



METROLINK

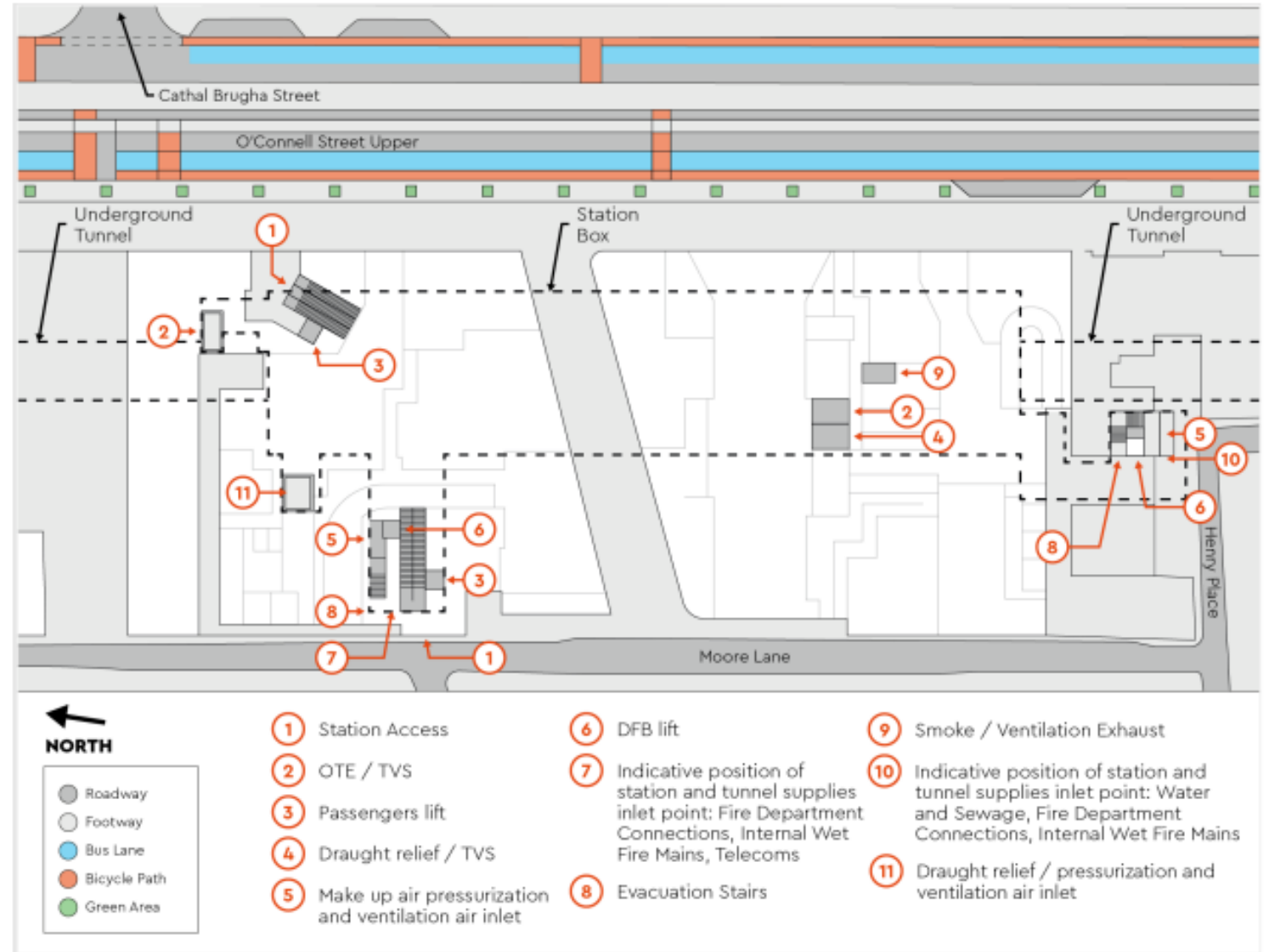
Integrated Transport. Integrated Life.

O'Connell Street Station

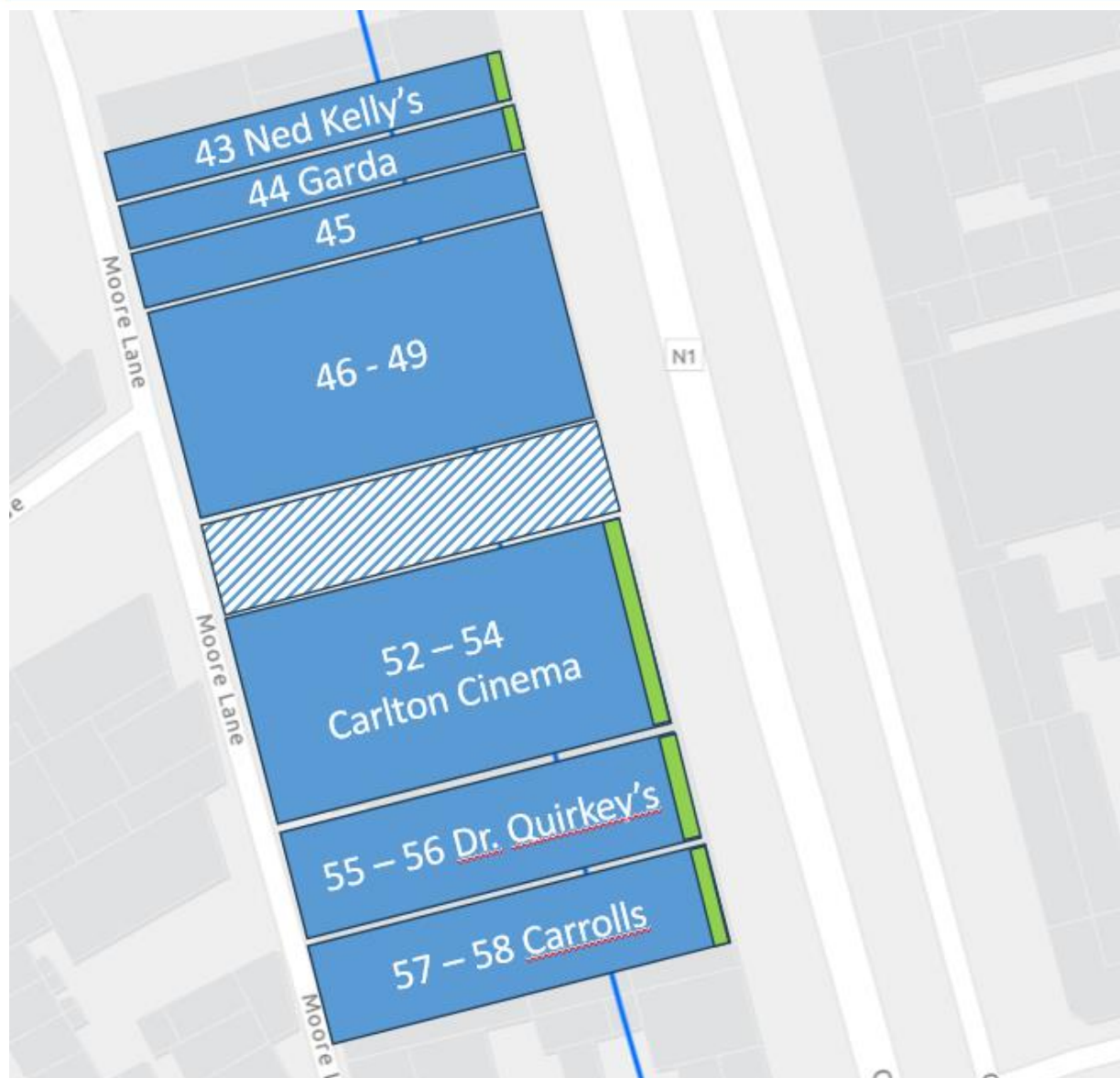
Description of O'Connell Street Station



- Two Scenarios presented in the EIAR (Chapter 4, Section 4.17.9) :
 - Base Scenario:** With Over-site Development; and
 - Alternative Scenario:** No Over-site Development.



Base Scenario: Description of O'Connell Street Station



- The underground station will lie under **43-58 O'Connell Street Upper**, of these, Nos 43-44, 52-54 (the old Carlton Cinema at Nos 52-54), and 57-58 have protected Facades.
- Located on the site of the proposed Dublin Central CP Ltd development known as Dublin Central Site 2.
- The urban realm design for O'Connell Street Station will be provided by the developers as part of the over-site development at this location.
- The architectural features associated with O'Connell Street Station, such as the entrance, will follow the branding style for the proposed Project.

(Green bar denote Protected Facades to be retained)

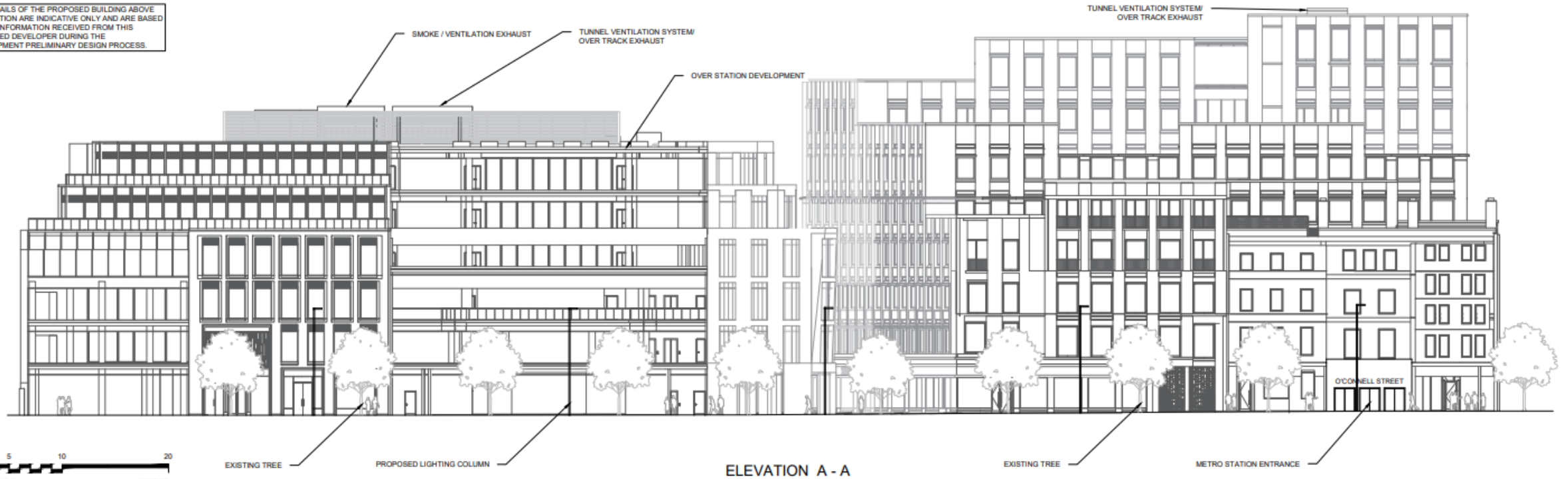
Base Scenario: With “Over-site Development”



Base Scenario: With “Over-site Development”



THE DETAILS OF THE PROPOSED BUILDING ABOVE THE STATION ARE INDICATIVE ONLY AND ARE BASED ON THE INFORMATION RECEIVED FROM THIS PROPOSED DEVELOPER DURING THE DEVELOPMENT PRELIMINARY DESIGN PROCESS.



ELEVATION A - A

Base Scenario: Moore Lane with Over-site Development



Base Scenario: Over-site Development



Scenario 1 – Over-site Development.

- Design integrated with a planned commercial development, 'Dublin Central'.
- Dublin Central would be structurally independent and not prejudicial to the Station.
- Demolition, Façade Retention and Site Clearance by the developer.
- Station Box by the developer.
- Station completed for TBM arrival and access provided to MetroLink.
- The proposed site for MetroLink is set out in Appendix A5.3, pages 131 to 136.
- The MetroLink Contractor, then completes the station including the lower level civil and structural works, MEP fit out and Station commissioning.



Figure 8-53 O'Connell Street – Site establishment Civil works/MEP fit out

Haulage Routes



Figure 7-37: O'Connell Street Access Route

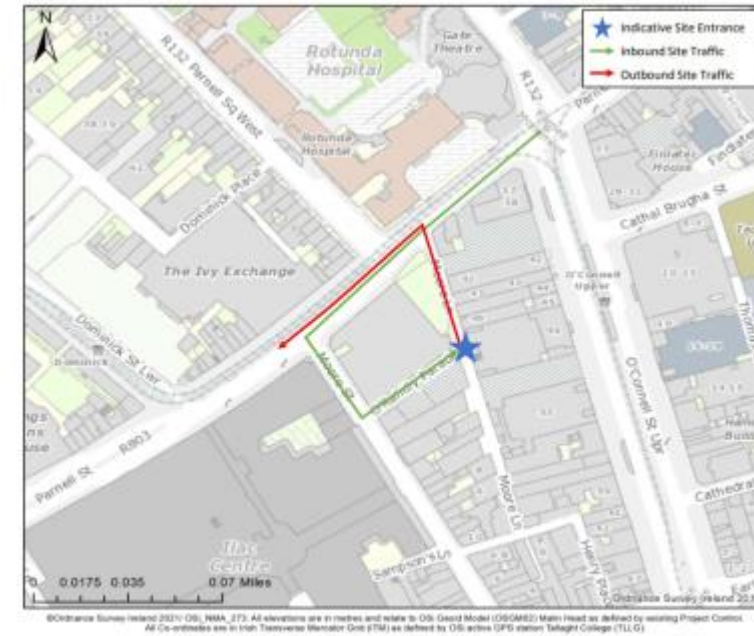


Figure 7-38: O'Connell Street Access (local level)

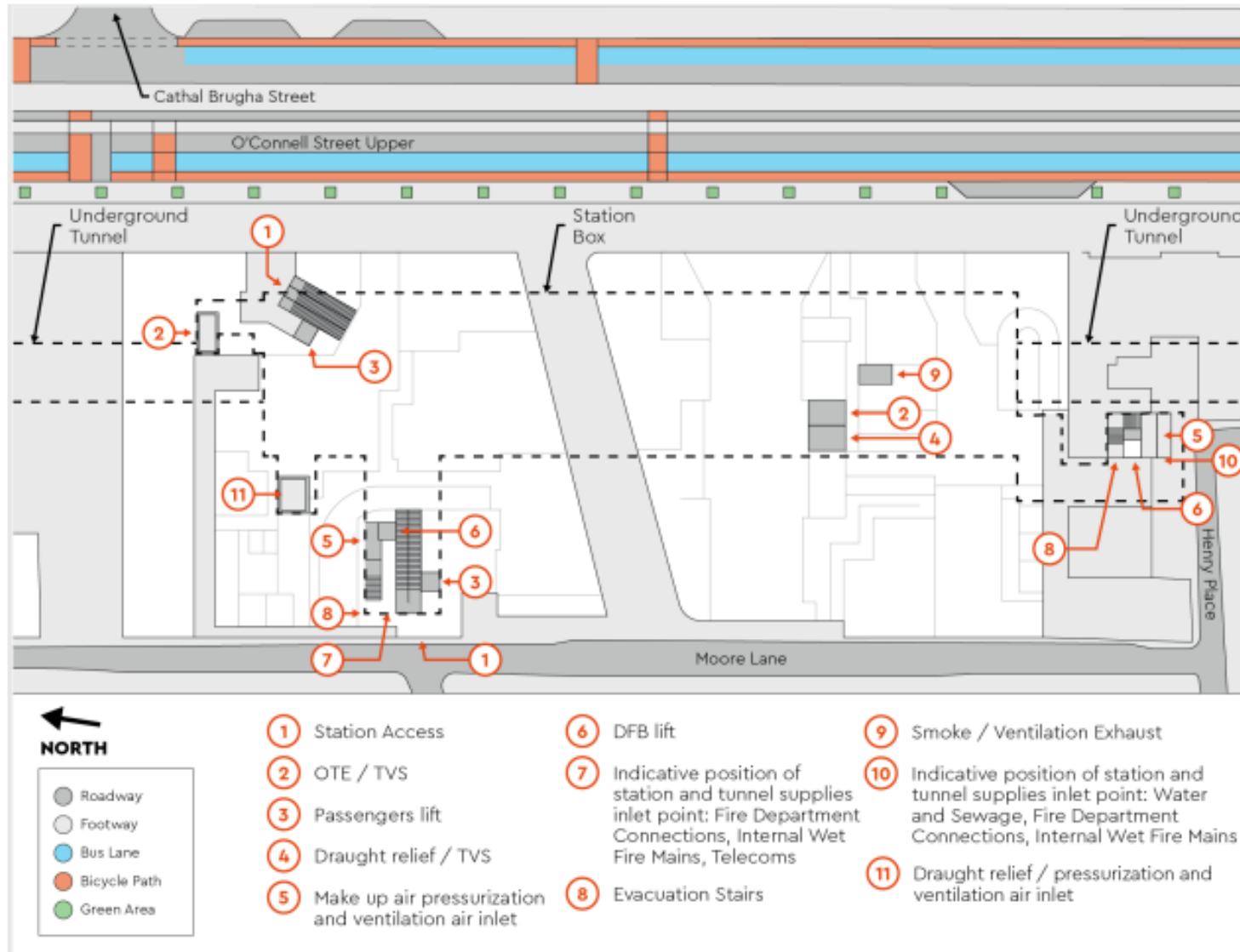
Alternative Scenario: Description of O'Connell Street Station



- In the event that the current proposals for the over-site development does not go ahead, the MetroLink station will still be built with the two entrances, one on O'Connell Street and one on Moore Lane.
- The development at ground level on O'Connell Street would entail a station entrance within the existing retained façade. All other existing facades would be retained.
- On Moore Lane, there will be an entrance to the proposed station with adjacent hoarding provided until new or revised plans for the over-site development come forward.

(Green bar denote protected facades to be retained and orange bar denotes other facades to be retained)

Alternative Scenario: Description of O'Connell Street Station



Photomontage



Photomontage



Alternative Scenario: No Over-site Development



Scenario 2 – No Over-site Development.

- Advance Enabling Works, including Demolition, Façade Retention and Site Clearance by MetroLink.
- In this scenario, it is proposed that all existing façades, including those designated as 'protected' are retained.
- All MetroLink works completed, commissioned and made operational with the site prepared for future unknown development.
- The retained Façades will be structurally supported until such future time that the 'protected' façades can be incorporated into the future development, and the remaining unprotected façades are demolished and removed.

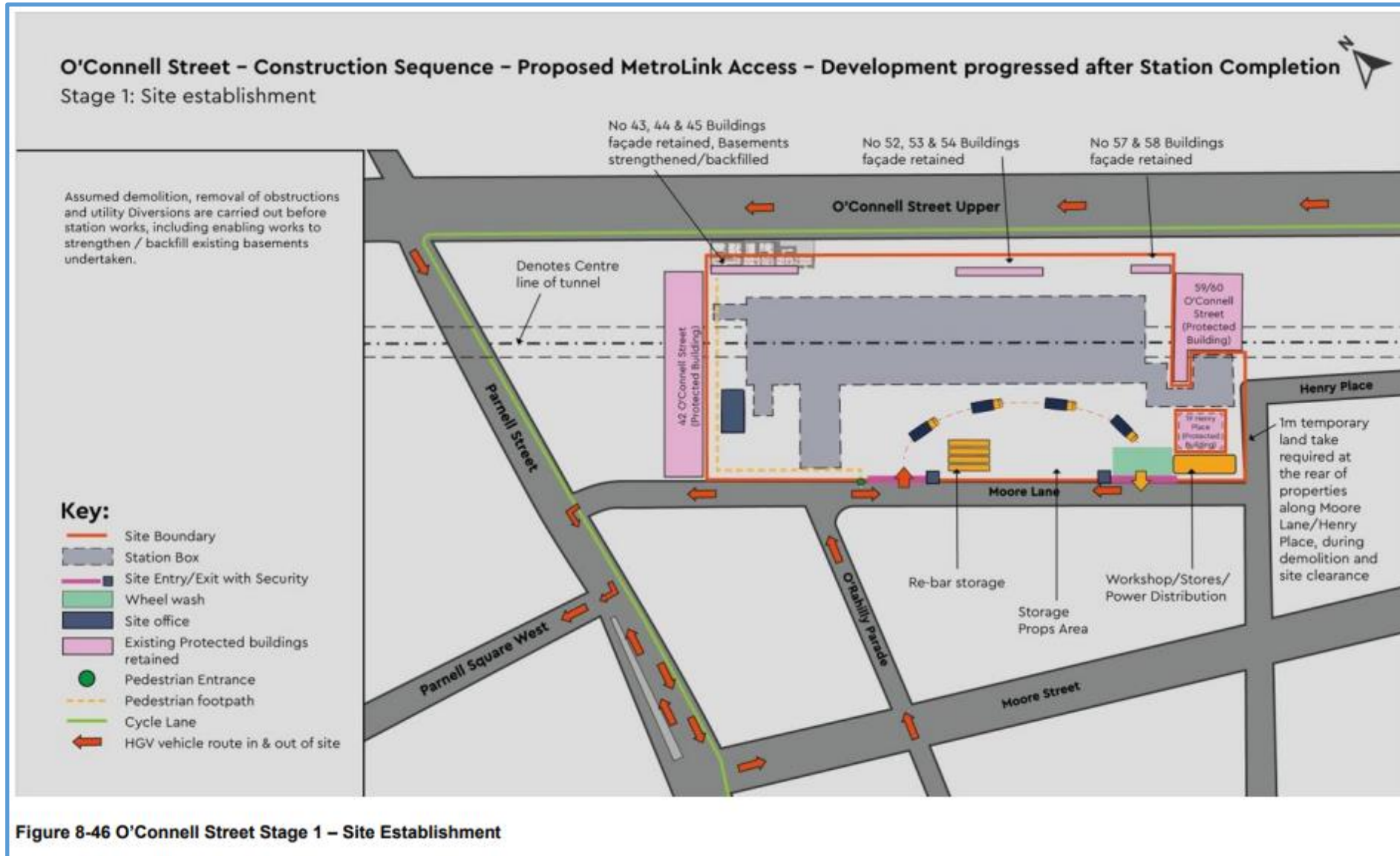


Figure 8-46 O'Connell Street Stage 1 – Site Establishment

Alternative Scenario: Façade Retention



Table 5.7 of Chapter 5 MetroLink Construction Phase, states:

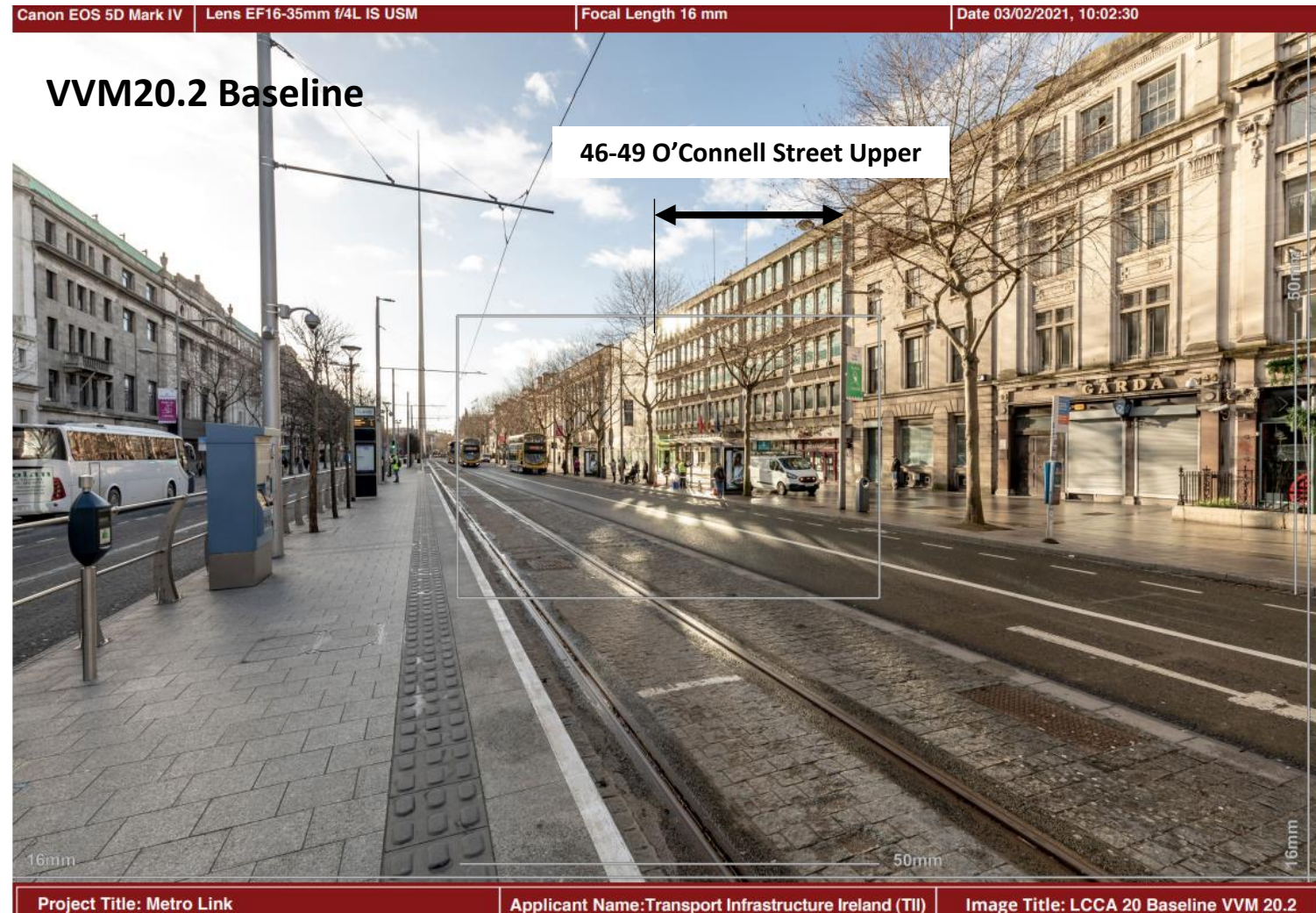
Commercial properties to be demolished:

46-49 O'Connell Street Upper; and
55-56 O'Connell Street Upper.

Note: In the 'No Over-site Development' scenario, the façades to these building will be retained on a temporary basis to be removed by the future developer. Currently 50 and 51 is also vacant with no façade retained. A mock frontage supported with scaffold will be maintained.

Commercial properties to be partially demolished, maintained and supported:

43 O'Connell Street Upper – building façade;
44 O'Connell Street Upper – building façade;
45 O'Connell Street Upper – building façade;
52-54 O'Connell Street Upper – building façade;
57 O'Connell Street Upper- building façade; and
58 O'Connell Street Upper- building façade



Alternative Scenario: Façade Retention



Table 5.7 of Chapter 5 MetroLink Construction Phase, states:

Commercial properties to be demolished:

46-49 O'Connell Street Upper; and
55-56 O'Connell Street Upper.

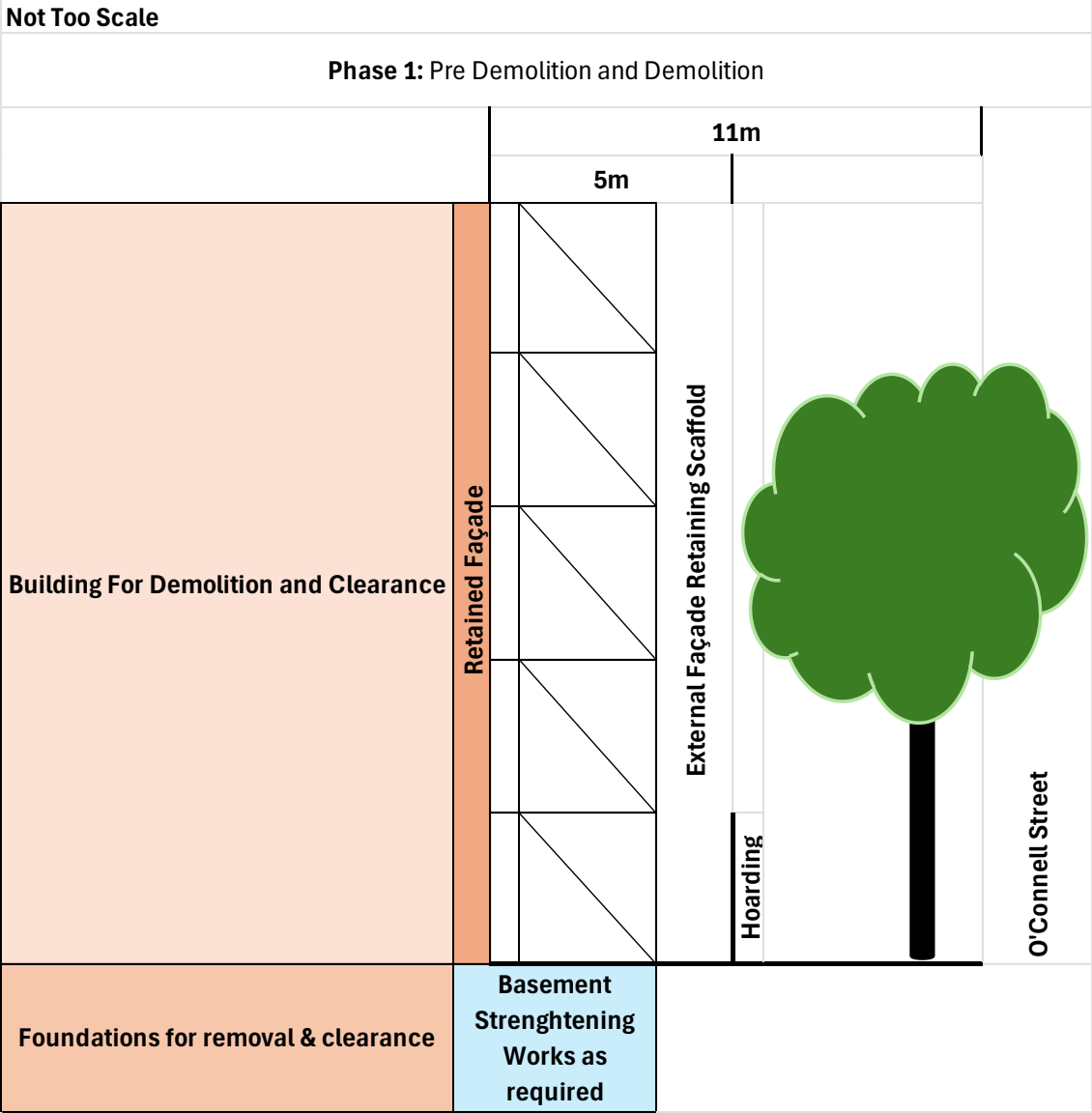
Note: In the 'No Over-site Development' scenario, the façades to these building will be retained on a temporary basis to be removed by the future developer. Currently 50 and 51 is also vacant with no façade retained. A mock frontage supported with scaffold will be maintained.

Commercial properties to be partially demolished, maintained and supported:

43 O'Connell Street Upper – building façade;
44 O'Connell Street Upper – building façade;
45 O'Connell Street Upper – building façade;
52-54 O'Connell Street Upper – building façade;
57 O'Connell Street Upper- building façade; and
58 O'Connell Street Upper- building façade



Alternative Scenario: O'Connell Street: Demolition

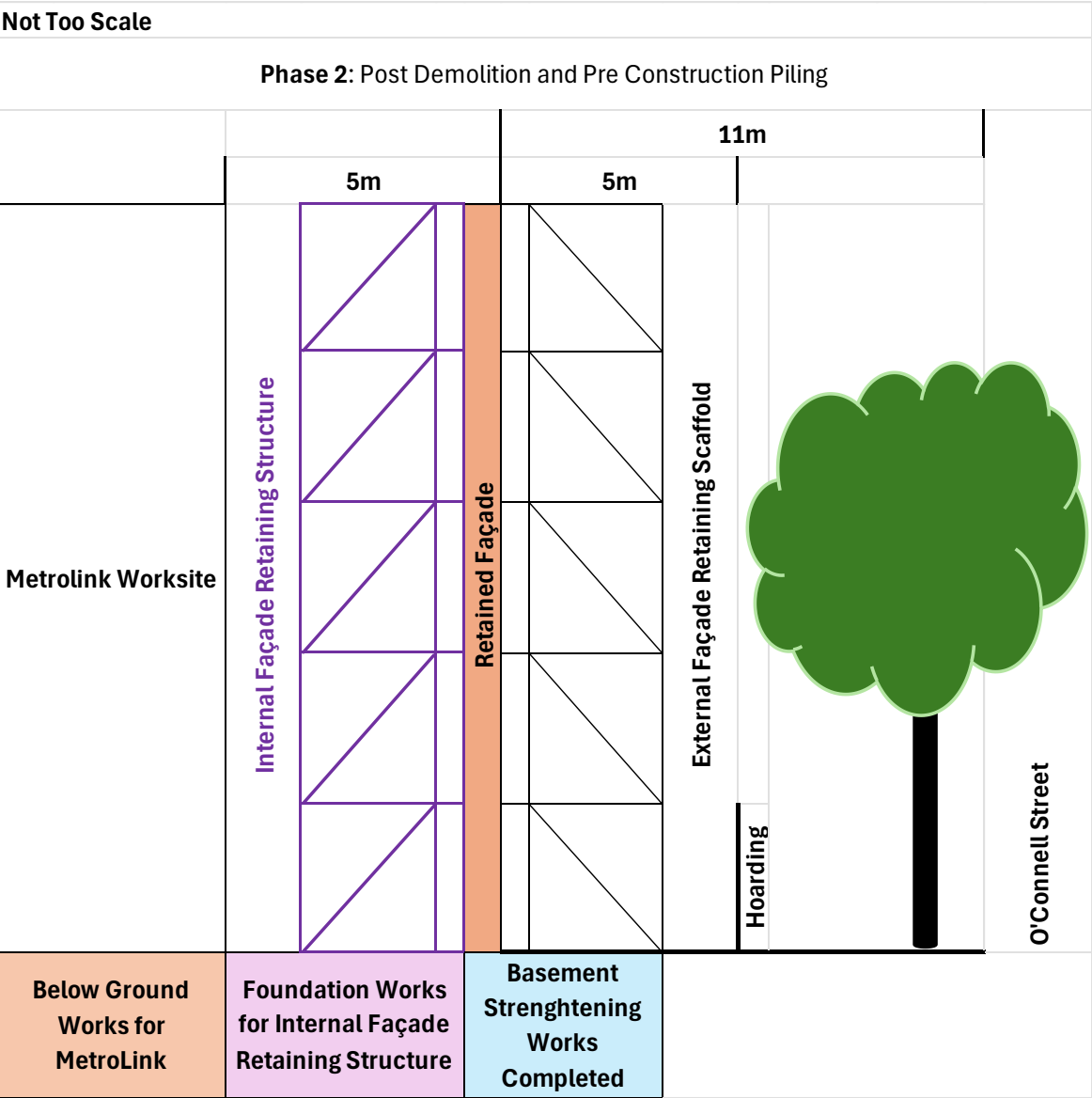


Demolition Planning:

- Possession of properties.
- Detailed pre-demolition and building appraisals.
- Building, Structural and Hazardous substances surveys.
- Surveys inform the Demolition Plan.
- Demolition Plan developed and approved prior to works commencing.
- See also Appendix A5.8 Demolition General and Appendix A5.1 Outline CEMP, Demolition Activities AQ10 & 11.

Phase Activities	
1	Take possession of the Buildings and commence the Pre Demolition Survey
2	Install Hoarding on footpath of OCS and commence planning and preparation for the installation of external façade retention and scaffolding.
3	Confirm building condition and method of working with the Approval of the Demolition Plan.
4	Install the façade retaining scaffold to front of the buildings.
5	Commence and complete the demolition and removal of buildings with façades retained.
6	Prepare for Phase 2 activities

Alternative Scenario: O'Connell Street: Construction



Phase Activities	
1	Prepare foundation for internal façade retaining structure.
2	Prepare O'Connell Street Station Worksite for MetroLink Works to commence.
3	Install internal façade retaining structure.
4	Commence station construction.
5	Disassemble external façade retaining scaffold and remove.
6	Relocate external site hoarding from 5m to 2m from retained façade face.

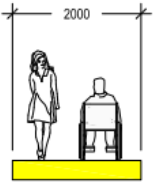
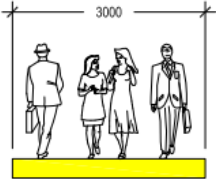
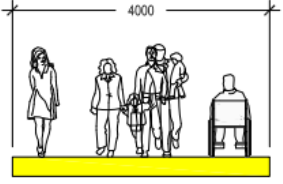
Alternative Scenario: O'Connell Street: Pedestrian Impact



Dublin City Centre

The Heart of Dublin City Centre Public Realm Masterplan

Prepared by Dublin City Council Public Realm Team
June 2016

STREET	CIRCULATION ZONE
Low Footfall: Less than 600 people per hour	
Moderate Footfall: 600 - 1200 people per hour	
High Footfall: 1200 - 3000 people per hour	

Pedestrian Flows

- DCC Counters – AIB
- Busiest Period 13:00 – 18:00
- Flows – 1,100 – 1,300 per hour during busy period

Current

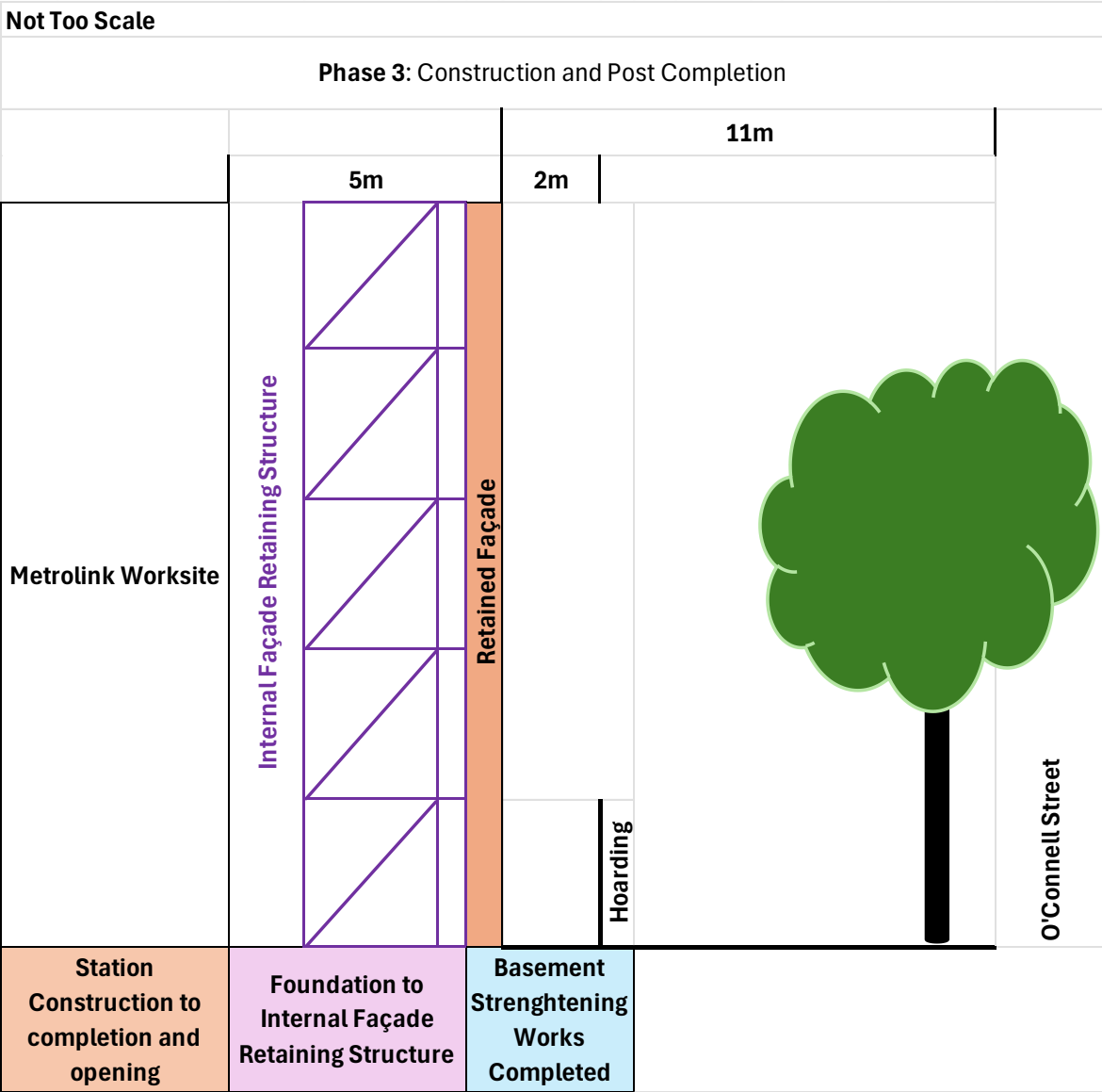
- 9.0m walking space and 2m Kerbside (trees/bus)

Requirements – DCC City Centre Public Realm – Space Calc

- 4.0m Circulation Space
- 2.0m Kerbside Space
- Total 6.0m

**Sufficient Space to accommodate pedestrian flows at
O'Connell Street during Construction Works**

Alternative Scenario: O'Connell Street – No Over-site Development: Completion

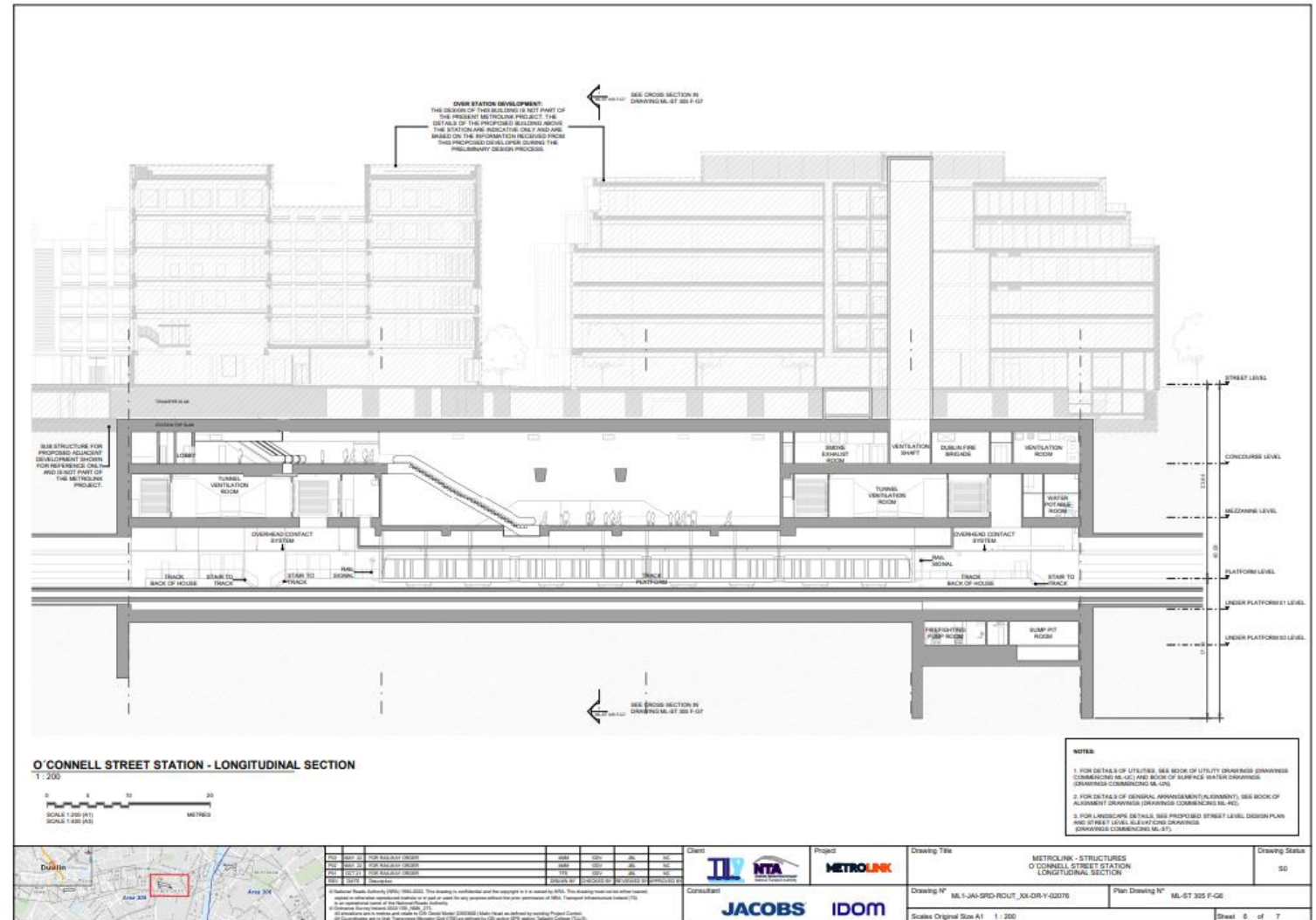


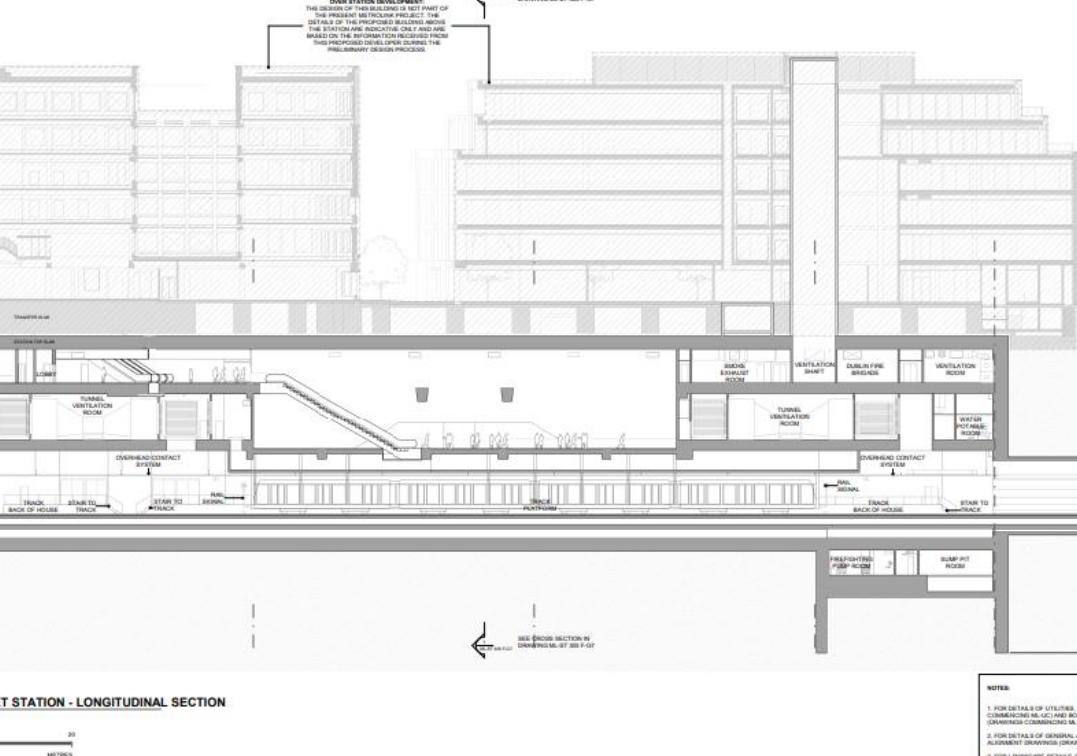
Phase Activities	
1	Station construction and completion.
2	Reinstate internal area to ground level above station.
3	Retained façade cleaned and prepared for station opening.
4	Hoarding on O'Connell Street removed for station opening.
5	The hoarding is retained and revamped around the remainder of the perimeter of the future development site.
6	Station Opened and retained façade and perimeter hoarding maintained by TII until Over-site Development commences.

O'Connell Street – Over-site Development



- TII have worked with the developer to ensure that the proposed station is fully Integrated into the proposed Over-site development;
- The proposed O'Connell St Station and Over-site development will provide a unique opportunity to regenerate the North Inner City area.
- The proposed O'Connell St Station and Over-site development will allow for the sensitive restoration of this area, retaining the protected facades while integrating these with high quality new buildings.
- The proposed O'Connell St Station and Over-site development will act as a significant attractor, bringing people into the area who will benefit from the high quality public transport hub and the proposed residential, retail, entertainment, community and cultural attractions proposed.



- 

O'CONNELL STREET STATION - LONGITUDINAL SECTION

1:200

0 5 10 20 30 METRES

NOTES:

 1. FOR DETAILS OF UTILITIES, SEE BOOK OF UTILITIES DRAWINGS (DRAWINGS COMMENCING ML-02) AND BOOK OF SURFACE WATER DRAWINGS (DRAWINGS COMMENCING ML-03).
 2. FOR DETAILS OF GENERAL ARRANGEMENTS (GENERAL), SEE BOOK OF GENERAL ARRANGEMENTS (DRAWINGS COMMENCING ML-04).
 3. FOR LANDSCAPE DETAILS, SEE PROPOSED STREET LEVEL DESIGN PLAN AND STREET LEVEL ELEVATION DRAWINGS (DRAWINGS COMMENCING ML-05).



METROLINK

 info@metrolink.ie

 www.metrolink.ie

 1800 333 777

 @metrolink_ie