





Heuston Masterplan Summary

Key features of the Heuston Station Masterplan include:

- Opportunity for a substantial quantum of mixed-use development (210,000+ sqm) including 1,000+ residential units;
- The creation of an exemplar of Transport Orientated and Sustainable Development;
- Provision of substantial new pedestrian and cycling infrastructure to include new cross-Liffey bridges, 5000 cycle parking spaces and high quality public realm;
- Opening up of circa 1km of river frontage and interlinking the green assets of Phoenix Park and IMMA;
- Safeguarding of ongoing transport operations and planned enhancements.

It is noted that the contents of this document respond to the statutory planning and regulatory environment current as of November 2021.



Cover Image Credit: Jason Martin (IE)

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Heuston Masterplan Area Extents

This Masterplan explores the opportunities for CIÉ's lands of 16.2 Ha at Heuston Station Dublin, comprising c.15Ha at Heuston Station and c.1.2Ha at Conyngham Road Bus Garage. The developable area within the site extents differs according to future development scenarios and is particularly sensitive to movement strategies by which the site can be unlocked. In all scenarios described in this document, c.6.2Ha of track and associated area is excluded to maintain station functions and existing landscape features.

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1 | Introduction



This Executive Summary Document has been prepared by O'Mahony Pike Architects on behalf of CIÉ Group Property and builds on numerous studies undertaken to examine the opportunities presented by the lands at Heuston.

Notable recent changes in the physical and planning environment of the lands have included:

- Construction of the National Train Control Centre (NTCC) Signalling Building within the Masterplan area;
- Adoption of the National Planning Framework (NPF) and associated Section 28 Planning Guidelines; and
- Publication of the Climate Action Plan and Housing for All strategy.

The NTCC is now under construction in a location that significantly alters an area of the Masterplan lands viewed as suitable for residential development. An aim of the Masterplan

is not only to mitigate the loss of development area resulting from the building siting, but also to effect repair of the proposed urban fabric surrounding the building in the anticipation of closer future integration of the facility into a coherent streetscape.

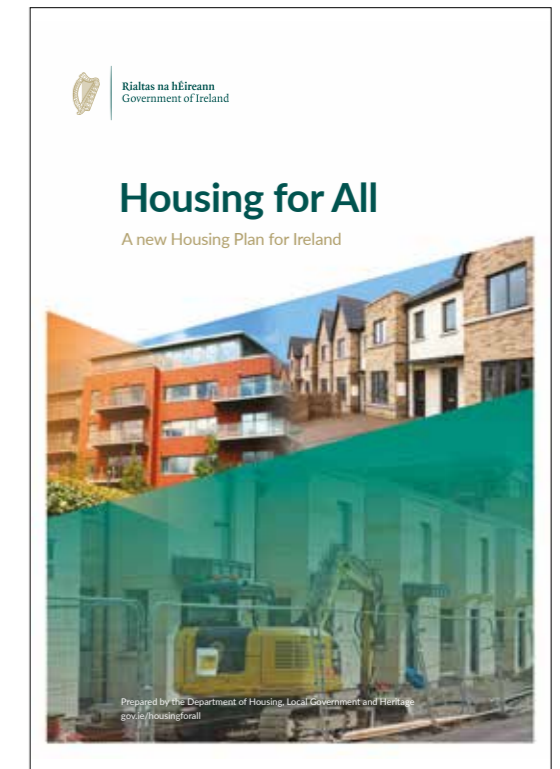
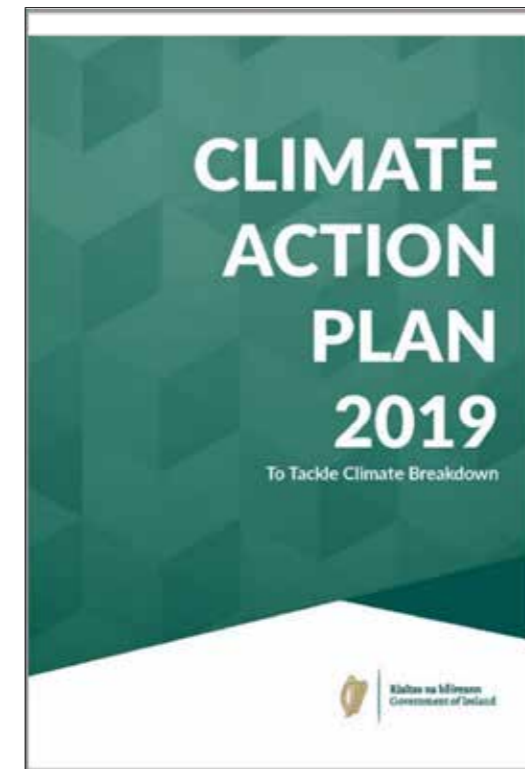
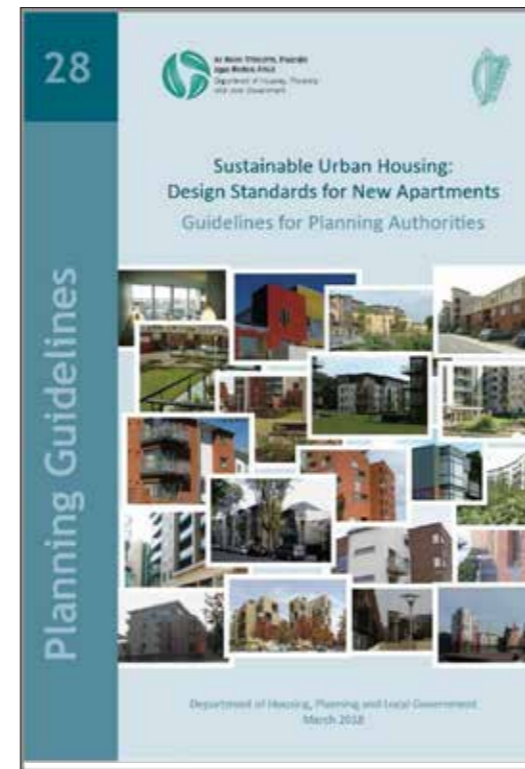
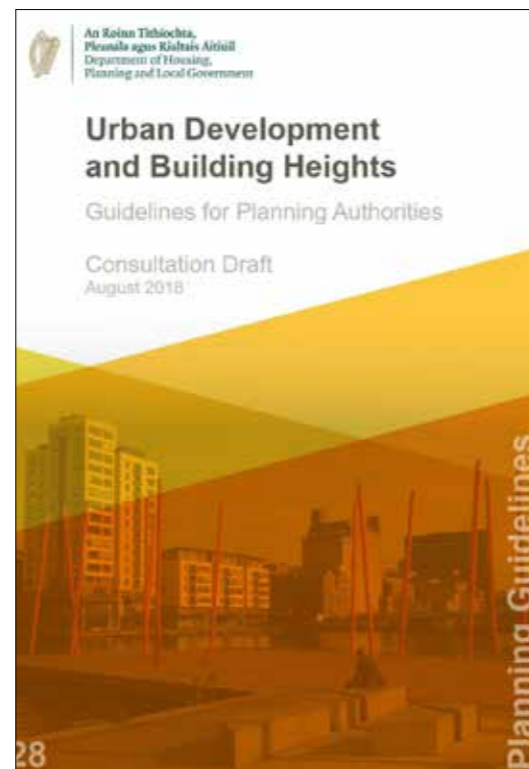
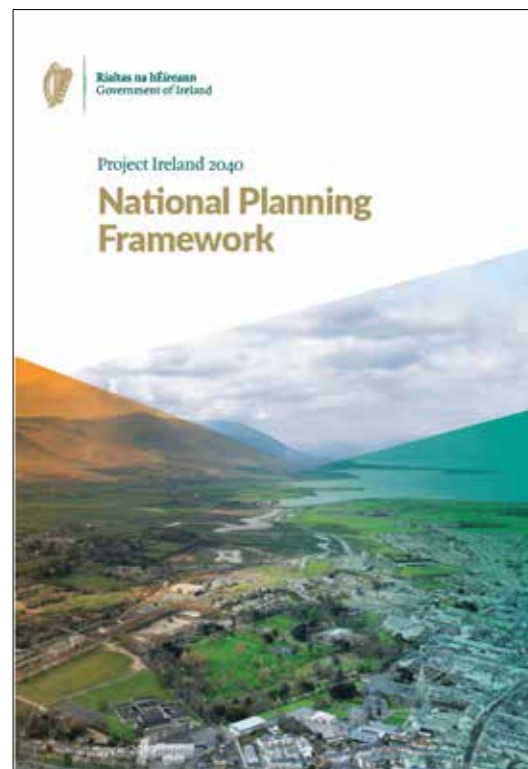
In its general provisions, the NPF gives greater prominence to models of compact growth than were present in the prior planning environment. Opportunities identified in the new planning environment include:

- NPF compact city principles = more intensive development opportunities;
- Section 28 Guidance Apartments = greater opportunities for density within station proximity/ Transport Orientated Development (TOD); and
- Section 28 Guidance Height = greater opportunities for height to complement landmark height designation

within the Dublin City Development Plan.

The following summary document describes a Masterplan vision that aims to improve TOD performance in recognition of the movement of the site towards an integrated public transport hub accommodating intercity and regional trains; DART + Tunnel and DART+ Heuston West services; Luas; Bus movements and Small Public Service Vehicle (SPSV) movements.

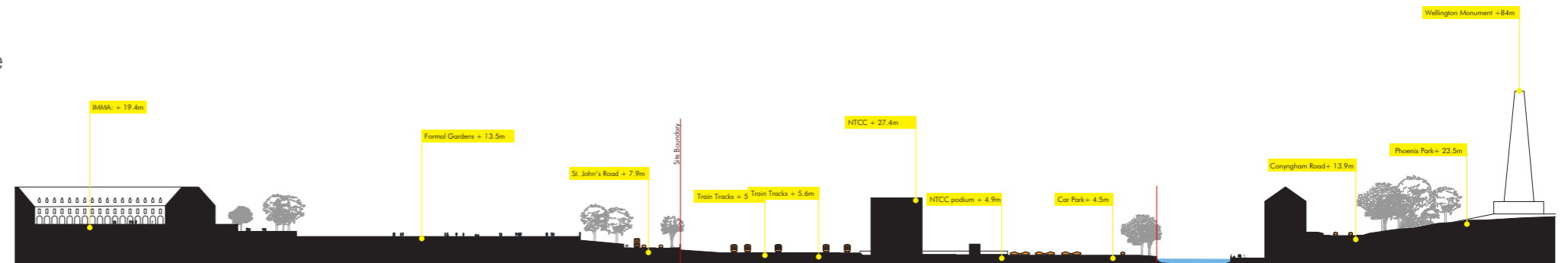
To retain flexibility over the medium to longer term as detailed delivery implications are resolved in the future, the Heuston Masterplan presents multiple development scenarios and sets out their associated phasing strategies in an enabling urban design framework.



2 | Context

PHYSICAL CONTEXT

The Heuston Masterplan Area sits within a valley dividing the former Kilmainham Royal Hospital (now IMMA) from the Phoenix Park. The Heuston Gateway area has a very good provision of high quality green spaces, however the access to and between these green spaces is poor, due to limited linkages across the valley and barriers.





Legend

- | | | |
|---|------------------------------------|---------------------------------------|
| 1. Red Luas Line Stop & Main Station Entrance | 4. Heuston Station Masterplan Site | 7. Wellington Monument & Phoenix Park |
| 2. Heuston South Quarter | 5. Clancy Quay Residential Quarter | 8. Conyngham Road Bus Depot |
| 3. Royal Hospital Kilmainham | 6. Liffey Valley | |

Site constraints include:

- Limited Access: the lands have 'one front door' with no current access along a significant frontage to St. John's Road;
- Phasing: as a result of the single access, development and construction phasing is made more complex by the need to keep parts of the site open for essential functioning of the site;
- Island site: the future development areas of the masterplan are essentially landlocked in a valley with significant physical barriers to adjacent residential communities and cultural assets.

The privately-owned lands of the Clancy Quay development immediately to the west of the site offer the most obvious potential to the wider integration of the Masterplan lands should a way to connect the two sites by the river be resolved.

The Masterplan extends to Conyngham Road Depot. The inclusion of this depot site permits a more holistic development with additional access points from Conyngham Road and the Phoenix Park. The depot is currently fully operational and is a key strategic location for Dublin Bus in providing high quality and efficient public transport services for Dublin city and surrounding areas. Development on this site would necessitate sourcing a replacement depot facility or alternatively may involve the development of a new garage on the existing footprint with overhead development.

PLANNING CONTEXT

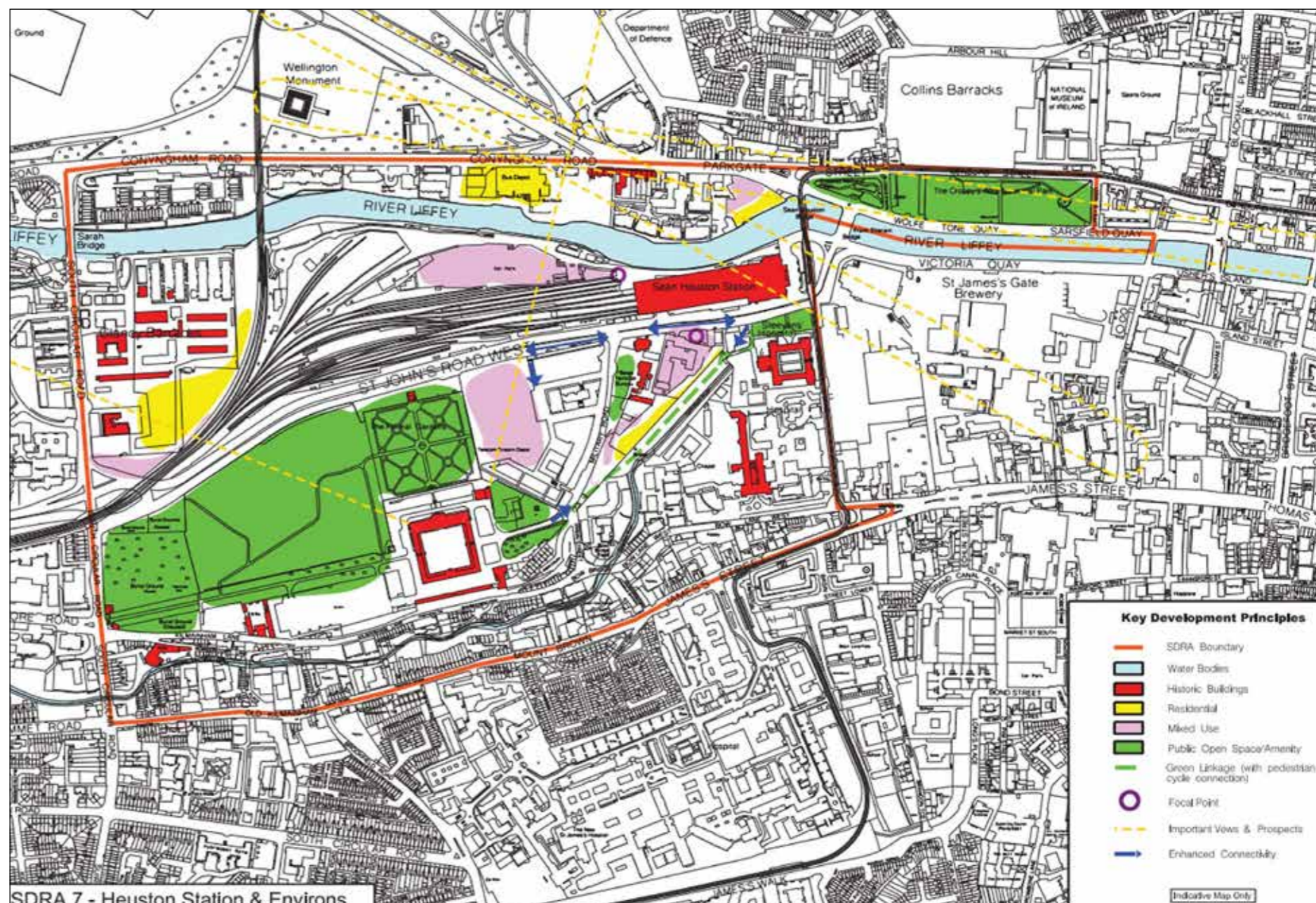
The site is a designated Strategic Development Regeneration Area under the Dublin City Development Plan. Under the provisions of SDRA 7 a constraint is created by the view cone restrictions. This 'Cone of Vision' splays from the Formal Gardens of the Royal Hospital to the North. According to the Development Plan, views within this cone must be "respected". As such, heights across the prime development area of the masterplan lands with aspect to the riverfront may be subject to height constraints to be agreed with the Planning Authority.

The majority of the subject lands are zoned Z5 – City Centre, with the objective "To consolidate and facilitate the development of the central area, and to identify, reinforce, strengthen and protect its civic design character and dignity."

The lands immediately east of the existing Clancy Quay residential development are zoned Z10 – Inner Suburban and Inner City Sustainable with the objective "To consolidate and facilitate the development of inner city and inner suburban sites for mixed uses, with residential the predominant use in suburban locations, and office / retail / residential the predominant uses in inner city areas."

A portion of the site along the River Liffey is zoned Z9 – Amenity / Open Space Lands / Green Network with the objective "To preserve, provide and improve recreational amenity and open space and green networks."

A 'Conservation Area' is designated along the northern portion of the subject lands, related to the natural amenity afforded by the Liffey Banks, and the conservation and/or improvement of its natural character and amenity value.



Extract from DCC Development Plan

Key development opportunities include:

- Current Tall Building Designation per DCC CDP;
- Potential adaptive re-use of Heritage Assets on-site;
- Significant extent of waterside frontage and river-edge amenity; and
- Ability to create an exemplary integrated transport hub.

TRANSPORTATION CONTEXT

Whilst the masterplan lands are on the periphery of the City Centre, a wide range of transport infrastructure for sustainable (rail, Luas and bus) and active (walking and cycling) modes connect the site to the centre of Dublin to the east and to many other areas to the north, west and south. Existing transport options include RED Line Luas, the National Rail Station and terminating bus services, as well as a number of passing bus routes on both St. John's Road and Conyngham Road. The site is also well situated within the Dublin cycling network including the newly improved route along the City quays, with Conyngham Road in particular acting as a gateway to the Phoenix Park.

For the purposes of the masterplan strategy, the existing transport networks within the vicinity of the site have been assessed against a series of future improvements which are developing simultaneously to the masterplan. These future network interventions include:

- Bus Connects will transform the bus network across Dublin moving to a formalised set of radial bus corridors. The Bus Connects plans which are currently being consulted on would result in the upgrade of St John's Road as one of the key bus corridors within Dublin.
- Heuston West is a scheme to extend DART services to Heuston Station by utilising the existing Phoenix Park Tunnel tracks and Platform 10 of Heuston Station.
- DART+ Tunnel would provide a new railway tunnel linking Heuston Station with Pearse Station to the east.

All of the projects, whilst at differing states of progress, have been considered as part of this study.



As in all major European cities, the way in which transport is used is evolving. Understanding how transport usage is evolving within Dublin City Centre is critical to the masterplanning of the site which will have a 15 year + development horizon. Recent pre-pandemic estimates of mode share of traffic across Dublin are such that:

- Over 50% of commuters use public transport;
- 30% of Dublin commuters are shown to use buses as their main mode of transport;
- There has been a 153% growth in cycling between 2006 and 2018 as well as a significant increase in walking within the city over the past decade;
- 28% of commuters choose to travel by private car.
- Rail and LUAS services account for circa 23% of commuters, and whilst increasing they account for significantly less trips than buses; and
- Active travel accounts for circa 16% of travellers into the city, a steady increase in usage over the past 10 years.

Considered in the context of the Heuston Masterplan Area this analysis indicates that buses are likely to remain a key component, and that whilst car use is currently significant it is decreasing relatively rapidly, suggesting active modes (walking, cycling) and sustainable modes (public transport) will have more prominence over the next decade.

Dublin is increasingly embracing the use of active modes with recent trends showing that:

- Walking levels had a mode share of 11.2% in 2018; and
- In 2018 there were over 36,000 “active trips” (walking and cycling) across the canal cordon during the AM peak period.

Walking and cycling infrastructure surrounding the Masterplan area is orientated east towards the city centre. The site itself acts as a significant barrier to north-south movement, with severance caused by the lack of permeability to St. John’s Road to the south and crossings of the river to the north. The quantity of walking and cycling within the local area of the masterplan does not reflect the quality of the key attractions and destinations on offer in close proximity to the north and south of the site, not least Phoenix Park, Collins Barracks, IMMA and Kilmainham Gardens. No direct route between these attractions exists as a result of the severance caused by the masterplan lands.

Connectivity between the Masterplan area and the Clancy Quay development (to the west of the site) is key to establishing external pedestrian and cycling permeability through the site, and potentially vehicular access too. A strong, legible connection between this part of the site and the Clancy Quay development will also help to maximise the benefits of the Heuston West station to the surrounding neighbourhoods.

TRANSPORT ORIENTATED DEVELOPMENT (TOD)

The development potential of the masterplan will result in a significant number of new trips within the vicinity of the masterplan. This will result in a step change of the characteristics of the locality, with ‘new’ trips due to the masterplan uses (residential, office and commercial development) that will need to coexist with the existing movements associated with the station.

TOD aligns human densities, economic densities, mass transit capacity, and transit network characteristics for greater accessibility. Current and future proposals for the Heuston Masterplan suggest that the major network requirements are present to deliver an exemplary development. The key for the realisation of this potential for the masterplan lies in the adherence of future development to the guiding principles of TOD, with particular reference to first and last mile connectivity by means of an interconnected street network .

3 | DEVELOPMENT FRAMEWORK



CONNECTIONS & OPPORTUNITIES

The eventual form and extents of development in the Masterplan area depend on how the site is unlocked for pedestrian, cycling / active mobility and vehicular movements.

In all scenarios the aim is to build on the existing transit connectivity of the lands toward the development of an integrated transport hub that demonstrates an exemplary form of transport orientated development and sustainable, compact, urban growth.

Future development will have access not only to the National Rail Station, LUAS Red Line and terminating bus services, but will also be a hub of the emerging Bus Connects plan, host a station on the DART+ Tunnel network and feature the DART Heuston West station in proximity to Clancy Quay.

The focus will be to limit facilities for private car users as development progresses and as further public transport and active mobility improvements and linkages are delivered. These improvements will serve to encourage those inhabiting the Heuston Masterplan area and those visiting for work or leisure to adapt to more sustainable modes of transport, thereby reducing car dependency. To fully capture the opportunity presented at Heuston, access to the site must be resolved to overcome the constraints identified earlier. The ideal from an urban design, placemaking, and integrated TOD perspective is that as many connections as possible of all kinds is provided, resulting in a permeable urban structure.

Certain pedestrian and cycling connections are proposed across all Masterplan scenarios including:

- **A: Conyngham Road Green Bridge – a pedestrian and cycle route which spans the Liffey to provide a new link between the Heuston Station train hall and the gates of the Phoenix Park;**
- **B: Liffey Boardwalk – a Riverside pedestrian and cycle link; and**
- **C: Liffey Railway Bridge Link – extending the existing railway bridge at the Phoenix Park Tunnel to also provide a second river crossing for pedestrians and cyclists.**

In addition to these pedestrian and cycle linkages, there will need to be enhanced vehicular access to construct and service a development of the size envisaged and to ensure that road-based public transport modes can permeate the lands. The Masterplan envisages three different options to supplement vehicular access of the site – only one of which will be required but each having different implications for the spatial planning, form and phasing of development. The various vehicular access routes and options are summarised as follows:

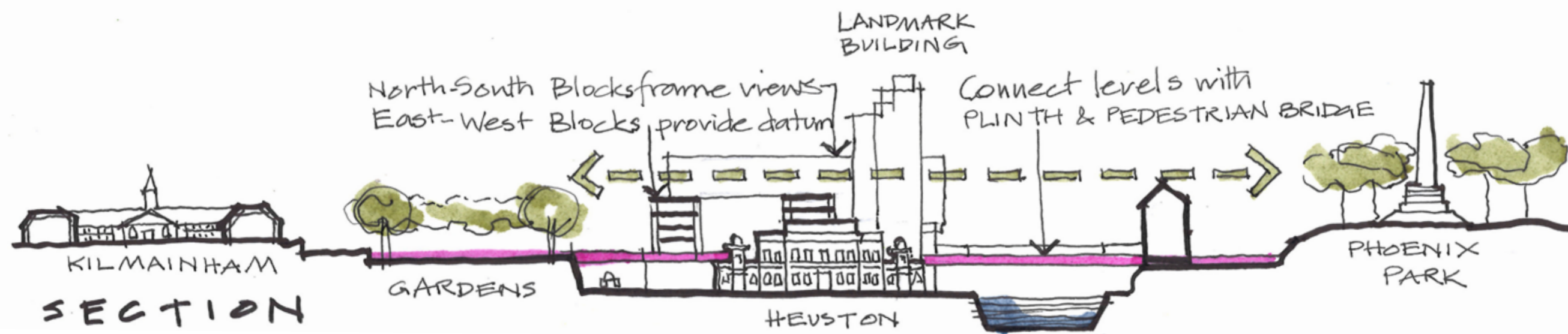
1. River Road is the only vehicular access to the Heuston lands at present – at an early stage the establishment of the proposed Liffey Boardwalk will assist in adding further capacity and segregating pedestrian / cycle and vehicular movements along this narrow aperture.

2. Conyngham Road Vehicular Bridge - The key dependency for the establishment of this option is the ongoing operation of the Bus Garage as delivery would require the reconfiguration of existing uses. The key form of development implication would be the establishment of a significant plinth on the Masterplan lands to resolve the change of levels between the north and south sides of the bridge without undue harm to the public and pedestrian realm of the riverside. This option would not be required if either Option 3 or 4 are delivered.

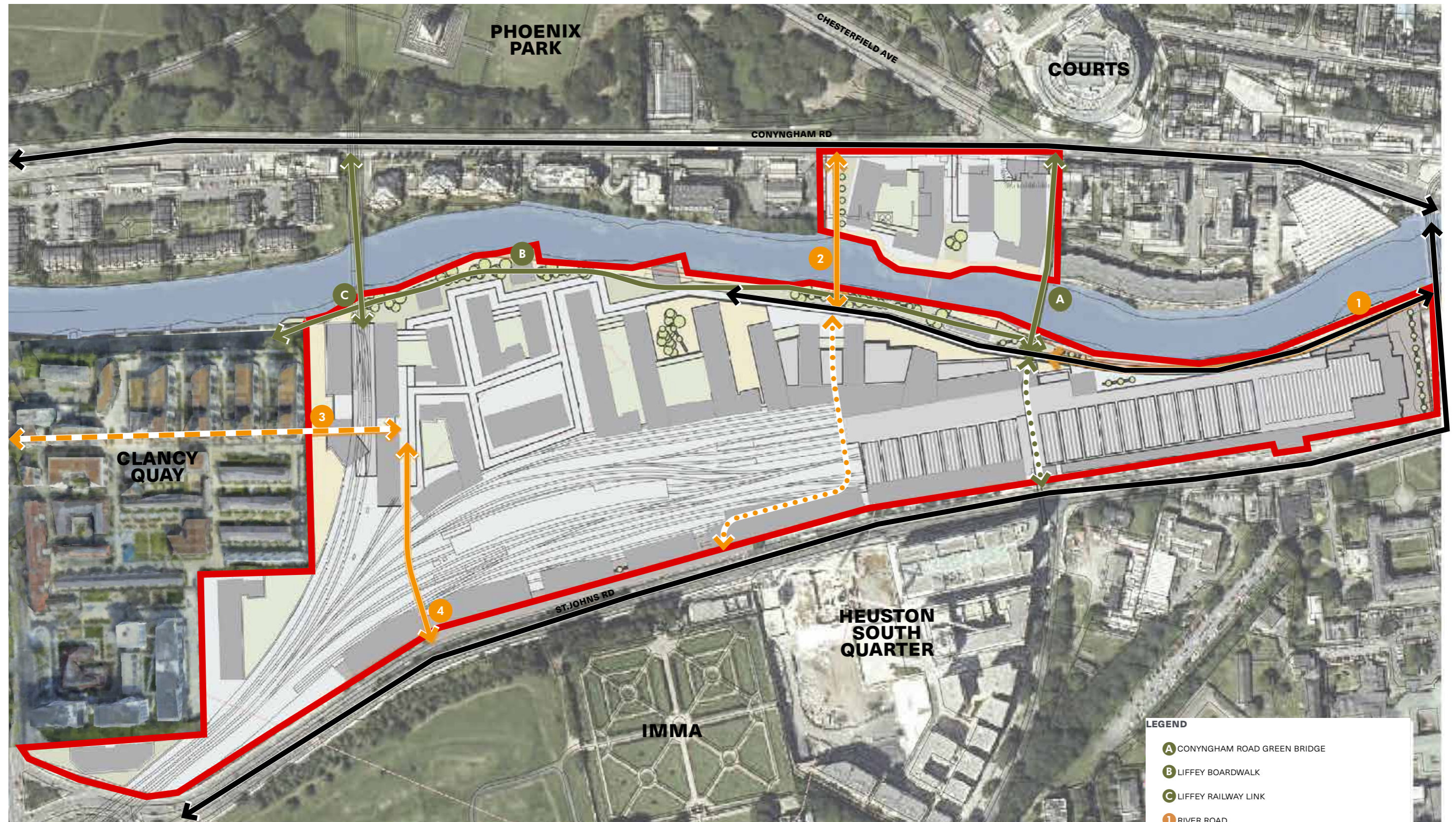
3. Clancy Quay Link (3rd Party) – This will connect to existing residential development to the west at Clancy Quay and coordinate with the planned Heuston West Station platform. The key dependency for the delivery of this option is the agreement of proposals with a third-party private landholder. The key form of development implication is confined to around the Platform 10 area. If delivery as a

primary vehicular connection is not possible, either Option 2 or Option 4 would be required, however it is anticipated that in all options a supplemental 'green' link would be provided to connect to Clancy Quay residential either in this location or by means of the Liffey Boardwalk (B).

4. St. John's Road Link - This would provide connectivity between the southern frontage and increase the catchment of Heuston West Station towards Kilmainham and IMMA. The key dependency for the delivery of this option is the technical constraint of traversing the active rail lines. The key form of development implication relates to the frontage along St. John's Road. If delivery as a primary vehicular connection is not possible, either Option 2 or Option 3 would be required, however it is anticipated that in all options a supplemental 'green' link, or series of such links, would be provided to connect the St. John's Road frontage with the Masterplan lands interior.



CONNECTIONS & OPPORTUNITIES: MOVEMENT STRATEGY OPTIONS



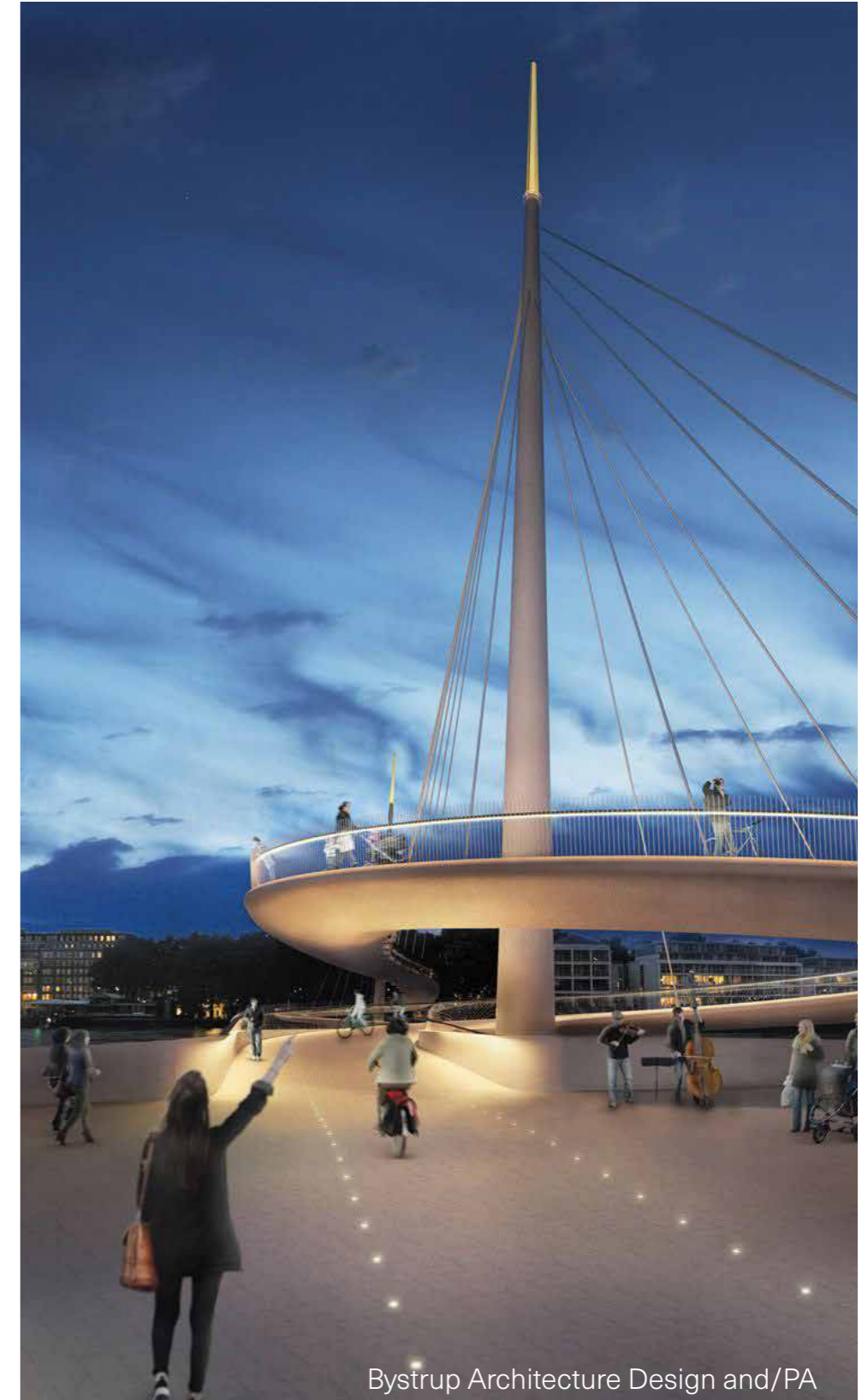
- LEGEND**
- A** CONYNGHAM ROAD GREEN BRIDGE
 - B** LIFFEY BOARDWALK
 - C** LIFFEY RAILWAY LINK
 - 1** RIVER ROAD
 - 2** CONYNGHAM ROAD VEHICULAR BRIDGE
 - 3** CLANCY QUAY LINK
 - 4** ST. JOHN'S ROAD LINK

CONYNGHAM ROAD GREEN BRIDGE

Walking and cycling infrastructure surrounding the Masterplan lands is orientated east towards the city centre. The site itself acts as a significant barrier to north-south movement despite the range of pedestrian routes and connections, particularly from the south.

The Conyngham Road pedestrian and cycle bridge creates a more direct connection between the gates of the Phoenix Park and the new riverside east-west connection, significantly furthering the site's TOD components. Given the opportunity for a light-weight structure and early delivery, the bridge can also act as an early signifier of the new place being created on the Heuston Masterplan Lands.

Green bridges illustrated here are from Providence, RI and a proposal for Nine Elms, London.



Bystrup Architecture Design and/PA

CYCLE PARKING

In all development scenarios, cycle access and secure parking must be a priority. To be comparable with European exemplars, Heuston should provide a total of circa 5000 No. cycle parking spaces, including 2500 No. dedicated for public transport users. Achieving this will require careful design strategies and a full audit of available spaces both within and around the existing station that can be used to integrate a variety of parking solutions into the public realm, from Sheffield stands to stacked cycle racks; from managed bike 'hotels' and cafes to secure cycle boxes. To provide these from day one, a cycle parking strategy for the station will form a component of any early phase development works.

In new development, current sustainable planning guidance minimizes vehicular parking in urban locations and locations close to transport, with rental and other residential developments already approaching parking ratios of 0.25:1 in many instances.

As a TOD exemplar, the masterplan will provide for a minimal amount of private car-parking in the short-to-medium term and facilitate the longer-term adaptation to a car-free environment. Significant cycle facilities will be present from day-one, with in-podium parking spaces in all development scenarios designed with adaptability in mind.

Over time, residential areas within the Masterplan lands will provide a level of cycle parking comparable to that dedicated for public transport users.

Cycle storage illustrated here is at Asker Station, Norway by MMW Architects; the Cambridge Cycle Point; and Central Station Utrecht.



RIVER ROAD

Some of the more prominent spaces could be employed for tactical urban placemaking and pop-up uses such as markets, etc. Such proposals must take advantage of existing land and increase the separation between the pedestrian space and the traffic and also clearly signal a legible, non-station oriented, pedestrian route along River Road and the riverside. Noting that this access is essential at least in the medium term to allow early development of opportunity sites, it might be possible in the longer term to pedestrianise the riverside area back to the station's northern frontage.

Even without pedestrianisation, this will be retained as a critical pedestrian entry point to the site, given its location adjacent to the station and its orientation towards the city centre. New development will activate this very constrained space to entice people in towards the centre of the site, enhancing the under-utilized northern façade of the station and creating new commercial frontages within the existing arches of the protected structure with aspect to a newly accessible riverside location.

Both illustrations are taken from recent development at King's Cross, London.



ST. JOHN'S ROAD BUS + TAXI (SPSV) FACILITIES

The Heuston Masterplan Area offers the opportunity to build on the significant infrastructural improvements to the St. John's Road Corridor proposed under Bus Connects which will serve to increase activity along this currently neglected frontage.

The Bus Connects proposals will allow a more efficient arrangement and consolidated lay-out for buses, taxis (small public service vehicles) and cycle lanes situated adjacent to the railway station entrance. The location accommodates one of the busiest taxi ranks in the state, offering a convenient interchange point for those wishing to avail of taxi services.

Any development of the St. John's Road frontage might itself accommodate secondary pedestrian connections into the station concourse area, facilitating an improved pedestrian experience and commercial street-frontage activation in those locations.

In time, the development of the Heuston Masterplan Area and the associated new linkages proposed to and through the station, may offer further opportunities to enhance the bus, rail and taxi facilities along St. John's Road and provide for enhanced bus stopping capacity and improved customer interchange and experience.

The illustration shows enhancements to St. John's Road through the Bus Connects programme.



RIVERSIDE LINK ROUTE

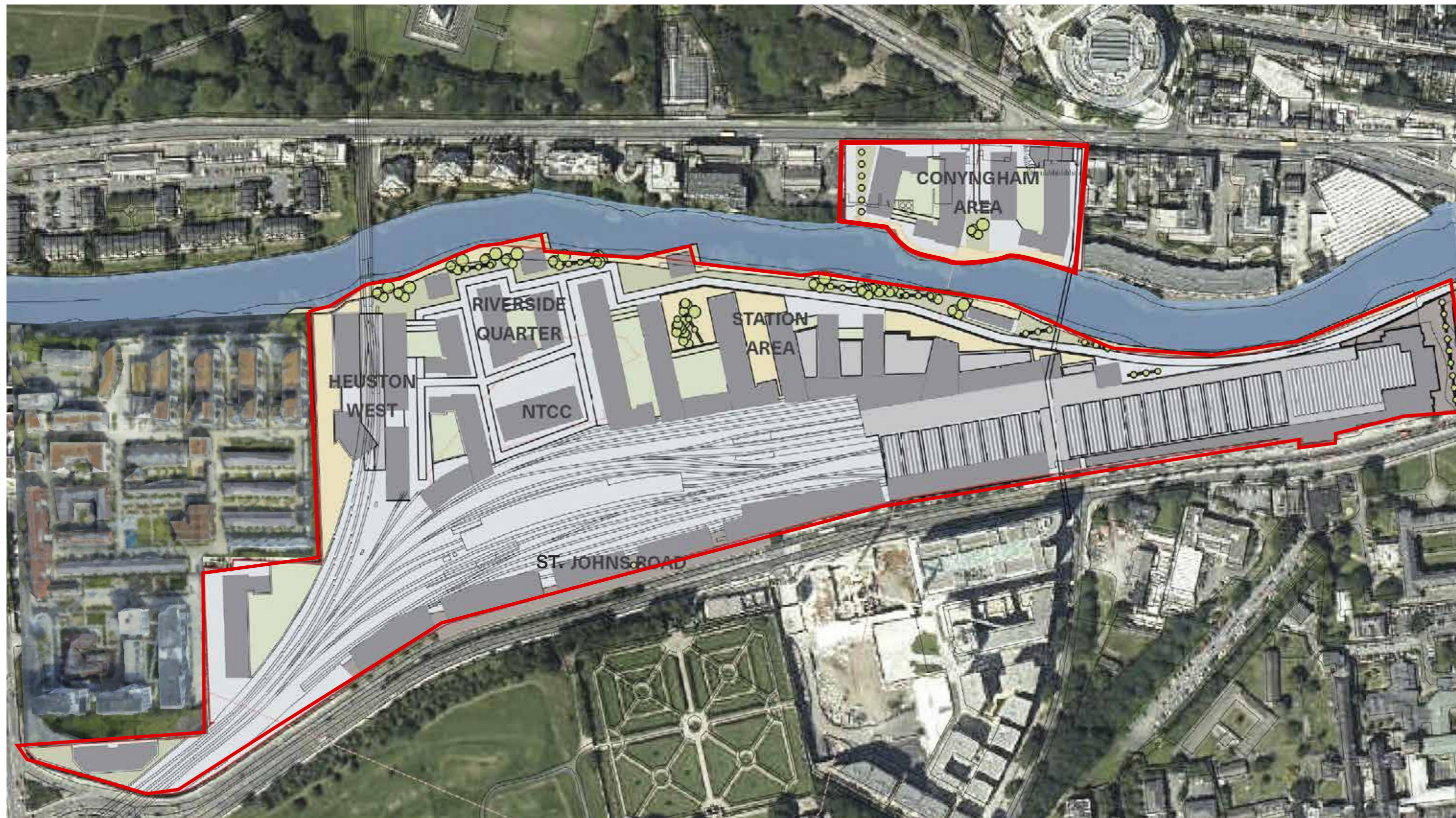
It is noted that a riverside connection is an aspiration of the DCC Development Plan, rightly seen as a civic-scaled community planning gain for any future development of the lands. In all development scenarios, the riverside link is the key feature of the new mixed-use neighbourhood and should be recognised as a unique characteristic feature of the lands.

At its most constrained location in proximity to Heuston station train hall, it will be necessary to supplement the public route by means of a Liffey Boardwalk. Elsewhere, as the riverside becomes less constrained, there is an opportunity for commercial pavillion blocks to take advantage of the riverside location. Similarly, the Railway Records Building and other protected structures offer unique placemaking opportunities within the new neighbourhood along a prominent east-west walking and cycling route.

The illustrations show a design study for a boardwalk in proximity to the station hall and revitalised waterfront walks in Aalborg, Bilbao and Limerick City.



INDICATIVE MASTERPLAN LAYOUT



DEVELOPMENT SCENARIOS

The indicative masterplan layout combines two underlying development proposals that are compatible in most development areas but diverge in response to the movement and access options described previously. As indicated below with regard to phasing, these options do not differ significantly in most development parcels in terms of development yield. Furthermore, their proposals are in the main complementary to one another so that proposals from one at the higher range may be reconciled to the other. Their main divergence is in the central development area between the NTCC buildings to the west and the existing station hall to the east.

This divergence is attributable to the development of a plinth form of development to resolve vertical vehicular movements across the Conyngham Road Green Bridge where that option is employed, a response unnecessary in the other two movement options.

The plinth form of development responds to a future bridge connection from the north bank of the river and the fact that true ground (i.e. the 'Riverside' level) is constrained by the

single entrance to the lands at River Road. Given the difference in levels, landing a new vehicular connection from the north bank would result in a significant land take of the very limited riverside resource, while also significantly increasing the complexity of different movements along the riverside. Legibility of through routes along the waterside and pedestrian focus in the new neighbourhood in particular become difficult in such a scenario. The plinth solves these issues by providing a new ground plane to which the bridge connects, pulled back from the riverside.

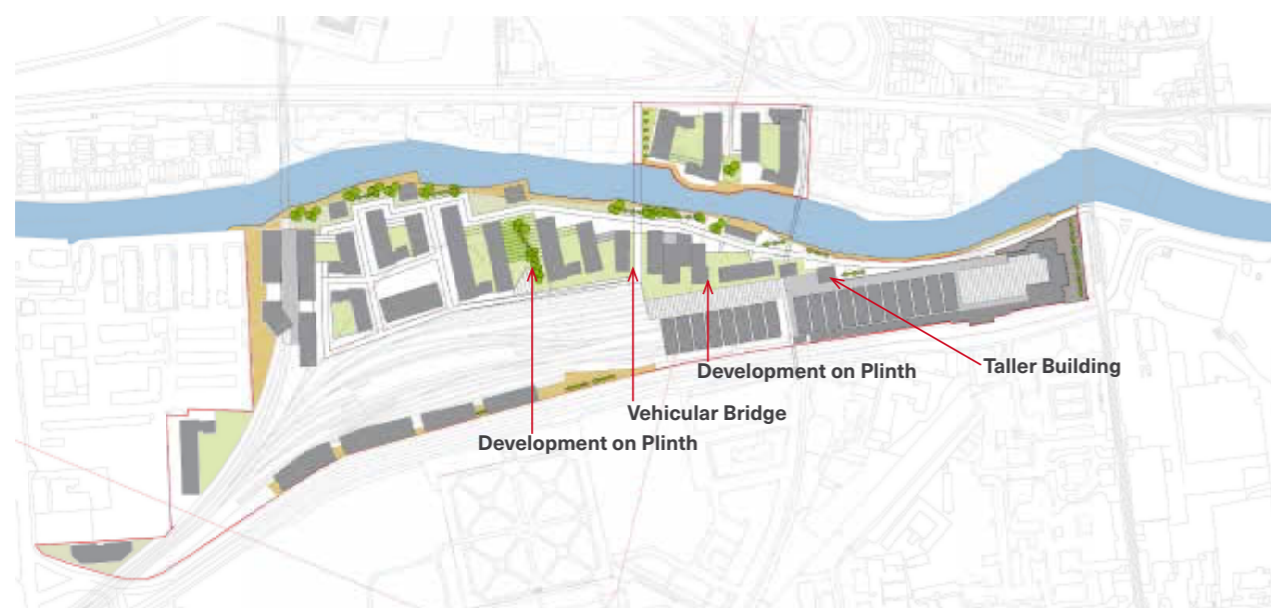
The plinth structure is then used not only as the base level of new development but also to control how connections meet riverside and to provide bicycle and vehicular parking requirements. The plinth form also reconciles the need for active outward facing edges to the pedestrian-focussed riverside area with trackside 'back of house' requirements for the continued function of the station. Within the plinth, small-scale parking can transition over time from the early provision of car-parking to the longer term aspiration of a car-free environment and massed bicycle parking. In the longer

term, the plinth could act as the beginnings of a 'land-bridge' by which development could span the railtracks from north to south to connect directly to St. John's Road but this is not proposed by the current masterplan.

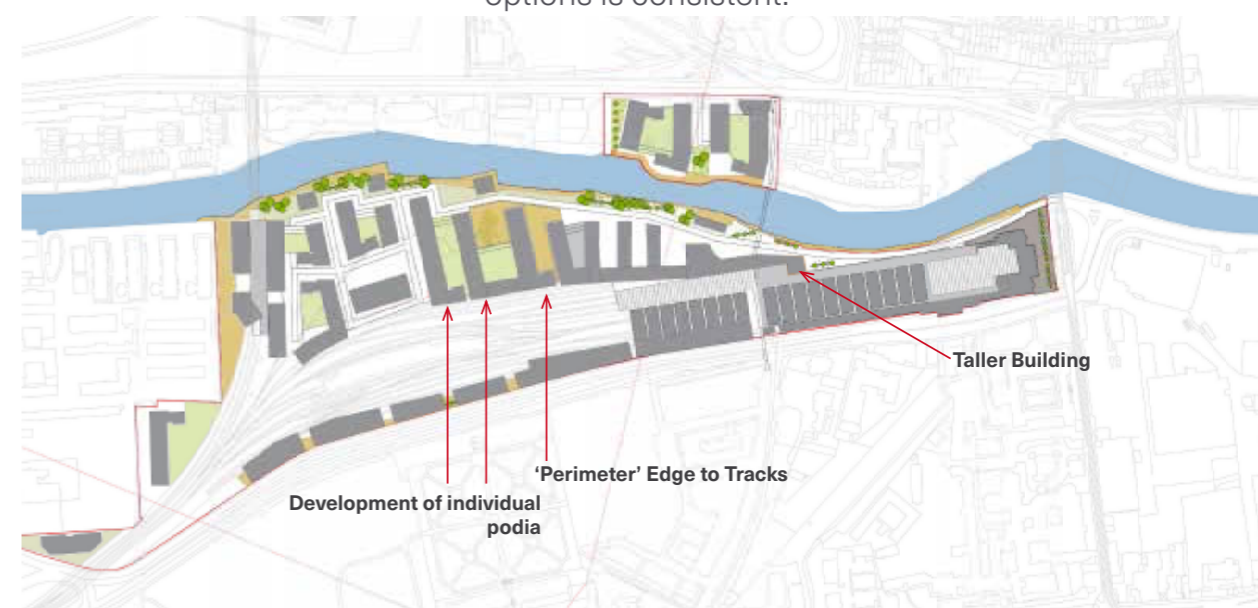
If movement is solved either by means of the Clancy Quay Link or the St. John's Road connection, the need for a new Liffey Vehicular Bridge is mitigated and in such a scenario the plinth solution may not be cost effective.

As an alternative, a more standard 'perimeter' solution is employed in which individual development parcels develop as mixed use perimeter blocks with non-residential or residential servicing ground floors wrapping a parking podium with residential courtyard above. Development at the railside utilises air-rights to cantilever over but not enclose the tracks. Where a St. John's Road vehicular connection does not occur, lighter links to this frontage are provided.

It should be noted too that the design principles guiding urban structure and placemaking, building heights, etc. across all options is consistent.



'Plinth' Development Scenario



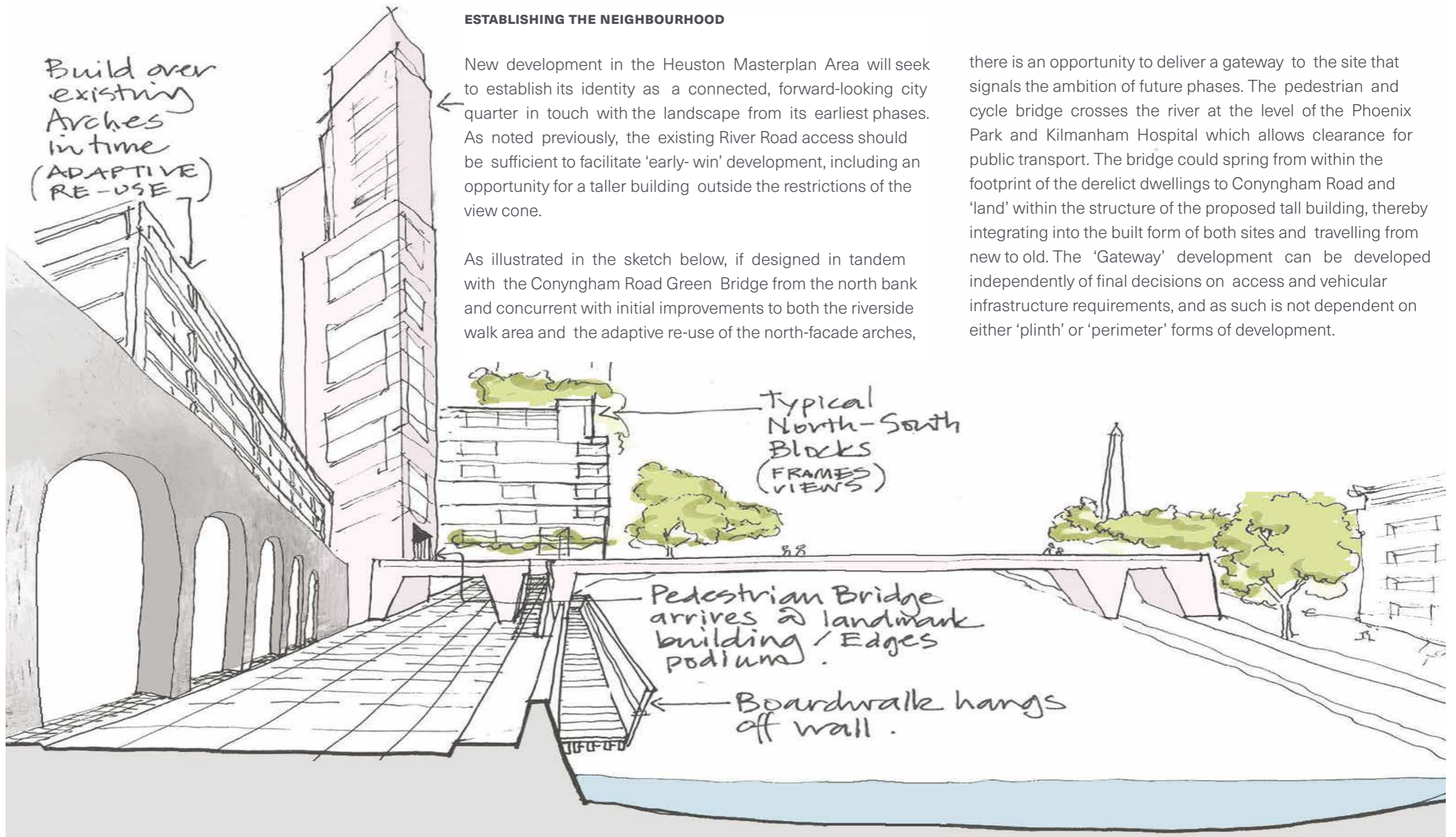
'Perimeter' Development Scenario

ESTABLISHING THE NEIGHBOURHOOD

New development in the Heuston Masterplan Area will seek to establish its identity as a connected, forward-looking city quarter in touch with the landscape from its earliest phases. As noted previously, the existing River Road access should be sufficient to facilitate 'early-win' development, including an opportunity for a taller building outside the restrictions of the view cone.

As illustrated in the sketch below, if designed in tandem with the Conyngham Road Green Bridge from the north bank and concurrent with initial improvements to both the riverside walk area and the adaptive re-use of the north-facade arches,

there is an opportunity to deliver a gateway to the site that signals the ambition of future phases. The pedestrian and cycle bridge crosses the river at the level of the Phoenix Park and Kilmanham Hospital which allows clearance for public transport. The bridge could spring from within the footprint of the derelict dwellings to Conyngham Road and 'land' within the structure of the proposed tall building, thereby integrating into the built form of both sites and travelling from new to old. The 'Gateway' development can be developed independently of final decisions on access and vehicular infrastructure requirements, and as such is not dependent on either 'plinth' or 'perimeter' forms of development.



INDICATIVE SKETCH OF THE HEUSTON 'GATEWAY'

CONNECTING THE RIVERSIDE

In all development scenarios, there will be areas of transition from public routes along the riverside to upper level areas of public realm, whether part of a larger public plinth or whether individual podium blocks. These vertical transitions will vary from larger to smaller scale and from more public commercial to more intimate residential spaces. Regardless of the scale of the connection, two principles will need to be maintained:

1. Legibility: the landscape 'layers' transitioning from the boardwalk to the podium/ plinth level via retained landscape and new street surfaces should clearly define the openness and accessibility of spaces to all. A surface material palette could create a language that signals the variations along a spectrum of public, semi-public, invited and private spaces. In all cases, high quality and universal accessibility should be the standard.
2. Active Frontage: across this transition of layers and levels, active frontages whether residential, retail or commercial in nature should be maintained as far as practicable, where necessary through the use of commercial/ retail 'veneers' of smaller single-aspect units.



INDICATIVE SKETCH PLAN & SECTION OF PUBLIC REALM LAYERS & LEVELS AT THE RIVERSIDE

USES

The masterplan area will be mixed use in nature but comprises three character areas.

- The office district is predominantly located in the eastern part of the lands in proximity to the existing station;
- The residential district is predominantly located between the existing station and the Heuston West area, creating a new streetscape around the NTCC; and
- Mixed-uses are located primarily in proximity to key movements: arrival points into the site; ‘veneer’ frontages where changes in level occur; and, at transport interchanges.

An exception to these conditions is the St. John’s Road frontage where development is anticipated to lend itself to commercial office in all scenarios. In keeping with the active frontage principle of connecting to the river, the areas of vertical level transition should be treated as ‘cascades’: public spaces where the veneer of mixed uses frontage turns the corner into vertically oriented ramping streets.

PLACEMAKING

Active frontages continuing from the riverside veneer to upper levels via the ‘Cascades’ will ensure a continuity of publicly accessible spaces across the lands while also offering the opportunity of a varied pedestrian experience. Within the coherency of a new neighbourhood, efforts should be made to develop a mix of more locally-oriented spaces away from the shared spaces around transport interchanges.

Good placemaking will be essential, making use of aspect, orientation and individual building design to create identifiable places within the new neighbourhood.

These local places will interact with larger gestures such as the riverside walk and the station forecourt, and consideration should be given to the nature of each: for instance, the riverside walk might lend itself to more permanent features of place while the station forecourt might be a programmed space for pop-up uses or tactical urbanism interventions.

MANAGING HEIGHT

The greater part of the site sits within the view cone protection zone and the various development scenarios considered operate at a datum level in which building heights are below the tree canopy line at Conyngham Road when viewed from IMMA gardens. The Phase 1 area has a taller building designation and sits outside of this constraint.

In all scenarios the datum is interpreted as 6-storeys (or 4-storeys over the plinth in that scenario). However, it is anticipated that subject to discussion with the Local Authority there might be the ability to vary heights upward in a number of locations.

Where heights are increased it is anticipated that these would be along agreed view corridors and emphasised only along broadly NW-SE orientations, and subject to appropriate slenderness ratios of gables, so as to frame views without causing significant harm to their aspect.

Such design solutions will need to be agreed with the Local Authority and are not considered within the outline plot ratios provided below.



‘Cascade’ Street

INDIA BASIN MASTERPLAN, GEHL ARCHITECTS

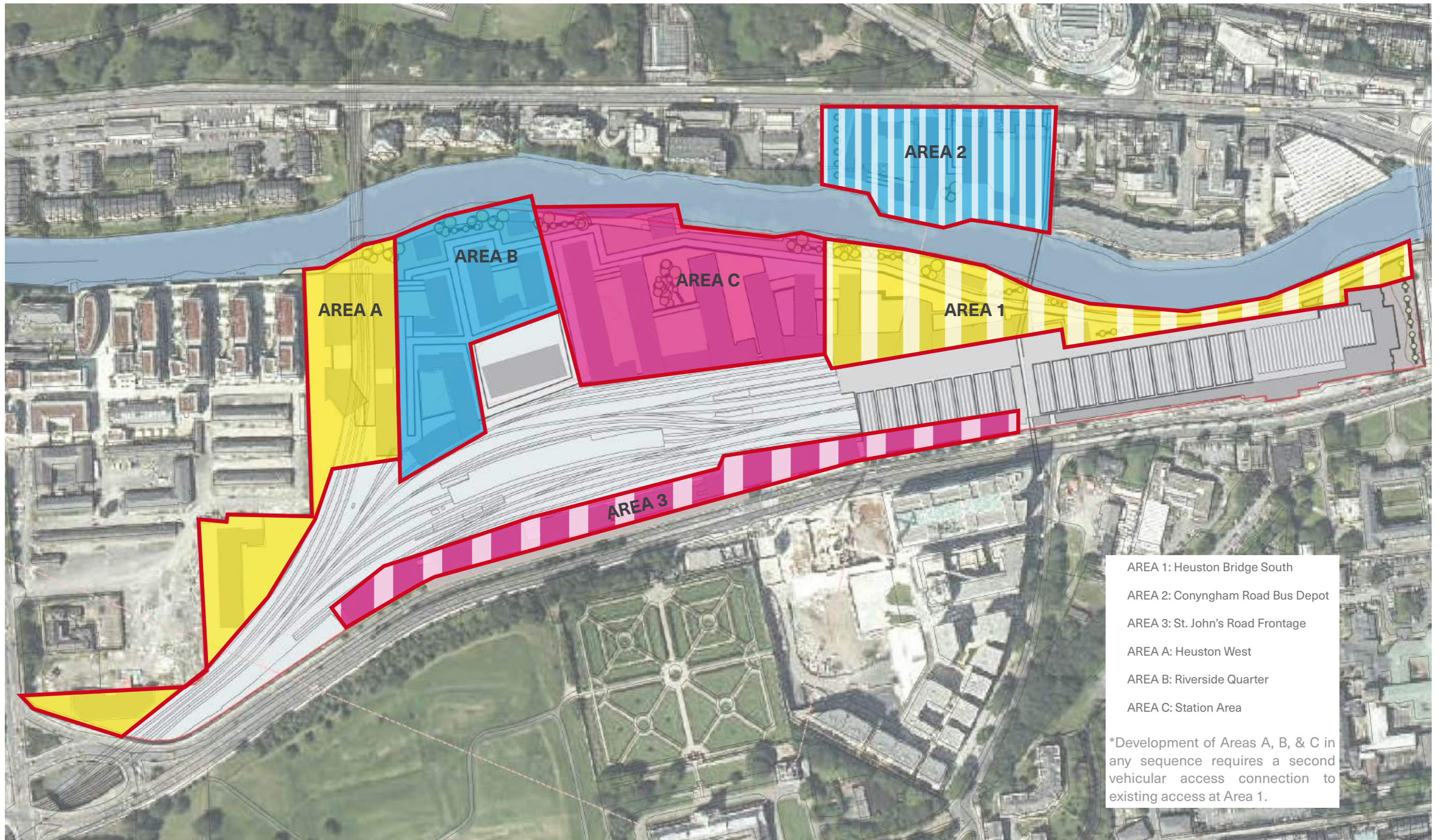


Programmable Public Space



Contextual Heights at Clancy Quay

4| PHASING & SEQUENCING



- AREA 1: Heuston Bridge South
- AREA 2: Conyngham Road Bus Depot
- AREA 3: St. John's Road Frontage
- AREA A: Heuston West
- AREA B: Riverside Quarter
- AREA C: Station Area

*Development of Areas A, B, & C in any sequence requires a second vehicular access connection to existing access at Area 1.

PHASING & SEQUENCING

Development parcels within the indicative masterplan layout can be described as either dependent or independent in nature.

Independent parcels can be developed without reliance on either third-party agreement for access or final decisions on vehicular access infrastructure. These comprise:

- Heuston Bridge Road South Frontage (Area 1);
- Conyngham Road Bus Depot (Area 2); and
- St. Johns Road Frontage (Area 3).

These sites can be developed without significant means of advanced infrastructure delivery other than construction of the first phases of the Conyngham Road Green Bridge and the Liffey Boardwalk to allow segregated pedestrian access.

Area 1 is identified as an 'early-win' opportunity site and recommended as Phase 1 in all scenarios.

Area 2, and 3 can be phased concurrently with Phase 1 if required, although it is recommended that sequentially decisions are made on longer term access arrangements before they proceed.

Development of Area 2 would preclude delivery of the Liffey Vehicular Bridge. Development of Area 3 would prejudice future arrangements for a St. John's Road link.

Dependent parcels can only be developed either with third-party agreement for access or once final decisions on vehicular access infrastructure have been made. These comprise:

- Heuston West (Area A);
- The Riverside Quarter Area B); and
- The Station Area (Area C).

Within Area A, it is noted that the peripheral lands south of the main body of the site could be released for development ahead of the Platform 10 area as an earlier phase of standalone residential.

Total cycle parking across the Heuston development is anticipated at circa 5,000 spaces comprising 2,500 spaces dedicated for public transport users (proposed within Area 1 following detailed design and a public realm space audit) and a similar quantity across the development areas. A range from 1100 to 2550 cycle spaces has been indicated for the development areas to allow for both detailed design to resolve cycle stacking configurations and the transition of vehicle parking spaces to cycle parking over time.

OUTLINE DEVELOPMENT AREAS

AREA A

- Site Area: c.1.9Ha
- Plot Ratio 2.4:1
- c.200- 450no. bicycle parking spaces

AREA B

- Site Area: c.1.6Ha
- Plot Ratio 1.7:1 - 1.9:1
- c.300-700no. bicycle parking spaces dependent on development scenario

AREA C

- Site Area: c.2.2Ha
- Plot Ratio 1.7:1 - 1.9:1
- c300-700no. bicycle parking spaces dependent on development scenario

AREA 1:

- Site Area: c.2Ha
- Plot Ratio 1.75
- Potential Uplift of 36,000sqm dependent on heights strategy

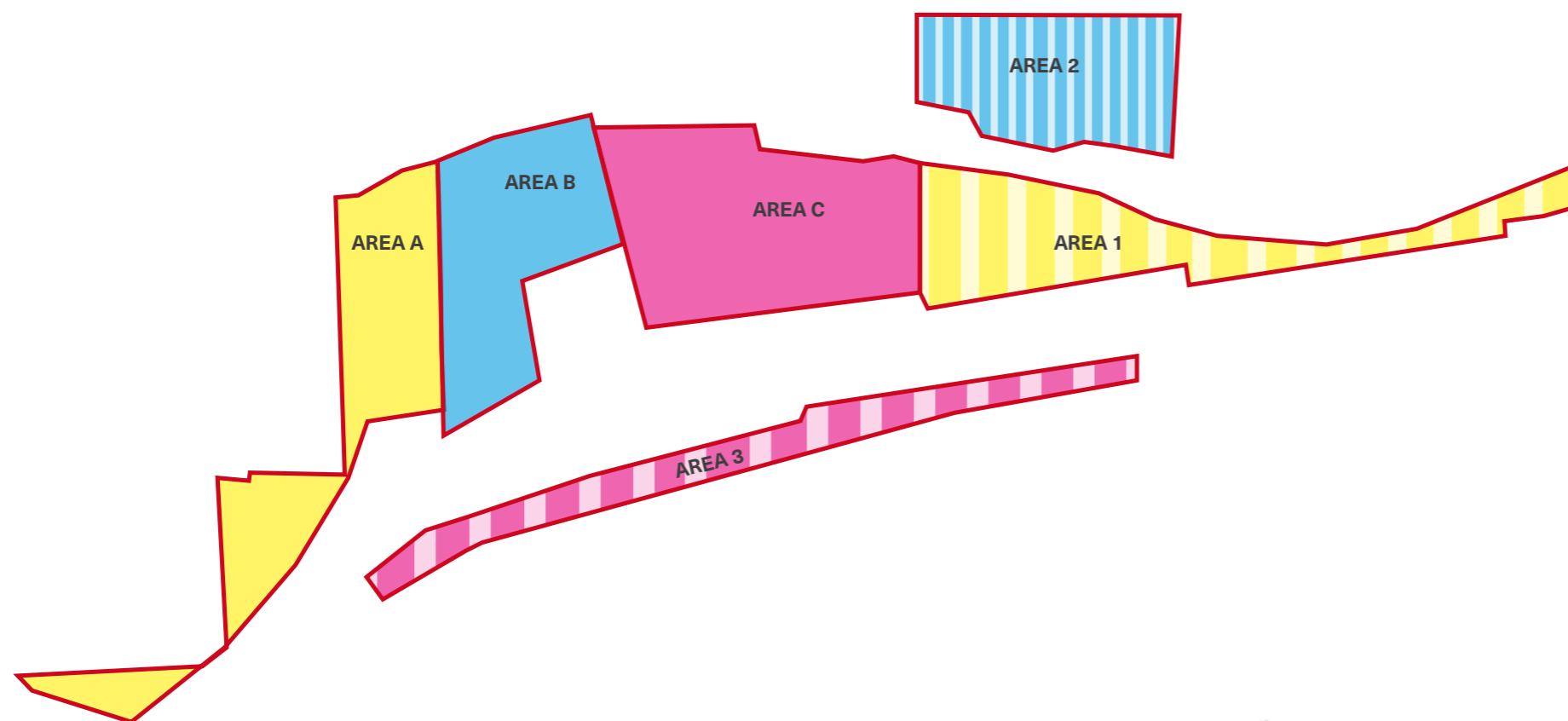
- c.2500no. bicycle parking spaces

AREA 2

- Site Area: c.1.2Ha
- Plot Ratio 2.5:1
- c.100 - 250no. bicycle parking spaces

AREA 3

- Site Area: c.1.0Ha
- Plot Ratio 2.8:1
- c.200- 450no. bicycle parking spaces



OVERALL DEVELOPMENT SUMMARY

Plot Ratio 2.1:1 - 2.2.:1 (210,000sqm to 220,000sqm)

- 10 Hectares Development Site Area
- 210,000+ sqm Mixed-use Development
- >€1Bn Value (GDV)
- 1,000+ Residential Units
- 65,000 sqm Office Space (NIA) (8,000+ employees)
- 15,000 sqm Retail
- 250 Bed Hotel
- 5,000 Bike Spaces

On account of the exemplary TOD and sustainability credentials of the CIE Heuston Masterplan Lands, the potential exists for even higher development densities, subject to design and planning.



o'mahony pike

