



MetroLink

Transport Infrastructure Ireland

R132 Landscape Amendments

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- A.1 Landscape Drawings
- A.2 Alignment Drawings
- A.3 Utility Drawings
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1. Introduction and Background

This technical note is intended to detail the potential alternative landscaping options along the R132, that address concerns raised by the residents of Estuary Court, Seatown Villas and Ashley Avenue in regard to the landscaping proposed at this location by the Railway Order application.

The existing boundary along the R132 is currently characterised by boundary walls/fencing and landscaping along the R132, creating a distinct boundary between the R132 and adjacent residential areas.

As part of the proposed Project, an extensive designed soft landscape is proposed, connecting the proposed stations at Estuary, Seatown, Swords Central and Fosterstown. The existing boundary walls and vegetation would be removed to facilitate this and the MetroLink route. Following the completion of construction, the area would be landscaped to include a number of footpaths and a landscaped parkland area (shown in Figure 1.1 and Figure 1.2 below). The provision of footpaths and the design to make the area more porous for pedestrian and cycle movements has been designed to align with the scheme promoted by Fingal County Council, which subsequently received approval by An Bord Pleanála on 20th January 2022 (planning application reference number JP06F.310145). As defined by Fingal County Council¹, the R132 Connectivity Project will 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. This includes carriageway changes from North of Pinnock Hill Roundabout to north of Estuary Roundabout with a new reduced speed limit of 50km/h.

The planned outcome of the MetroLink architectural and urban realm design for this landscaped area is to discourage anti-social behaviour, through the design of an attractive setting, use of public lighting, open sightlines, and avoidance of areas where individuals and groups of people can hide.

1.1 Consultation with Residents

Over the last few years, various meetings have taken place to update residents of Estuary Court, Seatown Villas and Ashley Avenue Estate on the design development and to obtain feedback in order to fit the proposed design in the best possible way. Numerous design options for this area have been proposed which were presented and discussed.

During the Statutory Consultation period for the Railway Order application, residents of Ashley Avenue, Estuary Court and Seatown Villas, (see submissions Ashley Estate Residents (No.14), Estuary Court Residents Association (No.'s 89 and 90), and Seatown Villas Residents (No. 277)) have expressed concern at the loss of existing boundary walls that in their view will have a negative impact on their privacy, security, safety and visual amenity.

Further acknowledging the concerns of residents, 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 have continued engagement with these groups in advance of the oral hearing. This technical paper has been written to address resident concerns as outlined in their submissions raised during the Statutory Consultation period for the Railway Order. The alternative design proposals will focus on the reinstatement of the existing boundary wall and landscaping along the R132 at Estuary Court, Seatown Villas and Ashley Avenue.

¹ Description of R132 Connectivity Project Available at: <https://www.fingal.ie/news/r132-connectivity-improvements-way-planning-permission-granted>



Figure 1.1: Landscape Proposals at Estuary Court and Seatown Villas in RO



2. Reference Information

The following documents within the MetroLink Railway Order have been identified to require amendment to reflect these potential changes, the changes are detailed within this document:

Schedules:

- i. First Schedule

Railway Order Drawings:

- ii. Landscape Drawings:

- ML1-JAI-ARL-SC01_GF-DR-Y-00003.pdf
- ML1-JAI-ARL-SC02_GF-DR-Y-00004.pdf

- iii. Alignment Drawings:

- ML1-JAI-ARD-ROUT_XX-DR-Y-03012.pdf
- ML1-JAI-ARD-ROUT_XX-DR-Y-03013.pdf
- ML1-JAI-ARD-ROUT_XX-DR-Y-03017.pdf

- iv. Utility Drawings

- ML1-JAI-URD-ROUT_XX-DR-Y-02012.pdf
- ML1-JAI-URD-ROUT_XX-DR-Y-02013.pdf
- ML1-JAI-URD-ROUT_XX-DR-Y-02017.pdf

EIAR Chapters:

- Chapter 04 (Description of MetroLink)
- Chapter 10 (Human Health)
- Chapter 11 (Population and Land Use)
- Chapter 15 (Biodiversity)
- Chapter 21 (Land Take)
- Chapter 27 (The Landscape)

- Planning Report

3. Key Assumptions

Feedback from residents from Estuary Court, Seatown Villas and Ashley Avenue indicated that they do not wish for the creation of extensive landscaping but would rather that their communities are reinstated following the construction of MetroLink, in the interest of mitigating against anti-social behaviour and safety issues during the operational phase.

Their feedback has not indicated a specific preference for type of boundary wall, or landscaping, and therefore:

- It has been assumed that existing boundary wall that is present along the R132 will be removed prior to construction and reinstated following the completion of the works. It will be of the same scale and material as the present boundary wall.
- It has been assumed that the existing landscaping that is present along the R132 will be cleared prior to construction and reinstated following the completion of the works. Trees and landscaping will be reinstated as far as is practicable. It may be the case that new planting will also be provided, which will take time to mature to the level of the existing landscaping.
- The assessment will focus on any potential impacts arising from the Operational Phase as it is deemed that the impacts from the Construction Phase will remain the same.

4. Assessment Methodology

A qualitative assessment has been undertaken to understand if there are any significant differences between the potential environmental effects presented in the MetroLink EIAR, and those resulting from an option where the existing boundary wall and landscaping is reinstated at Estuary Court, Seatown Villas and Ashley Avenue.

A two-stage environmental review was undertaken to identify any potential for significant environmental effects not already assessed in the MetroLink EIAR:

- **Stage 1 Scoping:** As a result of reinstating the existing landscape rather than creating the proposed landscaped area, a review of the potential for additional environmental effects not previously considered by the MetroLink EIAR.
- **Stage 2 Assessment:** A review of the potential environmental effects to determine whether these are significant or not.

This environmental review, as set out in more detail within Section 5, has had regard to the following key issues:

- Impacts associated with site clearance and construction of the MetroLink at Estuary Court, Seatown Villas and Ashley Avenue will remain as presented in Railway Order application.
- Operational impacts associated with new landscaping proposals.

5. Environmental Assessment

5.1 Introduction

This section summarises the environmental review, undertaken in accordance with the two-stage methodology described by Section 4, to determine if there will or will not be additional impacts on the receiving environment over and above those assessed in the MetroLink EIAR that creates a linear park along the R132. An environmental scoping exercise has been conducted to ascertain potential impacts within the environmental disciplines assessed within the EIAR. Should there be a potential for impacts as a result of the proposed potential changes, the environmental topic is brought through to a second stage for detailed assessment.

5.2 Stage 1 – Environmental Effects Scoping

Table 5.1 summarises the results of the environmental scoping exercise undertaken, identifying the environmental subjects that have the potential for additional Significant Effects above those already assessed in the EIAR that should be taken forward for Stage 2 Assessment.

Table 5.1: Environmental Scoping Summary

| Environmental Effects | Potential for additional Significant Effects | Rationale |
|--|--|--|
| Agronomy | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |
| Air Quality | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |
| Airborne Noise & Vibration | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |
| Archaeology & Cultural Heritage | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |
| Architectural Heritage | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |
| Biodiversity | Yes | Potential impact on green spaces, impact on habitats, reinstatement of boundary wall and landscaping |
| Climate | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |
| Cumulative Impacts | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |
| Electromagnetic Compatibility & Stray Current | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |
| Groundborne Noise & Vibration | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |

| Environmental Effects | Potential for additional Significant Effects | Rationale |
|-------------------------------------|--|--|
| Human Health | Yes | Potential impact on well-being if open-space is not created. Potential impact on permeability and amenity if new planting and landscaping is no longer proposed. |
| Hydrogeology | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |
| Hydrology | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |
| Infrastructure & Utilities | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |
| Interactions | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |
| Land Take | Yes | Change from permanent land take for linear park to temporary land take only for construction phase |
| Landscape & Visual | Yes | Reinstatement of existing landscape, with no creation of linear park |
| Material & Waste Management | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |
| Population & Land Use | Yes | Anticipated impact on green space and change in proposal to create linear park along R132 |
| Risk of Major Accidents & Disasters | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |
| Soils & Geology | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |
| Traffic & Transport | No | No additional effects anticipated over those already assessed by the MetroLink EIAR. |

5.3 Stage 2 – Environmental Assessment

The potential environmental effects identified as resulting from the reinstatement of the existing landscaping and boundary wall along the R132 in place of the creation of the landscaped areas are assessed below to determine whether they are significant. The assessment will focus on any potential impacts arising from the Operational Phase as it is deemed that the impacts from the Construction Phase will remain the same.

5.3.1 Human Health

5.3.1.1 [Potential for Human Health Impact](#)

Air Quality:

Section 10.5.1.1 of Chapter 10 (Human Health) *“identifies a generally negligible or slight negative impact on air quality in the vicinity of the proposed project during the Construction Phase post mitigation. No exceedances of air quality standards are predicted, therefore, no significant adverse human health impacts are predicted”*.

There is not considered to be any additional human health impacts as they relate to air quality resulting from the reinstatement of the existing boundary wall and landscaping.

Noise and Vibration:

The EIAR has identified that with the implementation of selected noise barriers/walls, there will be no significant noise effects on properties in these areas due to the proposed Project. It should be noted that the noise barriers are proposed not to mitigate against MetroLink, but rather to mitigate road noise from the R132..

In the event that the walls along the R132 are reinstated there will be no additional negative effects on the noise environment in the vicinity of these properties.

Psychological Effects:

Potential psychological effects from construction schemes such as MetroLink are anxiety and worry about the potential effects on the local population and their properties.

Reinstating the existing boundary wall and landscaping has been proposed in response to residents voicing their apprehension about proposed plans and so aims to reduce the negative psychological effects of the scheme.

Access to Services, Equity and Socioeconomic Development:

MetroLink will provide rapid and efficient public transport which increases access to services for the entire population. These benefits will be particularly felt by those without access to private transport. Section 10.5.2.10 of Chapter 10 (Human Health) states that “transport is an important facilitator of social inclusion and wellbeing, which can affect economic and social outcomes, and therefore inequality”. The methodology section highlights positive socioeconomic development as “one of the greatest influences on positive health outcomes”. Reinstating the existing boundary wall and landscaping will not affect the positive impacts of access to services, equity or socioeconomic development. Returning the landscaping and boundary wall to the existing condition will mean linkages are not created, and therefore permeability and access to the R132 will not improve. However, this is no change from the baseline conditions and therefore MetroLink causes no impact on access to services and development.

5.3.1.2 Overall Human Health Impact

Reinstating the existing boundary wall and landscaping will not lead to additional impacts on human health than as presented in the Railway Order application, with respect to air quality, noise and vibration, psychological effects and access to services, equity and socioeconomic development. However, returning landscaping and boundary wall to existing condition will mean linkages are not created, and therefore permeability and access to the R132 will not improve. However, this is no change from the baseline conditions and therefore MetroLink causes no impact on access to services and development.

5.3.2 Population and Land Use

5.3.2.1 [Potential for Population and Land Use Impact](#)

Elements of the potential works that have the potential to have an impact on population and land use are:

- Lack of creation of open green space;
- Lack of creation of paths and linkages;
- Lack of creation of openings in boundary wall.

Section 11.5.3 of Chapter 11 (Population and Land Use) examines the significant effects of the proposed Project that are likely to arise during the Operational Phase. It is noted that 'landscaping and urban design works proposed will provide for a greatly improved urban realm and pedestrian environment along the R132 corridor and at the stations. It shall reduce severance and support linkage or population groups between facilities, services and residential areas. Overall, the impact on Population is therefore considered to be positive, significant and long-term.'

Open Space:

Section 11.5.3.4.3 of Chapter 11 (Population and Land Use) states that 'the proposed Project will also restore, enhance, or create open spaces and green spaces at stations and along the proposed Project route across the study area...This includes extensive landscaping along the R132 in Swords. It is designed to provide continuous connectivity through the landscape park from north to south, but also to provide connections to the adjacent neighbourhoods and across the R132, connecting areas in the east and west of Swords across the R132. It will provide new planting, high-quality landscaping and new plazas also on the R132... Overall, the impact on open space, leisure, recreation and sports facilities is considered to be a positive, moderate, permanent effect at the neighbourhood, local and regional level during operation of the proposed Project.'

If the existing boundary wall and landscaping is reinstated to its current condition, the significance of the impact on open space, leisure, recreation and sports facilities will reduce to positive, slight, and permanent at this location.

Severance:

Section 11.5.3.5.2 of Chapter 11 (Population and Land Use) states that 'Stations will be designed to enable local connectivity and linkages, and the provision of a new linear open and green space on the R132 will enhance linkages. As a result, the overall impact on severance at a local level within the Study Area is assessed as a permanent, slight and positive effect.'

If the existing boundary wall and landscaping is reinstated to its current condition, the significance of the impact on severance will reduce to positive, neutral, and permanent at this location. Across the Project, there will be a positive, very slight, permanent effect on severance.

5.3.2.2 Overall Population and Land Use Impact

If the existing boundary wall and landscaping is reinstated to its current condition, the significant positive effects of the 'linear park' will not occur. However, a negative impact is not anticipated, the Project will simply have a neutral effect on green spaces, severance and landscaping at this location.

5.3.3 Biodiversity

5.3.3.1 Potential for Biodiversity Impact

Elements of the potential works that have the potential to impact on biodiversity:

- Reinstatement of landscaping will reinstate lost habitats

Chapter 15 section 15.3 and updated landscaping plans have been utilised to determine the baseline environment at each of the three locations.

5.3.3.1.1 Seatown Villas

The baseline environment at Seatown Villas consists of; Dry Calcareous and Neutral Grassland (GS1), Scattered trees and Parkland (WD5) and Dry Meadows and Grassy Verges (GS2). This baseline environment will be reinstated, therefore, there will be no net difference to biodiversity.

Reinstated landscaping when compared to the original landscaping plans show a reduction in habitat types and landscape connectivity. Original landscaping plans include Grass, wildflower meadow, woodland planting and tree planting. Reinstated landscape consists of tree planting, a reduced area of wildflower meadow and grassland. Figure 5.1 and Figure 5.2 show the landscaping as proposed in the Railway Order application, and the alternative reinstated landscaping and boundary wall option, respectively.



Figure 5.1: Landscaping at Seatown Villas as proposed in Railway Order Application

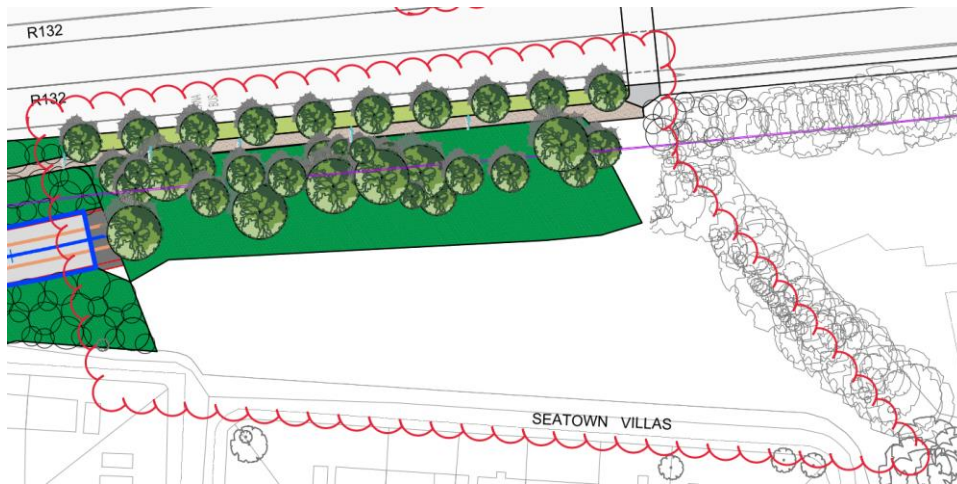


Figure 5.2: Amended Landscaping Proposals at Seatown Villas if Boundary Wall and Landscaping is Reinstated as Existing

5.3.3.1.2 Estuary Court

The baseline environment at Estuary Court consists of; Dry Calcareous and Neutral Grassland (GS1), Scattered trees and Parkland (WD5), Dry Meadows and Grassy Verges (GS2) and Buildings and Artificial Surfaces (BL3). This baseline environment will be reinstated, therefore, there will be no net difference to biodiversity.

Reinstated landscaping when compared to the original landscaping plans show a reduction in habitat types and landscape connectivity. Original landscaping plans include Grass, wildflower meadow, woodland planting and tree planting. Reinstated landscape consists of tree planting, a reduced area of wildflower meadow and grassland.

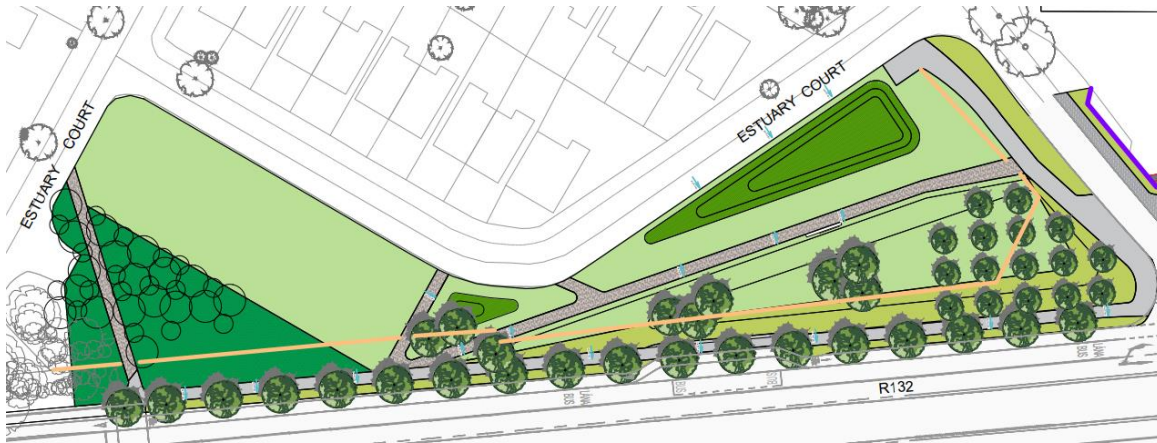


Figure 5.3: Landscaping at Estuary Court as proposed in Railway Order Application



Figure 5.4: Amended Landscaping Proposals at Seatown Villas if Boundary Wall and Landscaping is Reinstated as Existing

5.3.3.1.3 Ashley Avenue

The baseline environment at Ashley Avenue consists of; Dry Calcareous and Neutral Grassland (GS1), Scattered trees and Parkland (WD5), Dry Meadows and Grassy Verges (GS2) and Buildings and Artificial Surfaces (BL3). There is also a combination of Fence Type B (600mm concrete parapet with 1200mm Meshweld Fence on top) and Fence Type H (Residential wall and railing). This baseline environment will be reinstated, therefore, there will be no net difference to biodiversity.

Reinstated landscaping when compared to the original landscaping plans show a reduction in habitat types and landscape connectivity. Original landscaping plans include Grass, wildflower meadow, woodland planting, tree planting and tree feature planting. Reinstated landscape consists of tree planting, tree feature planting, woodland planting and a reduced area of wildflower meadow and grassland.



Figure 5.5: Landscaping at Ashley Avenue as proposed in Railway Order Application

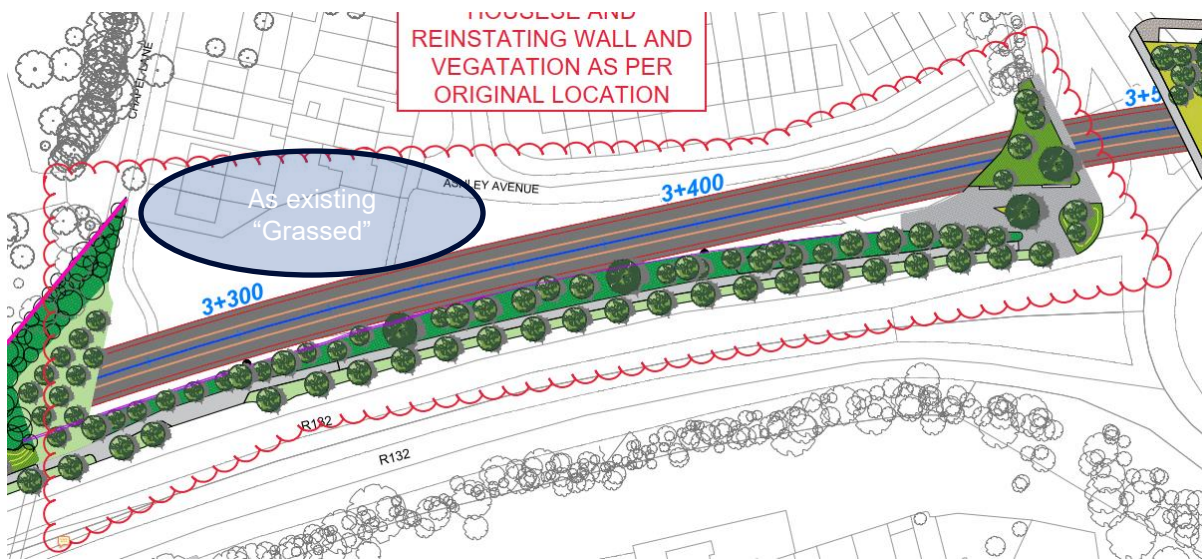


Figure 5.6: Amended Landscaping Proposals at Ashley Avenue if Boundary Wall and Landscaping is Reinstated as Existing

5.3.3.2 [Overall Biodiversity Impact](#)

The baseline environment at all three areas will be reinstated after construction. Therefore, there will be no net difference in biodiversity once the landscape has been reinstated to its original state. There will be no additional impact to birds, mammals, amphibians or reptiles because they are accustomed to the baseline environment. There will be no impact to rare and protected plant species.

5.3.4 Land Take

5.3.4.1 Potential for Land Take Impact

Elements of the potential works that have the potential to impact on land take requirements:

- Change from permanent to temporary land take at Estuary Court, Seatown Villas and Ashley Avenue as areas are reinstated to existing conditions and linear park is not created as part of the proposed Project.

Permanent land take along the R132 at Estuary Court, Seatown Villas and Ashley Avenue is shown in EIAR Figure 21.1, and on the associated property drawings that accompany the Railway Order application:

- ML1-JAI-BOR-ROUT_XX-DR-Y-01012
- ML1-JAI-BOR-ROUT_XX-DR-Y-01013
- ML1-JAI-BOR-ROUT_XX-DR-Y-01017

If the existing boundary wall and landscaping is reinstated to the current conditions, the areas will be utilised for a period of time to facilitate the construction of the proposed Project but will then be returned to their former usage. This is therefore a temporary land take, instead of permanent.

Table 21.6 Construction Phase Land Take Impact Assessment states that there is a Very Significant effect on land take at Estuary Court, Seatown Villas and Ashley Avenue, due to the permanent loss of green urban space and vegetation required to support construction of the alignment. The land take at these locations is deemed to have a High impact magnitude. There would be no additional negative impacts on property as all land take would occur during construction.

5.3.4.2 Overall Land Take Impact

There is no additional impact expected if the existing boundary wall and landscaping is reinstated to its current condition. The land take would change from permanent to temporary.

5.3.5 Landscape and Visual

5.3.5.1 Potential for Landscape and Visual Impact

As part of the submitted Railway Order application for MetroLink, Environmental Impact Assessment Report (EIAR) Chapter 27 (The Landscape) presents an assessment of the proposed Project's impact on the landscape and visual elements.

As detailed in the EIAR, but subject to further development and agreement with residents and FCC, 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 over the cut and cover sections and linking around open cut sections, following the alignment but also extending into the existing open spaces as appropriate in order to provide a comprehensive recreational facility for the adjacent residential communities.

The nature of the proposed planning 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. While described in the Planning Report as 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.

5.3.5.2 Overall Landscape and Visual Impact

Reinstating the existing boundary wall will remove the landscape connectivity benefits of the existing plan for residents in the affected areas, increasing journey times to public transport and public areas. However, it will not significantly impact the landscape and visual benefits of the proposed plan in surrounding areas which will still see an enhancement of landscape condition and connectivity.

If the boundary wall and existing landscaping is reinstated, the photomontages of this area, included in EIAR Appendix A27.1 Photomontages, are required to be updated. This affects viewpoints within LLCA4, and LLCA5:

- V04-4;
- V04-5;
- V04-6;
- V04-7;
- V04-8;
- V05-3;
- V05-4;
- V05-5; and,
- V05-6.

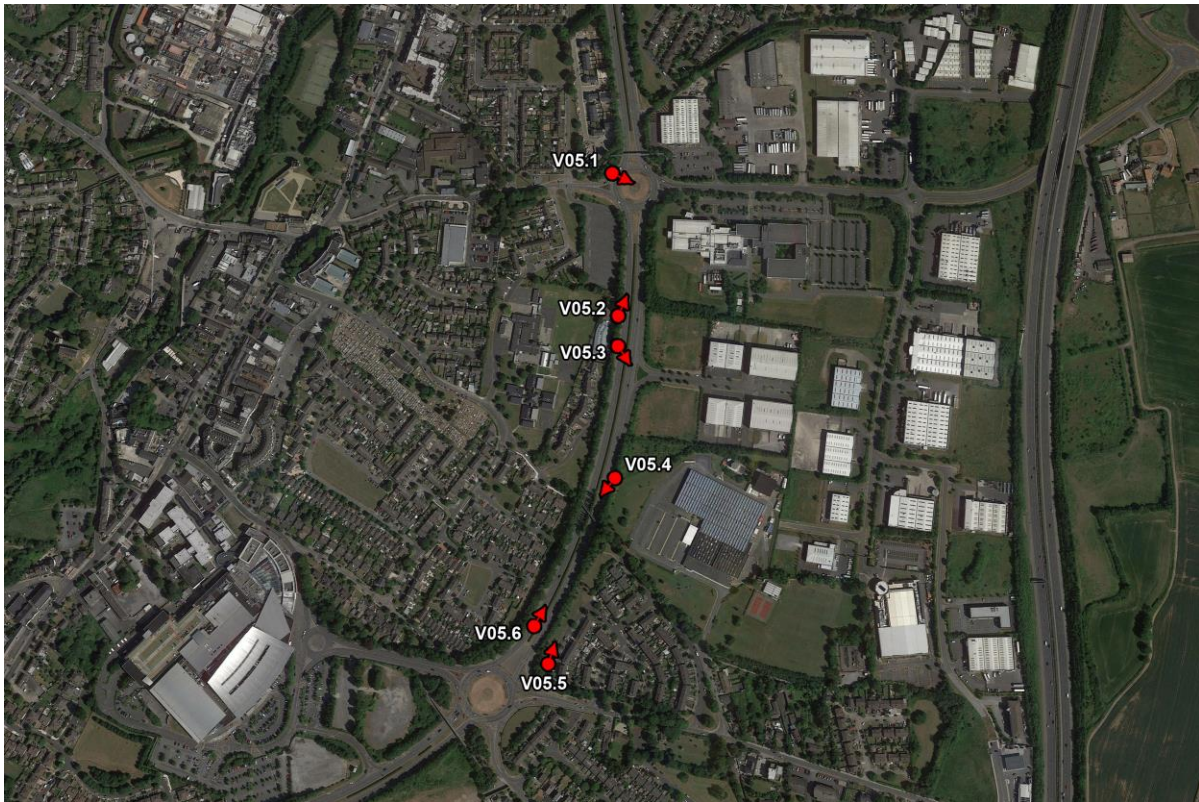


Figure 5.7: Photomontage viewpoints within LLCA4

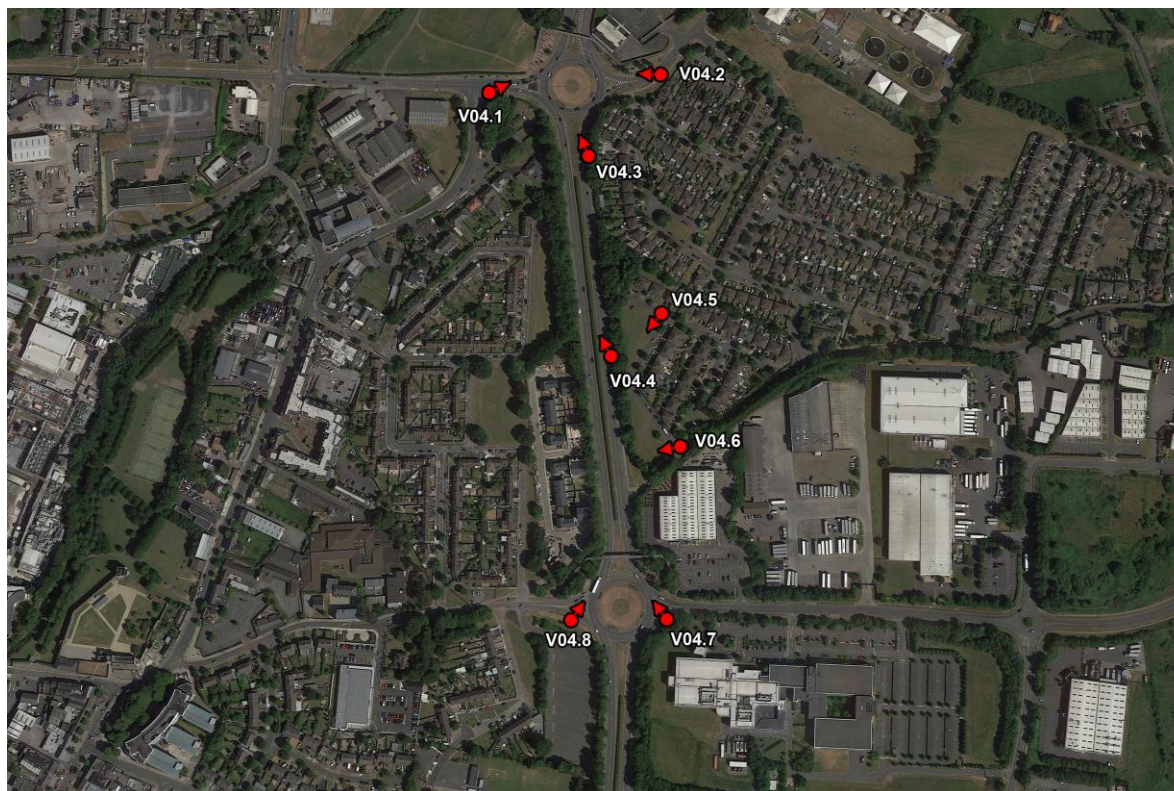


Figure 5.8: Photomontage viewpoints within LLCA5

Revisions to the photomontages are presented in Appendix A Drawing Revisions showing the reinstatement of the existing boundary wall and landscaping.

5.3.6 Planning

5.3.6.1 [Potential Planning Compliance Impact](#)

Fingal Development Plan 2023-2029

The creation of linear landscape aids in achieving better permeability and in terms of goals surrounding biodiversity net gain.

The Fingal Development Plan 2023-2029 (FDP) places a significant overall priority on the addition of green infrastructure throughout the county with a specific focus on promoting cycling, walking and other such modes of active travel. The objectives outlined below highlight the need for interconnectivity between such infrastructure.

The following table sets out the relevant policies and objectives together with a commentary on how the proposed amendment would affect its ability to be delivered.

| Policy / Objective | Compliance Response |
|--|---|
| Objective GINH07 – <i>Provision of Open Space - Provide a range of accessible new parks, open spaces and recreational facilities accommodating a wide variety of uses (both passive and active), use intensities and interests.</i> | Unaffected by the proposed change. The proposed change changes the |

| Policy / Objective | Compliance Response |
|--|---|
| | nature of the green infrastructure however will not remove it. |
| Objective GINHO8 – Routes - Provide attractive and safe routes linking parks and open spaces and other related features such as cultural sites and heritage assets as an integral part of green infrastructure provision, where appropriate and feasible. | Connection is delivered along the R132. However, the full potential connectivity is not achieved. The proposed layout will not be inconsistent with the objective however it will not be fully met at this location. |
| Objective GINHO19 – Create an integrated and coherent green infrastructure for the County by requiring the retention of substantial networks of green space in urban, urban fringe and adjacent countryside areas to serve the needs of communities now and in the future including the need to adapt to and mitigate climate change. | A network of connected spaces is still delivered in the project and connection is delivered along the R132. However, the full potential connectivity is not achieved. The proposed layout will not be inconsistent with the objective however it will not be fully met at this location. |
| Policy CAP35 – Protect, connect, and expand the County's green infrastructure while optimising the climate change adaptation and mitigation services it provides. | A network of connected spaces is still delivered in the project and connection is delivered along the R132. However, the full potential connectivity is not achieved. The proposed layout will not be inconsistent with the objective however it will not be fully met at this location. |

The FDP also sets out policies in respect of the protection of existing green infrastructure, as follows.

| Policy / Objective | Compliance Response |
|--|--|
| Policy GINHP2 – Ensure that areas and networks of green infrastructure are identified, protected, enhanced, managed, and created to provide a wide range of environmental, social, and economic benefits to communities. | Unchanged. The proposed change will change the nature of the green infrastructure at Ashley Avenue but not remove it. |
| Policy GINHP21 – Protect existing woodlands, trees and hedgerows which are of amenity or biodiversity value and/ or contribute to landscape character and ensure that proper provision is made for their protection and management in line with the adopted Forest of Fingal-A Tree Strategy for Fingal | Unchanged |
| Policy GINHP22 – Provide for appropriate protection of trees and hedgerows, recognising their value to our natural heritage, biodiversity and climate action and encourage tree planting in appropriate locations. | Unchanged |

In addition to the above objectives, the opportunities provided by “public infrastructure works” such as the proposed Project are also highlighted.

| Policy / Objective | Compliance Response |
|---|---|
| Objective CMO30 – Avail of the opportunities provided by any public transport infrastructure works to improve and provide new cycling and walking links, including crossings of motorways and major roads which currently represent major permeability barriers to active travel especially in South Fingal. | The proposed change will continue to provide new cycling and walking links, including crossing of the R132. |

| Policy / Objective | Compliance Response |
|--|---|
| Objective CMO12 – Ensure that new walking and cycling routes are designed, insofar as possible, to function as links in the County’s green infrastructure network and that adequate replacement and additional planting of native species and pollinators is provided and that SuDS approaches are used to treat surface water run-off. | The proposed change will continue to provide green infrastructure, albeit with a lesser degree of integration, as it is reinstating existing landscape amenity at this location. New green infrastructure will still be provided north of Seatown Villas due to demolition of property (required for alignment) creating opportunity for landscaping. |

Objective CIO51 is also noted.

| Policy / Objective | Compliance Response |
|--|--|
| Objective CIO51 – Ensure permeability and connections between public open spaces including connections between new and existing spaces, in consultation with residents. | Noting that a key priority in terms of increasing permeability for pedestrians and cyclists is the consideration of the needs of residents, the proposed change directly responds to this objective, as the change is directly in response to requests from residents. |

Barrysparks and Crowscastle Masterplan 2019

A portion of the lands through which the proposed linear landscape would run is subject to the policies and objectives contained with the *Barryspark and Crowscastle Masterplan 2019*, including the following key objectives:

“Provide a high-quality landscaped open space area adjacent to the proposed MetroLink station to the north of the Masterplan lands that connects to the central spine and facilitates pedestrian and cyclist movements.”

| Policy / Objective | Compliance Response |
|---|---|
| <i>“Provide a central north-south green corridor encompassing pedestrian and cyclist infrastructure and both active and passive open space amenities connecting from the R125 to the south of the site to the R132 to the north”.</i> | Ashley Avenue lies outside the Masterplan area. Connectivity will be provided along the R132 and will not be affected by the proposed change. |
| <i>“Provide a high-quality landscaped open space area adjacent to the proposed MetroLink station to the north of the Masterplan lands that connects to the central spine and facilitates pedestrian and cyclist movements.”</i> | Ashley Avenue lies outside the Masterplan area. Connectivity will be provided along the R132 and will not be affected by the proposed change. |

R132 Connectivity Project

A key consideration in relation to maintaining the existing boundary treatment will be the recently approved R132 Connectivity Project. The project consists of *“the upgrade of three junctions from: Estuary Roundabout, Seatown Roundabout and Malahide Roundabout. Furthermore, the links between these junctions will experience a reallocation of general traffic lanes for new and improved pedestrian and cycle facilities, including new signal-controlled crossing points”*. It is further noted that *“the project will enhance accessibility between Swords town centre, future MetroLink stations and employment areas to the east.”*

The project assists in the achievement of objectives in the FDP relating to pedestrians and cyclists such as,

Policy CMP9 – *Support the prioritisation of pedestrians and cyclists and the provision of improved public realm to make walking and cycling safer, healthier, quicker, more direct, and more attractive.*

In addition to this, the project is a key element in the delivery of the *Sustainable Swords Strategy 2022*, the recommendations of which are supported in the objectives of the FDP.

Objective CSO39 – *Support and promote the implementation of key recommendations arising from the Sustainable Swords' project including the implementation of the Swords Cultural Quarter.*

Theme 3: Improving Access, Permeability and Connectivity of the *Sustainable Swords Strategy 2022* highlights the impact of promoting the use of active travel and public transport where it states that,

“Enabling ease of movement and more active travel is critically important to reducing private car-use which in turn will have a positive impact on the environment, physical health and reducing greenhouse gas emissions. These interventions will seek to showcase Swords rich natural and built heritage and capitalise on transformative level of investment in Metrolink, BusConnects and the R132.”

As noted above, the delivery of Objective CIO51 seeks that the permeability and connections is made in consultation with residents.

5.3.6.2 Overall Planning Compliance Impact

The promotion of green infrastructure and in particular the connections made between various open spaces within Fingal, through projects such as linear parks, is a key overall objective of the current FDP.

The proposed change will reduce the level of connectivity and integration of green infrastructure within Swords. However, this will not lead to non-compliance with policy, rather it will be a reduction in the level of consistency that is achieved.

In combination with other key projects such as the R132 Connectivity Project the achievement of increased access and permeability for pedestrians and cyclists in Swords will be achieved between the proposed stations and across the R132.

The needs of the residents are a key factor in the way the policies and objectives of the FDP are achieved and therefore the engagement between TII and residents in terms of the boundary treatment along the R132 would align with this approach.

Overall, it is considered that proposed reinstatement of the boundary/landscaping along the R132/Ashley Avenue would not pose a risk in terms of overall compliance with planning policy.

5.4 Environmental Review Summary Conclusions

In summary, should the boundary wall and existing landscaping be reinstated along the R132, the following can be concluded:

- Human Health:
 - No increase in Human Health impacts is anticipated above those presented by the MetroLink EIAR and RO application.
 - Returning the landscaping and boundary wall to the existing condition will mean linkages are not created, and therefore permeability and access to the R132 will not improve. However, this is no change from the baseline conditions and therefore MetroLink causes no impact on access to services and development.
- Population and Land Use:
 - No increase in Population and Land Use impacts is anticipated above those presented by the MetroLink EIAR and RO application.
- Biodiversity:
 - No increase in Biodiversity impacts is anticipated above those presented by the MetroLink EIAR and RO application.
- Land Take:
 - No increase in Land Take impacts is anticipated above those presented by the MetroLink EIAR and RO application.
 - Change from permanent land take to temporary land take in green spaces at Estuary Court, Seatown Villas and Ashley Avenue
- Landscape and Visual:
 - No increase in Landscape and Visual impacts is anticipated above those presented by the MetroLink EIAR and RO application.
 - The positive Landscape and Visual impacts associate with the 'linear park' will not occur, as the existing boundary wall and landscaping will be reinstated to the current conditions, however this will not lead to a negative impact from the proposed Project.
 - Changes required to landscaping drawings and photomontages, presented in Appendix A.
- Planning:
 - Overall, it is considered that the proposed reinstatement of the boundary/landscaping along the R132/Ashley Avenue would not pose a risk in terms of overall compliance with planning policy.

6. Impact on Published Railway Order Documentation

Table 6.1 schedules the documentation within the MetroLink RO application that would require changes to be made to it to reflect that the boundary wall and existing landscaping is reinstated along the R132 following the completion of the construction works. The changes are not considered to be significant and can be readily incorporated should it be confirmed that the boundary wall and existing landscaping is to be reinstated.

Table 6.1: Changes to MetroLink RO Documentation if Existing Boundary Wall and Landscaping is Reinstated on R132

| Railway Order Document | Section | Updates Required |
|-------------------------------------|---|--|
| First Schedule | Works No. 79, 83, 86, 108, 109, 110, and 112. | Text would need to be updated to include for the reinstatement of the existing boundary wall and landscaping, opposed to creation of new pathways, including updates to relevant drawings ML-RO 301 H-J, J-K and M-N |
| Railway Order Plans\Drawings | <p>Landscape Drawings, Landscape Details Fingal County/Dublin City Council Area Book 1 of 1 Lissenhall to Ranelagh Road, page 5 and 6</p> <p>Alignment Drawings, Alignment Details Book 1 of 2 Fingal County Council, sheets 24, 25, and 28.</p> <p>Utility Drawings, Utilities Surface Water Book 3 of 4 Fingal County Council, Sheet 10, 11,</p> <p>Photomontages, Appendix A27.1 of EIAR Chapter 27 (The Landscape), LLCA4 and LLCA5</p> | <p>Updates required to the following drawings to show reinstatement of existing boundary wall and landscaping instead of creation of new pathways:</p> <p>Landscape Drawings:</p> <ul style="list-style-type: none"> ML1-JAI-ARL-SC01_GF-DR-Y-00003.pdf ML1-JAI-ARL-SC02_GF-DR-Y-00004.pdf <p>Alignment Drawings:</p> <ul style="list-style-type: none"> ML1-JAI-ARD-ROUT_XX-DR-Y-03012.pdf ML1-JAI-ARD-ROUT_XX-DR-Y-03013.pdf ML1-JAI-ARD-ROUT_XX-DR-Y-03017.pdf <p>Utility Drawings:</p> <ul style="list-style-type: none"> ML1-JAI-URD-ROUT_XX-DR-Y-02012.pdf ML1-JAI-URD-ROUT_XX-DR-Y-02013.pdf ML1-JAI-URD-ROUT_XX-DR-Y-02017.pdf <p>Photomontages:</p> <ul style="list-style-type: none"> Seatown Roundabout V04-4, V04-5, V04-6, V04-7, V04-8 Seatown Road_Malahide Road V05-3, V05-4, V05-5, V05-6 |

| Railway Order Document | Section | Updates Required |
|--|--|--|
| Chapter 01: Introduction | No changes required. | No updates required. |
| Chapter 02: Methodology used in Preparation of the EIAR | No changes required. | No updates required. |
| Chapter 03: Background to the MetroLink Project | No changes required. | No updates required. |
| Chapter 04: Description of the MetroLink Project | Section 4.6.3.3 Biodiversity | Update text which details 'extensive landscaping along R132' and impacts of replanting to offset tree loss in this area. |
| | Section 4.7.6 Urban Realm and Landscaping | Update text which details the public realm along the R132 'developed around access points and desire lines for both cyclists and pedestrians to access the stations. |
| | Section 4.14.6.2 Seatown Station Urban Realm and Landscaping | Update text which details the public realm along the R132 'developed around access points and desire lines for both cyclists and pedestrians to access the stations |
| Chapter 5: MetroLink Construction Phase | Section 5.5.24 | Update text which details soft landscaping proposals and direct reference to 'linear park' |
| Chapter 06: MetroLink Operations and Maintenance | Section 6.11.5 | Update text which details landscape management of green corridor along R132 |
| Chapter 07: Consideration of Alternatives | No changes required. | No updates required. |
| Chapter 08: Consultation | No changes required. | No updates required. |
| Chapter 09: Traffic and Transport | No changes required. | No updates required. |
| Chapter 10: Human Health | No changes required. | No updates required. |
| Chapter 11: Population and Land Use | Section 11.5.3 | Update text which references 'landscaping and urban design works' along R132, direct statement of 'positive impacts' |
| | Section 11.5.3.4.3 | Update text which makes reference to landscape park, connectivity to R132 and new high-quality landscaping |

| Railway Order Document | Section | Updates Required |
|--|--|---|
| | Section 11.5.3.5.2 | Update text which makes reference to 'provision of new linear open and green space' which 'will enhance linkages', with statement of positive impacts |
| Chapter 13: Airborne Noise and Vibration | No changes required. | No updates required. |
| Chapter 14: Groundborne Noise and Vibration | No changes required. | No updates required. |
| Chapter 15: Biodiversity | No changes required. | No updates required. |
| Chapter 16: Air Quality | No changes required. | No updates required. |
| Chapter 17: Climate | No changes required. | No updates required. |
| Chapter 18: Hydrology | No changes required. | No updates required. |
| Chapter 19: Hydrogeology | No changes required. | No updates required. |
| Chapter 20: Soils and Geology | No changes required. | No updates required. |
| Chapter 21: Land Take | Section 21.5.2.1 | Update text to reflect change in how much open space is impacted by permanent land take |
| | Table 21.6 Construction Phase Land Take Assessment | Update table for relevant land parcels which change from permanent to temporary land take, Land Take IDs change to reflect this. No change in significance of impact as magnitude of impact does not change (land cannot be used during temporary acquisition). |
| | Section 21.6.2.3 | Update text which details the 'extensive landscaping' proposals along cut and cover sections |
| | Figure 21.1 Permanent Land Take Drawing | Changes to land parcels which will be temporary take instead of permanent |
| Chapter 22: Infrastructure and Utilities | No changes required. | No updates required. |
| Chapter 23: Agronomy | No changes required. | No updates required. |

| Railway Order Document | Section | Updates Required |
|---|--|---|
| Chapter 24: Materials & Waste Management | No changes required. | No updates required. |
| Chapter 25: Archaeology and Cultural Heritage | No changes required. | No updates required. |
| Chapter 26: Architectural Heritage | No changes required. | No updates required. |
| Chapter 27: The Landscape | Section 27.5.3.4 | Update text which details proposals on the R132, including 'a series of adjacent and related public open spaces', and proposals 'to integrate these designed public open spaces with the stations and their associated public realm proposals'. |
| | Section 27.5.4.1 | Update text which details extensive landscaping which aligns and integrates with the adjacent R132, and how proposals respond to and integrate with Fingal County Council's parallel proposals to improve the appearance and character of the R132. Update text which emphasises extensive landscaping and how it will 'beneficially transform the interconnectedness of this area', and statement of 'significant positive effect' on landscape and visual. |
| | Section 27.5.4.4 | Update text which provides a detailed description of the landscaping proposals at this section. Update to reduce significance of impact on landscape and visual. Remove reference to support of FCC plans. |
| | Section 27.5.4.5 | Update text which provides a detailed description of the landscaping proposals at this section. Update to reduce significance of impact on landscape and visual. Remove reference to support of FCC plans. |
| | Figure 27.1 Viewpoint of Photomontages | Update relevant views in V04 and V05. |
| Chapter 28: Risk of Major Accidents and Disasters | No changes required. | No updates required. |
| Chapter 29: Interactions between the various environmental aspects | No changes required. | No updates required. |

| Railway Order Document | Section | Updates Required |
|---|----------------------------------|--|
| Chapter 30: Cumulative impacts of interaction between other projects and MetroLink | No changes required. | No updates required. |
| Chapter 31: Summaries of the route wide mitigation and monitoring proposed | No changes required. | No updates required. |
| Planning Report | Section 2.3 | Update text which references 'public open space areas at Estuary Court and Ashleigh Avenue'. |
| | Section 3.6.1.2, Table 3.8 | Section 6.13 within table, update 'Project Response' cell which details that the Project facilitates green landscapes in this area, and that 'the urban realm and landscape design has been significantly developed in consultation with FCC to ensure it integrates with masterplans for the area.' |
| | Section 4.2.2.1, section 4.2.3.1 | Update text which details the proposed linear park which connects Estuary, Seatown, Swords and Fosterstown |
| | Section 4.2.2.4 | Table 4.1 – Estuary Central Masterplan, and Seatown North and South Masterplan – update cell which details the 'series of adjacent and related public open spaces' to be provided along the R132 in response to FCC aspirations for the area |

7. Review Conclusions

This review has identified that no additional impacts as a result of the MetroLink project as a consequence of the reinstatement of the existing boundary wall and associated landscaping at Estuary Court, Seatown Villas and Ashley Avenue (noting the assumptions listed under section 3).

A scoping exercise identified that the alternative proposals have the potential to cause impacts on Human Health, Population and Land Use, Biodiversity, Land Take, Landscape and Visual, and associated drawings and photomontages submitted as part of the Railway Order application.

Following further investigation into these disciplines, the following conclusions can be drawn should the boundary wall and existing landscaping be reinstated along the R132:

- Human Health:
 - No increase in Human Health impacts is anticipated above those presented by the MetroLink EIAR and RO application.
 - Returning landscaping and boundary wall to existing condition will mean linkages are not created, and therefore permeability and access to the R132 will not improve. However, this is no change from the baseline conditions and therefore MetroLink causes no impact on access to services and development.
- Population and Land Use:
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- Biodiversity:
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- Land Take:
 - No increase in Land Take impacts is anticipated above those presented by the MetroLink EIAR and RO application.
 - Change from permanent land take to temporary land take in green spaces at Estuary Court, Seatown Villas and Ashley Avenue.
- Landscape and Visual:
 - No increase in Landscape and Visual impacts is anticipated above those presented by the MetroLink EIAR and RO application.

- The positive Landscape and Visual impacts associated with the 'linear park' will not occur, as the existing boundary wall and landscaping will be reinstated to the current conditions, however this will not lead to a negative impact from the proposed Project.
- Changes required to landscaping drawings and photomontages, presented in Appendix A.
- Planning:
 - Overall, it is considered that proposed reinstatement of the boundary/landscaping along the R132/Ashley Avenue would not pose a risk in terms of overall compliance with planning policy.

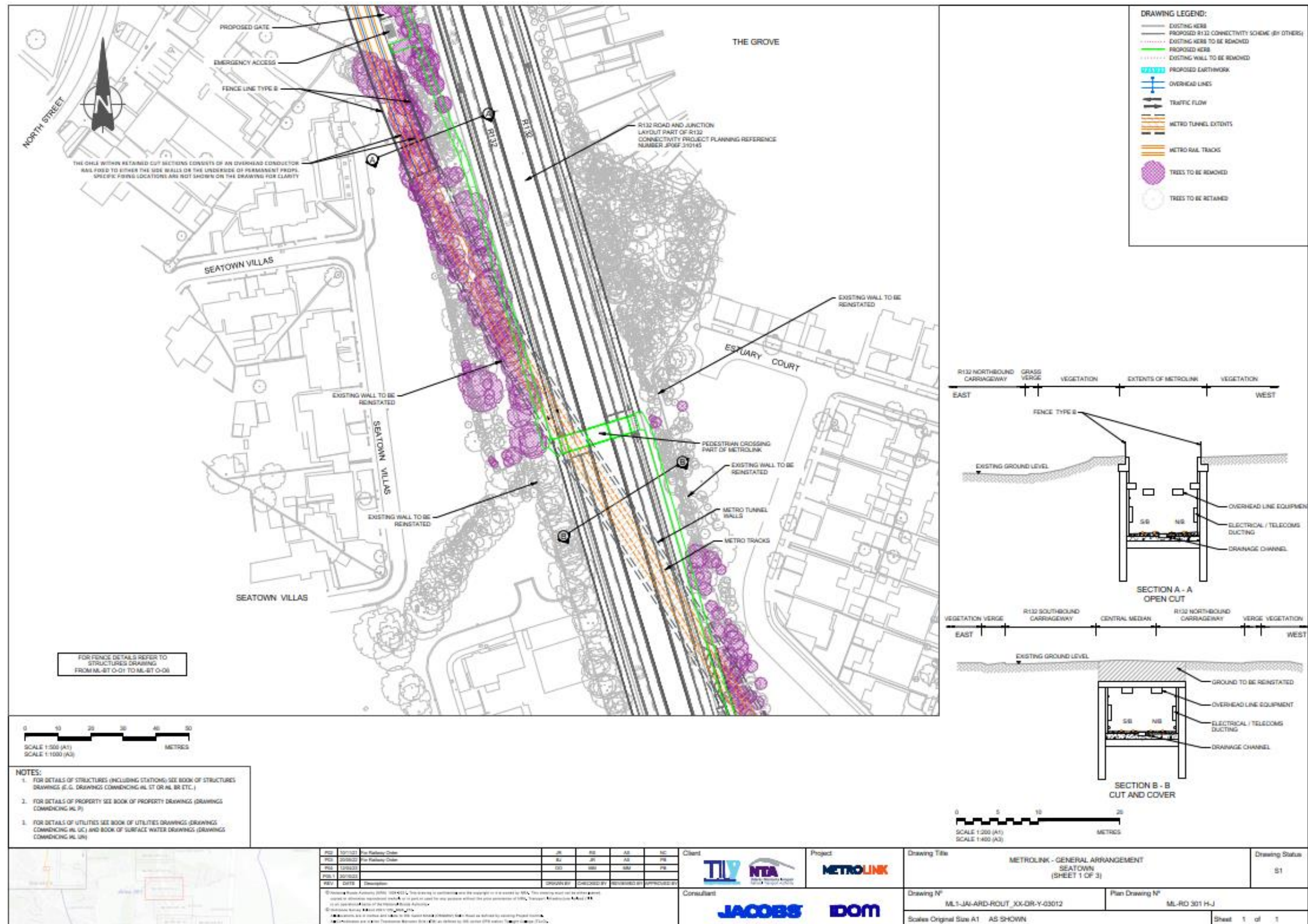
A review of the submitted MetroLink RO documentation (presented in section 6) shows any changes required to reflect the reinstatement of the existing boundary wall and associated landscaping at Estuary Court, Seatown Villas and Ashley Avenue.

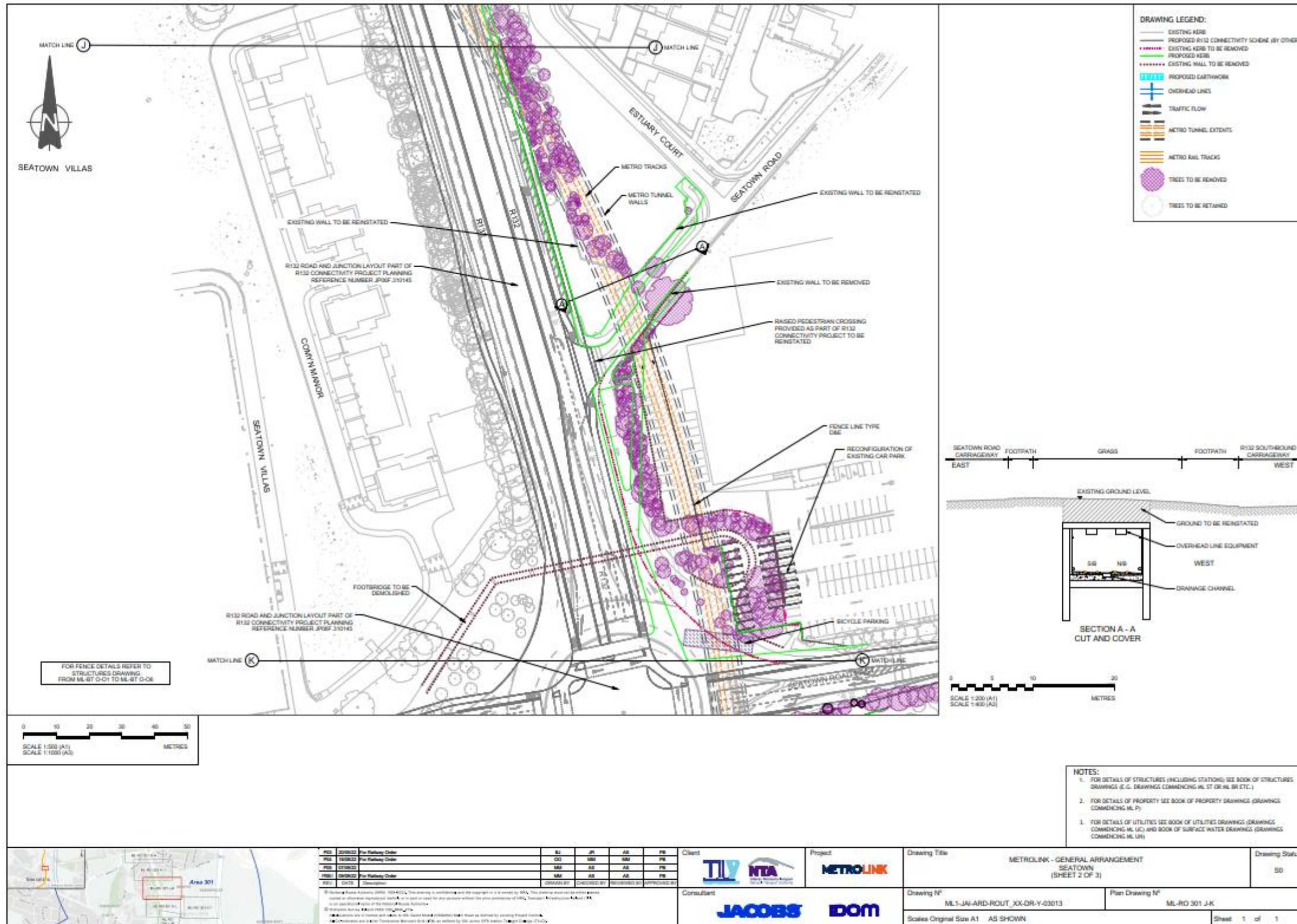
A.1 Landscape Drawings





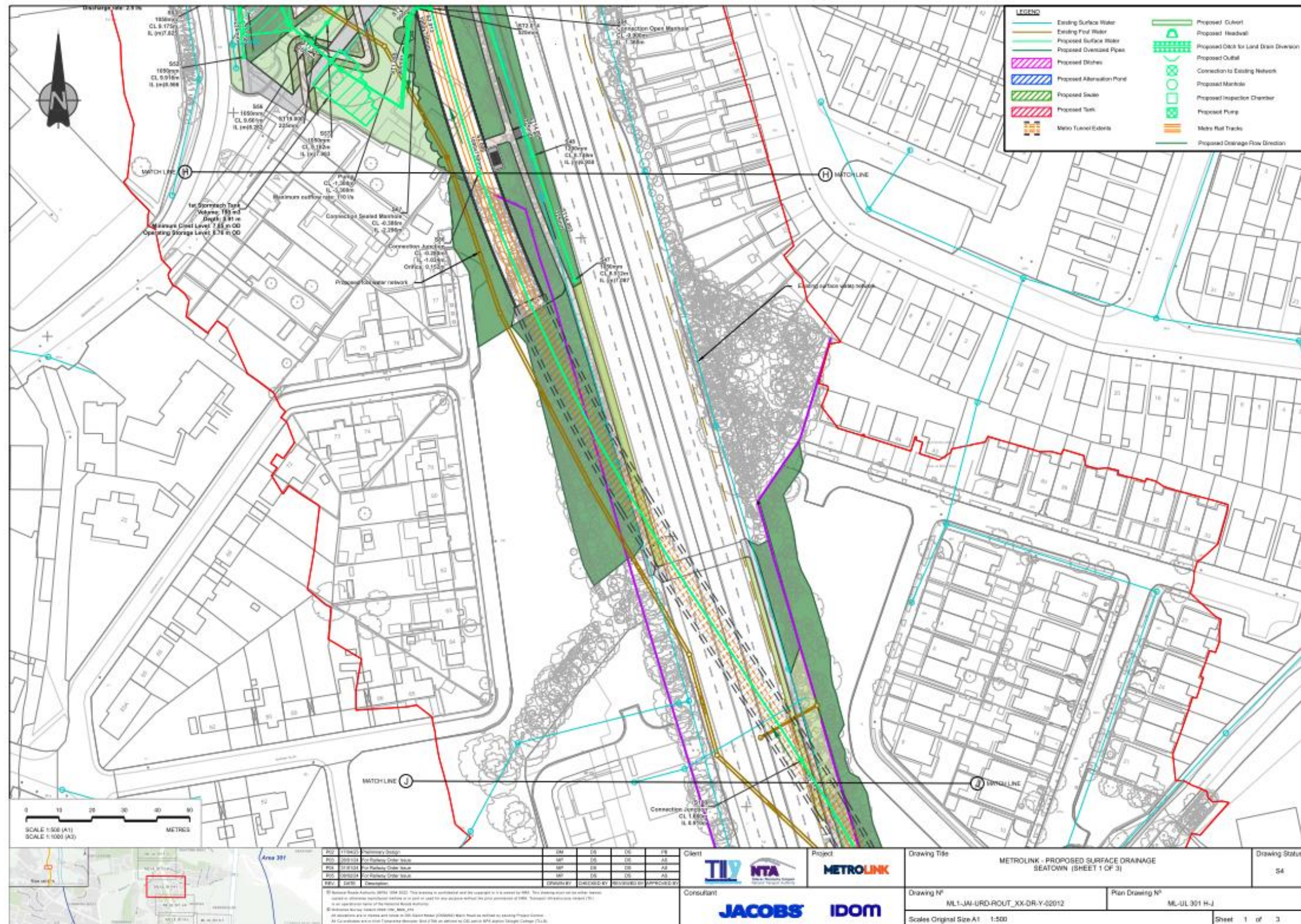
A.2 Alignment Drawings

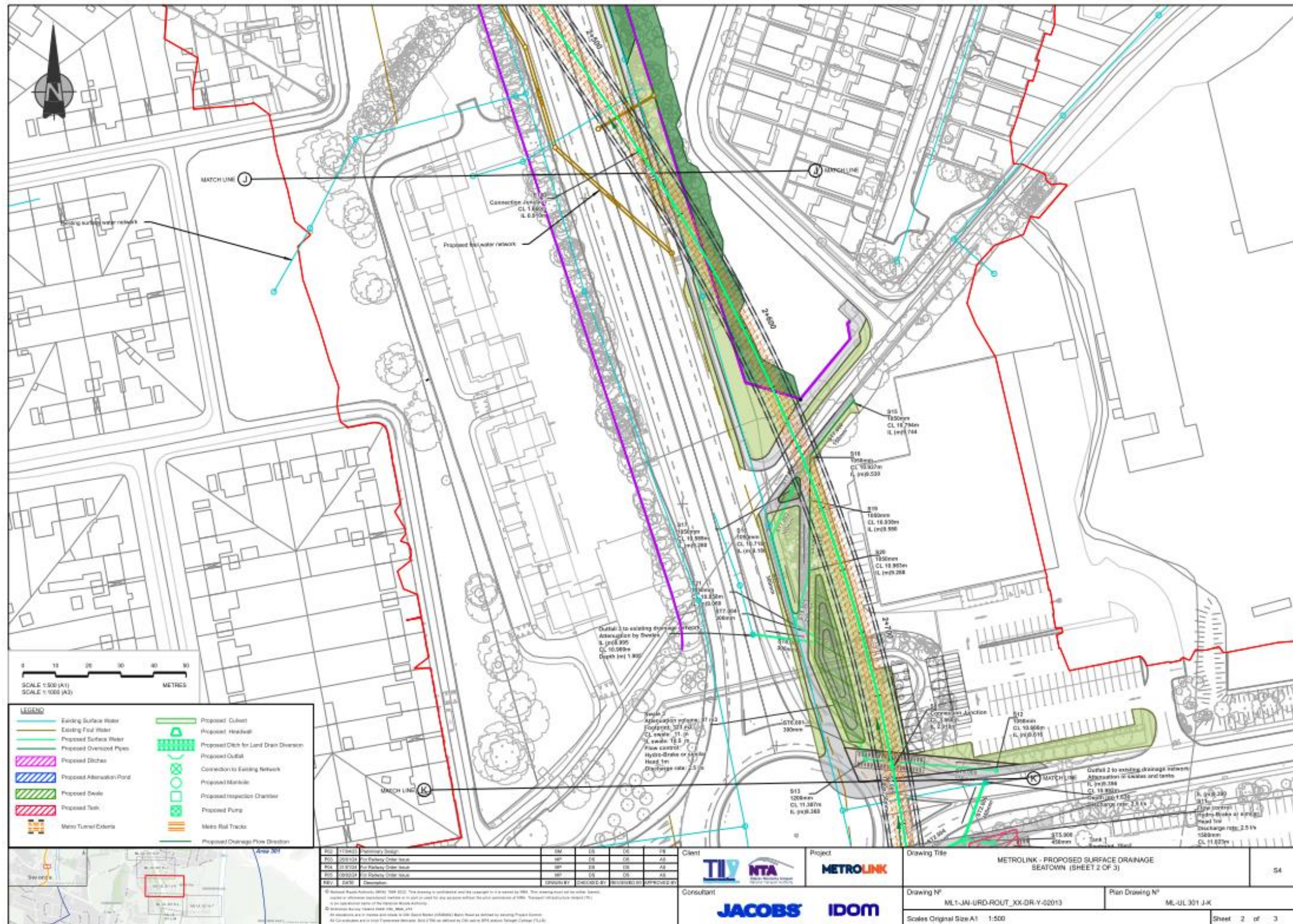


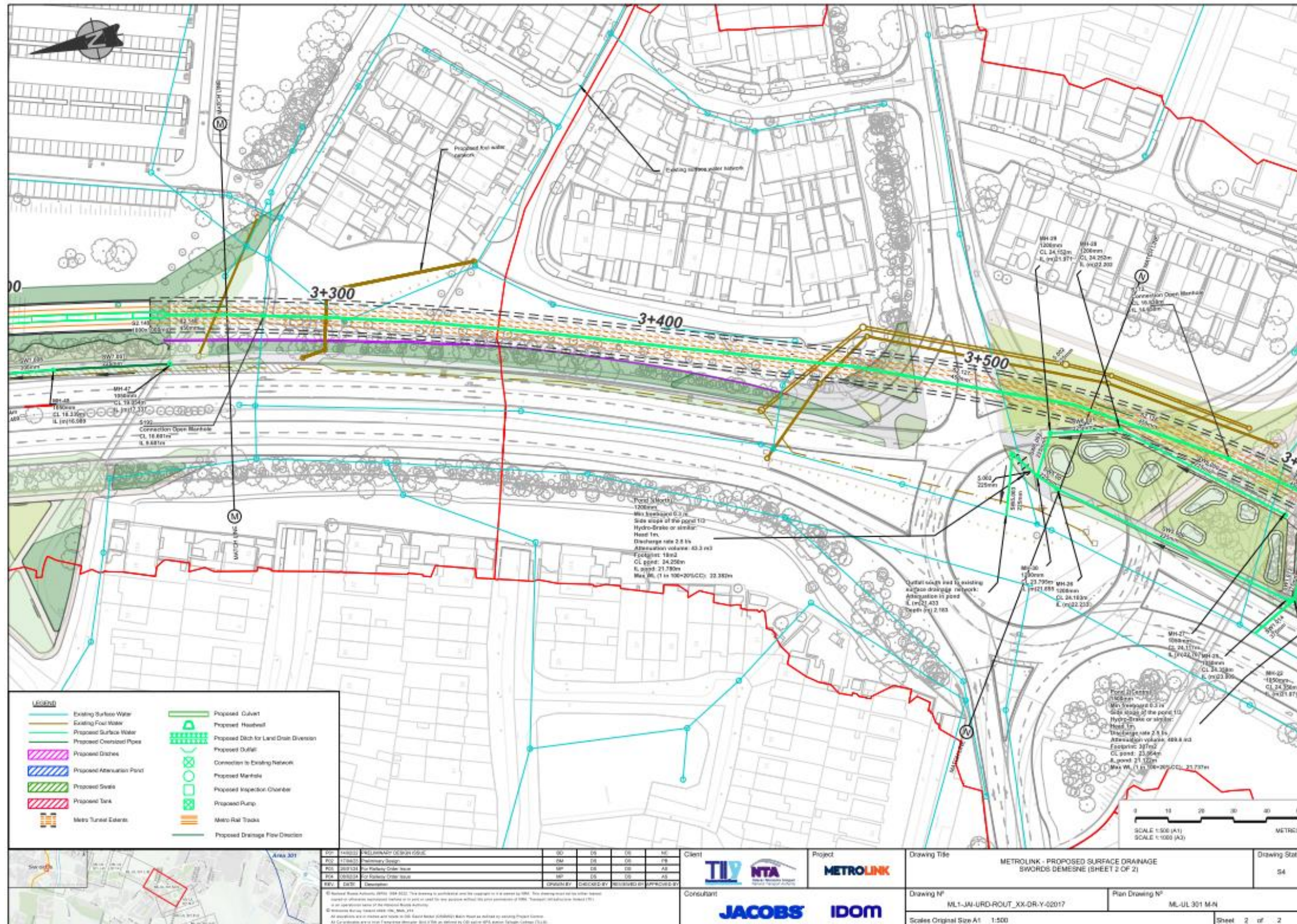




A.3 Utility Drawings







A.4 Photomontages



Figure 7.1: LLCA4: Revision to Photomontage V04-4



Figure 7.2: LLCA4: Revision to Photomontage V04-5



Figure 7.3: LLCA4: Revision to Photomontage V04-6



Figure 7.4: LLCA4: Revision to Photomontage V04-7



Figure 7.5: LLCA4: Revision to Photomontage V04-8



Figure 7.6: LLCA5: Revision of Photomontage V05-3



Figure 7.7: LLCA5:Revision to Photomontage V05-4



Figure 7.8: LLCA5: Revision to Photomontage V05-5



Figure 7.9: LLCA5: Revision to Photomontage V05-6