

Submission No.			94	
Organisation Name or Name of Submitter			St Josephs Church (Mater Station)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
St Josephs Church Re: Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022 – Submissions by the Parish Priest and Judicial Vicar of the Marriage Tribunal				
1	Construction - access to church restricted / blocked during construction phase	1	<p>According to the plans we have been given, the normal access of parishioners and others to the aforementioned Church Building and offices would be greatly restricted if not blocked completely. It is incumbent on me to state the serious footfall we get from people who have to attend the Mater Hospital or their family members, who all find it a place of solace when faced with life-threatening conditions. It is imperative for us as a faith community to protect, preserve and keep it open to the community.</p> <p>Besides, both the premises of my own accommodation, the Parish Office and the offices of the Dublin Interdiocesan Marriage Tribunal, according to the plans shown to us, lie directly above the proposed route of the metro-tunnel. Both of these offices provide a major service to parishioners and those who seek help and relief due to marriage failure. In fact in worldly terms it is a necessary community service. Indeed with all the work that will have to take place around the area we are concerned that an appropriate access be allowed during the whole period of the construction process so that the Church can remain both safe and available for worship and private prayer and that the offices mentioned can continue to function normally.</p> <p>For instance if we take the location plans ML5B-U38 and ML5B-U39 with corresponding Second Schedule reference numbers, a potential reading of these is that the Church and presbyteries with offices would simply be taken out of use. It is imperative that we receive the necessary guarantee that the subterranean work area would not cause closure of the parish and its functioning.</p> <p>We are also concerned about location plan ML5B-A5 with corresponding Second Schedule and ML5B-T1 with corresponding Fourth Schedule. The area of land they refer to is our area of access for funeral corteges and wedding cars as well car-parking for those who need mobile assistance as well as delivery vans to the Church. Pedestrian access is also provided from the Mater Hospital and various consultancies by this route. We request that for all these reasons this stretch remain open to all who normally use it.</p> <p>Our concern here is added to by the fact that we have been told that a significant part of Berkeley Road to the front of the Church will be taken over so as to facilitate site access in the building of the Mater station only adding to the difficulties of access to and exit from the aforementioned premises. We are also concerned that this use of Berkeley Road and possibly Berkeley Street would prevent access to the Presbyteries which contain the offices mentioned above. Health and safety considerations have also to be taken into account so that, should emergency services have to access any of these premises, they can easily do so.</p>	<p>TII confirm that throughout MetroLink construction access will be maintained for parishioners and others to the aforementioned Church building and offices. While the premises of your own accommodation, the Parish office and the offices of the Dublin Interdiocesan Marriage Tribunal lie above the proposed route of the Metrolink tunnel, these offices will still be able to function and access will be maintained, and the Church will remain both safe and available for worship and private prayer. TII also confirm that the Church and presbyteries with offices will not be taken out of use.</p> <p>Vehicular access for funerals, weddings, emergency services and car parking for those who need mobile assistance will be maintained during construction. Vehicles will be able to access the Church via the entrance on Eccles Street. During Phase 1 construction, all traffic movements will be maintained on Berkeley Road and Eccles Street. During Phase 2 and 3, there will be restricted access to Eccles Street from Berkeley Road. Vehicles seeking to route from Berkeley Road to Eccles Street will have to divert and approach Eccles Street from the N1 via either North Circular Road or Blessington Street (EAIR Chapter, Table 9.90).</p> <p>As identified in the EIAR (Section 5.10.7), construction activity will take place in the Four Masters Park, with parts of the Church grounds also within the Project Boundary. However, pedestrian access will be maintained to St Joseph's Church from both Berkely Road and Eccles Street throughout the duration of the construction of the Mater Station. Construction activities that may impact on places of worship (e.g. noise generation near churches) will be timed to occur outside of mass/service hours to minimise impacts.</p> <p>EIAR Appendix A9.5 section 7.7. details the construction traffic management associated with Mater Station, indicating that during the Advanced Enabling Works, there will be no diversions or road closures that will impact local access in the vicinity of the Church. Similarly, whilst footpaths will be impacted, diversions will be implemented to maintain pedestrian access.</p> <p>Property references ML5B-U38 and ML5B-U39 refer to subterranean works (essentially the through route of the Tunnel Boring Machine) and hence will be below all existing Church facilities so these are not taken out of use.</p> <p>ML5B-A5 is required as part of the station box though the area above it could be returned if not needed post construction. ML5B-T1 is temporary take needed to facilitate construction works although the intention is to maintain pedestrian access through here during the works.</p> <p>During the Main Works, the closure of access to Eccles Street from Berkeley Road to all traffic except for Emergency Vehicles will impact on local access, however diversions have been identified. Vehicles seeking to route from Berkeley Road to Eccles Street will be diverted and approach Eccles Street from the N1 via either North Circular Road or Blessington Street. Vehicles travelling away from Eccles Street, will be diverted southbound along Nelson Street, and from there can continue to travel along Berkeley Street, Mountjoy Street or Blessington Street. General traffic access to the Church will be maintained through the detailed diversion, including provision of reduced width access along Eccles Street for Emergency Vehicles. For pedestrians during this phase of works, appropriate signage and crossing facilities will be put in place to navigate around the site footprint.</p>

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2	Concerns about damage to church foundations and structure	1	<p>Obviously we have a concern about the buildings above this work, especially the Church which needs protection. It is important to point out that while the top of the tunnel is said to be 17.4 meters below street level, the fact is that the foundations of the Church may begin quite below street level. This is clear by even a brief look at the vaults under the sanctuary to be seen at the rear of the Church. So it raises a question as to what would be for this specific case an appropriate depth for the tunnel?</p> <p>Request: That every effort be made to protect St. Joseph’s Church from damage (immediate or consequential) resulting from these works. Specifically we ask that the depth of the bore take account of the foundations of the Church and its age. That any damage resulting from the work will be repaired in full with no cost to the parish or Marriage Tribunal.</p>	<p>TII have assessed the potential impact of MetroLink construction on property, including St. Joseph's Church to ensure unacceptable impacts are mitigated. This includes the impact of vibrations from; the tunnel boring machine (TBM), mechanical excavation and blasting, and also construction generated ground movements leading to settlement and possible building and property movement. All of which have been assessed and reported in the EIAR, and are summarised below.</p> <p><b>EIAR Chapter 14.4.1.9 AZ4 – Groundborne Vibration during Construction.</b> Tables 14.32 and 14.33 present the predicted vibration levels during TBM passage and mechanical excavation compared to the impact threshold values for vibration for various sensitive receptors (including St Joseph’s Church). The predicted vibration presented in Table 14.32 and 14.33 outline the VDV (Vibration Dose Value is a parameter that combines the magnitude of vibration and the time for which it occurs) for TBM Passage at St Joseph’s Church. The VDV Threshold Level for this building is 1.6 m/s-1, however the VDV for TBM passage is 0.265 m/s-1.75, and for Mechanical Excavation is 0.002 m/s-1.75. Both of these values are much lower than the VDV Threshold Level for this building, meaning that the building will not be damaged by vibration.</p> <p><b>EIAR Chapter 14.4.1.10 AZ4 – Blasting.</b> Table 14.34 presents the predicted vibration levels during blasting compared to the threshold values for vibration for various sensitive receptors (including St Joseph’s Church). According to the calculations presented by Table 14.34, at St Joseph’s Church an exceedance vibration level of 4.2mm/s PPV (Peak Particle Velocity) is predicted compared to the Threshold Level for this building of 3mm/s, and therefore if not mitigated, it is predicted to have a significant impact on St Joseph’s Church. Mitigation measures will therefore be implemented to reduce the risk to the building from blasting as outlined in Chapter 14, section 14.5.1.2. Mitigation will include preparation of site specific blast designs that take account of sensitive receptors, including minimisation of the maximum instantaneous charge weight, or if necessary, alternative methods to blasting being employed. With the implementation of mitigation measures, vibration from blasting will be sufficiently reduced such that the residual vibration will not cause damage to St Joseph’s Church.</p> <p><b>Appendix A 5.17 Building Damage Report, covers the assessed impacts of construction generated ground movements and settlement on property.</b> Table 5.2 of this report shows that St Joseph’s Church has been assessed as falling within the 'slight damage' category currently, an explanation for which can be found in Table 4-4 of the aforementioned report. TII would also like to confirm that the assessment undertaken takes account of the fact the Church structure extends below ground level. Recognising the cultural and historical significance of the building, it has been designated as "special" and hence a further Stage 3 refined assessment will be undertaken that will take account of final design and construction methodology details most likely utilising advanced numerical modelling techniques and further surveys of the building. The results of this refined assessment typically show that earlier assessments are conservative and over estimate the likely impact of construction generated ground movements.</p> <p>St Joseph's Church has also been identified as a location where pre-construction condition surveys will be undertaken (See Chapter 26, Section 26.5 Predicted Impacts), subject to the property owners permission, and any required pre-construction repair work identified and undertaken. Monitoring instrumentation will also be installed to monitor the performance of the works and potential environmental impacts, including those discussed above to ensure that acceptable limits are not breached. Finally, in the event of any damage occurring that is attributable to MetroLink works, this will be repaired at no cost to the property owner.</p>

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3	Route of the proposed scheme	4	Might another route be possible? We just wonder whether the solution for Dublin Airport is not to extend the proposed Luas line to Charlestown onto the airport thus providing a rail link to that facility in that way? Would not this latter way of providing for the airport be far less costly on the public purse and also less disruptive for many communities?	<p>The solution for Dublin Airport has been determined at a strategic level by GDA Transport Strategy 2022-2042 which provides that "<i>The current Metrolink project has been identified as the most advantageous way to serve the critical levels of transport demand on [the corridor from Dublin City, Swords and Dublin Airport.]</i>"</p> <p>The strategy was informed by a series of studies developed by the NTA and TII, which have been subject to numerous rounds of statutory and non-statutory public consultation. Chapter 7 (Consideration of Alternatives) details alternative route options considered by TII in the development of the proposed Project and the rationale for ruling those options in and out, that included an assessment of the environmental impacts of each option considered, both positive and negative. In the Fingal North Dublin Transport Study (2015), alternative options were considered including several light rail options. Extending the Luas line from Broombridge to Finglas (LR2) and on to Dublin Airport and Swords was also considered, however it was eliminated from further consideration as the journey time for this option would be very long when compared to other options.</p> <p>The assessment identified an Optimised Metro North (LR7) as the best option for the following reasons:</p> <ul style="list-style-type: none"><li>• It was the most economically advantageous scheme when compared to other options, delivering the highest benefit to cost ratio (BCR) of 1.5, almost double the BCR of the next best scheme (Tunnelled Luas);</li><li>•It generated the highest level of transport benefits when compared to other options, with the highest number of additional public transport trips generated in the morning peak travel period;</li><li>•It provided a new strategic public transport corridor, avoiding reliance on either the existing heavy rail lines or the Luas Cross City line;</li><li>•It delivered a connection right into the centre of the city, serving O’Connell Street and St. Stephen’s Green;</li><li>•It retained the opportunity to extend Luas Cross City to Finglas, which would not be feasible if the tunnelled Luas options were selected, and it avoided reducing the service level on Luas Cross City to Cabra and Broombridge;</li><li>•Due to the high level of segregation, it was considered to significantly increase capacity to allow for potential future growth along the corridor, when compared to other options;</li><li>•It could potentially be extended southwards in the longer term to alleviate high travel demand on the Luas Green Line, and ultimately form a complete north south metro corridor traversing both the north and south city; and</li><li>•This option delivered the highest safety benefits when compared to other options.</li></ul>
4	Watercourse below the church	5	We wish also to alert you to a concern had by some about certain channels for water in the ground below us that may or may not be a cause for concern in the construction process.	<p>This is not an uncommon geotechnical phenomenon and is one of the reasons why we have selected a Tunnel Boring Machine (TBM) that is designed to operate in water bearing ground to construct the tunnels as this allows the tunnel face to be pressurised to prevent the ingress of water during construction of the tunnel and thus any impact on the advance of the tunnel works.</p> <p>In addition, the proposed mitigation measures in chapters 18 Hydrology (Section 18.6.1) and Chapter 19 Hydrogeology (Section 19.6.2) will ensure that groundwater and surface water resources are protected during the construction phase. TII would also like to assure you that we have undertaken; an extensive review of historical geotechnical and geological records and surface mapping, project specific ground investigation and mapped the expected geotechnical conditions, coupled with a risk management approach that deals with any remaining uncertainty to ensure the works are constructed safely.</p>