

# John Moran

Chair of the Board

**Unlocking State Land  
for New Homes**



# A Roadmap for Economic Development in a post-COVID world

Why  
Limerick?

A New  
Limerick

Lessons  
from  
Freiburg

Why  
Colbert?



# WHY LIMERICK?

**NATIONAL &  
INTERNATIONAL  
MOBILITY LINKS**

**AFFORDABILITY,  
SUPPLY,  
SPRAWL &  
HOME MIX  
ISSUES**

**COMBINE NEW WITH OLD  
GEORGIAN & MEDIEVAL  
NEIGHBOURHOODS**

## LIMERICK IS...

- **VIBRANT**
- **DIVERSE**
- **LIVEABLE**
- **WALKABLE**
- **REGIONAL  
CENTRE FOR 1.3M  
PEOPLE**

**>50ha** **SPACE**  
AT COLBERT  
STATION

RIVER

FOCUS

## POTENTIAL

**HUGE POTENTIAL IN LIMERICK  
TO PLAN FOR THE FUTURE  
WITH LESS CAR CENTRIC  
PLANNING AND MORE  
WALKABLE NEIGHBOURHOODS**

## Rail Hub

**AT THE CENTRE WITH  
SATELLITE STATIONS  
FOR MOBILITY**

## POPULATION GROWTH

**CONSIDERABLE REGIONAL GROWTH  
FORECASTED UNDER PROJECT  
IRELAND 2040**



# Project Ireland 2040

75% of growth to take place outside Dublin and its suburbs

50:50 growth between the Eastern and Midlands region and the rest of Ireland

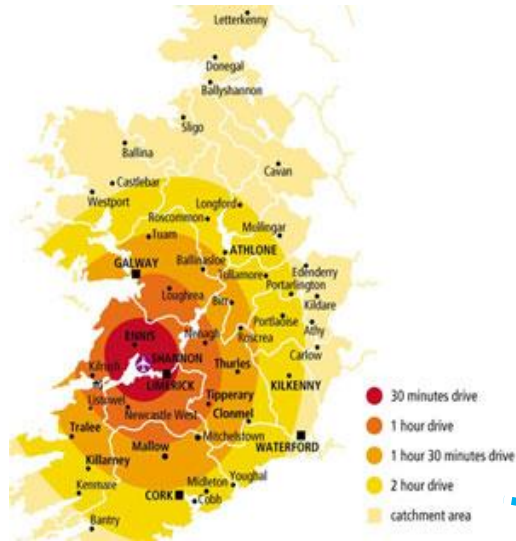
4 regional cities are expected to grow by 50% each

1 million population increase by 2040

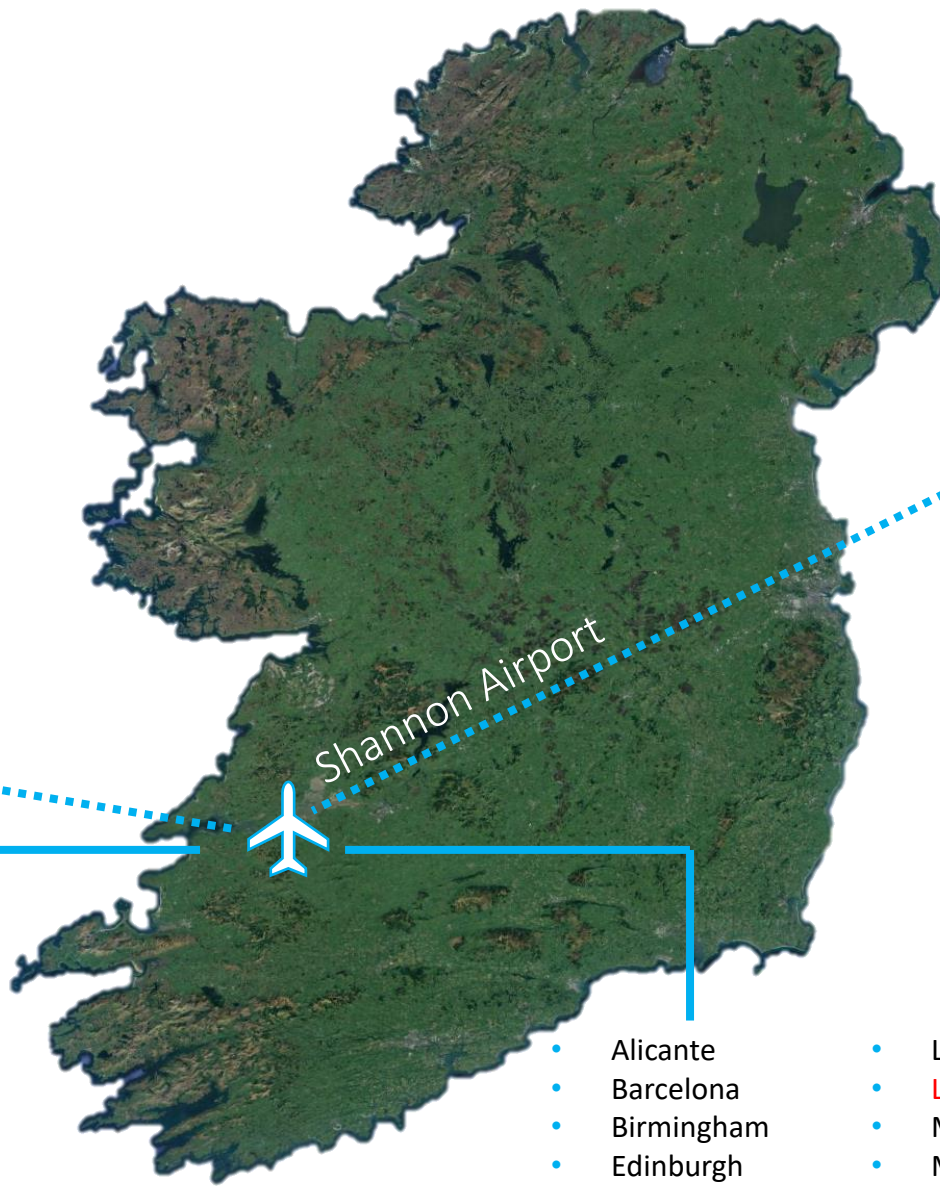
Climate Change

# Air Mobility (SNN)

Drive Time to SNN



Source: The Route Shop



What about rail travel to Shannon Airport?

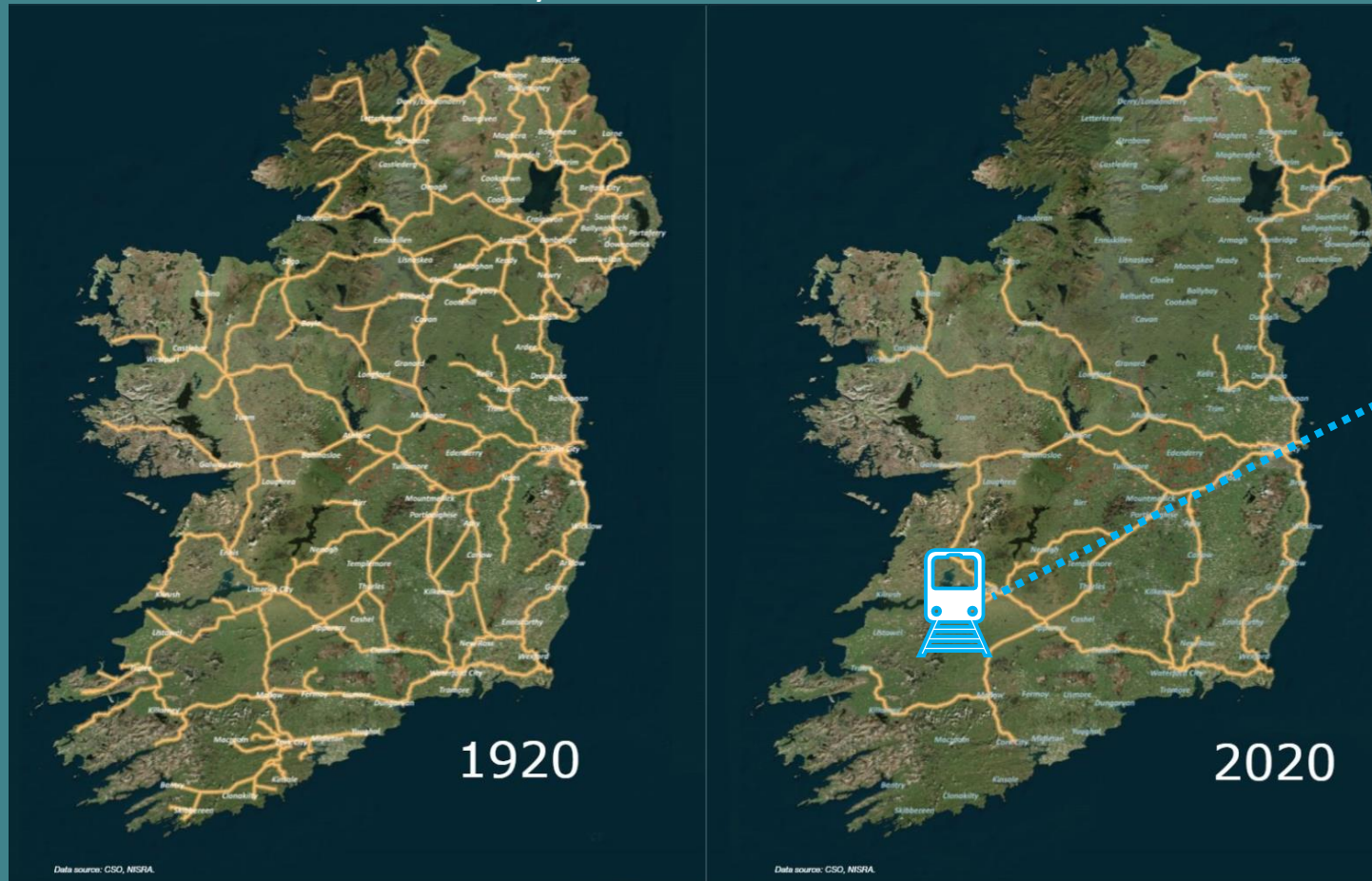
- Boston
- New York
- Philadelphia

- Alicante
- Barcelona
- Birmingham
- Edinburgh
- Faro
- Frankfurt
- Fuerteventura
- Krakow
- Kaunas

- Lanzarote
- London
- Malaga
- Manchester
- Palma
- Paris
- Tenerife
- Vienna
- Warsaw
- Wroclaw

# Rail Mobility

## Deterioration of inter-county rail



### Travel time to Limerick (2020):

- Dublin (2 hrs 3 mins)
- Galway (1 hr 54 mins)
- Cork (1 hr 49 mins)
- Waterford (3 hrs 51 mins)

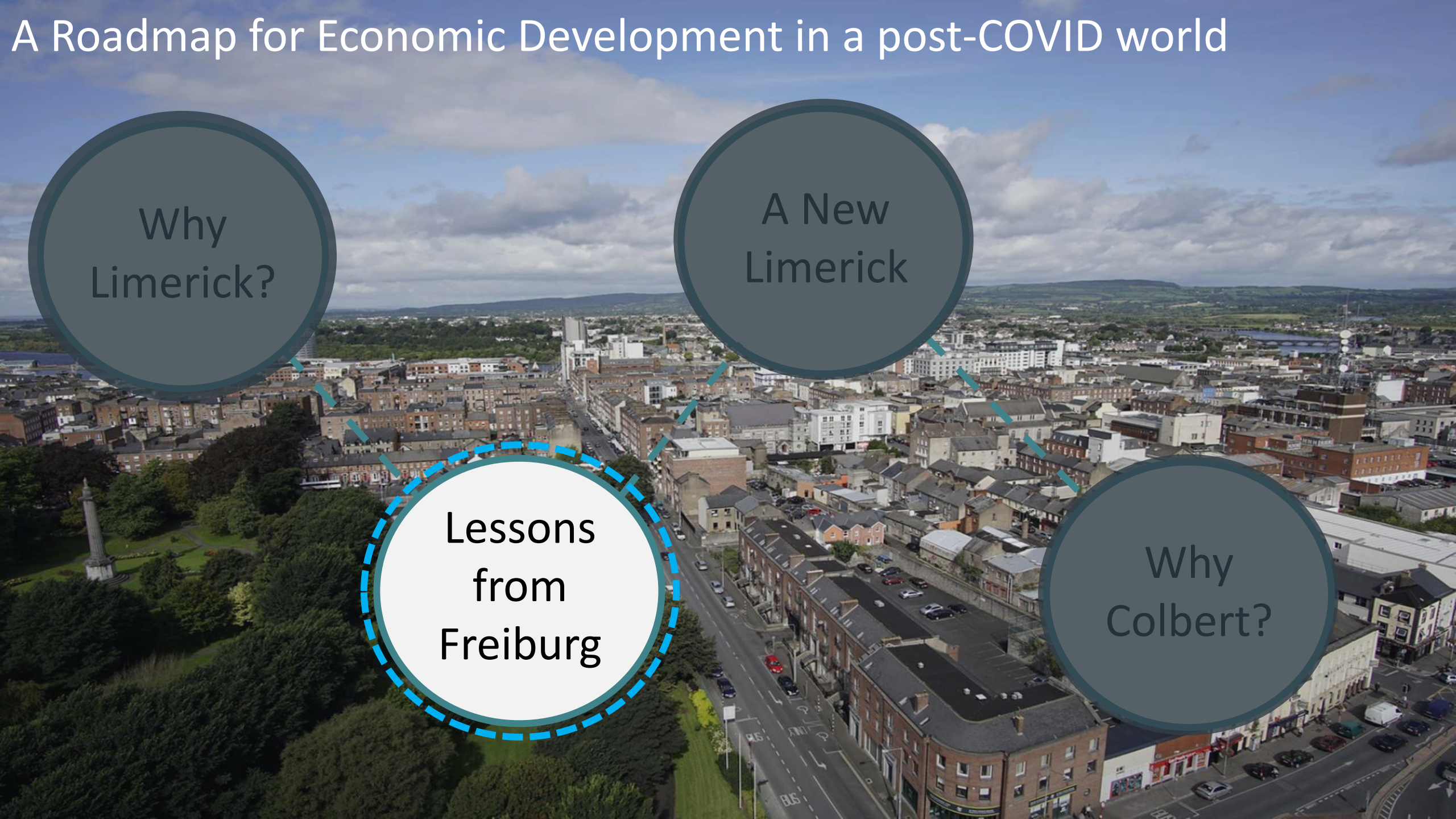
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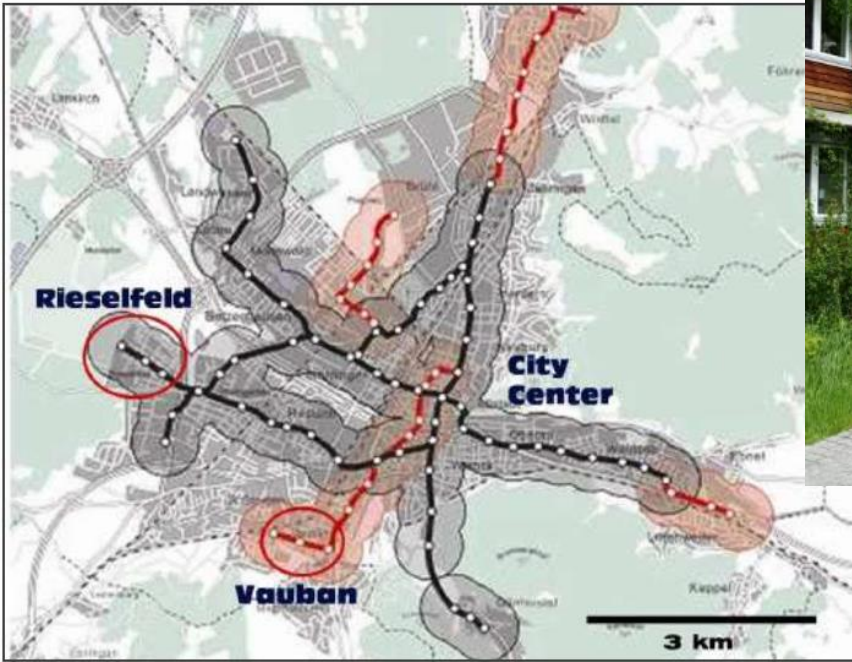
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from  
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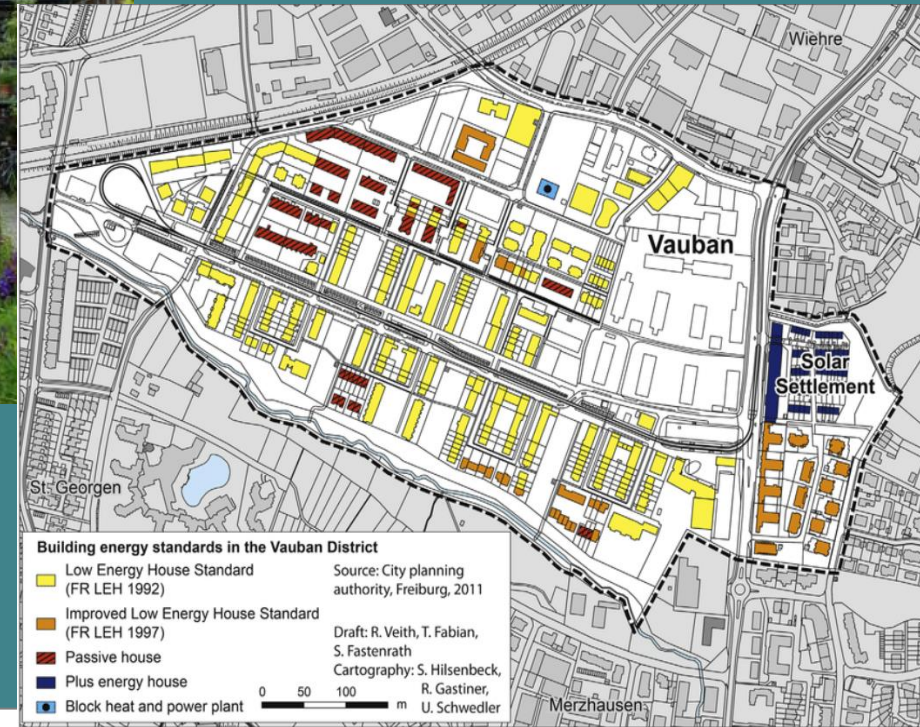
Why  
Colbert?



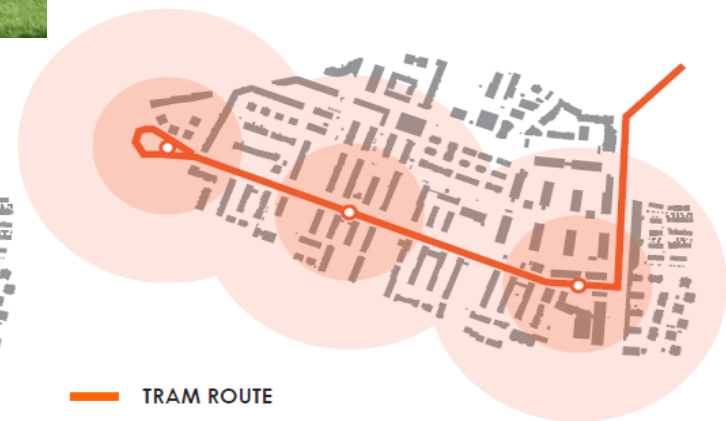
# Vauban, Freiburg



Source: Steve Melia, UWE Bristol



- MAIN ROAD
- ACCESS ROAD
- BIKE ROAD
- ON STREET PARKING
- CAR FREE AREA
- RESIDENTIAL CAR PARK



- TRAM ROUTE
- 100 M
- 200 M

Source: RKD

Question: Is Limerick too small for a tram?

Answer: NO →

Location	Country	Length (Km)	Population
Frankfurt (Oder)	Germany	19.5	55,400
Druzhkivka	Ukraine	9.8	57,517
Plauen	Germany	30.1	64,468
Liepaja	Latvia	6.9	69,180
Ostende	Belgium		70,994
Kostiantynivka	Ukraine	25.4	71,853
Konotop	Ukraine	13.9	87,099
Mestre	Italy	6.3	89,373
Schwerin	Germany	21	91,293
Southport	UK	1.1	91,703
Zwickau	Germany	18.5	93,081
Daugavpils	Latvia	25	93,312
Limerick	Ireland	???	94,192
Norrköping	Sweden	21	96,658
Grudziądz	Poland	9	98,726
Olomouc	Czech Republic	13.6	100,494
Cottbus	Germany	20.1	103,300
Liberec	Czech Republic	21.5	103,979
Nancy	France	11.1	105,162
Jena	Germany	23.7	105,800
Caen	France	15.7	106,260

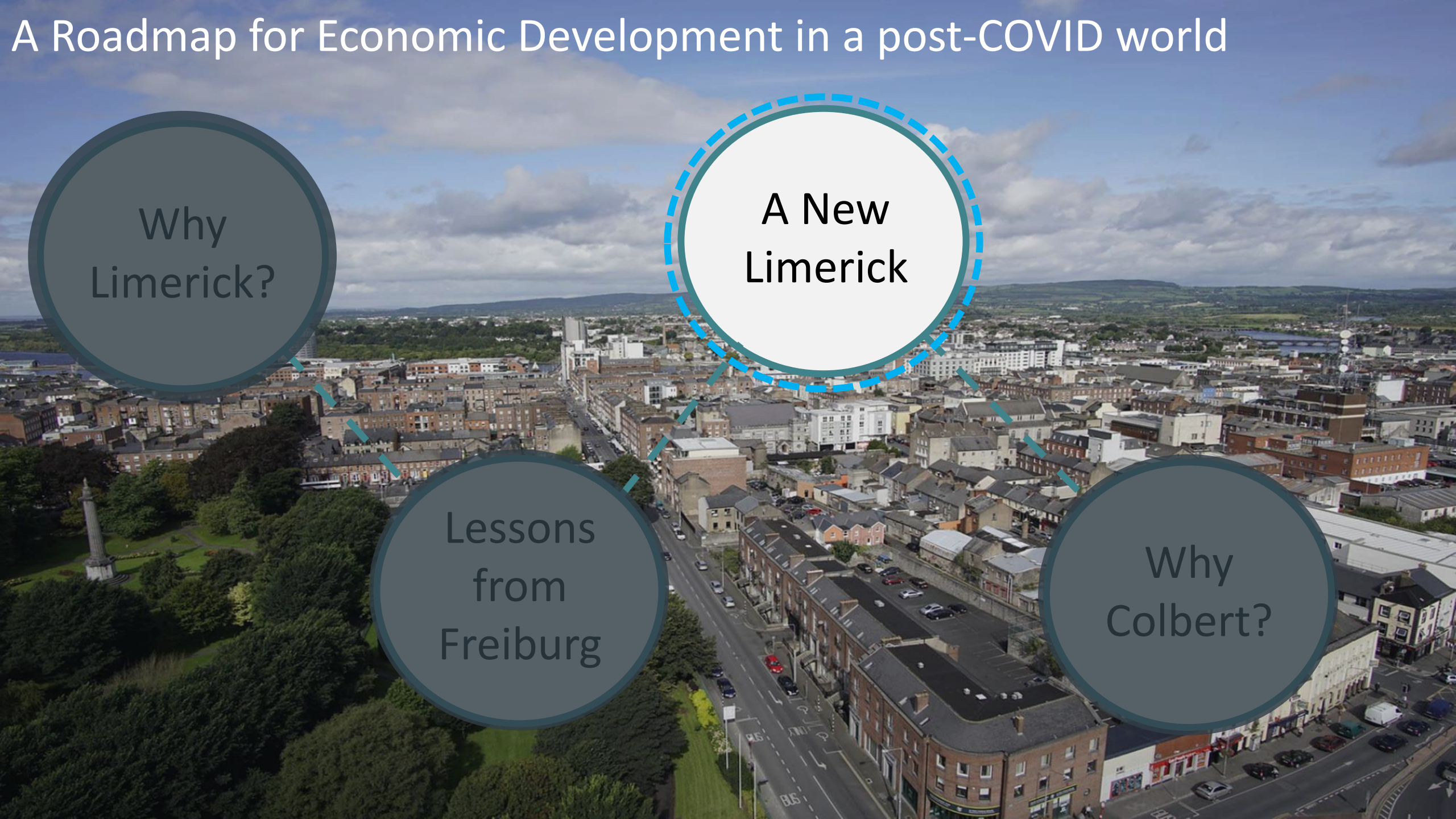
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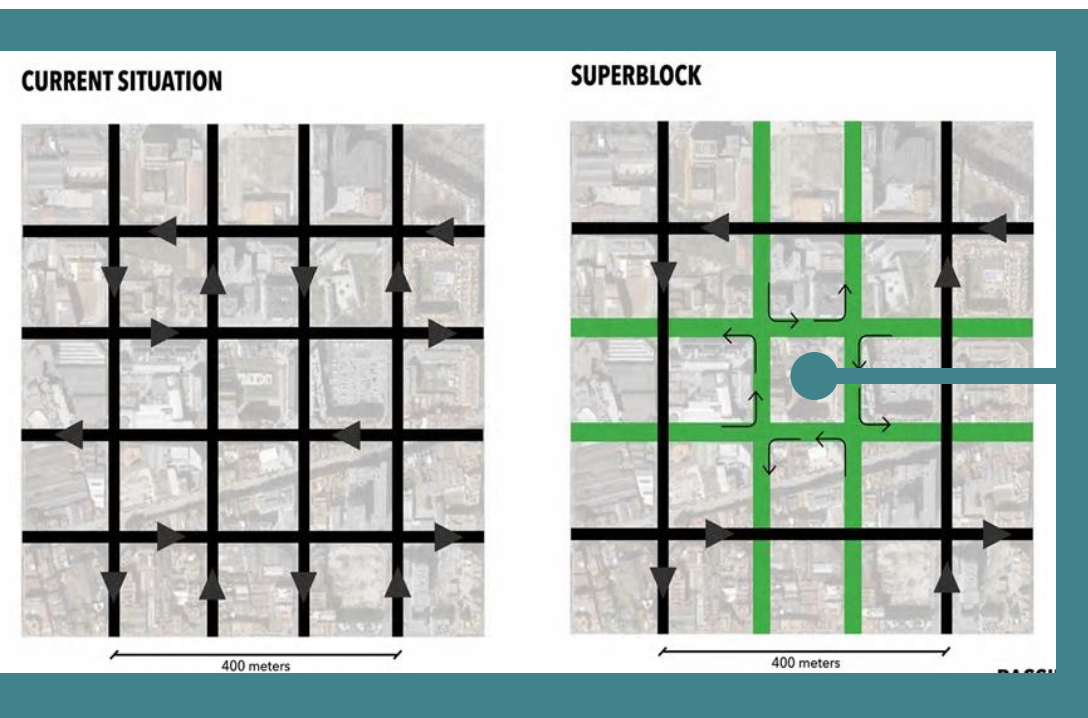


# Higher density – not the enemy

- Change of culture needed – urban sprawl and the donut effect did not work
- COVID-19 has increased the value and importance of green open spaces, proximity to essential services and home working facilities
- Housing developments can be designed to be mindful of what we have learned from COVID-19
- Areas reacted differently to COVID-19
  - Density of Seoul is 42,000 people per Sq. Mile
  - London is 15,400
  - NYC is 27,578
  - Tokyo 15,604
- South Korea contained COVID-19 while having one of the densest cities on the planet



# How do we plan these new streets?



Source: Ailish Drake, LiveableLimerick

This?

Or....

This!



Drab, boring, no ambition,  
car centric



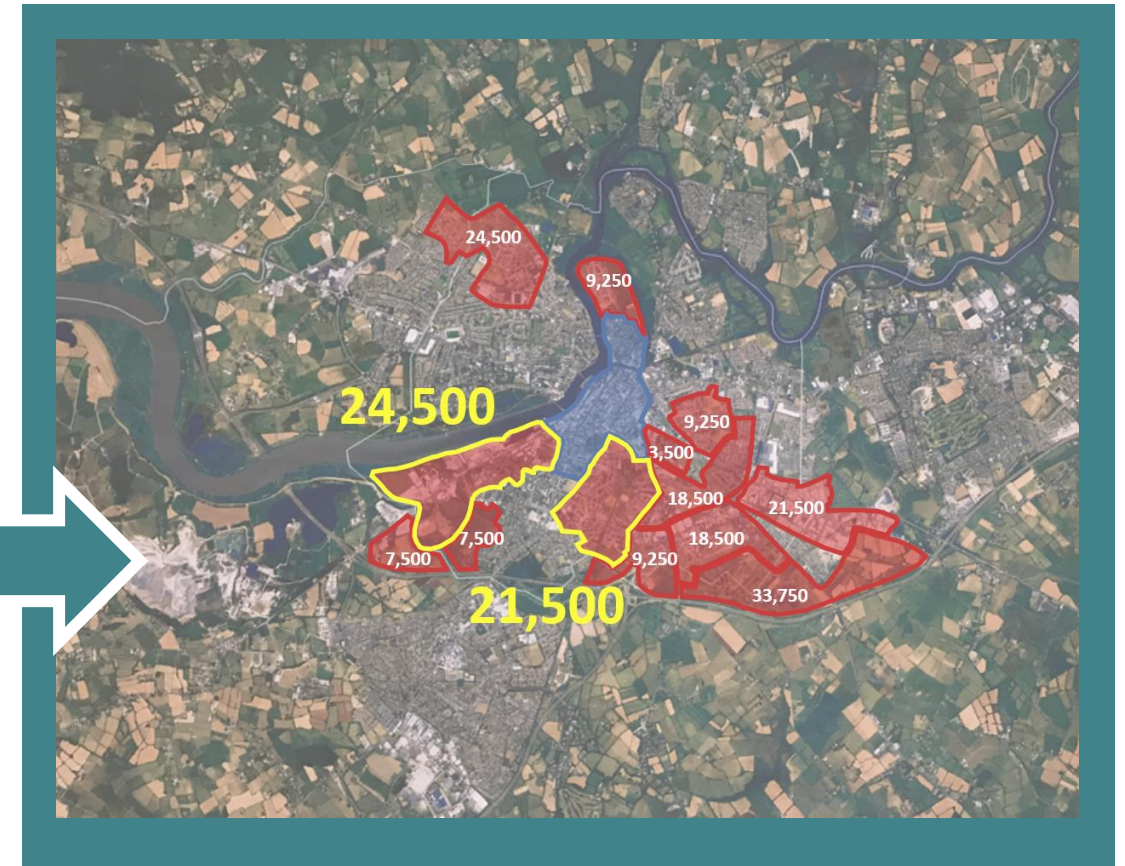
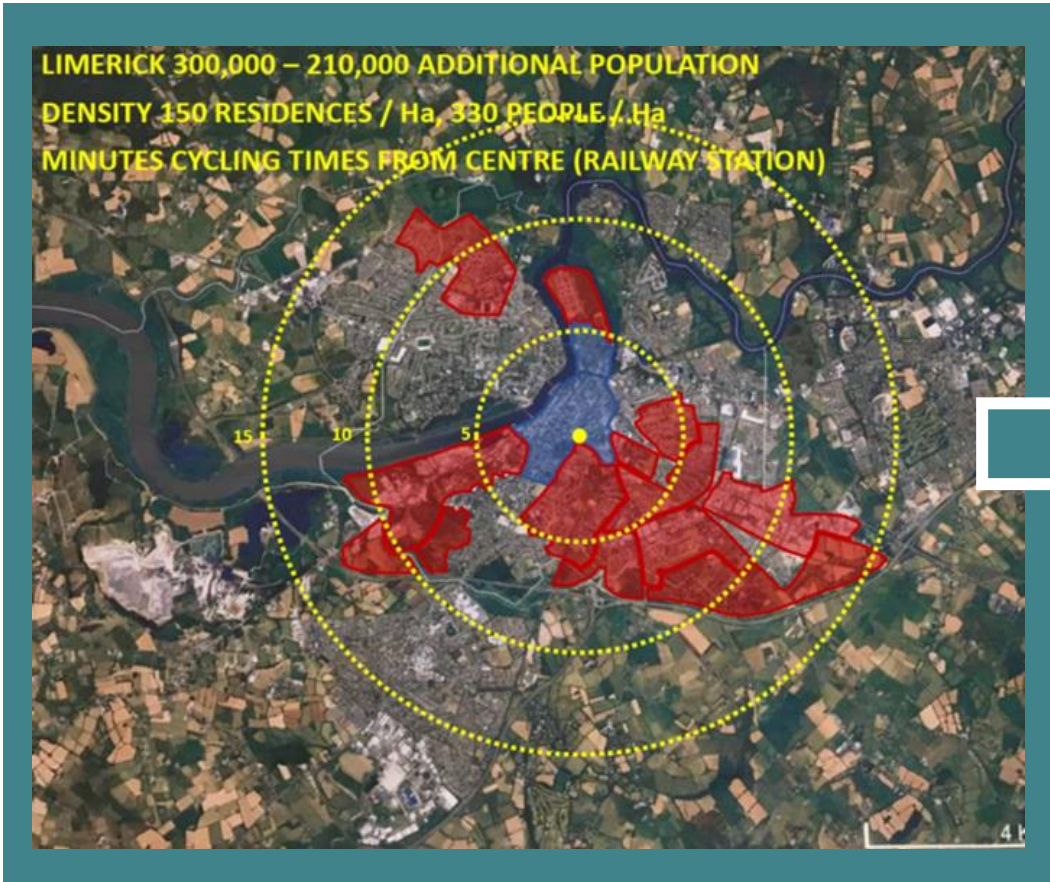
Reflects the true vibrant  
Limerick

# We can do better



# Blending new with the old

# ...and in what context?



Population of 300,000

115 Residences / Ha

330 People / Ha

- Inner London: 108 People/Ha
- Barcelona: 163 People/Ha
- Paris: 212 People/Ha
- Singapore: 666 People/Ha
- Rio de Janeiro: 1,200 People/Ha

# End result....

- Less sprawl
  - Less car reliance
  - Major focus on public transport, walking and cycling
  - More green/public space, community centres, age friendly facilities
  - Increased room for social distancing on streets
  - Greener city and neighbourhoods
  - Possible DGNB (or equivalent) certification for LDA developments?
- 
- **What does this mean for Limerick?**



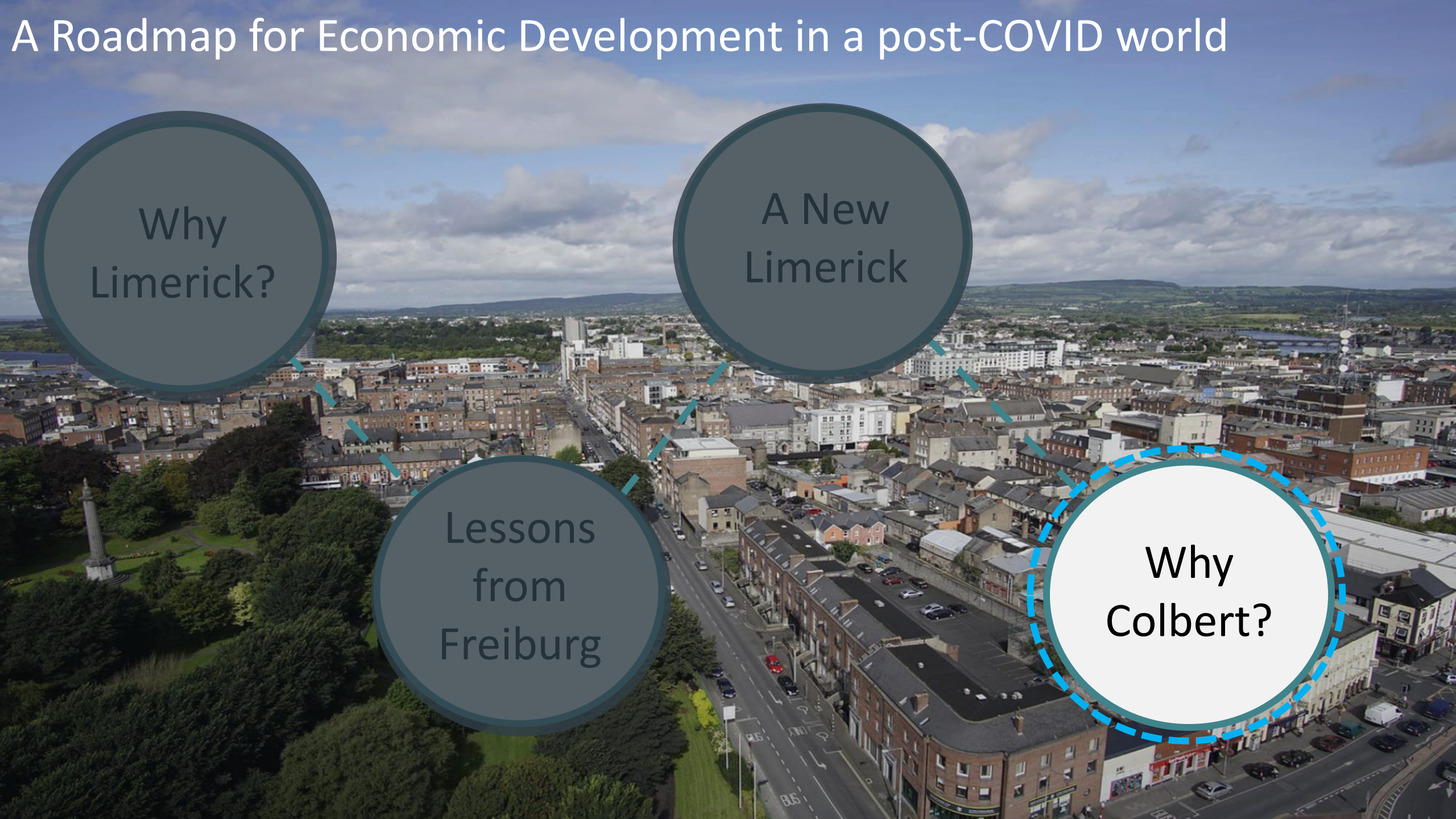
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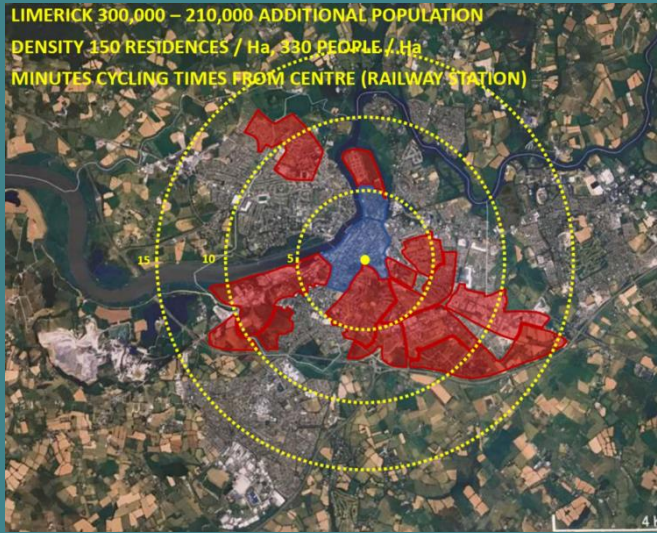
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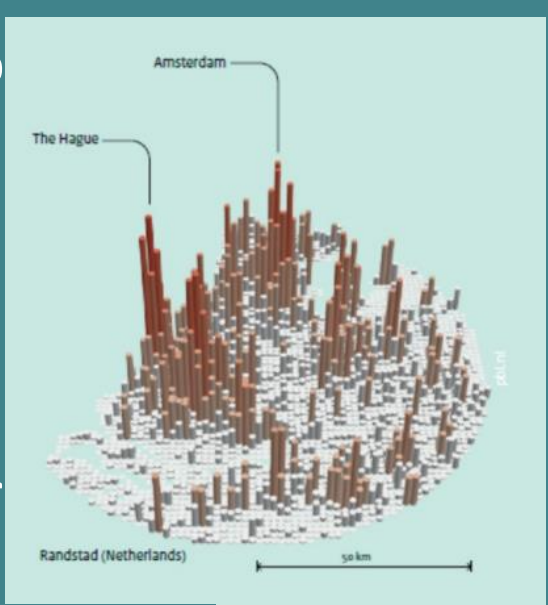
# Polycentric Neighbourhood Design

Higher Density



Source: RKD

Polycentric Planning



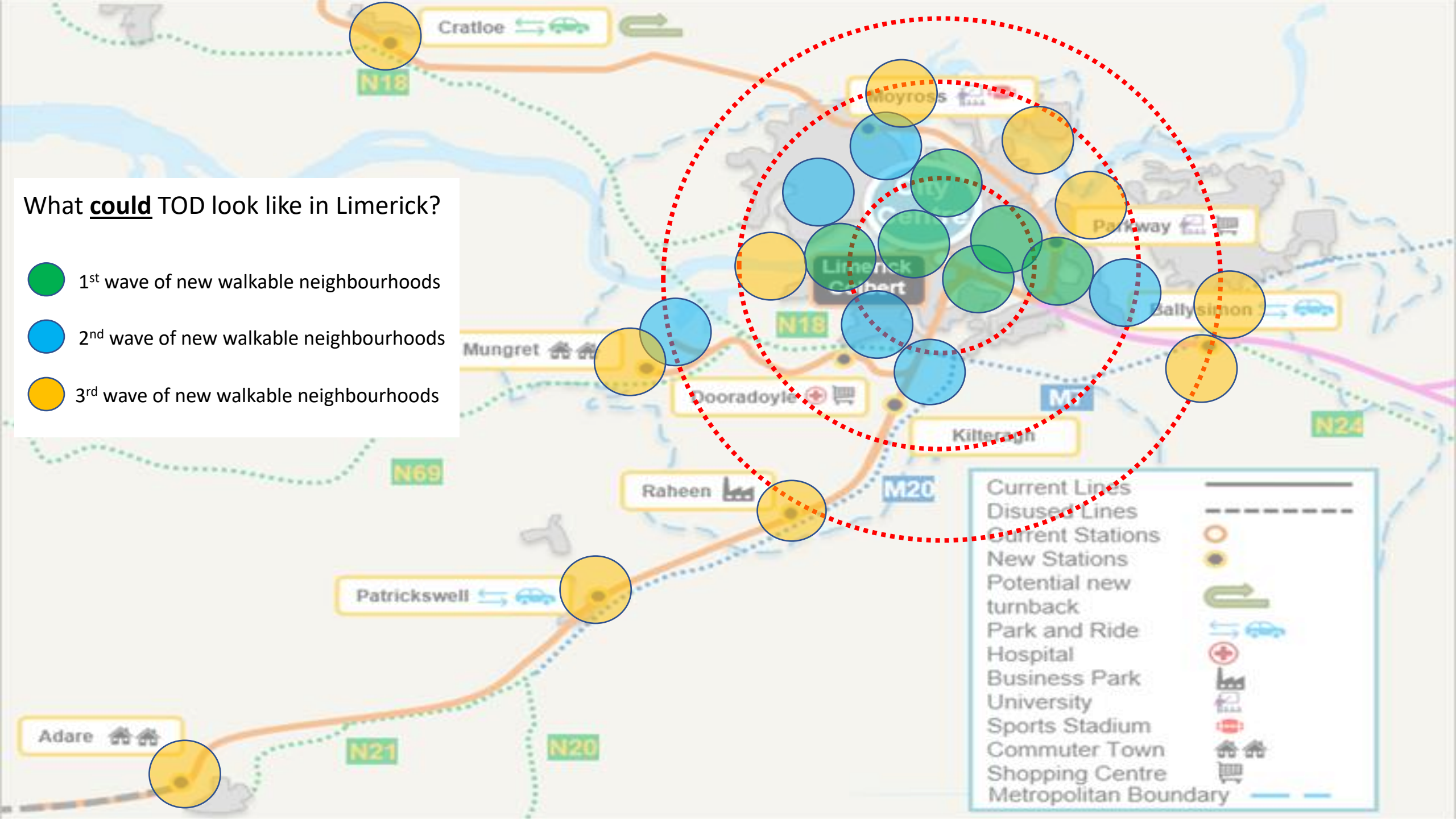
Possibility for New Stations



Source: Irish Rail

## What could TOD look like in Limerick?

- 1<sup>st</sup> wave of new walkable neighbourhoods
- 2<sup>nd</sup> wave of new walkable neighbourhoods
- 3<sup>rd</sup> wave of new walkable neighbourhoods

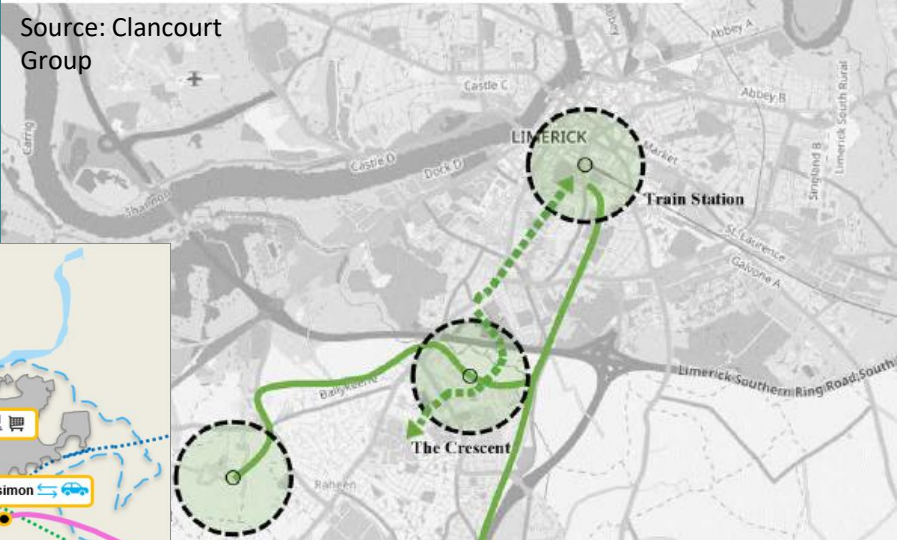


# Why Colbert?

- Central location
- Substantial mobility linkage potential
- >50 ha site
- Transformative potential for green living, working and socialising
- Transit oriented development
- Potential for considerable number of homes on a main transport hub

Cycle Way

Source: Clancourt Group



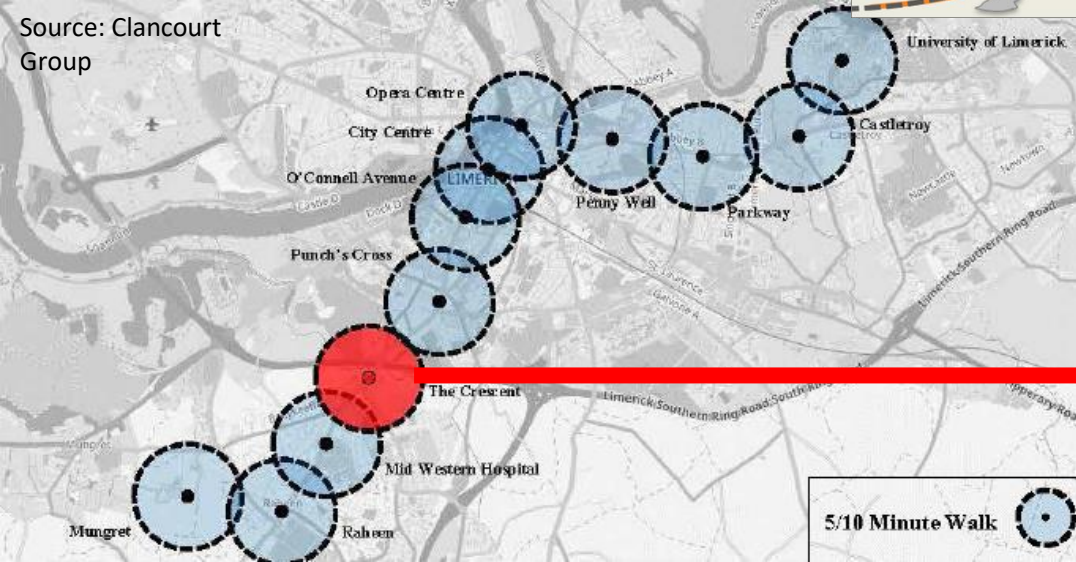
Possible New Stations



Source: Irish Rail

## Linked Neighbourhoods

Source: Clancourt Group



5/10 Minute Walk

## 21<sup>st</sup> Century Design



Source: Clancourt Group

The  
important  
message...





Thank you  
 John A Moran  
 Chair of the Board  
 Email: Chair@lda.ie  
 LDA

