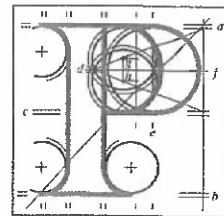


Our Case Number: ABP-314724-22



An
Bord
Pleanála

Estuary Court Residents Association
16 Estuary Court
Swords
Co. Dublin

Date: 19 December 2022

Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]
Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to
Charlemont, Co. Dublin

Dear Sir / Madam,

An Bord Pleanála has received your recent submission and oral hearing request in relation to the above-mentioned proposed Railway Order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

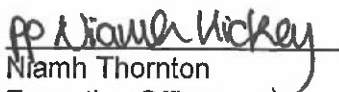
The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you on this matter in due course.

Please be advised that copies of all submissions/observations received in relation to the application will be made available for public inspection at the offices of the relevant County Council(s) and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: www.pleanala.ie.

If you have any queries in the meantime, please contact the undersigned. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Niamh Thornton
Executive Officer
Direct Line: 01-8737247

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64 Sráid Maoilbhríde	64 Marlborough Street
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D01 V902	D01 V902

AN
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Our Case Number: ABP-21-00000000
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Estuary Court Residents Association,

Swords,

Co Dublin

12/11/2022

An Bord Pleanála,
64 Marlborough Street,
Dublin 1,
D01 V902.

RE: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022

Estuary Court Submission No. 2

Short- and Long-Term Impact of the Proposed Metrolink Route Through Estuary court

Dear Sirs,

Please see attached our submission No. 2 regarding the Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022. This submission is made on behalf of all the residents in Estuary Court (see signatures below) and relates to the short- and long-term impact the proposed Metrolink route will have on the residents of Estuary Court and the mitigation measures and assurances we seek to minimise the impact.

The submission sets out

- What we currently have – this is what we want reinstated not a linear park!
- Assurances that any damage to our properties will be remediated
- Mitigation measures during construction phases
- Concerns after construction

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 unproportionate amount of disruption and also an enduring impact with the proposed linear park. We would be grateful if you would consider our submission favourably.








We welcome any questions you may have and would also welcome the opportunity to represent the Estuary Court residents at an oral hearing.

Yours Sincerely,

Estuary Court Residents Association

On behalf of all the residents in Estuary Court (please see signatures overleaf)

Estuary Court Residents Signatures – Metrolink Submission No. 2

Barry 	16 Estuary Court
L. Atkinson	16 Estuary Court
	n Estuary Court.
Deirdre Connolly	14 Estuary Court
Paul Connolly	14 Estuary Court
Sam M. 	29 ESTUARY COURT
Lillian W.	29 ESTUARY COURT
Paul Giller	33 Estuary Court
Sean Carr	33 Estuary Court
Patricia Phillips	20 Estuary Court.
	25 Estuary Court
	26 Estuary Court.
Edward Cassidy	27 Estuary Court.
	29 Estuary Court.
Archie Smith	13 Estuary Court.
Clare Price	23 Estuary Court.
	
Philip Byrne	24 Estuary Court
Clare Byrne	
A. Byrne	
Jonathan Byrne	
Maurice Hickey	3 Estuary Court.
Siobhan Sheppard	3 Estuary Court

Estuary Court Residents Signatures - Metrolink Submission No. 2

Molly Sheppard	3 Estuary Court
Brandon Sheppard	3 Estuary Court.
✓ ✓	2 Est Court
Cooley & Keeling	2 Est Court
Mary Hoyle	5 Estuary Ct
Sarah Keigh	5 Estuary Court
Ryan Quinlan	5 Estuary Court
P/O Walsh	8 Estuary Court
Marie Walsh	8 Estuary Court
Niamh Walsh	8 Estuary Court
Crane Crane	47 Estuary Court
Erica Mc Hugh	47 Estuary Court
Median Fallon	46 Estuary Court
Peter Ray	46 Estuary Court
Joshua Woods	45B Estuary Court
Elizabeth Donnelly	46A Estuary Court
Phil Horrocks	44 A Estuary Court
Shelagh O'Connell	1 Estuary Ct.
Peter O'Connell	1 Estuary Court
Yvonne O'Callaghan	1 Estuary Court
Conor Hiney	4 Estuary Court.
Jacqueline Connolly	6 Estuary Court
Laura Connolly	" " "
Paul Connolly	6 Estuary Court
Elizah Small	28 Estuary Court

Deirdre Murphy	35 Estuary Court
Joshua Woods	
Elizabeth Donnelly (Phil Donnelly)	46A Estuary Court. 44 Estuary Ct
Yvonne O'Connell	1 Estuary Ct.
Dennis O'Connell	1 Estuary Court
Gráinne O'Callaghan	1 Estuary Court
Sandra O'Connell	4. Estuary Court.
John O'Connell	6 " "
Paul O'Connell	6 Estuary Court.
Jacqueline O'Connell	6 Estuary Court
Clara O'Connell	28 Estuary Court
Shirley O'Connell	28 Estuary Court.
Shirley O'Connell	30 Estuary Court
Sandra O'Connell	30 Estuary Court
Daniel Diez Clarke	30 Estuary Court
Elena Diez Clarke	30 Estuary Court
Joni Doherty	31 Estuary Court
Tam Doherty	31 Estuary Court
Hannah Doherty	31 Estuary Court
Naomi Doherty	31 Estuary Court
Ann Louise Keogh	34 Estuary Court
P. Keogh	" " "
Michael Keogh	" " "
Noel Murphy	35 Estuary Court

Estuary Court Residents Signatures – Metrolink Submission No. 2

Isabel Connell	28 Estuary	Coast
Noel Murtagh	35 ESTUARY	LT
Deirdre Murtagh	" "	"
CLARA Murtagh	" "	"
Shannon Murtagh	" "	"
Conwell Murtagh	" "	"
Michelle Smith	36 "	"
Michael Smith	36 "	"
Adam Smyth	36 "	"
Alex Smith	36 "	"
Alan Rose	37 "	"
Sharon Rose	37 "	"
John O'Keefe	12 "	"
Lue O'Keefe		
Loz Dunleavy	40 "	"
May Byrne	42 ESTUARY	

Railway
(Metrolink-Estuary to Charlemont
via Dublin Airport)
Order 2022

Estuary Court Residents
Association

Submission No. 2

Long and Short-Term Impact of
Proposed Metrolink Through
Estuary Court

Nov 2022

Prepared by Barry Arthurs on behalf of the Estuary Court Residents Association

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Preface

This is the second submission from the residents of Estuary Court in Swords. This submission sets out the long and short-term impact that the Metrolink construction and the TII's proposed plan post construction, will have on our estate. Our neighbours in Seatown Villas and Ashley Avenue will be impacted in a similar way and some of the points made in this submission will also be relevant for them.

Our first submission relates to the re-alignment of the proposed Metrolink route from the green area within our estate to the R132 road. This is referenced in parts of this submission and vice versa.

Executive Summary

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.

The residents of Estuary Court **do not oppose the Metrolink project**, however, we do not believe enough consideration has been given to

1. The re-alignment of the route onto the R132 – See Submission No. 1
2. The long and short-term impact that the proposed works will have on the Estuary Court residents.

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.

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.

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.

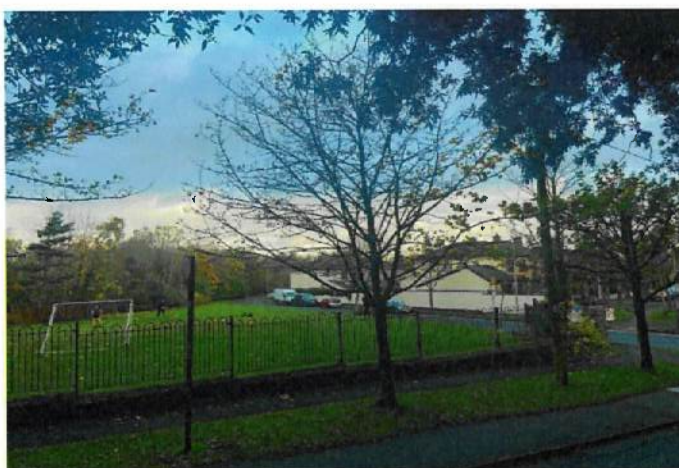
1.0 Introduction

Estuary Court is a small well established housing estate in Swords Co Dublin. It was developed approximately 30 years ago. The estate consists of 42 four-bedroom houses which were part of the original development, and 10 Two-bedroom apartments which were built shortly afterwards. The four-bedroom houses were built and sold as family homes and still serve that purpose well today. This is evident in the fact that most of the houses that have been sold over the last number of years have been bought by young families. There are approximately 30 children under the age of ten currently living in the estate.

There is a great community spirit and a sense of pride in the estate, evident in the number of families that have lived here since it was first constructed. There is no anti-social behaviour and very little crime experienced over the years. It has stood the test of time and works well as a safe family housing estate. It is a pleasant and enjoyable place to live. 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) 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.

Fig 1.0 Entrance to Estuary Court

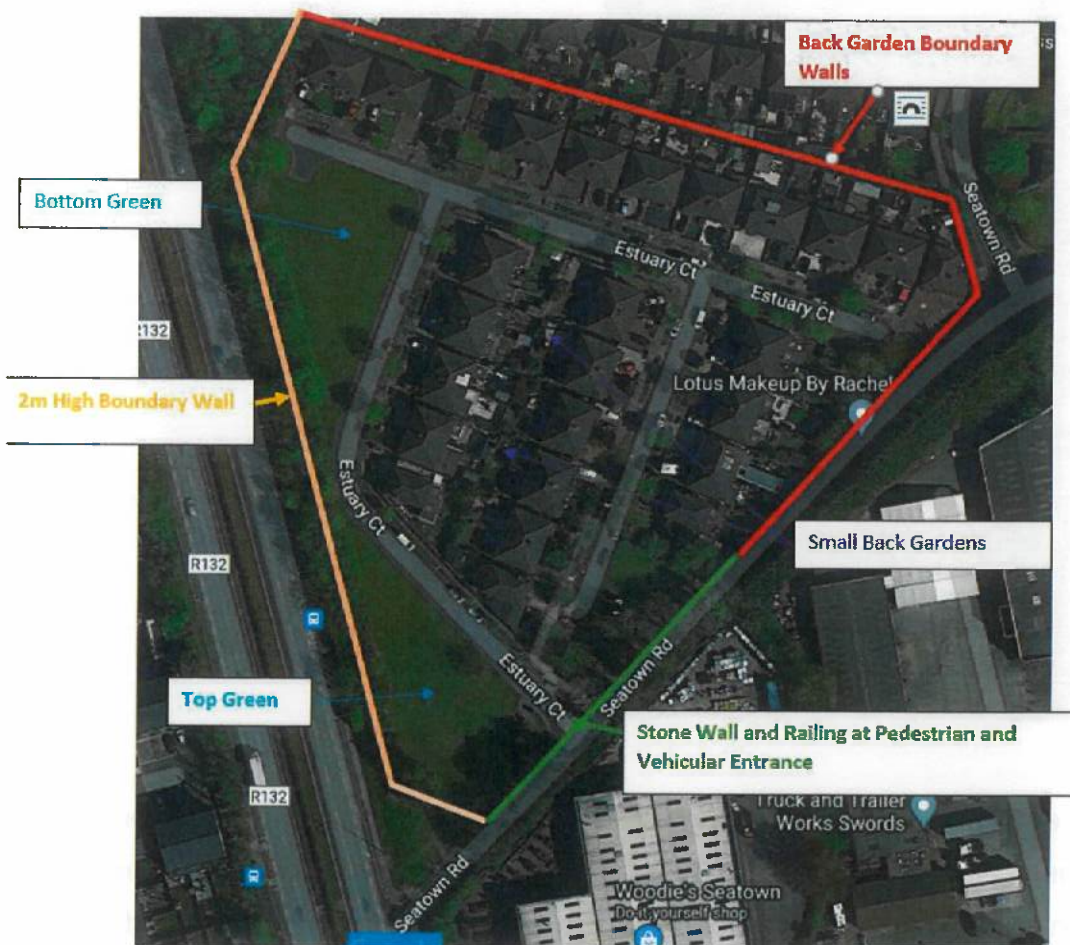


2.0 Current Layout and Amenity in Estuary Court

The Estuary Court site is a triangular shape. It borders the R132 dual carriageway on one side, the Seatown road on the other side and the Seatown housing estate at the back (Please see Fig 2.0 below). It is designed with one pedestrian and vehicular access onto the Seatown road. There is no through access to any other estate which ensures there is no pass-through traffic. This is safe for the children and creates a relaxed friendliness between the residents.

There is a 2m high boundary wall with mature tree and shrub landscaping along the busy R132 (See orange line in Fig 2.0). The two greens are in front of the wall and are overlooked by the houses, making them safe and secure. The back gardens for each house are small however, this is offset by the two open green spaces

Fig 2.0 Google Maps Extract of Estuary Court



2.1 Boundary Wall

When the estate was first constructed, the boundary along the R132 was a ranch type fence. As some of the first residents moved in, this was quickly identified as a major safety risk for the young children playing on the green. Dublin Co. Co (the local authority before Dublin was split into the 4 regions) assessed the risk and agreed to construct a 2m high wall and landscaping along the full length of the boundary between Estuary Court and the R132. The wall was built with a finished Forticrete architectural masonry block (split fluted textured profile) with matching capping. The works were carried out about 30 years ago so the trees that were planted back then are all well matured. This wall with accompanying landscaping provides a security and noise barrier while also aesthetically enhancing the estate.

Fig 2.1 2m High Architectural Masonry Boundary Wall (View from R132)



Just to also note, the houses in the estate were very slow to sell until the boundary wall was built. This supports our view that the boundary wall is one of the key components that makes the estate what it is today – a safe and secure child friendly estate. If this wall is not replaced it will change the dynamic of the estate and ruin the established family community that is here. This would be at odds with Fingal Co.

Co's strategy for Sustainable Swords where 'child friendly' is a main design theme throughout.

2.2 Safe Open Greens

There are two open green spaces in our estate. Both greens border the boundary wall and are overlooked by the houses. This makes it a very safe and secure area for our children to play. They are away from the traffic and in safe view.

Our greens are in regular use for children and pets. The top green is at a higher ground level, so it is free draining making it ideal for the children to play on it most of the year around. Our greens were invaluable during Covid times and hosted many children's birthday parties along with GAA and soccer small pod training.

Our green has also hosted a football match for the young children of the estate. The children on the team ranged from 3- to 6-year-olds. They called themselves 'The Champions' and they played against 'The Dads'. The grass was cut on the top green and the pitch was lined out for their big day. It was their first ever game of football and a special moment for them all. They thoroughly enjoyed it and was a great steppingstone for them into football and sport.

Fig 2.2 Photo From 'The Champions' V's 'The Dads' Football Match on Top Green



Fig 2.3 Photo From 'The Champions' V's 'The Dads' Football Match on Top Green



It is not just in recent years that our greens have been so invaluable. The greens have served all the children on this estate very well and have also been the first step for a lot of the children into sport. The children that start playing sport on our greens would typically follow on to join local sports clubs and they would continue to use the greens for practice and perfecting their skills. Several children from the estate have gone on to play for bigger clubs in Dublin and then further afield in the USA and England. Matt Doherty was one of those kids and he has progressed from the Estuary Court greens to one of the highest levels in football. He currently plays with one of the top Premiership clubs - Tottenham Hotspurs and represents the Irish National team.

Fig 2.3 Matt Doherty Playing for the Irish National Team



For the young children of the estate, Matt has been a role model. To see Matt play football on the TV knowing that he came from this estate makes their Premiership dream a little more real. To be able to start off where he started off and play football on the same green as he did, is inspirational for them.

3.0 TII Proposal

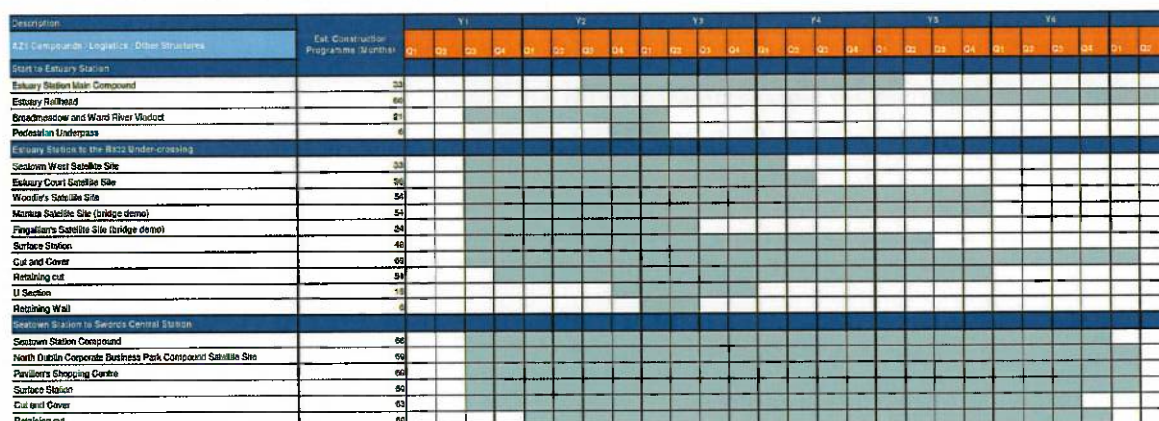
The TII's proposed route cuts through our top green with cut and cover construction and they propose to take over our bottom green for use as a site compound. With their plans, they will demolish the full length of our boundary wall and cut down the mature trees and landscaping along it.

The original timeframe provided to us by the TII for using the greens was

- 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 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):

Fig 3.0 TII Construction Programme



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.

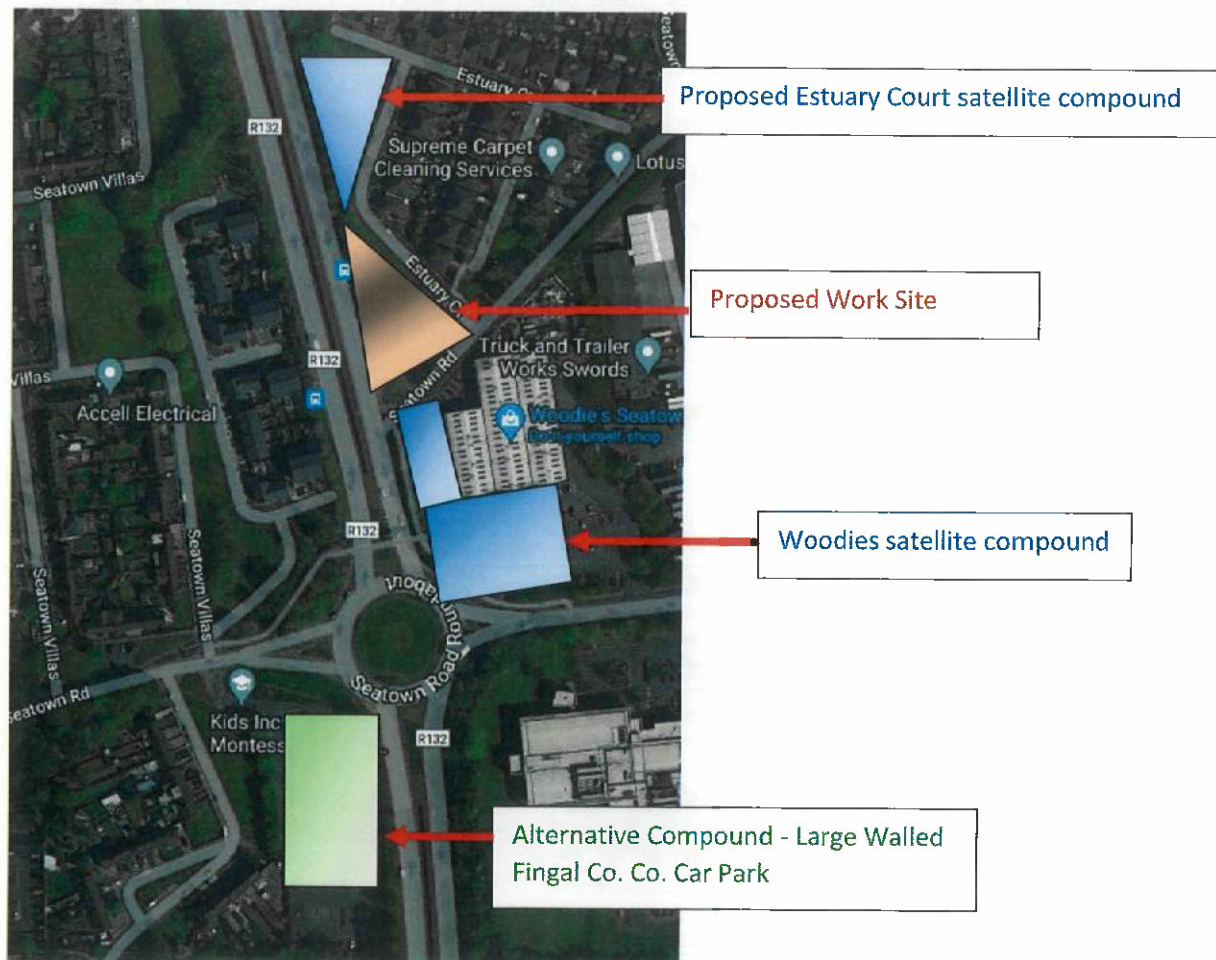
This also doesn't allow for the time it would take for the new grass to get established and be suitable for playing on. This would take another year. It is very probable that our top green would be unavailable to the kids for 5 / 6 years and the lower green 4 / 5 years. For the young children of Estuary 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.

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. Section 5.3 of the EIAR sets out the use of satellite compounds as follows:

- Local office and welfare facilities
- Local Storage for plant and materials
- Limited parking for construction vehicles

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 below.

Fig 3.1 Alternative Site for Satellite Compound



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.

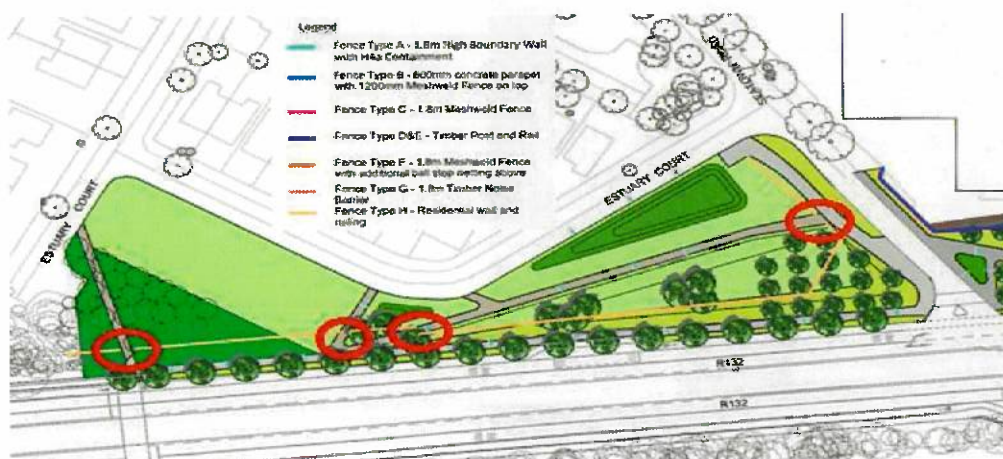
3.1 Boundary Wall

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.

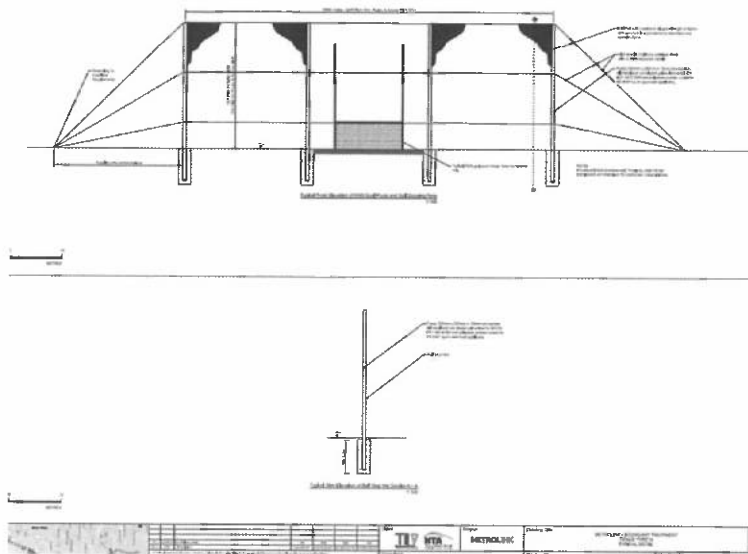
The proposed plan in the Rail Order now includes for a boundary wall (wall type H) and appears to be in a similar location to our existing wall (to be confirmed). However, the wall also includes for four access gaps in the wall (see Fig 3.2 below). This poses a security risk for both our houses and for our and the safety of our children playing on the green.

Fig 3.2 TII Proposed Landscaping after Construction (Extract from Drg ML-1-JAI-ARL-SC01-XX-DR-Y0000



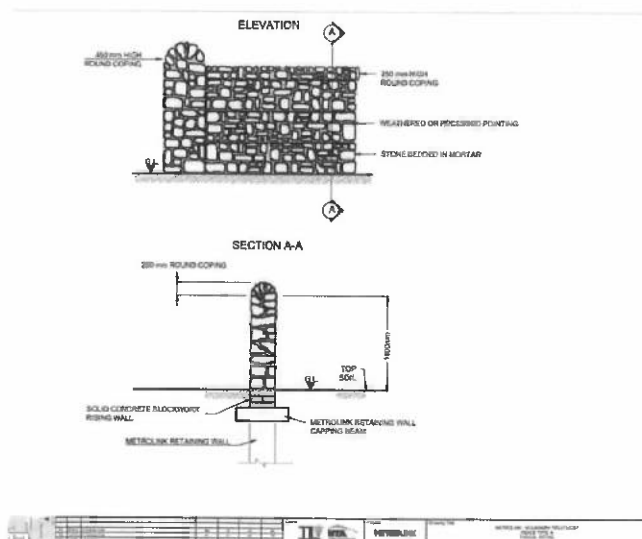
The wall is specified on the drawing as Fence Type H – Residential wall and railing however, there is no further details or height provided for this. There is a drawing for Fence Type H in the Rail Order (see Fig 3.3 below) however, this drawing is for a football goal post and ball stopping net and obviously not intended for this location.

Fig 3.3 Fence Type H



We note there is a drawing included in the rail Order for Fence Type A (see Fig 3.4 below). This is a solid stone wall approx. 2m high and would be the closet match to what we currently have.

Fig 3.4 Fence Type A



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 (see Fig 3.5 below) in the Rail Order specifies for the existing wall to be replaced.

Fig 3.5 General Arrangement Seatown Drg Extract ML-1-JAI-ARD-ROUT-XX-DR-Y-03013



3.2 Permeability

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.

One of the earlier studies on Permeability by White (1990) explored the effects of permeability on neighbourhood burglary rates in Norfolk, Virginia in 1987. It is hypothesized that variation in permeability to heavily travelled thoroughways will be linked to variation in neighbourhood burglary rates. Permeability is found to account for a significant proportion of the variance in burglary rates when structural density, socioeconomic effects, and the influence of adjacent neighbourhoods are controlled. The degree to which residential areas are accessible to automobile traffic may create the appearance of openness and vulnerability which makes them attractive to potential burglars. This would certainly be the case with Estuary Court as the access points in our wall would give them direct access to the R132 and an escape route.

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.

3.3 Walking Route Scenarios

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 below some walking (or cycling) route scenarios based off the design proposed by the TII

Fig 3.6 Possible Walking Routes Through Estuary Court



- Starting at A going to Metrolink Stop or Swords Village – shortest distance is A to B to C and Metrolink Stop / Swords Village – No advantage to go through Estuary Court.
- Starting at E going to Metrolink Stop / Swords Village – shortest distance is E to D to C and Metrolink Stop / Swords Village – No advantage to go through Estuary Court.
- Starting at Seatown Villas going to E and down Seatown Road – shortest distance A to B to D to E and down Seatown Road.
Alternative route if no access and paths through Estuary Court – A to B to C to D to E and down Seatown Road.
Difference in length 30m – about 12 seconds to walk. The saving in time on the journey is negligible.
- Starting from the Seatown Road and going to Fingallians – Once you travel past Estuary Court on the Seatown Road, the shortest route to Fingallians by foot is through the Seatown Estate behind Estuary Court. No need to go through Estuary Court.

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.

3.3 Public Linear Park

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 *where possible, all playing pitches that are impacted during the Construction Phase 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.

3.4 Linear Park Planning Permission

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.

3.5 Zoning of Estuary Court Greens

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:

- 1. The Metrolink alignment passes through OS zoned land, passing through the public open space serving the Seatown Villas and Estuary Court developments.*
- 2. The objective of OS zoning is to preserve and provide for open space and recreational amenities.*
- 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.*
- 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.*
- 5. Seatown North Masterplan - 'Retain and consolidate existing trees and hedgerows within and bounding the Master Plan lands in as far as is practicable.'*

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 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.

4.0 Concerns About Property Damage

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 below are just an example of structural cracks that are readily visible.

Fig 4.0 Location of Cracks in End Walls



Fig 4.1 Structural cracks in End Wall Location 1

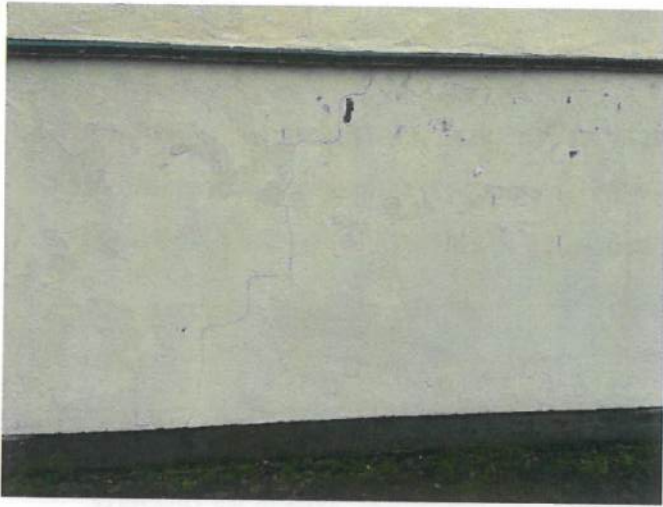


Fig 4.1 Structural cracks in End Wall Location 2



Fig 4.1 Structural cracks in End Wall Location 3



There is a big concern that the vibration from the piling operations and rock breaking could trigger subsidence and ground movement and there is a potential risk of structural damage to our properties.

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.

4.1 Property Owners Protection Scheme

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.

5.0 Concerns during Construction

As the proposed route cuts right through Estuary Court, there will be a considerable amount of disruption to all the residents with the houses closest to the works suffering the most. We set out our main concerns of this below:

- Construction Noise – This will be a major disturbance to us all - please see section 5.1 below for further detail.
- 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.
- 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.
- 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.
- 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 can not gain access.
- 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.

- 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.
- 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.
- 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 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.

5.1 Airborne and Ground borne Noise from Construction

One of the main causes of disruption to Estuary Court residents will be the airborne and ground borne noise.

- Airborne Noise – The World Health Organisation set a guideline value for average noise exposure should be below 54db. Table 13.39 in the EIAR sets out that the predicted Noise Levels during the Cut and Cover construction will be as high as 85db in Estuary Court and will have a '**Significant to Very Significant**' impact on some of the residents. We understand in this case the affected residents will be eligible for further mitigation measures as set out in the Noise & Vibration Mitigation Policy Sept 2022.
- 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.

The standard working week for the construction activity is

- Weekday Day (07:00 -19:00)
- Saturday Morning (07:00 - 13:00)

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 resident's closest to the works, residents who work shift work / night work or working from home.

6.0 Concerns After Metrolink is Built and Operational

We set out some concerns we have after construction:

- As was mentioned before, the site of Estuary Court was originally low-lying land that ran down to the estuary. There is also an underground stream that runs through the estate. 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.
- 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.
- 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.

7.0 Conclusion

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. Once the construction works start, it is inevitable there will be some form of disruption to the residents however, we believe it is reasonable for the TII to work with us to minimise this disruption. 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). 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.
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:
 - 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.

There is an old saying that you have to 'break a few eggs to make an omelette'. However, if it is determined that our kitchen must be used, we think it is fair and reasonable to expect that the noise and mess is kept to a minimum, and that we get our kitchen back the way it was.

We would ask you to give due consideration to our concerns and points made above and request the TII to make the necessary changes to ensure the Metrolink project doesn't destroy the Estuary Court community.

8.0 Reference List

1. White, G. F. (1990) "Neighborhood Permeability and Burglary Rates", *Justice Quarterly* Volume 7 Issue 1, pp. 57-67. Available at: [Neighborhood Permeability and Burglary Rates | Office of Justice Programs \(ojp.gov\)](#) (Accessed 15 November 2022).

