

Submission No.			14		
Organisation Name or Name of Submitter			Ashley Estate Residents		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Ashley Ave Residents Group Appeal to "Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order, 2022 Case No. NA29N.3414724					
1	Introduction	3	<p>We would like at the outset for it to be noted that we clearly state as a group, we are fully supportive of the concerns, issues, and alternatives being submitted by Estuary Court and Seatown Villas given that for the most part, the matters raised as of concern are almost identical. In these areas, the Metro project proposes to do away with the current format of open spaces, not to mention the significant disruption that the project will have.</p> <p>For example, the whole question of why the proposed route is now being planned right through our estates is well raised and expanded upon within the Estuary Court submission. We fully support all submissions in every regard. As we will repeat within this document, we simply cannot understand how one can suggest to radically alter our estate in so far as safety, security and the general look and feel of it after almost 40 years not to mention the lengthy disruption that will be caused by construction.</p>	<p>Thank you for your submission and for sharing your concerns and alternative suggestions related to the Metrolink Project. We have reviewed the submission and provided responses below.</p> <p>The Preferred Route alignment runs along the eastern side of the R132 Swords Bypass and following feedback from the consultation in 2019 has been developed with more cut & cover sections than were proposed in the original Preferred Route alignment outline design. The Preferred Route was chosen as it would result in significantly reduced landscape and visual impacts when compared to the options considered in the development of the Preferred Route. Any landscape and visual impacts from the Preferred Route can be mitigated through the implementation of a high-quality design with appropriate landscaping. Refer to Chapter 4 of the EIAR for details of the architectural and landscape design.</p> <p>For further detail on the process of the Preferred Route please see Chapter 7.7.9.2 of the EIAR for details of the Route Alignment along R132 Swords Bypass, with further detail available on MetroLink Website: https://www.metrolink.ie/media/vlip2lpw/metrolink_pr_design_development.pdf. and Appendix E.</p> <p>Throughout the Swords area the landscaping proposals outlined in the EIAR and Railway Order (Chapter 27 Landscape and landscape drawings, sheet 6 of 13 from Railway Order Plans\Drawings) have been developed in consultation with Fingal County Council. The proposal aims to improve community connectivity through the development of the linear park linking all of the stations with the community in an open setting.</p> <p>In relation to safety and security concerns, the planned outcome of the Metrolink architectural and urban realm design is to discourage anti-social behaviour, through the attractive setting, use of public lighting, open sightlines, and avoidance of areas where individuals and groups of people can hide. Across the proposed MetroLink, safety and security is addressed by EIAR Chapter 6, MetroLink Operations and Maintenance. Section 6.6.5.8 specifically addresses managing the risk of ""Vandalism or Anti-Social Behaviour on the Trains or within the Stations"" , and the wider chapter also addresses the broader design proposals for managing security challenges, including:</p> <ul style="list-style-type: none">•The architectural and urban realm design is designed to discourage anti-social behaviour, for example through the attractive setting, use of public lighting, open sightlines, and avoidance of areas where individuals and groups of people can hide.•The Operational Control Centre (OCC) will be the central communications and operational hub, located in the administrative building at the Dardistown Depot. The role of the OCC will include monitoring and managing passenger safety and security and antisocial behaviour. The OCC will direct and deploy staff to manage incidents when required.•The access control and intrusion detection (ACID) system will identify intruders trying to enter locations where unauthorised access is prohibited.•CCTV will be installed throughout the MetroLink system including at station entrances, public realm and on trains to provide general security and surveillance of all the public areas, and to inform, if required, the directing and sending of staff to manage the situation.•There will be a MetroLink staff presence along the route for assisting passengers, security and deterring anti-social behaviour.	
2	Introduction	3	<p>It is our hope and belief that the objections will be looked at, as a whole, and consequently we see little merit in repeating the many valid points being raised elsewhere. However, we do call upon you to consider Ashley in their own right, and as a group being fully supportive of the other submissions. One can clearly see the similar reasons for concern, and all are fully resolvable by either re-routing the track, or by returning the estates to their “as is” position. Indeed, this point of taking over the estates has been the most significant cause of concern for many, if not all residents.</p>	<p>See response number (1) above</p>	
3	Introduction	3	<p>We would also like to extend a warm invitation to whomever you may see fit, to come visit our estate, at which time we are sure we can provide a better appreciation / understanding as to why we are so strenuous in our objections to the proposed elimination of our long-cherished estate(s).</p>	<p>TII and their representatives have visited the area on a number of occasions but remain open to do so again if required.</p>	

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4	Introduction	4	We fully understand, and are within reason, ready to accept, that the construction phase of the project will impact significantly on our estate and the residents therein. However, for the good of the community in general, in Dublin and Fingal, we see the merit of the Metro plan, however we do have concerns about some of the proposed impacts on our estate, which we discuss in this submission	TII greatly appreciate that the Ashley residents see the merit of the MetroLink project and their understanding that there will inevitably be some impact during the construction phase. TII will continue to engage with the residents as the process continues to try to find acceptable outcomes for all parties.	
5	Existing Condition of our estate	5	<p>The Ashley Estate has been in existence now for more than forty years, and in its current format, has provided a secure haven for all children to allow for play and recreation while remaining easily observable from the respective houses. Such a facility, is we would consider, of more importance these days, where even government agencies would encourage open air play and exercise as a vital element of the growth and development of young children rather than having them sitting inside in front of computers or TV’s.</p> <p>As it exists today, the walkway provides for safe passage without any fear of young children accidentally gaining access to vehicular traffic along this section of the R132, as they walk their children to and from the local school (St. Colmcille’s)</p>	See response number (1) above	
6	Existing Condition of our estate	6	<p>Furthermore, as a group of residents we are extremely proud of our estate, and as can be evidenced by Fingal County Council (FCC), we have over the years actively contributed towards the tidy annual upkeep of our green with matters such as verge cutting, planting of flowers, clearing out under the footbridge over the R132 and the like. Such activities have been supported by FCC by the supply of waste bags and the removal of waste matter following such activities.</p> <p>The impact of the proposal has already had negative impact on the estate in that we do not now get the number of volunteers we routinely had coming out for the annual clean up. We would love to be able to show that the powers that be have listened to the call of all residents and safeguarded our estate into the future. This will reinvigorate the estate and the pride we feel in the area.</p>	TII have engaged with the Ashley residents on a number of occasions and will continue to do so. Your concerns are understood and appreciated and whilst it may not be possible to grant all requests in the context of the project, TII will endeavour to find compromise solutions wherever possible.	
7	Proposed plans for the estate	7	<p>While there have been various iterations of the drawings we have seen for the estate, the latest ones as included in the railway order application, clearly show that despite all our discussions regarding the Metro line, our estate is being radically altered and will lose its overall look and feel and much of the existing amenity and sense of security associated with the green space, should the plan go ahead without alteration.</p> <ul style="list-style-type: none">• A significant number of additional walkways are planned throughout the green area (an increase from 3 to 9 walkways) which will substantially reduce the actual useable green area.• The volume and placement of new trees and shrubs severely impacts upon the useful play area of the estate (e.g., no adequate space for children to play football or other games).	See response number (1) above	

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8	Continuation from page 7, Par 2 Concerns	8	<ul style="list-style-type: none">• The indicated number of breaks in the wall as it is to be positioned along the R1 32 has increased from the current 2, to a total of 9.• The positioning of said wall would seem to encroach within the current boundaries of our estate further impacting on the amenity we have enjoyed and nourished for 40 plus years.• There are also some concerns as to the type of wall that is planned to replace the existing wall and clarification on this needs to be made. We have seen differing report to suggest a low wall with railing on top to a solid wall as is the current position.• The loss of the current footbridge over the R132 and its replacement with a new Toucan crossing which will lack the safety for the very young and the old and infirm.• While we recognise that the R132 is to be ‘de-trafficked’ and narrowed we are also very worried that younger children especially, may be easily able to run out into the roadway, perhaps chasing a ball that might have flown through one of the many new entrances in the wall, and onto what will still be a major road. The footbridges and the completed wall provide a good level of safety for our most vulnerable residents in respect of this road	<p>It was originally proposed to provide Fence Type H (Residential Wall and Railing), but if agreeable to the residents TII propose to change this to a like for like replacement of the existing wall (block/rendered) through the reinstated landscaped area at Ashley Ave. Further detail can be found in the: Railway Order Plans\Drawings - Landscaping Details Fingal County Council and Dublin City Council (Sheet 6 of 13).</p> <p>The number of walkways, including the required breaks in the wall form part of the proposed Project and has been designed to take into account the R132 Connectivity Project promoted by Fingal County Council. The R132 Connectivity Project received approval by An Bord Pleanála on 20 January 2022 (planning application reference number JP06F.310145). The R132 Connectivity Project aims to improve the connectivity and safety of pedestrians and cyclists moving along, and across, the R132 and enhance facilities for all road users with particular benefits for those choosing sustainable modes of transportation such as bus users, cyclists, and pedestrians.</p> <p>As noted in Section 4.13.2, four existing footbridges over the R132 Swords Bypass will be demolished as part of the MetroLink project. These bridges will not be replaced as connectivity across the R132 road corridor is proposed to be established with the signal-controlled crossing points as part of the consented R132 Connectivity Project works.</p> <p>Noting that the adjacent R132 is "de-trafficked" and narrowed, the speed limit along the urbanised road will also be reduced appropriately in accordance with the proposed FCC R132 Connectivity Project, improving safety for all road users particularly pedestrians and cyclists.</p>	
9	Alternatives	10	<p>We would consider little modification is required to the plans as they currently exist and indeed that our requirements will not incur any cost but rather make some additional savings for the project. The simplest solution is of course to re-route the line so that it does not pass within our estate. However, assuming that this is not possible for whatever reasons may be given.</p> <ul style="list-style-type: none">• Wall and Type - Bearing in mind the type of wall. Reinstall the boundary wall between Ashley Green and the R132 to as near the R132 as it currently exists. The green has provided a safe and secure open space for all.• Green area - Reinstall the green to retain the aspect that it currently has, in order to retain this highly cherished amenity value. There is no need or desire for all the planned footpaths.• Tree planting - Replant mature trees along both sides of the reinstated boundary wall to provide sound deadening of traffic on the R132, and the visual aspect that we currently enjoy and have done for decades. Indeed, the Metro project already acknowledges that the noise endured by the residents from traffic along the R132 is loud enough even with the mature trees along the boundary.	Addressed in responses number (1) and (8) above.	
10	Alternatives	10	<p>Cont.,,,</p> <ul style="list-style-type: none">• Opening in boundary wail - Replicate the current 2 openings in said wall with one at the proposed toucan crossing along the R132, thereby retaining safe access to and from the Swords side of Chapel Lane, and one at the exit to the R132 to allow for foot traffic to access the crossing at the new junction replacing the Malahide roundabout.• Footbridge across the R132 - While realising that there may be some engineering implications relative to the Metro line itself, we can concede that its retention on this specific basis may not be possible. However, we would suggest that the footbridge be retained as it provides a much safer access route across the R132 rather than a Toucan crossing. We say this based on consideration for the most vulnerable members of our community and indeed to retain such safety benefits for the whole community of swords that use this bridge daily.	Addressed in response number (8).	

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11	Structural aspects and constructional aspects on residents and properties	11	<p>We would also have many concerns in respect of the proposed ‘Property Owners Protection Scheme’ ("POPS"), however at this time we do not have sufficient information to provide a solid and reasoned basis to form a detailed expression of appeal. However, many residents do have serious concerns in respect of the actual properties which will be included under this scheme and the duration to applied for any possible consequences and time scales that will be applied under said scheme.</p> <p>Consequently, we would wish to be assured that all measures be fully explored and explained in layman’s terms in order that each resident may be fully aware of the implications for their own property and all preventative and or remedial actions that may be taken or are available.</p>	<p>The Property Owner Protection Scheme (POPS), committed to by TII, allows residential property owners to register with TII if their residential property is within thirty (30) metres of the edge of the MetroLink alignment or fifty (50) metres of station structures. The POPS comprises condition surveys of residential properties along the route of the proposed Project. The purpose of the condition surveys is to ascertain the condition of the properties before, during (if deemed necessary), and after the completion of the proposed Project to determine whether there has been any deterioration of any of the properties surveyed and whether same may be attributable to the proposed Project, and subsequently to recommend repairs as appropriate. Condition survey data gathered pre and post construction, and possibly during construction, will be used to assist the property owner and TII in swift and accurate verification of any property damage claims which may be received from property owners. The POPS is designed to cater for / address repair work which may be necessary for any damage (attributable to the proposed Project) to a qualifying residential property up to a threshold of €45,000. The POPS will be introduced by TII through public consultation and will be formally advised to eligible property owners by the Public Relations Department.</p> <p>Further information on POPS is available in Chapter 11 (Population & Land Use). Useful information can also be found in the MetroLink Frequently Asked Questions document which can be found online at: https://www.metrolink.ie/en/your-property/property-owners-protection-scheme/ , and this is where useful updates will be made available as the proposed Project progresses.</p> <p>The proposal does not require acquisition of properties belonging to Ashley estate residents.</p>
12	Structural aspects and constructional aspects on residents and properties	11	<p>We have also been advised that preventative / remedial measures in respect of the impact to the Estate for the duration of the construction phase are in place. Once again, we find that the details of such issues are a little vague and again do not allow for a reasoned and detailed appeal currently.</p>	<p>The appointed construction contractor and Metrolink operator is required to to prepare and implement a Construction Environmental Management Plan (CEMP) that includes a Health and Safety Plan to protect workers, control environmental pollution, and protect members of local communities from construction and operational activities. The contractor consults and seeks Fingal County Council approval for the CEMP prior to the commencement of any construction. An Outline CEMP has been prepared for the EIAR and can be found in Appendix A5.1.</p> <p>Detail on the mitigation measures that are linked to human health outcomes in both the Construction and Operational Phases are presented in the following EIAR chapters: Chapter 9: Traffic & Transport; Chapter 11: Population & Land Use; Chapter 12 (Electromagnetic Compatibility & Stray Current), Chapter 13 (Airborne Noise & Vibration); Chapter 14 (Groundborne Noise & Vibration), Chapter 16 (Air Quality);Chapter 18 (Hydrology); Chapter 19 (Hydrogeology); Chapter 20 (Soils & Geology) and Chapter 28 (Risk of Major Accidents & Disasters). For the purpose of clarity, the identified mitigation proposed in the above Chapters for the impacts relevant to the human health assessment are contained in Chapter 10 (Human Health) Table 10.16.</p> <p>Furthermore, details of the Property Owner Protection Scheme (POPS) are as addressed in response number (11).</p>
13	Structural aspects and constructional aspects on residents and properties	11	<p>We also have some concerns about the issue of the groundwater with respect to the proposed Metro, since the method of construction will naturally introduce an artificial barrier in what is a very high-water table area, already somewhat prone to flooding</p>	<p>The proposed Project will result in an increase in the area of impermeable surfaces due to the construction of the track bed, new stations, P&R, depot and other associated infrastructure. To ensure no associated increase in flood risk, the proposed Project developed an overarching Drainage Strategy to ensure the implementation of Sustainable Drainage Measures (SuDS). These measures, which will be further developed through detailed design, are in line with CIRIA SuDS manual C753 (2015), Great Dublin Regional Code of Practice and associated GDSDS Technical Documents and Fingal CC Blue/Green infrastructure for Development Guidance Note. The proposed measures are designed to ensure no increase in existing runoff rates throughout the proposed new development as a consequence of the works.</p> <p>Furthermore, the MetroLink project has been designed with a number of "Drainage Wells" in the R132 area (see Railway Order Alignment Drawings for the north end of the scheme) to alleviate the barrier affect mentioned and allow ground water to continue to flow from west to east as at present.</p>

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14	Structural aspects and constructional aspects on residents and properties	11	The matter of the routine operation of the Metro line is also a concern to many residents as to how it may have and negative impact on the estate or properties.	<p>Information on how the calculation of the baseline and subsequent assessment of the operational noise impact on receptors such as residents on Ashley Ave is provided in EIAR Chapters 13 and 14 . EIAR Chapter 13, section 13.5.3.4 details the criteria applied to calculate and assess the operational airborne rail noise impact. The rail noise level is added to the measured baseline noise levels deemed representative of each location to calculate a cumulative noise level. The cumulative level is compared against the baseline noise level from surveys undertaken to determine the increase in noise levels. In line with the negligible change calculated in traffic noise levels along the R132 in AZ1 (Assessment Zone 1), the measured baseline noise levels are considered to remain a valid representation of the future traffic noise level in this area.</p> <p>Operational rail airborne noise levels have been calculated at the closest noise sensitive locations (NSLs) to the above ground section of railway across the proposed Project. The route alignment running between the R132 and Ashley Avenue is positioned below ground in a cut and cover structure therefore the operational airborne rail noise does not have a significance rating of noise change from baseline. Please also refer to EIAR Chapter 13, section 13.5.3.4,Table 13.75 through to 13.78 for further information.</p> <p>Following the completion of the groundborne noise and vibration assessment, Chapter 14, Groundborne Noise & Vibration section 14.6.2 confirms that there are no residual impacts applying at Ashley Ave during the operation.</p>	
15	Summary	12	<p>We are not against the Metro itself and understand and support the benefits arising for the general community. All we require, are:</p> <ul style="list-style-type: none">• Absolute assurances regarding the overall integrity of our estate and the restoration of our estate to the condition in which it is to be found at this specific time (17th November 2022).• The protection of all residents in respect to the structural integrity of our properties both during the construction phase and daily operation of the line. While we understand that the Property Owners Protection Scheme is tasked with addressing these issues, at this time, we do not fully understand or appreciate the wider implications of this scheme or as to how the rules may be applied.• We reserve the right to further elaborate on these or any other issues not specifically mentioned in this appeal at the oral hearings.• We would consider these matters to be fair and reasonable in every respect and are willing to provide any further clarification as may be requested.	<p>See also response number (1) above.</p> <p>Details of the Property Owner Protection Scheme (POPS) are as addressed in response number (11).</p> <p>A significant number of surveys have been undertaken to categorise the receiving environment for this EIAR. Further survey requirements to be undertaken during Enabling Works include further biodiversity surveys, contamination investigations, groundwater monitoring, noise and vibration monitoring and ground movement monitoring. These surveys will confirm and update the findings of surveys completed for the EIAR. In addition, they will provide further detail to allow for the most effective implementation of the mitigation and monitoring required by the RO.</p> <p>TII welcome any further engagement on any matters of concern either before, or if necessary, during the oral hearing.</p>	
16	Summary	12	Closing comment It should be noted that ALL residents are currently very much opposed to the project at this time however feel that the restoration of good will can be achieved by addressing the single most important issue of having the estate returned to an as is position on completion.	See response number (1) above.	
17	Additional Comment	13	<p>Additional Comment Regarding the Application for Railway Order for Metrolink at Ashley Estate as detailed by some residents.</p> <p>I have had correspondence with the Metrolink Project for a period and I wish to advise that I have become disillusioned with the way my enquiries have been responded to, the lack of concern of the impact that the project will have in general on the living environment during its construction and during its operation</p> <p>I have asked specific questions about <u>Public Open Space, and the current Planning Designation of the area of the proposed project at Ashley Estate</u>. Enquiries regarding the <u>security of property during the construction</u> phase of the project. I sought confirmation that location of the project is in accordance with current Development Plan of Fingal Co. Council. Specifics were sought regarding <u>detail of walls and fences at Ashley Estate and Chapel Lane</u>. The detail requested was not provided.</p> <p>I have arrived at a view that whereas some people in this estate have put significant effort into communicating the concerns of various residents regarding the impact of this project on their properties and quality of life particularly during the construction phase of the project, the project team has made little effort to show how in detail these concerns are being addressed.</p>	<p>Over the last few years various meetings took place to update Ashley Avenue Estate with the design development and to obtain the feedback in order to fit the proposed design in best possible way. Numerous changes have been proposed which were presented and discussed.</p> <p>Further acknowledging your concerns, TII is committed to working with local resident’s groups to address concerns that have been expressed in relation to the loss of green space and the impact on the current boundary wall and will continue engagement with these groups in advance of oral hearing.</p>	

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18	Additional Comment	14	<p>In fact, it would appear that this project is utilising the confusion of the impact to the Fingal Co. Council R132 Project to justify their lack of addressing some of the significant issues of resident’s concern and providing responses that the issues are the responsibility of Fingal Co. Council.</p> <p>Examples are: the extent of openings in the boundary wall with the R132, the loss of the Pedestrian Bridge Assess to the Western side of the Swords Bypass, the design of the final cover of the public open space.</p> <p>The Metrolink Project refers on a number of occasions to enhancement to the public open space, however other than additional unnecessary paths, additional accesses and egresses through the boundary wall (also personally considered unnecessary) and without the detail of planting and biodiversity improvement and detail with regard to future maintenance.</p>	Please see response number (1) & (8).
19	Additional Comment	14	<p>In conclusion, I would advise that my view of this project is one of disillusionment with the process, with the project's interest only being the delivery of the targeted transport route, the lack of obvious addressing of concerns raised (with effort being made to appear on record that responses were made, as if residents’ concerns are being addressed), and the resultant lack of any significant change to the proposal, to minimise the negative impact of the project on Ashley Estate and Chapel Lane.</p>	Please refer to response number (1), (8) & (17) above
20	Additional Comment	14	<p>We live in 43 Ashley Ave and have resided here since 1981 and we raised 2 children here. We had some great times on the green and would love to see the green put back the way it is now (Walsh Family)</p>	Please see response number (1) and (8).
21	Additional Comment	15	<p>I would like to declare my full and total support for the issues as raised within this submission. I have enjoyed the ambience and security of living here and have followed closely the debate amongst the neighbours in regard to this project over the last few years, since it first came to our attention.</p> <p>Concerns:</p> <ul style="list-style-type: none">• The proximity of the line itself, being less than 30 meters from my front door, and the possibility of negative structural impact on my house.• Notwithstanding my concerns in respect of the property, I personally have grave concerns due to my life long illness (Laryngectomy). As you can understand I therefore must make every effort to safeguard my health and would consider the project to be a probable initiator of further ill health.• The construction phase will undoubtedly result in a lot of disruption, such as noise levels, dust, dirt, not to mention general inconvenience, and it is logical to state that a lot more besides the ones I detail here. Given there are people living in the house who are on shift patterns it is reasonable to assume that the working hours of construction will also have a serious impact in daily life.• In addition to any of the aforementioned serious, and personal issues, I wish to state that I am in total opposition to the line being routed through our estate given that at this time the Til plan to destroy the overall feel of our estate by the creation of the linear park. I and many of our neighbours flatly.	<p>Further to response (14) & (15) above, the appointed construction contractor and Metrolink operator will prepare and implement a Construction Environmental Management Plan (CEMP) that includes a Health and Safety Plan to protect workers, control environmental pollution, and protect members of local communities from construction and operational activities. The contractor consults and seeks Fingal County Council approval for the CEMP prior to the commencement of any construction. An Outline CEMP has been prepared for the EIAR and can be found in Appendix A5.1.</p> <p>Any structural impact on properties within 30m of the alignment will be monitored and addressed through the proposed POPS scheme. Please refer to response (11) above.</p> <p>Detail on the mitigation measures that are linked to human health outcomes in both the Construction and Operational Phases are presented in the following EIAR chapters: Chapter 9: Traffic & Transport; Chapter 11: Population & Land Use; Chapter 12 (Electromagnetic Compatibility & Stray Current), Chapter 13 (Airborne Noise & Vibration); Chapter 14 (Groundborne Noise & Vibration), Chapter 16 (Air Quality);Chapter 18 (Hydrology); Chapter 19 (Hydrogeology); Chapter 20 (Soils & Geology) and Chapter 28 (Risk of Major Accidents & Disasters). For the purpose of clarity, the identified mitigation proposed in the above Chapters for the impacts relevant to the human health assessment are contained in Chapter 10 (Human Health) Table 10.16. No additional mitigation, over and above that outlined in the sections above, is proposed for Human Health.</p>

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22	Additional Comment	16	<p>We John and Lorraine Jones of 46 Ashley Ave, live facing directly on to the green in question. This green space, where my children and every other child in the estate has played safely over the years has become the centre of our community for nearly 40 years.</p> <p>To alter it as per your plans, would in our opinion rip the heart out of our community. We request that you would put our green back to the condition it is at present, or as close to what we have.</p> <p>We want for our grandchildren to have a safe place to play, also for our neighbours to continue to enjoy meeting on the green while outwalking dogs, exercising, or watching our children playing.</p>	Please see response number (1) and (8).
23	Additional Comment	16	<p>We live at 28 Ashley Ave facing the gorgeous green that has been our sanctuary for the last 30 years or more. We now have grandchildren who enjoy playing like their father did when he was young playing safely. We love being able to enjoy the peace and tranquillity of the space that not many other housing estates have.</p> <p>We would like to preserve what we have and by doing this we want you to put the green back the way it was.</p>	Please see response number (1) and (8).
24	Additional Comment	17	<p>As an estate, we are like big family where we feel safe and secure together. We share the green area where our kids play, our dogs run we all catch up.</p> <p>With your plans you are taking away our security, your taking away from our community, which we all know so little is left in our green isle.</p> <p>Your plans to open up the green area for the Luas is an injustice to our community our big family. We all live here be it young, old, single, sick, happy or sad, and support each other, mix with each other, and you’re going to ruin the one area we have to congregate together. Open it up as a pass through for all sorts of opportunist that can take advantage of a community.</p>	Please see response number (1) and (8).
25	Additional Comment	17	<p>We live at 10 Ashley Drive; I am originally from Chapel Lane and have used the green area both as a child and now as a mother. We have two young children and a dog who utilise the green area and footbridge daily.</p> <p>The safety it offered us as parents was a big factor in our choice of home in 2018. We find the proposed drawings of numerous access points to a major and busy road quite alarming and highly irresponsible. Therefore, we request that at a minimum, the green area of Ashly / Chapel Lane be restored to its current state</p>	Please see response number (1) and (8).

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26	Additional Comment	18	It is a safe space for play, exercise and for our dogs to run. We will have to persevere through possibly years of disruption during the works and we at 56 feel that it is a relatively small ask to have the green restored to or as near as possible to what we have now.	Please see response number (1) and (8).
27	Additional Comment	18	It has been a relatively safe and extremely good place to raise our families. Many of us now welcome our grandchildren to experience the same freedom our children enjoyed. This would all change if this plan were to go ahead. There are lots of young families with children moving into this Estate and they need a safe space to play so we respectfully request that you revise your plans and leave our green area as it currently is.	Please see response number (1) and (8).
28	Additional Comment	19	We live in 40 Ashley Avenue, directly across from the green, our children along with all our neighbours’ children grew up playing on the green, the grandchildren are now playing on it. It is a safe place, and we still use it to exercise our dog several times a day. We just want the green to be put back the way it is now	Please see response number (1) and (8).
29	Additional Comment	20	One of the main selling points for us when buying our house 39 Ashley Ave was the privacy and security aspect of it. The area in the estate your team will be working, we know as The Green, it is a secure and safe area for our children to play and for our dogs to have a run around and exercise. The plan you have put forward for The Green when your works are complete, totally run contrary to the wishes of the estate residents. To put it simply, we would like The Green put back the way it was prior to works being carried out, nothing fancy, just back to the way it was.	Please see response number (1) and (8).
30	Additional Comment	20	We live in 33 Chapel Lane, and object to the proposed plans for the new green area and boundary wall. We have 2 young children who love to cycle and scoot along the pathway between the boundary wall & green grass area. This is the only place for our children to play safely out on the estate. The boundary wall gives us added security, and a buffer to reduce noise from the dual carriage way. We would like it to remain as is after works are completed.	Please see response number (1) and (8).

Submission No.			14	
Organisation Name or Name of Submitter			Ashley Estate Residents	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Ashley Ave Residents Group Appeal to "Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order, 2022 Case No. NA29N.3414724				
31	Additional Comment	21	My daughter loves to cycle on the path beside green. She feels safe to cycle over there. I walk and exercise over there as well. I feel the green right now is safe, secure, and peaceful. We respectfully request that keep the green the way it is right now.	Please see response number (1) and (8).
32	Additional Comment	21	We live at 45 Ashley Avenue and have done so for 25 years. Our children grew up using the green as a safe place to play with their friends and now the next generation of children & grandchildren of Ashley use the green. We exercise our dogs there safely. The green is a great space for our estate and is used daily all year round. We would like the green to be put back exactly as it is	Please see response number (1) and (8).
33	Councillor response	28	Councillor response: On behalf of myself and Lousie O'Reilly TD - I’m happy to confirm our continued support for the residents of Ashley Estate, Seatown Villas and Estuary Court, particularly in relation to the restoration of the boundary walls of residential estates adjacent to the R132 following works necessary for the delivery of the Metrolink. This and the installation of linear parks in their stead have been the topic of many discussions and are issues of major concern raised by residents and by myself and Deputy O'Reilly at meetings attended by the TII, residents groups, elected representatives and others. We will continue to support the residents who have been extremely positive in their backing of the delivery of this long awaited important infrastructure for Swords, however the issues that have been raised by residents and their representatives have not been satisfactorily addressed and the reinstatement of boundary walls will not impact on the delivery of Metrolink.	Please see response number (1) and (8).
34	Councillor response	29	Councillor response: I am happy to support the Ashley Residents in their objective in having their estate returned to its original condition following the construction of Metro. Like you I accept that we definitely need Metro for lots of reasons but the residents here have enjoyed a quiet enclosed environment by custom and practice for 40 years. My understanding of the linear park is that it's part of the Metro plans and will be delivered by them it has not been either planned or is it being paid for by Fingal County Council.	Please see response number (1) and (8).
35	Councillor response	30	Councillor Response: I totally agree as I have said on a few occasions a united front is what is required and am happy to lend a hand and my support in any meaningful way possible to Ashley and surrounding estates.	Please see response number (1) and (8).