dublin city council: heuston gateway regeneration strategy

substudy document: cie lands
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1.0 Introduction

This document describes the Development Framework Plan for lands owned by CIE in the environs of Heuston Station. The Development Framework Plan is part of a wider study: Heuston Gateway Regeneration Strategy and Development Framework Plan. The proposal therefore is in line with the Development Framework Plan for the wider area, as described in Part 2: Regeneration Strategy and Development Framework Plan.

1.1 Site Location

The lands described in this document cover just under 18 hectares on 4 sites: Heuston Station (sites 2 - 4) and Conyngham Road Bus Depot (site 1). Please refer to Part 1 Scope and Context Report sections 2.4.7.1 and 2.4.7.2 for full description of lands.

site area (sqm):

<table>
<thead>
<tr>
<th>Site</th>
<th>Area (sqm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>site 1</td>
<td>13 683</td>
</tr>
<tr>
<td>site 2</td>
<td>13 077</td>
</tr>
<tr>
<td>site 3</td>
<td>10 829</td>
</tr>
<tr>
<td>total</td>
<td>37 589</td>
</tr>
</tbody>
</table>

Gross floor area (sq.m):

<table>
<thead>
<tr>
<th>Category</th>
<th>Area (sq.m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>residential</td>
<td>9 152 (10%)</td>
</tr>
<tr>
<td>commercial</td>
<td>88 383 (90%)</td>
</tr>
<tr>
<td>total</td>
<td>97 653</td>
</tr>
</tbody>
</table>

plot ratio: 2.5:1

site coverage: 24%

Present zoning: Z6 / Z1 / Z9

1.2 Site Description

The Heuston area is a key focal point for the Dublin Region and Ireland as a whole, acting as a gateway and interface between the parks and city. The vision for the Heuston Gateway is to create a coherent and vibrant quarter of the city that captures the public imagination with high quality services, development, design and public spaces that consolidate and improve the existing strengths of the area.

The Regeneration Strategy and Development Framework Plan are both dependent on the CIE lands for their realization. As the main transport hub and with its position in the centre of the area, the CIE lands are key to the regeneration and appropriate development of the area. CIE has extensive lands at the core of the study area: the Heuston Station Lands (sites 2 - 4) lie to the south of the river and the Conyngham Road Bus Depot (site 1) to the north.
1.2.1 Heuston Station Lands (sites 2 - 4):

The station building is of architectural distinction and importance and has recently been renovated. However the facilities for passengers and the efficiency of the station are poor. The station is isolated from the main city core by congested traffic routes and an hostile pedestrian and cycling environment.

The layout of the platforms is restricted by the roof structure over the tracks and the critical width between the existing building and the bend in the river.

The lands to the west of the station are inefficiently used with a large surface car park, access to the new platform 10, turning area for buses, storage and freight tracks for Guinness and other sidings. The valeting shed, new ESB sub station, new signalling building and new postal distribution building are located around the site. A number of other buildings housing records and staff facilities are positioned on the river or the wall to St John’s Road.

The capacity of the station has been recently increased with the addition of 3 new platforms, secondary concourse, installation of a digital signalling system and new bus stops.

The site has an extensive river frontage from Sean Heuston Bridge to the railway bridge at the boundary with Clancy Barracks.

The land is more or less flat and at a lower level than the north bank, Royal Hospital site and crossroads at South Circular Road. It is generally at a higher level than the Clancy Barracks site. The potentialities of the site are summarized to the right:

- To transform the entire area and redefine the image of the Heuston Gateway.
- Potential to define the gateway or interface between the Park and city, and therefore the limits of dense urban development in the city centre.
- Extend city centre uses to the west.
- Proximity to Memorial Gardens, Clancy Barracks, Kilmainham Gaol and Royal Hospital, Eircom / OPW site at Military Road, Guinness lands, city centre, Collins Barracks and the Phoenix Park.
- Creation of a high quality efficient public transport facility.
- Development of large areas of land not absolutely required by station uses, or development of over ground level secondary station uses.
- An increase in permeability across the site - the site currently blocks off adjacent areas.
- Extensive frontage and ‘green’ environment along river.
- Creation of a mixed use development forming a high density focal hub at a major transport node.
- The area can accommodate a carefully located high building.
1.2.2 CIE: Conyngham Road Bus Depot (site 1):

This large site is currently accessed off Conyngham Road and is approximately 5 metres above the level of the Heuston Station Lands. The entrance is currently opposite the main city entrance gate to the Phoenix Park. The site is used by Dublin Bus as a depot for the central area. The site has elevated views to the south and extensive river frontage.

Potentialities of the site are summarized below:

- To provide a link from the northside across the river to the Heuston Station Lands
- The site has an elevated position with south facing views over to the Royal Hospital Kilmainham and north facing views into the Park across Conyngham Road.
- The site has close proximity to Heuston Station, Phoenix Park, the city centre and national institutions.
- There are excellent pedestrian and vehicular links to the city and parks.

The development of the West Terrace extending from Conyngham Road across the river and tracks will allow controlled vehicular movement and access in to the northern station lands through the Bus Depot site.

The external public space on the Bus Depot site should include provision for a function such as bus stops or holdings. Pedestrian access should be provided from this space down to the riverside walk on the north bank.

The building to the east of the space should be 4 and 6 stories commercial or equivalent. The building on the west should be 5 stories residential. West of this site is within the significant view from the Royal Hospital Kilmainham to the Phoenix Park as described in section 3.2.3.1.
2.0 Development Framework Plan

2.1 It is proposed that the entire site of the Station and Bus Depot is developed to realise full potential.

The development proposal is structured around 2 principal public and civic spaces:

1. the existing Heuston Square (to front of Headquarters building by the Liffey)
2. a proposed ‘West Terrace’.

The West Terrace is an elevated space to the west end of the station. The 2 spaces are linked by the station. The West Terrace forms part of a connection from the N4 on the south to the Conyngham Road on the north. A 2-way vehicular bridge and a separate pedestrian/cycle bridge should be constructed.

High density commercial development is proposed onto the West Terrace, including one tall building. The remainder of the bus depot lands and station lands are proposed as residential and commercial development.
2.2 Conclusions

The development of the CIE Lands is critical to the overall development of the Heuston Station Environ.
The advantages to the CIE, the city and nation are summarised below:

1. The lands represent significant development potential for a mix of uses.

2. The current access is not adequate in light of future increased loading on station and introduction of LUAS.

3. Without new infrastructure and a reorganisation of the adjoining spaces, the station will be unable to function efficiently and the lands development potential will not be realised.

4. New infrastructure on the lands is critical to the development of the wider area, and will greatly benefit adjoining stakeholders who will be required to contribute to the costs by levies. Neighbouring stakeholders will contribute significantly to costs via a system of levies.

5. The proposals will provide infrastructure and public space to allow the station to function efficiently.
3.0 Zoning

The station is the central hub of the area and this function must be preserved and developed. However, large areas of the Heuston Station lands are underused and should be integrated into the city fabric. The Conyngham Road Bus Depot should be relocated and the site developed along with the Heuston Station lands.

The arc of the proposed pedestrian / cycle route effectively defines the gateway to the city and development adjacent to this line should have a high profile and high standard of architectural design.

Sites to the west should generally be of lower density.

The present zoning of the Heuston Station lands is Z6, ‘to provide for the creation and protection of enterprise and facilitate opportunities for employment creation’. The predominant proposed uses, offices and hotel, are permissible uses. Residential is open for consideration.

An area of recreational amenity (Z9) is shown along the river.

The bus depot site is presently zoned Z1. Office use is therefore not a permissible use although enterprise, light industry, retail and cultural uses are permitted.

It is proposed that the zoning objectives are reviewed. Lands adjacent the arc of the proposed pedestrian and cycle route should be designated as Z5, ‘to consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity’. This reflects the civic importance of these sites.

Lands in the western section of the site and required for use by the station should remain Z6.

Part of the lands to the west of the new road on Site 1 should become Z5, to provide for and improve mixed-services facilities.

The areas of recreational amenity (Z9) should be retained and extended to include the public space of the West Terrace.

The station lands should be accessed by a new bridge over the river from the Conyngham Road site. The proposed pedestrian / cycle route links the Phoenix Park with the south city and Royal Hospital Kilmainham, defining the city centre elevation to the west.

An additional pedestrian bridge from the Heuston Station Lands / Clancy Barracks, should be ‘hung’ from the existing rail bridge.
4.0 Public Spaces and Associated Development

The key public spaces for the Heuston Gateway are adjacent to the station, providing efficient transport connections and civic space.

1. West Terrace
2. Heuston Square
3. River Terrace
4. Heuston Station: South Facade
5. Conyngham Road Public Space