



Reference No.	NTA-PAG-PearseRoofProject-Ph07-01 Project completion Report
Version	3
Operative Date	29-09-2023
Status	Final
Prepared by	Niall Cahill
Checked by	Ota Kral
Approved by	Colin Grimes

## **NTA PAG Phase 7 – Closeout & review**

### **Project completion report**

### **Pearse Roof renewal Project**

---

## Contents

<b>1</b>	<b>Document Purpose.....</b>	<b>3</b>
<b>2</b>	<b>Responsibilities.....</b>	<b>3</b>
<b>3</b>	<b>Project Summary .....</b>	<b>4</b>
3.1	Project Description .....	4
<b>4</b>	<b>Project approval guideline (PAG) documentation.....</b>	<b>5</b>
<b>5</b>	<b>Handover, safety validation &amp; safety file.....</b>	<b>5</b>
5.1	Safety File .....	6
5.2	Final status of project.....	7
<b>6</b>	<b>Land and Property .....</b>	<b>7</b>
<b>7</b>	<b>Contracts account summary, defects and retention.....</b>	<b>8</b>
<b>8</b>	<b>Final Budget account .....</b>	<b>8</b>
<b>9</b>	<b>Project Completion Review .....</b>	<b>10</b>
<b>10</b>	<b>Project Completion photograph .....</b>	<b>10</b>

## 1 Document Purpose

The purpose of the Project completion Report is to provide a final Project report confirming that the project achieved the objectives that were identified at the outset by delivering the specified outputs.

## 2 Responsibilities

The key roles in the delivery of the Final Project Report are:

**Sanctioning Authority** – National Transport Authority authorises project approval (within specified budgets, standards, schedules) and co-ordinates the Gate Review and approval process with the Sponsoring Agency for the delivery of the project.

**Project Manager (IÉ)** – Responsible for managing the delivery of project(s) in compliance with the IÉ Project Management Procedures (PMP), NTA Project Approval Guidelines and Capital Works Management Framework GN1.1.

**Task Managers/Leaders (IÉ)** – Various – Responsible for the delivery of project modules / tasks in compliance with IÉ Project Management Procedures (PMP), NTA Project Approval Guidelines and Capital Works Management Framework GN1.1.

**Project QS** – Responsible for the cost estimation and project change control in accordance with Iarnród Éireann New Works procedures.

**Team Members (IÉ)** – Various - Responsible for the delivery of project activities as agreed with relevant Task Leader or Manager; and in compliance with IÉ Project Management Procedures (PMP), NTA Project Approval Guidelines and Capital Works Management Framework GN1.1.

## 3 Project Summary

### 3.1 Project Description

#### 3.1.1 Background

Pearse Station is the busiest commuter station on the Iarnród Éireann (IE) network. Owing to the condition of the Pearse Station Roof, interventions and improvements were deemed necessary. Without timely intervention, continued deterioration of the roof risked scenarios resulting in emergency works, which would have impacted on services and passengers.

#### 3.1.2 Project History

Between July 2013 & October 2014 funding of €750k was made available by the NTA to carry out inspections, surveys, site investigations, Preliminary and detailed design works as part of the Pearse Station Roof Renovation Project (IE/13/0004).

In June 2014 the project received confirmation from Dublin City Council that the project is exempted development under the Planning & Development Act 2000-2013.

Funding was again made available by the NTA in 2017 to recommence the detailed design and tender phase based on a Design & Build procurement strategy. In 2017, the NTA provided funding of €320k as part of the newly titled Pearse Roof Renewal Project (IE/17/0001), to undertake additional survey works, procurement of a D&B Consultant, undertake service diversion works and preparation of the D&B main contract documents.

In October 2017, O'Connor Sutton Cronin (OCSC) were appointed as the D&B design and contract management consultant for the project. They completed all works by November 2020

The Iarnród Éireann board approved the funding for the Pearse Station Roof Renewal Construction phase on 22/06/2018.

The NTA Project Adjustment Approval form for Construction funding was received on 26/06/2018.

In July 2018, John Sisk & sons were appointed as the Main D&B Contractor for the project with AECOM as their design partners. After the detailed design and works planning period the Construction works commenced on site in September 2018 and all Construction works were completed by November 2020

#### 3.1.3 Project Objectives

The objective of the renovation project was to:

- Renovate the existing station roof without significant impact on services or passengers
- Install a new reliable structure with a planned maintenance strategy
- Improve performance and safety of the roof structure

### 3.1.4 Scope

The proposed change included the removal of the existing roof and trusses, and replacement with new truss structures and roof coverings to match existing, though in more durable materials and providing improved maintenance schedules.

The project involved the renovation of the existing station roof, and included the following scope elements:

- The replacement of 39no. trusses in the main station roof
- The replacement of 19no. trusses in the southern carpark roof
- Works to IÉ engineering office roofs – 7no. mixed flat and pitched roofs
- Relocation of the existing site services to align with new roof structure and fabric
- Associated roof, painting, brick and drainage works throughout the station

### 3.1.5 Additional TCD drainage diversion Works

On 7 January 2021, Trinity College Dublin (TCD) highlighted a potential ingress of water to their property from the location of the downpipe at the southern end of the Southbound platform.

Following investigations and surveys, OCSC issued design drawings in May 2021 to address any water ingress issues and redivert the drainage away for the TCD property. The NTA reviewed and approved the draft design and cost estimate. Following tender return and evaluation the tender was awarded to Global Rail services for €72k.

The site works commenced in July 2021 and were completed in October 2021.

## 4 Project approval guideline (PAG) documentation

The PAG documentation was delivered as per the schedule below

<b>Project Phases</b>	<b>Date completed &amp; issued</b>
Project Phases 1-2	Completed by November 2013
Project Phases 3	Completed by October 2014
Project Phases 4-5	Completed by August 2018
Project Phase 6	Completed March 2022
Project Phase 7	Completed March/April 2023

## 5 Handover, safety validation & safety file

Meetings were held on site in March 2022 with the key station management stakeholders in respect of handover.

On foot of a submission to IM Safety in March 2022 and approval votes from the relevant stakeholders Pearse roof renewal project was granted an IE standard 14 safety validation Cert B (interim operation) in May 2022

The project team completed the final safety inspections with the relevant stakeholders in August 2023 and was granted an IE standard 14 safety validation Cert A (Operation) in September 2023

## 5.1 Safety File

The safety file was compiled by the PSDP, O Connor Sutton Cronin, in November 2021 and issued to the key stakeholders on 15<sup>th</sup> November 2021 under SEN ref letter CU00127 as per screenshot below



## 5.2 Final status of project

Phase 6 project tasks have been completed as of March 2022  
Phase 7 Project tasks have been completed as of September 2023

### 5.2.1 Main Contract Works

- The Tender was issued for the works on 28 February 2018.
- Evaluations were completed and the Contract awarded in July 2018.
- Letter of acceptance was issued on 23 July 2018.
- Construction began in August 2018.
- Construction was completed in September 2020.
- Final account settlement letter was issued on 10 November 2020.
- Final payment certificate was issued in November 2020.
- Retention was paid on 25<sup>th</sup> November 2021

### 5.2.2 Additional TCD Drainage Works

- Tender issued in May 2021.
- Letter of acceptance issued in July 2021.
- Works commenced in July 2021.
- Works were completed in October 2021.
- Final account settlement letter was issued in Dec 2021.
- Final payment certificate was issued in Dec 2021.
- The final payment to the Contractor was issued in March 2022
- Retention was paid on 17<sup>th</sup> November 2022
- Safety validation completed as of September 2023

## 6 Land and Property

A temporary leasehold was taken over the lane adjacent to St Andrews Church and belonging to the Parish Church on Westland Row in June 2019 at a cost of €123,600. This area was handed back to the satisfaction of the owners in January 2020.

## 7 Contracts account summary, defects and retention

For the final account summary Please see separate document 'IE170001 Pearse station roof renewal final account summary' issued with the Phase 6 Final account report in March 2022.

Below is a table showing the four main Contracts issued as part of the Pearse roof renewal project. I can confirm that all relevant substantial completion and defects certs have been issued and all Contractual obligations are released.

Contract	Contractor	Contract Value	Var	Date comp	Total	Total (& vat)	% over	Status
6976 Pearse roof civils works	John Sisk & Sons	€10.967m	€1,333m	30/9/20	€12.3m	€13.628m	12.15%	Retention paid 25/11/21
6868A design, supervision & ER	O Connor Sutton Cronin	€703,360	€93,763	22/8/20	€797,123	€943,794	13.33%	NA
6342-110 Pearse roof drainage diversion	Global Rail	€64,683	€9,541	19/10/21	€74,224	€82,240	14.75%	Retention paid 17/11/22
RFQ 17704 Pearse station CP marking	Carra Plant	€7,400	€1,200	10/08/21	€8,600	€9,529	16.22%	NA

## 8 Final Budget account

The total project spend from an initial approved budget of €17,000,000 to September 2023 is €16,944,757



## 9 Project Completion Review

The project has met and completed all its objectives as outlined in section 3.1.3 above.

A project review was undertaken by the key project team and stakeholders, including the RU Operations, RU safety, IM CCE Building and facilities, IM CCE Technical department, IM SET OHLE department and the Pearse roof Project management team after the works were completed and the review can confirm that

- As the Pearse roof renewal project renovated the existing station roof without a significant impact on services and provided a new reliable structure with a planned and implementable maintenance strategy the basis on which the project was undertaken proved correct
- The rationale behind providing a brand-new structure with modern materials and less onerous maintenance requirements instead of a refurbishment of the existing roof were in line with the business case and management procedures.
- The asset as Constructed has met all of its planning, operational and maintenance performance criteria and the initial benefits have been realised.

## 10 Project Completion photograph



Photograph of Pearse station September 2020.