
TECHNICAL NOTE

Project **Ringaskiddy Waste to Energy**
Subject **Oral Hearing Questions - Noise**
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Response to Noise Queries

Query

1. "Construction compound in the western field. Query from Ms O'Sullivan. "Distances of noise impacts appear to be measured from main plant during construction phase not the western field. Has noise from the western field (compound) been addressed? Is assessment adequate? "this area will be raised and open – concern re noise impacts from this area"

Response

A detailed noise model of the key construction phases has been prepared as part of the EIS. Construction activities within the western field have been modelled assuming a worst case level of activity occurring at any one time. As detailed in Tables 10.13 and 10.15 and illustrated in Figures 10.3 to 10.8 of the EIS, activities within the western field and construction activities at the main WTE facility have been modelled to occur all at the same time. The calculated construction noise levels from this worst case scenario are all below the strict construction noise criteria (set out in Section 10.5.1.2 of EIS).

Activities within the construction compound at the western field will be less intrusive compared to the worst case scenario assessed within the EIS and hence will also comply with the strict construction noise criteria for the duration of the construction project.



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Query

2.0 Query from Ms O'Sullivan

"Have noise impacts from proposed 2 week operational period shutdown (in western field) been assessed? Is the assessment adequate"?

Response

The main use of the western field area during a planned operational shutdown will be to house temporary Portacabins for offices and canteen use. There will also be car parking provided. The proposed use of this area will not generate any significant noise impacts at the nearest noise sensitive locations. Notwithstanding this, the operational phase of the WTE facility and any ancillary activities will be required to comply with the strict noise emission limits set within the EIS and licensed by the EPA, hence the operation of any planned shutdown will operate within the same noise emission limits as the main WTE facility.

Query

Query from Ms O'Sullivan

3.0 EIS – reference Table 7.17 – 6-7am peak east of ferry junction (203% increase).
What are the noise impacts of this increase?

Response

Section 10.5.2.3 and Section 10.5.2.7 of the EIS deal specifically with the increase in traffic along the N28 east of the ferry junction between the 6 to 7AM Peak hour.

This issue is also addressed in Section 3.2 of the noise and vibration witness statement.

The assessment has determined that an increase in traffic noise will be experienced along the N28 road to the east of the ferry port during the proposed AM peak hour of 06:00 to 07:00hrs. Due to the low volume of existing traffic during this one hour, the relative increase is categorised as 'moderate' to 'major' in accordance with the assessment guidelines used (Table 10.10 of EIS). The actual level of traffic noise experienced at the properties in question is similar to and in line with traffic noise levels during the current peak AM peak hour between 07:30 and 08:30hrs when traffic is accessing the existing industrial, educational and commercial facilities along this section of road.

Query

Query from Ms O'Sullivan

4.0 Table 10.22 – Martello park is referenced but it is missing from the EIS document?

Response

Table 10.16 in Section 10.5.2.7 (Chapter 10, Page 30) of the EIS, should be labelled 10.22 in line with the text above this table.

Query:

5.0 “Has sound inversion been taken into account in the noise impact assessment?”

Query by Dr Higgs who stated that in “Cork Harbour there is a phenomenon of sound inversion in Cork Harbour. Residents in the harbour may hear noise from Ringaskiddy during evening time and night time”.

Response

The noise model prepared for the development takes account of the ground factor of the intervening ground between the source and the receivers across the assessment area. Water is a reflective surface and hence the area of the harbour and any other water bodies are modelled with as ‘hard’ or ‘reflective’ ground cover. Similarly agricultural and greenfield lands would be modelled as ‘soft’ or ‘absorptive’ ground.

The phenomenon of sounds being audible across the harbour is likely due to the reflective nature when the harbour water is still. As noted, the noise model takes account of these ground conditions in its calculation. In addition, the noise model calculates noise levels for downwind conditions as standard to assess worst case scenarios.

Query:

6.0 Query from Councillor Dalton

Have the impacts of noise on Shanbally school been addressed?

Response

The peak traffic period during the operational school hours is between 14:00 and 15:00hrs. The traffic impact analysis has calculated a 6% increase in traffic volumes during this time period along the N28 in proximity to Shanbally School. The small increase in traffic along this section of road compared to the existing volumes of traffic passing along this road link will not result in any significant noise impact at the school.