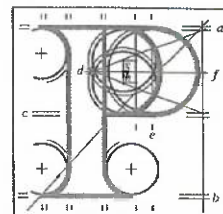


Our Case Number: ABP-314724-22

Planning Authority Reference Number:



**An
Bord
Pleanála**

Estuary Court Residents Association
16 Estuary Court
Swords
Co. Dublin

Date: 06 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 (including your fee of €50) 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

Tell	Tel	(01) 858 8100
Glaao Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

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. 1

Re-alignment of Metrolink Route Out of Family Housing Estates onto the R132

Dear Sirs,

Please see attached our submission No. 1 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 why we believe the Metrolink should be re-aligned onto the R132 dual Carriageway.

The submission sets out

- The impact the proposed route will have on our estate
- Our discussion and counter arguments to the TII as to why we believe it could be re-aligned onto the R132
- Our comments on the relevant section of the Route Decision Report (2019)
- The huge opportunity the R132 Connectivity Project offers for the Metrolink

We believe our submission sets out a robust argument as to why the Metrolink should be re-aligned to the R132 and we would be grateful if you could give it due consideration.





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. 1

Barry 	16 Estuary Court
L. A. 	16 Estuary Court
	11 Estuary Court.
Claudia Munkel	35 Estuary Ct
Deise Connolly	16 Estuary Court
Paul Connolly	14 Estuary Court
Shannon Munkel	35 Estuary Ct
Paul Galt	33 Estuary Court
Sen Galt	33 Estuary Court
Margaret Bell	13 Estuary Court
Thomas Hill	13 Estuary Court
Patrick Hill	20 Estuary Court
Waggle Fager	26 Estuary Court
Becky Fager	26 Estuary Court
David Fager	26 Estuary Court
J. B. Galt	25 Estuary Court
S. Galt	25 Estuary Court
Christine Skiff	12 Estuary Court
Edward Cessaly	27 Estuary Court
Grand In	39 Estuary Court
Unk Smith	13 Estuary Court
Clark Price	23 Estuary Court
	
Phil Byrne	24 Estuary Court
Clara Byrne	
Constance Munkel	35 Estuary Ct

Estuary Court Residents Signatures – Metrolink Submission No. 1

Amanda Byrne	
J Byrne	
Phyllis Byrne	22. Estuary Court
Nick Whelan	22. Estuary Court
Mairead Hickey	3 Estuary Court.
Siobhan Sheppard	3 Est. Court
Molly Sheppard	3 Est Court
Brendan Sheppard	3 Est Court.
Vincent Keel	2 Est
Carolyn Keel	2 Est
Zack Kagh	5 Estuary Court
Mazzy Kagh	5 Estuary Court.
Ronan Quintan	5 Est Court "
Karen Curstony	7 Estuary Court.
John Curstony	7 Estuary Court
Ally Curstony	7 Estuary Court
Paul Curstony	7 Estuary Court
James Curstony	7 Estuary Court
PS Walsh	8 Estuary Court
Marie Walsh	8 Estuary Court
Niamh Walsh	8 Estuary Court
Craig Craze	47 Estuary Court
Erica McHugh	47 Estuary Court
Marian Graham	46 Estuary Court
Peter Ray	46 Estuary Court

Estuary Court Residents Signatures - Metrolink Submission No. 1

DEIRDRE MURTAGH	35 ESTUARY COURT
Joshua Woods	
Elizabeth Donnelly Phil Donnelly	46A Estuary Court. 44 Estuary Ct
Yvonne O'Connell	1 Estuary Ct.
Denis O'Connell	1 Estuary Court
Gráinne O'Callaghan	1 Estuary Court
Donna 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
Sharon O'Connell	28 Estuary Court.
Sharon O'Connell	30 Estuary Court
Sharon O'Connell	30 Estuary Court
Daniel Diez Clark	30 Estuary Court
Elena Diez Clark	30 Estuary Court
Joni Doherty	31 Estuary Court
Tam Doherty	31 Estuary Court
Hannah Doherty	31 Estuary Court
Naoimi Doherty	31 Estuary Court
Pauline Keogh	34 Estuary Court
P. Keogh	" " "
Michael Keogh	" " "
Noel Murtagh	35 ESTUARY COURT

[illegible]

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

Estuary Court Residents Association

Submission No. 1

**Re-alignment of Metrolink Route Out
of Established Family Housing
Estates onto R132 Dual Carriageway**

Nov 2022

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

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Preface

This submission is from the residents of Estuary Court in Swords however, our neighbours in Seatown Villas and Ashley Avenue are in a similar situation and the main arguments in this submission would also apply for them.

The Estuary Court Residents Association have made a second submission which sets out in more detail, the impact of the Metrolink construction and TII's proposed plan post construction, will have for our estate. The second submission 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 and two other housing estates along the R132. 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 that anything like enough consideration has been given to the impact of which the proposed route will have on the residents and that the decision has been largely based on cost and other engineering grounds.

To date the TII have not provided us with a definitive or conclusive reason as to why the Metrolink cannot be re-aligned onto the R132, especially as this road median alignment was the proposal for the previous concept, which was elevated.

The R132 Connectivity Project is changing the nature of the R132 road, and this provides **a huge opportunity** for the Metrolink to be re-aligned onto it. Based on TII's Decision Report and other available documents at the time, there is no evidence that the Connectivity Project was considered when choosing the preferred route option. We believe at a minimum this needs to be re-visited in detail.

As such we believe that the EIAR cannot, at this time, be considered a complete document.

Fig 1.0 R132 Dual Carriageway (Estuary Court on the right behind trees)

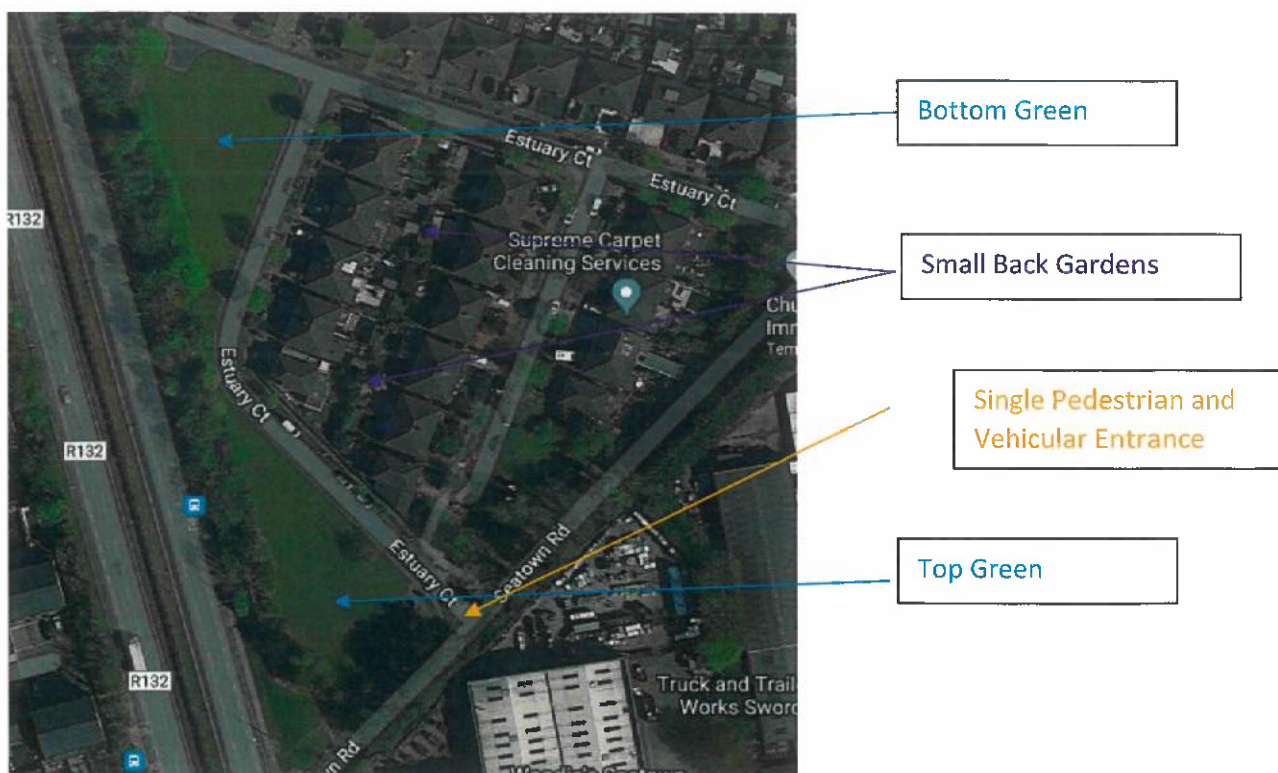


1.0 Introduction

Estuary Court is a small well established housing estate in Swords Co Dublin. It borders the R132 dual carriageway and the Seatown road. 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 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.

The estate is safe and secure with only one pedestrian and vehicular entrance onto the Seatown road. There is a 2m high block wall and mature tree and shrub landscaping along the busy R132. This provides a security and noise barrier while also aesthetically enhancing the estate. The back gardens for each house are small however, this is offset by the two greens in the estate where children and pets can play safely. There are approximately 30 children under the age of ten currently living in the estate most of whom frequently use our shared green space for play activities which can be easily observed from the houses.

Fig 1.1 Google Maps Extract of Estuary Court



There is a great community spirit and a sense of pride in the estate and a lot of families 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. We have engaged with the TII over the last 2 years and to date they have not been able to provide a definitive answer as to why the Metrolink needs to come into our estate instead of following the R132 road.

2.0 Impact of Metrolink Route Cutting Through Estuary Court

The current proposed Metrolink route cuts through the top green of Estuary Court. However, the TII plan to take both of our green spaces for the duration of the construction works. The top green for constructing the cut and cover tunnel through it, and the bottom green for a site compound. They also plan to demolish our boundary wall along the R132 and cut down the mature trees and landscaping along it.

Fig 2.0 TII Draft Plan to take over both Open Green Spaces



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.

At a high level the three the main impacts for Estuary Court of the proposed TII preferred alignment are as follows:

- Loss of open green space
- Loss of mature trees, landscaping and boundary wall
- Disruption from construction works

Each of these impacts is discussed in more detail below.

2.1 Loss of Open Green Space

The loss of open green space will have a devastating effect on the young children in the Estate. With very small back gardens, the young children will have no green space to play ball games or even run around. The only place the children will have to play is on the road, raising safety concerns. 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):

Description	Est. Construction Programme (Months)	Y1				Y2				Y3				Y4				Y5				Y6			
		Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
Start to Estuary Station																									
Estuary Station Main Compound	33																								
Estuary Railhead	60																								
Broadmeadow and Ward River Viaduct	21																								
Pedestrian Underpass	6																								
Estuary Station to the R132 Under-crossing																									
Seestown West Satellite Site	33																								
Estuary Court Satellite Site	36																								
Woodies Satellite Site	54																								
Martua Satellite Site (bridge demo)	54																								
Fingallans Satellite Site (bridge demo)	24																								
Surface Station	40																								
Cut and Cover	50																								
Retaining cut	51																								
U Section	15																								
Retaining Wall	6																								
Seestown Station to Swords Central Station																									
Seestown Station Compound	66																								
North Dublin Corporate Business Park Compound Satellite Site	66																								
Pavilions Shopping Centre	60																								
Surface Station	59																								
Cut and Cover	63																								
Retaining cut	60																								

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 bottom green 4/5 years. This might not seem like a long time to an adult but for the young kids under 10 in our estate,

this could be half of their lives and a pivotal time for their growth and development. This will have a significant impact on their young lives.

To make matters even worse, the TII do not even intend to give us back what we currently have. After the construction works are complete, the TII want to develop our open greens into a linear park to run up along the R132. Please See Submission No. 2 for more detail on this.

On our first call/meeting with the TII in February 2021, they presented their plan and informed us that they would be taking over both of our greens. It was evident from this call that **no consideration** was given to the impact this might have for the residents of Estuary Court. When the question was put to them about where our children could play safely, they had no answer other than to confirm there was no alternative green area proposed for us (See Fig 2.1 below – section 3.3)

Fig 2.1 Extract from TII Minutes of 1st Meeting Online MS Teams (incorrectly dated 18/12/20 – actual date 18/2/21)

3 COMPOUNDS			
3.1	It was noted that further work has been done to identify construction working areas necessary to construct MetroLink. NC confirmed that the green area to the north would be required for a 6-12 month period and the southern section where cut and cover is proposed would be required for a longer duration possibly 2 years.		
3.2	The residents expressed their concern over the loss of green space as a visual amenity and also for children living in the area to play safely.		
3.3	NC confirmed that an alternative green area is not proposed and the materials cannot be stored elsewhere as suggested.		

2.2 Loss of Mature Trees and Landscaping and Boundary Wall

There are mature trees and landscaping along the boundary wall with the R132. The R132 is a very busy road and the mature trees provide a visual and noise barrier. They also aesthetically enhance the estate and provide a secure and pleasant feel. TII's plan is to remove all these trees. Even if the TII replaces these with semi-mature trees it will

take 20 years to get back to what we have now. The estate will lose the visual amenity we currently have.

The TII originally proposed not to reinstate our boundary wall. They wanted to take over our green spaces as part of a linear park. We have engaged with them on this over the last two years and the proposed plan in the Rail Order now includes for wall type H (not defined). However, they have included access gaps in the wall which makes it ineffective for security and the safety of our children playing on the green. Please see our Submission No. 2 for further detail on this.

Fig 2.2 Estuary Court Top Green with Mature Trees and Landscaping (R132 to the left of Trees)



2.3 Disruption from Construction Works

There will be significant disruption to the residents caused by the construction works. The hoarding will line one side of the road into our estate. The large plant will operate on the other side of the hoarding and in some places could be as close as 10m to the houses. It will be akin to living on a building site every day for a minimum of three years. There will

be major disruption such as noise pollution, vibration, dust, piling slurry wash off, traffic restrictions, visual impact and increased vermin. Every resident in the estate will be impacted by the construction works in some form. The first row of houses will be most severely impacted, along with the elderly, people who work night work or shift work and those who work from home. Please see Submission No. 2 for more detail on this.

Fig 2.3 Photo of Piling Rig Operating Close to Houses – Similar to What is Proposed for Estuary Court



3.0 Discussion with the TII

We engaged with the TII over the last few years and had calls and meetings with them. We raised the question on numerous occasions about why the Metrolink can't go on the R132 roadway instead of cutting through our estate. We only ever received short dismissive answers and they never wanted to go any further with it. None of the answers provided gave a satisfactory reason as to why the Metrolink could not be re-aligned onto the R132. The following answers were provided:

- The R132 is not wide enough for a cut and cover construction
- Decision not to go on the R132 following previous public consultation
- There are utilities in the way

3.1 The R132 Road is Not Wide Enough

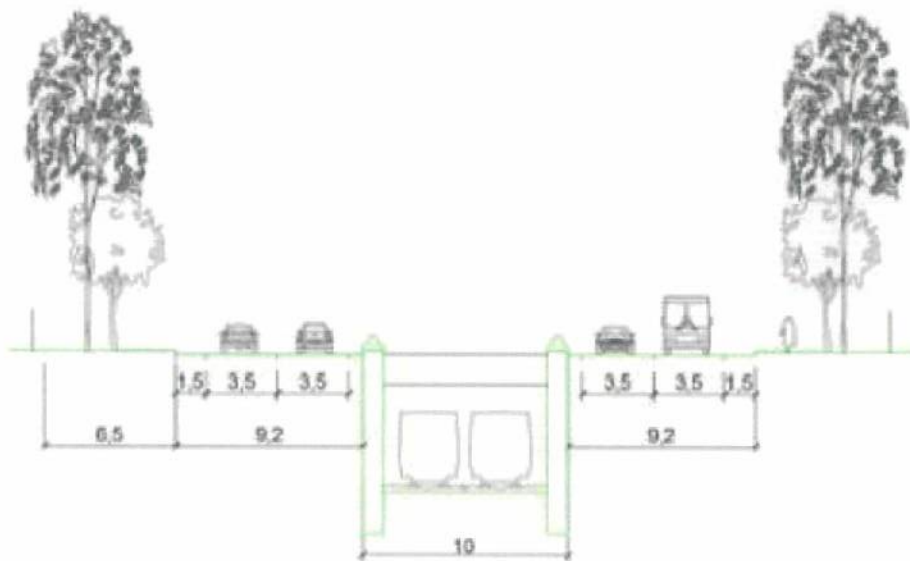
The R132 is a dual carriageway with a central median. It is approx. 28m wide from kerb to kerb with a further 6.5m & 7.5m grass verge / hedgerow either side (see google maps below). It was constructed about 35 years ago as a bypass around Swords Village. The section of the R132 related to this submission is from the Estuary roundabout up to Pinnock Hill roundabout and the width of the road is the same throughout.

Fig 3.0 Google Maps - Width of R132 Dual Carriageway – 28m from kerb to kerb with further 6.5/7.5m verge/ trees both sides – 42m in total



The drawing below is from a TII report and shows the width required for installing the Metrolink as a cut and cover in the median of the road. It has 2 lanes of traffic and a cycle lane either side. The total width is 28.4m. If the cycle lanes were to be installed on top the Metrolink tunnel, there is more than enough width to accommodate the Metrolink on the R132.

Fig 3.1 Proposed Cut and Cover Metrolink Tunnel in Central Median



The TII also raised the point that even if the road was wide enough for the cut and cover tunnel, it wouldn't be wide enough to allow the construction of it. We don't accept this point. If the construction was to be carried out as a "top down" construction, there is very little extra width required. For example, during the construction of the Port Tunnel, the traffic lanes were reduced to the minimum on both sides. It did disrupt and slow down the traffic flow during the construction period however, this does demonstrate what can be done, if required. As a comparison the width of construction area for the Port Tunnel was approx. 35m, the width required for the Metrolink with top-down construction would be approx. 14m. The full width of the road (i.e., from boundary wall to boundary wall) at that section of the Port Tunnel is 42m. This is the same width as R132 at the Swords bypass section (i.e., Estuary Court to Pinnock Hill Roundabouts).

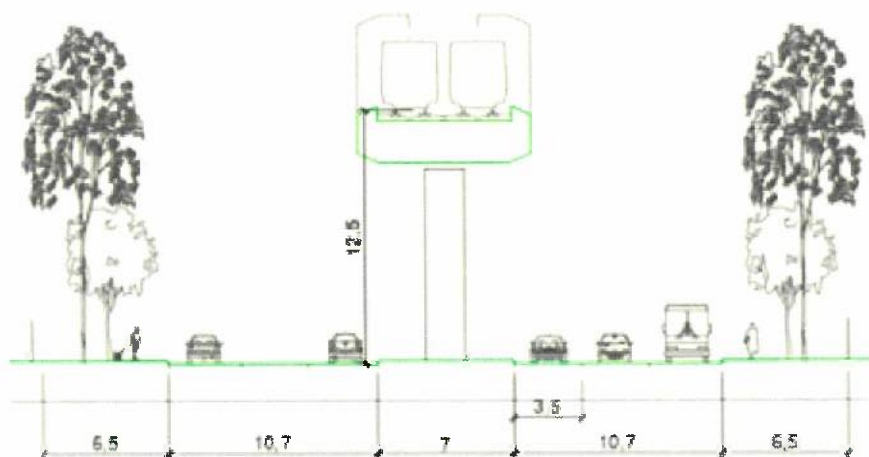
Fig 3.2 Construction Works at Dublin Port Tunnel – Whitehall end



3.2 Decision Made Not to go on the R132 based on the Public Consultation

One of the original proposals for the Metrolink was for it to run on an elevated structure along the median of the R132 (See Fig 3.3 below). At the public consultation stage there was a lot of negative feedback about this and the visual impact it would have along the route. Following this, it was decided by the TII not to pursue this option.

Fig 3.3 Originally Proposed Elevated Metrolink Structure



The negative feedback related to the visual impact of the elevated structures (which we agree with) and not the alignment of the Metrolink along the R132. Therefore, we don't believe this is a justified reason as to why the Metrolink cannot be aligned on the R132 with a cut and cover option.

3.3 Utilities in the Way

Another reason that the TII gave to us was that there are utilities running in the central median of the R132 road and these would be in the way of constructing a cut and cover tunnel. There may be utilities in the central median however we don't believe this is a good enough reason to not consider putting it there. Although it may cause inconvenience and additional costs, utilities can be diverted or relocated. This is common for any cut and cover construction in a built-up area and was carried out extensively in Dublin City for the LUAS works.

4.0 The Principal Reasons for the Choice of the Preferred Route

As set out in the Preferred Route Design Development Report (March 2019), the three main options that were considered by TII when choosing a preferred route were as follows:

- Elevated structure along central median of R132
- Surface level along central median of R132
- Open cut on East Side of R132

The Report (March 2019) set out the following principal reasons for choosing the Open cut on the east side of the R132.

- Lower overall construction costs
- Lower impacts on the landscape and visual amenity
- Lower potential impacts on traffic along the R132 during the construction phase
- Improved access to stations.

We set out our comments on these reasons as follows:

4.1 Lower Overall Construction Costs

The construction costs may be lower however, the option of open cut on the east side of the R132 now cuts through three established housing estates. We do not believe 'lower costs' are a good enough reason to offset the impact that this route will have on all the residents of Estuary Court, Seatown Villas and Ashley Avenue.

4.2 Lower Impacts on the Landscape and Visual Amenity

As the route along the R132 (Estuary Roundabout to Pinnock Hill Roundabout) is now all below ground there certainly will be a lower impact on the landscape and visual amenity. We agree that the cut and cover / open cut option is much better than elevated or on the surface. However, this would also apply to a cut and cover option on the R132 and far less loss of our direct visual amenity, especially if the road is narrowed as part of the R132 proposals (see below).

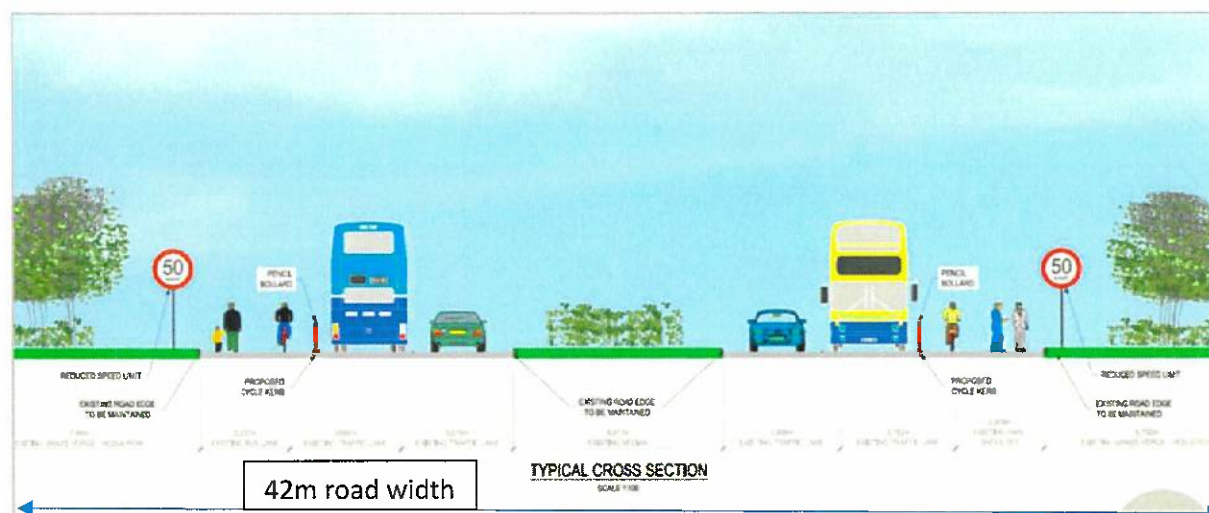
4.3 Lower Potential Impacts on Traffic Along the R132 During Construction

While the option of moving the route to the east of the R132 will potentially have a lower traffic impact, there still will be impacts where the metro crosses the R132 and at the junctions. The R132 Connectivity scheme has plans to change the nature of the R132, from a fast-moving distributor road to one which functions as an urban street with defined crossing points, which are safe and convenient for all road users. The traffic will be reduced to 50km/h, and we believe this is an opportunity for the traffic routes to be re-configured to minimise the impact that the construction of the Metrolink might have.

5.0 Opportunity from R132 Connectivity Project

Fingal Co. Co. have been granted permission to proceed with the R132 Connectivity Project. As mentioned above, this project proposes to change the nature of the R132, from a fast-moving distributor road to one which functions as an urban street with defined crossing points, which are safe and convenient for all road users. The traffic will be reduced from two lanes of traffic (and hard shoulder) both sides to one lane of traffic, one bus lane and one cycle lane. The speed limit will be reduced to 50km/h, and the roundabouts will be removed and replaced with signalled junctions, all of which will involve major works.

Fig 5.0 Fingal Co. Co. Proposed R132 Connectivity Project



Fingal Co. Co. plan to proceed with these works before the Metrolink works start. The construction of the Metrolink will significantly impact the new proposed R132 where it transverses the road from Seatown Villas into Estuary Court (see Fig 2.0) and also at the junctions along the R132. The newly laid road pavement will have to be dug up and reinstated again after the Metrolink works. We believe it illogical for one Public Authority to proceed with the R132 Connectivity Project while a 2nd Public Authority is planning a major Metro project that will cut through the R132 and have a major impact on it. Surely a joint approach would be the best way forward.

We believe it would make more sense for the Connectivity Project be completed in 2 phases.

- Phase 1 – Temporary layout to change the nature of the road to one which functions as a urban street while also **facilitating** the construction of the Metrolink
- Phase 2 – Final layout after the Metrolink cut and cover has completed. This will allow for the permanent reinstatement works to be completed just once. We understand that once the cover has been installed on the rail tunnel, the metro works can continue below in the tunnel while the R132 Connectivity works can be completed in tandem above the ground.

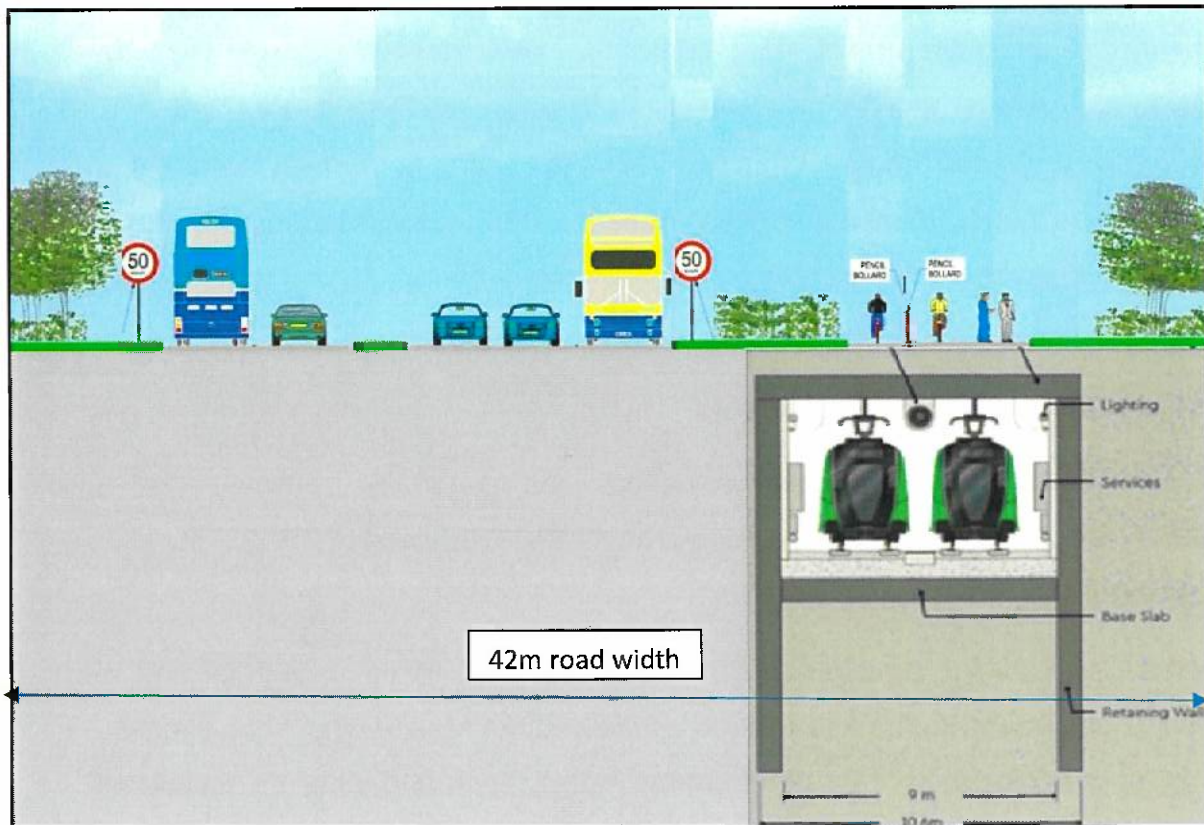
As mentioned above, the TII considered three different options along the R132 section for the emerging preferred route. They were

1. Elevated structure in central median of R132
2. Running the route at surface level along the central median of the R132
3. Open cut along the east of the R132

The Preferred Route Design Development Report (2019) goes into a lot of detail and sets out the positive and negative impacts of each option and the reason why it has chosen option 3 – open cut along east of R132. However, in this report and other TII documents available from that time, there **is no reference to the R132 Connectivity Project**. This would lead us to believe that either the TII were not aware of this proposed project or else they didn't consider it in their decision making.

We believe the R132 Connectivity Project is a **game changer** for choosing the best option. By changing this road from a fast-moving dual carriageway to a road that functions as an urban street, this offers a massive opportunity for installing the Metro (cut and cover) the whole way around this section of the road. The width required for the new proposed urban street type road is greatly reduced. There is no requirement for a central median, hard shoulder and the grass verges on either side could be reduced in width. The urban street type road could fit in approx. 2/3 of the road and the metro tunnel and construction of it could easily fit in the other 1/3. Please see Fig 5.1 below.

Fig 5.1 R132 Opportunity - Combined Connectivity Project and Metrolink



The R132 is approximately 42m wide from boundary wall to boundary wall. Based on standard road lane widths, this could easily accommodate a new urban street type road on one side (approx. 2/3 of the road) and the construction of the Metrolink on the other side (approx. 1/3 of the road). The Metrolink is planned to be cut and cover for most of the R132 so by keeping to this method on the R132, this would provide an ideal route above for cycle lanes / pathways / landscaping all along the R132.

We believe that the R132 Connectivity Project should be considered in full as part of the decision making for the best option. There are opportunities for both projects to work together and achieve a better and sustainable solution that does not need to disrupt and destroy the safe family environments in the three different housing estates along the route.

None of the construction works have started on either project so it's not too late for the relevant design teams to come together and redesign the section of R132 that will provide the optimum solution for both the Metrolink and the Connectivity Project.

6.0 Conclusion

The residents of Estuary Court do not oppose the Metrolink project, however, we do not believe enough consideration has been given to the impact on the residents and to other alternative routes along the R132. It seems like the TII have gone with the easy option to cut through our family housing estates.

The R132 Connectivity Project is changing the nature of the R132. There is a huge opportunity for the Metrolink and R132 Connectivity Project to work together and drive synergies from each project. It seems impractical to shoehorn the R132 Connectivity Project in ahead of the Metrolink project, when both projects will require significant works on the R132, causing major disruption and having a major impact on the traffic. Surely a joint approach would be more beneficial to all parties including the road users and the local residents.

We believe it is worth taking a step back and consider how these two projects could be carried out together, saving time, disruption and potentially cost. It is not too late for the TII to re-align the Metrolink onto the R132.

We would urge you to compel the TII to revisit the proposed route with a view to re-aligning it onto the R132. If this doesn't happen, it will be us, the residents of Estuary Court and the two other housing estates that will be impacted long after the ribbon is cut.

