

Submission No.			277	
Organisation Name or Name of Submitter			Seatown Villas Residents, Swords North	
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Letter Re: MetroLink Order 2022 Estuary to Charlemont - Seatown Villas Residents Submission 18/11/2022.				
1	2. Linear Park	4	<p>We have requested in the form of RFIs through our technical representative (RINA the Independent Engineer) for the "Technical Support" to support the concept of the Linear Park. To date we have received no documentation as to the advantages for this aspect of the Metro.</p> <p>Seatown Residents along with Ashley Estate and Estuary Court have serious concerns with the design and the need for penetrations into our estates through the existing substantial walls that presently separate our green from the very busy R132 road.</p>	<p>The independent Engineer (RINA) report which was issued to the stakeholders contains reponses to RFI's.</p>
2	2. Linear Park	5	<p>Seatown Villas already has 4 pedestrian entry points into the estate at present and we believe the proposed extra pathways for the linear park will</p> <p>1 Have the potential to endanger our children playing on our greens as there is access from the motorway so they could easily get on the R132</p> <p>2 Easy access/ egress from the R132 to our estate which will not have any obvious positive impact on our lives</p> <p>3 Anti- social behaviour - due to the opening up of the estate with these new pedestrian routes. TII have even proposed CCTV in this area which would form the opinion that they have already come to the same conclusion</p> <p>4 Loss of identity as a community as our green area will become an open area and the estate will be just another "rat run"</p> <p>5 The paths we believe will encourage the parking of cars in the estate for people using the Metro when we as residents are already struggling for parking spaces in our estate</p>	<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 which 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. While improving 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>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>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.•There will be a MetroLink staff presence along the route for assisting passengers, security and deterring anti-social behaviour.

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3	3. Construction Compound	6	...assuming the construction is completed on time is 6.25 years... we can conservatively estimate 7.25 years. For children this will be an extremely long time to be without the use of our amenities.	<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.</p> <p>The MetroLink Summary Programme is set out in appendix A5.2 to Chapter 5: MetroLink Construction Phase. The construction phase adjacent to Seatown Villas is scheduled to be completed in 33 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 (2) above, thus reinstating the amenity temporarily lost.</p> <p>The Project Works will continue elsewhere along the alignment but within the confines of the completed open cut/cut & cover structure with the main construction works between Estuary and Seatown Station completed after 66 months followed by Track and MEP progressing to the completion of the Project (108 months).</p>	

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4	3. Construction Compound	6, 7	<p>The standard construction hours will be... 72 hours per week as a standard, without overtime this is nearly double the normal 39 hr working week that we as residents will be subjected to noise , dust etc</p> <p>There will be substantial noise and air pollution and danger to children the elderly or infirm due to heavy machinery moving in and around our estate during these hours</p>		<p>The working hours quoted in the response are incorrect. The proposed Working Hours for the Construction Works at Seatown are outlined in Section 5.2.4 of Chapter 5 of the EIAR. Standard working hours will generally be the norm for all above ground works i.e. Monday to Friday 07:00 to 19:00 and Saturday 07:00 to 13:00 (Total: 66 hours), with the active working hours being 07.30 to 18.30 and 07.30 to 12.30 (Total: 60 hours) respectively as a half hour is allowed for site preparations and shutdown (see Table 13.6: Standard Working Hours).</p> <p>Only tunnelling and other works underground will be undertaken 24 hours a day. The only exceptions will be for large concrete porus that cannot be completed within standard working hours , abnormal deliveries required to be transported outside heavy traffic periods etc. These abnormal occurances will require authrisation from the local authority.</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. Where necessary, mitigation measures are proposed to reduce any identified effects. Section 13.2.5.1.3 identifies that 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>Mitigation measures proposed include 4m high noise barriers and further proposed mitigation in line with the Airborne and Ground borne Noise Mitigation Policy.</p> <p>EIAR Chapter 16, Air Quality, assesses the likely effects of the Project on Air Quality during the construction phase with mitigation measures proposed where required. 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>

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5	3. Construction Compound	7	Parking would also be of concern to us at construction stage as the compound is proposed to be situated in our estate the workers will undoubtedly be parking as close to (or in) our estate as possible. We have not seen a traffic management plan for this as TII stated that it is up to FCC to enforce.	<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>	
6	3. Construction Compound	7	...highlighted areas (Fig 3.2) for consideration as alternatives to compounds in residential estates, there seems to be any number of potential areas right beside the proposed Seatown station, Why is it the preference of TII to encroach on Residential land for this purpose as opposed to commercial / industrial designated land ?	<p>Details of the requirements and provision of Construction Compounds are given within section 5.3 of the EIAR Chapter 5: MetroLink Construction Phase.</p> <p>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 Seatown West, opposite the residents from Seatown Villas will be required for 33 months (see response number (3) above) 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 Drainage Pumping Station in land on the corner of the R125 and Seatown.- The reinstatement of the agreed landscape on the completion of the alignment structures.	
7	4. Preferred Route Alignment	8	Impact on surrounding properties during construction due to vibration and ground movements - yet they (TII) have now moved construction nearer to all homes on both sides of the R132	<p>Section 14.4.1.1 of Chapter 14: Ground-borne Noise and Vibration states the following: The construction of this element of the proposed Project will be by way of mechanical excavation, that includes secant piling, where one of the closest buildings to this activity would be the Woodies homeware store just north of Seatown roundabout on the R132. Calculations of vibration from secant piling are included in Section 14.4 of Chapter 14 (Groundborne Noise & Vibration). The closest building is the Woodies commercial building located at a horizontal distance of 2.7m from where secant piling will take place. Calculated vibration levels at this building during this activity are approximately 1.2mm/s, reducing by about half into the building. Chapter 14 presents the calculated vibration dose value over a 16hr day within the building and concludes the values are well below the threshold level for significant effects on “occupants of residential buildings”. Given that residential buildings within this zone are at greater distances than this building, vibration impacts are below the threshold level for significant impact for all such receptors in this zone. The calculated level of vibration is well below the threshold level for building damage (Table 13.15). During breaking of made ground using breakers mounted on excavators, magnitudes of vibration are no higher than those discussed above and hence vibration impacts are below the threshold of significance for building occupants and building damage.</p>	

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8	4. Preferred Route Alignment	8	Health and safety concerns due to construction generated dust and noise - <i>again they (TII) have moved construction machinery nearer to homes</i>	See response number (4).	
9	4. Preferred Route Alignment	8	Disruption due to increased traffic movements from construction traffic accessing site - <i>they (TII) have moved construction machinery nearer to our homes than with previous routes</i>	Appendix A9.5 Scheme Traffic Management Plan presents an assessment of the impact of the construction works on road users. The impacts on traffic at Seatown Villas is presented in section 5.2 Estuary to Seatown Station. In this section, vehicle movements range between 100 to 400 per day, however for approximately 30% of the total construction period, daily movements will be below 50 movements per day. Seatown Villas is located in proximity to the R132 Crossing North Site, which will see single lane closures for up to 4 weeks. This will cause moderate delays in the area and moderate increases in traffic flow for up to 4 weeks. To mitigate these impacts, there will 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. Lane closures will be monitored throughout the works to determine if they can be reinstated, partially or wholly, at any stage of the works.	
10	4. Preferred Route Alignment	8	In addition to the above we also have serious concerns that the "preferred route" alignment will have a negative effect on the environment as it will be necessary to cut down a lot of mature trees to facilitate the "cut & cover "option, this in turn will increase both airborne pollutants as well as noise pollution as the trees along both sides of the R132 have been positively impacting the effects of these for over 30 years	Further to response number (1) and (4) above. As currently detailed within the EIAR, 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 consented R132 Connectivity 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.	
11	5. Open Cut Proposal	8, 9	We would have concerns that the "Open cut" portion of the Metrolink Track (Fig 5.1) being so near to houses in Seatown Villas it will have a negative impact in terms of noise and light pollution. As the frequency of the "MetroLink Service Pattern" will operate between 05.30 to 00.30 every day and will run at peak times as often as every 3 minutes in each direction we believe this will have an effect on homes that are only 20-30 metres away.	As outlined in Section 13.5.3.4.2 of the EIAR noise levels have been predicted from the operation of MetroLink during both daytime and night-time. Table 13.78 within Chapter 13 shows the significance rating of noise impacts at Seatown Villas as 'not significant'.	

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12	6. Cut and Cover Proposal (ground water barrier effect)	9, 10	<p>We have a concern regarding the "Barrier Effect" drainage proposal and having got technical guidance on same that this will not be adequate as in the Cut and cover design <i>"the 200mm proposed drainage system looks inadequate being too small and critical from a maintenance point of view also because of the silty nature of the superficial soils "</i></p> <p>The preliminary Hydrogeological studies are in line with the international standards method of analysis.</p> <p>Considering the conclusions reported at page. 64 of the A19.9 document here reported for the Seatown area.</p> <p>For Seatown We believe it is necessary to improve the design with more adequate solutions to avoid the barrier effect and likely local flooding.</p>	<p>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), Great Dublin Regional Code of Practice and associated GSDSDS 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. In addition where a potential "barrier effect" is assessed as an issue,e.g. in the region between Seatown and Fosterstown stations, the design includes a number of "drainage wells" located on either side of the alignment to facilitate water cross flow of the below ground level track structures. The detailed design will verify the adequacy of the current preliminary design.</p>	
13	7. Construction Phase	10	<p>Our concerns in relation to this are as follows :</p> <p>Traffic management - we would like to see a detailed traffic management plan that will facilitate our residents for the duration of the project, we are in close proximity to a Primary School (St. Colmcille's) , Secondary School (Fingal Community College) and a large Supermarket (Aldi) and at the best of times there is severe traffic approaching gridlock in our estate and surrounding area , this will only get worse during the construction stage.</p> <p>Due to the upheaval of lands in our estate and the construction compound we would ask for a specific planning condition to be implemented in relation to Vermin Control which we have also heard is a significant concern to many other residents groups on the Metrolink route.</p> <p>10.3.5 Mitigation Measures "During the Operational Phase, a programme of community engagement will be undertaken. This programme will provide the population with information on measures to manage anti-social behaviour" why should the residents of Seatown Villas be placed in a position that we are required to manage anti-social behaviour ?, surely this should be the responsibility of TII and its Contractors ? Or better still to avoid the problem at all ?</p>	<p>Appendix A9.5 Scheme Traffic Management Plan which details the impacts on all road users throughout the construction phase. Please refer to response item (9) above in relation to the impact on general traffic at this location. 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>Section 10.5.1.10 of Chapter 10 (Human Health) states that there will likely be a reduction in rodents during the construction phase due to rodent control, good sanitation, disinfecting contaminated work areas, worker education via tool box talks and using personal protective equipment (PPE). 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.</p> <p>As outlined in Chapter 6 of the EIAR, CCTV will be installed at all stations with monitoring of each station being managed from the Operational Control Centre. This means that in the unlikely event of antisocial behaviour, MetroLink security staff and /or An Garda Síochana will be notified immediately to manage the situation.</p>	
14	8. Removal of Footbridges along the A132	11	<p>Of particular concern with regard to the bridges is that as mentioned previously there are 2 schools in the locality that would use these every day and 1 in particular being a primary school , in addition there is also a special needs school beside Fingal Community College. These children and in particular the special needs residents have been using these bridges in most cases by themselves and it gives them a great sense of independence being able to attend classes by themselves in a safe manner - they will be severely disrupted due to the removal of bridges that have been ingrained into their daily routine for years and would possibly need to be chaperoned to school again across what will still be a very busy road.</p> <p>Has TII considered this ? People crossing at pedestrian crossings are at risk of being knocked down and severely injured /killed be it by driver error or crossing when not supposed to . When crossing on the existing pedestrian bridges there is no chance whatsoever of getting knocked down and we feel that the removal of these footbridges is the wrong decision.</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 plays 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>	

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15	9. Alternative Options	11, 12	<p>We would ask that due consideration be given to our suggestions below as it seems to us that the option of the preferred route is the easiest and least expensive option available , albeit the most intrusive in terms of Environment , Invasive effects and life altering changes to our estate and residents , particularly the youngest and oldest.</p> <p><u>Tunnel -</u> We would like the bored Tunnel option to be considered form Fosterstown to the main terminal at Emmaus , as this has been the preferred method along the rest of the route (save a few small areas) , and would have the following advantages:</p> <ol style="list-style-type: none">1. This would negate the need for any additional works / remedial works to the R132 Connectivity Project2. It would take away the need for most construction compounds and plant parking along the R1323. There would be no loss of amenities to any housing estates along the R1324. There would be minimal disruption to traffic for the duration of works5. No loss of mature trees / foliage / animal habitat along the R132 (save for stations)6. No loss of football pitches along the R1327. No disturbing of boundaries to housing estates along the R1328. Much reduced groundwater barrier effect9. Footbridges would not need to be removed	<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. 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>It should also be noted that tunnelling for a rail system is generally only considered when the alternatives at grade, elevated or in open cutting cannot be realised as for example would be the case through the city centre where significant demolition of structures (including residential dwellings) would be required to make way for the system. In suburban areas where there is more space, tunnelling is generally not required.</p>	

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16	9. Alternative Options	12	<p>We would ask that due consideration be given to our suggestions below as it seems to us that the option of the preferred route is the easiest and least expensive option available, albeit the most intrusive in terms of Environment , Invasive effects and life altering changes to our estate and residents , particularly the youngest and oldest.</p> <p><u>Cut and Cover / Re alignment of proposed routing (under median strip R132) -</u></p> <p>1 There would be no loss of amenities to any housing estates along the R132</p> <p>2 No loss of mature trees /foliage / animal habitat along the R132 (save for stations)</p> <p>3 No loss of football pitches along the R132</p> <p>4 No disturbing of boundaries to housing estates along the R132</p>	<p>Following feedback received from stakeholders along the R132 during the Emerging Preferred Route consultation in 2018, objecting to an elevated structure in the median, TII considered a number of alternative options for the Preferred Route, including a cut section proposal in the median of the R132. However, following an options appraisal, the cut option in the median was not brought forward into the Preferred Route Consultation in 2019 and for the following reasons:</p> <p>Permanent Impact:</p> <ul style="list-style-type: none">- Increase in permanent landtake along the R132 corridor to facilitate the final road alignment past MetroLink structures and stations.- An increase in amenity loss on completion.- Permanent property landtake requirements to deliver this option would impact on a greater number of residents.- Stations provided in the median at roundabouts would require additional landtake to provide similar at grade access.- Stations in roundabouts would provide less opportunity for landscape upgrade.- Stations positioned in roundabouts would have less opportunity to achieve an open plaza design concept while ensuring that the station platforms are straight for passenger access operation and control.- Utility diversions to achieve a median delivered solution would increase. <p>Temporary (Construction Phase) Impact:</p> <ul style="list-style-type: none">- Increase in traffic disruption during construction.- Increase in temporary landtake required to facilitate access for construction.- Similar loss of amenity and green landscape during construction.- Temporary Property landtake requirements to deliver this option would impact on a greater number of residents.- The duration of construction for a median option scheme was considered to be longer, impacting further on all receptors along the R132. <p>A similar solution in the Median to the one considered in 2019 but aligned to Fingal County Councils R132 Connectivity Project, consented in 2022 would result in the relocation of the proposed stations away from the new junctions at Seatown and Malahide Roundabouts. For an alignment option in the Median, this change would result in similar impacts as described above together with the following:</p> <ul style="list-style-type: none">- An increase in landtake to divert the R132 around these stations.- Less favourable pedestrian at grade access into the stations positioned in the Median. <p>It should also be noted that tunnelling for a rail system is generally only considered when the alternatives at grade, elevated or in open cutting cannot be realised as for example would be the case through the city centre where significant demolition of structures (including residential dwellings) would be required to make way for the system. In suburban areas where there is more space, tunnelling is generally not required.</p>	

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Letter Re: MetroLink Order 2022 Estuary to Charlemont - Seatown Villas Residents Submission 18/11/2022.					
17	10. Conclusion	12, 13	<p>We do not believe that tearing down hundreds of mature trees is beneficial to anyone. Surely if there is a way to build something it should be done in the most environmentally friendly way possible?</p> <p>TII intend to take our green spaces away over for 7+ years and then hand it back with paths through it and easy access to what is effectively a motorway.</p> <p>How do Seatown residents benefit from this ? there has been no thought for the wellbeing and mental health of our community. TII have taken none of our comments on board and have had a blasé attitude with us from the beginning, they have made almost no changes whatsoever to the proposal they initially showed us.</p> <p>We would ask you to please consider this submittal (along with Estuary Courts and Ashley Avenues) and request that at a very minimum get TII to:</p> <ol style="list-style-type: none">1. Carry out a complete re-assessment of the alignment of the proposed routing considering the median R132 option properly along with the R132 upgrade programme2. Restore the walls and vegetation to an 'as was ' condition after the project3. Not place any pathways in our green spaces or any penetrations whatsoever in our boundary walls4. Completely cover over the open cut section of track5. Look at other alternatives for site compounds instead of our green area6. Do complete assessment of a bored tunnel option7. Reinstate the footbridges after the construction works are complete <p>We would ask you to please assess our submittal along with our neighbours Estuary Court and Ashley Avenue and instruct the TII to make the necessary changes for the good of our community and our environment.</p>	<p>We have responded above to a number of matters of concern summarised again in this conclusion.</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 broader 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>As set out above in response number (2), 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.] The current EIAR details are in 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 play facilities, 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. 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>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>	