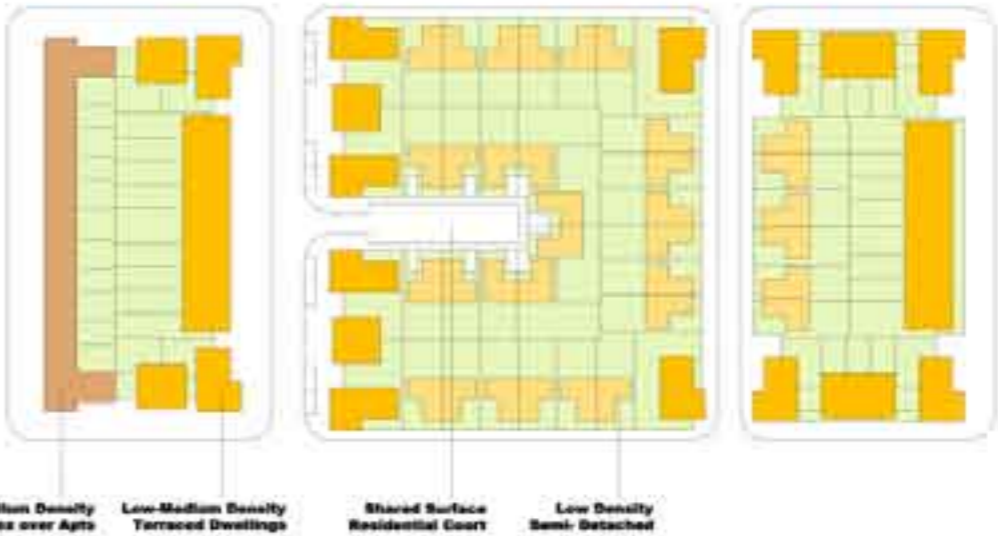
- providing the local market to stimulate the provision of commercial services and facilities which add to the activity of the area
- to improve the viability and speed of delivery of infrastructure and services e.g. efficient public transport
- to help promote the perception outside the area that change is occurring
- a greater number of residents living in the area would help to promote a vibrant public realm and contribute to civic behaviour and safer places

### Impact of Intensification

While the Plan assumes the use of blocks and typologies as previously described, the desired intensification of residential development densities would require the use of alternative block arrangements and typologies as illustrated here. Depending on the intensification desired, whether to achieve an average of 50 dwellings per hectare or above, the use of combinations of the above typologies would enable the redevelopment to still meet the majority of current and necessary objectives including the designing out of unsupervised public spaces, routes, etc and the retention of key views to the Clare Hills from within the regenerated area.



Plan showing the distribution of residential densities across the site



Example of dwelling densities within a typical residential block

Note: All maps and diagrams in this document are for indicative purposes only



The main method of increasing residential densities would be reducing the number of semi-detached dwellings. This however need not mean the exclusive provision of apartments or duplexes, but might rather be achieved through the use of terraced dwellings of either two or three storeys, depending on the required residential mix. A reasonable intensification of the residential land use could be achieved without clusters of dwellings becoming too large or terraces too long. In-curtilage parking might also be reduced in order to achieve a more intense land use.

If greater densities are required, it might become necessary in places to provide occasional pinch points through which vehicular traffic is not allowed, however, these would not be laneways and would have supervision from all sides with sufficient width for emergency vehicular access. Communal open spaces within courtyard blocks in private sector ownership would also allow the intensification of residential densities.

The block typologies and indicative street layouts reproduced here are for illustrative purposes only to show how such an intensification may be achieved within the key objectives of the residential design previously described.

Ensuring Design Quality

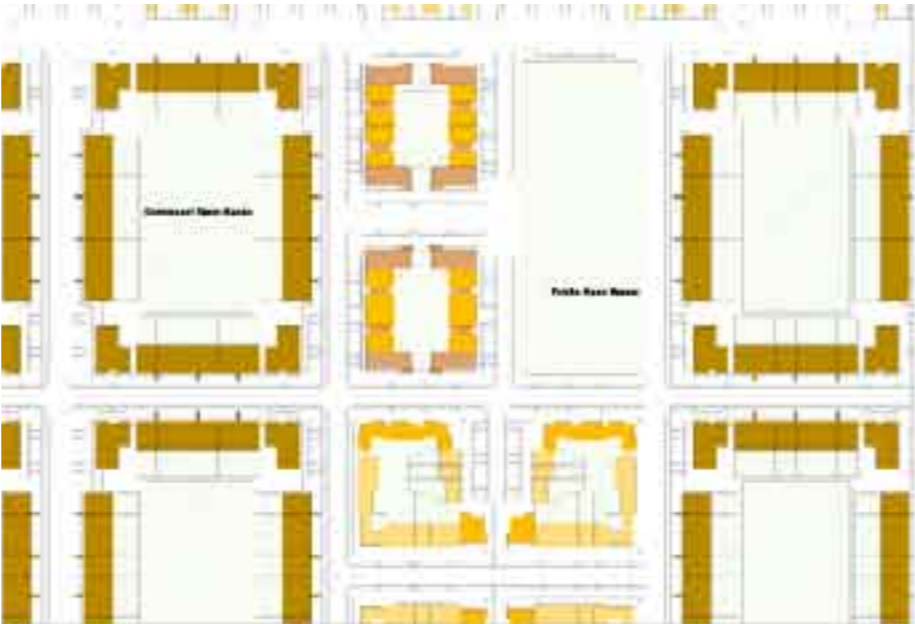
The final quality achieved in the regeneration will be very dependent on the detail of the proposals. It is a key objective of the masterplan to promote design excellence for the buildings and public realm of the new neighbourhoods.

Design Codes

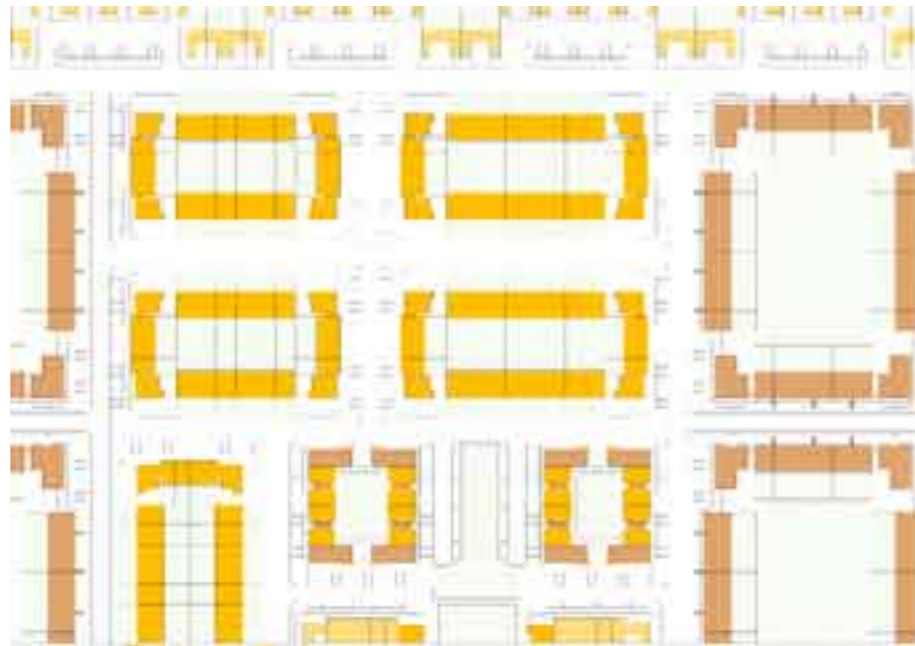
Materials used in the development should add to the value of new housing, have a degree of consistency, be appropriate for the locality and be sufficiently robust. Following approval of the Proposals, the Agency will commission a ‘Public Realm and Architecture Design Guide’ which will set out standards for the design of landscape elements in greater detail. This will deal with issues such as appropriate materials and detailing, quality of materials for buildings and will deal with issues such as paving, signage and street furniture for the streets and landscape.

Designing out Crime

As outlined in the introduction, the issue of crime and anti-social behaviour when considering the design of public space will be critical to the success of the regeneration. The design of public spaces should be the subject of ongoing review during the detailed design and construction stages with participation by estate management and Gardaí, auditing designs from a crime and safety point of view.



Plan showing increased residential densities



- Higher Density
- Medium-High Density
- Low Medium Density
- Lower Density

Plans describing possible block layouts to increase residential densities

A draft of the Plan was reviewed by an acoustic engineer with a view that the Plan proposals should ensure that the development in its construction and use will not result in unreasonable constraints upon the development of surrounding existing communities, and local residents as well as farm live stock and wildlife or conflict with the enjoyment of areas used for informal recreation.

Locations of buildings and uses were considered to avoid disturbance from rail and road infrastructure.

Street planting proposed throughout to minimise noise. ‘Screening’ landscaping or building uses proposed at boundaries with rail and new road.

Housing layouts allow for a 10m wide offset from rail line, available for screening.



5.1.3 Link

5.1.3.1 Connections

There are existing physical barriers in different areas of the site and as part of the key objectives of the project, creating connections across these will be important.

Making new streets

The lack of connections to the Cratloe Road across the south of the site is one of the biggest obstacles contributing to the physical isolation of Moyross from Limerick City Centre. The proposed street layout Plan shown on this page outlines an route for a possible connection. This route could in time also facilitate more extensive public transport connections/network for the area as a whole. The development of any such route will be on a phased basis and will have to take account of the needs of the Limerick Institute of Technology Moylish campus community.

Connections while important can also be very contentious particularly new ones. The development of new infrastructure and access routes will require extensive consultation and discussion with the key stakeholders in the area, including the Limerick Institute of Technology and adjoining neighbourhoods. Any development involving this connection can only progress with the agreement of and to the mutual benefit all stakeholders.

In light of this the Regeneration Agency is proposing to facilitate the creation of a local forum involving Limerick Institute of Technology, Thomond Park, the Gardaí, residents and Limerick City Council with the aim of developing a long term agreed action plan for the area between the Limerick Institute of Technology Moylish campus and Thomond Park.

The proposed new road will require a variation to the City Development Plan.

Crossing the rail line

The Limerick – Ennis rail line currently segregates the northern part of the estate from the southern areas and the community services, requiring residents to walk a long distance to access the childcare facilities for example.

It is proposed to develop two new connections across the rail line. The first is a decked structure with full vehicular access which will cross at the Town Square and which forms part of Main Street. This connection will allow the continuous route of Main Street to connect through the whole estate and will improve the access of the northern residential areas to the Town Centre. This bridge should be designed as a street as much as possible so that people travelling along it do not realise they are crossing the tracks. .

‘The new Moyross will promote connections between people, between communities, to work opportunities, to places to learn and to places to have fun. The physical Plan sets out the routes and services required to create a place with better access for all.’

This could be achieved by placing small, lightweight retail kiosks and the station entrance on top of the bridge, hiding the necessary parapet walls and the feasibility of this will need to be agreed with Irish Rail The second connection forms part of the Linear Park to the west of Town Square. This is an important part of a green amenity connection, connecting the western residential areas to the Regional Park. Due to the topography of the site in this area it is proposed that this will be a bridge for pedestrians and cyclists only. As the Plan has the general ambition of avoiding pedestrian-only routes, the design of this bridge should be handled carefully, and good visibility with overlooking of the green spaces on either side will be important.

Pedestrian and cycle routes

The new streets of Moyross are proposed to have sufficient space, quality of design and materials and activity to make them attractive places, encouraging walking. In addition to this it is proposed that the district will have a further network of safe and attractive cycle and pedestrian routes connecting services, amenities and dwellings. These will run through the linear park, connecting it to the western areas, through the rejuvenated Hassett’s Cross connecting to the south and the river banks, and throughout the Sports Park and Regional Park. The Regional Park will also have ‘Trim Trails’ for use as an active exercise route. The proposed network of cycle routes is set out in further detail below.

Accessibility

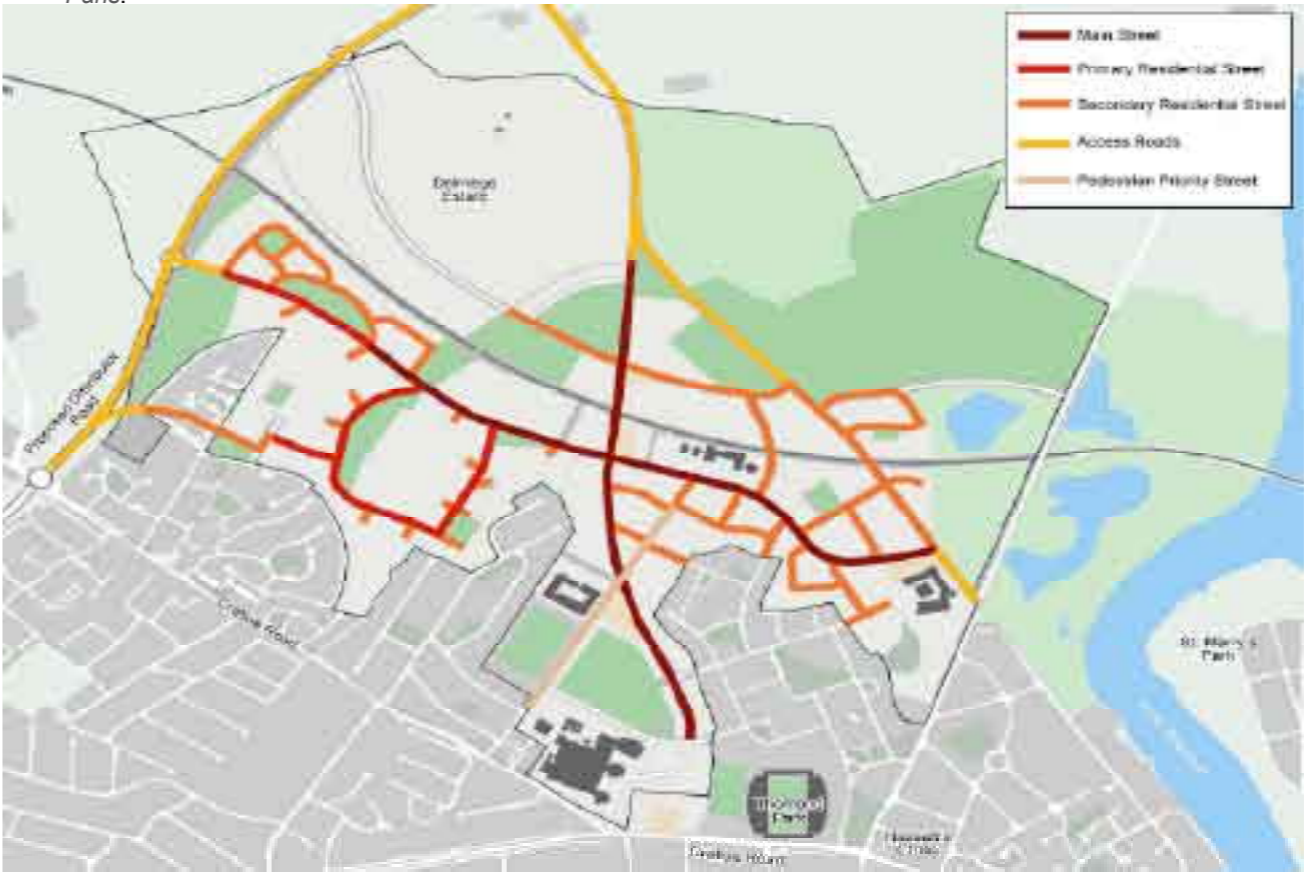
While all new buildings are required to comply with accessibility requirements, there is not yet a similar comprehensive requirement for public spaces. In the new Moyross, all new streets and public spaces will be assessed during design to ensure that they meet the requirements of universal access, for example by ensuring that streets with slopes greater than 1:20 are avoided and adequate resting places are incorporated for wheelchair users. An Inclusive Design Champion could be assigned to ensure that these issues are considered during design.



Example of pedestrian link in a linear park, Promenade Plantee, Paris.

To manage the impact of traffic generated by the development upon the existing transport infrastructure and the community a traffic assessment must be carried out (content to be in compliance with EcoHomes 2005 guidance).

Mitigation measures identified in the assessment will be incorporated through the provision of infrastructure, amenities or services which will be of community benefit.



Plan showing the proposed hierarchy of streets in Moyross

Note: All maps and diagrams in this document are for indicative purposes only

**Character of Streets**

The objectives in the design of the streets are:

- to create a street network of streets with a clear identity, hierarchy of importance and choice of routes.
- to design streets as pleasant places in themselves, which are interesting to walk on or conduct business in
- to avoid features which could allow anti-social behaviour or criminal activity

The diagram on the previous page shows how the hierarchy of streets is organised ranging from the main streets (Main Avenue and Main Street) down to the smaller streets of the residential areas. The following pages describe the character proposed for the different streets.

**‘Main Street’ (Limerick Institute of Technology connection)**

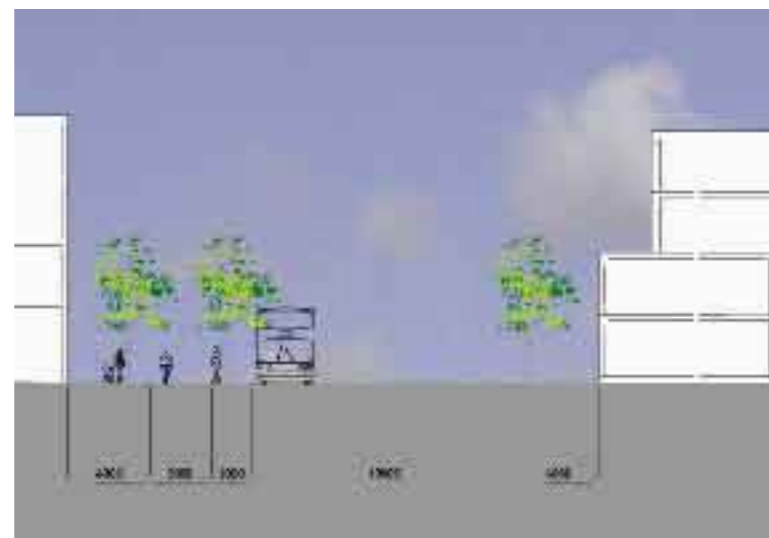
This will be the new central ‘spine’ of Moyross off which the other streets and services are accessed. It forms an important connection to the national route of Cratloe Road and a more direct access to the city centre. It will create a connection with Thomond Park, allowing a wider area to benefit from the activity and life this will bring. On match days there is the potential for this to become a promenade route for those arriving from the north and west. It will provide a direct link between LIT, the town centre and the sports facilities, an important consideration for the viability of the facilities. It will run along one side of the Town Square, and become the focus for the activities of the centre. This street is proposed as having a boulevard character with a safe, civic character and ‘events’ along its length where it opens out to form civic spaces such as ‘Learning Square’. The high point to the south of the Town Square has the potential for great views of the hills to the north and building heights should be controlled to allow this.

The suggested width is approximately 22m, which is similar to O’Connell Street in Limerick. The building heights are proposed as approximately 4 storeys, so that the street benefits from the activity that dwellings at upper levels will bring and also so that the street has a sufficient sense of enclosure with the proportions of a traditional town street.

Active uses such as shops are to be encouraged as much as possible, with the potential for uses appropriate for LIT (bookshops, cafes) at the southern end. Where LIT facilities abut the street they should use front doors where possible to add to the safety and activity of the street.



*An illustrative view of Main Street, looking north*



*An illustrative section through Main Street*

**‘Main Avenue’ (east-west connection)**

This will be an important connection to the west of the district, ending the cul-de-sac condition by connecting to the new distributor road. The alignment follows the existing road which creates a benefit in terms of construction and phasing.

This should be designed as a predominantly residential avenue, taking advantage of its topography to create an interesting space with views of new public areas and the surrounding countryside. Its character changes along its length, from a higher density with active uses at the ground floor to lower density residential with front gardens to the west.

**Children’s Street**

Children’s Street is proposed as a traffic-calmed or shared-surface street, where children and pedestrians will feel safe and have priority over vehicles.

It takes advantage of the near location of Corpus Christi NS, St. Nessian’s Community College and LIT to connect up places associated with youth and learning. It provides a safe connection to these education facilities from the Town Square and to the wider residential areas to the south.

Other uses focused on children are proposed to be located near or along the street to build up this character, such as the childrens’ spaces of the community centre, the youth facility, a playground and a childrens centre.

There is the potential that a ‘Percent for Art Scheme’ could be utilised to create playful and imaginative street surfaces or opportunities for play to give the street a unique identity and promote it as a local landmark place.

**Secondary Residential Streets**

These are the streets which create organisation and orientation in the residential areas. They will have dwellings with front gardens opening directly onto them and should be greened as much as possible. Integrating sustainable urban drainage into their design such as planted swales should be considered.

**Minor Residential Streets**

These are smaller scale appropriate to the predominantly semi-detached houses which front onto them. They are well-overlooked and have a sense of protection from the dwellings. They will be either shared-surface or traffic calmed, making them safe for younger children to play.



Transport

5.1.3.2 Transport

In order to improve integration with the existing urban grid surrounding Moyross, as well as improving access to public transport networks, the site will be designed to provide permeability across its boundaries. The following sections will describe the existing situation in Moyross and the key transportation proposals.

Public Transport

The Moyross area is currently served by the No. 304 bus route, which operates between Raheen and Pineview Gardens via the city centre. Pineview is served every 40 – 50 minutes during the morning and evening peak for local journeys.

The No. 302 Caherdavin bus route operates via Brookville Avenue and Hassetts Cross to the city centre and passes close to Moyross. This service runs every 20-40 minutes during the morning peak and every 20 minutes during the evening peak. The existing public transport routes can be seen to the left.



Proposed public transport

Existing Bus Network

The provision of the Limerick City Green Route Project will be one of biggest public transport projects delivered in the city for a number of years and it will bring the city in line with the other major gateway cities in Ireland (i.e. Galway, Cork, Waterford and Dublin) in terms of providing its citizens with a reliable high quality public transport service.

Proposed Bus Service

It is proposed to link Moyross into the Western Corridor of the Limerick City Green Routes via priority measures enabling buses to avoid traffic congestion.

The proposed bus service will have sufficient capacity to meet the anticipated demands of Moyross as the regenerated area is constructed. New home owners will have safe and direct walking and cycling routes to all major public transport nodes. As long term future development in the wider area is unknown all secondary and major access roads are considered as potential bus routes and space will be provided to allow the introduction of dedicated bus lanes.

There should be comfortable, lit, overlooked and safe waiting areas in key locations with access to real time information. Details of the proposed public transport links can be seen in the diagram to the left.

The level of bus service provided would benefit significantly by the provision of real-time information for passengers using this service. This information would give estimated time of arrival for bus services and any delays etc.

This system would operate on the basis of utilising a GPS system installed on the bus fleet which would track and relay information to the bus stops across Limerick City.

As discussed, it is proposed to link Moyross into the Western Corridor of the Limerick City Green Routes via priority measures enabling buses to avoid traffic congestion. This proposed bus corridor will allow for the future proofing of a BRT (Bus Rapid Transit) system with real time passenger information facilities through the public transport corridor.

BRT essentially comprises a bus vehicle with tram-like characteristics in terms of the passenger experience. A BRT system consists of the following essential elements:

- On-street infrastructure: Priority vehicle infrastructure along the BRT corridor, consisting of ‘whole route priority’ measures and bus ways (with operational qualities similar to tramways)
- The vehicle: An articulated bus vehicle with the appearance and general qualities of a tram – but running on-street on rubber tyres, not a fixed track
- Automated ticketing system: It is essential for purposes of dwell time at BRT stations that the time taken to purchase tickets is minimised; thus, automatic ticket machines are to be provided
- Enhanced waiting facilities: BRT station waiting facilities will need to be of a high quality, incorporating real time passenger information and high specification shelters. Waiting areas/stations are provided at an average spacing of 500m

The capacity of BRT is dependent on:

- Vehicle size
- Frequency of service
- Segregation of route to ensure reliable journey speed to maintain timetabled service

Typical BRT capacities would be in the region of 3-5,000 passengers per hour.

Train services

At present accessibility is constrained by the single track Limerick to Ennis railway line which runs east to west across the regeneration area. A number of new rail crossings will be required to provide the best possible permeability for pedestrians and vehicles.

Irish Rail are currently upgrading the western rail corridor of Ireland and space will be provided within the regeneration area to allow for double tracking of the existing line. A rail platform and station is also proposed for Moyross which will provide an alternative for passengers travelling to and from Limerick. This rail service will also include extensive parking facilities for Limerick residents on intercity connections and for commuters into Limerick City who wish to avail of the high quality bus service proposed for Moyross.

Note: All maps and diagrams in this document are for indicative purposes only

Cycle Networks

Pedestrian and Cycling Networks

At present, pedestrian access within Moyross is largely based on the use of footways adjacent to the vehicle carriageways with some off-road footpaths. There are limited formal cycle facilities within the area.

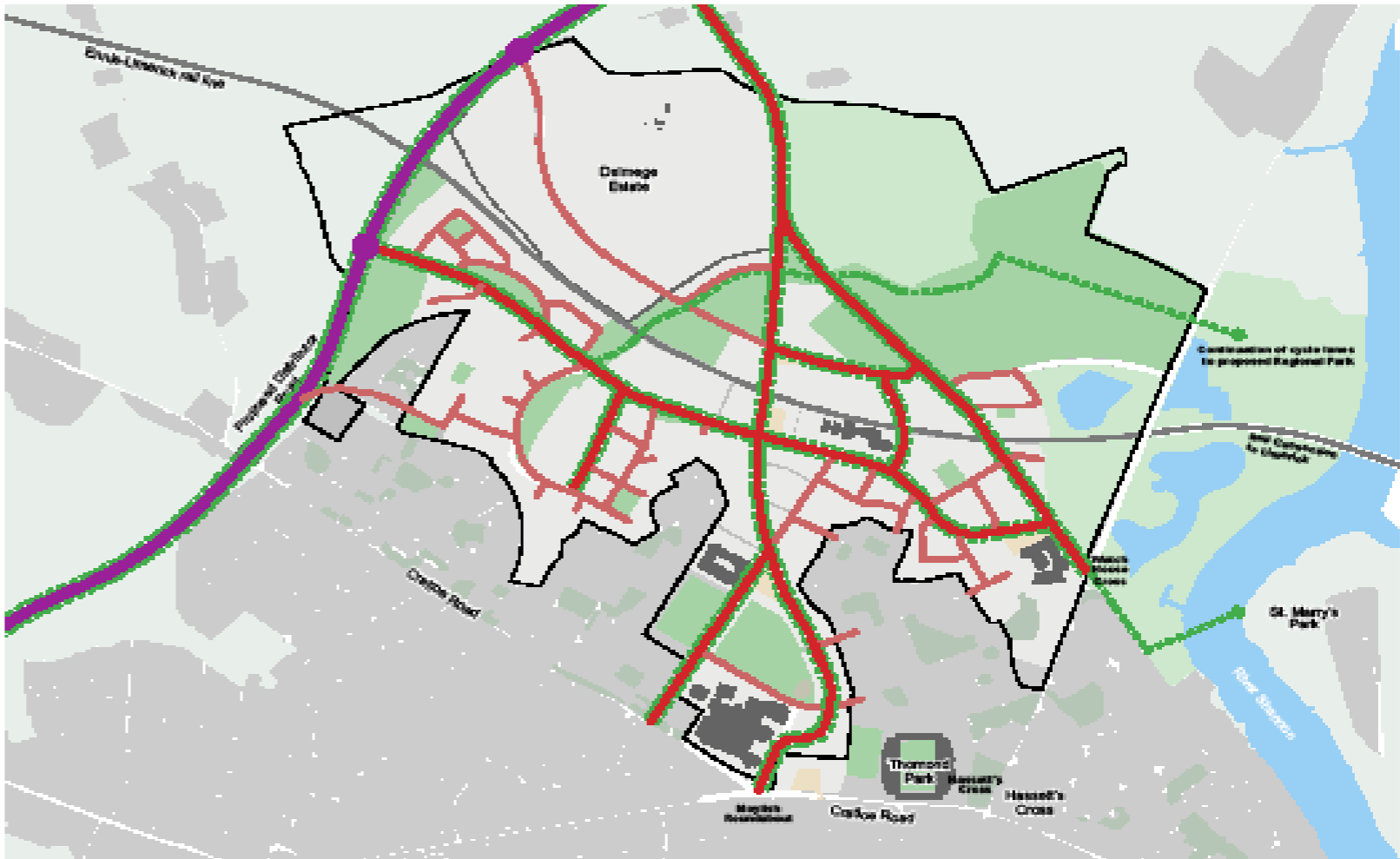
This Plan is designed with a strong focus on the provision of a dense and attractive pedestrian and cycle network. This is considered to be one of the most important elements of the proposals, as it will enable:

- a) the necessary conditions to encourage high levels of pedestrian and cycle journeys to and from LIT and Limerick City
- b) the desired quality of the public realm that will ensure its attractiveness and therefore, will contribute towards longer dwell times, hence minimising the impact of peak travel periods

In addition to the cycle network it is recommended that there be at least one cycle storage space per dwelling, with two cycle storage spaces for larger dwellings of three or more bedrooms.

The proposed street network will provide a high quality public realm with a good choice of pedestrian routes connecting to services and places, direct safe crossings at points where pedestrians want to cross and best practice traffic calming design measures. Pedestrian and cycle paths will be well sign-posted to aid way-finding and encourage walking and cycling. Residential areas will be designed with streets to be places for people, instead of just for motor traffic.

Secure cycle storage facilities provided at central communal areas across the site with designated storage at local facilities and transport nodes.



Cycle routes

Note: All maps and diagrams in this document are for indicative purposes only



Roads

Vehicular Access Strategy

At present, Moyross has only one major connection via Knocklisheen Road which joins with the Killeely Road at Watch House Cross. There are no vehicular access points to or from Moyross on any of the southern, northern or western boundaries resulting in poor permeability.

In order to improve integration with the existing urban grid surrounding Moyross, as well as the best possible access to public transport networks, the site will be designed to provide permeability across its boundaries.

The plan proposes that vehicular access is very important to the economic and social success of the area and access to Moyross should be sought from the following roads:

- Killeely Road
- Proposed Coonagh to Knocklisheen Distributor Road
- Knocklisheen Road

At present there are two bridge crossings over the railway line and one level crossing. As part of the internal access strategy, another bridge crossing is proposed over the existing railway line. In addition to this it is proposed to upgrade the two existing bridges to adhere to the relevant safety requirements and to allow for double tracking of the existing railway line. These proposed bridge crossings are essential for the success of the strategic and local road networks.

Road Hierarchy

It is envisaged that the development will have an internal network of links serving different functions, with different character and typology.

The suggested widths for the different links are based upon guidance provided in ‘Manual for Streets’ (DfT 2007). The proposed road hierarchy can be seen in the diagram to the right.

National Road Network

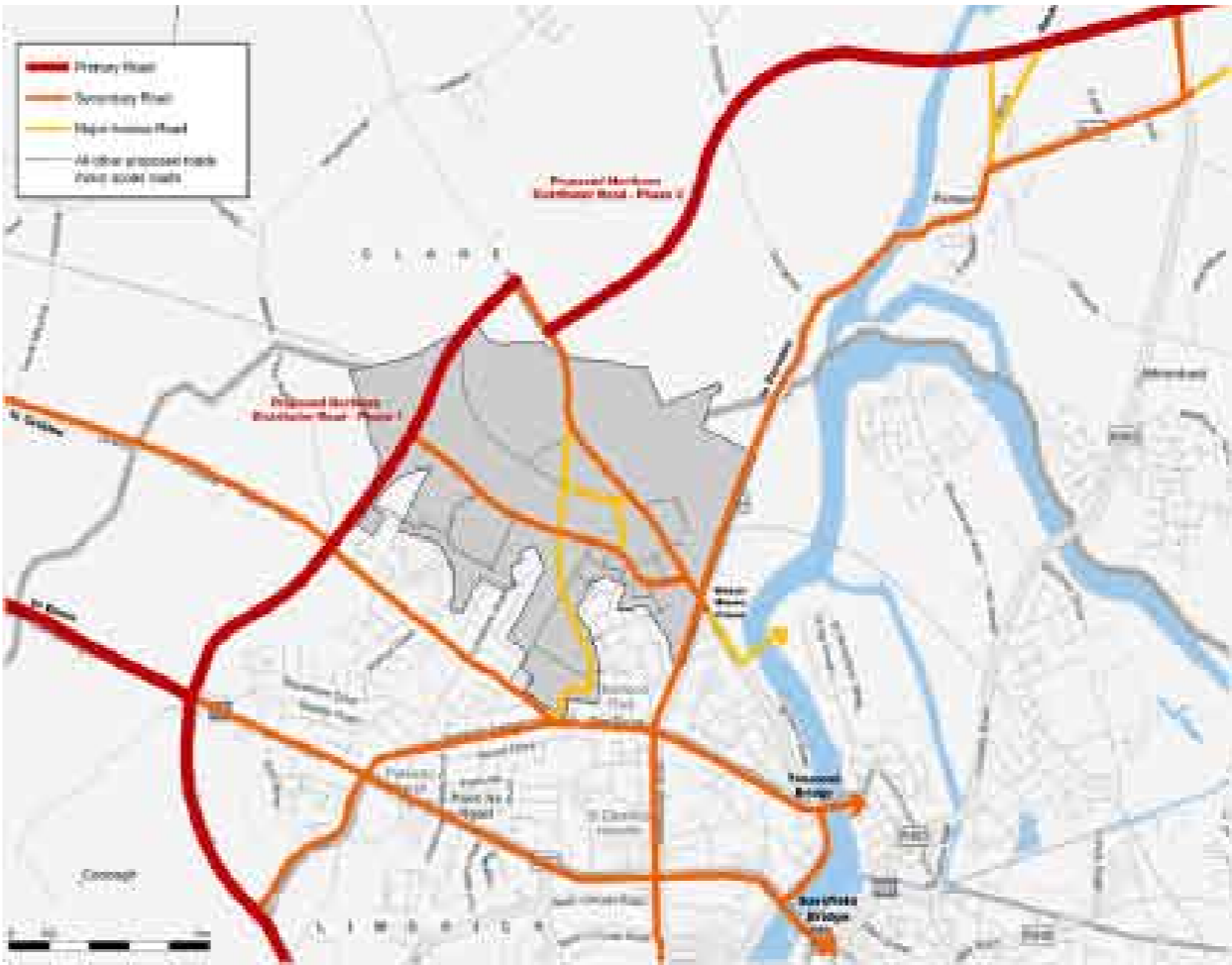
The proposed Northern Distributor Road from Coonagh Roundabout to the Knocklisheen Road is considered as the only national road network link in the regeneration area. This will be an urban dual carriageway which will quickly move traffic in and out of Moyross through three regional road network connections at the Old Cratloe Road, the Western node and the Knocklisheen Road. This will cater for a large portion of general traffic to and from the area and will also cater for pedestrians and cyclists.

Regional Road Network

These will include the east-west link bisecting the area and running through the town centre and three other regional road network links in the surrounding area, namely; the Knocklisheen Road, Old Cratloe Road and the Killeely Road. These regional road network links will cater for the majority of general traffic to and from the development. The national and regional road network links will allow traffic to quickly enter and exit Moyross and filter through-traffic away from the town centre.

The proposed east-west link should have the following features:

- Frontages close to the road, to enhance the urban feel of the link
- On-street car parking can be accommodated where visibility requirements are met
- ‘Traditional’ 3 lane road with alternating right turn lanes/ landscaped central median with parallel footways (minimum 3m wide)
- Normal or low kerbs with clear distinction between uses and identification of pedestrian crossing points



Road hierarchy

Note: All maps and diagrams in this document are for indicative purposes only

Traffic Calming

Local Collector Roads

Serving 200–800 dwellings approximately, Local Collector Roads will create permeability throughout the site connecting the regional road links to each other. The proposed local collector roads should have the following features:

- Frontages close to the road, to enhance the urban feel of the link
- ‘Traditional’ 5.5m kerb-to-kerb with parallel footways (minimum 3 metres wide)
- Normal or low kerbs with clear distinction between uses and identification of pedestrian crossing points
- Variations in horizontal alignment to add to traffic calming effect
- On-street car parking can be accommodated where visibility requirements are met
- 200 – 400 dwelling should have a minimum of two linked access points to the wider road network
- 400 –600 dwellings should have a minimum of four linked access points to the wider road network
- 600 – 800 dwellings should have a minimum of four linked access points to the wider road network
- Development access/frontage permitted
- Car parking on local collector roads may be on-street parallel, or access and egress in forward gear only
- 50kph (30mph) design speed
- May accommodate a bus route
- Speed restraint measures for local collector roads required as per Table 7.2 of the Department of Transport ‘Traffic Management Guidelines’, 2003

Major Access Road

Serving 50-200 dwellings approximately, these roads:

- Should have two linked access points to the wider road network or if a link is not possible or feasible, a single access point serving an internal loop
- Development access/frontage permitted
- A maximum of 50% car parking on the major access road may be in-curtilage with the remainder of major access road parking on street parallel and/or perpendicular in designated locations
- 30kph (20mph) design speed
- 5.5m maximum carriageway width (6m where perpendicular parking)
- Entry treatment required
- Other speed restraint measures required for major access roads as per Table 7.2 of the Department of Transport, Traffic Management Guidelines, 2003

Minor Access Road

These serve up to 50 dwellings approximately and:

- May be cul-de-sac, link or loop;
- Development access/frontage permitted;
- Parking may be in-curtilage and/or on-street parallel or perpendicular in designated locations;
- 30kph (20mph) design speed;
- 5.5m maximum carriageway width;
- Entry treatment required to housing areas;
- Other speed restraint measures for minor access roads required as per Table 7.2 of the Department of Transport, Traffic Management Guidelines, 2003.

Traffic Calming & Parking

Traffic Calming Objectives

Internally, it is envisaged that the movement pattern is designed in a manner which prioritises pedestrians in lower trafficked residential areas and on busier roads there will be dedicated pedestrian crossing points.

The inevitable conflict between pedestrians and vehicular traffic will be mitigated at key locations by traffic calming measures that may range from junction treatment to the overall design of the link. Traffic calming will form part of the detailed masterplan design rather than being retro-fitted after construction.

Available Traffic Calming Measures

The following measures have been considered as part of the Plan and should be considered further as part of the detailed design:

- Shared surfaces
- Surface treatment
- Horizontal and vertical deflections (chicanes, pinch-points, raised tables, etc)
- Buildings location and design
- Adequate provision will be made for off-road HGV/ delivery vehicle loading space for retail, commercial and industrial units
- A speed limit of 50kph will be maintained throughout the regeneration area
- Landscaping and on-street car parking

Parking

Parking requirements for the area should be in line with Table 12.5 of the Caherdavin Local Area Plan. The location of such parking will be such as to minimise pedestrian/vehicular conflict. The Planning Authority will require the provision of adequate off-carriageway car parking for new developments and where appropriate grouped parking arrangements, in accordance with the standards set out hereunder.

On-street Parking



Their provision should not adversely affect the amenities of the area whether by their location, layout or design. Particular attention to the parking needs of persons with disabilities is required in all applications for developments where the public have access. Operational parking (an area for delivery vehicles, loading and unloading) may also be required in some cases to service premises in accordance with standards set out below.

A transportation mobility management plan will be considered for the proposed sports facility, which would cater for events with high traffic volumes and make appropriate design considerations with regards to parking.

In assessing requirements for parking, consideration maybe given to the dual use of spaces i.e. where greatest demand for use of spaces do not coincide. Multi-storey car parking and dual/shared usage of parking by a number of users is encouraged. Parking design and layout shall be developed in accordance with Department of Environment, Heritage and Local Government, Department of Transport and Dublin Transportation Office ‘Traffic Management Guidelines’ (2003).

Limerick City Council recognises the need for the current standards to be applied flexibly and that a reduction in the parking standards may be appropriate taking into account the availability of passenger transport and public car parking, and the need to encourage the use of more energy efficient modes of transport.



## 5.1.4 Play

### 5.1.4.1 Open space

A series of key urban spaces are important to the Regeneration Proposals. These will be the focus for initial work and investment and will stimulate the process of the rest of the redevelopment. Their character and the daily life will be important in setting the standard for the rest of the development. The following is a brief description of how these spaces may appear and feel to use.



*'Moyross Square'*

- The new heart of Moyross
- Mix of commercial and community uses
- Well defined edges – overlooked urban feel in the manner of a traditional Irish town square.
- Adequate provision will be made for off-road HGV/delivery vehicle loading space for retail, commercial and industrial units



**'Moyross will be a place which offers a range of active and passive amenities. These will range from well-equipped sporting facilities to passive spaces for meeting, walking or relaxing.'**

*"Learning Square"*

- Provides a focus for uses associated with learning
- Creates a northern gateway for the Limerick Institute of Technology campus
- Will provide a new front door for St. Nessen's College

*'Watch House Square'*

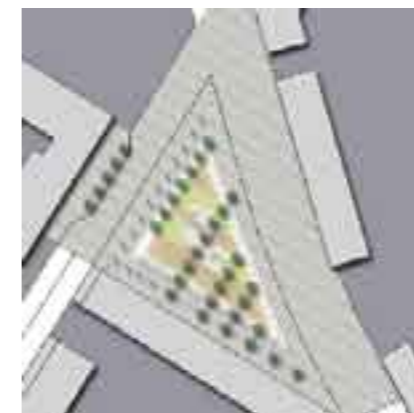
- Builds on the existing investment in a local commercial centre and a successful local library.
- Improves its character to create an open space with a civic feel while maintaining the security of businesses.

### **Regional Park**

The Regional Park provides the potential for developing links between Limerick City and the River Shannon not only as a resource for recreation, but as a resource for understanding and interacting with the ecology of the region. The Plan proposes that the Regional Park is well connected through to the residential and commercial areas of the district to provide a high degree of accessibility.



*'Watch House Square'*



play

5.1.4.2 Sports

Sports and Active Living

Limerick in general and, with the redevelopment of Thomond Park, Moyross in particular, enjoys a strong identity with sports. This is a great asset which can be built on as something to benefit the residents of the regeneration area, to enhance the identity of the area and create a strong attractor for visitors and athletes to the area. The key objective for sport in the Physical Plan is to provide high quality sports facilities which are easily accessible to the residents and workers in Moyross and the surrounding neighbourhoods and potentially wider.

The most significant part of the sports vision for the estate is the creation of a consolidated Sports Park area to the north of the regeneration site, providing sports and recreation facilities and spaces for a range of uses. This is an integral part of the promoting active living in the area, alongside the Regional Park, Neighbourhood Parks, cycle and walking routes. The Sports Park will cater for local needs primarily including all existing sports clubs in the area, some new clubs to the area, as well as potentially serving as a regional training facility. Detailed feasibility studies and the development of a regional strategy will determine the facility mix.

Local Sports Facilities

A Sports Centre with swimming pool, sports hall, fitness suite, dance studio, gymnastics area and handball courts will provide indoor facilities in the Sports Park area. A range of natural turf pitches, floodlit all weather pitches (full size and small sided) and changing facilities for use by a wide range of sports and groups will form the outdoor element of the Sports Park. Usage of such a facility will be optimised by the close proximity of primary schools, community college, third level college and municipal facilities in the new Town Centre.

There are a range of sports clubs currently based in the area or serving the area. These include Thomond Rugby Football Club, LIT Sarsfields GAAClub, Moyross United FC, Ballynanty FC, and Corpus Christi Boxing, Martial Arts and Kickboxing Clubs. These clubs will be accommodated within the Sports Park area and will

be supported in their development over the coming years by the newly appointed Sports Development Officers. The concept of sharing of facilities both within and between the various sporting codes lies at the heart of the Sports Park concept with the intention of maximising opportunities for people to participate in sport and physical activity, supporting the clubs to grow strong, whilst at the same time ensuring that all facilities are efficiently and effectively managed and maintained.

Possible Regional Sports Training Facilities

As outlined in the section on Economic Regeneration Chapter 4, the Thomond Park redevelopment creates a natural opportunity to develop a ‘sports cluster’ around Thomond Park in a planned and co-ordinated manner. The Vision Statement for the regeneration of Moyross (January 2008) referred to a proposal for a ‘state of the art sports park linking Limerick Institute of Technology to Munster Rugby and the GAA needs, local and regional’. Preliminary consultations by the Limerick Regeneration Agencies with Limerick City Council, Limerick Institute of Technology, University Limerick, Munster Rugby, GAA and FAI have begun to explore the viability of such facilities and whether Moyross could be a suitable location in the Limerick area. The Physical Proposals therefore provides for the option that in addition to the provision of high quality sports facilities for the local communities, there may be the potential development of regional sports training provision in the future with the sharing of facilities between the codes and local community provision. This and, all the other facilities identified above, will be subject to detailed feasibility studies.

Location in Plan

The siting of the park in the Proposal reflects a number of physical constraints which have been described previously. The proposed location also allows a number of benefits:

- Continuous amenity connection to the new regional park to the east.

- Close proximity to new proposed town centre within walking distance of Limerick Institute of Technology.
- The potential for the Sports Park area to bring activity to the new town centre by having a ‘front door’ facing a public space at the town centre.

Transport for sports facilities

The location proposed for the sports facilities benefits from close access to the new distributor road proposed connecting from the N7 (Cratloe Road) up to Knocklisheen Road to the north of the sports campus. There is direct access to the upgraded Knocklisheen Road.

The site is close to the new bus service proposed from town centre to Limerick City Centre and is also close to the proposed location for the new train station.

Sports facilities during construction

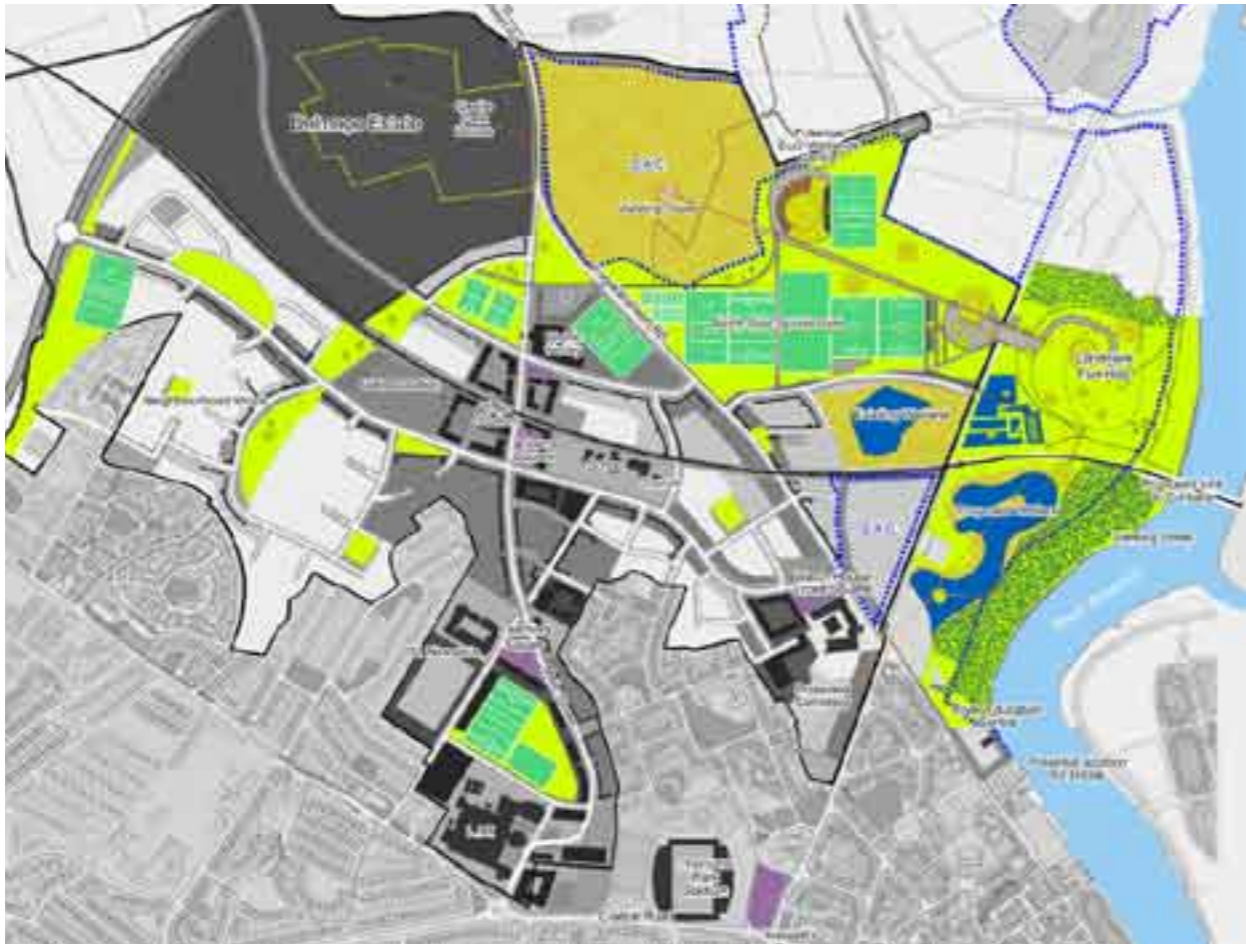
Where existing open spaces are required for construction of houses, any sporting facilities displaced will be re-provided in advance on other available land. It is proposed that construction of the pitches in the Sports Park area should form an initial phase of the work and that any relocation of pitches should be in their proposed final locations, avoiding unnecessary temporary arrangements.

Equestrian sports and therapy

The concept of a therapeutic and educational development through the medium of equestrian and horse care is a recognised method internationally of encouraging people to develop their self potential. The regeneration project is committed to facilitating the development of an equestrian facility for the northside of the city as part of this plan.



Open Space



Open Space

Existing Open Spaces

Large open spaces are prevalent throughout the estates of Moyross – with some 25% of lands being assigned to green space. These ‘greens’ are predominantly open, exposed spaces with little or no tree cover.

Although the open space is well above the current open space requirements (2.8 to 4ha per 1,000 Population – Limerick City Development Plan 2004), they are largely under utilised by local residents. Although the percentage of ‘green space’ available seems to be a good opportunity to promote outdoor play and social interaction, the opposite has been the case. The open spaces are subject to varying levels of anti-social behaviour and many of these areas are used for horse grazing of a ‘commons’ type nature giving rise to unsuitable areas for play.

Whilst safety concerns are proving an obstacle for promoting play within these green spaces, the existing residential layouts do not engage with adjoining open space which has further complicated matters. Many public greens are facing rear-gardens and boundary walls often have barbed wire or palisade type security fencing. The unattractive boundaries in combination with the absence of open space users creates a sense of unease.

Given the estate’s layout a number of ‘left-over’ spaces with little amenity value are common. These areas are difficult to maintain and although they add to the percentage of open space, they provide little or no value.

Proposed Open Space Strategy

To provide open space which will generate activity and a sense of pride a number of key objectives are proposed. These objectives will be applied throughout the entire regeneration area and will include the following:

- To create a strong ‘green network’ linking the regeneration area with a network of parks, public squares, ‘green routes/roads’ and ‘Childrens’ Streets’
- All open spaces to be well monitored by adjoining buildings
- To provide quality, safe open spaces for all ages and genders
- Creation of attractive and diverse characteristic spaces

Proposed Open Space Network

Various forms of connecting open spaces will be created within the Moyross and shall link beyond to the surrounding city. A ‘green’ arc will be created by providing linked neighbourhood parks which will extend from the proposed Regional Park through the heart of Moyross and beyond to adjoining suburbs.

Neighbourhood Parks and more formal urban squares will be connected by tree lined avenues. Cycle lanes will be located on all the main routes offering easy and safe access to the proposed open spaces. Most minor residential roads will be designed to accommodate an element of ‘play’ which can be easily monitored from adjoining properties. The planned lighting scheme will provide adequate light levels for all spaces and moreover will aim to enhance and stylise to form key characteristic areas.

It is envisaged that a palette of materials for all hard landscape elements (i.e. paving materials, lighting, street furniture, etc) will be selected and agreed prior to detail design stage. By conforming to a set palette of materials, this will ensure consistency throughout the regeneration zone and will in turn create its own ‘character’ in the local landscape.



Existing Landfill Site



Regional Park



Regional Park

Note: All maps and diagrams in this document are for indicative purposes only



play

While public and semi-private areas will function as spaces for social interaction, private gardens will be included as part of residential schemes with food production at a domestic scale being encouraged. Training will be made available to outline the advantages of home grown produce which will aid in encouraging this sustainable approach.

Some selective screening elements in the forms of visual/ noise barriers will be required to mitigate any potential negative impact of the existing rail line and the proposed bypass road.

Regional Park & Nature Trails

The creation of the park will create both a useable and manageable open space which will provide a unique opportunity to link Limerick City to the centre of Moyross.

The adjoining nature conservation area (Special Area of Conservation) will receive some necessary remedial works following agreement with the National Parks and Wildlife Service (NPWS). Controlled nature trails (in the form of boardwalks) are recommended for this designated site which will aim to promote awareness of wildlife/nature while also providing a circuitous walkway for passive recreation.

Sports Area

A series of proposed all-weather pitches adjacent to the Regional Park will cater for the requirements of local clubs, nearby institutions and local residents.

Neighbourhood Parks

Neighbourhood parks will be included at select locations throughout the regeneration area providing a variety of open, linking spaces. Given that the parks will be overlooked by adjoining properties, safe and interesting multi functional areas and playgrounds will be provided encouraging users of all ages.

Neighbourhood Centre and Community Nodes

Urban 'type' open spaces will be created in some of the main community nodes. Simple but effective designs/

layouts will provide a unique character which will encourage the establishment of a positive local identity.

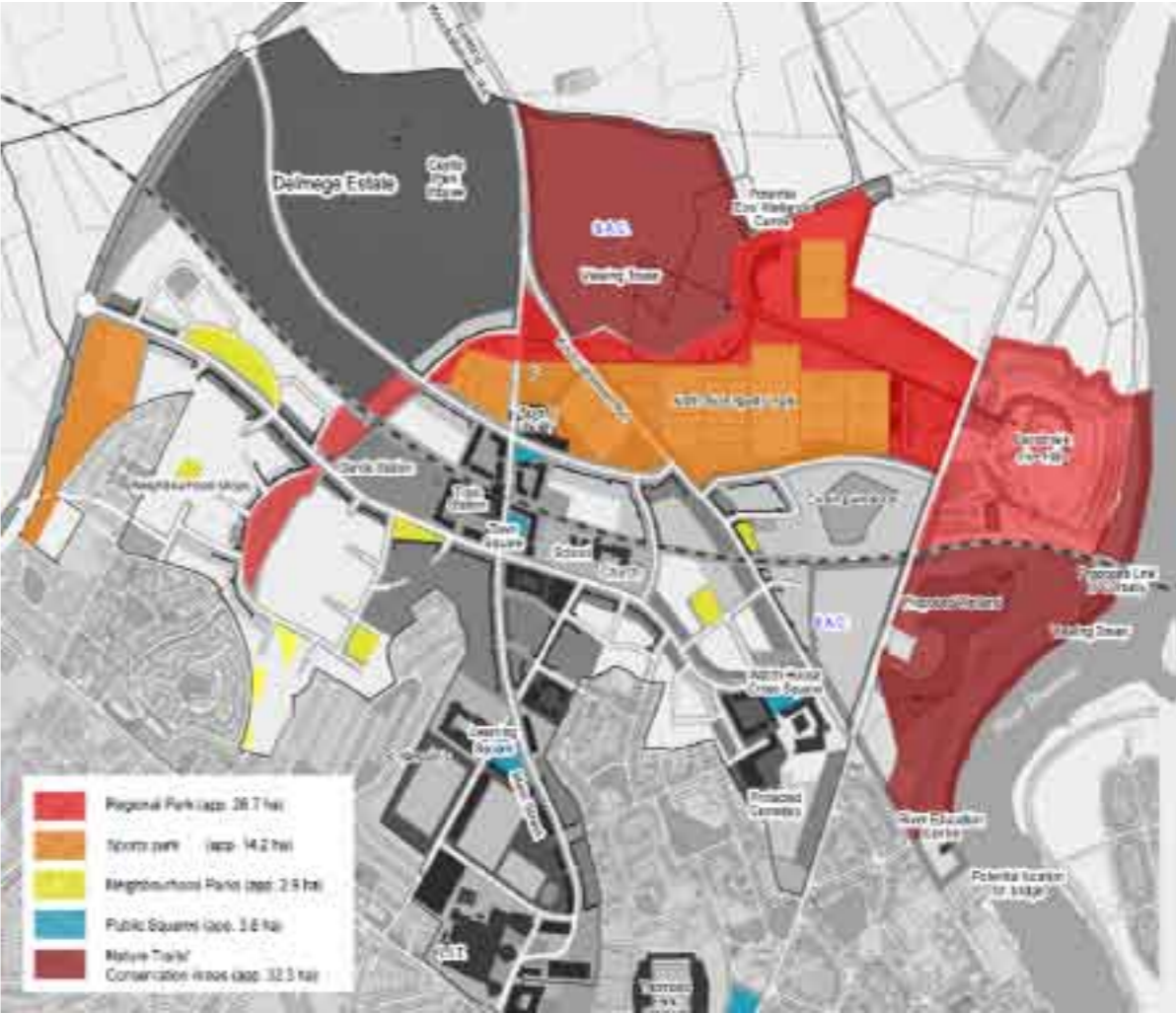
Streetscapes

A hierarchy of various street types will support the proposed use and assist orientation. Larger streets with bus and cycle lanes will be gradually down graded into shared surface streets defined later as 'Children's Streets' which will promote and encourage active play close to home.

Open Space Provision				
Note: All numbers per 1000 population	MOYROSS EXISTING (APP.)	LIMERICK CITY DEVELOPMENT PLAN, 2004	CAHERDAVIN LOCAL AREA PLAN 2000	MOYROSS PROPOSED*
General Provision	7.1 ha	2.8 to 4.0 ha	15% of total gross area or 4.0ha min.	9.52 ha
General Amenity Space	6.6 ha	1.02 to 1.62ha	1.6ha min	6.02 ha
Children Play Areas	0.2 ha	0.2 to 0.4 ha	0.8 ha min.	app. 0.9 ha
Sports Fields	0.5 ha	1.02 to 2.02 ha	1.0ha min.	app. 2.04ha
Urban Open Spaces	0.0 ha	n/a	n/a	0.76ha

\*App. Population: 5,044  
(Areas exclusive Nature Trails/Nature Conservation Areas)

Based on an Approximate Population of 5,044



Note: All maps and diagrams in this document are for indicative purposes only

*'Sport could potentially be a more powerful symbol of the regeneration than the physical development of homes, schools and businesses'*

Vision Statement  
Jan 2008



# Regional Park

## REGIONAL PARK AND NORTHSIDE SPORTS PARK



### Regional Park

Located on two former landfill sites the proposed Regional Park takes opportunity of the existing topography. The landfill located adjacent the River Shannon (some 18m high) and known locally as 'Long Pavement' will be transformed into a local landmark and become a symbol of the regeneration process.

This area is outside the boundary of the Regeneration Area, but it is considered timely and appropriate to include in the context of linkage between the newly regenerated Moyross and the city and as a signature amenity for Limerick City and the region.

The 'Five Hills' concept consists of five sculptural earth cones or craters which will be planted with a selection of ornamental grasses. The location and size of the hills will establish a unique spatial experience and will offer open and spectacular views towards Limerick City, Thomond Park Stadium and Moyross.

A light sculpture coupled with a sophisticated lighting design will transform the 'Five Hills' and provide a dramatic night-time scene forming one of Limerick's key landmarks. It will be viewed as the Regional Park's centre piece, linking up with the main Park Avenue, the proposed Corbally link-bridge and the existing SAC (Special Area of Conservation) walkways.

Within close proximity to the 'Five Hills', a number of different character areas will be created which shall include playgrounds for various age groups, formal wetland areas with boardwalks and an educational centre informing the user about the former landfills and the importance of recycling.



Walks and Trails

Note: All maps and diagrams in this document are for indicative purposes only



Regional Park

A pedestrian bridge with canopy is proposed to cross the existing railway line and will link the 'Five Hills', the existing river walkway to the south and onwards to the Corbally link-bridge.

The grassed 'cones' will form a key element of the park and will re-appear throughout the Regional Park, continuing through the neighbourhood parks into the heart of Moyross.

The Regional Park is located on an east-west axis to the north of Moyross. A number of playgrounds are located to the eastern edge with a series of sports pitches orientated in a north-south direction extending westwards. Two formal grass mounds incorporating spectator seating will be incorporated facing westwards to the adjacent pitches with informal terraces addressing the playgrounds to the east. The Park Avenue will 'cut' through a proposed grass 'cone', which will incorporate a climbing wall. The main Park Avenue runs to the north of the pitches and converges with the local rugby facility. The spectator seating of the stadium could be integrated into a large earth mound housing changing rooms and potentially an Ecological Centre facing the adjoining Special Area of Conservation.

A nature trail will continue through the main park axis into the protected wetlands, opening views to Castle Park House and the former Delmege Estate beyond. Boardwalks, educational signage and a viewing-tower will aim to promote and encourage wildlife preservation and provide passive recreation in a controlled environment. The existing river walkway south of the 'Five Hills' will be improved and linked to the nature trail network. A proposed canopy walkway will lead through the crowns of the riparian woodlands to a proposed pedestrian bridge link in association with the existing rail crossing. On the Corbally side of the River Shannon, a proposed nature trail will run along the River Groody, joining with the existing river walkway along the Park Canal at Grove Island.

A number of 'Trim Trails' will be included throughout the Regional Park which will be utilised by joggers and walkers alike. It is envisaged that workout stations and information signage will be installed along the trails at key locations.

Some areas of the park will have restricted access at night for security, conservation and safety reasons.

The main restricted areas will be 'Five Hills' including the pedestrian bridge, the canopy walkway and the link-bridge to Corbally, the western wetland nature trail and the climbing wall.

The Regeneration Agency and Limerick City Council will jointly develop a comprehensive strategy around the future management and upkeep of the park and open space areas.



Views



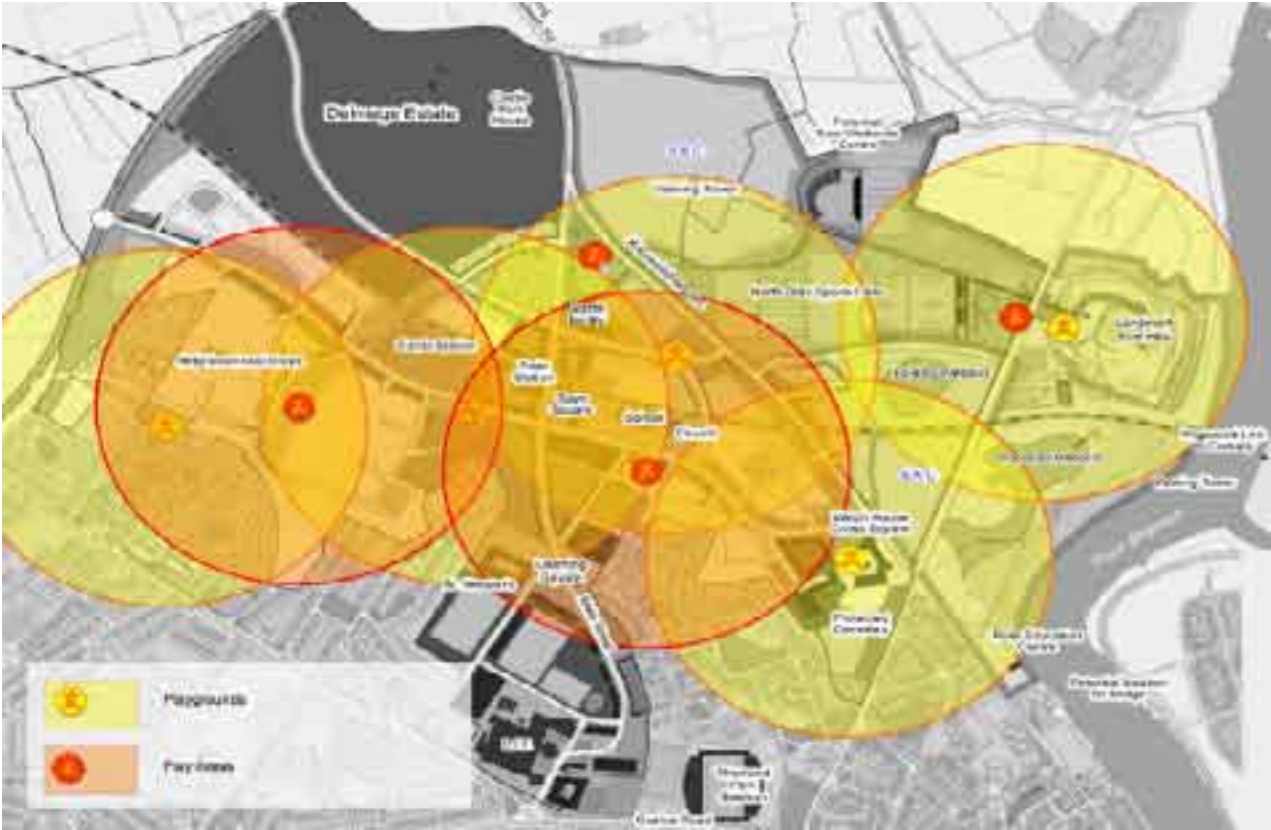
Walks



Special Areas of Conservation



Play strategy



Play Area Zones

Existing Play Areas

Although there are large open spaces in Moyross, few have been successful in supporting organised play given recent levels of antisocial behaviour. Existing playgrounds (2) are located adjacent the school and community centre, both of which are controlled and have restricted access.

Requirements

Play areas in general and playgrounds in particular should most of all be fun. Other social and physical benefits include physical exercise, development of social skills and growth of creativity and self-confidence.

Playgrounds are normally designed for the following key

age groups: 0-3 years, 4-12 years and 12+ years. Each group requires specific design elements to ensure that stimulation and overall interest is maintained. Distances from home to playground will also need to be considered; approx 400m distance to a playground is recommended as part of the Masterplan. 'Children's Street' will provide some opportunities for play and private back gardens will provide safe and controlled spaces for younger children.

All playgrounds will be constructed to current standards and best practice guidelines (in particular EN 1176 and EN 1177) taking particular account of safety, accessibility, security and creative play. A mix of contemporary playgrounds, adventure playground and multifunctional areas will provide interesting and challenging spaces for children of all ages and gender.



Proposed Play Areas

A network of childrens' play spaces and playgrounds will be located throughout the regeneration area.

- Most minor residential roads will be designed as 'Childrens' Street'. Childrens' Street will incorporate traffic calming measures including signage and the ground plane will consist of a shared surface to promote safe play and warn the road user of the pedestrianised' nature of the street. Feature paving e.g. mosaic patterns or sculpture pieces could also encourage play at these locations

Monitoring from street-side residences will be essential to ensure the success of the 'Children's Street' concept. Given the monitoring levels required, the location of the 'living quarters' will need to be carefully considered at detail design stage

- The neighbourhood parks will provide safe multifunctional areas and a selection of playgrounds for a variety of age groups, namely 0-3 years and 4-12 years. 'Hang-out spaces' will also be incorporated for older children/teenagers
- The Regional Park would include a variety of playgrounds adjacent to the 'Five Hills' and to the

eastern end of the main avenue which shall include larger play spaces and an adventure playground. A climbing wall will also be included and there is potential for a BMX trail/skate park within the area of the 'Five Hills'

These spaces would be monitored and receive night time restrictions

- All play areas, particularly in association with the Regional Park, will provide opportunities for visiting schools to utilise

It is recommended that all playgrounds receive a post installation inspection by a recommended ROSPA (The Royal Society for the Prevention of Accidents) Inspector to ensure that the scheme meets all safety standards and that the equipment has been installed satisfactorily.

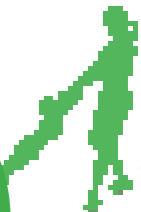
Management

All of the proposed playgrounds will be located adjacent public buildings and will be maintained as part of these built features. It is recommended by ROSPA that independent annual inspections are required. Weekly and monthly recorded inspections can be carried out by an appointed volunteer.

The playgrounds and play areas in the Regional Park will be maintained and managed by a local management team as part of a new facilities management strategy. This issue will be a key strategic objective of the Regeneration Agencies.



Note: All maps and diagrams in this document are for indicative purposes only



Schools

The area is well served by the existing schools, St. Nesson's Community College and Corpus Christi National School, with little identified need for expansion beyond the existing.

St. Nesson's College has recently undergone a redevelopment and it is proposed that this improvement is enhanced by the construction of Learning Square, creating a new front door and visible presence for the school.

There is a limited expansion proposed for Corpus Christi NS, consisting of improved parking and outdoor play areas. The Plan allows space for this to take place to the western end of its site at Moyross Town Square.

It is proposed that these schools be brought to further prominence within the community by the construction of Children's Street – public space allowing the easy circulation of children between different facilities and creating a safe place for children to move in the town centre, explore and play.

'Learning Square' creates a new front door and access for St. Nesson's College, improving its accessibility to residents and its prominence in the community.

'Moyross will be a place where people of all ages can continue to learn and develop in both formal and informal systems. The Physical Proposals will provide places which support all levels of learning and research from pre-school to post-graduate.'



Education locations in Moyross



Note: All maps and diagrams in this document are for indicative purposes only

LIT / ENVIRONMENT

Limerick Institute of Technology (LIT)

The redevelopment of LIT will take place in the context of the new Main Street running along its eastern edge and the new northern gateway created by Learning Square. The college will have the space to achieve its expansion objectives while the outdoor areas displaced by new buildings can be accommodated within the sports facilities to the north of the town square, with a direct access along Main Street. Current surface parking may be accommodated in a multi-storey parking structure within the campus.

The western side may have a character related to research, academic facilities and student services, while the eastern side could be developed with more of an emphasis on research and enterprise, including incubator units and creating active uses which will add to the urban character of Main Street in this location. Further 'graduate' enterprise space may be accommodated adjacent to Watch House Cross.

A 'Pre-entry Facility' for LIT will be considered for location on the north side of Learning Square. This is a facility which prepares applicants for enrolling in courses in LIT and its location within the community but in close proximity, from where its teaching staff will be drawn, will be important.

City of Limerick Vocational Educational Committee  
*'Educational facilities are an essential component of the learning environment'*  
(OECD, Programme on Educational Building)

It is proposed to develop a modern building, that will provide a focal point for community-based learning in Moyross. The design and fit out at the centre will take account of the supports for learning in a Community Adult Education context.



Learning about the environment

The landscape of the Regional Park and the river side creates the opportunity for learning about the environment through direct interaction with the setting. The Plan proposes that access through the parks and surrounding areas of conservation should include nature trails.

A co-ordinated approach between different uses in the area could promote the regional park as a destination for visiting school groups in tandem with LIT and a proposed sports museum to be included in the sports campus.



**Wetland Centre**  
As an introduction to the Regional Park from the south and in order to bring a level of supervision to the open spaces in this area, the masterplan proposes an Ecological Centre located in the Sports Park. The purpose is to provide a facility which can serve as an educational centre both for the wetland habitats of the river bank and also as an interpretive centre which looks at the natural and human history of the Shannon corridor.

5.1.6 Work

Employment Opportunities

The Delmege Estate is proposed as a new business park to create up to 2,000 jobs together with smaller incubation units for start-up industry. This is sited in a location convenient to the Town Square and public transport routes with the linear park providing an attractive pedestrian and cycle connection for workers to access it.

The proximity to the Town square and Sports Park should create leisure opportunities which should also be exploited to add to its attractiveness for employees.

Enterprise Spaces (Private Sector)

Enterprise and incubation units are proposed for Limerick institute of Technology and these could be accessed from the Main Street side of the Campus. There are further enterprise units proposed to the west of Watch House Cross Centre.

Community Enterprise Space

Existing community enterprise spaces will be re-located to a site adjacent to the neighbourhood square, and these are described in the LIVE section 5.1.2.

Neighbourhood and Urban Centres

The Neighbourhood and Urban Centres will contain a variety of local retail and services activities, and will generate a range of local, accessible employment.

New FÁS Training Centre

A new training (integrated employment services centre) is proposed for the Urban Centre area.

‘The Plan aims to help Moyross become a place which is attractive both as a place to invest and a place to work. It will create improved access for the community to jobs both within the area and elsewhere.’



Plan of employment locations

‘Residents of the regeneration communities will to the greatest extent possible benefit directly from employment opportunities created by regeneration itself’

Vision Statement  
Jan 2008

Improving Access to employment

The Plan proposes a general improvement in access and connectivity with the wider city. This will improve the ability of residents to access employment outside the area. The district will also benefit from the ability of workers from other areas to access new employment within Moyross.

Flexibility

The Plan should allow flexibility over time to accommodate changing levels of demand. There may be a greater demand for local retail or enterprise in the future and it is therefore proposed that dwellings in the higher density areas should have ground floor layouts and minimum heights (approximately 4m floor to ceiling) to facilitate conversion to commercial uses at some point in the future.

The Agency will consider any other possible options for the creation of job opportunities in the area.

In particular we will work in partnership with local entrepreneurs and current local employers in the area to maximise opportunities that may not be presently indicated in this plan.

There has been some success in the area by employers over the years albeit in a very difficult environment. It is fair that we should try to facilitate them now in this new and opportunistic period ahead as a part contribution to their strong resilience and commitment over the years.



Note: All maps and diagrams in this document are for indicative purposes only

5.1.6. WORK

Proposed Development of the Delmege Estate

- A private developer proposes to develop a mixed-use industrial/business park scheme on lands at the Delmege Estate measuring approximately 80 acres (32.4 ha) on lands at Castlepark, Moyross.
- The industrial/business park has the potential to provide significant levels of employment opportunities for local residents which is recognised as one of the core objectives of the Plan for the regeneration of the Northside of Limerick City’.
- The proposal aligns with the National Spatial Strategy, which identifies that the performance of the Limerick-Shannon Gateway needs to be enhanced for the Mid West Region to contribute to balanced regional development with specific emphasis on the need to promote a strong enterprise base, with employment provision/strong levels of job growth and connectivity/transport being key ingredients
- The proposed development will adhere to the principles of sustainable development as it will provide employment generating uses adjacent to a significant residential population thus reducing the commuter culture whereby people travel considerable distances to work, usually by unsustainable means, such as by private car. Further to this, potential direct rail access to the site provides potential for significant public transport direct access to the site. Finally, as the site is adjacent to an existing developed urban landscape, all the essential services already exist within close proximity to the site and can be readily extended/upgraded hence much more sustainable than development in a remote location
- At present the Castlepark lands have only one connection via the Knocklisheen Road. This existing road infrastructure would not be adequate to service a fully developed Castlepark site. Thus, the Northern Distributor Road from Coonagh Roundabout to Knocklisheen Road will provide a primary link to the Castlepark lands. This road will have capacity to move traffic in and out of the Castlepark lands and link with the main road network serving the city and surrounding areas. The provision of high quality accessibility and connectivity is absolutely essential for the development of a successful and viable industrial/business park and this can only be achieved by the establishment of the Northern Distributor Road
- The aim of the proposed development is to promote and protect economic investment with the creation of a vibrant, attractive, functional and well managed estate, a safe environment with a large local employment context and strong linkages to the local area
- A further aim is to preserve the character of the existing protected house and to utilise the mature landscape and extending it to enhance the creation of attractive pedestrian linkages thus preserving an existing and positive amenity for the new Moyross
- A critical aim of the proposed development is to provide local job opportunities for local people. This is particularly important when reviewing the existing social and economic situation in the adjacent Moyross area. The data illustrates a significant level of socio-economic disadvantage in Moyross relative to all of the other areas considered



Proposed Development at Delmege Estate

Coonagh Shopping Centre

The Agency supports the new retail development at Coonagh Roundabout in the interest of shopping facilities for that side of the city, and in the interest of providing local jobs. The development when completed will satisfy the retail needs of the regenerated area of Moyross. Access to the development from Moyross will be by means of the Northern Distributor Road due for completion late 2010/early 2011.

The development when completed will provide significant employment opportunities with an estimate of: -

- Over 950 direct employment opportunities
- Over 1,000 indirect employment opportunities

[Other employment opportunities and issues are dealt with in other parts of this document.]

