

Submission No.			315		
Organisation Name or Name of Submitter			Woodies DIY retail store, Seatown Road East, Swords, c/o Grafton Group PLC		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Submission to An Bord Pleanála, 64 Marlborough Street, Dublin 1, D01 V902 in relation to the Application for a Draft Railway Order for the MetroLink from Estuary to Charlemont, Dublin					
1	2.0 Context 2.0 Previous Public Consultation and Submission	3, 4, 5	As illustrated in figures 1 and 2 below the site will be directly impacted by the proposed acquisition of part of the site for a cut and cover tunnel. We made an objection to the potential CPO of lands on and adjoining the Woodies site during the previous consultation period in May 2019... little changes have been made to the draft Railway Order and therefore there will be major impacts on the successful operation of the retail store. We wish An Bord Pleanála to include this submission as part of our overall objection to the draft Railway Order.	The selection of this route leaves us with limited options to avoid CPO of your property. We have however kept the CPO of land to a minimum requirement at this location. Our planning to date has focused on maintaining access to your property and business.	
2	3.0 Current Objection	7	We do not believe that these previous objections have been addressed at all and wish for these concerns to form part of this current objection. Only small changes have been made to the proposed extent of CPO lands, and no changes or consideration lent to amelioration have been made to the alignment of the route. We believe that the railway corridor approved on the central median of the R132, under the previous Railway Order for Metro North, should be implemented at this location. The basis of the current augmented objection is as follows: - The length of the construction period. - The negative impact on access to the Woodies store, including safety and the mixing of customer traffic with construction traffic. - The negative impact on car parking associated with the Woodies store. - The negative impact on the external garden centre. - The negative impacts on customer experience. - The need for permanent land take.	TII fully recognise your objections to the current proposals but have through options development and consultation sought the best possible solution for all stakeholders along the proposed alignment along the R132. Alternative considered to the Railway Order Route As part of the identification of the Emerging Preferred Route, Options 3, 5 and 7 presented alignments similar to that of Old Metro North. All options including these, were subject to a multi-criteria analysis on criteria of economy, integration, accessibility and social inclusion, and environment. Option 3 was discounted as it was considered to have significant disadvantages over the other options in the economic assessment. Option 5 was considered to be less favourable on integration with both land use policy and public transport integration. Option 7 had economic disadvantages when compared with other options, and also presented the slowest journey time of all ten route options. This assessment is presented in section 7.6.4.4 of Chapter 7 (Consideration of Alternatives). As such, these options were not deemed the preferred options. Following feedback received from stakeholders along the R132 during the Emerging Preferred Route consultation in 2018, objecting to an elevated structure in the median, TII considered a number of alternative options for the Preferred Route, including a cut section proposal in the median of the R132. However, following an options appraisal, the cut option in the median was not brought forward into the Preferred Route Consultation in 2019 and for the following reasons Permanent Impact: - Increase in permanent land take along the R132 corridor to facilitate the final road alignment past MetroLink structures and stations. - An increase in amenity loss on completion. - Permanent property land take requirements to deliver this option would impact on a greater number of residents. - Stations provided in the median at roundabouts would require additional land take to provide similar at grade access. - Stations in roundabouts would provide less opportunity for landscape upgrade. - Stations positioned in roundabouts would have less opportunity to achieve an open plaza design concept while ensuring that the station platforms are straight for passenger access operation and control. - Utility diversions to achieve a median delivered solution would increase. Temporary (Construction Phase) Impact: - Increase in traffic disruption during construction. - Increase in temporary land take required to facilitate access for construction. - Similar loss of amenity and green landscape during construction. - Temporary Property land take requirements to deliver this option would impact on a greater number of residents. - The duration of construction for a median option scheme was considered to be longer, impacting further on all receptors along the R132. A similar solution in the Median to the one considered in 2019 but aligned to Fingal County Councils R132 Connectivity Project, consented in 2022 would result in the relocation of the proposed stations away from the new junctions at Seatown and Malahide Roundabouts. For an alignment option in the Median, this change would result in similar impacts as described above together with the following permanent impacts: - An increase in land take to divert the R132 around these stations. - Less favourable pedestrian at grade access into the stations positioned in the Median.	

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			Response (2) continued.	Impact on your Business. TII recognise that the proposals are likely to cause disruption to your business if not carefully considered and managed and will continue to work with you to minimise as much as possible any impact already recognised, with proposals for construction and operational mitigation measures outlined within the EIAR and also by communication and provision of regular factual information with your business. The specific issue of impact raised by you is dealt with in other responses (3) to (9) below. Programme The MetroLink Summary Programme is set out in appendix A5.2 to Chapter 5: MetroLink Construction Phase. The construction phase adjacent to Woodies is scheduled to be completed in 54 months, after which the area will be reinstated across the new structures and landscaped in accordance with the details set out within the Railway Order Plans\Drawings, or subject to further development and agreement with Residents and FCC. The Project Works will continue elsewhere along the alignment but within the confines of the completed open cut & cover structure next to Woodies with the main construction works between Estuary and Seatown Station completed after 66 months followed by Track and MEP progressing to the completion of the Project (108 months).	
3	3.1 Length of Construction Period	8	<p>The length of the construction period adjoining and on the Woodies site is of major concern.</p> <p>Whilst the EIAR describes the construction works as temporary works, table 5.12, page 69, Volume 2 indicates that the duration of works at the "Woodie's Satellite Site" will be 54 months i.e. 4 years and a half years. This length of construction is considerable. The impacts including traffic management, hoarding, visual impact, noise, dust, vibration etc., over a lengthy time period will have a considerable impact on the trading of the existing store.</p> <p>No explanation is given in the EIAR as to how this time period was calculated, and why it is such a lengthy period. It has been indicated in direct consultations with TII, and in other sections of the EIAR, that the time period for construction works at this location would be 18-24 months. However, this directly contradicts table 5.12 which provides the duration of works at each construction compound.</p> <p>Indeed, very little information is provided in the EIAR. (Section 5.7.10.1 of EIAR quoted in response.)</p>	<p>As detailed in Chapter 5 (MetroLink Construction Phase), section 5.2.2., the programme for the construction of the proposed Project has been optimised to minimise the duration of the Construction Phase, where possible, in order to lessen the duration of potential environmental impacts, while ensuring that the areas surrounding the works sites remain operational and functional.</p> <p>The EIAR Chapter 5: MetroLink Construction Phase Diagram 5.3 Summary Construction Programme provides an indicative duration for the works required at the Woodies Compound site that have both works within the site to be sequenced for construction of the MetroLink Elements within a confined location, resources used and external interdependencies of the site such as:</p> <ul style="list-style-type: none">- Utility diversions.- Traffic management (two phases are required for access each with a duration of between 18-24 months, total potential duration of up to 48 months).- Interconnecting structures beneath the R132 and Seatown Road.- Reinstatement of the sites and final agreed landscaping. <p>These work elements needed to deliver the MetroLink are logically assembled in the most efficient and effective sequence to deliver the works and this determines the duration of the works as described.</p>	
4	3.2 Impact on Access	8, 9	<p>The proposal for a construction compound to the side and front of the store, including the proposed construction access will severely affect ease of access, and visibility of the store. The extent of disruption will affect the successful operation of the store. It is unclear why this compound is required as there is a large construction compound on the south of the Woodies site adjoining the proposed new station.</p> <p>Of further concern is that it appears the proposal is to use the existing store access as a shared access for Woodies customers and construction vehicles. Woodies have a number of issues with this proposal:</p> <ul style="list-style-type: none">- It is an unsafe solution as it will result in customers' cars mixing with HGVs.- No information has been provided as to the number of construction vehicles accessing and egressing the site on a daily basis during the 4.5 year construction period.- No information has been provided as to who will control the entrance. Presumably as it is subject to a CPO, it will be controlled by the contractor. This may result in customers having to queue to enter and leave the Woodies site, as construction traffic will be given priority. <p>In addition, no information has been provided as to what other options has been considered to access the construction compound. Would it be possible to access the construction compound to the east of the Woodies entrance, for example, thereby negating the need to CPO the existing entrance and separate construction and customer traffic to some degree? Woodies cannot provide alternative access to their site. The location of the construction compound will impede any potential alternative access points.</p> <p><i>EIAR (volume 3, Chapter 9) text in relation to construction traffic impacts stated in response.</i></p>	<p>While acknowledging the impact the proposal might have on the operation of the business, TII have taken a considered approach to mitigate and minimise that impact. The land take around Woodies is the minimum land take required to both access and construct the below ground structures through this location. Temporary Land take is also needed to phase the traffic management required to construct the cut and cover structure under Seatown Road, whilst maintaining access along Seatown Road.</p> <p>Chapter 5: MetroLink Construction Phase, diagram 5.3 states the proposed temporary land take around Woodies will be for 4.5 years. TII will explore every opportunity with their appointed contractor to reduce this duration.</p> <p>The Scheme Traffic Management Plan is provided in Appendix A9.5 of the EIAR. Section 5.2 details the plans and assessment undertaken between Estuary and Seatown Station, and summarises the traffic impacts on various road users as a consequence of the proposed works at this location. Section 5.2.4 Construction Traffic Generation provides details of the anticipated daily HGV movements ranging between 100-400 per day (two movements is one HGV, so between 50 to 200 HGV's in the area per day) across the works area Estuary to Seatown, of which only a small but varied proportion would be using Woodies Compound at any given day.</p> <p>An alternative site entrance closer to the Seatown Junction was considered to access the Compound at Woodies, but it was considered to have had the potential to create traffic congestion issues as well as introducing additional pedestrian crossing points. Furthermore and as discussed in meetings with Woodies in June 2022, any alternative access would require a larger footprint area of the Carpark. The solution as presented in the EIAR is both the most practical in terms of overall safety for car users, customers, and pedestrians locally while also minimising the impact on land take.</p> <p>TII will discuss and agree with Woodies the process of logistic management to prioritise customers over construction traffic entering the site as well as the Traffic Marshalling arrangements to be deployed by the Contractor at this location to control the interface between</p>	

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			There is no assessment as to how the restricted traffic flow and diversions will affect the Woodies access. There is no map showing where the restricted movements to and from the Seatown Road East arm on Seatown Junction are located. No information is provided as to the duration of such restrictions.	The temporary traffic management (TTM) proposals around Woodies and at Seatown Road Junction for the Main Works are provided within the appendices of Appendix A9.5 of the EIAR, specifically sheets 472 to 474 within Appendix B. These are also shown on TTM Phase 1 - Figures 5.26 and TTM Phase 2 - 5.27 (Appendix A9.5), with local diversions outlined in Figure 5-28 of Appendix A9.5. Each TTM phase 1 & 2, during the mains works impacting Woodies is between 18 and 24 months.	
5	3.3 Impact on Car Parking	9, 10	<p>The proposed draft Railway Order will result in the loss of approximately 70 no. car parking spaces (42% of the number of car parking spaces) because of the temporary (up to 4.5 years) and permanent CPO of lands. It is difficult to quantify the exact amount of car parking spaces that will be lost, as the CPO maps, for some inexpiable reason, have failed to delineate the number of car parking spaces within the acquired lands.</p> <p>Even if these (replacement) car parking spaces (on the FCC grounds) did become available, there would be a permanent loss of 24% of the car parking spaces available to Woodies. However, the loss of car parking spaces is accentuated by the permanent loss of the 50% of the (external) garden centre space rendering the remaining 50% unusable, requiring an alternative (external) garden centre in the main car park, which will require a further 600 sq. m, or an estimated 30 spaces. The total permanent loss of car parking spaces will be 56 or 33%, even if the spaces proposed on the FCC grounds materialise.</p> <p>A further concern is the proximity of the Seatown train station to the car park. There is likely to be some unofficial park and ride by rail passengers in the Woodies car park, creating additional pressure on customer spaces for the retail store.</p>	<p>67 Spaces have been counted as being lost temporarily due to TTM measures, see figures proposed around Woodies, figures 5.26 and 5.27 of Appendix A9.5. Permanent land take is shown to the west of the main Woodies building ML 1J-A8, A14 and A15 containing 26 carpark spaces.</p> <p>The permanent acquisition of the land parcels listed above is to provide the final landscape across the alignment as agreed with Fingal County Council as part of the consented R132 Connectivity Project and the creation of a linear park along the MetroLink alignment.</p> <p>As the Woodies Car Park is a privately operated car park, responsibility for the future management and control of the car park charging will be Woodies responsibility.</p>	
6	3.4 Impact on the Garden Centre	10	<p>...the location and extent of the external garden centre of the store will be severely curtailed to such a degree that it will have to be relocated on the site... ca. 50% of the external garden centre will be permanently acquired. This will affect the entire garden centre, meaning that a new location will have to be found on the remaining Woodies site, meaning the loss of additional car parking spaces, disruption to the business as part of relocation and construction process and impact on the customer experience.</p> <p>The garden centre is an important aspect of the overall business. The impact of its loss and relocation has not been assessed as part of the EIAR accompanying the application.</p>	<p>TII believe the actual impact on the garden centre will be significantly less then 50% as , whilst there is a significant impact on the West side of the Woodies building where a small section of the garden centre is located, there is limited impact on the north end where the majority of the garden centre is and therefore on balance of the total available space, the land take is considered to be less than 50%.</p> <p>See also response number (5) above.</p>	
7	3.5 Impact on Customer Experience	10	<p>The customer experience of the current store will be severely impacted by the lengthy construction. The impacts including traffic management, conflict with construction traffic hoarding, visual impact, noise, dust, vibration etc., over a lengthy time period will have considerable negative effects on the existing store.</p> <p>The nature and scale of these impacts have not been assessed, or even acknowledged, in the EIAR other than (EIAR Book 3 Chapter 11</p>	<p>TII recognise that customer experience of the current store will be affected during the works and will work closely with woodies to ensure any disruption to customer experience is mitigated. The EIAR presents a comprehensive and detailed assessment of Traffic and Transport in Chapter 9, both airborne and ground borne noise and vibration are presented respectively in Chapter 13 and 14 and Air Quality in Chapter 16. The assessments included baseline surveys and predictive modelling in order to identify the potential impacts on all sensitive receptors along the proposed route during both the construction phase and the operational phase. Where necessary, mitigation measures are proposed in each of the Chapters to reduce any identified effects. TII is committed to ensuring that any form of disruption at Woodies is minimised throughout the construction stage. This will be done in the following ways:</p> <p>Airborne Noise and Vibration. Chapter 13 (Airborne noise & vibration) describes the likely noise impacts at this location during construction and following mitigation, no residual significant noise impacts are anticipated. Section 13.6 of this chapter describes the mitigation that will be implemented.</p> <p>Groundborne Noise and Vibration Construction: Chapter 14, Section 14.4.1.1 states that calculated groundborne vibration levels at Woodies during the construction phase concludes the values are well below the threshold level for significant effects on “occupants of residential buildings” and well below the threshold level for building damage.</p> <p>Please refer to Table 2.3 of Chapter 2 of the EIAR where the durations of effect utilised in the analysis throughout the EIAR are referenced. However, please note that the assessment in Chapter 13 has noise and vibration impacts over shorter durations to reflect the duration of the actual activity i.e. excessive noise effects resulting from the construction will not last for the construction duration, but will last as long as the "noisy activity" lasts. These durations are outlined in Chapter 13 of the EIAR.</p>	

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			<p>The nature and scale of these impacts have not been assessed, or even acknowledged, in the EIAR, other than (EIAR Book 3 Chapter 11 Page 82 stated in response).</p>	<p>Air Quality Chapter 16 describes the likely effects related to air quality including dust and following mitigation, no significant impacts are expected at this location. Section 16.6 of this chapter describes mitigation for dust that will be implemented.</p> <p>Construction Phase Planning. Prior to commencing construction, the appointed contractor undertaking the construction of the works from Estuary to Seatown Station will be required to undertake noise & vibration monitoring at representative noise sensitive locations to evaluate and inform the control requirements and take specific noise abatement measures to control noise levels to the maximum level permissible under an Enforceable Railway Order, if granted by An Bord Pleanála.</p> <p>In order to manage and mitigate any environmental impacts as a consequence of the works, the Contractor will be required to set out their proposals to manage and mitigate these impacts in the Construction Environmental Management Plan (CEMP), an outline of which is included in EIAR Appendix A5.1, and for Fingal County Council approval. Key sections of the CEMP amongst others that will be approved by FCC include the:</p> <ul style="list-style-type: none">- Construction Noise and Vibration Management Plan (CNVMP).- Traffic Management Plan.- Air Quality Plan.	
8	3.6 The Need for Permanent Land Take	11	<p>It is not clear why the permanent acquisition of these lands (ML1J-A4, ML1J-A8, ML1J-A15) is required. Land parcels A4 and A15 are external to the proposed Meto tunnel corridor and are not even immediately adjoining the corridor.</p> <p>A15 is due to become car parking, which as discussed above, technically Woodies will not own, and will not have any control over the use of the car parking.</p> <p>Plot A8 is directly over the tunnel corridor. It is unclear why there is a need to permanently own these lands. Metrolink could instead require a wayleave over these lands and a legal agreement banning construction on these lands. This would enable Woodies to continue the use of these lands for car parking and the external garden centre, enabling Metrolink easy access to the tunnel corridor if, and when necessary.</p> <p>Instead, the CPO will result in an open area of lands directly adjoining the Woodies site, over which Woodies will have no control. There does not appear to be any intention to fence off or delineate these lands. The lands will not be overlooked and will result in increased security risks for the Woodies site, particularly its external garden centre.</p>	<p>TII only seek to permanently acquire lands that are required for the successful operation and maintenance of the MetroLink project. However, please note that some lands that are referenced as permanent land take such as those required to realign the car park, are not intended to be held by TII but would rather be returned to Woodies upon completion of the works. As part of the Railway Order process, TII must acquire lands where works are required (even for relining of car parks) since temporary Aquisition implies the lands will be returned to the owner as they were before the acquisition.</p> <p>See also response number (5) above.</p>	
9	5.0 Conclusions	11, 12	<p>...little changes have been made to the draft Railway Order and therefore there will be major impacts on the successful operation of the retail store due to the fact (that)</p> <ul style="list-style-type: none">- the alignment is in the wrong location ,- lack of information, and- the overall impact on the operation of the Woodies store. <p>We request that An Bord Pleanála include the previous submission (objection from May 2019) as part of our overall objection to the draft Railway Order.</p> <p>The basis of the current augmented objection is as follows:</p> <ul style="list-style-type: none">- The length of the construction period.- The negative impact on access to the Woodies store.- The negative impact on car parking associated with the Woodies store.- The negative impact on the external garden centre.- The negative impacts on customer experience.- The need for permanent land take. <p>We believe that the current proposal will have an unacceptable and unnecessary impact on the Woodies retail store, to the extent that the practicality of running a business at this location will be compromised for a number of years, or indeed permanently.</p>	<p>See response number (1) to (8) above.</p>	