

Seatown Villas Residents
16 Seatown Villas
Swords
Co. Dublin

Date: 10 January 2023

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 (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.

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

Tel	Tel	(01) 858 8100
Glaos Áitiúil	LoCall	1800 275 175
Facs	Fax	(01) 872 2684
Lálthreán Gréasáin	Websíte	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

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

Metrolink Order 2022 Estuary to Charlemont

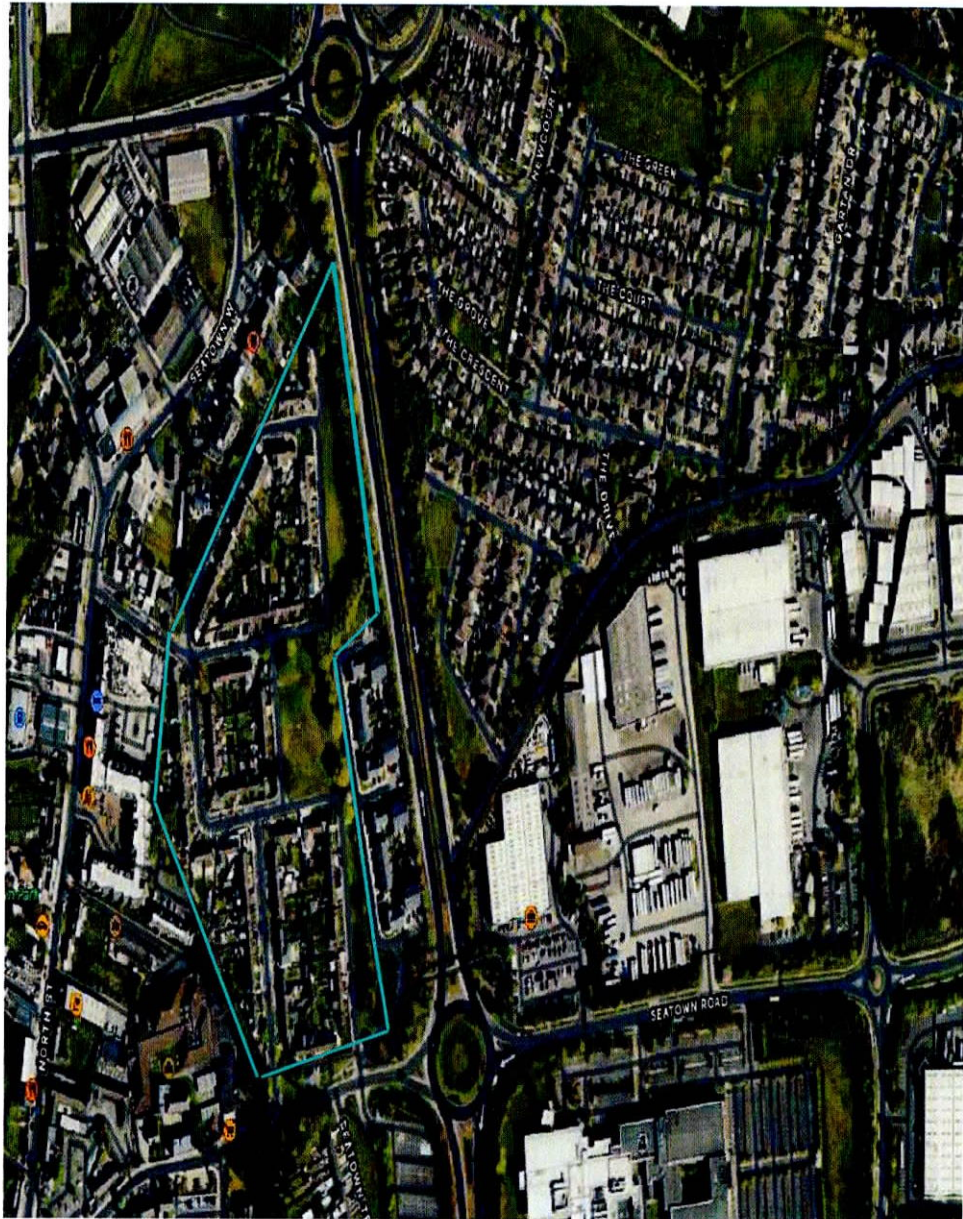
**Seatown Villas Residents Submission
18/11/2022**

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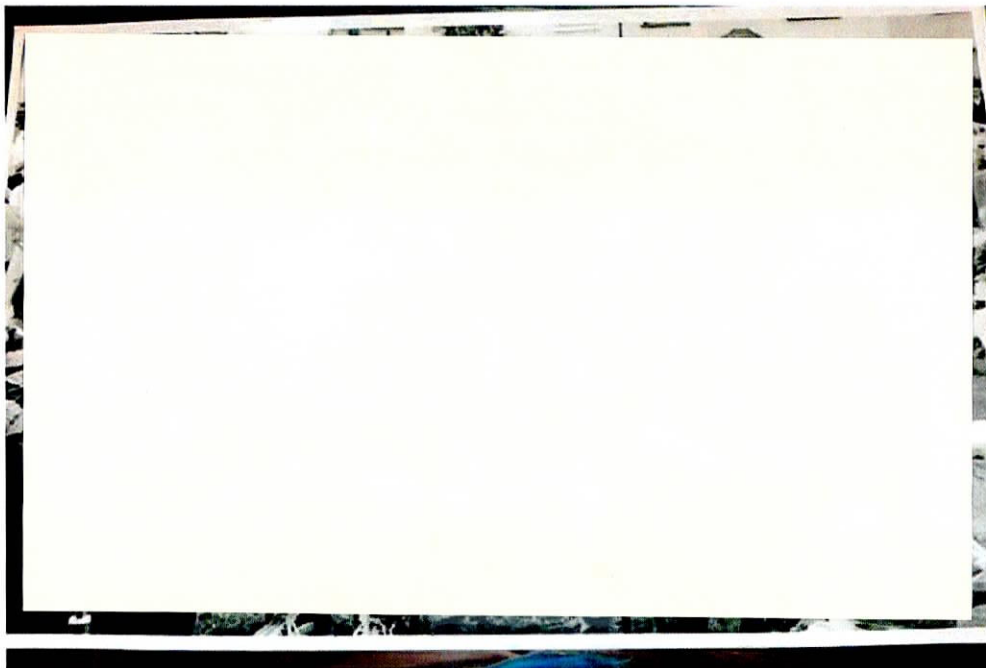
1. Introduction:

Seatown Villas is a residential estate bordering the R132 (west side) in Swords North. The estate consists of 94 homes (originally 92) and was built in 1949-50 , it is the oldest housing estate in Swords



Many of the homes are still occupied by the original residents .
There are also many 3rd and 4th generations of the original families still residing in the estate

The estate is predominantly a “ buy to live “ estate as opposed to a “ buy to rent” the results of this are a very close knit group of people and a very community oriented mindset .



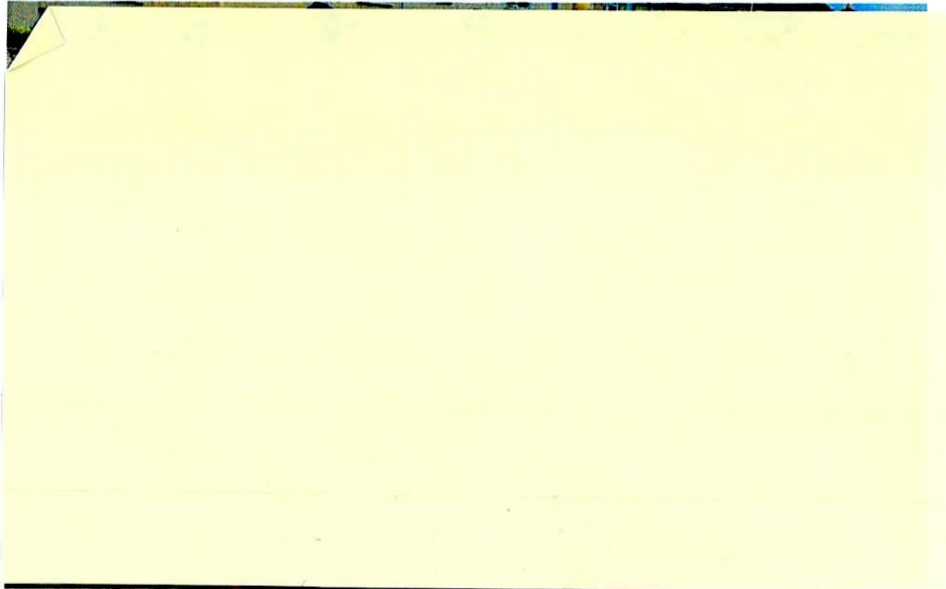
Residents Mass on Seatown Villas circa 2000

We have a very active group of residents constantly trying to improve our estate thereby enhancing the quality of life for its residents therein



Leaf collecting Autumn 2022

From Tidy Towns competitions , summer picnics and even socially distanced Bingo games during the Covid Pandemic which were held weekly on the green , which proved invaluable to the community as a whole and especially our elderly residents some of whom live alone.



Residents "Picnic" summer 2021

It is with the above ethos in mind that we have come together with this submission hoping that our concerns , which so far appear to have fallen on deaf ears (from TII), can be reviewed and actioned where necessary.

2. Linear Park:

We have requested in the form of RFIs through our technical representative (RINA the Independent Engineer) for the "Technical Support" to support the concept of the Linear Park.

To date we have received no documentation as to the advantages for this aspect of the Metro.

Seatown Residents along with Ashley Estate and Estuary Court have serious concerns with the design and the need for penetrations into our estates through the existing substantial walls that presently separate our green from the very busy R132 road .

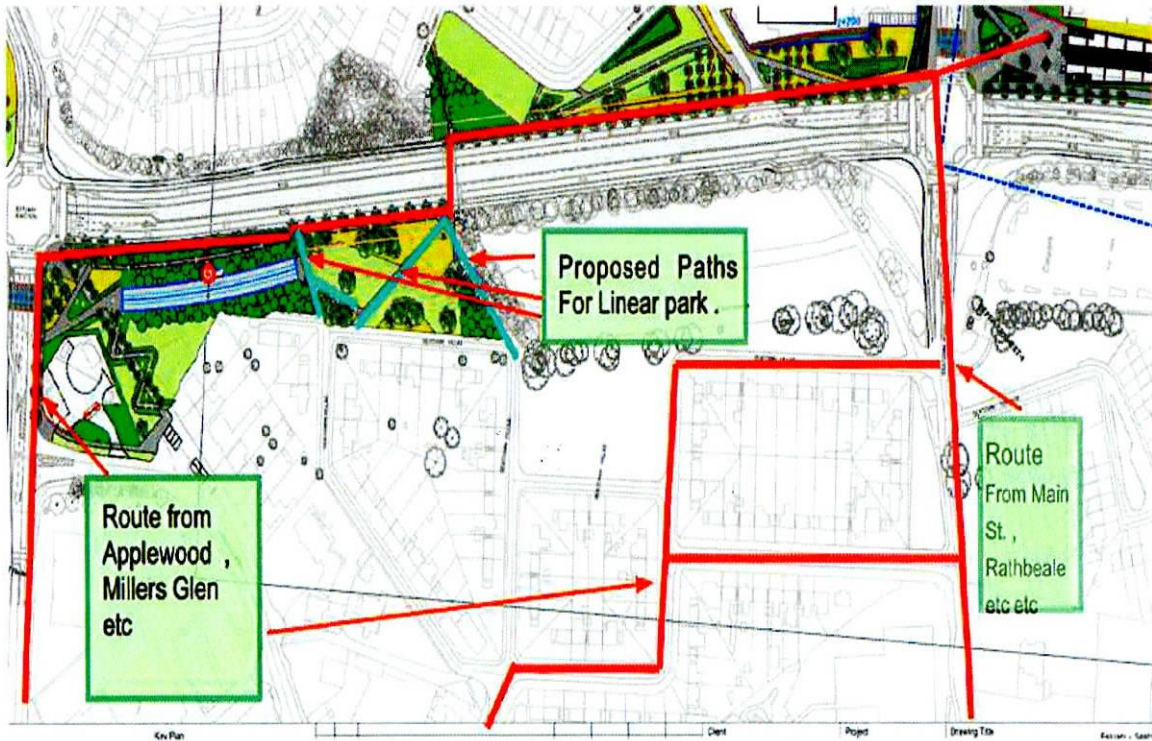


Fig 2.1

Above Fig 2.1 shows in red the existing pedestrian routes and new pedestrian routes that will take foot traffic to the Proposed Seatown station, from the West side of Swords (Applewood , Millers Glen etc) and also the foot traffic from Swords Main Street/ Rathbeale and all other areas West of Main street.

The Proposed Pedestrian Foot paths into Seatown Villas do not serve to shorten the journey to the station from any direction with the exception of the residents of Seatown Villas.

Seatown Villas already has 4 pedestrian entry points into the estate at present and we believe the proposed extra pathways for the linear park will .

- Have the potential to endanger our children playing on our greens as there is access from the motorway so they could easily get on the R132
- Easy access/ egress from the R132 to our estate which will not have any obvious positive impact on our lives .
- Anti- social behaviour - due to the opening up of the estate with these new pedestrian routes .TII have even proposed CCTV in this area which would form the opinion that they have already come to the same conclusion.
- Loss of identity as a community as our green area will become an open area and the estate will be just another " rat run"
- The paths we believe will encourage the parking of cars in the estate for people using the Metro when we as residents are already struggling for parking spaces in our estate.

3. Construction Compound:

TfL intend to use our green area for a construction compound for the duration of the works as Fig 3.1 below:

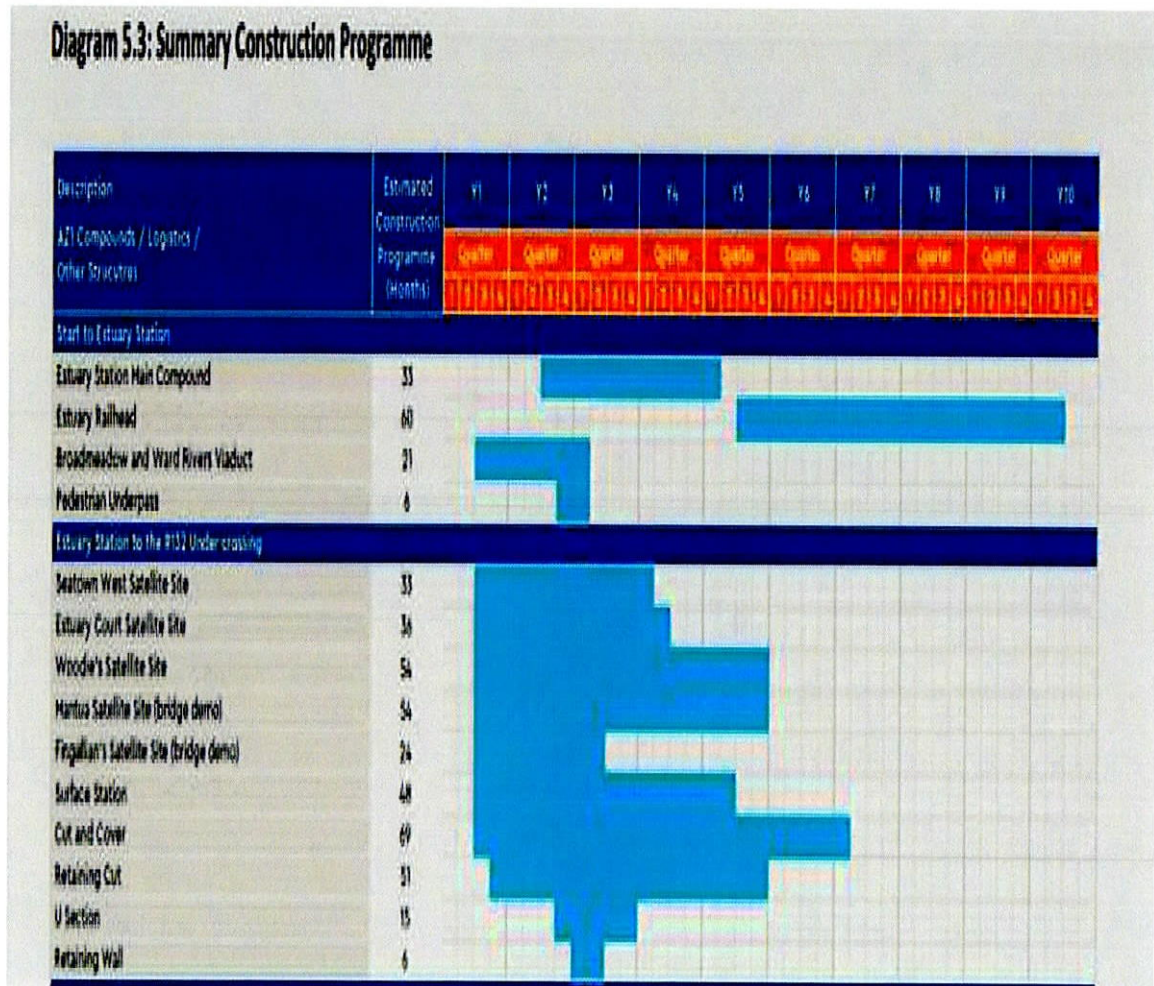


Fig 3.1

The above summary assuming the construction is completed on time is 6 ¼ years (*assuming everything runs without a setback , which in construction never seems to happen*) , so this will be a minimum ,then the landscaping must be done in this area , with planting of new trees , grass and shrubbery which will take a number of years to bed in prior to being able to use it ,so we can conservatively estimate 7 ¼ years.

For children this will be an extremely long time to be without the use of our amenities

The standard construction hours will be

6.30 am- 7.30 pm Monday- Friday

6.30 am- 1.30 pm Saturdays

This is 72 hours per week as a standard , without overtime this is nearly double the normal 39 hr working week that we as residents will be subjected to noise , dust etc
There will be substantial noise and air pollution and danger to children the elderly or infirm due to heavy machinery moving in and around our estate during these hours

Parking would also be of concern to us at construction stage as the compound is proposed to be situated in our estate the workers will undoubtedly be parking as close to (or in) our estate as possible .

We have not seen a traffic management plan for this as TII stated that it is up to FCC to enforce .



Fig 3.2

Above highlighted areas (Fig 3.2) for consideration as alternatives to compounds in residential estates, there seems to be any number of potential areas right beside the proposed Seatown station,

Why is it the preference of TII to encroach on Residential land for this purpose as opposed to commercial / industrial designated land ?

4. Preferred Route Alignment:

With regard to the above we have serious concerns that due consideration was not given to the other options , having read through the reasons for picking this alignment as per the Technical submittal in particular Option A (this ran down the central Median of existing bypass Metrolink EAIR 7.7.9.2) which had the following concerns :

- Impact on surrounding properties during construction due to vibration and ground movements- yet they have now moved construction nearer to all homes on both sides of the R132
- Health and safety concerns due to construction generated dust and noise – Again they have moved construction machinery nearer to homes
- Disruption due to increased traffic movements from construction traffic accessing site - they have moved construction machinery nearer to our homes than with previous routes

In addition to the above we also have serious concerns that the “preferred route “ alignment will have a negative effect on the environment as it will be necessary to cut down a lot of mature trees to facilitate the “cut & cover “option , this in turn will increase both airborne pollutants as well as noise pollution as the trees along both sides of the R132 have been positively impacting the effects of these for over 30 years .

5. Open Cut Proposal

We would have concerns that the “Open cut “ portion of the Metrolink Track (Fig 5.1 below) being so near to houses in Seatown Villas it will have a negative impact in terms of noise and light pollution .

As the frequency of the “MetroLink Service Pattern” will operate between 05.30 to 00.30 every day and will run at peak times as often as every 3 minutes in each direction we believe this will have an effect on homes that are only 20-30 metres away .



Fig 5.1

6. Cut and Cover Proposal (ground water barrier effect)

We have a concern regarding the “Barrier Effect “ drainage proposal and having got technical guidance on same that this will not be adequate as in the Cut and cover design “ the 200mm proposed drainage system looks inadequate being too small and critical from a maintenance point of view also because of the silty nature of the superficial soils “

The preliminary Hydrogeological studies are in line with the international standards method of analysis. They used a 3D flow mode software. The considered values of permeability are in line with the geotechnical standards. It is not clear if the values are derived from laboratory tests or from literature or previous works.

(Above guidance from RINA the Independent Engineer as per email “queries for RINA “ answered 12/11/22)

Considering the conclusions reported at page. 64 of the A19.9 document here reported for the Seatown area,

In this sector, the diaphragm walls cut the permeable level BoD, increasing the possibility of producing the barrier effect.

The elevation of the water table reaches 1.20 m in some sections as can be seen in the Figure 5-27.

Longitudinal profile East- West (Row #93) detail. Measurement of the elevation of the water table

upstream diaphragm wall: Elevation = 1.20 m. Seatown-Fosterstown Sector.

Upstream a mean over-elevation in Head Observation Wells is obtained equal to 0.62 m and downstream a mean depression of 0.24 m is obtained.

With these data it is concluded that potentially the effect could occur in this sector, approximately between the chainage references 2 + 800 - 4 + 800

It is possible to see that 1.20 m of water elevation it is more than the recommended value of 1.00 m, so an efficient drainage system must be designed.

(Above guidance from RINA the Independent Engineer as per email "queries for RINA " answered 12/11/22)

For Seatown We believe it is necessary to improve the design with more adequate solutions to avoid the barrier effect and likely local flooding.

7. Construction Phase

Our concerns in relation to this are as follows :

- Traffic management – we would like to see a detailed traffic management plan that will facilitate our residents for the duration of the project , we are in close proximity to a Primary School (St. Colmcilles) , Secondary School (Fingal Community College) and a large Supermarket (Aldi) and at the best of times there is severe traffic approaching gridlock in our estate and surrounding area , this will only get worse during the construction stage
- Due to the upheaval of lands in our estate and the construction compound we would ask for a specific planning condition be implemented in relation to Vermin Control ., which we have also heard is a significant concern to many other residents groups on the Metrolink route.

- **10.3.5 Mitigation Measures**

"During the Operational Phase, a programme of community engagement will be undertaken. This programme will provide the population with information on measures to manage anti-social behaviour"

why should the residents of Seatown Villas be placed in a position that we are required to manage anti-social behaviour ? , surely this should be the responsibility of TII and its Contractors ? Or better still to avoid the problem at all ?

8. Removal of Footbridges along the R132

Of particular concern with regard to the bridges is that as mentioned previously there are 2 schools in the locality that would use these every day and 1 in particular being a primary school , in addition there is also a special needs school beside Fingal Community College.

These children and in particular the special needs residents have been using these bridges in most cases by themselves and it gives them a great sense of independence being able to attend classes by themselves in a safe manner – they will be severely disrupted due to the removal of bridges that have been ingrained into their daily routine for years and would possibly need to be chaperoned to school again across what will still be a very busy road.

Has TII considered this ?

People crossing at pedestrian crossings are at risk of being knocked down and severely injured /killed be it by driver error or crossing when not supposed to . When crossing on the existing pedestrian bridges there is no chance whatsoever of getting knocked down and we feel that the removal of these footbridges is the wrong decision.

9. Alternative Options

We would ask that due consideration be given to our suggestions below as it seems to us that the option of the preferred route is the easiest and least expensive option available , albeit the most intrusive in terms of Environment , Invasive effects and life altering changes to our estate and residents , particularly the youngest and oldest.

- **Tunnel –**

We would like the bored Tunnel option to be considered form Fosterstown to the main terminal at Emmaus , as this has been the preferred method along the rest of the route (save a few small areas) , and would have the following advantages:

- 1.** this would negate the need for any additional works / remedial works to the R132 Connectivity Project .
- 2.** It would take away the need for most construction compounds and plant parking along the R132
- 3.** There would be no loss of amenities to any housing estates along the R132
- 4.** There would be minimal disruption to traffic for the duration of works

- 5. No loss of mature trees / foliage / animal habitat along the R132 (save for stations)
 - 6. No loss of football pitches along the R132.
 - 7. No disturbing of boundaries to housing estates along the R132.
 - 8. Much reduced groundwater barrier effect
 - 9. Footbridges would not need to be removed .
- **Cut and Cover / Re alignment of proposed routing**(Under median strip R132)
 - 1 There would be no loss of amenities to any housing estates along the R132
 - 2 No loss of mature trees / foliage / animal habitat along the R132 (save for stations)
 - 3 No loss of football pitches along the R132
 - 4 No disturbing of boundaries to housing estates along the R132

10. Conclusion

As residents of Swords and Parents / Guardians we are acutely aware of the need for sustainable eco-friendly modes of transport in these times of rising fuel costs and Carbon emissions.

The Metrolink will be a great addition to our Town and City and we would also hope it will have a lasting positive effect on our planet .

We do not believe that tearing down hundreds of mature trees is beneficial to anyone. Surely if there is a way to build something it should be done in the most environmentally friendly way possible ?

Money should not be the primary consideration for this project , as this is already the largest project in the history of the State .

It should not leave a legacy of "steamrolling " through communities with little or no regard for their residents .

TII intend to take our green spaces away over for 7+ years and then hand it back with paths through it and easy access to what is effectively a motorway .

How do Seatown residents benefit from this ? there has been no thought for the wellbeing and mental health of our community .

TII have taken none of our comments on board and have had a blasé attitude with us from the beginning , they have made almost no changes whatsoever to the proposal they initially showed us .

We would ask you to please consider this submittal (along with Estuary Courts and Ashley Avenues) and request that at a very minimum get TII to:

1. Carry out a complete re-assessment of the alignment of the proposed routing considering the median R132 option properly along with the R132 upgrade programme.
2. Restore the walls and vegetation to and 'as was ' condition after the project
3. Not place any pathways in our green spaces or any penetrations whatsoever in our boundary walls
4. Completely cover over the open cut section of track
5. Look at other alternatives for site compounds instead of our green area.
6. Do complete assessment of a bored tunnel option.
7. Reinstate the footbridges after the construction works are complete.

We would ask you to please assess our submittal along with our neighbours Estuary Court and Ashley Avenue and instruct the TII to make the necessary changes for the good of our community and our environment.

Regards ,

Thomas Lowndes

For and on behalf of Seatown Villas Residents Association

Please feel free to contact the above named for any issues regarding this submittal , contact details for correspondence below:

Address: 16 Seatown Villas , Swords

Eircode: K67 YY38

e: seatownmetro2021@gmail.com

We the undersigned residents of Seatown Villas having participated in the drafting of the above submission or having read the submittal, fully support and endorse this appeal being made in respect of the "Railway Order" (Metrolink - Estuary to Charlemont via Dublin Airport) 2022.

Address	Signature
16 SEATOWN VILLAS	Thomas Lowndes
16 Seatown Villas	Thomas Lowndes
92 Seatown Villas	Rang Dunne
92 Seatown Villas.	Grace Dunne.
Ullam O Rourke 50 SEATOWN	Ullam O Rourke
PAT O Rourke 50 SEATOWN	PAT O Rourke
50 Seatown Villas	Raureen O'Rourke
51 Seatown Villas	Pat Noonan
" " "	Dr. M. V.
92 seatown villas	Sede Dunne
92 Seatown Villas	Shahid Mahmand
84 Seatown Villas	Oliver Murphy
84 Seatown Villas	Paul Murphy
84 Seatown Villas	Michaela Daly
84 Seatown Villas	William Daly
67 Seatown Villas	David U'...
67 Seatown Villas	Matthew K...
73A Seatown Villas	Phil Mooney
73 Seatown Villas	Alice M. Pally
77 Seatown Villas	Mary in Corack
78 " "	Mary in Corack

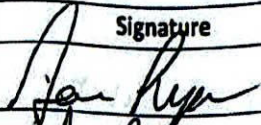
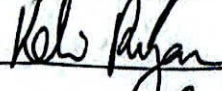
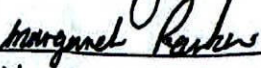
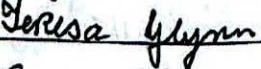
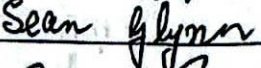
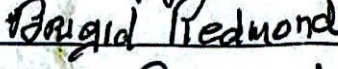

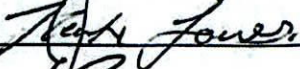




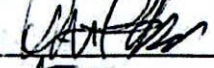
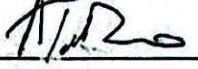
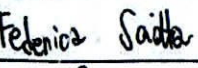

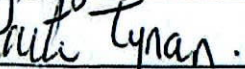
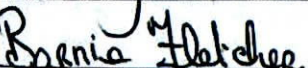
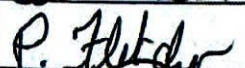

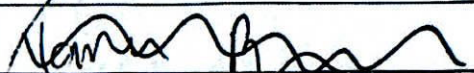
We the undersigned residents of Seatown Villas having participated in the drafting of the above submission or having read the submittal, fully support and endorse this appeal being made in respect of the "Railway Order" (Metrolink - Estuary to Charlemont via Dublin Airport) 2022.

Address	Signature
79 Seatown Villas Swords	John Keenan
79 SEATOWN VILLAS SWORDS	Anne Behan
80 Seatown Villas Swords	A. Deignan
80 SEATOWN Villa	Ce
82 Seatown Villas	Paula Daly
82 Seatown villas	Charlie Becken
83 Ann Mc Donnell	Ann Mc Donnell
83 SEATOWN Villas	Sean Mc Donnell
86 SEATOWN villas	Pionnuxia O'Brien
86 SEATOWN Villas	Keith O'Brien
88 SEATOWN Villas	Rena O'Rourke
88 SEATOWN Villas	Thomas O'Rourke
91 SEATOWN Villas	Kevin Lowndes
91 SEATOWN Villas	Robert Lowndes
91 SEATOWN Villas	Bobby Lowndes
64 SEATOWN VILLAS	Paula
9 CASTLEBRIDGE WAY	Patricia Colgan
61 SEATOWN VILLAS	Michael McKenna
61 SEATOWN Villas	Anne McKenna
55 SEATOWN Villas	Bonny Wilson
48 SEATOWN Villas	Claire Daly

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Address	Signature
48 Seatown Villas	Liam Egan
45 Seatown Villas	John Bonke
45 Seatown Villas	Gary Daly
63 SEATOWN VILLAS	Paul Roche
63 SEATOWN VILLAS	CAROL Roche
41 ✓ ✓	Tommy Dunne
41 ✓ ✓	Martina Dunne
41 ✓ ✓	John Clarke
40 Seatown V/S	MARIE FIDGETT
40 Seatown V/S	Tara McCann
33 Seatown Villas	Rose Fennell
37 Sandra Jenson	Sandra Jenson
37 C10m V/S	Cathy
37 Seatown Villas	Graham McDermott
47 " "	Henry Walsh
47 " "	Amy Walsh
47 " "	Katelyn WALSH
66 " "	DAVID WALSH
22 Seatown Villas	Graine Foley
" " "	Mark Agnew
33 Seatown villas	Donna Burke

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Address	Signature
33 Seatown villas	
33 Seatown villas	
31 SEATOWN VILLAS	
32 " "	
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6 Seatown Villan	
4 Seatown Villas	
" " "	
" " "	
	

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Address	Signature
1 Seatown Villas	[Signature]
1 Seatown Villas	[Signature]
24 Seatown Villas	Meadhbh Ryan
24 Seatown Villas	Conor Ryan
30 Seatown Villas	Bernadette Perry
36 Seatown Villas	James Perry
36 Seatown Villas	Lee Perry
35 Seatown Villas	Kitty Webber
20 Seatown Villas	John Ellis
18 SEATOWN VILLAS	Mary Navin
" " "	William Navin
19 Seatown Villas	Thomas O'Reilly
28 SEATOWN VILLAS	DAVID GANGLAN
28 SEATOWN VILLAS	ANN-MAE GANGLAN
34 Seatown Villas	Alice Gerard
46 Seatown Villas	Lee Gerard
52 Seatown Villas	Wang Sen
52 Seatown Villas	ZHANGBO WANG Sen
49 Seatown Villas	Liz Ryan
53 Seatown Villas	[Signature]
53 Seatown Villas	Gigam Gargal

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Address	Signature
88 Seatown Villas	Carol O'Leary
88 Seatown Villas	Andrew Hornekin
58 Seatown Villas	Ann Devin
58 Seatown Villas	John Devin
60 Seatown Villas	Terese Treacy
44 Seatown Villas	Christine Miskate
90 " "	Graham Buckley
" "	Colin O'Brien
" "	Sharon Savage
" "	Colin Savage
" "	Mark McKel
" "	Lorraine O'Brien
" "	John O'Brien
90 " " PMC	
90 " " SMC	
90 " " SMC	
90 " " N.M.C.	
89 " "	Les Madden
89 " "	John Madden
72 " "	John Cunningham Trevan
72 " "	Sean Trevan

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Address	Signature
<i>[Handwritten Address]</i>	<i>[Handwritten Signature]</i>
<i>[Blank]</i>	<i>[Blank]</i>
<i>[Blank]</i>	<i>[Blank]</i>
70 SEATOWN VILLAS SUDD	BRENDAN SHEPPARD <i>[Signature]</i>
20 SEATOWN VILLAS SUDD	John Sheppard <i>[Signature]</i>
"	NOLLY SHEPPARD <i>[Signature]</i>
"	Siobhain Sheppard
65 SEATOWN VILLAS SUDD	<i>[Signature]</i>
65A SEATOWN VILLAS	Compton
65A SEATOWN VILLAS	Gabriel/Ruichen
65A SEATOWN VILLAS	Winston Corp
65B SEATOWN VILLAS	Melanie Faszczak
65B SEATOWN VILLAS	Patrycja Switek
<i>[Blank]</i>	Seatown Signed
15 Seatown villas	Kevin Bohle
14 Seatown V.111s	Dolores Camthion
14 Seatown Villas	Dr. Ragh/Parkes
89 Seatown Villas	Kevin Madden
10 Seatown villas	Sophie Collins
8 Seatown Villas	Cecilia Ferraz

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[illegible]

Letter From a concerned resident:

Subject: Letter to add if you think it's ok

Date: Tuesday 22 November 2022 at 22:10:25 Greenwich Mean Time

From: Sharon McLoughlin

To: Thomas Lowndes

Peter and Sharon McLoughlin
9 Seatown Villas

The people that quarried the stone from the ground our homes are built on in 1949 where the first to set down roots here.

This estate has been surrounded by change over the years since. Our neighbours on North Street and Seatown road have been squeezed out of their homes to make way for these changes.

We have lived through the development of the R132 which thankfully has a bridge preventing us from being cut off from the Broadmeadow Estuary, a place where we all bring our children to feed the swans. The Carnegie court hotel towering over our back gardens. A Supermarket on a country lane entrance to our estate and our town, a road used by hundreds of children attending the three schools.

Seatown Road, North Street and the R132 have become barriers surrounding us, providing us with our little oasis where young and old feel safe happy and secure. The green is filled with trees planted by the first residents that generations of us have climbed and used as swings and goalposts.

To here of plans for CCTV covered walkways, trains running meters from our front door, demolishing the bridge and tearing up trees and hedgerows is terrifying to us.

If you take our green for 6+ years a whole generation will be robbed of the childhood experiences we have been so lucky to have had.

Please consider an alternative and save our estate.