

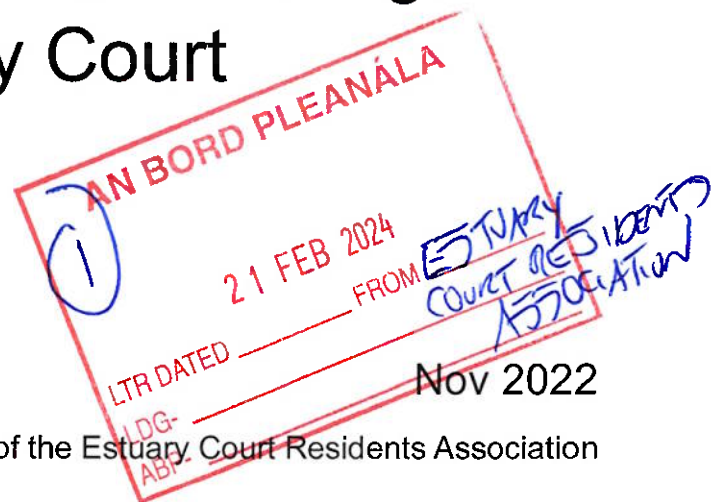
Railway

# (Metrolink-Estuary to Charlemont

## Estuary Court Residents Association

### Submission 2

## Long- and Short-Term Impact of Proposed Metrolink Through Estuary Court



Prepared by John Cumiskey on behalf of the Estuary Court Residents Association

## Preface

This is the second submission from the residents of Estuary Court in Swords. This submission sets out the long and short-term impact that the Metrolink construction and the TII's proposed plan post construction, will have on our Estate. There will be similar impacts to our neighbours in Seatown Villas and Ashley Avenue.

Our first submission relates to the re-alignment of the proposed Metrolink route from the green area within our estate to the R132 road. This is referenced in parts of this second submission and vice versa.

#### **Cover letter for Estuary Court residents group**

We welcome the opportunity to represent the Estuary Court residents at an oral hearing.

#### **TII Response**

TII are happy to continue to engage with residents up to and during the Oral Hearing to attempt to resolve outstanding issues whilst continuing to progress the MetroLink project.

#### **Estuary Response**

Don't see how this would work as to, If there is any agreement outside of the oral hearing as the TII have put in their plans so how would an agreement be actioned.

#### **Executive Summary**

The TII has submitted the Rail Order plans for the Metrolink route to cut through our housing estate in estuary court. They propose to take away our safe open green spaces not just for the construction stage but possible for good, by subsuming them into a public linear park. The proposed works will have a devastating impact on the residents of Estuary Court, not just with the loss of the open green spaces but with the disruption caused by the construction works.

#### **TII Response**

The proposed Project has been designed taking into account the R132 Connectivity by Fingal County Council. The R132 Connectivity Project received approval by An Bord Pleanála on 20 January 2022 (planning application reference number JP06F.310145). The R132 Connectivity Project aims to improve the connectivity and safety of pedestrians and cyclists moving along, and across, the R132 and enhance facilities for all road users with particular benefits for those choosing sustainable modes of transportation such as bus users, cyclists and pedestrians. The planned outcome of the Metrolink architectural and urban realm design for this linear park is to discourage anti-social behaviour, through the attractive setting, use of public lighting, open sightlines, and avoidance of areas where individuals and groups of people can hide. Further acknowledging your concerns, TII is committed to working with local resident's groups to

address concerns that have been expressed in relation to the loss of green space and the impact on the current boundary wall and will continue engagement with these groups in advance of oral hearing. Across the proposed MetroLink, safety and security is addressed by EIAR Chapter 6, MetroLink Operations and Maintenance. Section 6.6.5.8 specifically addresses managing the risk of "Vandalism or Anti-Social Behaviour on the Trains or within the Stations", and the wider chapter also addresses the broader design proposals for managing security challenges, including:

- The architectural and urban realm design is designed to discourage anti-social behaviour, for example through the attractive setting, use of public lighting, open sight-lines, and avoidance of areas where individuals and groups of people can hide.
- The Operational Control Centre (OCC) will be the central communications and operational hub, located in the administrative building at the Dardistown Depot. The role of the OCC will include monitoring and managing passenger safety and security and antisocial behaviour. The OCC will direct and deploy staff to manage incidents when required.
- The access control and intrusion detection (ACID) system will identify intruders trying to enter locations where unauthorised access is prohibited.
- There will be a MetroLink staff presence along the route for assisting passengers, security and deterring anti-social behaviour.

Q. The proposed Project has been designed taking into account the R132 Connectivity by Fingal County Council. The R132 Connectivity Project received approval by An Bord Pleanála on 20 January 2022 (planning application reference number JP06F.310145). The R132 Connectivity Project aims to improve the connectivity and safety of pedestrians and cyclists moving along, and across, the R132 and enhance facilities for all road users with particular benefits for those choosing sustainable modes of transportation such as bus users, cyclists and pedestrians but the TII having to dig up and block access to the R132 for what asperser to be 5 years how is this improving the connectivity / road space ,



After such a long duration with meeting and team calls telling the residents that the removing of the wall was the best thing to do . Could you tell me why this has now changed at the last minute and was cost a factor?

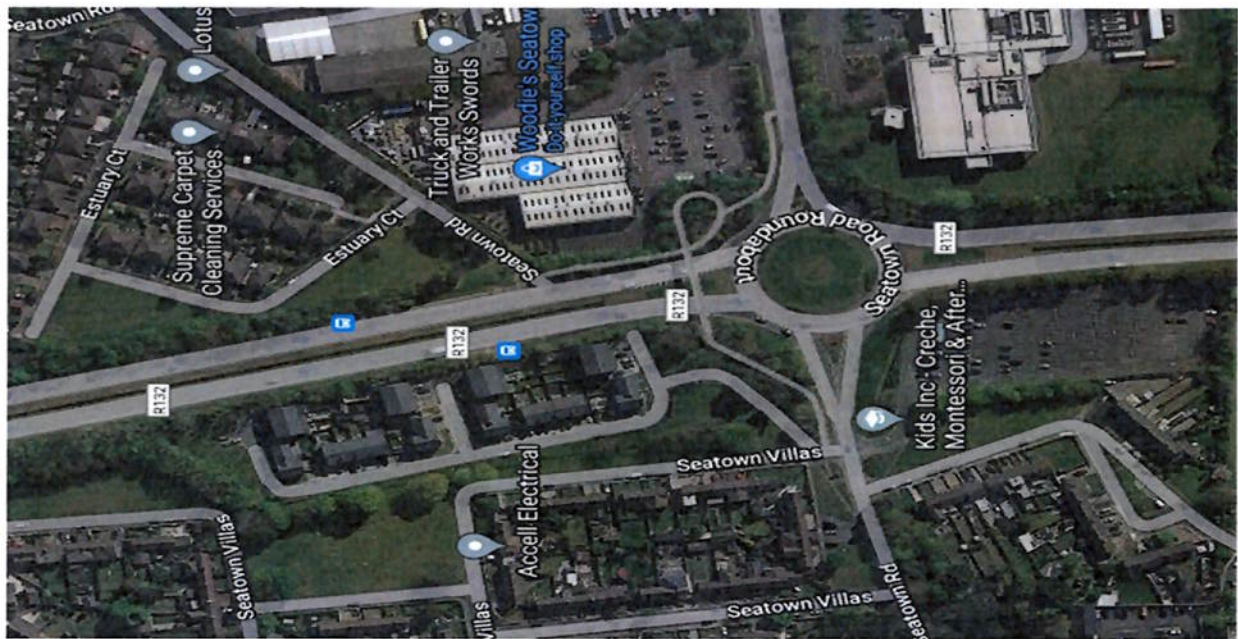
### **Executive Summary**

The proposed loss of our open green spaces during construction will have a severe impact on all residents and the young children. They will have no open green space to play in safely. The nearest safe play space will be over 1km away if space is lost. This is not acceptable and at the very least the TII should relocate their proposed satellite compound to more suitable locations and allow us to retain our bottom green as we will lose our larger top green to the cut and cover construction so for our children to have some area to play safely.

### **TII Response**

Details of the requirements and provision of Construction Compounds are given within section 5.3 of the EIAR Chapter 5: MetroLink Construction Phase. Volume 4 Figures, Chapter 5, Metrolink Construction Figure 5.1 Construction Compounds provides details of all the proposed sites along the alignment, noting that the vast majority, with two exceptions, are positioned in "commercial/industrial" designated land. The Satellite compound designated at Estuary Court opposite the residents will be required for 36 months to undertake the main MetroLink works within the boundary of the site at this location, including: - The cut & cover and retained cut structures. The reinstatement of the agreed landscape on the completion of the alignment structures. Note that locations of construction compounds proximate to the workplace site are essential to achieving the projected programme for the works.

Q There are sites of the same size and bigger in close proximity to the proposed alignment that the TII have from the word go just brushed over, as there are 2 sites one on each side of the alignment which are both larger than our green, why have the residents of estuary court been expected to take such a high portion of pain when good alternatives are available?



### **TII Proposal**

The original timeframe provided to us by the TII for using the greens was:

- 2 years for the top green;
- 6-12 months for the lower green.

In Appendix 5.3 of the EIAR - the Construction Programme now shows the following (Fig 3.0 TII Construction Programme of the submission) for the area at Estuary Court 'satellite site' (noting that TII are planning to use our green space for construction activities other than cut and cover construction for 36 months). When considered with the actual cut and cover and open cut construction, the estimated duration through this area is between 51 and 69 months. Given that construction programmes often over-run for projects of this size, we envisage the length of time could easily extend to be a lot longer. This also doesn't allow for the time it would take for the new grass to get established and be suitable for playing on. This would take another year. It is very probable that our top green would be unavailable to the kids for 5 / 6 years and the lower green 4 / 5 years. For the young children of Estuary Court, this could represent half of their young lives and a pivotal time for their growth and development. This will have a significant impact on them.

### **TII Response**

The construction phase adjacent to Estuary Court is scheduled to be completed in 36 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. Further details of the programme are included in response number (6) above





Q. if estuary court is such a prime site and critical to your plans why is it only for 2 portacabins which you have stated are for offices and which will take up a larger part of a small space but would more likely end up as canteens for your workers and the remaining space will be used for your HGV's to use as a rat run between your 2 large compounds hubs at 100m to the left and 500m to the right would it not be possible to driver on the closed R132 which runs 5m to the left of this plan

Could you tell me, how your time duration has already gone fare beyond your original time scale and what has changed so much from what you stated to us, and now within the planning process to increase the time so badly , And is this a smoke and mirrors trick to see if the ABP will give you your original 12 months .

## **2. TII Proposal**

We believe it is not fair or reasonable to take away both of our open green spaces. The bottom green is planned to be used by TII as a satellite compound. We believe not enough consideration has been given to the impact this will have on the residents of Estuary Court and it seems like TII have gone with the easy option to take what they can. There is a large satellite compound already planned for Woodies car park which is only a few meters from Estuary Court and there is an alternative option with the Fingal Co. Co. car park very close to Estuary Court that could easily accommodate the requirements above for a satellite compound. Please see Fig 3.1 of the submission.

## **TII Response**

See response number (5) above.

Q. Why has the TII not approached F.C.C to help with finding better sites as there is sites available and if they have why has FCC not be made available to answer any worries

### **TII Proposal**

To make matters even worse, when the construction works are complete, the TII do not plan to give us back what we currently have. They have proposed re-developing our open greens into a linear park to run up along the R132. The section of park at Estuary Court will have very limited open green space and will be replaced with planting and paths running through it.

### **TII Response**

The nature of the proposed planting is biodiverse and will mature to provide a much more valuable, connected landscape than is currently the case. The proposed tree planting will be much more appropriately scaled to the adjacent residential open spaces than the existing predominant tall roadside trees. This proposed section of the R132 extensive landscaping, which is being included as an integral part of the proposed Project within this Local Landscape Character Area (LLCA), will beneficially transform the interconnectedness of this area, across and along the road and with the range of local communities and facilities around the eastern side of Swords. This is particularly so for pedestrians and cyclists. It will represent a significant positive effect of the proposed Project in respect of its broader landscape context and in terms of social and cultural amenity for the town of Swords and its environs. It also represents a major enhancement of the existing landscape condition.

Q To follow on from your new updated plans which were only update, What guarantee do we have this will not be reinstated to your original plan at a later point as still in your submission.

### **10. Boundary Wall**

The TII originally proposed not to reinstate our boundary wall after the Metrolink construction is complete. They had plans to open up our estate to the public and our green spaces would become part of a public linear park. We have engaged with TII over the last two years and one of our main concerns was the replacement of the wall. We tried our best to express the importance of the wall to our estate and even insisted on having our last meeting on site (dated 4/4/2022) to illustrate this. During this time, the TII put forward a number of proposals however, they all fell short of what we currently have and what will meet the needs of the residents. The proposed plan in the Rail Order now includes for a boundary wall (wall type H) and appears to be in a similar location to our existing wall (to be confirmed). However, the wall also includes for four access gaps in the wall (Fig 3.2 of the submission). This poses a security risk for both our houses and for our and the safety of our children playing on the green. The existing boundary

wall is a key component that makes our estate safe and secure while also acting as a noise barrier and along with the mature landscaping aesthetically enhancing our estate. A wall with access points, is not secure for children. The main reason the wall was built by the council in the first place was for the safety of children and this is still relevant today. The residents do not want any access points in it. We believe it is a reasonable request for the wall to be reinstated end to end, like for like. We note the General Arrangement drawing for this area(Fig 3.5 of the submission) in the Rail Order specifies for the existing wall to be replaced.



### **TII Responses**

See response number (3) above.

Q changed in the new up to date plans just submitted.

### **16. Concerns About Property Damage**

There is a major concern in Estuary Court about potential damage to our properties during construction works. The Estuary Court site was originally low-lying land and it was built up with builders rubble / soil in the 60's and 70's. There is a stream running underground through the site. When the houses were built there was an issue with subsidence and several houses had to be underpinned. There is still evidence of settlement around the estate with structural cracks on



both end walls. For the purpose of this report a survey was not carried out and the photos from Figure 4.1 of the submission are just an example of structural cracks that are readily visible

### **TII Response**

TII is committed to having a Property Owner Protection Scheme (POPS) in place prior to construction works commencing. The Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department. Further information on POPS is available in Chapter 11 (Population & Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: <https://www.metrolink.ie/en/your-property/property-ownersprotection-scheme/> , and this is where useful updates will be made available as the proposed Project progresses

Q. why has there not been a survey carried out on and around the hi-lighted areas and the surrounding areas.

### **Property Owners Protection Scheme**

The TII have set up a Property Owners Protection Scheme. This is for property owners that are within 30m from the edge of the Metrolink alignment and it stays in place for 12 months after the opening of the Metrolink. At first glance, it would appear that 4 houses in Estuary Court are within 30m range and would be eligible for the scheme. Given the previous subsidence issues in Estuary Court, we believe the scheme should be extended to all the properties in Estuary Court.



### **TII Response**

See response to item 16 above.

Q We feel If the TII are so sure that there works will only effect properties up to 30m or possible effect homes within his range why would they not have conference in themselves and extend this to 100m and for a period off 10 years after works have been completed.

### **19. Concerns during Construction**

Air pollution - This can affect our health and wellbeing. This will need to be monitored independently to ensure it is within safe limits for the residents and reports made available to the residents if required. There is also the issue of dust dirtying our cars and windows of our houses.

### **TII Responce**

Chapter 16 (Air Quality) of the EIAR presents a comprehensive and detailed assessment of air quality. The assessments carried out include for predictive modelling to identify the potential impacts on all sensitive receptors during both the construction phase and the operational phase and further assessment will be required as the project develops to ensure that the proposed construction and operation of the proposed Project is in line with that presented in the EIAR and any requirements of a Railway Order, if granted. Air Quality during the construction phase will be impacted by traffic and dust emissions resulting from construction activities between Estuary and Seatown station sites from Demolition, Earthworks, Construction and Trackout (Maximum Daily HGV Movements). Section 16.5.2.6, Regional Air Quality Assessment – Construction Phase Southern Peak Scenario, has assessed traffic emissions pre-mitigation as being overall Neutral, Not Significant and short-term. Table 16.44 presents a summary of predicted dust emission magnitudes from the main construction sites, the results for Estuary to Seatown site being: - Demolition - Medium. – Earthworks - Large; - Construction - Large; - Trackout – Large; This has resulted in defining the site-specific mitigation level as High and thus mitigation will be required. A detailed list of Dust Mitigation Best Practice Measures for each construction activity is presented in Appendix 16.4 Dust Management Plan. Before commencing relevant works, an Air Quality Management Plan will be prepared, considering the air quality assessment undertaken and any conditions imposed by An Bord Pleanála, and submitted for approval to Fingal County Council. The plan will include all appropriate dust and emissions mitigation measures applicable to the circumstances of the relevant site, based on the local authority requirements and industry best practices. A plan will be developed by the contractor for each worksite between Estuary and Seatown. Strict dust prevention will be in place at all times to minimise any potential emissions and these procedures will be strictly monitored and assessed. In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust will be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.

Q. Air Quality being overall Neutral, but you are stating that the air quality will be impacted by the construction.

How is this going to be monitored daily, weekly and at what point would works have to stop if it was impacting on people's health?

### **Who will be monitoring.**

20. Concerns during Construction Dirt from the construction works - As with any construction project, there will be dirt created and this will be dragged onto the roads. There is also the risk of the **piling slurry**, concrete run off etc. leaking out under the hoarding and into our estate. We

will require assurances that any dirt that comes from the construction activity whether it is airborne or on the ground is cleaned off our roads and properties.



### **TII Response**

A Dust Management Plan (DMP) will be developed for the project as outlined in Table 6.3 of Section 6.3 of the CEMP (Appendix A5.1 to the EIAR). The DMP will include details of potential dust generating activity, monitoring and visual inspections arrangements, trigger values for dust and control measures to manage. Such measures will include engagement with the local authority and local community groups to identify and manage any local issues. There will be regular road cleaning in the area surrounding works compounds to ensure that the road network is kept clean and that dirt does not accumulate on these roads. Refer to Appendix A16.4 for further details. See also

response number (19) above.

Q. When will we be informed when these measures will be agreed with and locals and local authorities as there has been No input from any local authorities to date and who will be responsible to police this and will be accountable if not been complied to?

### **21. Concerns during Construction**

Increased vermin activity - As large construction projects like the Metrolink disturb habitats for vermin, this will lead to an increase in their activity. This must be monitored and controlled in an agreed fashion by both the Contractor and TII.

### **TII Responses**

This risk has been assessed in the EIAR and is not anticipated to be a problem. Section 10.5.1.10 of Chapter 10 (Human Health) states the following: Rodent control, good sanitation, disinfecting contaminated work areas, worker education via tool box talks and using personal protective equipment (PPE) when handling infected animals are important actions for prevention of Leptospirosis (or Weil's Disease). While rodents will be temporarily displaced as a result of initial construction activities, there is nothing in the Construction Phase which would lead to an increase in the number of rodents. It could be argued that with the rodent control policies in place, there will be a reduction in the level of rodents and the subsequent risk associated with Leptospirosis. Because there will be no increase in vermin numbers and more likely a decrease because of vermin control measures there will be no increase in vermin transmitted disease over and no significant adverse effect on human health. As with other Environmental items the following monitoring procedure is noted in the CEMP: Mitigation and monitoring will be carried out in accordance with the requirements of the EIAR and NIS so that construction activities are undertaken in a manner that does not give rise to significant negative effects. Suitable monitoring programmes will need to be developed, implemented, documented and assessed in accordance with the specification outline in the detailed CEMP(s). The results of all environmental monitoring activities will be reviewed by the Environmental Manager on an ongoing basis to enable trends or exceedance of criteria to be identified and corrective actions to be implemented as necessary. The contractor(s) will be required to inform TII of any continuous exceedances of criteria.

Q I have worked on farms and have seen when you disturb the ground all rodents move to the sides to get out of the way which will push them in to our homes but you will be kitting out your employees with PPE and there is nothing in the Construction Phase which would lead to an increase in the number of rodents.

Q. How can the TII stand over this statement there is no provisions been put in place and no controls to be actioned this is unacceptable to just leave people to just deal with it what are the TII going to do about this?

### **22. Concerns during Construction**

Dangers from heavy plant and construction machinery - There is a big safety concern for vulnerable pedestrians (e.g., children, elderly, people with special needs) with the amount of heavy machinery operating and moving around in this area. There must be clear safe routes provided for pedestrians and flag men used at all crossings, entrances and exits to work areas. The construction areas must also be fully secure so children cannot gain access



### **TII Response**

The health and safety of workers and all members of the public is of the highest priority to TII. The works are segregated from the public within the site areas as described. Construction phase traffic management plans will be produced by the contractor and the measures included will be enforced by TII. There will also be public information campaigns in advance of the works, to ensure the public are aware of upcoming works. A Project Construction Traffic Forum will also be set up with relevant stakeholders, including FCC who will address any concerns around construction traffic. Compounds will be secured with appropriate site hoarding and 24hr security to prevent access.

Q. When did the FCC or when will the FCC engage with anyone as they are doing all kinds of roles in this process but in all the meeting I have hard off or been involved with any of the residents group there has not once been any FCC members to address any concerns.

### **23. Concerns during Construction**

Traffic management on Seatown road and R132 - A lot of children in Estuary Court and estates further down the Seatown road walk to school. They use the existing pedestrian bridge to cross the busy R132. The TII plan to remove this bridge and not replace it. The school children will now also have to cross the construction area for the proposed route. Safe routes for children walking to school must be provided. We would like to see the traffic management plans for this and also have a liaison officer assigned who the residents can consult with on any traffic issues. It will also be important to know how the traffic will be managed crossing between the Seatown road and the R132

### **TII Response**

Appendix A9.5 Scheme Traffic Management Plan which details the impacts on all road users throughout the construction phase, with section 5.2.6.3 detailing the impacts of traffic management around Estuary Court. . Prior to the commencement of any construction works, all temporary traffic management measures will be finalised and provided to FCC (and other relevant stakeholders) to ensure significant impacts have been mitigated as much as is practicable. The impacts at this section include the updated lane capacity on the R132 between Estuary Junction and Seatown Junction to accurately reflect the temporary traffic management. The impacts captured also take cognisance of the TTM in place for Estuary Station and Estuary

Junction. At this section along the R132 where there is a slightly reduced capacity on both carriageways, on the southbound carriageway there is a 5% or 6% increase in traffic volume in the morning and evening peak respectively, reflecting a slight impact. On the northbound carriageway there is a more significant increase of 52% in the morning peak and in the evening peak, there is a decrease of 17%. The cause of this redistribution of traffic is the result of the worst-case scenario, where all TTM in the Estuary section is in place in the model and is primarily caused by the restrictions in place at Estuary Junction. There are no notable links showing driver delay as an issue in the immediate vicinity of the R132 crossing works, with a delay of 51 seconds recorded along Seatown Road (minor), westbound during the morning peak and a 64-69 second increase on the west arm approach to Seatown Junction. There is a moderate impact on the network from an increase in HGV movements in the local area. This impact applies to all sites within this section and represents a worst-case scenario for the section. Model results indicate that the worst-case scenario is in the morning peak on the R132 northbound to the south of Estuary Junction and shows an increase of 3% in HGV volume caused by the cumulative construction works in this section, representing a 10-13% share of all traffic. TII recognise that there will be disruption/severance to the road network locally as a result of construction activity. However, an alternative safe pedestrian crossing will be provided prior to demolition of the bridge. To ensure all road users are aware of the change in infrastructure, appropriate warning signs and visibility splays will be provided. Traffic management plans will be put in place during the construction phase and the health and safety of pedestrians is of the highest priority in line with the road user hierarchy in the GDA Transport Strategy.

**Q.** Appendix A9.5 Scheme Traffic Management Plan which details the impacts on all road users throughout the construction phase, with section 5.2.6.3 detailing the impacts of traffic management around Estuary Court. . Prior to the commencement of any construction works, all temporary traffic management measures will be finalised and provided to FCC (and other relevant stakeholders) to ensure significant impacts have been mitigated as much as is practicable. Again the FCC are looking after this but have never been available or include to get any information on how they will manage this.

#### **24. Concerns during Construction**

Contractor's potentially parking cars in our estate - Designated parking spaces must be provided for the contractors and assurances from them that they won't use any residential areas for parking.

#### **TII Response**

Section 9.6.1.1.3 of Chapter 9 (Traffic and Transport) states: A Construction Sustainable Mobility Plan will be prepared to support and promote sustainable travel for construction staff travelling to and from the proposed Project site. The mobility plan is a management tool designed to encourage construction staff to rethink their travel choices and requirements during construction in order to minimize the adverse impacts on the environment and on the operation of the transport network within the city. It will be an active document that will require to be

updated on a regular basis as construction activities take place and will present a series of measures designed to encourage travel to the construction site(s) in a sustainable way. Additionally, as noted in Appendix A5.1 Outline Construction Environmental Management Plan, all staff and workforce will be encouraged to make their way to site and home from site by public transport, by project specific transport (e.g. minibuses), by bicycle or on foot. Limited parking spaces will be provided for vehicles required for the construction activity and for employees. The nominated contractor(s) may provide transfer pick-up and drop-off service from suitable public transport hubs

Q. Based on the details provided I would like to ask if the contractor and the TII have any figures on how many staff will walk to their work place in Swords and is the contractor Jacobs not a NI based company so are there employees not going to have to travel in cars to get to work sites?

## **25. Concerns during Construction**

Loss of visual amenity - A 4m high hoarding is proposed to be installed along our kerb line giving a claustrophobic feel as you drive into the estate. We understand the extra height hoarding will help mitigate noise and dust however, if the hoarding is in place for many years which the construction programme provided indicates it will be, this will weather and appear shabby. There must be a maintenance plan for the hoarding and assurances that the works in this area are completed as quickly as possible so that the hoarding can be removed. We understand from our discussions with the TII that once the cover goes on the tunnel, reinstatement works can commence above ground.

## **TII Response**

Construction site compound hoarding will be regularly maintained to a) ensure it continues to mitigate impacts as required and b) reflects the internal condition of the compound which should be a well-managed, well maintained and tidy site.

Q. who is responsible for this and who will police and action issues.

## **26. Concerns during Construction**

If the project is delayed or stopped after construction has started (e.g., issues with finance or Contractor goes into liquidation) - There must be assurances that the area will not be left as a building site and must be reinstated as soon as possible. A reinstatement fund should be put aside in the event that this happens.

### **TII Response**

The MetroLink project received Preliminary Business Case approval from Government in June 2021. Work will commence once the statutory planning process has been completed and an Enforceable Railway Order is in place. The timescale then envisaged for construction is indicated in EIAR

Appendix A5.2 Construction Programme.

Q. if I understand PBC is only to assess and approve project and approve finance if all looks good.

But if there is issues which we have seen with another state project James hospital were it looked like it could all stop for one reason or another what insurance will be in place to help areas put thing back to a safe condition

### **27. Concerns during Construction**

The Railway Order Application and in particular the Environmental Impact Assessment Report (EIAR) has identified some of the concerns and set out mitigation measures to be implemented by the Contractor. We believe for some work activities there may be a conflict of interest between the contractor getting the work done and keeping within their limits, in order for transparency and to give the residents some confidence that the Contractor is staying within its limits, we believe an independent consultant should be appointed to the local resident groups in order to monitor and report on noise, vibration, air pollution etc. and they must have the power to stop construction works if the contractor is in breach of the limits. This could be included as a special condition of planning

### **TII Response**

TII can confirm that the design and build contractor will be required to design and construct the works in accordance with consent Railway Order and the EIAR for the scheme. The contracts being put in place with potential contractors will be designed to ensure compliance with the consented. Railway Order and ensure that the works are carried out in a controlled fashion and do not exceed the predicted environmental impacts detailed in the EIAR. In addition TII will have a strong supervisory role in the delivery of the contract and will have a strong presence on site to ensure compliance with all relevant standards and constraints. TII as Sponsoring Agency are responsible for the delivery of the MetroLink project. We can confirm that our main aim is to deliver the construction of the scheme in a safe and efficient manner, whilst minimising the environmental impacts of the scheme on property owners during the construction phase. TII therefore does not accept that its main aim is to “reduce construction costs regardless of the negative consequences for property owners”;

Q your response don't clarify this issue all you are saying is that the TII will police it contractor who they need to get the job done why can't there be a independent control put in place.

## **28. Airborne and Ground borne Noise from Construction**

Ground borne noise and vibration can interfere with activities and affect human occupants in many ways. We mentioned above about the risk of structural damage to our properties however, the quality of life can also be greatly reduced and can be impacted primarily through distraction. There is a significant risk of vibrations to the houses in Estuary Court and this can produce secondary noise and or rattling and movement of the houses. The construction program provided does not detail how long the cut and cover section will take at Estuary Court however, it would be reasonable to assume it will be similar to the length of time to the Estuary Court satellite compound for (i.e., 36 months). That's 3 years of putting up with the 'very significant' noise disturbance for 12 hours per day and 6 hours on a Saturday. This will have a serious impact on the health and wellbeing of the residents especially for the residents closest to the works, residents who work shift work / night work or working from home.

### **TII Responce**

The EIAR presents a comprehensive and detailed assessment of both ground borne and airborne noise and vibration in Chapter 13 and 14 of the EIAR. The assessments include for predictive modelling in order to identify the potential impacts on all sensitive receptors during both the construction phase and the operational phase. As outlined in section 14.4.1.1 in Chapter 14, there are no predicted significant groundborne noise and vibration impacts predicted for buildings at this location. Section 13.7.1.1.1 in Chapter 13 states: During cut and cover, retained cut works and associated support compounds along the R132, a number of NSL [Noise Sensitive Locations] are identified to remain above the CNT [Construction Noise Threshold] with the inclusion of on-site control measures and enhanced hoarding heights. The duration of works at any NSL is expected to exceed the duration for significant effects during this phase of works. The identified NSLs along this section of work are described in Table 13.86. These include receptors at Estuary Court. Significant mitigation is proposed to include 4m high noise barriers and further proposed mitigation in line with the Airborne and Ground borne Noise Mitigation Policy (Appendix A14.6). On the implementation of these measures the residual impacts are predicted to be moderate. However, as outlined in Transport Infrastructure Ireland (TII) Airborne and Groundborne Noise Mitigation Policy (Appendix A14.6) there is a process proposed whereby further mitigation measures including temporary relocation can be implemented at individual properties should this be merited.

Q Particularly noisy activity include excavation, mechanical breaking and piling and D-walling and soil compaction; typically piling is recorded at 115db which I could not find this figure



anywhere in your report maybe you could tell me where it is, and what hours per day and for how long we will have to endure this level of noise.

Construction compound operations, particularly where sites are located in close proximity to sensitive receptors, such as residential areas close to the R132: Could you please tell me, Were all reported measurements taken in estuary court as your report shows your receptors in the estate which has a 2mtr wall and approx. 100 or more 30/40m high trees which block a lot off noise?

Significant mitigation is proposed to include 4m high noise barriers, could you tell me what are the barriers made from as 1/2 inch plywood seem to be a little light for this purpose

Appendix A14.6) there is a process proposed whereby further mitigation measures including temporary relocation can be implemented at individual properties should this be merited. How would this work



### **Concerns After Metrolink is Built and Operational**

The construction of the Metrolink in Estuary Court will have a barrier like effect on natural ground water flows. It is very difficult to predict how this will impact Estuary Court, but it is likely to affect the natural flows and there is the potential of rising water table levels and possible flooding?

### **TII Responce**

The proposed Project will result in an increase in the area of impermeable surfaces due to the construction of the track bed, new stations, P&R, depot and other associated infrastructure. To ensure no associated increase in flood risk, the proposed Project developed an overarching Drainage Strategy to ensure the implementation of Sustainable Drainage

Measures (SuDS). These measures, which will be further developed through detailed design, are in line with CIRIA SuDS manual C753 (2015), Greater Dublin Regional Code of Practice and associated GDSDS Technical Documents and Fingal CC Blue/Green infrastructure for Development Guidance Note. The proposed measures are designed to ensure no increase in existing runoff rates throughout the proposed new development as a consequence of the works. It is further noted that there is no specific history of flooding at Estuary Court. (See EIAR App18.5 Flood Risk Assessment).

Q. Will there be members of the drainage on the site at all times throughout the build as we don't have the most reliable weather and we feel it would be a great comfort to all the residents known there we be in place to prevent any unforeseen issues.

### **Concerns After Metrolink is Built and Operational**

There are currently many mature trees (30 years) and much landscaping along our boundary wall. If this landscaping must be removed to allow for the construction works, it should be reinstated with as many mature trees as possible. It is also important that there is a maintenance plan in place after the construction has completed to ensure that the trees and landscaping can flourish and grow to an acceptable state in a reasonable amount of time.

### **TII Response**

See response items (3),(5) and (9) above

Q. could there be a review of the trees as it would be a great impact on the local environment to cut down so many mature trees if it could be avoided and If rat run was not implemented inside our estuary court estate would the trees have to be removed and has there been any alternatives looked at as to, is it possible to remove only as part of your liner pack model.

### **Concerns After Metrolink is Built and Operational**

With Estuary Court location very close to the proposed Seatown Station, there is a risk that people will use Estuary Court as a park and ride facility. We would like to liaise with the TII and Fingal Co. Co. on this to agree on the optimum solution.

### **TII responses**

As detailed in Chapter 06 (MetroLink Operations and Maintenance), the Project has been designed to ensure maximum interchange with other modes of transport, specifically, sustainable modes such as public transport, walking and cycling, rather than private vehicles for those within the station catchment. Overall, the provision of MetroLink will reduce the number of car trips to and from the area, as evidenced in Chapter 09 (Traffic and Transport) and Appendix A9.2-L Seatown Station that there will be a reduction of up to 2,000 car trips to and from the zones within 2km of Seatown Station over the 12hr period, reducing the demand for informal parking around the stations. Additionally, the Park and Ride Facility provided at Estuary Station will be less than 1.5km from Estuary Court and therefore anyone wishing to drive to and park in the Swords area is likely to use this facility which will accommodate approximately 3,000 vehicles. TII will continue to work closely with FCC post construction to identify and remedy any further difficulties which may arise in relation to this matter.

Q. sustainable modes such as public transport, walking and cycling, rather than private vehicles. There is no public transport from anywhere in Swords going to or near Seatown station and as you have pointed out it 1.5km to the next park and ride so could you tell me why has the TII and F.C.C not made any provisions for parking (exp F.C.C car park) and not our housing estate. Again there seems to be an blind spot when it comes to any F.C.C facilities or planning for anything other than what the TII say is the only option.

#### 34. Conclusion

We would ask you to give due consideration to our concerns and points made above and request the TII to make the necessary changes to ensure the Metrolink project doesn't destroy the Estuary Court community.