Proposed Residential Development at Caheranardrish, Mungret, Co. Limerick

Architectural Design Statement

Prepared by:

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DGA Ref.: 25028

March 2026

DEADY GAHAN ARCHITECTS



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DEADY GAHAN ARCHITECTS

00 INTRODUCTION
PROPOSED DEVELOPMENT

This document has been prepared by Deady Gahan Architects in support of a proposed residential development at Caheranardrish, Mungret, Co. Limerick.

The design of the proposed scheme has been directly informed by the relevant planning policy documents at national and local levels. The proposed development has been designed to provide high quality housing units that will contribute positively to Mungret and deliver much needed housing to Limerick. The proposed site layout focuses on the creation of distinctive streetscapes with different widths and parking formations that helps generate a highly efficient scheme and assists our vision of placemaking.

To ensure the visual integration of the proposed development into the existing context, the scheme promotes the protection and enhancement of areas of high biodiversity value, including existing hedgerows and trees along the sites boundaries, and an archaeological feature to the east of the site. The proposed scheme has been carefully considered and the layout has been organised into specific areas that are defined by building form and material changes. Double fronted, feature corner units have been used throughout the site and are strategically placed to create node points within the scheme and provide orientation cues for logical wayfinding.

We consider the proposed scheme will contribute positively to the sustainable growth of Mungret into the near future.

A Design Team with extensive experience in housing schemes has been appointed by the applicant to prepare the planning application including Deady Gahan Architects, Coakley O'Neill Town Planning, OSL Butler Consulting Engineers, Simon Ronan Landscape Architecture and GNet.

DEADY GAHAN ARCHITECTS

COAKLEY O'NEILL town planning

OSL·BUTLER CONSULTING ENGINEERS

SR LA

G-NET 3D WE VISUALISE



Mungret Community College

00 INTRODUCTION
DEVELOPMENT DESCRIPTION

The development will consist of a Largescale Residential Development (LRD), comprising of 182no. residential dwellings as follows: 141no. houses consisting of 104no. detached/semi-detached dwellings (24no. 4-beds, 78no. 3-beds and 2no. 2-beds), 37no. townhouses (18no. 3-beds and 19no. 2-beds) and 41no. apartment units across 1no. triplex unit (2no. 2-beds and 1no. 1-bed) and a five-storey apartment building (13no. 2-beds and 25no. 1-beds) with a crèche with capacity to accommodate 70no. children at ground floor level.

The proposed development will include the provision for car parking, including EV charging points and bicycle parking. The proposed development will also include the provision of private, communal, and public open spaces; internal roads and pathways; pedestrian and cyclist routes; hard and soft landscaping and boundary treatments; waste storage; plant; signage; a new vehicular and pedestrian access onto the Mungret Park Road; public lighting; substations; all associated site development works; and all drainage and foul sewer infrastructure and network works including a pumping station and connections to the existing networks and nature-based suds measures.



Figure: Apartment Building



Figure: Feature corner unit

01 EVOLUTION OF DESIGN
PRESENTED LAYOUTS



LAYOUT PRESENTED AT INITIAL S.247



LAYOUT PRESENTED AT S.32B

Figures: Presented Proposed Site Layouts

01 EVOLUTION OF DESIGN
LAYOUT COMPARISON

INITIAL S.247

REVISION OF INTERNAL STREETS



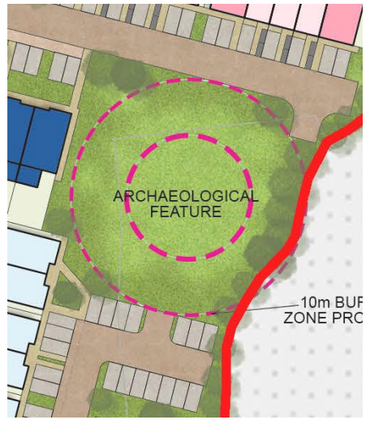
INCREASE IN UNITS DIRECT ACCESS TO OPEN SPACE



INCREASED PEDESTRIAN AND CYCLE CONNECTIVITY



INCREASED ARCHAEOLOGICAL BUFFER ZONE



INTRODUCTION OF COMMUNAL OPEN SPACE ASSOCIATED WITH APARTMENT BLOCK



CURRENT LAYOUT











Figure: Presented Layouts Comparison Diagrams

01 EVOLUTION OF DESIGN
CONSULTATION WITH LIMERICK CITY AND COUNTY COUNCIL AND AMENDMENTS MADE FOLLOWING SECTION 247 MEETING

An S247 meeting was held on the 24th of July 2025, with members of Limerick City and County Council's Planning and Engineering Departments and the Design Team present. This site plan, along with supporting information, was presented at the meeting for comment. The design progress and input received from Limerick City and County Council following this meeting resulted in the following changes prior to the 32B Meeting, some of which are highlighted below.

1. INTEGRATION OF PRIMARY LINK STREET TO FACILITATE FUTURE DEVELOPMENT

The central part of the site has been revised in order to provide a continuation of the Primary Link Street that starts at Mungret Park Roundabout and runs past the adjacent school. The provision of a 4m dedicated cycle path has also been included along with this link street to aid in facilitating pedestrian permeability both within and around the site. Along with this, care has been taken to ensure there are a range of both vehicular and pedestrian connections to the surrounding lands are provided throughout the site in order to create a more connected and integrated scheme.

2. ENHANCEMENT OF OPEN SPACES AND SHARED PEDESTRIAN / CYCLE PATH

Great care has been taken to further enhance the quality and design of the pedestrian and cycle paths and the various open spaces throughout the development in order to cater for all users and to create a sense of community within the scheme.

The open spaces and shared pedestrian / cycle path design has been further enhanced and detailed by the work of Simon Ronan Landscape Architecture.

3. FURTHER DETAILED DESIGN OF THE APARTMENT BLOCK

A detailed design process was undertaken in order to integrate the 5 storey apartment building with the surrounding housing and developments both within the proposed scheme and within the context of Mungret Park. A range of high quality materials and a variation of massing aids in creating an entrance feature into the development, acting as a nodal point for the scheme.

A 58 child crèche has also been provided on the ground floor of the apartment block which provides an additional use for the building further benefiting the development.



LAYOUT PRESENTED AT INITIAL S.247

01 EVOLUTION OF DESIGN

CONSULTATION WITH LIMERICK CITY AND COUNTY COUNCIL AND AMENDMENTS MADE FOLLOWING SECTION 32B MEETING

An S32B meeting was held on the 6th of November 2025, with members of Limerick City and County Council's Planning and Engineering Departments and the Design Team present. This site plan, along with supporting information, was presented at the meeting for comment. The design progress and input received from Limerick City and County Council following this meeting resulted in the following changes prior to the LRD application, some of which are highlighted below.

1. REMOVING PARKING ALONG PRIMARY ACCESS STREET AND REWORKING APARTMENT AND CRÈCHE PARKING

In order to improve pedestrian and cyclist safety along the shared pedestrian / cycle path, all visitor parallel parking spaces and the crèche drop off spaces have been relocated. By doing so, there is no risk of vehicle users opening doors onto the shared pedestrian / cycle path obstructing movement and improving the safety for vulnerable road users. The parking for the crèche and apartment block has also been revised and a one way system has been put in place to improve pedestrian and vehicular safety.

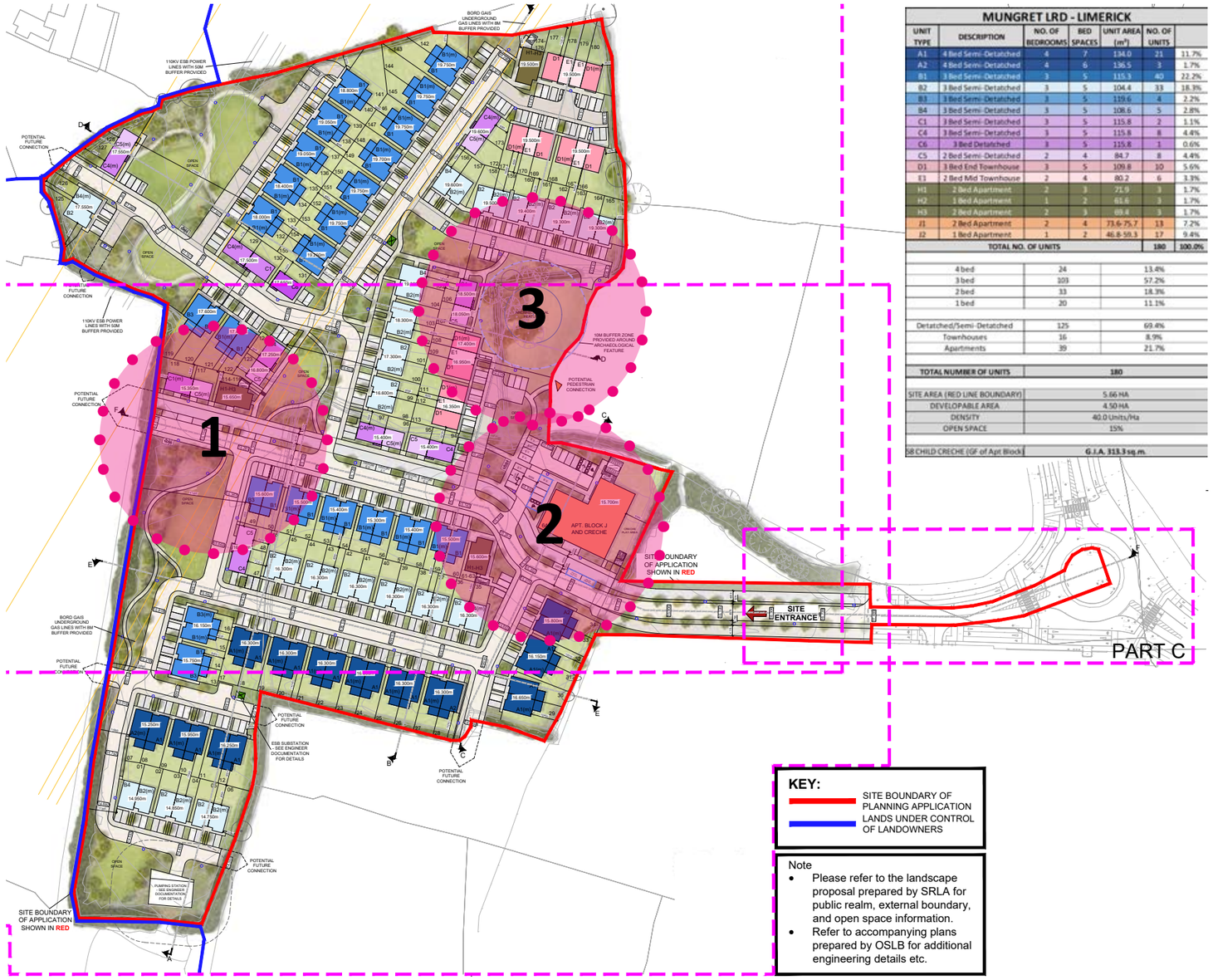
Please refer to the engineering drawings and documentation prepared by OSL Butler for further details on these items.

2. ADDITIONAL BIKE SPACES AND A GREATER VARIATION OF BIKE STORAGE TYPES

The primary secure bike storage for the apartment block has been moved within the footprint of the building on the ground floor. 52 no. secure bike spaces have been allocated here. In addition to this, 42 no. covered and uncovered bike parking spaces have been located around the development, including 2 near the apartment building, to provide a large quantum of bike storage spaces along with a variation of bike storage types for the scheme.

3. INCREASING ARCHAEOLOGICAL BUFFER ZONE FROM 10 METRE RADIUS TO 20 METRES.

The proposed buffer zone around the archaeological feature has been increased from 10m to 20m and the area around this has been redesigned in order to address this. Housing units have been reworked to overlook this space while not impacting on the buffer zone. The proposed public open space has been calculated without the inclusion of the archaeological feature or buffer zone.



MUNGRET LRD - LIMERICK

UNIT TYPE	DESCRIPTION	NO. OF BEDROOMS	BED SPACES	UNIT AREA (m²)	NO. OF UNITS	
A1	4 Bed Semi-Detatched	4	7	134.0	21	11.7%
A2	4 Bed Semi-Detatched	4	6	136.5	3	1.7%
B1	3 Bed Semi-Detatched	3	5	115.3	40	22.2%
B2	3 Bed Semi-Detatched	3	5	104.4	33	18.3%
B3	3 Bed Semi-Detatched	3	5	119.6	4	2.2%
B4	3 Bed Semi-Detatched	3	5	108.6	5	2.8%
C1	3 Bed Semi-Detatched	3	5	115.8	2	1.1%
C4	3 Bed Semi-Detatched	3	5	115.8	8	4.4%
C6	3 Bed Detatched	3	5	115.8	1	0.6%
C5	2 Bed Semi-Detatched	2	4	84.7	8	4.4%
D1	3 Bed End Townhouse	3	5	109.8	10	5.6%
E1	2 Bed Mid Townhouse	2	4	80.2	6	3.3%
H1	2 Bed Apartment	2	3	71.9	3	1.7%
H2	1 Bed Apartment	1	2	61.6	3	1.7%
H3	2 Bed Apartment	2	3	69.4	3	1.7%
J1	2 Bed Apartment	2	4	73.6-75.7	13	7.2%
J2	1 Bed Apartment	1	2	46.8-59.3	17	9.4%
TOTAL NO. OF UNITS					180	100.0%

4 bed	24	13.4%
3 bed	103	57.2%
2 bed	33	18.3%
1 bed	20	11.1%
Detatched/Semi-Detatched	125	69.4%
Townhouses	16	8.9%
Apartments	39	21.7%

TOTAL NUMBER OF UNITS	180
SITE AREA (RED LINE BOUNDARY)	5.66 HA
DEVELOPABLE AREA	4.50 HA
DENSITY	40.0 Units/Ha
OPEN SPACE	15%
SB CHILD CRECHE (GF of Apt Block)	G.I.A. 313.3 sq.m.

LAYOUT PRESENTED AT S.32B

01 EVOLUTION OF DESIGN
OPINION RESPONSES

ITEM 01:

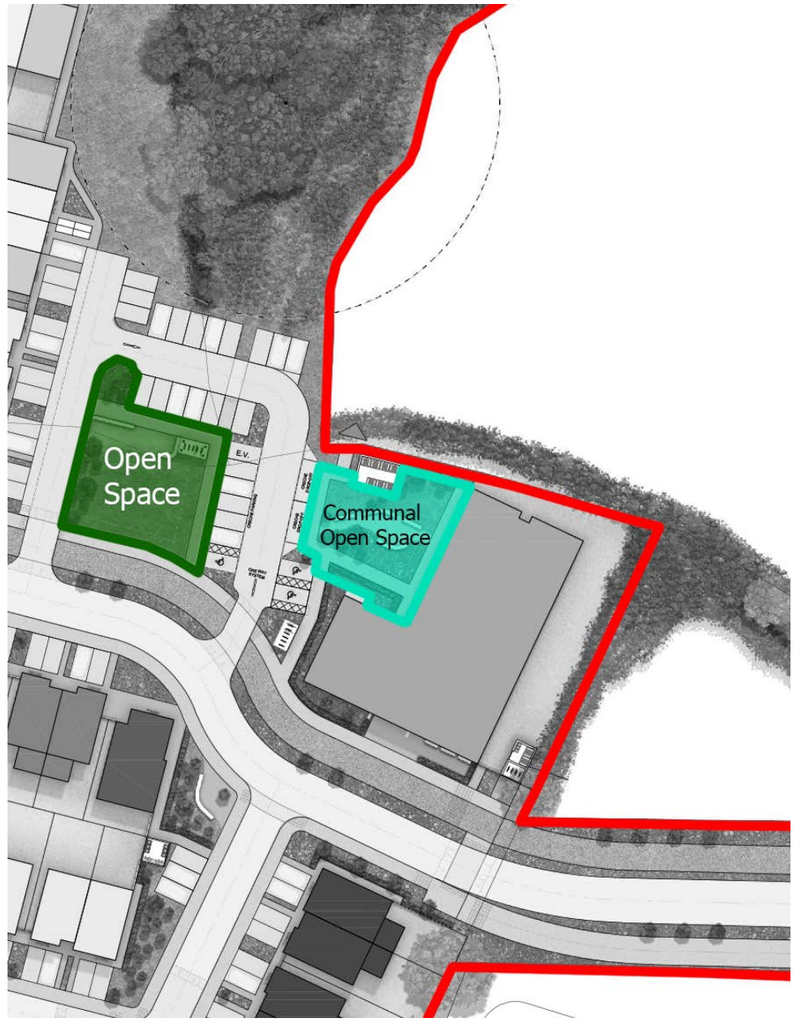
A redesign of the site layout plan will be required having regard to the revised archaeological buffer requirements and the requirement to reconsider the movements of pedestrians/cyclists/vehicles in the vicinity of the proposed crèche.

There are concerns in relation to the proposed 10m buffer around the known archaeological monument and would request a 25m buffer. In light of same please submit the following in order for the Planning Authority to consider a buffer of 20m:
(a) an Archaeological Impact Assessment
(b) details of the design on the edge of the buffer
(c) a comprehensive management plan for the recorded monument

RESPONSE

The site layout has been redesigned in order to accommodate the enlarged archaeological buffer zone of 20m that has been introduced. Pedestrian and vehicular activity around the vicinity of the proposed crèche has been addressed with the proposal of new parking arrangement and shared pedestrian / cycle lane.





ITEM 02:

Include for communal open space associated with the apartment block.

RESPONSE

An area of communal open space has been designated within the courtyard directly adjacent of the apartment block. This area has been allocated on top of the public open space requirement.

01 EVOLUTION OF DESIGN
OPINION RESPONSES

ITEM 03:

Bike parking for the apartments should be internalised and the number increased so it is in line with Table DM 9.

The Apartment guidelines promote the internalisation of bike parking to encourage investment in bikes and provide he most secure storage solutions. Please address.

RESPONSE

52 no. bike spaces have now been allocated within the footprint of the apartment block with adequate visitor spaces accommodated for with both covered and uncovered Sheffield stands within close proximity of the apartment block in line with Table DM 9.



ITEM 04:

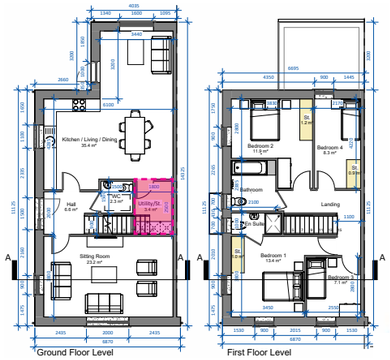
Ensure that all 3 bedroom units and above have a utility space.

RESPONSE

Unit types A2, B3, B4 and D3, 3 bed units and above have been revised to provide a utility space adjacent to the kitchen area.

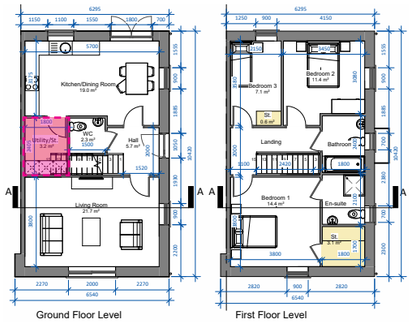
A2





B4





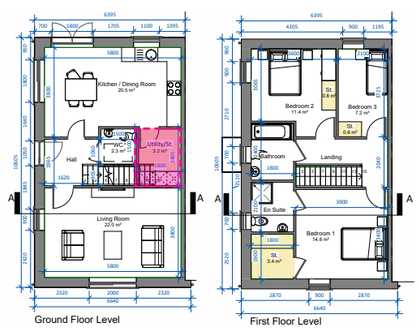
B3





D3





01 EVOLUTION OF DESIGN
OPINION RESPONSES

ITEM 05:

The parallel parking along the new cycle lane is at the same level as this cycle lane, a buffer is required or change in levels in the interest of safety for vulnerable road users.

RESPONSE

The parallel parking spaces have been removed from the cycle lane area in order to avoid any clashes with the cycle lane and any conflict between vehicle car doors opening on to the cycle lane leading to collisions that can be avoided.



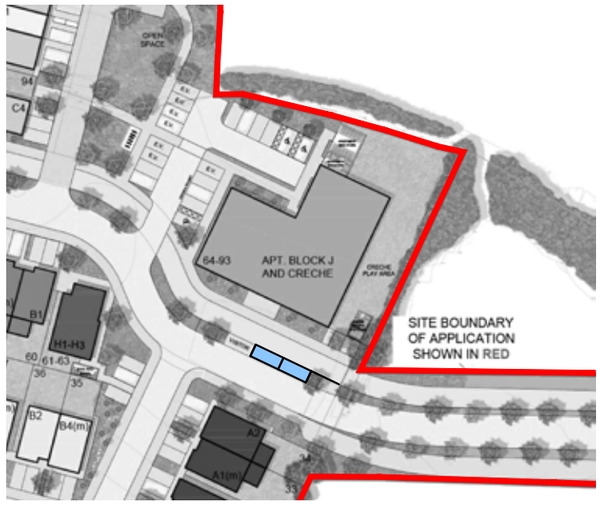
ITEM 06:

The drop-off facilities serving the crèche should be re-examined. There is no buffer / segregations adjacent to the crèche drop-off facilities and the bike lane.

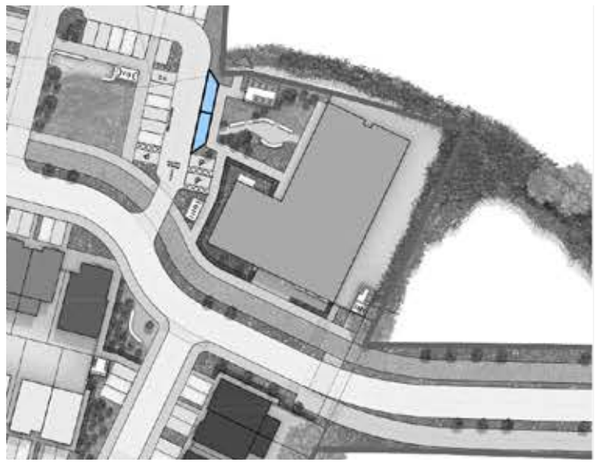
RESPONSE

The drop-off facilities for the crèche have been relocated to avoid any clash with the cycle lane.

32B Stage — **Drop-off Spaces**



Current Proposal



01 EVOLUTION OF DESIGN
OPINION RESPONSES

ITEM 07:

Some of the short stay bike storage solutions should be covered stands to promote the use of bikes for short trips.

RESPONSE

Covered Sheffield stands have been introduced in some areas in place of uncovered stands to promote the use of bikes for short trips. Please refer to drawing no. 25028/P/008 for details and specific locations of these.



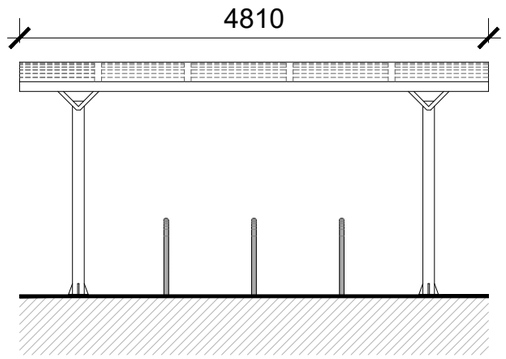
PROPOSED UNCOVERED SHEFFIELD STANDS
ALSO PROVIDED FOR SHORT STAY VISITORS

ITEM 08:

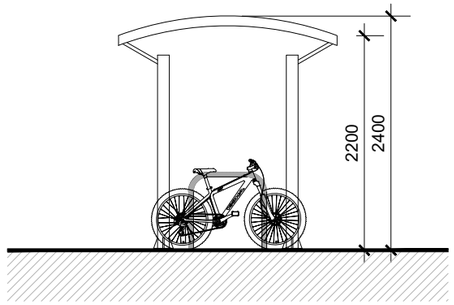
The use of racking should only be part of the bike storage solution, it is not suitable for all users. The external structures/sheds do not comply with the Cycle Design Manual in terms of cycling height and aisle width for adequate manoeuvrability. A mix of bike parking should be proposed.

RESPONSE

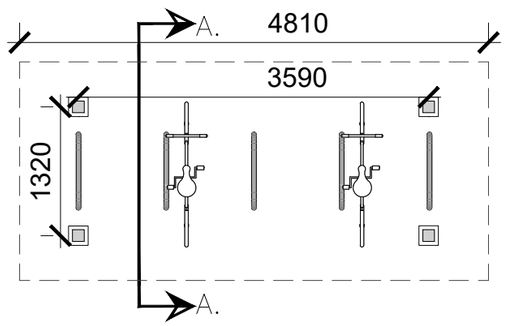
Bike parking spaces have been proposed in the form of 2 tier bike racks and both covered and uncovered Sheffield stands to provide a mix of different bike storage types to accommodate all users.



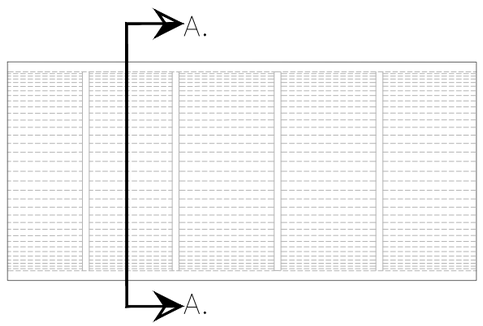
FRONT ELEVATION



SECTION A-A

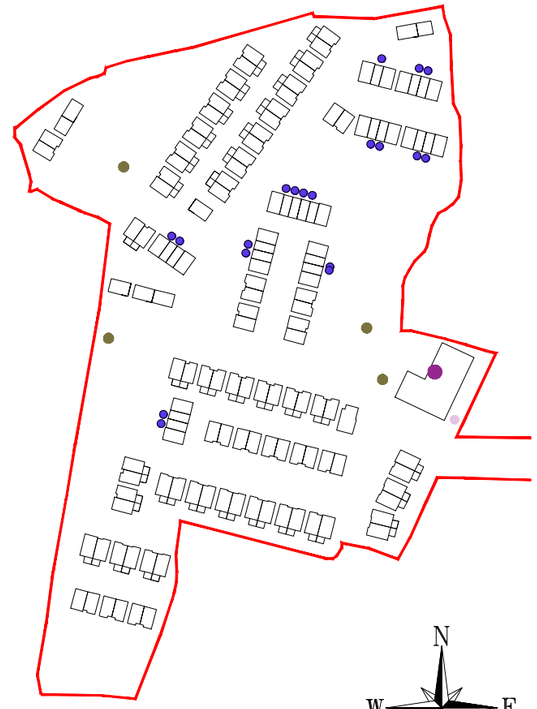


PLAN



ROOF PLAN

Typical Covered Bike Rack



KEY PLAN

BIKE PARKING SCHEDULE

2 Bed Mid Townhouse Units
(1 space per bedroom) *- 38no. bike spaces required*
**Detached, Semi-detached, End Townhouse and Triplex units have direct access to private or semi-private amenity/storage spaces and can utilise this for private and visitor bike storage.*

19 X 3no. spaces (Secure)

Total = 57no. spaces
Meets standards set out in the 'Sustainable and Compact Settlements' Guidelines 2024

Apartment Block Units
(1 space per bedroom) *- 51no. private bike spaces required*
** 0.5 no. spaces per apartment are also required for visitor spaces. 1 no. additional space is located within the secure store along with 22 no. covered and uncovered Sheffield stand spaces provided within close proximity to the apartment block for the additional visitor spaces.*

52no. spaces (Secure)

Total = 52no. spaces
Meets standards set out in the 'Planning Design Standards for Apartments; Guidelines for Planning Authorities, 2025'

Creche Spaces
**Spaces provided in secure store, please refer to drawing no. 25028_P_014 for layout.*

08no. spaces (Secure)

Visitors Spaces for Mid-Townhouse / Apartment Units

42no. spaces (Covered and Uncovered Sheffield Stands)

Meets standards set out in the Limerick Co. Co. Development Plan 2022

TOTAL BIKE PARKING PROVIDED = 159no.

02 SITE CONTEXT
SITE PHOTOS



Figure: Aerial Photo



VIEW 1



VIEW 2



VIEW 3



VIEW 4



VIEW 5



VIEW 6

02 SITE CONTEXT
CONTEXT INFO

The proposed residential development is located in Mungret, which is located south-west of Limerick City. The subject site is situated approximately 6 kilometres from Limerick City Centre.

The site lies within close proximity to several important routes including the M7 motorway towards Dublin.

The total site area comprises 5.67 hectares with a net developable area of 4.49 hectares (site area minus the primary link street, the existing road network, the archaeological feature, the crèche, and pumping station).

The site itself is located approximately 1 km south of Mungret, on a greenfield site zoned for new residential development. The Mungret Park Road provides access to the site from the east. This road connects to the R859 from which the N69 and M7 motorway can be utilised. The Limerick City train and bus stations are also located approx. 5 km away which provides connections to Dublin City and wider Ireland.

In close proximity to the site, in Mungret village, there are a number of commercial and community facilities including local shops, schools and churches.

A strategic response to unique boundary conditions and the site characteristics, ensures the distinctiveness and connectivity of the proposed housing scheme. Features such as the existing trees/ hedgerows and the archaeological feature have the potential to give this new development an unmistakable quality.

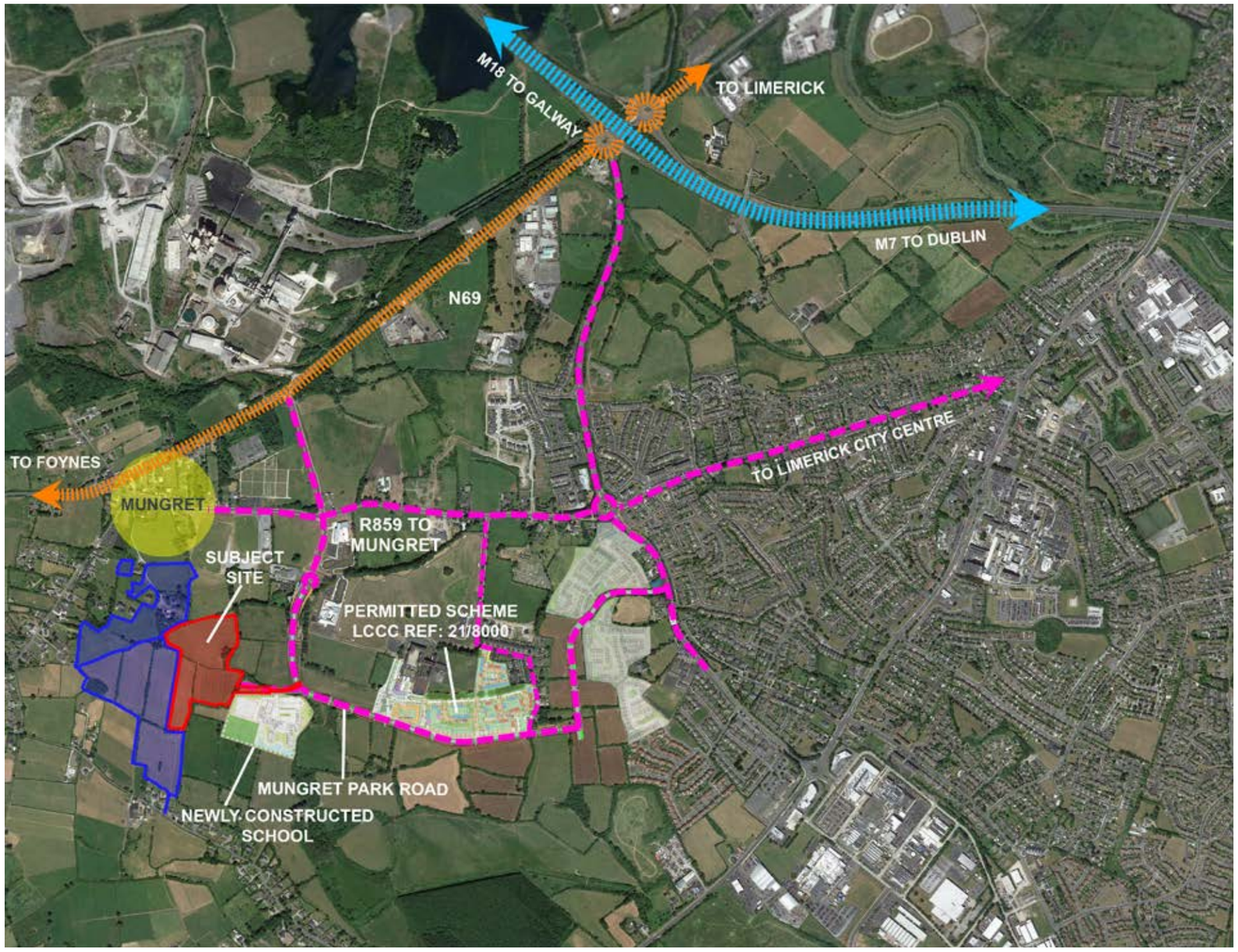


Figure: Site Diagram

02 SITE CONTEXT
CONNECTIVITY + EXISTING INFRASTRUCTURE

The subject lands located in Mungret offer a unique opportunity to provide a high quality residential development within the locality. Attractive proposed connectivity around the scheme will provide desirable connections to the amenities in Limerick.

The site is located to the south west of Limerick City which contains an abundance of local amenities for future residents. These can be accessed via public transport with a number of bus stops located within walking distance of the proposed site entrance.

The site will be accessed on foot or by car from the link road to the east which connects the site to Mungret village. A shared pedestrian / cycle path is located on either side of the link road which provides key pedestrian connectivity to the development.

Schools, shops and parks are located in close proximity to the site providing excellent amenities with a running track on an adjacent site currently in the planning process.

Inclusivity and ease of movement through the scheme and the connections to the village of Mungret and onto Limerick City have been the central design principles of the development. The primary access street will ensure that the residents will have easy access to local bus routes and cycle routes connecting into Limerick City centre and Dooradoyle. This focus on alternative modes of transport as a substitute to the car ensures that a sustainable development is created.

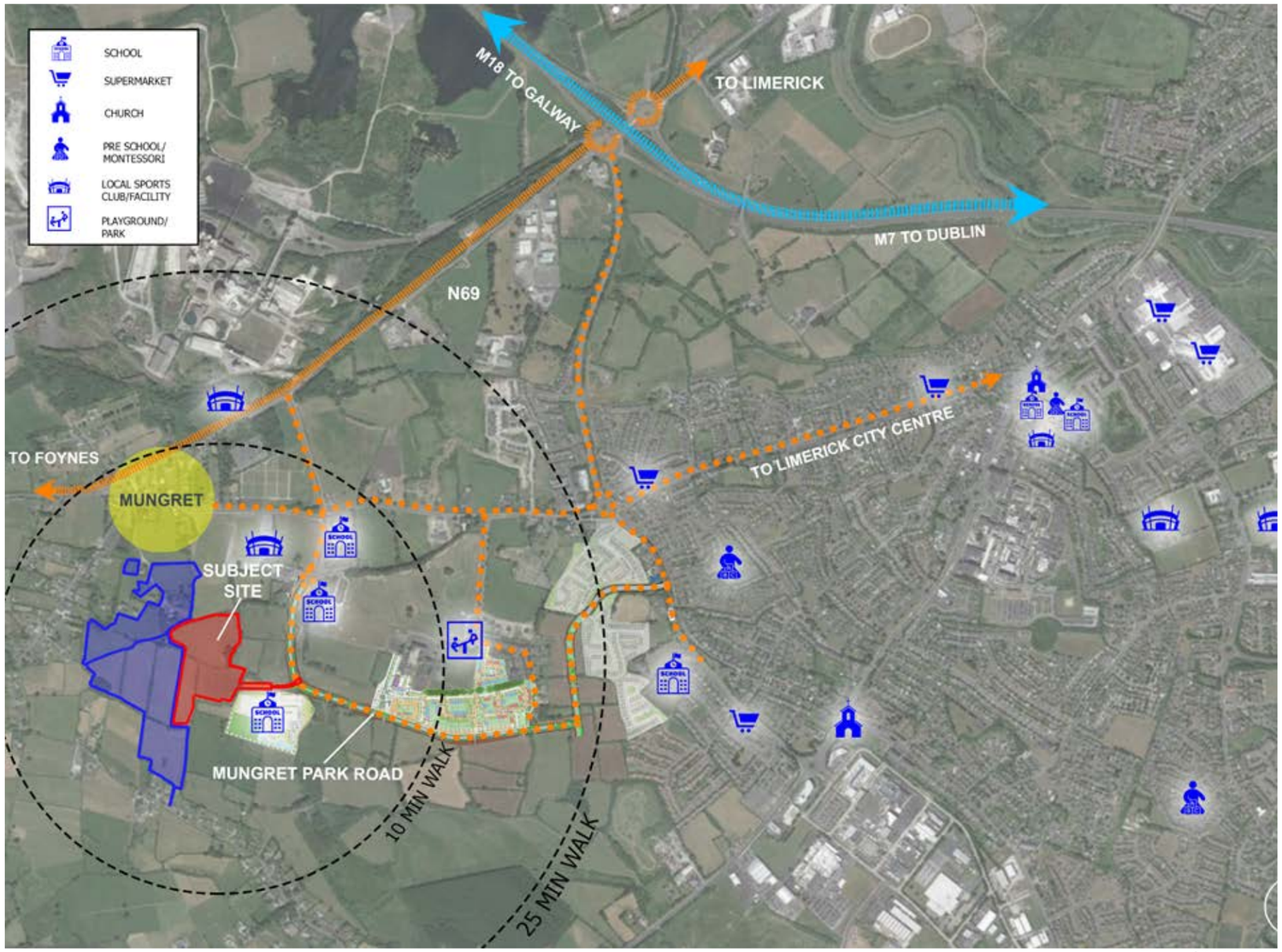


Figure: Site Diagram

02 SITE CONTEXT
ACCESS & ACCESSIBILITY

The subject site will be accessed via a single vehicular entrance to the east, off the Mungret Park Road.

A cycle and pedestrian link will run from the main entrance in the east, off the Mungret Park Road, through the site. Additional pedestrian links run through the site, linking open spaces in the north and south of the scheme. These links contribute to a permeable layout with a range of access points and routes through the site. Additional pedestrian links to the adjacent housing estates also run, surrounding the site.

Provision for a secondary residential development connected to the current site has also been provided for which is situated immediately south-west of the site. The addition of this will provide strong pedestrian and cycle connections throughout the site and surrounding areas.

In addition, the site's close proximity to Limerick City centre helps to ensure that alternative, more environmentally friendly modes of transport are provided as a substitute for car use.



Figure: Site Diagram

02 SITE CONTEXT
SURROUNDING ANALYSIS

A review of the surrounding local architectural context and of the landscape of the area has been carried out. This has influenced the final proposal which blends into its context while bringing a new identity and a recognisable character.

The surrounding context is characterised mainly by medium density developments. The buildings to the east are defined by a traditional character and the use of render and red bricks in The Grange, while the Mungret Woods scheme to the north introduces a more contemporary character and the use of beige white render. The newly constructed Mungret Community College is also located to the east of the site.

Within 3 kilometres to the east of the site is the Crescent Shopping centre which provides varied amenities in recreational and retail facilities. Towards the north is Mungret which provides a local GAA club, community centre and multiple educational facilities.

N

Figure: Site Diagram





1 - Mungret Community College



2 - Mungret Woods Scheme



3 - The Grange Scheme



4 - Permitted Scheme north of Mungret Park Road

02 SITE CONTEXT
TOPOGRAPHY & EXISTING LANDSCAPE FEATURES

Our design approach is focused on defining the existing natural features of the site and incorporating them into the scheme wherever possible, to give the development a distinctive quality that is unique to its location.

The topography of the site slopes downward from north to south, with the highest point located in the north. This upper plateau is characterised by a gentle slope. The middle ground has a moderate slope, while the southern area flattens out.

There are large trees and hedgerows on the site that we propose to integrate into the scheme. These will offer valuable visual amenities to the residents.

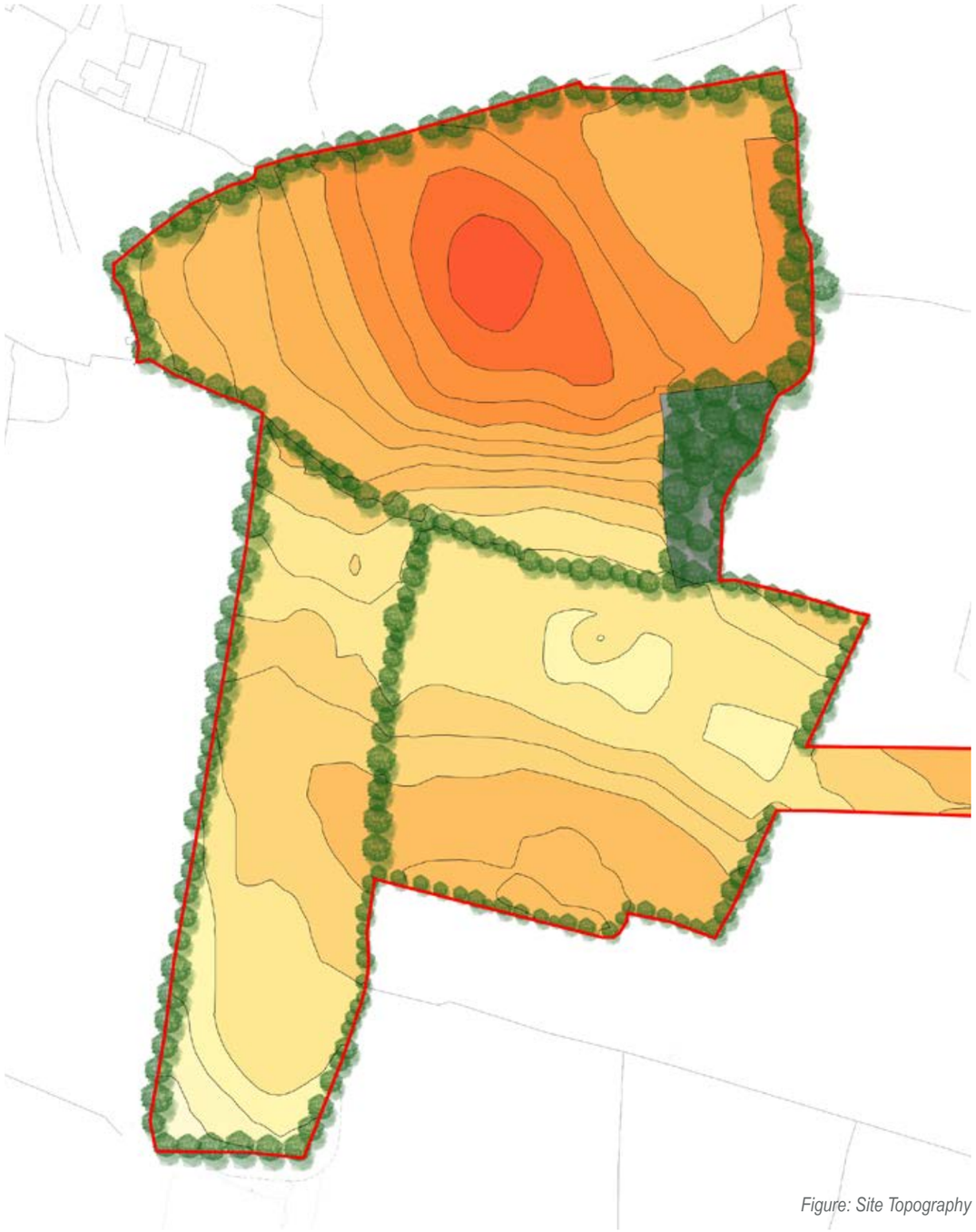


Figure: Site Topography

02 SITE CONTEXT
SITE ANALYSIS

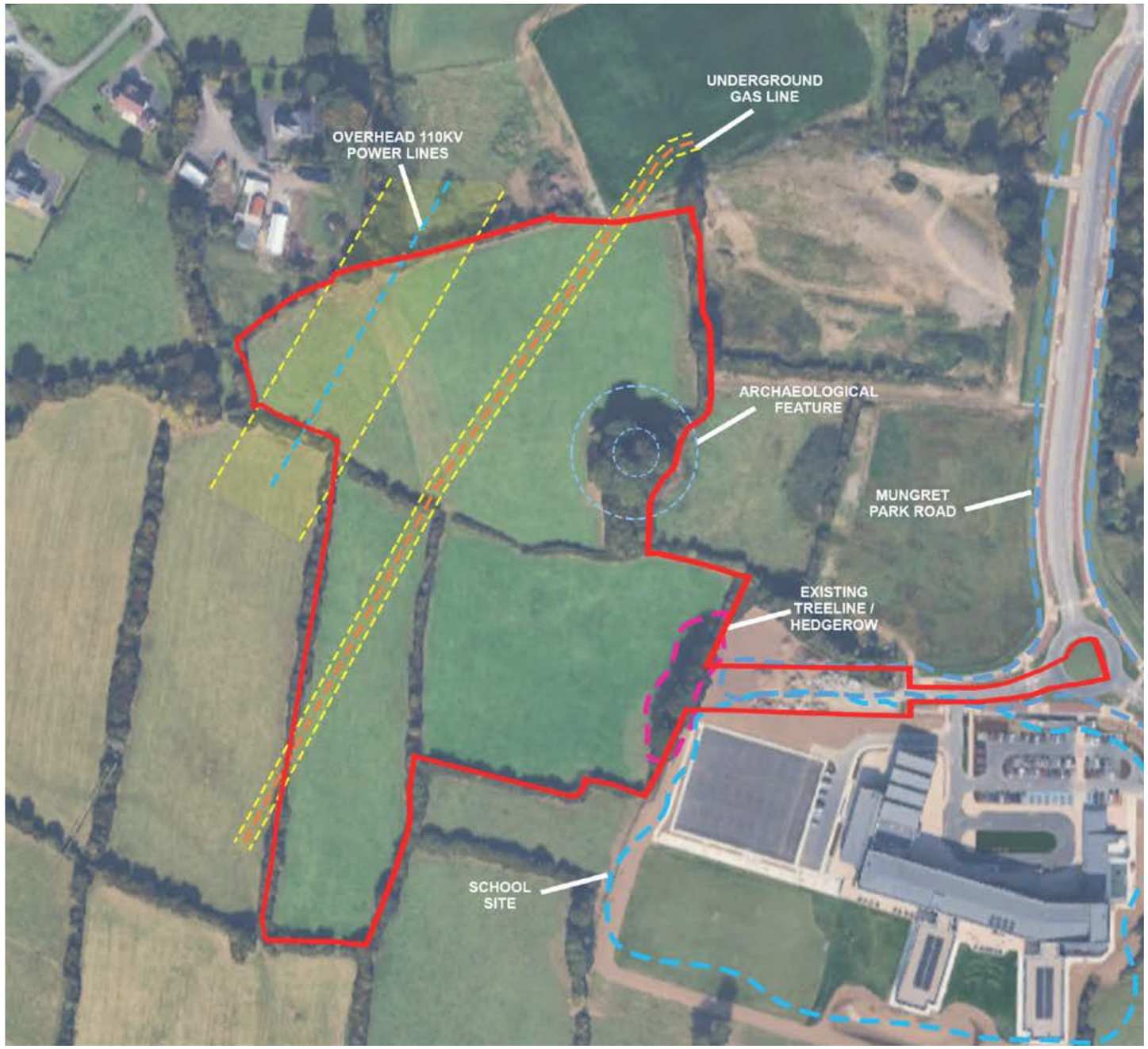


Figure: Map showing constraints on site

The development site, with an area of 5.67 Ha, contains existing natural features in the form of trees and hedgerows along the boundaries and in the centre of the site. By retaining these existing features and incorporating them into the scheme, they serve to create natural ecological features within the development to benefit both the end user and the wider community.

Located to the east of the development site is an archaeological feature which will be preserved with a buffer zone to ensure there will be no development nearby. There is also an underground gas line that bisects the centre of the site with an 8m buffer provided for this. Overhead 110KV power cables also run through the west of the site with a 50m development buffer provided for this.

The site is connected to the village of Mungret by the Mungret Park Road. Neighbouring the site is the new Mungret Community College, which is has been recently constructed.

02 SITE CONTEXT
SITE CONSTRAINTS & POTENTIAL

Site Constraints/Potential:

1. Panoramic views to the south and west
2. Existing natural features on site (hedgerows and trees) that can be incorporated into the public realm design
3. Proximity to Limerick City centre

Site Context:

- The site is 6 km southwest of Limerick City centre, accessed via the R859. It is surrounded by residential areas such as Mungret Village and the nearby areas, placing it within an established residential zone.

- Just a short drive from Limerick City, with nearby high-frequency bus stops connecting to Limerick and beyond. The site's strong transport links ensure easy integration into the town and wider regions.

- Within walking distance of Mungret Village, residents can access Mungret woods, nearby schools, shops, and other essential services, offering convenience and lifestyle benefits.

- The design is inspired by the landscape and the site's existing features, ensuring a thoughtful response to boundary conditions. Existing trees and natural elements will be incorporated to give the development a distinct character and sense of place.

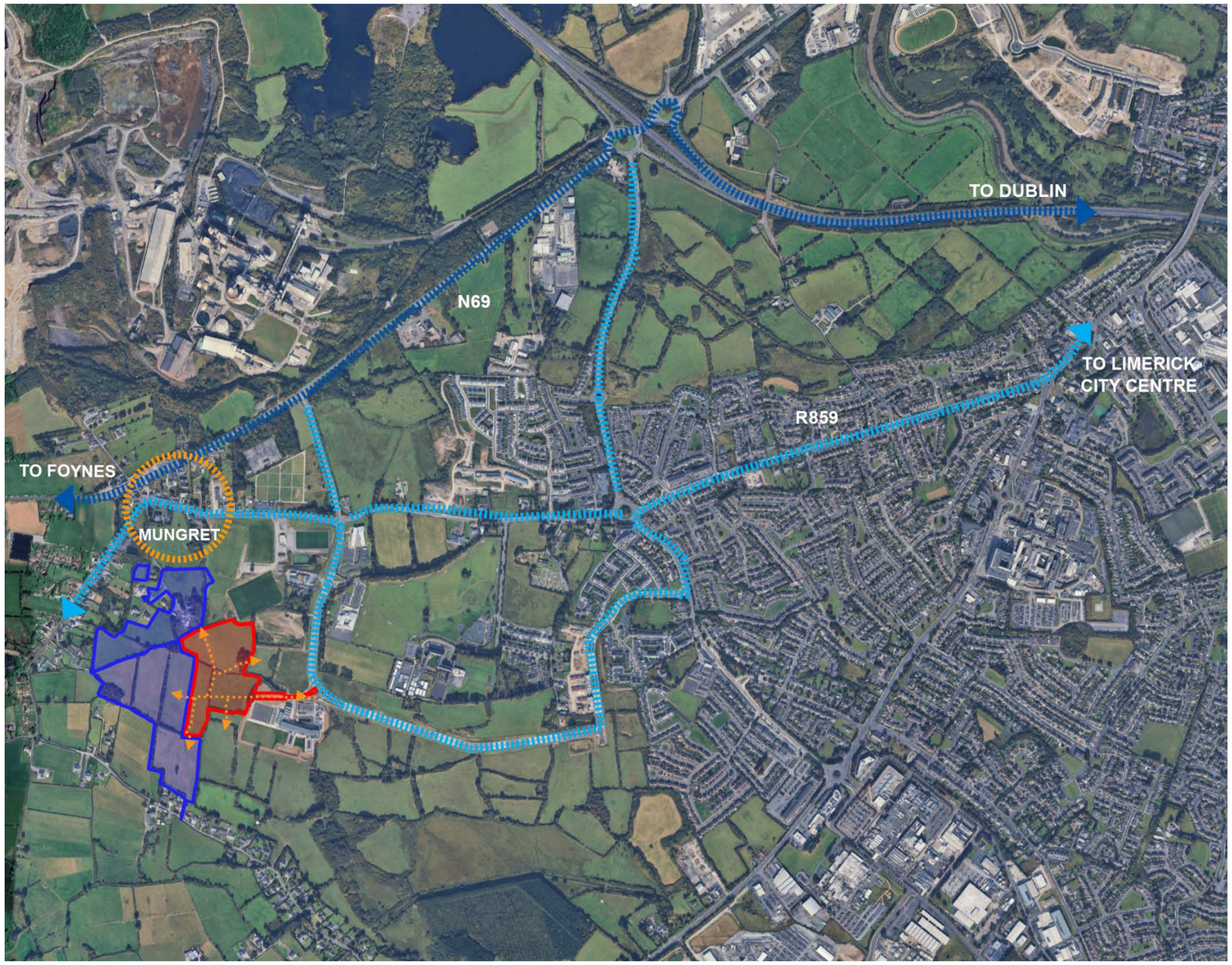


Figure: Site Diagram

02 SITE CONTEXT
SITE PERMEABILITY

The development site, situated amidst expansive agricultural green fields to the south and west, offers a unique opportunity to create a permeable and accessible layout that integrates well with its surrounding environment. Given the openness of the site, special care must be taken to design pathways, roads, and access points that allow for seamless movement within the development and its connection to the neighbouring landscape.

The Mungret Park Road will provide access to the scheme by the new school and also links directly to the village of Mungret. This connection offers significant potential to enhance the development's accessibility, as it provides direct links to Mungret village. The link road ensures future connections to these key amenities, offering opportunities for further integration as the area evolves.

Careful planning of pedestrian and cycle routes along the primary access street will foster seamless movement between the development and Mungret village, as well as the future educational and recreational facilities. This connectivity can help strengthen the development's relationship with the surrounding community and ensure that the site is easily accessible from Mungret and beyond into the city of Limerick.



Figure: Open space connections

02 SITE CONTEXT
SITE ZONING

The site is zoned as ‘New Residential’.

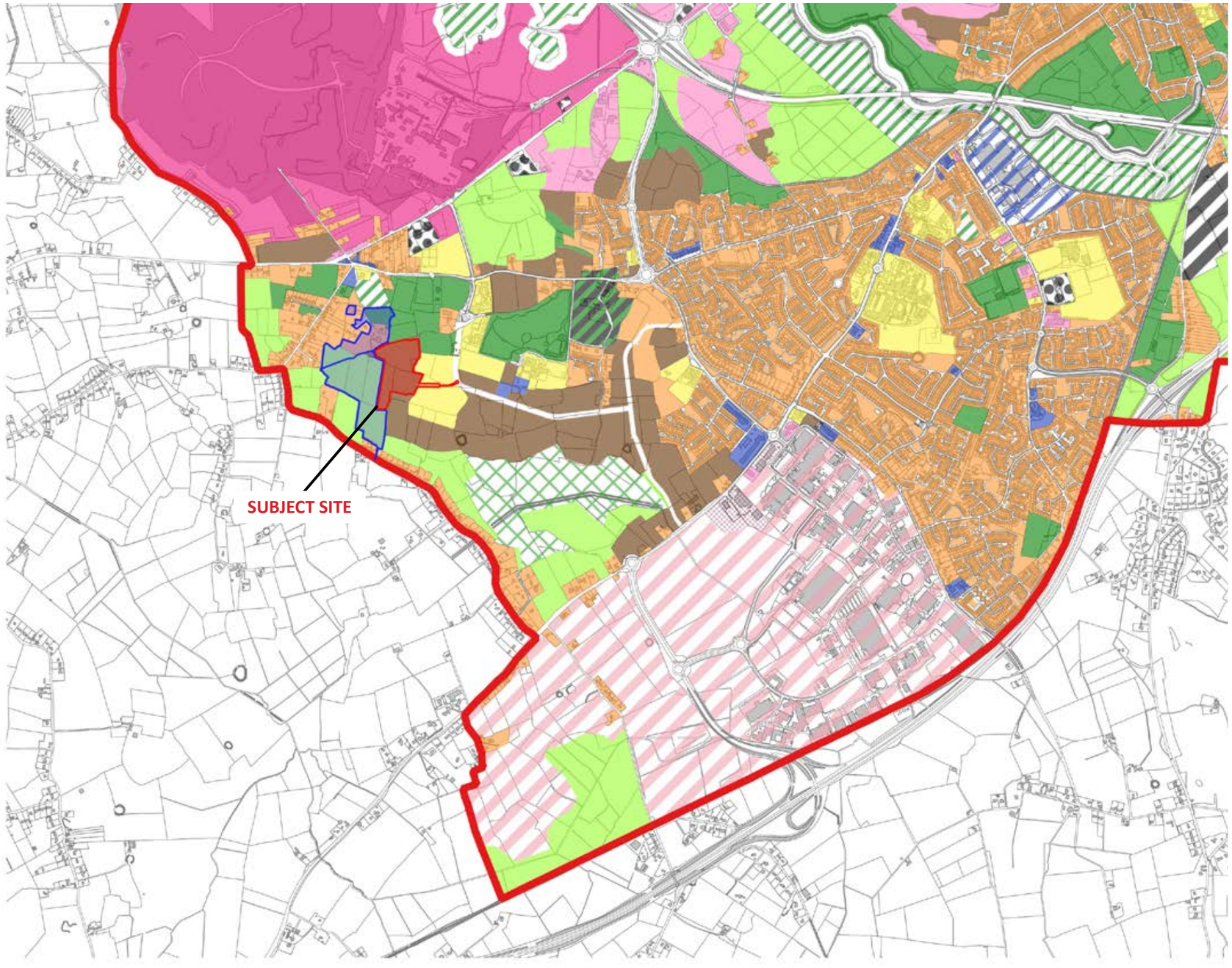


Figure: Extract from Limerick Development Plan 2022-2028

02 SITE CONTEXT
SUSTAINABLE RESIDENTIAL DEVELOPMENT AND COMPACT SETTLEMENTS GUIDELINES

The ‘Sustainable Residential Development and Compact Settlements; Guidelines for Planning Authorities’ was introduced in 2024 which included a number of additional items to consider when developing a scheme, including some key indicators of quality design and placemaking.

These new guidelines focus mainly on sustainable residential developments and the creating of compact settlements through innovative designs and higher quality public and private amenity spaces. These guidelines consider the renewal of existing settlements and the interaction between residential density, housing standards and quality urban design and placemaking to support sustainable and compact growth. The key indicators below, along with the updated density and private amenity policies ensure that a new scheme will be developed to a high standard and in line with existing and future Government policies.

SUSTAINABLE AND EFFICIENT MOVEMENT

Key principles such as;
- A permeable and legible urban environment focusing on sustainable modes of transport,
- Connections to wider urban street and transport networks for improved connections between communities,
- The prioritising of active travel and traffic calming measures, and,
- The minimising of car parking throughout a development,

Will ensure that settlements are vibrant, and will allow vulnerable users to freely travel, and access services both within and around the scheme with ease.

MIX AND DISTRIBUTION OF USES

Key principles such as;
- Planning for the activation of outdoor spaces and the public realm to promote more liveable cities and town centres,
- The uses should cater for public transport, services, and amenities around a hierarchy of local centres that support residential communities, and,
- The implementation of a diverse mix of housing and a variety of housing densities across settlements, with the introduction of innovative housing types that can facilitate compact growth and to cater for a range of users,

Need to be implemented to reduce the need for travel and to create more vibrant and active spaces.

GREEN AND BLUE INFRASTRUCTURE

Key principles such as;
- A plan for the protection, restoration, and enhancement of natural features, biodiversity and landscape,
- An integrated network of multifunctional and interlinked urban green spaces, and,
- The promotion of Urban Greening and Nature based Solutions (SuDS),

Will deliver ecosystem services and contribute to healthy, low carbon, resilient and connected settlements and places.

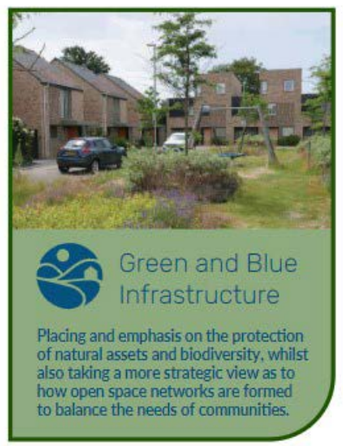
RESPONSIVE BUILT FORM

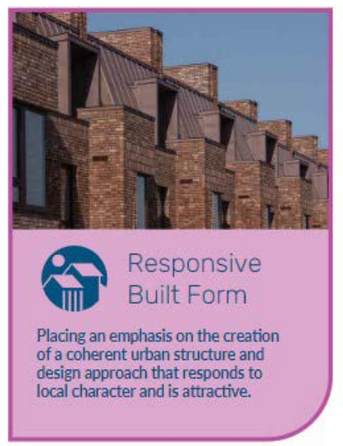
Key principles such as;
- The formation of a legible and coherent urban structure with landmark buildings and focal points,
- The establishment of a pattern of development regarding height, scale, and massing to positively enhance the area with well defined built edges and well-overlooked open spaces,
- The strengthening of the overall urban structure with the opportunities for new linkages, and
- The embracing of modern architecture and urban design that is innovative and varied, and made of high quality and durable materials.

Will need to be addressed to ensure the creation of attractive and well-design settlements.









03 DESIGN STRATEGY
PROPOSED CONCEPT





Figure: Site Concept

03 DESIGN STRATEGY
LIMERICK CCC DEVELOPMENT PLAN 2022-2028: MUNGRET FRAMEWORK PLAN

The Mungret Framework Plan aims to address the principles for the macro development of the region:

Landscape

- Deliver a green neighbourhood that encourages healthy lifestyles, offering easy and safe access to amenities and opportunity for play, recreation and learning.
- Embrace the wider landscape and create a green framework across the site that retains the site's green assets and enhanced biodiversity.

Archaeology

- Protect and celebrate the site's historic assets including the College, Mungret Abbey and medieval ring forts.

Link Street

- Create a strong legible structure that leads people to a mixed-use centre at Mungret College, integrates the site with the wider area and strengthens existing centres.
- Create a legible network of streets defined by new buildings and laid out as part of a clear hierarchy.
- Residential development shall be designed to create a streetscape along the main spine roads, with properties fronting onto the road where appropriate.

Housing

- Deliver an exemplar new neighbourhood with a clear identity and character that responds to the natural and historic environment and provides a great place to live.
- Provide a mix of dwelling sizes and types of the highest quality design, materials and efficiency, that give the opportunity for every stage of the life cycle and to up or downsize within the neighbourhood.
- Higher density development e.g. apartment blocks are encouraged along the Mungret Park Road and at the corner of street blocks in particular.



Figure: Extract from Mungret Framework Plan

LIMERICK CCC DEVELOPMENT PLAN 2022-2028: MUNGRET FRAMEWORK PLAN

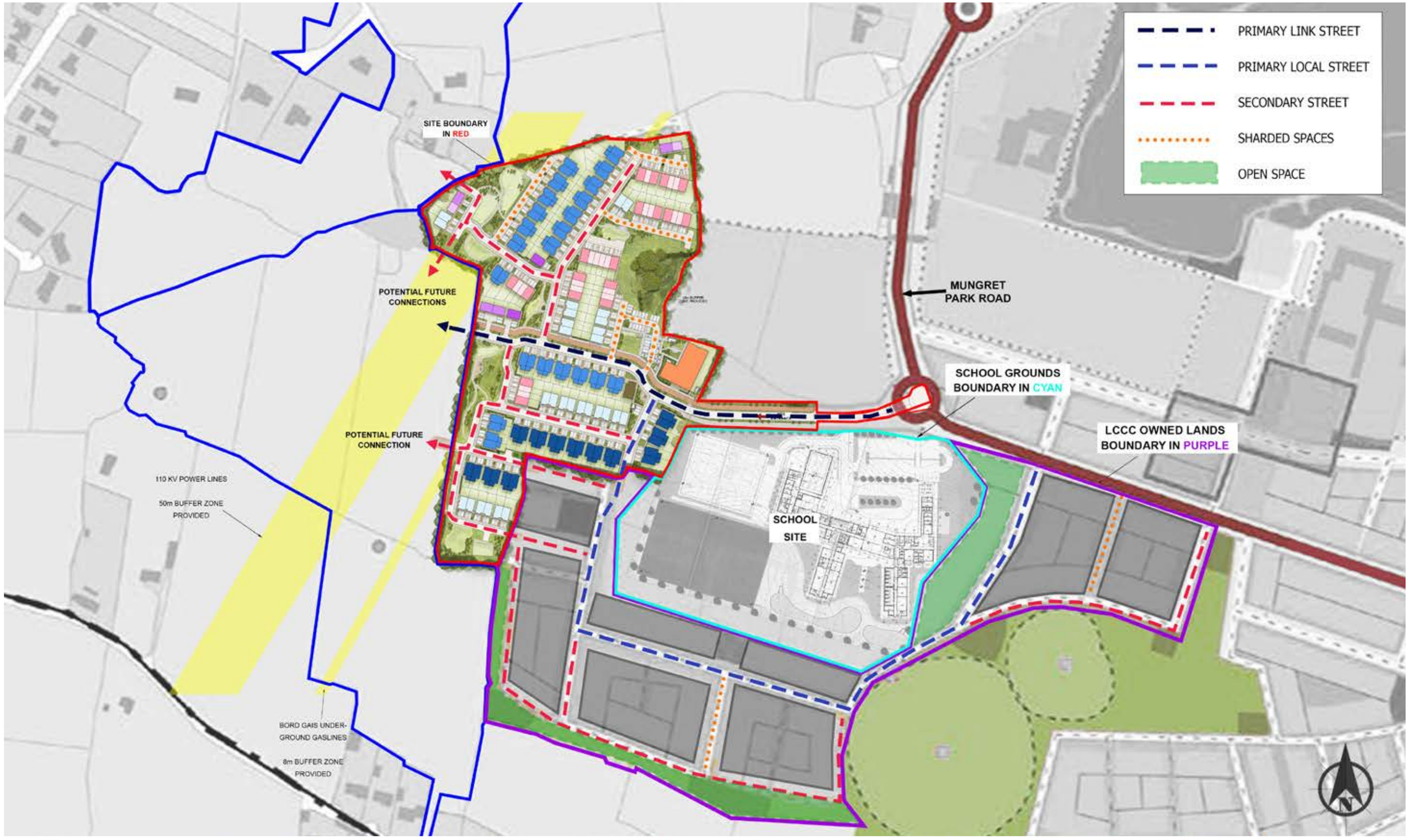


Figure: Site in context of Mungret Framework Plan

03 DESIGN STRATEGY
OPEN SPACES & PEDESTRIAN/CYCLE LINKS

- Site Boundary
- Primary Pedestrian Link
- Secondary Pedestrian Link
- Site Entrance



Figure: Site Diagram

DEADY GAHAN ARCHITECTS

03 DESIGN STRATEGY
STREET HIERARCHY

1. PRIMARY LOCAL STREET





PRIMARY LOCAL STREET FEATURES:

- 5-5.5m ROAD WIDTH
- ROAD-SIDE PEDESTRIAN PATH
- PARALLEL PARKING OR ON-CURTILAGE PARKING
- DIRECT ACCESS TO UNITS
- INCORPORATING LIGHTING, BINS, PARKING & LANDSCAPING

2. SECONDARY LOCAL STREET / SHARED SURFACE





SECONDARY LOCAL STREET/SHARED SURFACE FEATURES:

- 4.8-5m ROAD WIDTH
- ROAD-SIDE PEDESTRIAN PATH OR SHARED SURFACE
- PARALLEL PARKING OR ON-CURTILAGE PARKING
- DIRECT ACCESS TO UNITS
- INCORPORATING LIGHTING, BINS, PARKING & LANDSCAPING



Figure: Site Diagram

DEADY GAHAN ARCHITECTS

03 DESIGN STRATEGY
ECOLOGICAL CONNECTIONS

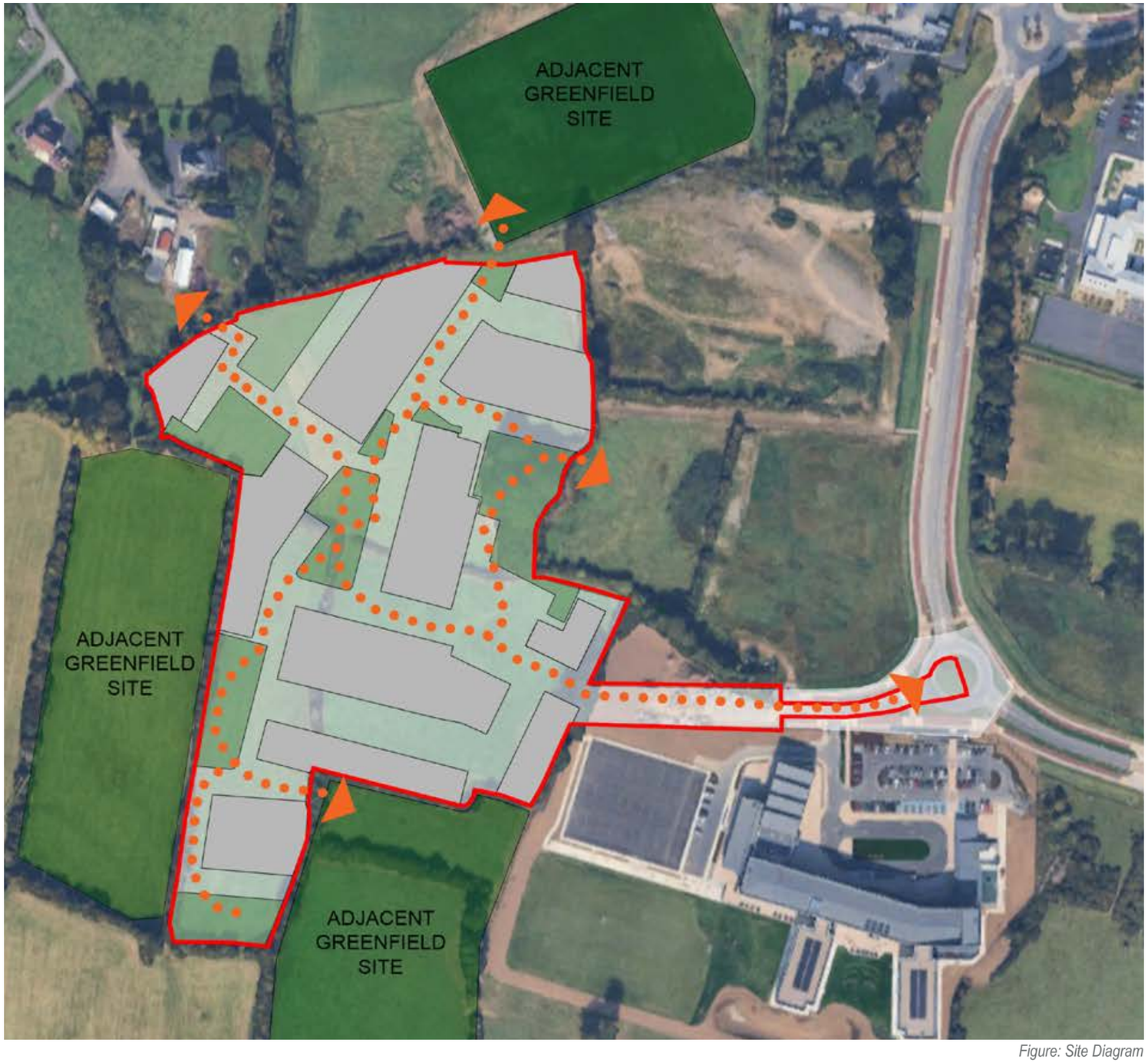


Figure: Site Diagram

03 DESIGN STRATEGY
NODAL POINTS



Figure: Site Diagram

03 DESIGN STRATEGY
RECREATION, AMENITY &OPEN SPACE

The proposed development features pedestrian and cycle path that runs through the site, connecting the various open spaces. Several pedestrian connections branch from this path, providing access to the open spaces and amenities. The design incorporates a green network of open spaces, and the existing trees along the site boundaries will be retained where possible. Shared surface areas are spread across the site, blending seamlessly into the landscaped environments. These spaces help create a cohesive and accessible network for pedestrians and cyclists.

To ensure a sustainable and high-quality residential environment, the development emphasizes the creation of well-designed open spaces. These spaces will be linked by pedestrian and cycle-friendly routes, promoting connectivity throughout. Key features of the open space plan include:

- Formalized pedestrian/cycle routes connecting play areas, enhanced with pocket green areas, planting, trees, and seating.
- Shared surfaces integrated into the landscape to encourage informal interactions.
- A total of 15% of the developable area is dedicated to the open space, including both formal recreational facilities and informal active and passive spaces. The design prioritises preserving the site's natural features where possible. These open spaces will function as key node points within the development, enhancing the quality of life for future residents. The public open space provision does not include the archaeological feature or its buffer zone in the calculations.









03 DESIGN STRATEGY
PUBLIC & PRIVATE OPEN SPACE

PUBLIC OPEN SPACES WITH EXISTING NATURAL FEATURES
The large trees and existing hedgerows running through the site have been incorporated where possible in the green spaces. These landscaped open spaces are well overlooked by the dwellings.

WALK/CYCLE PATH
The subject site contains a 4m wide shared pedestrian and cycle link that travels through the site from the entrance to the middle of the site linking to the open space.

POCKET OPEN SPACES
Several open spaces are spread around the site. They create courtyard arrangements and are surrounded and well overlooked by dwellings.

SHARED SURFACE
Several shared surfaces are located around the site and blended into landscaped settings.



Figure: Site Diagram

03 DESIGN STRATEGY
INCLUSIVITY- VARIETY- EFFICIENCY



Inclusivity

The proposed layout prioritises access for all, with a public realm based on pedestrian and cycle connectivity throughout the entire scheme. This principle is facilitated and supported also by the proposed streetscapes and shared surface areas.



Variety

The materiality of the buildings is also a vital opportunity to create an unmistakeable identity for distinctive characters in different areas within the new neighbourhood, and to realise the project in flexible stages over a phased time period. The location of materials on the respective units is also subject to their durability and visual aesthetic qualities.

The development is structured to enable the creation of neighbourhoods featuring distinct languages. Each of these character areas are grouped around open spaces, creating a recognisable sense of place by using a mix of landmark housing typologies and a blend of materials unique to that location.



Efficiency

An imaginative and efficient layout design has enabled us to unlock and maximise the potential of new neighbourhoods, and to achieve the right densities for the area. Economic in design, a sequence of distinct streetscapes with different widths and parking formations generate a highly efficient residential scheme and assists our vision of placemaking. The efficient use of high-quality materials and design features achieve superb quality homes that are both beautifully crafted and financially viable.