

During later stages of construction, when the working area is above the platform area a crash deck is needed which will span over both the platforms and tracks. This will allow work to continue during normal working hours and normal operation of the railway.

Some operations will need to be carried out during non-operational hours of the railway, such as the erection of the crash deck and glazing the perimeter of the building over the station area.(North east façade)

All normal site safety procedures must be used, such as edge protection to all openings and slab edges as construction work proceeds.

Public access in and out of the station.

The access to the station via the Townsend Street entrance will not be affected and can remain open through out construction.

To maintain public access in and around Tara Street the existing concourse will need to be temporarily relocated and new access points utilised, such as the NE corner of the station.

Once the construction of the 3rd floor slab is complete and the crash deck erected, the new concourse can be fitted out and put into use. The 3rd floor slab will provide protection to the station as construction continues on subsequent floors.

Additional improvements to passenger flows can be provide by a temporary foot bridge from one platform to the other. Also temporary stair cases to road level from the platforms could be erected in Poolbeg Street and Luke Street. These may also be needed for mobility impaired access.

16.0 SUSTAINABILITY

The proposed development is the outcome of a design process that has sought to balance a number of critical factors to ensure a sustainable product in the widest sense. The key aspects of this are:-

Location – the proposed development is situated on the quayside of the River Liffey at a bend in the river; it is strategically located at one of the busiest railway stations in Dublin which forms part of the development; juxtaposed with the Loop Line Bridge it is at the traditional gateway between the retail core and the historic Docklands. Such a key location within the City requires a landmark structure.

Building Height – located to the south west of the Custom House, the height of the proposed development is restricted by overshadowing impacts on this historic building. Visibility of the development from sensitive areas such as College Green to the south has also influenced the building height.

Protected Structures – Kennedy’s Bar is a protected structure located in the north western quadrant of the site. This status has been respected in all aspects and stages of the design.

Operational Railway – the proposed development has been designed to allow Tara Street Station to remain operational throughout its implementation.

Improvements to the Public Realm – significant improvements to the currently poor standard of public realm within the development site have influenced the design of the station concourse and the approaches to the development site, in particular on Tara Street itself.

Commercial Attractiveness – given the physical constraints of the site, restrictions on building height and the measures required during construction to maintain an operational station facility at all times require the development to be of very high quality and efficient in the use of the available floorspace to make the proposals commercially attractive.

When Irish Rail undertook a review of the Station Redevelopment in 2008 a primary goal was to review the design in line with recent guidelines on the provision of sustainable development. IE / CIE set our consultants the task of achieving the highest possible energy rating for the building and introduce best practice in the design proposal.

The Current IE / CIE design for Tara Street Station utilising energy efficient proposals has achieved a predicted rating of B on the BER scale. It is important to note that the achievement of an “A” rating is an onerous target, and one that is very unlikely to be met by a building that utilises mechanical cooling in most areas, which in itself is a must for a building with a fully glazed façade offering lettable space of the highest quality. The potential to strengthen the “B” rating could be explored by seeking more sustainable solutions such as the use of low or zero carbon energy sources, or by challenging current best practice or accepted norms in terms of reducing energy consumption for lighting and heating.

Furthermore, the position of the proposed air rights development over a major Transport hub is in line with guidelines for sustainable development. Car Parking has also been significantly restricted with the emphasis being placed on public transport and provision for bicycle parking.