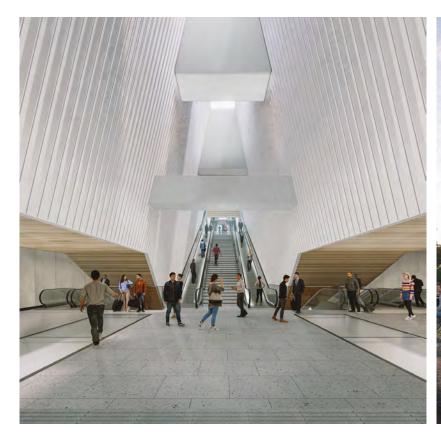




# Station Integration Overview









**Underground Stations** 

**Surface Stations** 

Public Realm Integration

## Station Integration A Family of Stations







## Station Integration A Family of Stations







#### Common Components Benchmarking





Strong Linewide Identity



Standardised Approach



**Consistent Material Palette** 



**Common Components** 



Cost & Programme Savings



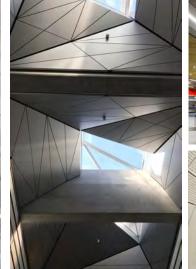
High Safety & Quality Standards





















#### Common Components Contextual Character & Materiality









Light Reflecting Off Cobbles + Rails



Dark Cladding + Cast Elements



Clear and Transparent Glazing



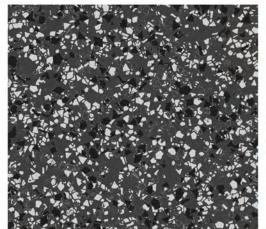
Warm Brickwork



Granite Steps Along Liffey Banks



Bollards and Railings - Henrietta Street





Timber Soffits + Tactile Elements

#### Common Components Vision Principles

Contexts & Character

& Functionality





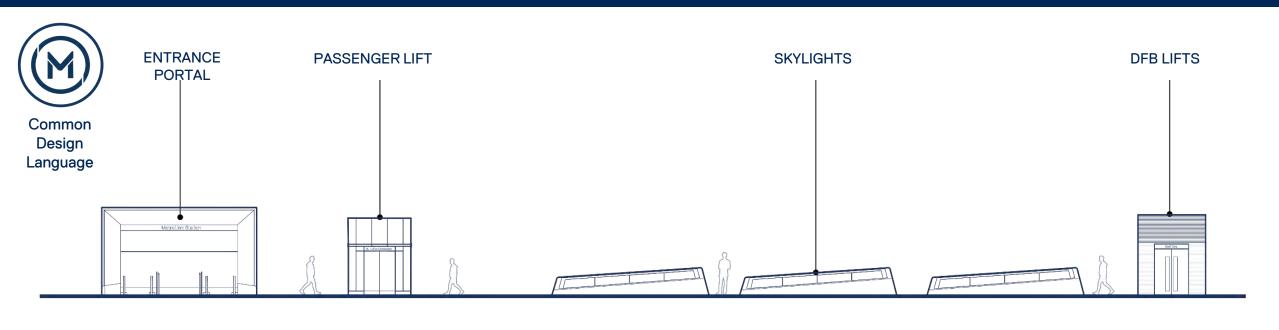
& Branding

**Universal Access** 

Protection

## Common Components A Family of Elements







**SHELTERS** 

**ELEMENTS** 

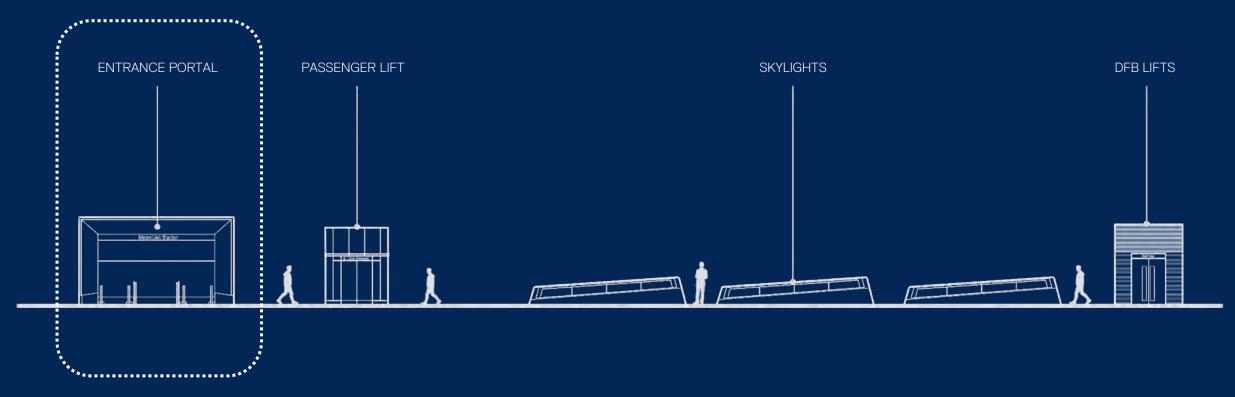
## Common Components A Family of Elements













#### BARCELONA, SPAIN

- No secure line at street level.
- No weather protection for passenger comfort, reducing slips and trips, or ensuring longevity of vertical transport such as escalators.



#### **CANARY WHARF STATION** LONDON, ENGLAND

- Sufficient space for runoff, matwell & tactile paving at the top of escalators.
- Bespoke geometry & fabrication minimal opportunities for economies of scale.



#### MTA SUBWAY RETROFIT NEW YORK, USA

- Incomplete weather protection for passenger comfort and reducing slippery surfaces.
- Upstand for durability.



#### WARSAW METRO WARSAW, POLAND

- Varied space for runoff, matwell & tactile paving at the top of escalators.
- Inconsistent linewide identity, signage zones & common design.



#### Common Components Common Station Entrances



Northwood Ballymun Collins Avenue **Griffith Park** Glasnevin Mater O'Connell Street Tara ..... St Stephen's Green Charlemont



### Design Development with DCC City Architect









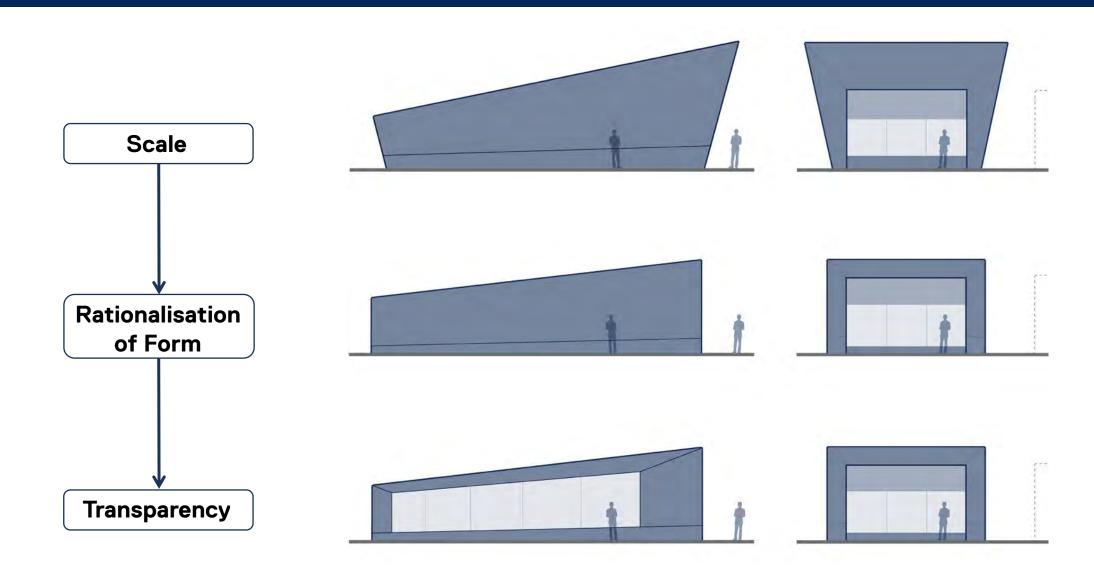
Large

**Small** 

#### Canopy

### Design Development with DCC City Architect







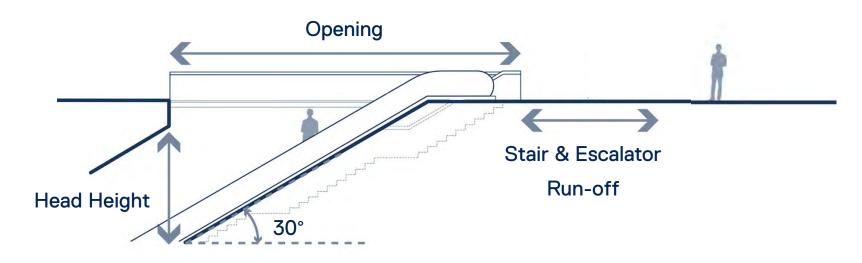










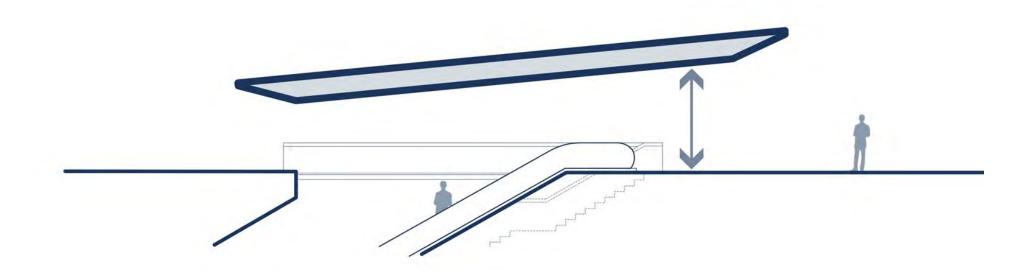


#### **Spatial Requirements**

- Efficient sizing of openings to accommodate the vertical circulation into the station
- Responding to functional, operational and safety requirements.





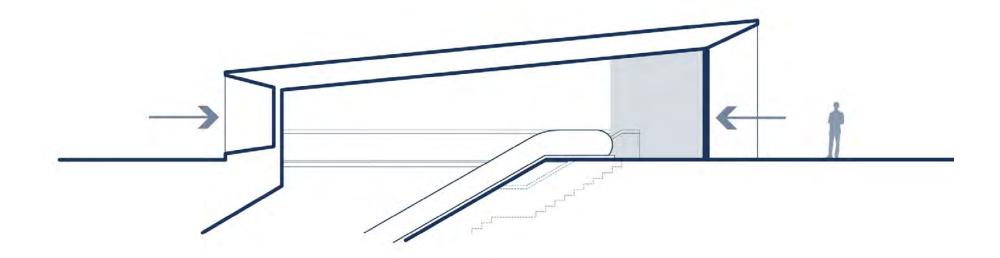


#### **Shelter and Weather Protection**

- Introduction of overhead canopy provides shelter from the elements to improve passenger comfort, experience and avoiding slips/trips.
- Helps protect mechanical equipment from direct rainfall.







#### **Safety and Security**

- Lockable secure line at street level for station operations.
- Removes requirement for gates at concourse level, saving space below ground.

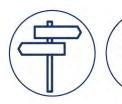


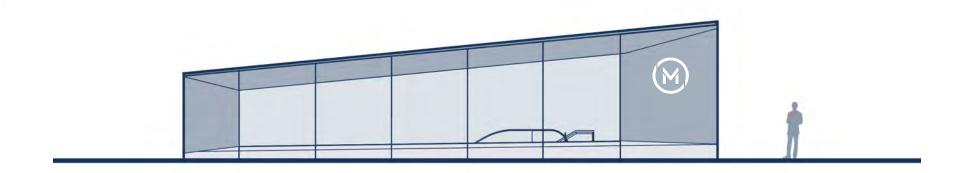


#### **Visual Connectivity and Contextual Integration**

- Maximising glazing extent and transparency supports contextual integration and reduces the visual mass of the canopy.
- Maximising natural light for enhanced passenger experience, intuitive wayfinding and reducing reliance on artificial lighting.
- Visual permeability increases natural surveillance and feelings of safety and security.





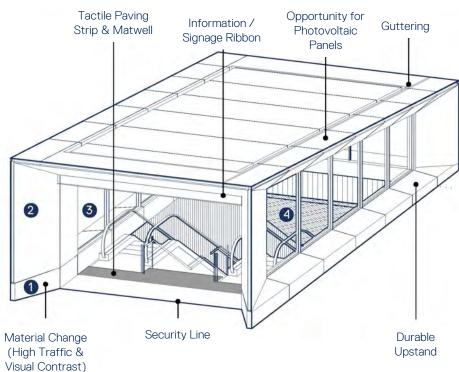


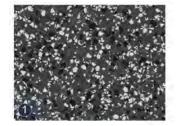
#### Intuitive Wayfinding and Linewide Identity

- The natural hierarchy of the form intuitively indicates the station entrance within the public realm.
- Serves as a beacon for the station in the local context.
- Integrated MetroLink signage to support intuitive wayfinding.









Dark precast sidewalls / upstands



Dark metal cladding for visual contrast

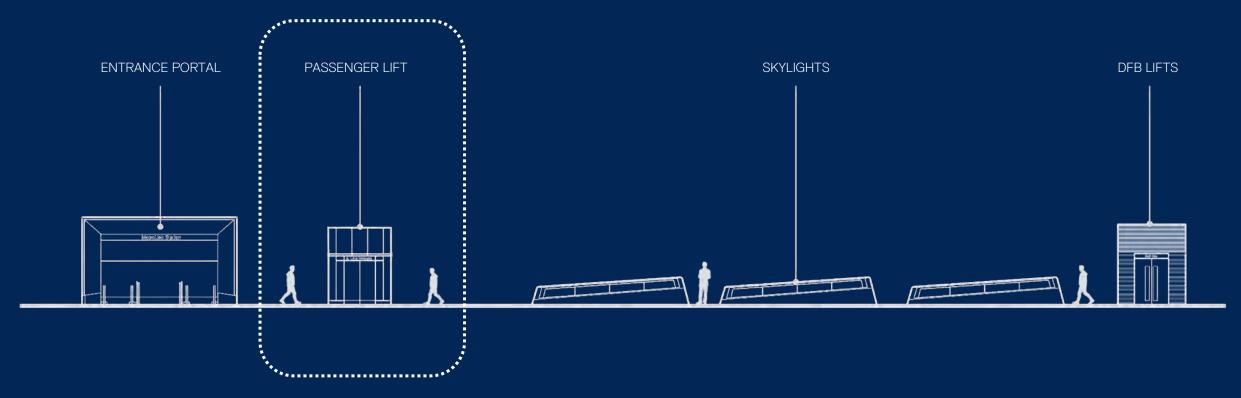


Glazed sides & mullions



Timber soffits







#### **CITYRINGEN**COPENHAGEN, DENMARK

- Identifiable lift with metro branding.
- Highly glazed for good visual permeability.
- Low robustness on corners requires additional protective barriers.
- Transparent upper portion requires high levels of cleaning adjacent to machinery.
- No weather protection.



#### LINCOLN CENTER MTA NEW YORK, US

- Identifiable material and branding.
- Glazed for good visual permeability.
- High robustness throughout.
- No weather protection for passengers.



#### **ALEXANDERPLATZ**BERLIN, GERMANY

- Highly glazed for good visual permeability.
- Dark, retrofitted canopy casts signage and entrance in shadow with poor lighting.
- Low robustness on glazed corners.



#### **EAST CROYDON STATION** CROYDON, UK

- Identifiable and integrated lift + shaft with brand identity.
- Weather protection for passenger comfort.
- Cluttered + concealed entrance for poor universal access / intuitive wayfinding.





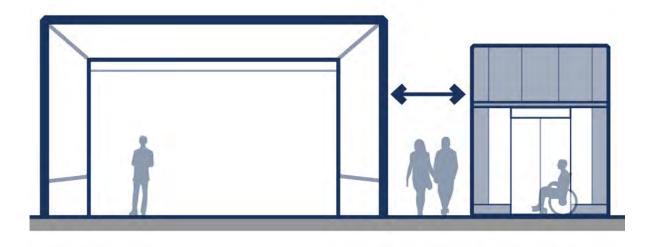










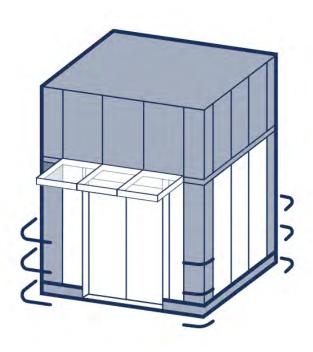


#### **Universal Access and Wayfinding**

• The passenger lifts provide an identifiable entrance to the station in close adjacency to the main canopies. Glazing to all sides of the lift provide good visual permeability, helping passengers quickly orientate themselves within the public realm.





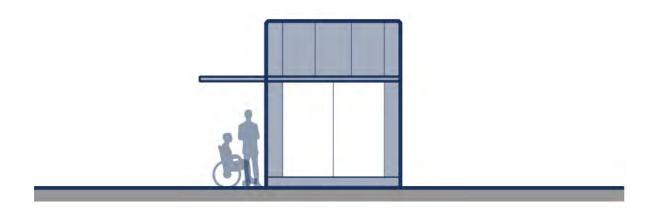


#### **Durability and Security**

• Protective upstands and solid corner panels ensure long-lasting, highly functional designs that are designed to stand up to wear and tear in busy urban public realm environments.







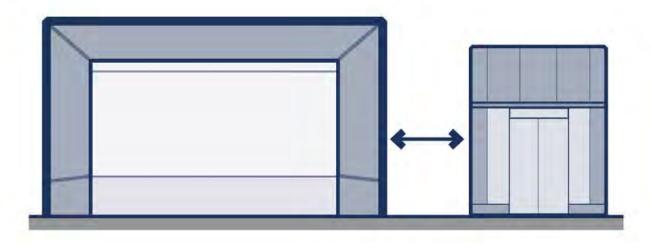
#### **Shelter and Safety**

• Glazed canopies provide shelter for waiting passengers, improving comfort. The canopies also help to reduce wet surfaces where possible, improving safety and reliability.







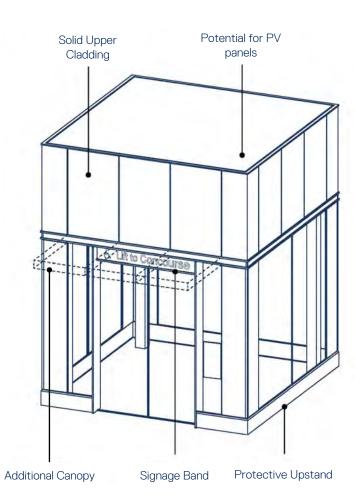


#### **Familiarity across Contexts**

• The lifts sit as a consistent and identifiable element within the public realm by sharing a similar materials palette with the adjacent station canopies.









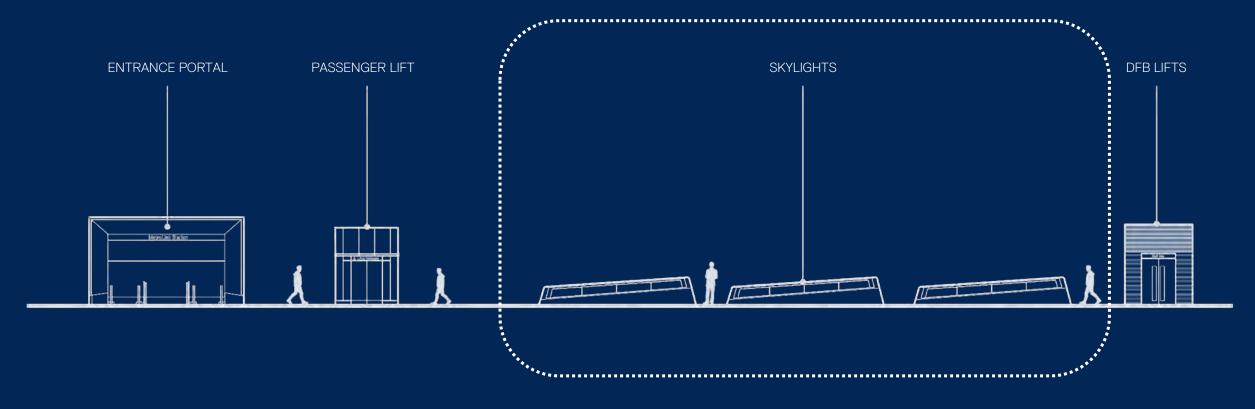
Dark metal cladding for visual contrast



Glazed sides & mullions

# Common Components Skylights





### Common Components Skylights



#### COPENHAGEN METRO COPENHAGEN, DENMARK

- Robust edges with identifiable detailing.
- Bespoke geometry with little rhythm or playfulness.



#### **HELSINGBORG STATION**HELSINGBORG, SWEDEN

- Skylight integrated within purpose provided seating.
- Replicable, modular elements.



#### V&A GALLERY LONDON, UK

- Less robust detailing due to location within secure and monitored context.
- Element encourages interaction from above and below and serves as a barrier for level changes.



#### HELSINKI ART GALLERY HELSINKI, FINLAND

 Highly interactive elements encourage play and selected views in and out of the gallery below.

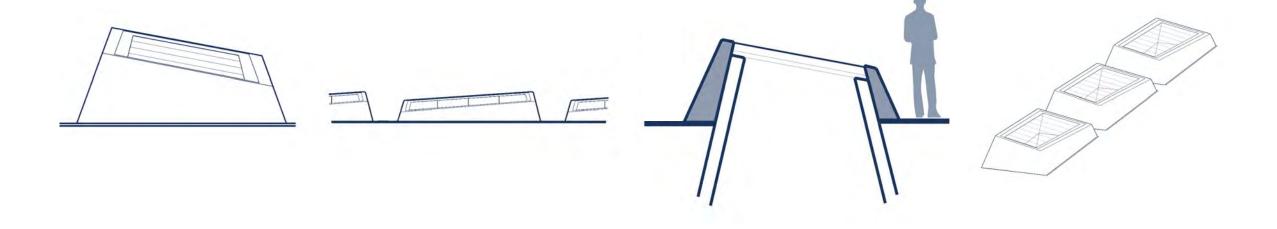


# Common Components Skylights











Environmental Performance



Visual Permeability & Contextual Integration



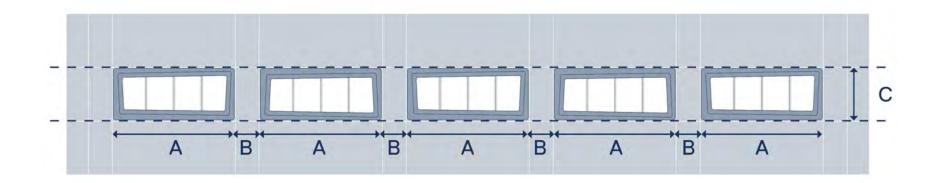
Robustness,
Durability & Security

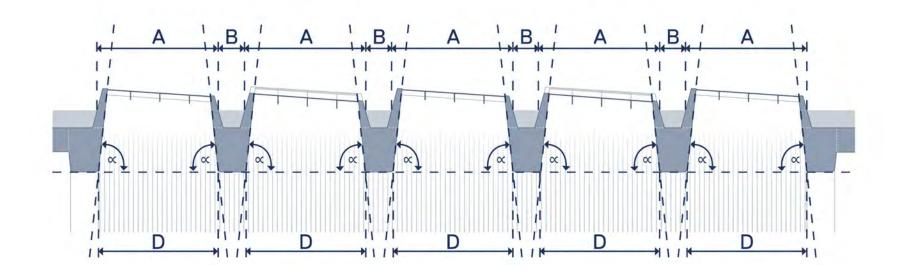




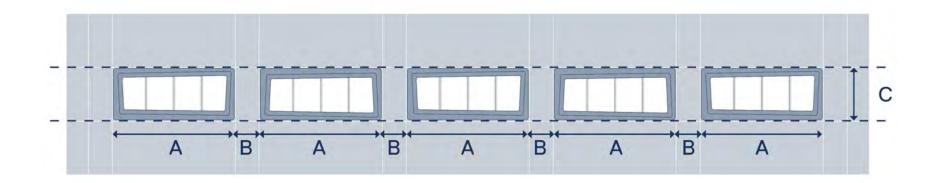
Line-wide Identity & Branding

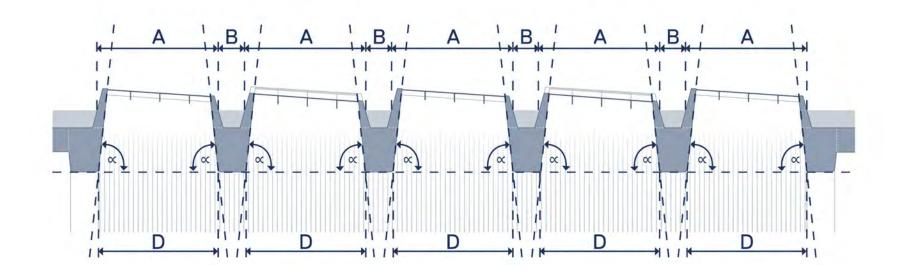












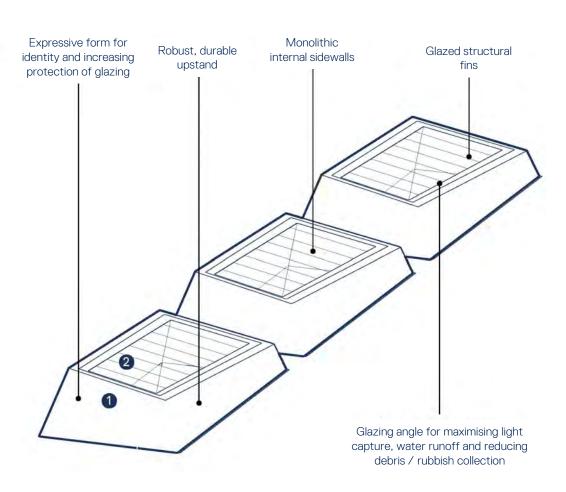


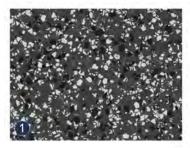










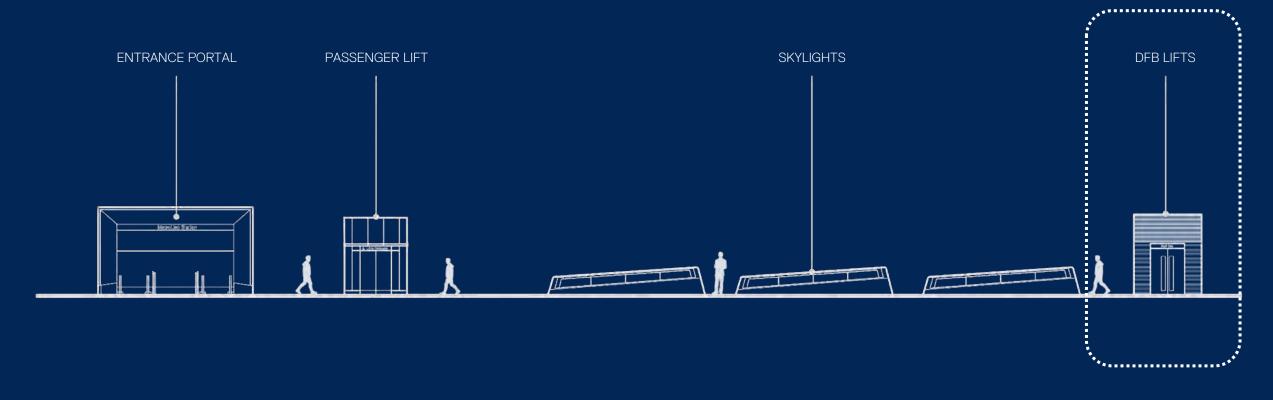


Dark precast sidewalls / upstands



Glazed top surfaces

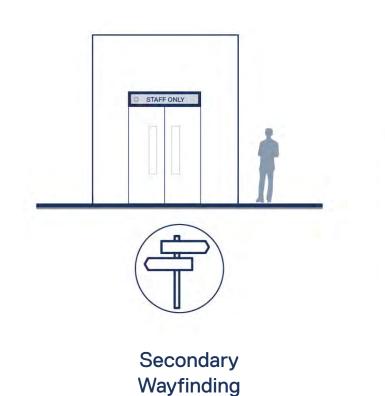




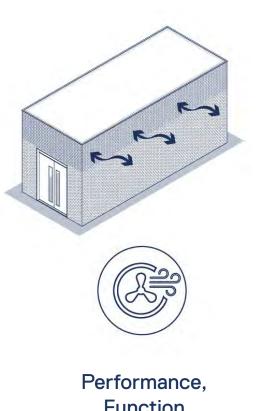




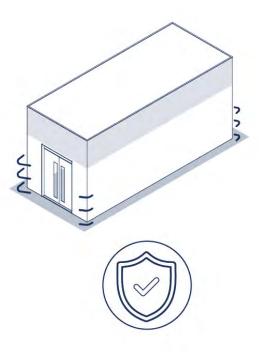








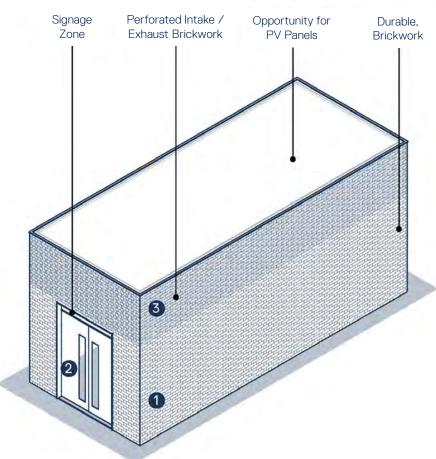




Durability, Security









Relief + Perforated Brickwork

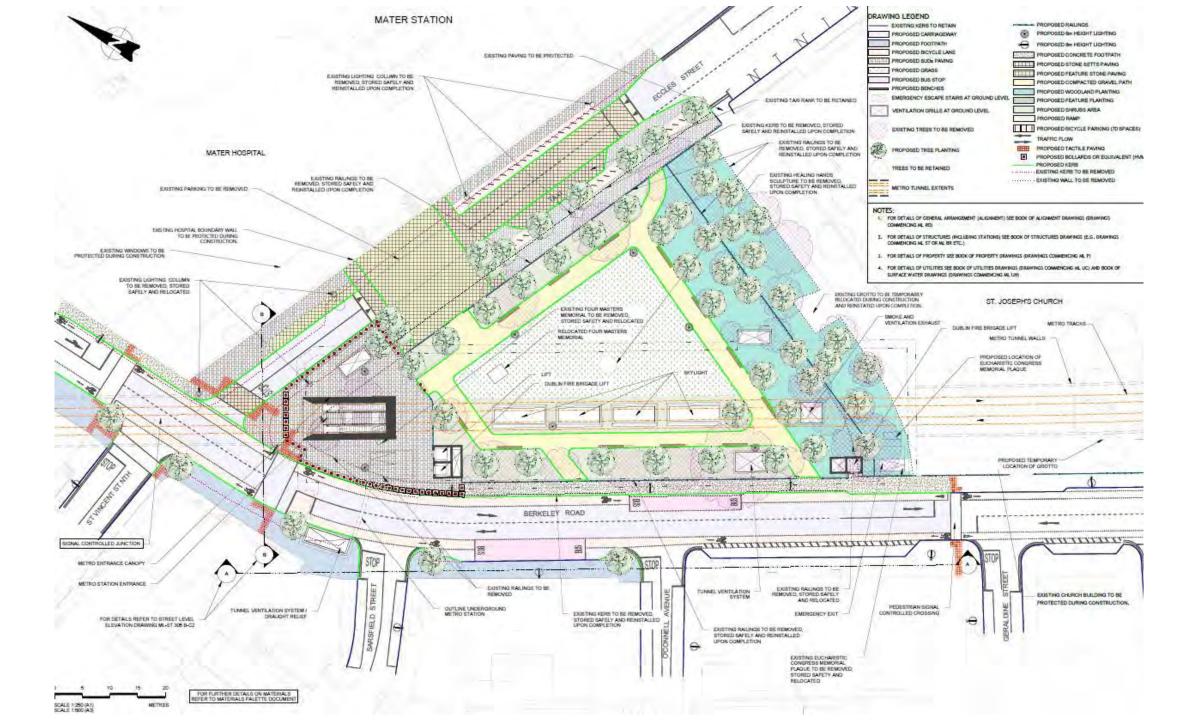


Dark Metal Doors + Trim



Perforated Intake / Exhaust Brickwork





#### Mater Public Realm Sketch – Grade Level





#### Mater Axo View





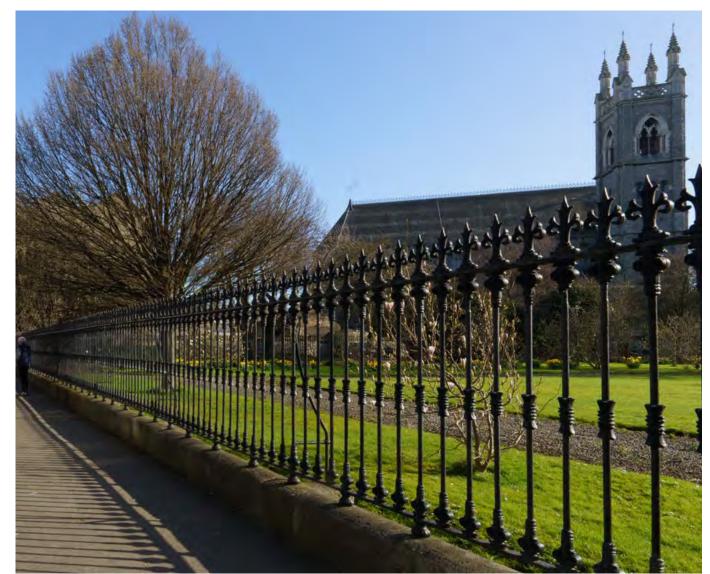
### Mater Street Level View





### Local Context & Character Materiality & Detailing













#### St. Stephen's Green Analysis





### St. Stephen's Green Existing Condition









#### St. Stephen's Green Materiality References







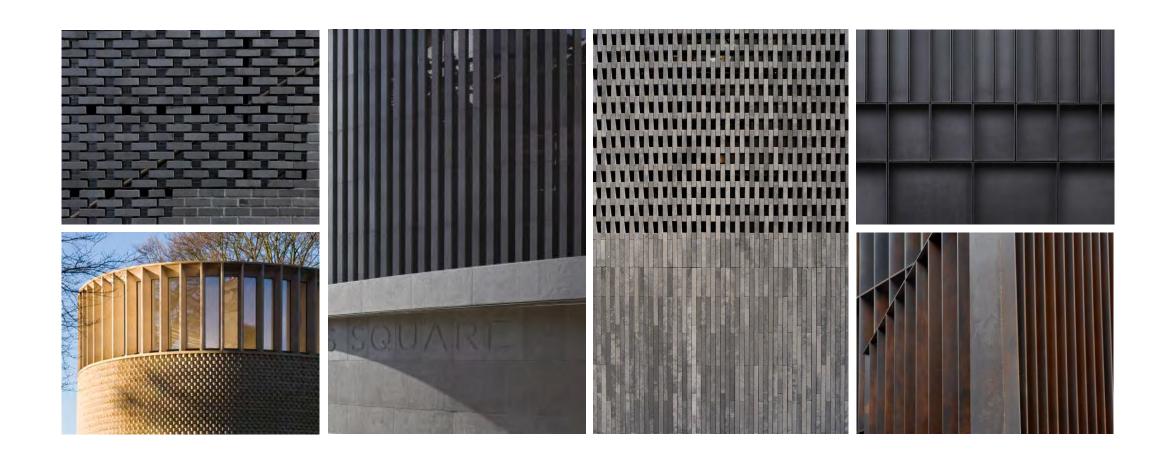






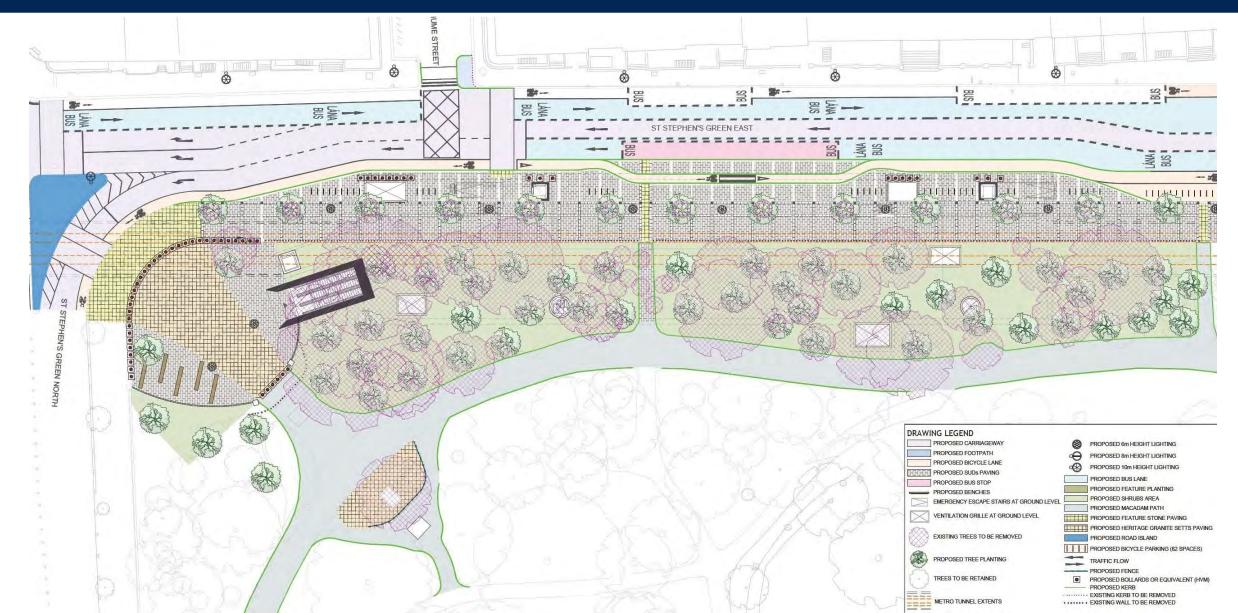
#### St. Stephen's Green Materiality References





## St. Stephen's Green RO Plan





# St. Stephen's Green Aerial





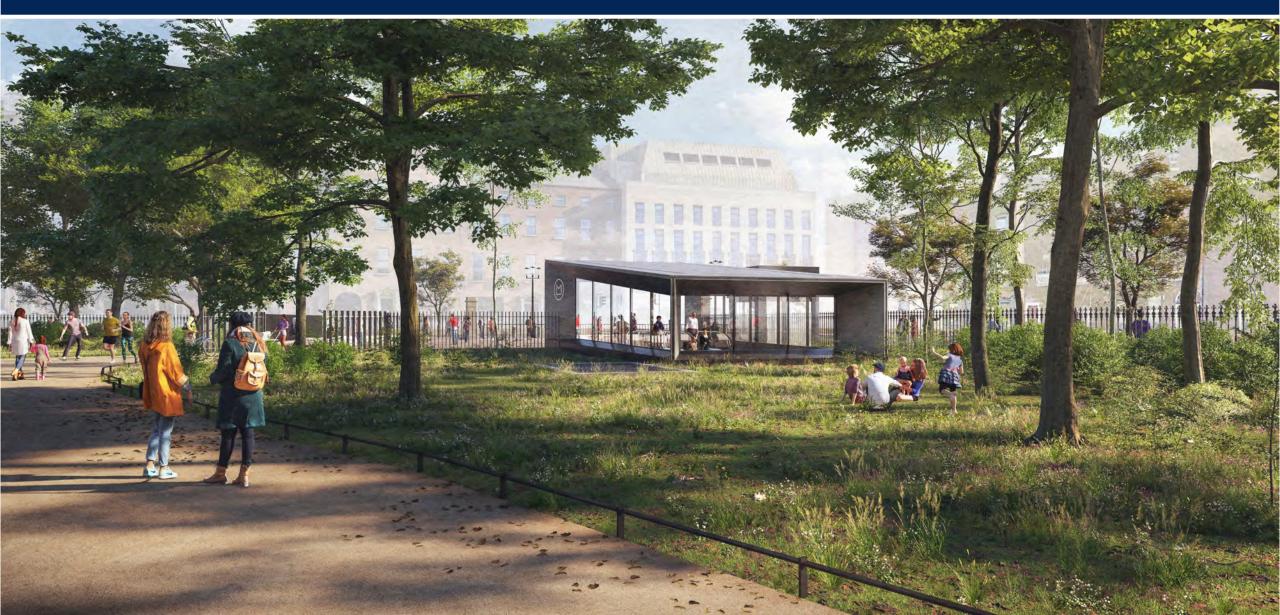
### St. Stephen's Green Station Entrance





# St. Stephen's Green Station Park View





## St. Stephen's Green DFB Lifts Design Intent Sketch (M)









