

Limerick, Colbert Station and Plaza



Colbert Station Redevelopment

Proposed Design

April 2014



LIMERICK , COLBERT

The proposal for Colbert Station and Plaza consist of four elements.

1. The Colbert Plaza
2. The Proposed bus station
3. Alterations and renovation to the Train Station
4. Future overhead and basement developments for commercial use.

All four elements have been considered in the preparation of the proposals. The Site area includes the areas currently housing the vacant petrol station and LCC depot behind this. By treating the site as one total , it provides several benefits to all areas. The Plaza has increased in area due to the alignment of the bus station changing from a diagonal boundary to a straight line. This has allowed the bus bays to be combined in one area and also brought forward and therefore more visible from the 2009 proposal.

The Bus and Train station integration is proposed to provide a single large concourse , extending the existing concourse into the new Bus station area, ticket sales , retail ,waiting areas and facilities are shared between bus and rail users. This combining of areas allows for a seamless interchange between bus and rail use inside the building with taxi, car and bicycle areas adjacent to the station outside.

The Plaza provides a new civic space for Limerick City and greatly enhances this city centre location while also incorporating a hub for all public transport serving Limerick.

The traffic movement for buses will enter from Roxborough road and exit onto Parnell st, the layout also allows for exiting back onto Roxborough road if required. The proposed bus bays include an extended canopy over the bus bays extending to 9m from the front of the bus bays, this provides shelter for passenger circulation when boarding and alighting buses.

All cars entering and exiting the car park will be on the opposite side of the station and plaza to the bus bays. The site plan accommodates taxi and set down spaces off Parnell st. Car Parking for passenger use has been kept near to the station for 97 spaces with an additional 236 car spaces 200m further to the rear of the site, a total of 333 car spaces. The plan separates bus movements in the station from car and bicycle movements to provide a clear area for pedestrian movements.

Bicycle parking for both the Limerick bike scheme and private bicycles are located to the left of the train station and proposed bus station on the corner of the plaza, additional bicycle parking is located under the existing canopy on the southern side of the train station building, the total number of bike spaces provided is 246 private plus 20 Limerick bike scheme spaces.

Colbert Station is a protected structure, we believe the proposed works will enhance the original station , the bus station in this current proposal is a double height glazed structure that will have a lesser impact than the bus station granted permission in 2009.

The proposals also provide for future extension of bus bay numbers over and above the 21 proposed. Within the train station area , renovations to the concourse and office areas are proposed . The plan layout has been altered to give better circulation and clear movement away from queues and seating areas.

The proposal is consistent with Limerick City Council Development Plans 2010 -2016 , Limerick City Council publication *"Limerick 2030 – an Economic and Spatial Plan for Limerick."* and the Limerick City Public Realm Design Guide 2008

The proposal has been prepared by Iarnrod Eireann, Architects Section in consultation with Iarnrod Eireann, Bus Eireann , CIE Group Property and Limerick City Council.

The overall cost of the full proposal inclusive of Construction, design, project Management , vat and overheads is in the order of €16,762,801 this is a + or – 15% cost, please refer to page 9

The cost for Phase 1, consisting of the Plaza and car and taxi set down is in the order of € 3,734,751 , 22.28% of the total development cost.

The cost of the overhead development is not included in this.



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Proposed Development viewed from the left side of Parnell St. The existing view is on page 11 of this booklet.

The proposed car set down and taxi rank is visible on the left side of this image, cars enter on the left and exit on the right of the island. The main plaza starts from the pedestrian crossing on the left across to the car park entrance on the right. The Main plaza include public seating and bicycle parking.

The proposed Bus Station is visible on the left of the train station building. The proposed bus station includes a canopy over the bus bays, the new bus station is a double height building opened internally into the existing train station concourse

The main plaza area is 3,300m sq.

A potential visual and physical link to the Peoples park is identified on page 7 of this booklet, the green area between the Peoples park and Hyde Road could also extend the public realm area of the plaza and extend the improvements along Parnell St. to give a cohesive public area.



Future Potential overhead development

The Above image shows potential for over head development above the taxi area and also over the bus bays. The images indicates the massing for a five storey development, four storeys over ground and a three store development above the bus bays. These are purely indicative for scale and massing information only, they do not represent a design proposal.



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Proposed Development viewed from the right side of Parnell St.



Future Potential overhead development

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2 Summary

Details regarding the basis of the costs, assumptions and exclusions are included in the relevant sections of this report. The breakdown of the detailed estimate is contained in Appendix A, and is summarised below:

OVERALL SUMMARY

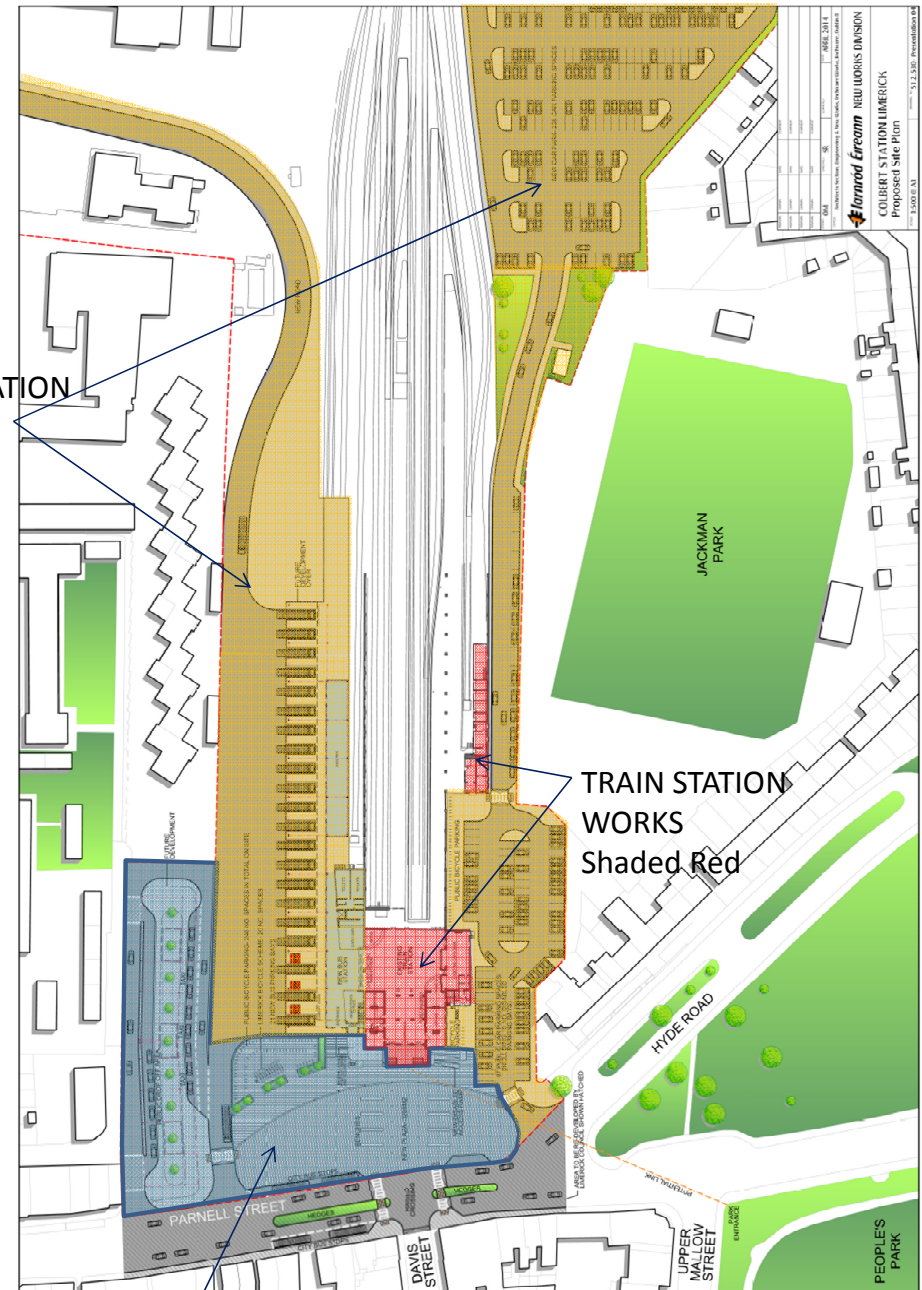
| | |
|--|--------------------|
| A Construction Costs | Total € |
| Plaza Works | 2,057,175 |
| Bus Station | 5,448,433 |
| Train Station | 1,728,910 |
| Sub-Total | 9,234,518 |
| B Preliminaries – 20% of Construction Costs | 1,848,904 |
| Sub-Total | 11,081,422 |
| C Project Management and Design Fees 11% | 1,218,956 |
| D Property Costs | Excl. |
| E Procurement and Tendering 1% | 110,814 |
| F Construction Stage Management 3% | 332,443 |
| G Survey and Investigation Costs | 150,000 |
| H Design and Consents Process Costs | Excl. |
| I On-going Operation and Maintenance Costs | Excl. |
| Sub-Total | 12,893,635 |
| J Contingency 10% | 1,289,363 |
| Total Installed Cost | 14,182,998 |
| K Inflation (Based on 18 months to Tender Award) 2% | 428,327 |
| Sub-Total | 14,611,325 |
| L VAT @ 13.5% (€12,727,672) | 1,718,236 |
| M VAT @ 23% (€1,883,653) | 433,240 |
| Grand Total | €16,762,801 |

Figures that 23% VAT is applied to.

BUS STATION
WORKS
Shaded
Yellow

TRAIN STATION
WORKS
Shaded Red

PLAZA WORKS, Shaded Blue





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Existing panoramic views of the station. The proposal extends the plaza out to the kerb edge of the public footpath. The attached plans also indicate extending the works to the building on the opposite side of Parnell St, this is indicative only.



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Existing view. The Blue shaded area is the CIE site the red shaded area is the Limerick City Council site. The Proposal combine both to allow for a larger Plaza than would otherwise be possible.



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Existing photos. Photos 1,2 and 3 show the existing approach from Davis Street and car parking to the front of the station. Photo 4 is of the area proposed for the 235 car space car park.



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Existing photos. Photos 1 shows the diagonal view from Parnell St. Photo 2 is taken from the existing boundary onto Parnell St, this will be opened to the proposed car set down and taxi rank. Photos 3 and 4 show the existing area that will form the entrance to the car set down and taxi area.