

SYNOPSIS AND BACKGROUND OF TARA STREET STATION REDEVELOPMENT

Creating a 21st Century Landmark

Tara Street DART station is one of the busiest rail stations in Ireland. It is the closest DART station to the bustling office, shopping, entertainment and tourist district of central Dublin, which lies immediately to the west. Passenger congestion at the station has to be carefully managed by CIE / Iarnród Éireann, particularly as pavements approaching the station are narrow, and are frequently too crowded. CIE / Iarnród Éireann is committed to addressing this situation and has already enhanced station access with the implementation of the Townsend Street Entrance, now in operation in peak hours. However, the main concourse at George's Quay is undersized for current demand and future growth predictions.

Tara Street station is at present a bottleneck on the DART line which prevents the orderly improvement and capacity expansion of the entire DART line services. The station does not adequately meet the future requirements of the Railway. Recent improvements have been undertaken under the DART Upgrade Project and CIE / Iarnród Éireann is committed to transforming Tara Street Station into the modern centrepiece of the DART line. This landmark building within the City Centre will rise above the new station concourse, clearly identifying this prime transportation location on the River Liffey.

The concourse itself will be a place of light, bustle and activity, an interchange point which looks towards the historic core of Dublin and the Liffey Quays to the west, yet which is itself visible in all of its activities from the adjacent streets and from the wider City. Immediately to the east, the vibrant Docklands area has emerged in recent years and continues to develop. The new Tara Street Station will be transformed into a facility that befits the exciting changes that have been taking place on its doorstep and a fitting landmark on the River Liffey where it turns towards the sea.

The new station building serves to unify the new developments to the east of the station, the collection of medium rise office developments to the west of the Railway, as well as Liberty Hall to the North to create an ordered cluster of higher density buildings around this most important transport access into the city centre. Furthermore, the Station Redevelopment proposal reinforces the site's pivotal position in the City Centre and on the River Liffey as well as the Landmark quality of this most important transport node. The prominent position on George's Quay being within visual distance of O'Connell Bridge forms a dramatic gateway with Liberty Hall to the emergent new city to the East.



Figure 1: The Proposed New Tara Street Station and its Companion Office Building

BACKGROUND

The History of the Development of Tara Street Station

1892. Tara Street Station opened for business with a complete rail link between the existing Pearse Street Station to the south and Connolly Station to the north.

1984. The opening of the DART service (Dublin Area Rapid Transit) using the existing rail track, with widened and improved platforms.

1984 – 1989. Continuous growth of passenger travel, with increasing strain being put on the station facilities.

1989. Construction of a new but modest ground floor passenger concourse within the confines of Iarnród Éireann (IE) existing land ownership at that time. Provision of new stairs and up escalators only.

1992. Completion of the first phase of the six storey George's Quay office development, adjoining Tara Street Station to the east.

1988 – 1999. Continued dramatic increase of passenger travel, as new office development took place, particularly in the International Financial Services Centre (IFSC) across the Liffey, from Tara Street Station.

1998. Tara Street becomes the busiest commuter rail station on the IE network, handling 25,000 passengers a day.

1998. IE studies indicate further growth in passenger demand and a consequent need to expand the station, the number of carriages, and hence increase platform lengths and improve access facilities.

1998. The CIE Board agreed to the purchase of lands contiguous to the station for the purpose of exploiting the commercially developable land and air rights, in order that this major DART station improvements can be financed from revenues generated. Funding for this top priority public transportation improvement initiative is not budgeted for in the National Development Plan (2000-2006).

1998. The site of the present development proposal was purchased by CIE/IE, excluding the protected structure of Kennedy's Pub building on George's Quay

1999. Construction of seven office buildings (George's Quay Development), maximum height of 62 metres, on site immediately to the south-east of Tara Street Station, between Luke Street and Moss Street.

1999. CIE/IE commissioned a Design Team with an international reputation to undertake a detailed design of a new station and accompanying air rights commercial development.

1999. Ove Arup undertake a study of the greater suburban rail network in Dublin, in order to assess how it (and DART) might be expanded and improved as an important contributor to the overall public transportation infrastructure of Dublin. Infrastructural improvements are needed to address the surge of employment growth, prosperity and mobility, and resultant traffic congestion in Dublin.

2000. CIE/IE apply for planning permission for the major expansion of Tara Street Station and the development of its associated air rights and contiguous lands.

2000. Dublin Corporation request additional information including an EIS.

2000. CIE/IE begin a re-appraisal of the Tara Street station Redevelopment with extensive dialogue with Dublin Corporation throughout.

2000. Dublin Corporation release a strategy report on High Buildings.

2001. CIE/IE undertake a series of consultations with the local community in City Quay parish and other interested groups.

2001 late March. A revised Planning Application is submitted to Dublin Corporation (later Dublin City Council)

2001 December. Dublin City Council decision to grant Planning Permission - Appealed to An Bord Pleanála.

2002. An Bord Pleanála (ABP) grant permission for the development.

2004. Scheme is deferred, as an alternative method of construction is needed that allows for the Station to remain operational during construction.

2006. CIE/IE commence the procurement of consultants to re-assess the project in the light of current guidelines on sustainability and planning to re-apply for Planning Permission.

2007. Opening of the second access to Townsend Street which will allow flexibility in the construction of the redevelopment of Tara Street.

2008 CIE/IE begin pre-consultation process with An Bord Pleanála on a possible application for Tara Street Station as Strategic Infrastructure. An Bord Pleanala issue confirmation that Tara Street Station development proposals constitute Strategic Infrastructure.

2009 February. CIE/IE submission to Dublin City Council on the Draft George's Quay Plan.

2009 Spring. CIE/IE submit Strategic Infrastructure Application to An Bord Pleanala.

2010. Planned commencement of construction works.

2011-12. It is hoped that the new station can be completed and fully operational with a substantially enhanced capacity and passenger environment

THE DEVELOPMENT AT A GLANCE

The components of the development are outlined below. Precise details can be obtained from the main body of the report.

OVERALL DEVELOPMENT

Building of 15 Storeys over a single basement level of 60.8m in height and a Gross Internal Floor Area (GIA) of 20,990m² (225,934 sq ft).

THE STATION

CONCOURSE of 3 storeys (12.45m) clear height and a GIA of 1,880 m² (20,236 sq ft) sufficient to cater for 14,500 passengers per hour (peak).

PLATFORMS already improved under the DART Upgrade Project to accommodate 8 carriage DART and Commuter trains to be widened and covered by a glazed roof between George's Quay and Poolbeg Street.

TARA STREET PAVEMENT widened from 3.1m (min) to 6.0m so as to improve the pedestrian environment on Tara Street in line with the improved concourse.

THE OFFICE BUILDING

OFFICE ACCOMMODATION Ten storeys of 39.35m in height of office space above the concourse with a GIA of 14,990m² (161,352 sq ft). Typical office floorplates of 1,610 / 1,630 m² (17,330 / 17,545 sq ft).

PLANT / M & E SERVICES Two storeys of 9m in height with a GIA of 1,365m² (14,692 sq ft)

RETAIL FLOORSPACE

POTENTIAL RETAIL FLOORSPACE GIA 342 m² (3,681 sq ft)

OTHER USES

SERVICING GOODS AND RECEIVING BELOW GRADE

PLOT RATIO OF 4.04 (including station platform areas)

PARKING

NUMBER OF BELOW GRADE ACCESSIBILITY CAR PARKING SPACES - 10

NUMBER OF AT GRADE CAR PARKING SPACES – Nil

NUMBER OF BELOW GRADE BICYCLE PARKING SPACES – 150

BUILDING MATERIALS, LANDSCAPING ELEMENTS INDOOR AND EXTERIOR AND LIGHTING ELEMENTS – See Part Two of this report “Accommodation Schedules and Building Specifications”.

SUSTAINABILITY

Building Energy Performance ‘B’ rating.

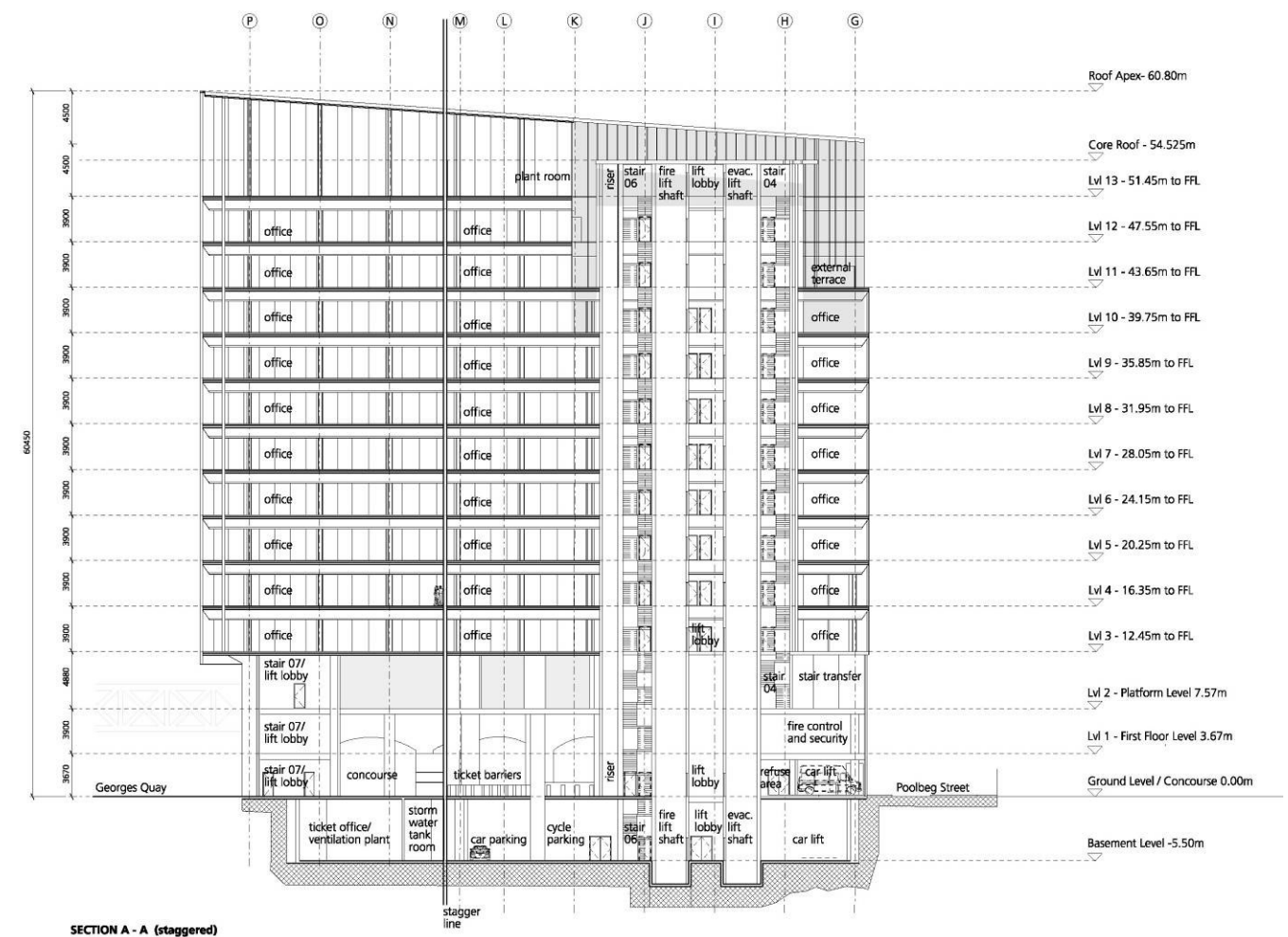


Figure 2: Longitudinal Section looking East