

Submission No.			11	
Organization Name or Name of Submitter			Anne Behan and John Kearns (79 Seatown Villas, Swords, Co Dublin)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway Order Application - MetroLink: Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to Charlemont, Co. Dublin				
1	Section 1: The plan for new openings/access into Seatown Villas from the Linear Park proposal	1	We fully support and agree with the other Seatown Villas residents who had a chance to speak on the call back in October 2021 and outlined their objections to opening up an access point between the R132 and Seatown Villas via the proposed linear park (refer to image 1 & 2). There is no good reason to do this. All it will do is drive additional traffic both vehicular and pedestrian (walking/cycling) into a very quiet residential area.	While noting your comment supporting an objection to a linear park along the route of the Metrolink, its purpose is aligned to the Fingal Development Plan 2017-2023 (Draft Development Plan 2023-2029) and with Fingal County Council R132 Connectivity Project recently consented. Further detail supporting this statement is provided below.
2	Section 1: The plan for new openings/access into Seatown Villas from the Linear Park proposal	1	It would not add any significant time delay for people to have to use the current access points via Seatown Road to the Seatown roundabout or via North Street via the R125 to the Estuary roundabout. In fact, as these are the main current pedestrian or cycle options for people today, then it doesn't create an impression that they would be inconvenienced taking the same routes in the future once Metrolink is open.	Permeability and ready access to the Metro are important aspects of the design intent and TII feel that the arrangement indicated in the Railway Order application is the most appropriate in the context of the overall landscape design in this area.
3	Section 1: The plan for new openings/access into Seatown Villas from the Linear Park proposal	2	We suggest that you consult with Fingal Council on the issues that they have had with the small children’s playground in the Castle park on the other side of North street from Seatown Villas. With the majority of the residents of Seatown Villas either falling into an older demographic as it is the oldest residential estate in Swords or families with smaller children, it would be unfair to turn their peaceful living situation into an area when they would not feel safe with the amount of through traffic from mainly other areas in the town.	<p>TII note your concerns in relation to the proposals for the linear park. TII would like to note that the proposals here have been designed to take into account the R132 Connectivity Project promoted by Fingal County Council and 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.</p> <p>Throughout the Swords area the landscaping proposals outlined in the EIAR and Railway Order have been developed in consultation with Fingal County Council. The proposal aims to improve community connectivity through the development of the linear park linking all of the stations with the community in an open setting. 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.</p> <p>More broadly 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:</p> <ul style="list-style-type: none">•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.•CCTV will be installed throughout the MetroLink system including at station entrances, public realm and on trains to provide general security and surveillance of all the public areas, and to inform, if required, the directing and sending of staff to manage the situation.•There will be a MetroLink staff presence along the route for assisting passengers, security and deterring anti-social behaviour. <p>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.</p>

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4	Section 1: The plan for new openings/access into Seatown Villas from the Linear Park proposal	3	...this proposed linear park only extends from the proposed Estuary Junction to the proposed pedestrian crossing over the metro line (without any detail about how this new crossing bridges the R132)... sits between a dual carriageway, an exposed section of the metro line and a new planned pumping station. The new zig zag path from the proposed Estuary junction to North street offers the same access as exists currently (and in the proposed new layout) along the pedestrian path by the side of North street.	With the development of MetroLink and the FCC led R132 Connectivity project, future crossings of the R132 are intended to be at grade, signalised crossings as indicated on the application drawings. The zig-zag path is part of the overall landscaping scheme, the rationale of which is as outlined in (3) above. See EIAR Chapter 27, The Landscape e.g. section 27.5.3.4
5	Section 1: The plan for new openings/access into Seatown Villas from the Linear Park proposal	3	At the other end, it (the proposed linear park) only serves as a shortcut between Estuary Court and North street via Seatown Villas. Something that is not required as there is direct access from Estuary court via the pedestrian bridge over the Seatown roundabout on the R132 and will continue in the new proposed R132 Connectivity project where the proposed Seatown Road junction concept has both pedestrian and cycling crossings provided at all sides of the junction for easy crossing to either side of Seatown road or south along the R132 which would be the intended direction of travel for the majority of crossings at this junction to access the new proposed Seatown Metrolink station.	See response numbers (1) and (2) and (3) in relation to the landscaping proposals for this area.
6	Section 2: Alignment of the rail line and the construction method	5	We would also like to raise a question on the planned construction method described for the portion of the line that will be coming through Seatown Villas in the proposal. There is a section of the line once it is inside the current Seatown Villas boundary described as retained cut design (refer to image 5). Why is this being included in a residential area? Why can't this portion of the line continue as Cut and Cover design, the same as the portion of the line that enters and exits the current Seatown Villas boundary? At least, then there is a possibility to return the green space to closer to what it is currently after the construction works are complete. We would like more information on this regarding studies, regulations and requirements that would dictate for a retained cut section in an otherwise short section of tunnelled track.	A retained cut as opposed to a cut and cover solution has been proposed in this residential area as it is required to ensure the section of cut and cover south of this point will be adequately ventilated. Removing the retained cut section and replaceing it with a cut and cover solution will lengthen the cut and cover section requiring the provsion of active ventilation fan systems and may compromise emergency egress and evacuation arrangement in the event of an emergency. See also response number (10) in relation to the construction methodology.

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7	Closing paragraph	6	The residents of Seatown Villas will have to sacrifice a lot during the construction phase of the Metrolink project given the scale of the project... By returning the space and boundary conditions to the way they are now before any work starts should be the very least we are entitled to. A small community such as what exists today in Seatown Villas should not be made to suffer in order to facilitate the rest of Swords.	<p>See also response numbers (2) and (3) in relation to the landscaping proposals for this area.</p> <p>It is acknowledged that all residents along the route, including those at Seatown Villas will be impacted during the construction phase of the project. Various mitigation strategies to overcome potential construction impacts on the residents along the route have been provided in detail within each of the relevant Chapters of the EIAR, for example: Traffic and Transport (CH09), Noise and Vibration (CH's13 & 14), Biodiversity (CH15), Air Quality (CH16), and Landscape (CH27).</p> <p>The benefits of MetroLink to the boarder community of Swords include but are not limited to: Traffic, reducing congestion and improving air quality; Landscape, through enhancing the existing urban landscape, improving community connectivity and residential amenity; Economic and employment, by attracting commercial enterprise into the area; and Transport, with a quicker and more reliable mode of transport to and from Dublin Airport and the City Centre.</p> <p>By keeping within the Local Landscape Character Area (LLCA), the proposed MetroLink landscape reinstatement along the R132 between the Estuary and Pinnock Hill Roundabouts provides an integrated series of small local parks complete with seating, and planting, adjacent to the residential areas and which interconnects, encouraging pedestrian and cycle use, to form part of the longer green ribbon connecting the broader Swords community with MetroLink and across the R132.</p> <p>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.</p> <p>This proposal aligns with the Fingal County Council’s R132 Connectivity plans under the Fingal Development Plan 2017 – 2023 (Draft Fingal Development Plan 2023-2029), recently consented in 2022.</p>
8	Closing paragraph	6	There is no good reason why the current space and boundary conditions could not be returned when the works are complete.	See response numbers (3) and (7)
9	Closing paragraph	6	The green space and mature trees in Seatown Villas should be treasured. It is not progress to destroy them.	See response numbers (3) and (7)
10	Closing paragraph	6	These cut and cover & cut and open methods of construction are just cheaper alternatives to full tunnel construction which is what we have been promised since the first “Metro North” project back in 2001.	<p>TII have not arrived at the proposed solution for MetroLink through Swords without careful considerations of all of the options available. The final route selection now proposed has evolved from a Route Alignment Options Study, that commenced in 2016 that considered four potential route alignments through the Swords area.</p> <p>One of those route options in this study was along Swords Main Street in tunnel and this was included in the New Metro North Alignment Options Report as part of the preparation for the Emerging Preferred Route (EPR) Consultation process.</p> <p>However, it was not considered to have the same potential to support regional and local growth objectives for Swords and its environs when compared with an alignment along the R132 and therefore was not selected for the Emerging Preferred Route and consultation in 2018.</p> <p>A tunnel is usually the last option considered once other viable alternatives have been ruled out and is thus more typically appropriate in built up city areas due to the excessive demolition of buildings that would be required by other solutions.</p> <p>The EIAR Chapter 7, Consideration of Alternatives details the options that were looked at. [See section 7.6.4.3.3 for option assessment at the northern end of the line]</p>

Other similar Respondents list below:	
Response #	Respondent
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18	Ben and Tatiana Hurley
49	Colm and Caitriona Warfield
51	Conor and Lorraine Power
83	Elisabeth Vandenberghe
84	Emir McDonagh
86	Erica and Bryan Dalton
91	Eveleen Coyle
105	Godfrey Gillett
107	Grace Maguire
114	Helena Kelly
120	Ian and Eva Sutherland
126	Irene Sorohan
138	Jamie Maher and Others
144	John A Ryan
153	John Neary and Kathleen White
157	Karen Colgan
159	Kathleen McDonagh
161	Kevin Muaghan
164	Kohlin Lourenco
166	Leo and Anne Crehan
172	Louisa Gannon
197	Muiris O'Dwyer
203	Niall Parsons
207	Nicola O'Doherty
267	Rita Marie Harvey
319	Yvonne Allen