

Submission No.			089	
Organisation Name or Name of Submitter			Estuary Court Residents Association (16 Estuary Court, Swords), Submission No 2 (prepared by Barry Arthurs)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Letter Re: Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022, Estuary Court Submission No. 2- Short and Long Term Impacts of the Proposed MetroLink Route Through Estuary Court				
1	Cover letter	1	The submission sets out genuine concerns for the residents in Estuary Court. We understand for a large infrastructure project like the Metrolink, there will always be an amount of disruption however, we believe under the current proposal, Estuary Court will suffer an unproportional amount of disruption and also an enduring impact with the proposed linear park. We would be grateful if you would consider our submission favourably.	TII welcome your input and responses are provided below.
2	Cover letter	1	We welcome any questions you may have and would also so welcome the opportunity to represent the Estuary Court residents at an oral hearing.	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.
3	Executive Summary	9	The TII has submitted the Rail Order plans for the Metrolink route to cut through our housing estate. They propose to take away our safe open green spaces not just for the construction stage but 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.	<p>The proposed Project has been designed taking into account the R132 Connectivity Project promoted 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.</p> <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> <p>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.•There will be a MetroLink staff presence along the route for assisting passengers, security and deterring anti-social behaviour.

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4	Executive Summary	9	<p>The residents of Estuary Court do not oppose the Metrolink project, however, we do not believe enough consideration has been given to:</p> <p>1. The re-alignment of the route onto the R132 - See Submission No. 1 - Submission 090</p> <p>2. The long and short-term impact that the proposed works will have on the Estuary Court residents.</p> <p>In the short term there will be significant disruption to the residents of Estuary Court during the construction of the Metrolink. Our close proximity to the proposed works, will be akin to living on a building site for several years. This will have a negative impact on the mental and physical health and wellbeing of all the residents. It is essential that all possible mitigation measures are carried out and that an Independent Consultant is appointed for the residents to monitor and ensure noise and air pollution are kept within acceptable limits, if this proposed plan was to proceed.</p>	<p>For details on the R132 alignment option, see response (4) to submission #90 also from the Estuary Court residents (Estuary Court Submission 1) .</p> <p>TII recognise that there will be impacts related to the construction activity on certain communities and will ensure that these impacts are minimised as much as possible. It is expected that there will be no additional significant impacts on the Population during construction other than those detailed in Chapters 9 through to 27 of the EIAR. Section 11.6.1.2 of Chapter 11 (Population and Land Use) outlines the measures to mitigate and monitor impacts as a result of construction activity (including for noise and air quality) and the contractors and TII will be responsible for ensuring mitigation is implemented in full.</p> <p>The appointed construction contractor and Metrolink operator will have to prepare and implement a Construction Environmental Management Plan (CEMP) that includes a Health and Safety Plan to protect workers, control environmental pollution, and protect members of local communities from construction and operational activities. The contractor consults and seeks Fingal County Council approval for the CEMP prior to the commencement of any construction. An Outline CEMP has been prepared for the EIAR and can be found in Appendix A5.1.</p>
5	Executive Summary	9	<p>The proposed loss of our open green spaces during construction would have a severe impact on the young children. They will have no open green space to play. This is not acceptable and at the very least the TII should relocate their proposed satellite compound elsewhere and allow us to retain our bottom green for our children to play.</p> <p>In the long term the TII are also proposing to subsume our green areas into a public linear park, with our boundary wall punctured with access gaps. This will ultimately change the child friendly environment that we live in and create other major issues such as the security of our homes and anti-social behaviour.</p>	<p>See also response numbers (3) and (4) above dealing with the landscaping plans for the area.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none">- The cut & cover and retained cut structures.- The reinstatement of the agreed landscape on the completion of the alignment structures. <p>Note that locations of construction compounds proximate to the workface site are essential to achieving the projected programme for the works.</p>

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6	1. Introduction	10	With the TII’s proposed plans, our housing estate will no longer be child friendly, and this will ultimately ruin the little community that has been established here over the last 30 years. This has already caused great stress and anxiety to many of the residents in Estuary Court. While the residents of Estuary Court do not oppose the Metrolink project, we strongly believe that the Metrolink route does not need to come through our estate in the first place (see our Submission No.1 - Submission 090) and secondly if it does have to come through, then the long and short-term impact this will have on the residents must be considered by the TII.	TII recognise that the proposals can cause stress and anxiety to residents but this will be minimised as much as possible by the implementation of construction and operational mitigation measures and also by communication and provision of regular factual information to residents. It is expected that there will be no additional significant impacts on the Population during construction other than those detailed in Chapters 9 through to 27 of the EIAR. Section 11.6.1.2 of Chapter 11 (Population and Land Use) outlines the measures to mitigate and monitor impacts as a result of the construction activity. The MetroLink Summary Programme is set out in appendix A5.2 to Chapter 5: MetroLink Construction Phase. 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 (see response number (3) above, thus reinstating the amenity temporarily lost. For details on the R132 alignment option, see response (4) to submission #90 also from the Estuary Court residents.	
7	3. TII Proposal	16	The original timeframe provided to us by the TII for using the greens was: <ul style="list-style-type: none">• 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 lives and a pivotal time for their growth and development. This will have a significant impact on them.	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.	
8	3. TII Proposal	16	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.	See response number (5) above.	

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9	3. TII Proposal	18	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.	As detailed in the EIAR, but subject to further development and agreement with Residents and FCC (see response number (3) above), the proposed Project will provide an integrated series of small local parks complete with play facilities, seating and planting, adjacent to the residential areas and which interconnect to form part of the longer green ribbon proposed alongside the Fingal County Council’s R132 proposals. The extensive landscaping is proposed for over the cut and cover sections and linking around open cut sections, following the alignment but also extending into existing open spaces as appropriate in order to provide a comprehensive recreational facility for the adjacent residential communities. 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.	
10	3.1 Boundary Wall	18 to 20	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.	See response number (3) above.	
11	3.2 Permeability	20 and 21	As mentioned above, none of the residents in Estuary Court want additional access points in the boundary wall or paths through our greens and as there is no through access to other areas from our estate, we can’t understand the logic behind this proposed design. When we queried this with the TII, their answer was ‘permeability’. We understand permeability in an urban design context to mean ‘the ease of movement of people to encourage walking or cycling’. This sounds great in principle however, there is a negative side to permeability and studies have linked higher property crime rates to it and found that the over-provision of poorly used permeability is a crime hazard. Another negative impact with Permeability is anti-social behaviour. Highfields Estate in Swords successfully campaigned to Fingal Co. Co. to close access points in their estate due to anti-social behaviour.	See response number (9) above, with Anti-social behaviour also addressed in response number (3).	

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12	3.3 Walking Route Scenarios	21 to 23	As mentioned previously the Estuary Court residents do not want access gaps in our boundary wall or paths through our greens, however, to try to understand the benefits of permeability through Estuary Court, we set out some walking (or cycling) route scenarios based off the design proposed by the TII (Fig 3.6 Possible Walking Routes Through Estuary Court and proposed scenarios on page 15 of the submission/page 24 of the submission PDF). Based on the above scenarios, there is little to no benefit to the greater community and certainly not big enough to encourage cycling or walking. However, there is a big risk to the Estuary Court community with regards to increased crime and the safety of our children. For us, the risk-benefit ratio does not add up.	See response number (9) above, with Anti-social behaviour also addressed in response number (3).
13	3.3 Public Linear Park	23	After the Metrolink construction works are complete, the TII are proposing to subsume the open green spaces that the residents of Estuary Court have enjoyed and used for over 30 years into a public linear park. When we first met the TII (Feb 2021) their original plan was not to reinstate our boundary wall so our greens would open out to the R132 and be landscaped with shrubs and trees and form part of a public linear park. As mentioned above, they have now agreed to reinstate a wall (fence type H - design to be confirmed) however, they still want to change our open green spaces to form part of the linear park with shrubs and trees and paths running through it. While this sounds lovely and looks good on a drawing, it would only leave an open green strip approximately 15m wide at the bottom green running along the estate road. This would be completely unsuitable for any type of ball games to be played here. We note that Section 7.5. 6.4 of the Non-Technical Summary sets out that <i>where possible, all playing pitches that are impacted during the Construction Phase</i> will be reinstated with improved facilities following completion of the Construction Phase. We find it unacceptable that the TII will reinstate playing pitches with improved facilities however, they won’t even reinstate our small open play areas that are so essential to all residents, particularly children and pet owners.	See response number (3) above.
14	3.4 Linear Park Planning Permission	23 and 24	The TII are proposing to have a linear park all along the R132. In Estuary Court, they are changing the open greens within our curtilage into parkland with paths running through it. In our view that’s a material change of the use of this land and we would expect to see that clearly set out in the Draft Rail Order document. However, there is not one mention of a linear park in the Draft Rail Order document or the 1st schedule with work descriptions. There is landscaping included in the Rail Order which you would expect as part of the Metrolink project however, we believe installing a public linear park is more than just landscaping. Landscaping would typically be part and parcel of construction projects; a linear park is certainly not. You don’t need a linear park for the construction of the Metrolink and we would question if this is outside the scope of the Metrolink project.	As detailed in the EIAR, but subject to further development and agreement with Residents and FCC (see response number (3) above), the stations at Estuary, Seatown, Swords Central and Fosterstown will be connected by landscaping proposals provided as part of the proposed Project along the R132 whereby it will be possible to walk or cycle along its approximate 5km route. The public realm areas around these stations are defined by the station architecture and the necessity for a plaza arrival area to the front of each station. The public realm around the stations, in conjunction with the amendments to the R132 layout as part of the R132 Connectivity Scheme, interfaces with the surrounding urban framework. The public realm design for these stations has been developed around access points and desire lines for both cyclists and pedestrians to access the stations. Through the explorations of these access movements, the landscape design elements were created, and these form the main elements of the landscape design. A landscape design, integrating the proposed stations with its surrounding areas is a necessary and normal element in the designs of these types of schemes. As noted below, all proposals here are in line with planning policy and have been developed in conjunction with FCC. Ultimately ABP will adjudicate on what is appropriate for the scheme. Throughout the Swords area the landscaping proposals outlined in the EIAR and Railway Order (Chapter 27 Landscape and landscape drawings, sheet 6 of 13 from Railway Order Plans\Drawings) 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. While described in the Planning Report as a being of the nature of a linear park, the landscape proposal comprises a series of connected areas of public realm with separate and distinct character provided through common landscape design principles.

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15	3.5 Zoning of Estuary Court Greens	24 and 25	<p>The TII’s Planning Report sets out the different planning zones of the lands impacted by the Metrolink, the objectives of the zoning and the compliance the project has within the zoning. The Report sets out the following regarding Estuary Court: ".....</p> <p><i>3. The OS zoning affected is primarily comprised of lands set aside to provide amenity as part of established residential communities. The works proposed in these locations reinstate amenity use for the existing residents and the wider Fingal population, and as such complies with OS zoning.</i></p> <p><i>4. The lands affected are not an essential element of the overall integrity of the developed residential development. As such, the use of the lands for railway infrastructure is compatible with the land use zoning at this location."</i></p> <p>On point No. 3 and 4, we strongly disagree with the TII’s view that they comply with the OS zoning. The TII do not intend to reinstate the amenity for existing residents and the lands affected (i.e., our greens) are clearly an essential element of the overall integrity of our developed residential development (i.e., Estuary Court). The greens are integral to our estate being a child friendly estate. Without them it would change the whole dynamic of the estate. Based on the above, there seems to be a mismatch between what the TII are saying in the Planning Report and what they are planning to do in reality.</p>	<p>The residential element of the area is not significantly affected by Metrolink in its operation stage. The open space associated with the development will remain in open space use post construction.</p> <p>While the layout of the open space changes following construction, the nature of the use remains one which provides amenity to the residents of Estuary Court and the wider Fingal community, and as such complies with the OS zoning.</p>	
16	4. Concerns About Property Damage	26 to 28	<p>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.</p>	<p>TII is committed to having a Property Owner Protection Scheme (POPS) in place prior to construction works commencing.</p> <p>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.</p> <p>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-owners-protection-scheme/ , and this is where useful updates will be made available as the proposed Project progresses.</p>	
17	4. Concerns About Property Damage	28	<p>There is also a concern with our central heating systems. The copper pipes were laid into the concrete ground floor slabs. With the vibration of the piling works and rock breaking, there is a concern that this will cause movement to the floor slab and potentially leaks to the central heating piping.</p>	<p>See response to item (16) above.</p>	

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18	4.1 Property Owners Protection Scheme	28	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 all the properties in Estuary Court.	See response to item 16 above
19	5. Concerns during Construction	29	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.	<p>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.</p> <p>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.</p> <p>Table 16.44 presents a summary of predicted dust emission magnitudes from the main construction sites, the results for Estuary to Seatown site being:</p> <ul style="list-style-type: none">- Demolition - Medium.- Earthworks - Large;- Construction - Large;- Trackout – Large; <p>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.</p> <p>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.</p> <p>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.</p>
20	5. Concerns during Construction	29	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.	<p>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.</p> <p>See also response number (19) above.</p>

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21	5. Concerns during Construction	29	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.	<p>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: <i>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.</i></p> <p>As with other Environmental items the following monitoring procedure is noted in the CEMP:</p> <p><i>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.</i></p>	
22	5. Concerns during Construction	29	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.	<p>The health and safety of workers and all members of the public is of the highest priority to TII.</p> <p>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.</p>	

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23	5. Concerns during Construction	29 and 30	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.	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	
24	5. Concerns during Construction	30	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.	<p>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 constructions site(s) in a sustainable way.</p> <p>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.</p>	
25	5. Concerns during Construction	30	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.	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.	

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26	5. Concerns during Construction	30	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.	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.	
27	5. Concerns during Construction	28	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 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 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"	
28	5.1 Airborne and Ground borne Noise from Construction	31	<p>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.</p> <p>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.</p>	<p>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.</p> <p>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.</p> <p>Section 13.7.1.1.1 in Chapter 13 states: <i>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.</i></p> <p>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.</p>	

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29	6. Concerns After Metrolink is Built and Operational	32	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.	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).	
30	6. Concerns After Metrolink is Built and Operational	32	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.	See response items (3),(5) and (9) above.	
31	6. Concerns After Metrolink is Built and Operational	32	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.	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.	
32	7. Conclusion	33	The residents of Estuary Court do not oppose the Metrolink project and we acknowledge the significant benefits it will bring to the Swords area. However, we believe the long and short-term impact to the Estuary Court residents must also be taken into account. We believe there are solutions available if the TII are willing to listen. We have set out below some mitigation measures that we would like them to consider. 1 . Re-align the Metrolink onto the R132 as originally intended (Please see our Submission No. 1 - Submission 090). This solution would allow us to keep our estate the way it is. By keeping the wall and mature trees, this aligns to the Planning Masterplan for the Seatown area and allows Estuary Court to continue to be a child friendly and healthy urban environment as set out in the Sustainable Swords Strategy 2022. As the works will be further away from our houses, this will also reduce the disturbance from construction and potential damage to our properties. This is our preferred solution and with the big opportunity from the R132 Connectivity project, we believe it warrants due consideration.	For details on the R132 alignment option, see response (4) to submission #90 also from the Estuary Court residents.	

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33	7. Conclusion	33 and 34	<p>2. If there is a robust technical (not just cost or programme length) argument to say the Metrolink cannot be re-aligned to the R132 then the impact of the project on the residents of Estuary Court must be considered. There will be significant disturbance suffered by the residents during construction works so we believe it is fair and reasonable to expect that this should be minimised as much as possible. This could be done by the following actions:</p> <ul style="list-style-type: none">• Do not use the bottom green as a satellite compound. This should be left as it is, so the children have somewhere to play. There are other sites that could be used for compounds.• Only take down the section of the wall and mature trees at the top green where the construction activity is carried out. The walls and trees could be left in place at the bottom green.• Once the works are complete, replace the boundary wall and landscaping as it currently is.• Extend the Property Owner Protection Scheme to all the properties in Estuary Court.• Provide a consultant to the residents to independently monitor airborne and ground borne noise impacts.• Provide a dedicated liaison officer to the residents to ensure that the contractor complies with working times and other control measures they are required to do.	<p>In relation to the green space and other landscaping issues see items (3),(5) and (9)</p> <p>In relation to POPS see item (16)</p> <p>In relation to liaison officers, TII note that the provision of independent engineering advice for residential stakeholder groups throughout the enabling works and main construction stages of the MetroLink project is currently being considered as part of an overall comprehensive community engagement plan, which will include amongst other initiatives, the appointment of dedicated MetroLink liaison representatives and local community forums which will provide detailed updates on construction activities in their areas.</p>
34	7. Conclusion	34	We would ask you to give due consideration to our concerns and points made above and request the Til to make the necessary changes to ensure the Metrolink project doesn’t destroy the Estuary Court community.	TII will continue to engage with the Estuary Court community and other stakeholders as well as FCC and An Bord Pleanála to progress this important project whilst addressing all concerns where possible to do so within the project constraints.