

## Appendix B

### Database of collated questions

Doc. No. P0027301-1-H3 Rev. 0 - September 2022



No.TOT	Author	No.Auth	Topic	Sub-Topic	Comment / Question
1	ACRA	1	Details about Railway Application Order, Documentation and RINA involvement	RINA involvement	Have RINA had the opportunity to evaluate and review the Environmental Impact Study?
2	ACRA	2	Impacts, damages, monitoring and compensations	General impact on construction phase	What is the anticipated impact on nearby properties due to the enabling works and relocation of services from east side to west side of Ballymun road opposite the station from: a. Noise b. Vibration b. Access to our houses c. Dust and mud d. Traffic gridlock e. Vermin
3	ACRA	3	Timeline and penalties	Timing	What is a realistic estimation of the timeframe to complete these preparatory works?
4	ACRA	4	Timeline and penalties	Timing	How realistic is the timeframe quoted for the overall build? From Prep Works through to Station Completion
5	ACRA	5	Details about Railway Application Order, Documentation and RINA involvement	RINA involvement	During and post construction can RINA provide an independent assessment of the risk of soil settlement for those properties near the tunnel and on the perimeter of the station box zone?
6	ACRA	6	Impacts, damages, monitoring and compensations	Flooding and settlements	What is the risk of such settlement causing structural damage to these properties? a. During Build b. During Operation
7	ACRA	7	Impacts, damages, monitoring and compensations	Monitoring	How would such structural damage be measured?
8	ACRA	8	Impacts, damages, monitoring and compensations	Flooding and settlements	The area is already prone to Flooding and settlement- the wad river is culverted in this area so what is the likelihood that such a major concrete structure will result in water movement to the front and sides of the tunnel and station box excavations?
9	ACRA	9	Impacts, damages, monitoring and compensations	Flooding and settlements	Will this worsen the existing Flooding and settlement problem?
10	ACRA	10	Impacts, damages, monitoring and compensations	Compensations for damage and disturbance	How can residents be compensated for any damage of Flooding and settlement or Structural Damage.
11	ACRA	11	Impacts, damages, monitoring and compensations	Evaluation of impact for noise and vibration	There are a number of houses very close to the tunnel wall and the station box / construction zone. These are situated north and west of the station on Ballymun Road. The senior citizens who live in apartments in Albert Court to the south are also extremely close to the tunnel wall and station construction site. What level of noise and vibration during excavation due to rock blasting and breaking and spoil removal can we realistically expect - will this be tolerable to those living so close to the works?
12	ACRA	12	Impacts, damages, monitoring and compensations	Resident relocation	If not should those residents worst effected be offered temporary relocation during the worst phases of the noise and vibration impacts?
13	ACRA	13	Impacts, damages, monitoring and compensations	General impact on operational phase	During the operational phase what are the likely impact for those residents who live very near the station entrances from: a. Passenger Noise b. Antisocial behaviour c. Station machinery/vents/fans /running gear etc
14	ACRA	14	Traffic and accessibility	Traffic management and disruption	Details about Application Order and RINA involvement traffic disruption in the wider area due to lane closures along Ballymun Road
15	ACRA	15	Traffic and accessibility	Traffic management and disruption	Given close proximity to schools, Church and one of the busiest junctions in Dublin, what provision will be made for access by emergency services?
16	ACRA	16	Traffic and accessibility	Resident access	Access Issues for Albert College Estate residents due to the closure of the Albert College Drive/Ballymun Road junction
17	ACRA	17	Impacts, damages, monitoring and compensations	Impact on property values	What effect will this project have on property values before, during and after project completion? Some residents may wish to consider selling up and moving rather than face major disruption for a period of 7-10 years.

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18	ACRA	18	Alternative locations and alignment options	Alternative locations	<p>Alternative Station Location. During the previous Metro North project in 2008 our joint associations proposed an alternative station location to the then Railway Procurement Agency (RPA) This was on the north- western perimeter of Albert College Park as there are far fewer properties close to this site. The RPA drew up 4 preliminary designs for park based solutions. During the Railway Order oral hearing, An Bord Pleanala felt that the amenity value of the park land was of greater importance than impact on residential properties and did not accept this alternative location. 20.the current Metrolink project, we once again suggested to TII that the proposed In intervention shaft structure already planned for Albert College Park could be up-scaled to a fully functioning station. This option has thus far been rejected by TII.</p> <p>In RINA's professional opinion should we continue to propose this alternative station location in our submission to An Bord Pleanala, as part of the Railway Order Application process?</p>
19	ACRA	20	Alternative locations and alignment options	Shaft and venting	In the current Metrolink project, we once again suggested to TII that the proposed intervention shaft structure already planned for Albert College Park could be up-scaled to a fully functioning station. This option has thus far been rejected by TII. What is the actual cost difference between the two options? Has this been properly costed?
20	ACRA	22	Construction, installation and operation methods	Spoil extraction	In RINA's professional opinion should we consider requesting to have the station excavated from the tunnel upwards with spoil being removed through the tunnel? Would this cause less disruption and disturbance than the proposed open cast top down excavation?
21	ACRA	23	Details about Railway Application Order, Documentation and RINA involvement	RINA involvement	What other advice can RINA provide in assisting us to prepare our submission to An Bord Pleanala as part of the Railway Order Application process and the oral hearing?
22	ACRA	24	Timeline and penalties	Timing	Given the recent announcement by the NTA of the Greater Dublin Strategy, what impact is this likely to have on timings of the project.
23	ACRA	25	Timeline and penalties	Timing	Do they need to start the build within a defined timeframe of getting Bord Pleanala approval?
24	Ashley	1	Impacts, damages, monitoring and compensations	Compensations for damage and disturbance	With particular reference to the houses on Ashley Avenue near the green area, what type of insurance cover will be in place so as to cover any damage that may arise due to the installation of the train tracks
25	Ashley	2	Construction, installation and operation methods	Works boundary	Where exactly will any works boundary fences be placed while the works are being completed
26	Ashley	3	Impacts, damages, monitoring and compensations	Mitigation measures for noise and vibration	<p>VIBRATION</p> <p>What mitigation measures will be put in place so as to prevent any vibrations either during the construction phase or in the future operation of the Metro link, being felt in houses once the track is in use (for example floating track?)</p>
27	Ashley	4	Alternative locations and alignment options	Shaft and venting	<p>VENTS</p> <p>Are we correct in understanding that no venting for the track will be in place for the entire area of the Ashley Green?</p>
28	Ashley	5	Timeline and penalties	Timing	<p>Is there any current estimate for the length of time the works in the Ashley estate may take?</p> <p>Is there any idea on start dates for the work in the Ashley area even if only relevant to the start date of the project as a whole.</p>
29	Ashley	6	Impacts, damages, monitoring and compensations	Compensations for damage and disturbance	<p>RESTORATION OF ASHLEY GREEN AREA</p> <p>The matter of the proposed linear park is totally opposed by all the residents in Ashley and until resolved, we are totally against the track being placed within the estate. Opposition to the track will not be withdrawn until such time as this specific matter is concluded to the satisfaction of the residents and should be considered in all other questions / points raised in regards to any works.</p>
30	Ashley	7	Impacts, damages, monitoring and compensations	Mitigation measures for noise and vibration	What noise reduction measures will be employed during all stages of construction

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31	Ashley	8	Traffic and accessibility	Works access	What access will be used to the works for the duration of construction. Can the project provide cross section of the project proposals at Ashley Avenue and Chapel Lane, from the western boundary of the project (boundary with R132), to the houses at Ashley Avenue and Chapel Lane, and show how concerns of residents, already submitted, have been accounted for in the proposals? Can the project detail the specific access locations for project traffic and how are anticipated to interact with existing traffic at these locations at Ashley Estate?
32	Ashley	9	Traffic and accessibility	Resident access	Will there be any reduction to the width of Ashley Avenue in the area adjacent to the works?
33	Ashley	10	Green areas and recreational spaces	Trees replacement and new planting	ASHLEY GREEN Assuming point 6 is resolved as indicated, what planting and walls will replace the current trees and walls surrounding the estate (e.g., Height, style etc.)
34	Ashley	11	Construction, installation and operation methods	Tunnel	How deep will the "cover" over the track be? And what distance will the houses be from the track. This needs to be established for each house adjacent to the green
35	Ashley	12	Alternative locations and alignment options	Alignment options	Why does the current preferred route of the project not take full account of the current Fingal Co. Co. Development Plan (2017..2023 ref. Map No.?)
36	Ashley	13	Green areas and recreational spaces	Trees replacement and new planting	BIODIVERSITY Can the project detail the biodiversity compensation for the loss of current biodiversity at the Public Open Space at Ashley Estate (and R132 / Malahide Road), inclusive of all species surveyed and the possible negative impact on protected species?
37	Ashley	14	Timeline and penalties	Penalties	Can the project detail the mechanisms of penalty on any contractor/ subcontractor who does not adhere to contractual conditions? Will the project undertake to provide reasonable notice to residents of any changes to programme schedules including the reasons for changes, during the course of the project?
38	Seatown	1	Green areas and recreational spaces	Linear Park	At the meeting your architect was speaking with glowing reference to this "linear park" that will run alongside the Metro, we would like to know as to how this would be of benefit to the Seatown Residents ?
39	Seatown	2	Green areas and recreational spaces	Trees replacement and new planting	Removal of all mature trees which have lined the Swords Bypass for over 30 + years now, as per your proposal it seems that these will be removed all the way down the bypass , this will have a catastrophic environmental impact on the local community : 1. How to you propose to compensate for the loss of absorption of C02 from the atmosphere , particularly at a time when our Rainforest etc are being decimated . A few token trees here and there will not come close to negating what you propose to remove. How do you intend to reimburse the planet for this loss ? 2. These tress have acted as an acoustic barrier and also absorbed a lot of the pollutants from the Bypass traffic , what do you propose will compensate for this if these are all cut down?
40	Seatown	4	Details about Railway Application Order, Documentation and RINA involvement	Content of Environmental Impact Statement	Environmental Impact Statement It is our understanding from listening at the meeting that Councillor Anne Graves has asked repeatedly for this ? if this is not the case could we please be issued with it for review/comment.
41	Seatown	5	Details about Railway Application Order, Documentation and RINA involvement	Content of Railway Application Order	Site Survey Report - Geotechnical Data Again can we get a copy of same , as we believe that our estate and Estuary court are built on an old quarry and we would have great concern on stresses , subsidence / damage etc to our homes - as alluded to by councillor Graves ( if memory serves) this is happening to homes where the Tunnel is built under

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42	Seatown	6	Impacts, damages, monitoring and compensations	Mitigation measures for noise and vibration	<p>Piling</p> <p>With regard to Piling for the underground portion of the Track- I myself have worked on several major construction projects in a managerial capacity ( Clancy Quay Phase 1 , London 2012 Olympic Games to name 2 of many ) and have 1st hand knowledge of piling for underground carparks etc , and I have yet to come across this acoustic barrier that your colleague spoke of that will shield us residents of the noise pollution that will be ongoing for 2 years during construction .if you could share the proposal for this please and maybe if there is a “live project “ we could visit to witness this barrier .</p>
43	Seatown	7	Green areas and recreational spaces	Seatown Green Area	<p>Green Area</p> <p>1. You propose to take at least half of our green for the Metro - I fail to see how this will benefit the residents of Seatown Villas</p> <p>2. You propose to bring 2 no. paths into our estate from the Metro which will bring I would think at least an extra 1,000 people per day ( conservative estimate) through our estate ,As previously stated we have a very broad demographic of people in our community and we fail to see how the opening of walkways will benefit us</p> <ul style="list-style-type: none"> <li>- elderly will be less secure in their homes due to the inevitable rise of foot traffic through same and with that antisocial behaviour</li> <li>- our children will not be safe to play on our greens due to the proximity of the Metro and also the potential of strangers coming through which could lead to assault or even abductions .</li> </ul> <p>3. Construction of Metro - you plan on us losing our Green area for 2 years , this is a substantial amount of time in the life of both Elderly and Young to be without their recreational space.</p> <p>Do you plan on using our estate as a through Traffic area for Heavy goods/Materials for this project ?</p>
44	Seatown	8	Traffic and accessibility	Traffic management and disruption	<p>As pointed out at the meeting this will bring increased traffic through our estate , in the form of parking (even for construction) and during use, not to mention the “ drop offs” that will occur daily.</p> <p>As was pointed out at above meeting residents are already gridlocked every morning and afternoon due to close proximity to St. Colmcilles National schools and Fingal Community College .</p> <p>Your colleague pointed out that public transport is not in your remit , I would also deduce form that this would mean the traffic planning /management after construction would not be part of your brief either ?</p> <p>Suffice it to say we already have 2 traffic routes and 4 pedestrian routes into our estate , we do not want nor need any more .</p>
45	Seatown	9	Green areas and recreational spaces	Linear Park	<p>An aside to environmental reservations outlined above , we have made the following observations also :</p> <p>Nearly all ( if not all) examples you have shown as far we can gather have been in cities and heavily urbanised areas , the residents of these areas are what we would term” city dwellers” in that they have chosen to live or were born in these densely populated areas , and it would seem this is their choice for their way of life.</p> <p>We as residents of Seatown Villas , have bought these homes due to the local amenities and green areas surrounding them ,where we can raise our children with a sense of security allowing them to play on our green areas, not to have a rail track adjacent to our homes and a rail station- with constant noise and light pollution.</p> <p>We have not chosen to live beside a Metro Station .</p>

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46	Seatown	10	Alternative locations and alignment options	Alignment options	<p>We would like to know what other alignment alternatives have been discussed prior to this draft that seems to be the most obtrusive , environmentally impacting route ? it is impacting on both sides of the Bypass through Swords destroying hundreds of trees on this Avenue from Carlton Court , Swords Demesne and Seatown /Estuary court.</p> <p>We note that you propose to take down the existing footbridges permanently thereby endangering pedestrians as they will now have to cross the roads. What safety analysis have you carried out on this proposal?</p> <p>Road traffic will surely be heavier in the locality due to more traffic restrictions ( lights where once there was roundabouts ), which in turn will create heavier pollution. What analysis have you carried out on this issue?</p> <p>Could the Metro not traverse down the median strip of Bypass ? this would save all ecosystem either side of bypass (as has been done for Luas on the Naas Rd.?) The elevated alignmnet was proposed to use the median after all, was it not?</p> <p>Could be a station built in the County Councils Carpark ? ( as they already have another carpark behind the Courthouse ) negating the one for Seatown Villas.</p> <p>Could there be a station opposite to Fingallians which is less than 100 mts further down the road from proposed stop.</p> <p>We questioned why it must go underground and it was somewhat dismissed that you had tried alternatives but they will not work , if we could have the proposals and reasons as to why they won't work it would be much appreciated</p>
47	GADRA	1	Construction, installation and operation methods	Tunnel	What is the shallowest depth of the tunnel within our area--is this in keeping with best international practice-to minimise impacts during construction and eliminate impacts during operational phase?
48	GADRA	2	Alternative locations and alignment options	Alignment options	What is the deepest point within our area?
49	GADRA	3	Construction, installation and operation methods	Tunnel	How will tunnel be secured into rock-is this in keeping with best international practice-is there a better method
50	GADRA	4	Impacts, damages, monitoring and compensations	Mitigation measures for noise and vibration	What is the zone of influence around the tunnel -is this from the center of tunnel or from exterior of tunnel (including rock bolts) - is this in keeping with best international practice-to minimise impacts during construction and eliminate impacts during operational phase
51	GADRA	5	Impacts, damages, monitoring and compensations	General impact on construction phase	If one house on a terrace is within the zone of influence should the full terrace not be included- (Stella avenue comes to mind)
52	GADRA	6	Impacts, damages, monitoring and compensations	Mitigation measures for noise and vibration	What is the zone of influence around the station box and Shaft box- is this in keeping with best international practice-to minimise impacts during construction and eliminate impacts during operational phase?
53	GADRA	7	Impacts, damages, monitoring and compensations	Monitoring	Who monitors the compliance of the actual work area around the tunnel/ shaft-we have a fear that as the Shaft site is in a park that spoil and machinery will spill out into the full park?
54	GADRA	8	Impacts, damages, monitoring and compensations	Compensations for damage and disturbance	Given the importance of the park and wild life will the shaft be a dark site at night.
55	GADRA	9	Construction, installation and operation methods	Tunnel	Will small cross over tunnels be required ( will these need to be blasted and drilled by hand)
56	GADRA	10	Details about Railway Application Order, Documentation and RINA involvement	Content of Railway Application Order	Where will electricity substation be - will they be above ground- will they be part of RO
57	GADRA	11	Impacts, damages, monitoring and compensations	Resident relocation	Will residents have to be moved out of their homes in our area because of construction impacts and what /who make this decision
58	GADRA	12	Impacts, damages, monitoring and compensations	Monitoring	What is the margin of deviation- both vertical and horizontal- is this within best practice guideline- who will monitor this deviation
59	GADRA	13	Details about Railway Application Order, Documentation and RINA involvement	Content of Railway Application Order	Will construction methodology be part of the application and conditions of granting RO (this is important as this may impact hugely on residents)



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60	GADRA	14	Alternative locations and alignment options	Alternative locations	Part of ToR for the independent expert group- is to review published EPR and PR - we would welcome your input with regards to the changes made from EPR to PR which necessitated the need for a shaft. We would like you to show us how/why the PR is deemed to be better than the EPR. We know that one group mounted a very large successful public campaign to move the station from their property and indeed this was supported by TDs including the Tanaiste, and Minister for Finance from the Dail floor (included in official record of proceedings) . The movement of this station now requires the building of a shaft- we want to know if this move was made for technical reasons that have improved the project or indeed just a response to lobbying. (We all support the movement of the launch site of the TBMs from the Mobhi road site but not the movement of the station)
61	GADRA	15	Construction, installation and operation methods	Shaft	Is this in keeping with best international practice- to put in shaft rather than a station
62	GADRA	16	Construction, installation and operation methods	Shaft	Can shaft be avoided in any way
63	GADRA	17	Alternative locations and alignment options	Alternative locations	Have TII demonstrated in their documents why the Collins ave station cannot be moved to the North West corner of Albert College Park which would eliminate the need for a shaft within the park- this site we know is suitable for a station as a station was situated here in the successful RO for Metro North
64	GADRA	18	Construction, installation and operation methods	Shaft	What is the cost difference of a shaft V a station?
65	GADRA	19	Alternative locations and alignment options	Alternative locations	By moving Collins Ave station slightly to North West corner of Albert College and eliminating the need for the shaft - how much could this save potentially
66	GADRA	20	Construction, installation and operation methods	Shaft	Are shafts used as access points for maintenance during operational phase
67	GADRA	21	Construction, installation and operation methods	Tunnel	Is a single bore tunnel instead of a twin bore in line with Best international practice- does it make fire safety more difficult or access in emergency, evacuation air quality etc
68	GADRA	22	Construction, installation and operation methods	Spoil extraction	Will the shaft site be used for extraction spoil from the TBM tunnel esp from some of the tighter station boxes
69	GADRA	23	Construction, installation and operation methods	Spoil extraction	Routes of spoil extraction - a) are they dependant on NTA CBC implementation? b) will they be part of RO or decided at a later stage by DCC c) will spoil /construction traffic routes be part of RO d) we are the only area which will have a CBC directly above a Metrolink - have TII adequately referenced this in their decision making on PR
70	GADRA	24	Details about Railway Application Order, Documentation and RINA involvement	Content of Environmental Impact Statement	Do TII have a public health expert preparing the human health section of EIA/EIS ( they didn't the last time)
71	GADRA	25	Impacts, damages, monitoring and compensations	Monitoring	Will air quality/ Noise be monitored around station and shaft (given proximity of these residents may be experiencing issues from both at the same time. Will residents have access to real time information on these readings - will it be actionable- who will have responsibility
72	GADRA	26	Impacts, damages, monitoring and compensations	General impact on construction phase	Vermin issues need to addressed for the whole community - much larger than zone of influence. Was a noted issue on the Dublin Port Tunnel.
73	GADRA	27	Construction, installation and operation methods	Tolka river	Water/drainage/ Flooding and settlement pollution- is it planned to use the Tolka river
74	GADRA	28	Impacts, damages, monitoring and compensations	Mitigation measures for noise and vibration	Security issues at site need to be in line with best international practice-to minimise impacts during construction and eliminate impacts during operational phase
75	GADRA	29	Traffic and accessibility	Works access	Parking. Vehicles idling when waiting to enter site- etc
76	GADRA	30	Traffic and accessibility	Road cleaning and resurfacing	Road cleaning again well outside the zone of influence will be required - will this be addressed in application
77	GADRA	31	Details about Railway Application Order, Documentation and RINA involvement	Content of Railway Application Order	Hours of works and hours of tunnelling - will they be part of RO or left to DCC
78	GADRA	32	Impacts, damages, monitoring and compensations	Monitoring	Shaft- will the fans ventilate tunnel passively all the time - will they be actively turned on when pm10s rise in tunnel - will there be monitoring of this around the shaft ongoing in operational phase
79	GADRA	33	Impacts, damages, monitoring and compensations	General impact on operational phase	Will homes on Hampstead need to be evacuated if incidence in the tunnel and fans need to clear smoke

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80	Estuary	1	Alternative locations and alignment options	Alignment options	Why is the alignment not being built within the median of the R132, as per the previous concepts? This would avoid any major intrusion into the housing estates?
81	Estuary	2	Green areas and recreational spaces	Linear Park	Has consideration been given to the fact that the planning basis of the DCC Walled Estates such as Estuary Court etc, would be permanently altered by the linear park concept, against residents wishes?
82	Estuary	3	Impacts, damages, monitoring and compensations	Flooding and settlements	What proposed mitigations and measures are TII proposing to deal with the increased risk of flooding likely in the area after the alignment has been built, especially with all of the proposed traffic system alterations?
83	Estuary	4	Impacts, damages, monitoring and compensations	Archaeology and Heritage	Estuary Residents understood that there was a site of some archaeological significance in their green area. What account has been taken of this in the planning of the alignment? Have archaeological surveys been undertaken?
84	Estuary	5	Impacts, damages, monitoring and compensations	General impact on construction phase	Estuary Residents were concerned about the use of their green area as a construction compound. Has due consideration been given to the use of the FCC car park (very lightly used) or Woody's car park? Which other options have been considered?
85	Estuary	6	Construction, installation and operation methods	Tunnel	Estuary Residents will accept the alignment if it is entirely cut and covered. Can TII confirm that this is the case?
86	Hampstead	1	Alternative locations and alignment options	Alignment options	Hampstead Residents are concerned that the choice of siting for Collin's Avenue station has not been properly considered. Has full consideration been given to the proposed growth in the DCU site and the Marlets properties sites? Why, when the station was dual entrance in Metro North is it single entrance now? This will be a potentially very highly used station. Would returning Collins Avenue station to its original position and dual entrance configuration in MN alleviate these problems?
87	Hampstead	2	Alternative locations and alignment options	Shaft and venting	Given that it will only have 60 metre platforms and 1 entrance would it not make sense to have another station in ACP rather than an intervention shaft? What would be the cost difference between these 2 options? What would it cost to make provision for a future station in ACP even if not activated at the present time?
88	Hampstead	3	Green areas and recreational spaces	Trees replacement and new planting	Could the site for the intervention shaft be reduced in footprint? It is extremely large for what is only an emergency facility in terms of parking etc. and takes up a lot of prime parkland.
89	Wadlei and Hillcrest	1	Traffic and accessibility	Traffic management and disruption	Has specific consideration been given to the issues surrounding accessibility to St Michael's House special school for the disabled students and carers?
90	Prospect ACA	1	Impacts, damages, monitoring and compensations	Compensations for damage and disturbance	Prospect ACA members are extremely concerned about settlement and subsidence and the compensation schemes being proposed. Is it true that TII is proposing a 1 year envelope for damages due to settlement issues in their scheme and a 30 metre zone of influence? Why does TII think these values are appropriate? What about longer term damages? The Merino residents experiences from the DPT is not encouraging in this regard.
91	Prospect ACA	2	Impacts, damages, monitoring and compensations	Resident relocation	Would the residents overlooking Glasnevin Station site be 'bought out' by TII? If not what measures would be put in place to mitigate their situation?
92	Prospect ACA	2	Impacts, damages, monitoring and compensations	Resident relocation	What measures are being developed to accommodate local community needs at Glasnevin Station? How is the functional allocation of the finished spaces being developed and when can the residents see this work? How is anti-social behaviour at the potential station to be managed? What heritage buildings will be affected and how are these effects being mitigated?
93	Dartmouth	1	Impacts, damages, monitoring and compensations	Mitigation measures for noise and vibration	Severe disruption from construction traffic, pile boring, excavation, tunnelling and on-going construction activities are a given, quite probably lasting for years. What mitigating factors are available? Will re-location be necessary/considered/duration? Will compensation be paid for severe disruption? (Maybe not your remit)
94	Dartmouth	2	Construction, installation and operation methods	Tunnel	Duration of TBM pass-through?



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95	Dartmouth	3	Impacts, damages, monitoring and compensations	Evaluation of impact for noise and vibration	NOISE AND VIBRATION FROM TRAIN MOVEMENTS NOISE FROM VENTILATION SHAFTS, EXTRACT FANS, AND FIXED PLANT NOISE AND NUISANCE FROM ESCALATORS Noise and vibration from operational activities are a far more serious concern, in that this disruption will be permanent, and persistent. Exactly what level of disturbance, and permanent property devaluation, can be expected? How is it proposed to mitigate this nuisance value in a residential area?
96	Dartmouth	4	Impacts, damages, monitoring and compensations	Evaluation of impact for noise and vibration	NOISE, AND ACOUSTIC CALCULATIONS Can you examine the acoustic scenario likely to be really experienced at Dartmouth Road and environs, to include the issues raised in the above paragraphs? Can this evidence be presented in a realistic way, which can be fully understood by non expert receptors? If genuine concerns are raised in this connection, what means do we have at our disposal to ensure proper mitigating measures are enforced?
97	Dartmouth	5	Traffic and accessibility	Traffic management and disruption	TRAFFIC PROJECTIONS Again, this is a matter of great concern - experts predict one thing, residents live with the results. Where is the responsibility for this flawed expertise?
98	District 7	1	Impacts, damages, monitoring and compensations	Compensations for damage and disturbance	Resident parking only to be applied to all surround areas for the duration of the works
99	District 7	2	Impacts, damages, monitoring and compensations	Compensations for damage and disturbance	Rates free period for local businesses during the works
100	District 7	3	Impacts, damages, monitoring and compensations	General impact on construction phase	Working hours to be advised and agreed with residents
101	District 7	4	Impacts, damages, monitoring and compensations	Impact on property values	Engineers report on existing properties
102	District 7	5	Construction, installation and operation methods	Spoil extraction	NTA map of how soil to be removed
103	District 7	6	Alternative locations and alignment options	Alignment options	Bus connect and metro North is that being thought about ie linked up
104	District 7	7	Impacts, damages, monitoring and compensations	General impact on construction phase	Single point of contact for issues. Community liaison officer 24 hrs?
105	District 7	8	Traffic and accessibility	Traffic management and disruption	Truck direction
106	District 7	9	Impacts, damages, monitoring and compensations	General impact on construction phase	Small tight site - how will this be managed
107	District 7	10	Traffic and accessibility	Works access	Musgrave site to hold parking for working?
108	District 7	11	Alternative locations and alignment options	Alternative locations	Existing station under Mater can it be used? Clarification why not going ahead with existing station. Ask for engineers report
109	District 7	12	Impacts, damages, monitoring and compensations	Compensations for damage and disturbance	If Four Masters site used ask for Metro North to provide guarantee in writing that it will be reinstated
110	District 7	13	Construction, installation and operation methods	Spoil extraction	Can Four Masters tunnel spoils be removed elsewhere via another site station like Des Kellys location to reduce truck traffic in our locality?
111	District 7	14	Traffic and accessibility	Traffic management and disruption	Traffic management during works?
112	District 7	15	Impacts, damages, monitoring and compensations	General impact on construction phase	Weekend work?
113	District 7	16	Impacts, damages, monitoring and compensations	Evaluation of impact for noise and vibration	Noise disturbance how is it level agreed and monitored?
114	District 7	17	Timeline and penalties	Timing	Time frame
115	District 7	18	Traffic and accessibility	Road cleaning and resurfacing	Full roads resurfacing proposed?
116	District 7	19	Impacts, damages, monitoring and compensations	General impact on operational phase	Landscaping