

| Submission No. | | | 058 | |
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| Organisation Name or Name of Submitter | | | Deirdre Byrne and Family (38 Ashley Avenue, Swords, Co Dublin) | |
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| Item No. | Section Ref. | Page No. | Observation Statement | TII Response |
| Ref: "Railway (MetroLink - Estuary to Charlemont via Dublin Airport) Order 2022") | | | | |
| 1 | Paragraph 1 Paragraph 2 | 1 | I wish to make an objection to the proposed Linear Park design for the Ashley Estate as part of the proposed R132 upgrade project included in the Metro North plans. My objections are based on overlooking, loss of privacy, loss of view, loss of security, road safety hazards, loitering and increased noise levels. | <p>Thank you for your submission and for sharing your concerns related to the MetroLink Project. We have reviewed the submission and provided responses below.</p> <p>Landscape Reinstatement The proposed horizontal route alignment along the eastern side of the R132 Swords Bypass would result in significantly reduced landscape and visual impacts when compared to the alternative elevated options. This proposal aligns with the Fingal County Council's R132 Connectivity plans (recently consented in 2022) under the Fingal Development Plan 2017 – 2023 (Draft Fingal Development Plan 2023-2029), recently consented in 2022.</p> <p>The aim of the proposed landscape design for access to Ashley Estate is to keep within the Local Landscape Character Area (LLCA), as per the above mentioned Development Plan. 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> <p>Traffic EIAR Chapter 03 (Background to the MetroLink Project) details the need for the Project, and illustrates the associated reduction in car trips when MetroLink is operational. Therefore, there will be reduced traffic volumes on the R132 as an attractive and efficient public transport option will be available.</p> <p>Antisocial Behaviour and Security: The planned outcome of the Metrolink architectural and urban realm design for this linear park 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.</p> <p>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.</p> <p>Noise Levels TII understand the reasons for your concerns and would like to provide the assurance that the potential noise disturbance impact on your property as a result of the proximity of the proposed retained cut and cover section has been carefully assessed. This includes the impact of noise and vibrations from Construction activities and the operation of MetroLink both of which have been assessed and reported in the EIAR.</p> <p>In relation to airborne noise and vibration during construction phase, EIAR Chapter 13 Airborne Noise and Vibration, Table 13.39 summarises the predicted impact on 47 - 51 Ashley Avenue, without additional noise mitigation is Significant to Very Significant during some of the work phases. With the noise mitigations, detailed in section 13.6.1, the construction impacts are reduced to below significant.</p> <p>EIAR Chapter 14, Section 14.4.1.1 indicates that there are not predicted to be any significant Groundborne Noise and Vibration impacts for the Ashley Estate Buildings.</p> <p>Construction Phase Planning TII's appointed contractor will prepare a Construction Noise and Vibration Management Plan (CNVMP) for the proposed Project as referred to in EIAR Appendix A5.1, Outline Construction Environmental Management Plan (CEMP). The CNVMP will be a live document and will include a full monitoring and auditing programme which will be agreed with Fingal County Council prior to the commencement of the Construction Phase, including predetermined monitoring trigger levels to ensure noise and vibration limits are not breached. Table 6.2: Noise and Vibration Measures of the Outline CEMP outlines the monitoring programme requirements</p> |

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| | | | (1) continued | Operational Noise and Vibration EIAR Chapters 13 and 14 present a comprehensive and detailed assessment of operational groundborne and airborne noise and vibration. No residual noise impacts are identified at this location during operation. The calculated rail noise levels across the proposed Project are not significant in terms of any widespread community disturbance and results in a not significant to slight impact when added to the prevailing noise environment. |
| 2 | Paragraph 5 | 2 | Ashley is a mature, 40-year-old estate which is shielded from the R132 and we wish to remain so. Passive surveillance has never been a design consideration of the area of R132 in front of our homes or further north. Ashley already enjoys a very strong, tight-knit community atmosphere and does not experience anti-social behaviour. Introducing a linear open park, with several openings to the R132 and low wall with railings would create the very problems we are trying to avoid and turn our private green area into a wide-open thoroughfare. | Please refer to Response (1) above in relation to Landscape Reinstatement. |
| 3 | Paragraph 6 | 3 | Ashley Ave residents will already be seriously impacted by construction of the Metro North which will pass under the Ashley green, less than 30M from our front doors, and to subject us to this linear park proposal which would see us lose our privacy, security and only usable green stretch of space, replaced instead with zig zag paths several openings directly on to a main road is extremely concerning. | Please refer to Response (1) above in relation to operational traffic and security. Please refer to Response (1) above in relation to Landscape Reinstatement. |
| 4 | Paragraph 7 | 4 | ...we have stated from the beginning that we would like our green returned to its current state once tunnelling has been completed, with mature trees planted to provide privacy from passing traffic, double decker buses etc. Our support for the Metro North project will be withdrawn otherwise. | Please refer to response number (1) above on Landscape Reinstatement. |