

Canal Bank

at Pa Healy Road/Park Road
adjacent the City Canal
A Development by
Revington Developments Ltd

Architectural and Urban
Design Statement

OCA Architects

October 2021

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Introduction

This is a mixed-use development composed of primarily related types of residential development.

Block 1-Student Residence and ancillary retail

Blocks 2-7 Build to Rent Apartments

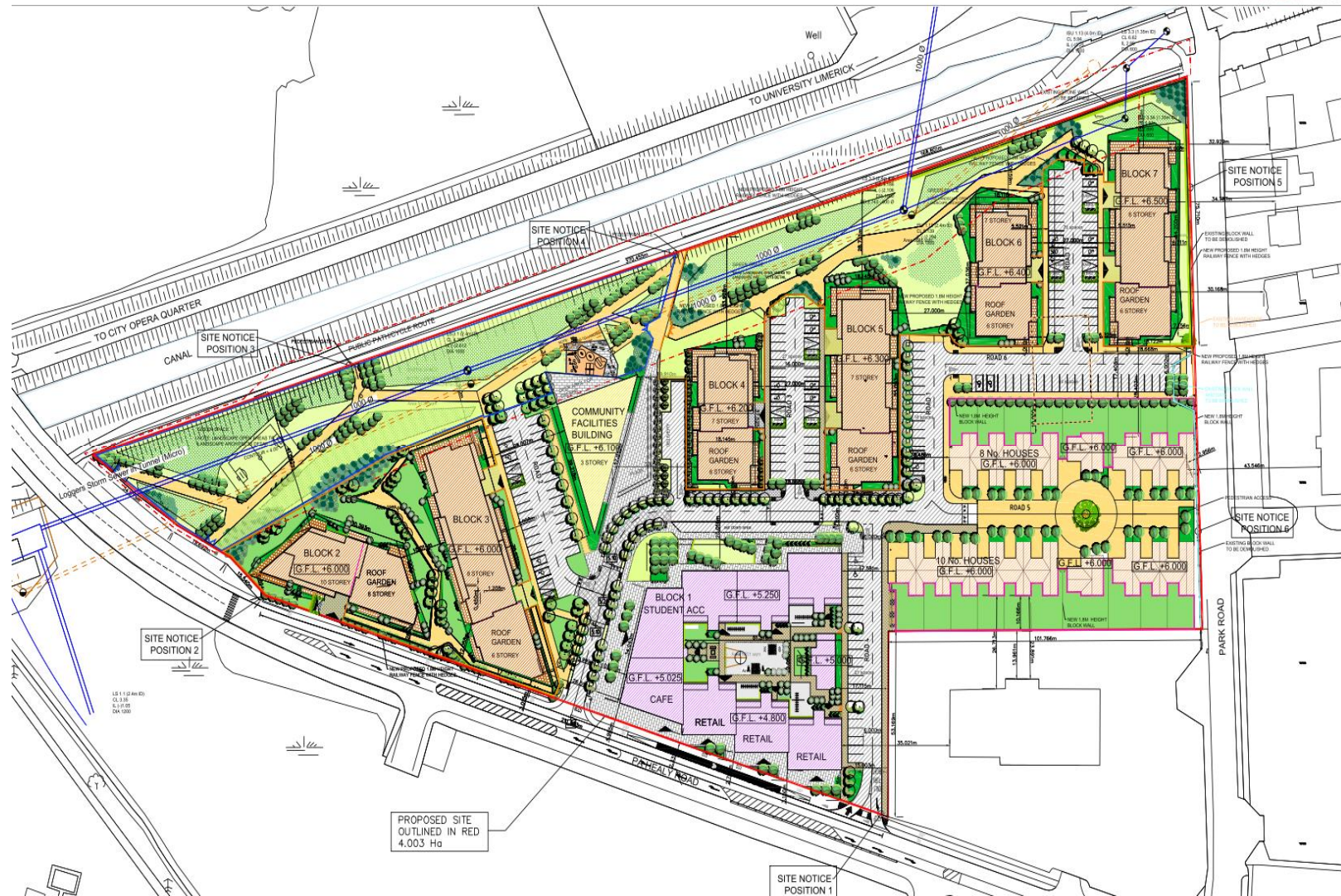
16 Dwelling townhouses

Community services building incl a Creche.

There is a strong landscape design adjacent the city canal, with the rhythm of building orientated to allow sunlight and access penetration.

There is a strong urban line along Pa Healy Road, punctuated for light and access, with stepped design also for visual interest and skyline delineation.

Perking is at 0.28 spaces per BTR /student apartments and is subordinate to primacy of pedestrian and cycle access.



Introduction- overview

The aspect along the city canal is a key design influence.

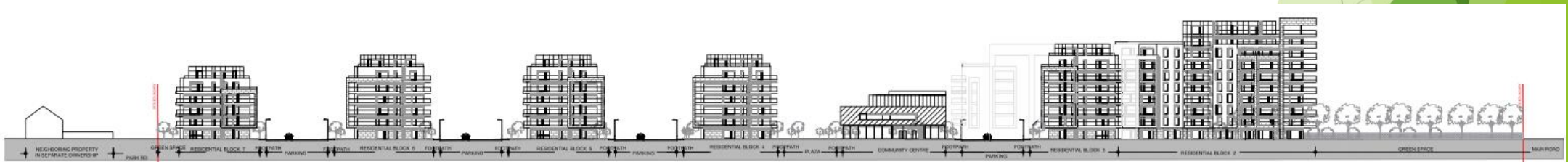
We have created a rhythm of apartment blocks, with one feature 11 storey tower.

The apartment blocks generally are 6 storey, with a penthouse level 7 and roof gardens creating a stepped façade.

The Block to east (on left below) is a storey lower as it adjoins Park Road

Care has been taken to ensure the open space between the blocks is wider than the apartment elevation (see below) to create an appropriate proportion of scale.

A distinctive community services building is located at the heart of the scheme.



1 PROPOSED CONTEXTUAL ELEVATION B-B
1 : 500

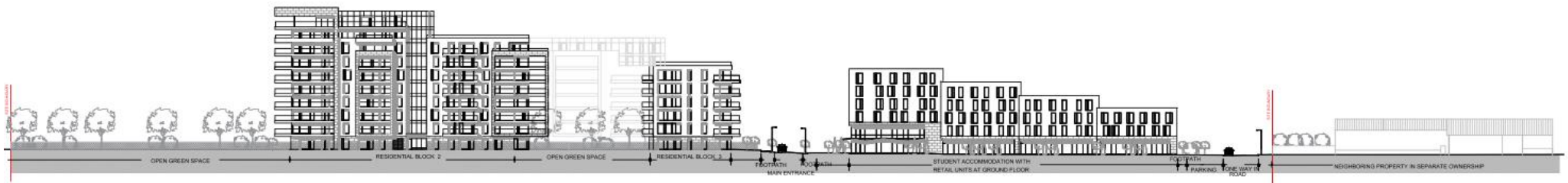
Introduction-overview cont'd

The south boundary of the site is a recent by-pass road- Pa Healy Road.

The approach here has been to-

Use the feature tower as a leading edge to the development.

Create a strong urban façade line, punctuated by openings and steps to create interest and penetrations to connect the site to the road, whilst avoiding a monotonous unbroken façade line, and encouraging site traversing



1 PROPOSED CONTEXTUAL ELEVATION A-A

Site Description and Design Challenges

1.

The primary feature of the design is a sequence of urban scale apartment blocks which form a rhythm of buildings along the canal frontage.

2.

The blocks are orientated to allow light penetration between the blocks and all apartments to have an east -west aspect as the canal is to the north of the site.

In this way an enhanced passive protection of the entire canal is achieved for the length of the site.

3.

At the west end of the site(on right on image opp.), Pa Healy road rises to a bridge over the canal. This area was identified to form a public park of circa 0.5ha s which serves as a focal point for the scheme and allows pedestrians to access the site on-route to University of Limerick and the City.

At the east(on left of image opp.) there is small bridge at Park Road. The development here is lower with townhouses, and a lower apartment block of 5 storey plus penthouse only.



Site Description and Design Challenges

- ▶ 4. The main entrance to the site serves as an axial intersection to connect the site with the city canal.
- ▶ There is a triangular community building as a focal point of this axis
- ▶ There is a prominent student residence building with ancillary retail and café at ground level to add interest to the street as well as serve the development, with subordinate parking behind the student block.
- ▶ There is a variety of height and roof forms, with apartments having green roofs and roof gardens, and the student residence having a fully stepped form both horizontally and vertically



Site Strategy Overview A.

- ▶ This diagram illustrates the site strategy and shows how the composition of the buildings reflects a sustainable urban design strategy.
- ▶ Based on earlier feedback in Pre-Planning discussions with L.C.C> and An Bord Pleanala, the urban line along Pa healy Road has been strengthened, the axis to connect the city canal has bee defined and car parking relegated to subordinate locations(and reduced in numbers).
- ▶ The orientation of the apartment blocks is articulated to allow maximum sunlight penetration and views to rural landscape to north.

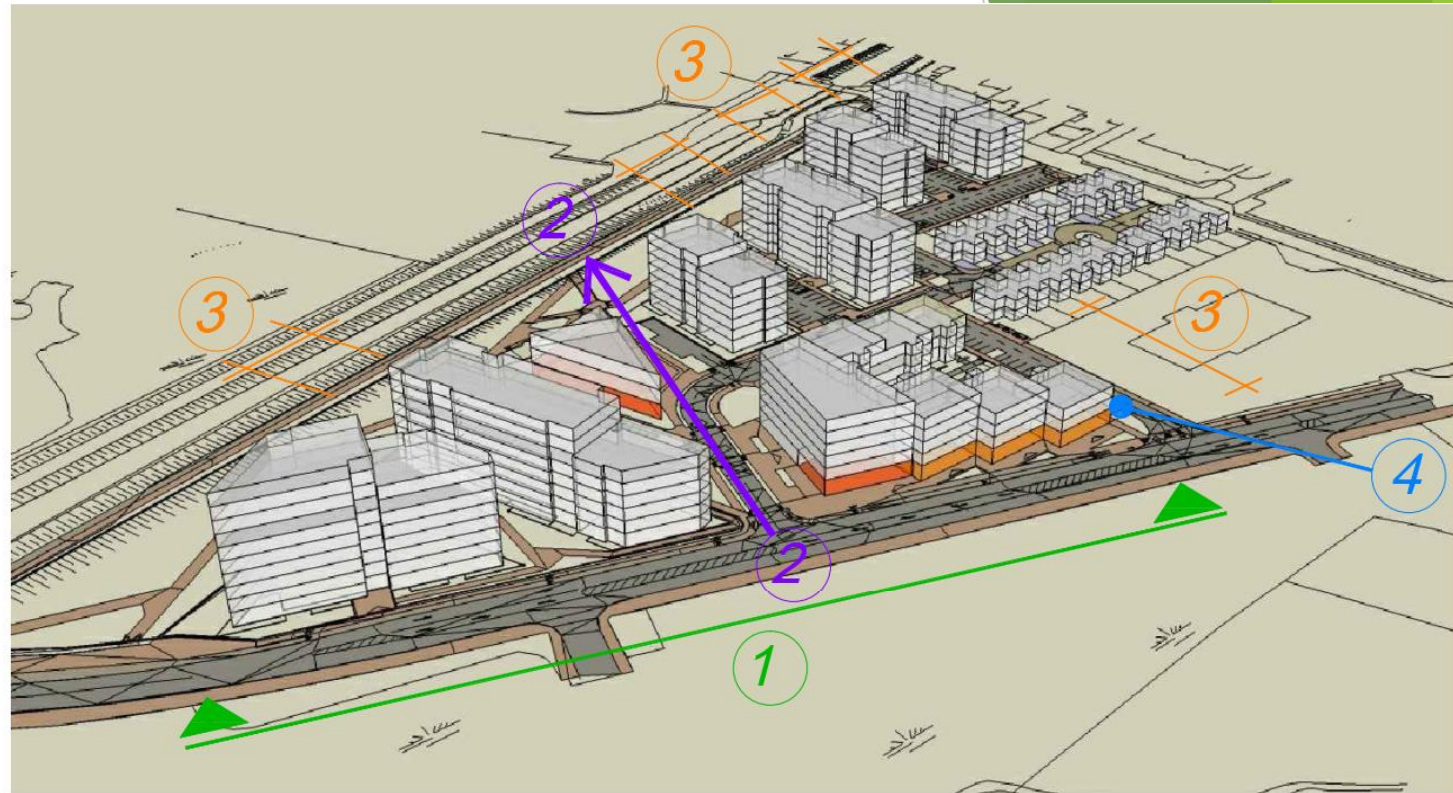


DIAGRAM A

1. Urban street line punctuated for light and depth with height variation for emphasis and interest
2. Axis to connect Street to city canal
3. Orientation to optimize sunlight and views
4. Subordinate parking

Site Strategy Overview B.

- ▶ This diagram illustrates the main public access and shows how the blocks have been articulated to develop a strong urban framework, where the interaction with the development is primarily pedestrian or cycle and the public is 'invited' to traverse the site.
- ▶ Where communal space(eg the student residence courtyard) is required to be secured, it is done carefully with the design of the layout.
- ▶ The community building is intended to be a focal point with management offices, café, rooms for use by residents, a large creche.



DIAGRAM B

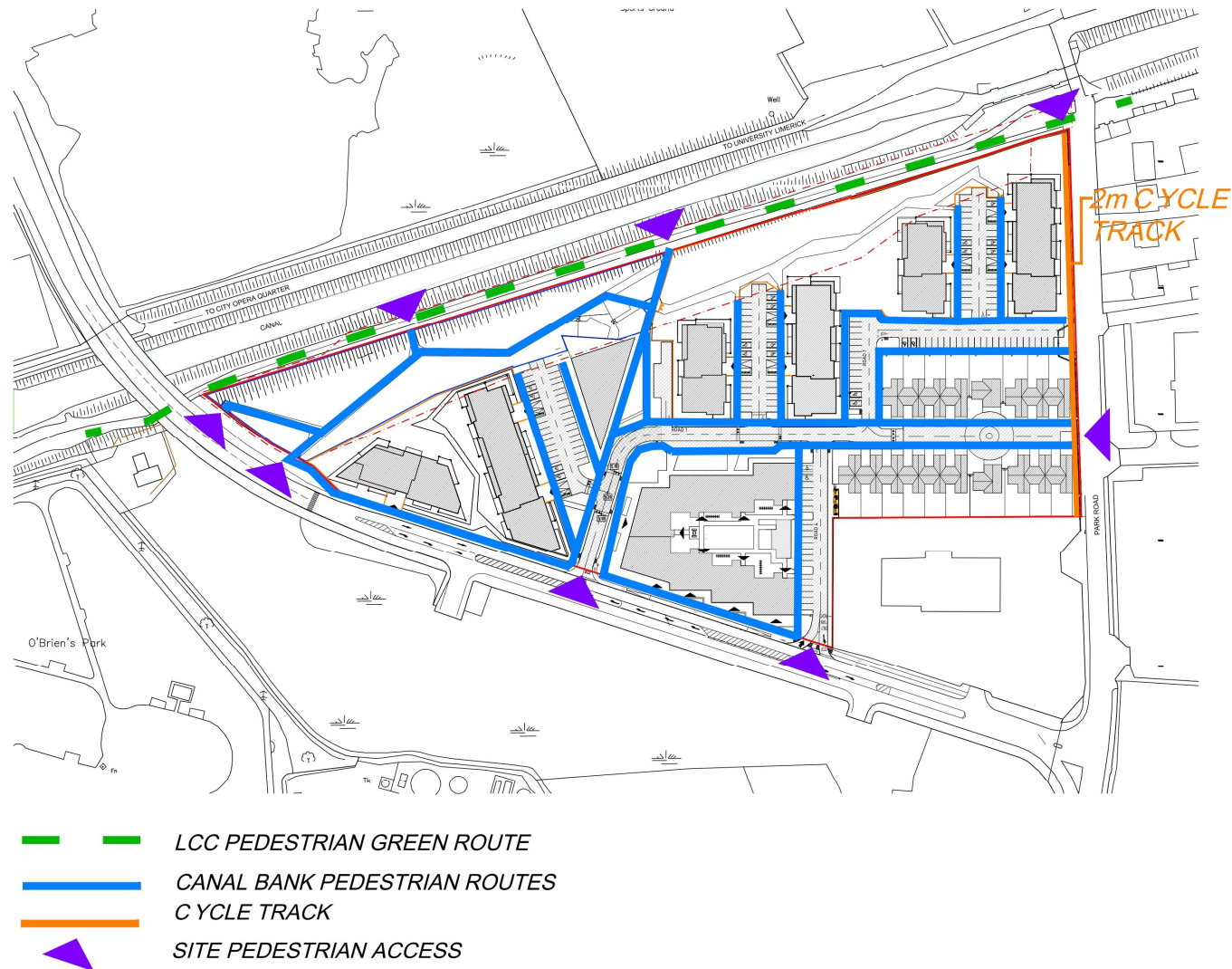
- 1. Pedestrian routes
- - 2. Cycle Routes
- ③ 3. Central community facilities
- ④ 4. Strategic location of open space(coordinates with flood risk zone, and connections to city canal)

Pedestrian Green Route Integration

The design of the development is to create a series of accessible streets where all buildings can be visited on foot.

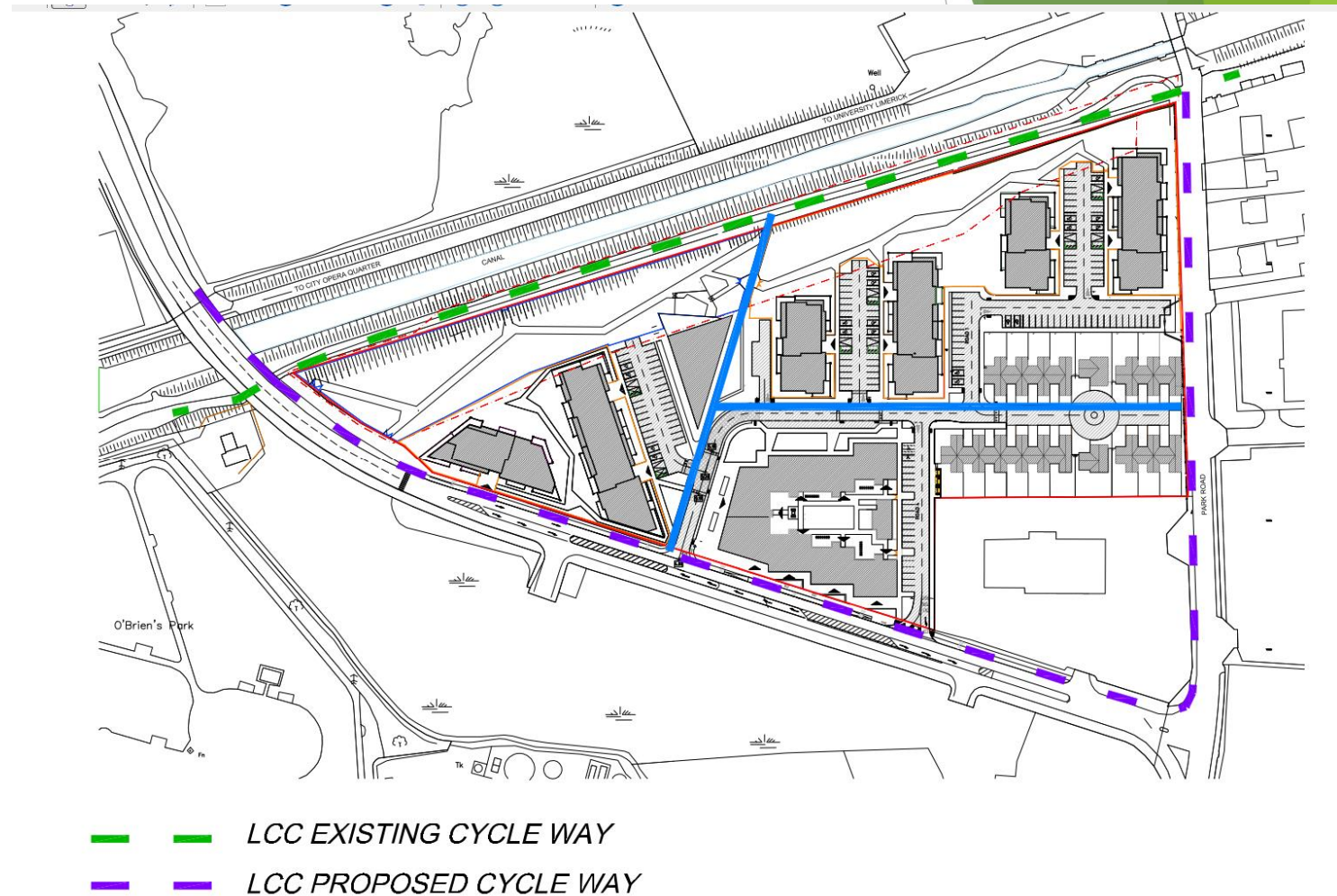
The design integrates with the objective of Limerick City and County Council to facilitate a pedestrian route along the canal.

The public park is accessible to the public and managed by the Development, and fully maintained and secured at night.



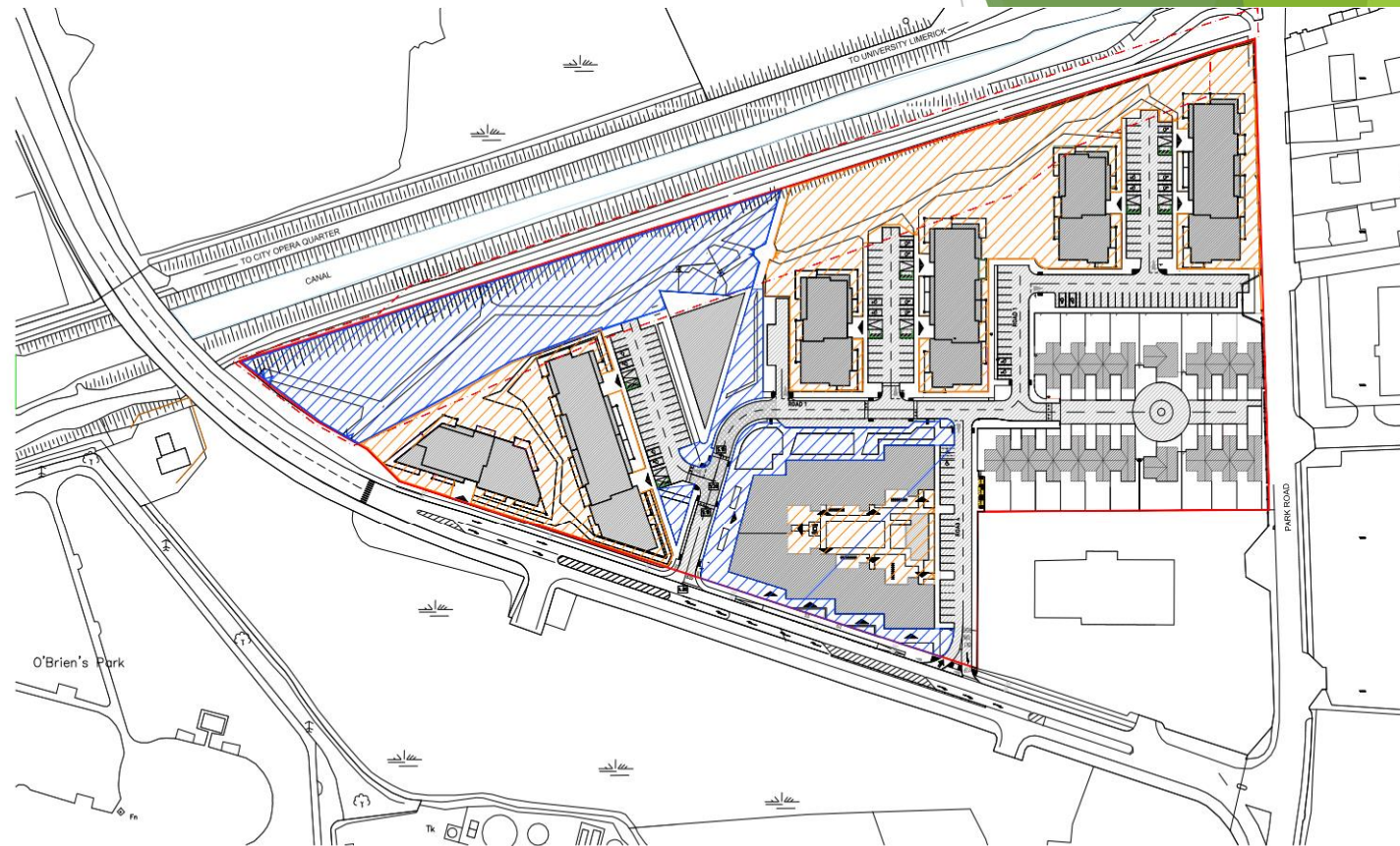
Cycle way Integration

- ▶ There are defined cycle routes through the site, shown in Blue on this diagram. These augment the cycle routes promoted by Limerick City and County Council as shown.
- ▶ Note the remaining estate is cycle friendly due to substantial speed reduction and subordinate parking design.



Open Space Strategy

- ▶ There is generous and defined Public and Communal Open space, collectively at circa 26% of site area,
- ▶ The public Park is carefully positioned to integrate with City Canal and O'Briens Park to the east and connects via the canal under the bridge at Pa Healy Road.
- ▶ Exact locations and areas are given on next page

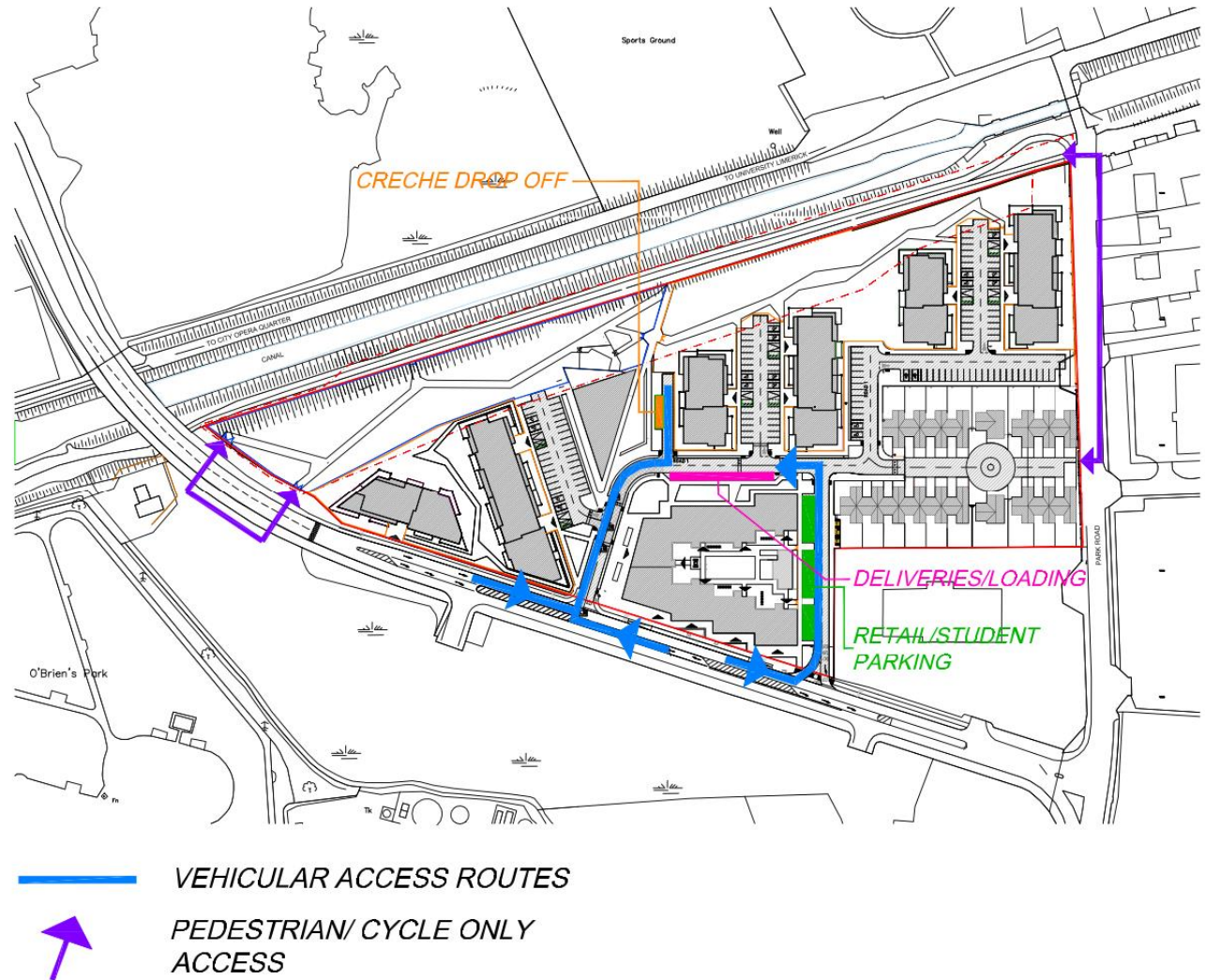


 PUBLIC OPEN SPACE

 COMMUNAL OPEN SPACE

Vehicular Access Strategy

- ▶ Although vehicular access and circulation is subordinate in this design, it remains essential for emergency and deliveries as well as incidental use to access the creche and visit apartments and dwellings.
- ▶ There is a single main vehicle entrance along Pa Healy Road, which has been envisaged already by LCC.
- ▶ There is a secondary entrance only access point to east of Block 1 to facilitate convenient access to retail and discourage parking on Pa Healy Road, with exiting via the main entrance opposite
- ▶ There are convenient drop off points as shown and subordinate parking for apartments.
- ▶ There is NO through traffic route to Park Road.



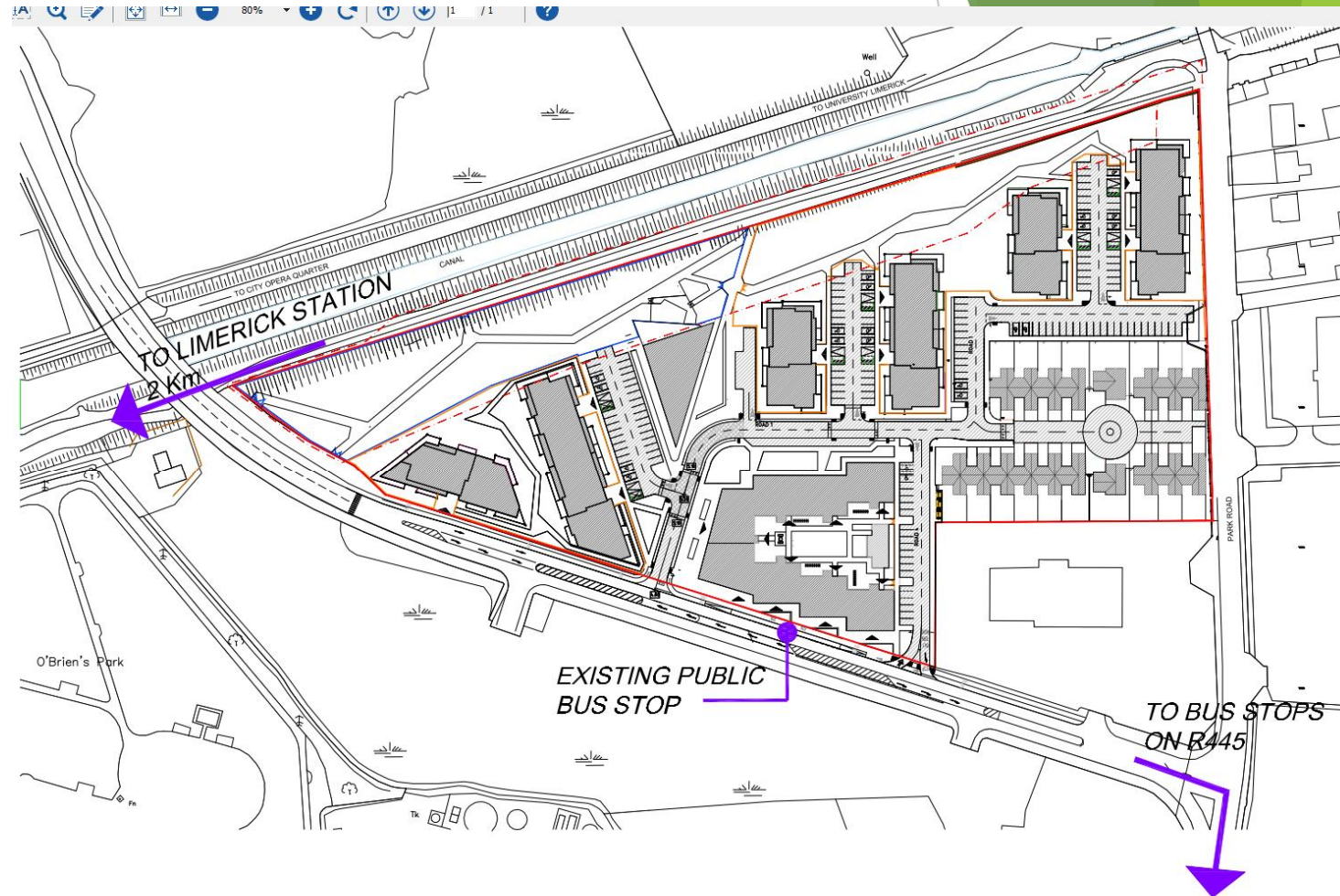
Slide 13

NF3

Neil Fanning, 19/12/2019

Public Transport Integration

- ▶ The site integrates well into the city.
- ▶ There is an established pedestrian and cycle route along the city Canal.
- ▶ There is an existing Bus stop adjacent the Main entrance and the student building and ancillary retail are located here.
- ▶ Limerick Main rail/Bus station is 2km away, and the secondary transport hub around Arthurs Quay is circa 800m away.



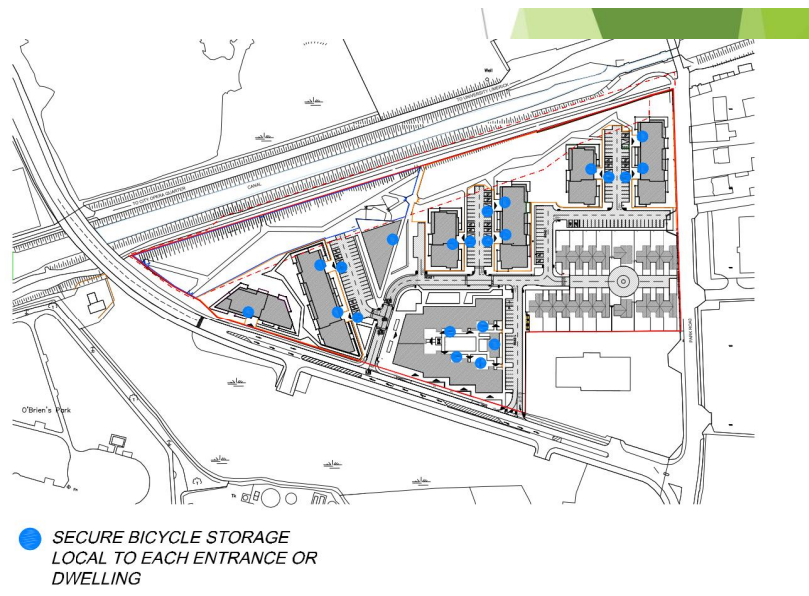
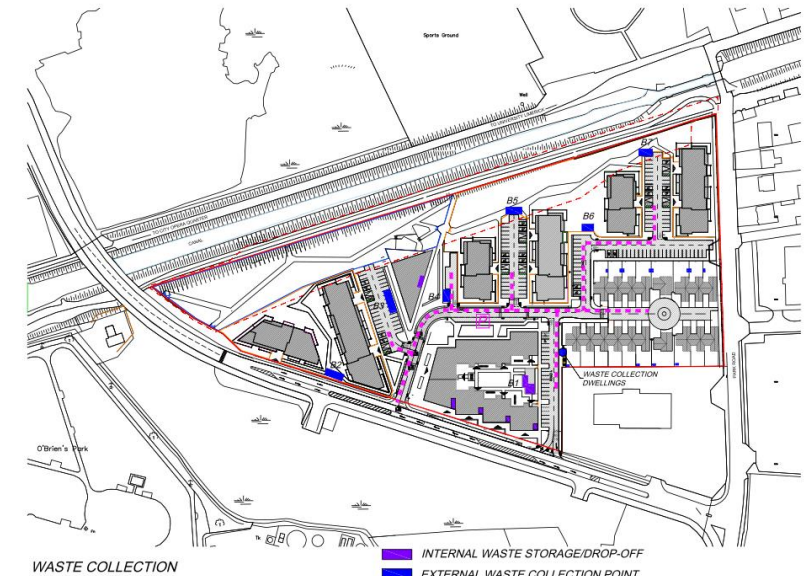
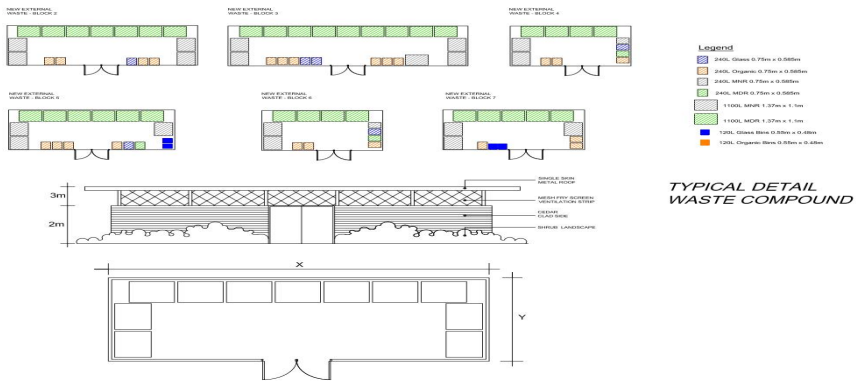
Waste Collection Strategy and Secure Bicycle Storage Strategy

On the diagrams opposite these strategies are clearly illustrated.

Every apartment building entrance has a segregated waste collection room with secure bicycle storage. Additional bicycle storage is in a secured mini store building integrated into the car parking landscape outside the entrance.

The strategy is to ensure that waste drop off and bicycle is proximate to the normal routine of users, and large 'municipal' type facilities are avoided.

All areas are under the direct control of the management company



Dual Aspect provision

The Design envisages a high proportion of dual aspect apartments, with over 50% of all units having dual or triple aspect.

Canal Bank Schedule of accommodation

Including Part V Compliance Submission **Social and Affordable Units Schedule of accommodation** indicated in yellow.

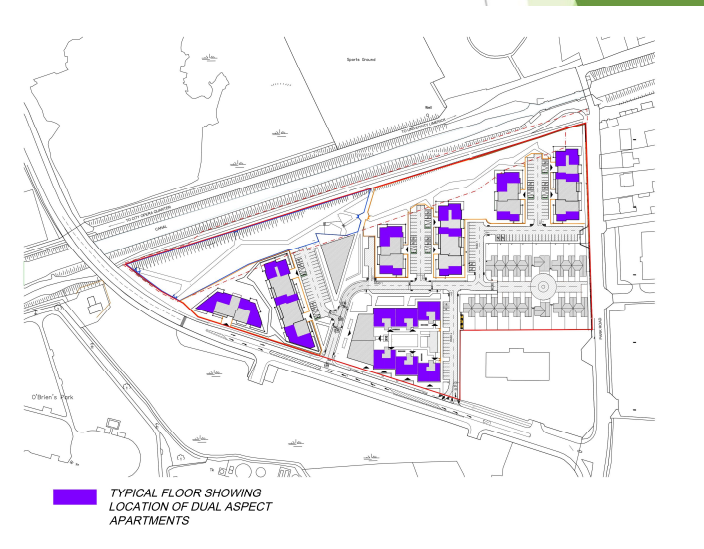
Summary information of aspect ratios.

<u>Student Apartments (63 units)</u>							<u>Overall percentage % of Total Student Apartments</u>	
Single Aspect	3						4.92%	
Dual Aspect	54						88.52%	
Triple Aspect	4						6.56%	
<u>BTR Apartments(363Units)</u>		<u>BL.2</u>	<u>BL.3</u>	<u>BL.4</u>	<u>BL.5</u>	<u>BL.6</u>	<u>BL.7</u>	<u>Overall Percentage % of BTR Apartments</u>
Single aspect	25	50	24	36	24	31		52.34%
Dual Aspect	38	38	15	24	15	20		41.32%
Triple Aspect	0	0	6	6	6	5		6.34%
<u>Amalgamated Percentage Student+BTR (total unit numbers=424)</u>								
Single Aspect	45.52%							
Dual Aspect	48.11%							
Triple Aspect	6.37%							

Total Social and Affordable Apartments		36
Total Bed spaces	Block 1	189
Total Bed spaces	Blocks 2-7	1210

See dwelling house design by Gleeson McSweeney Architects for details of 18 Townhouses in addition to these figures

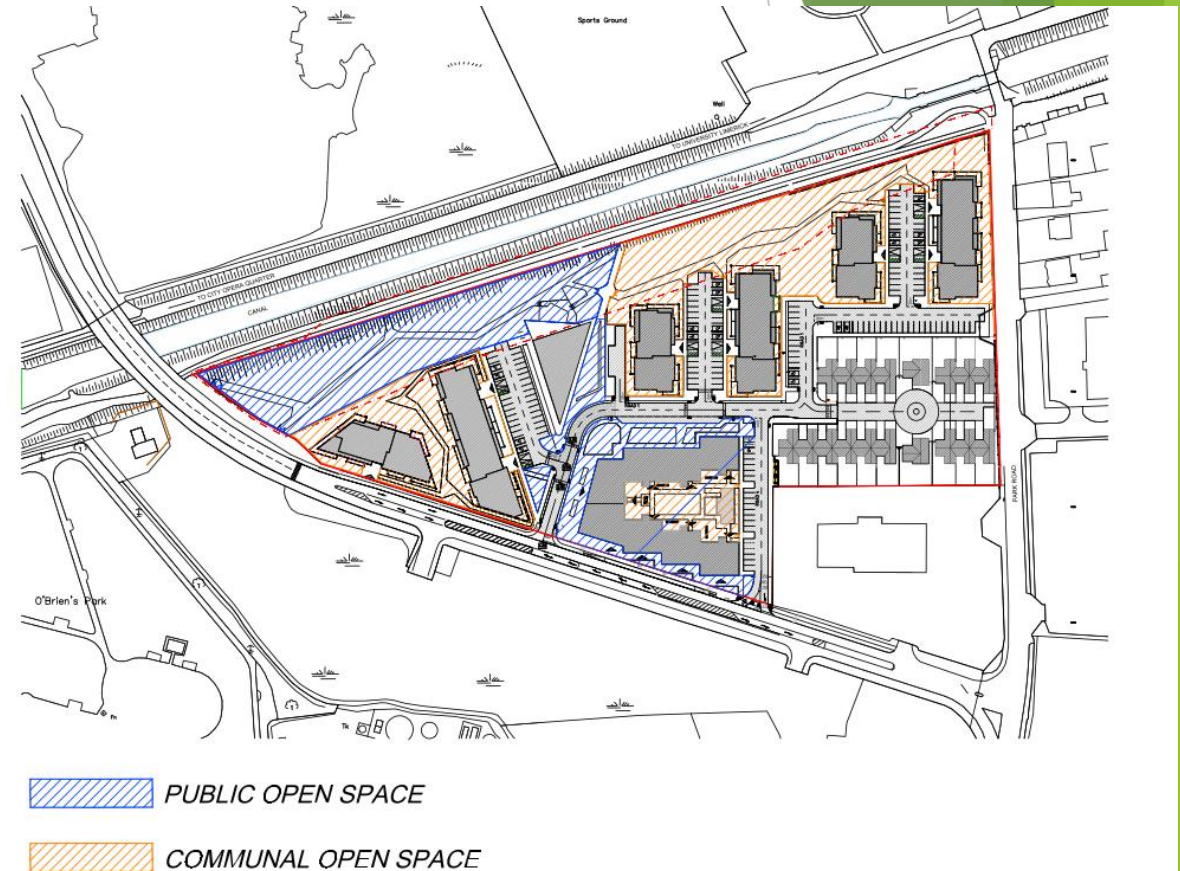
Site Plan



Open Space provision

Public and communal open space is located to enhance the canal amenity and buffer the apartments scale along the city canal.

The public space is open to the public and will be managed by the Estate Management Company



Design Development

The site layout developed from December 2018 as follows.

Top Left

A primarily dwelling townhouse scheme, with apartments to east.

Top Right and middle right

Apartments and student residence with townhouses subordinate. The concept of a sequence of blocks along the canal.

Middle left and lower images

Initial scheme presented to LCC and An Bord Pleanála

-issues identified at pre-planning meeting June 2019

Predominance of parking

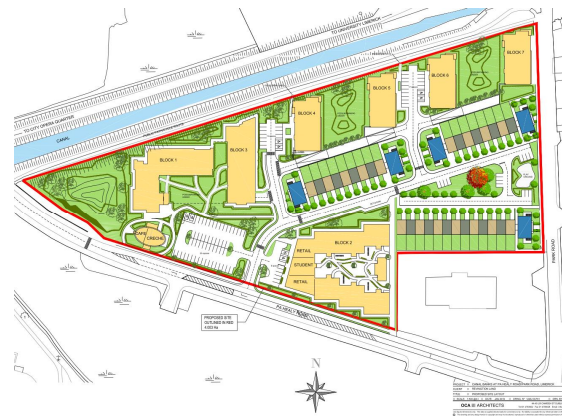
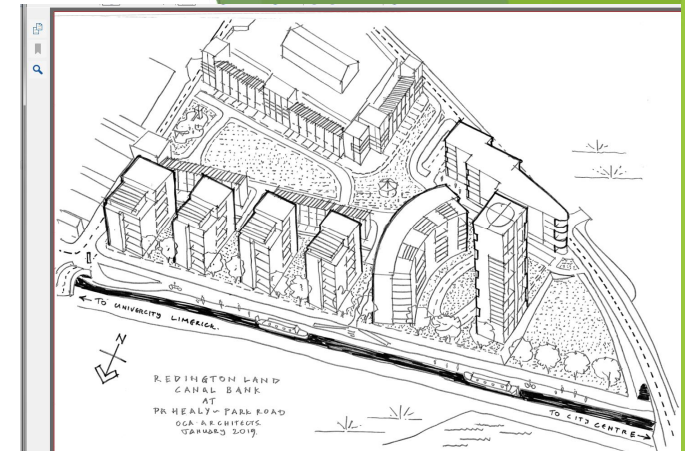
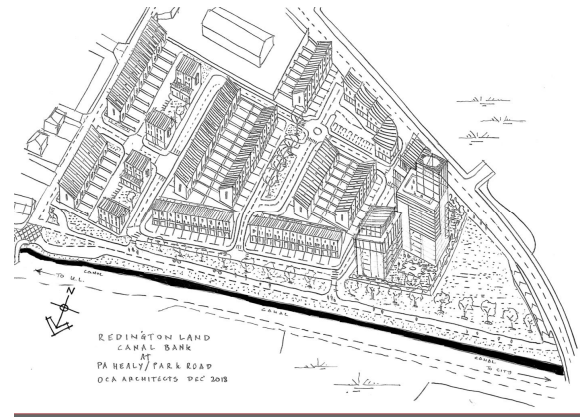
Lack of urban street line

Connection axis to canal required

Issues identified also by Developer

Tower unsustainable height

City sewers run parallel to canal along area required for landscape



Slide 18

NF2

Neil Fanning, 16/12/2019

Design Development

Project Description/ History to Date.

Canal Bank is a mixed -use development of Apartments, Student accommodation, Dwelling houses, ancillary retail/commercial, community facilities.

An overall design was prepared and agreed in principle with Limerick County Council and then presented to An Bord Pleanala in July 2019

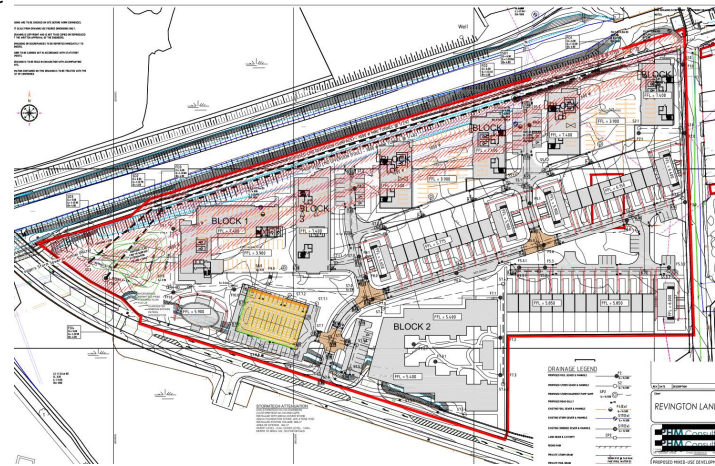
As is normal the Bord made a number of observations.

In addition, a complication arose in regard to site utilization with regard to Irish Water in relation to the public sewers.

I.W .originally were disposed to consider re-alignment of the sewers to facilitate the entire land being used, but on reflection advised they would prefer the sewers were left in situ after the original submission.

As a result the brief has evolved since submission to the Bord and presentation to An Bord Pleanala in July of 2019 to take account of these factors

Below; Original scheme layout March 2019; Below Left-Impact of wayleaves required by Irish Water



Wayleave now required for Irish Water Public Sewers

Since presentation of the original design a significant issue arose in regard to Irish Water, who have expressed concerns regarding the proposed re-positioning of the major sewers which cross the site in a line parallel to the Canal- east west, having originally approved the scheme in principle.

Design Development

Overall substantial reduction in parking provision to reflect urban nature of scheme, omission of all sub-terranean parking. The old ratio of parking was 1 space/apt, now revised to 0.28 spaces/apartment.

Re-alignment and reduction in numbers of dwelling houses from 30 to 18- this reflects the reduced site area available due to the preserved lands (sewer wayleave) also.

The open space has been now designed to reflect the wayleave requirements of IW.

With careful re-design this has enabled the scheme to retain and even increase density, whilst providing high quality open space as discussed with LCC and An Bord Pleanála

And to provide clear delineation between ;

- Public Open space
- Communal Open space
- Private open space

All standards exceed minimum percentages of land area.

Below and left are the revised layout and the plan outlining delineation of open space

In response to the issues emerging the Developer has instructed a number of modifications to the design which can be summarized as follows;
Retention of basic design motif of a series of apartment blocks orientated to allow maximum sunlight penetration, views and to create an appropriate scale of development.
Re-alignment of the layout to preserve the sewer wayleave requirements in-situ, and to integrate the surface area as open space.
This area is approx. 25% of the site or 1ha overall and is further defined into public and communal spaces as per the revised site layout.

