

Submission No.			290	
Organisation Name or Name of Submitter			Tesco Ireland (represented by RMLA Planning Consultants)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
1	RMLA Letter	3	<p>We, RMLA Limited, are acting for our Client, Tesco Ireland, Gresham House, Marine Road, Dun Laoghaire, County Dublin in in relation to the lodgement of the Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022 by Transport Infrastructure Ireland (hereafter 'TII').</p> <p>The payment of €50, being the appropriate fee for making a submission, has been made online. Please note all correspondence in relation to this submission should be sent to the Agents, RMLA Limited, Unit 3B, Santry Avenue Industrial Estate, Santry Avenue, Santry, Dublin 9, D09 PH04. We request that An Bord Pleanála (hereafter 'ABP') keep us informed of any updates relating to this application.</p> <p>The retail sector makes a major contribution to Dublin City and its suburbs, by increasing the vitality and viability of its urban settlements and villages, and acts as an economic anchor, creating significant employment and indirect economic and social activity. Having regard to this, we welcome this opportunity to engage with TII in respect of the preparation of the Railway Order 2022. As such, please see enclosed transport specific report prepared by SYSTRA in response to this application and setting out our client's position in relation to matters directly effecting their stores and distribution centres.</p> <p>Tesco Ireland welcomes the proposed investment in public transport, active travel, and the urban environment of Dublin City. It is considered that the proposed Metrolink Scheme will greatly improve the way in which Dublin City functions form an economic, social, and environmental perspective. However, we would request the below issues highlighted are not overlooked and would welcome engagement at a later date.</p> <p>We trust that the points raised in this submission will be considered by An Bord Pleanála as part of the assessment of this application. We are available for discussion on any of the matters referred to below and would also appreciate if you could confirm receipt of this submission by return.</p>	Thank you for the submission. TII welcome your support for MetroLink project development and note your observations/concerns, which we address below. TII confirm availability for constructive engagement with Tesco Ireland regarding your concerns and our responses below.
2	Introduction	4	<p>Tesco Ireland welcomes the opportunity to take part in the Railway Order process for Metrolink. Tesco Ireland has 162 stores across Ireland which are supplied from two Distribution Centres in Ballymun and Donabate. We serve as a significant contributor to the national and local economies, employing over 13,000 colleagues nationwide.</p> <p>The purpose of this submission is to positively engage on Metrolink, recognising the importance of the project to the future sustainability and vitality of the Greater Dublin Area, but not losing sight of potential transport issues that may need to be considered further through the Railway Order process and at later stages of the project.</p>	Please refer to response item number (1) above.
3	Tesco Ireland operations in the vicinity of Metrolink	4	Tesco Ireland has a strong presence along the Metrolink Corridor. Its two Distribution Centres, which serve the 162 stores nationwide, are located at Ballymun and Donabate. There are also 15 Tesco stores located along the alignment. Figure 1 below shows Tesco Ireland operations relative to Metrolink alignment and its stations.	Thank you for sharing this general information related to Tesco Ireland operations.

Submission No.			290	
Organisation Name or Name of Submitter			Tesco Ireland (represented by RMLA Planning Consultants)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
4	Tesco Distribution Centres (DCs)	5	<p>Deliveries are particularly important for convenience retailers given customers' demands for fresh produce on a daily basis. Larger stores typically require two deliveries per day to cater for chilled and ambient products and these deliveries require the use of delivery vehicles of varying scales. Tesco Ireland along with other large-scale convenience retailers currently operate a 'Central Distribution System' for deliveries. This involves the consolidation of individual supplier products at a central warehouse where they are organised and redistributed as part of a complete delivery. This system is an exemplar in terms of transportation management and environmental sustainability, as it allows one vehicle to deliver convenience goods to a number of stores. Importantly, it reduces the overall number of trips made by goods vehicles to each store and can be considered a demand management tool.</p> <p>There is a range of logistical considerations that form part of this delivery system that makes it an efficient yet complex process, two of those considerations being timing and availability of space for deliveries at a store. The Distribution Centres operate on a 24-hour cycle to ensure sufficient levels of fresh produce are available to be delivered to stores each day.</p>	The plans for the delivery of MetroLink, particularly those set out within Chapter 9 and appendices: Traffic and Transport seeks to maintain access and limit disruption to all businesses as the project is progressed. Further comment is provided below.
5	Tesco Ireland Stores	6	<p>Tesco Ireland customers travel to the 15 stores along the Metrolink Corridor by various means. For many households, private vehicles are used for large weekly shops known as 'trolley shops'. This has the benefit of reducing the overall number of trips made within a week. Public transport, walking and cycling is more often used for convenience trips or by smaller households where the volume of goods purchased is manageable to carry onwards. Colleagues use a variety of modes to travel to work depending on their place of residence relative to the store.</p> <p>Deliveries to store are made by Heavy Goods Vehicles from our DCs. Larger stores operate a 'grocery home shopping' and click-and-collect facilities; namely Tesco Superstore Holywell and Tesco Superstore Cabra along Metrolink's alignment.</p>	Please refer to response item number (4) above.
6	Potential for impact on Tesco Ireland operations	6	<p>Tesco Ireland recognises the extensive work undertaken by Metrolink's Project Team to prepare and submit the Railway Order Application and has reviewed the documentation outlined in Table 1 to understand the potential impact on its operations during the construction and operational stages of Metrolink. This includes consideration of the future scenarios developed by Metrolink's Team as part of the Environmental Impact Assessment Report:</p> <ul style="list-style-type: none"><li>• Construction Model 2024 for Enabling Works;</li><li>• Construction Model 2028 for Main Works;</li><li>• Operational Phase Opening Year: 2035;</li><li>• Operational Phase Design Year: 2050; and</li><li>• Operational Phase Forecast Year: 2065</li></ul> <p>No temporary or permanent land take requirements which involve Tesco Ireland have been identified in the documentation provided. As a result, the review focused on construction and operational stage impacts using the processes set out below.</p>	Please refer to response item number (1) above.
7	Construction stage review process	7	<p>The review of Metrolink's construction impact on Tesco Ireland was undertaken in two stages:</p> <ul style="list-style-type: none"><li>• Stage 1: Initial review of Metrolink Enabling and Main Works proposals to identify potential for impact with consideration to:<ul style="list-style-type: none"><li>o temporary traffic management measures that materially reduce accessibility for Tesco deliveries, colleagues and customers to its Distribution Centres or Stores</li><li>o Construction haulage volumes that materially affect capacity on the road network</li></ul></li><li>• Stage 2: Where the potential for material impact was identified then Works proposals relative to Tesco were considered in further detail</li></ul>	This observation is noted.

Submission No.			290	
Organisation Name or Name of Submitter			Tesco Ireland (represented by RMLA Planning Consultants)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
8	Construction stage review process, Table 2 (assumption 1)	7	A9.5 - Scheme Traffic Management Plan is a standalone document within the EIAR which consider traffic impacts during the construction stage. Works are split into Advance Enabling Works (utilities) and Main Works with different assessment periods modelled as follows:  A 2024 scenario for Advanced Enabling Works A 2028 scenario for Main Works	TII welcome and note this General Statement. As noted in Appendix A9.5, the 2024 Do-Minimum model was used for analysis of the Advanced Enabling Works. The 2028 demand model was utilised to reflect the period during construction which generates the highest volume of construction based trips.
9	Construction stage review process, Table 2 (assumption 2)	7	The 2024 scenario assumes R132 Connectivity Project in Swords has been delivered. This includes (1) conversion of roundabouts at Northern Swords R125-R132 (Estuary), Seatown-R132, Malahide R106-R132 and Pinnockhill R125-R132 to traffic signals and (2) reduction of general traffic capacity to facilitate enhanced bus priority and active travel measures along the corridor.	TII welcome and note this General Statement. As noted in Appendix A9.5, the Do Minimum model consists of a 2028 base network with the addition of two further committed schemes - the inclusion of the measures proposed within the R132 Connectivity Study and the proposed BusConnects infrastructure designs.
10	Construction stage review process, Table 2 (assumption 3)	7	The 2028 scenario is based on an NTA forecast for traffic schemes delivered by 2028 and includes the R132 Connectivity Project listed above and two elements of BusConnects Ballymun Finglas to City Centre - Bus Gate on St. Mobhi Road and operational changes around Blackhall Palace.	Please refer to response item (9) above.
11	Construction stage review process, Table 2 (assumption 4)	7	This review looks at the outcome of the Stage 2 Assessment process and considers residual impacts following mitigation measures. It considers the following Key Performance Indicators developed by the Metrolink Team to assess the construction impact on general traffic:  Increase in traffic flow (PCUs) Increase in driver delay (seconds) Length of diversion	TII welcome and note this General Statement. TII confirm the Key Performance Indicators used to assess the construction impact on general traffic.
12	Construction stage review process, Table 2 (assumption 5)	7	Existing service delivery routes from Donabate and Ballymun Distribution Centre remain in place as they have been identified by Tesco Ireland as the most effective way of delivering to stores both economically and sustainably	TII have noted this assumption and refer you to response item number (4) above.
13	Operational stage review process (paragraph 2)	8	This approach acknowledges the proposed segregation of network Metrolink services by cut-and-cover and tunnel along the corridor. The key assumption underpinning the operational stage review is that Fingal County Council R132 Connectivity and NTA BusConnects proposals will be fully delivered by the time Metrolink becomes operational which will transform the at-grade transport network. Fingal County Council R132 Connectivity Project received planning permission under ABP Reference JP06F.310145 whilst NTA BusConnects proposals are yet to receive permission.	TII have noted this assumption.
14	Construction Stage Assessment (paragraph 1)	9	Construction is anticipated to last up to 10 years and is programmed as four main works packages: <ul style="list-style-type: none"><li>• Enabling Works Central and South</li><li>• Enabling Works North</li><li>• Main Works Central and South</li><li>• Main Works North</li></ul>	Please note that the main works contracts are planned to be split between Central and South.
15	Construction Stage Assessment (paragraph 3)	11	The Works Area listed below are identified in the Stage 1 Review as needing further assessment. <ul style="list-style-type: none"><li>• R132 Corridor Works</li><li>• M50 Crossing South</li><li>• Dublin Tunnel Portal</li><li>• Northwood Station</li><li>• Ballymun Station</li><li>• Collinstown Station</li></ul> The Works are considered under 'North Section' and 'Central and South Section' to provide consistency with Metrolink assessment approach.	The structure of the response is noted.

Submission No.			290	
Organisation Name or Name of Submitter			Tesco Ireland (represented by RMLA Planning Consultants)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
16	Stage 2 Assessment - North Section	11 & 12	<p>The North Section consists of Works along the Metrolink Corridor between M1 Lissenhall Junction and Dublin Airport Roundabout. Due to the proposal for a 'cut and cover' tunnel along this section of the corridor there is transport disruption along the R132 Corridor. Major works include:</p> <ul style="list-style-type: none"><li>• Estuary P&amp;R and Station</li><li>• Seatown Station</li><li>• Swords Central</li><li>• Fosterstown Station</li><li>• Cut &amp; Cover at junctions including the crossing of Estuary Roundabout, R106 Malahide Road, Pinnock Hill Roundabout and Nevinstown Lane</li></ul> <p>Appendix 9.5. Scheme Traffic Management Plan of Metrolink Railway Order Application provides details of Metrolink construction sequencing and temporary traffic management proposals for Works in North Section. The construction sequencing is replicated in Figure 3 below. Construction Works expected to affect Tesco Ireland are outlined in Figures 4-7 below.</p> <ul style="list-style-type: none"><li>• Figure 3 - Metrolink construction sequencing for the North Section</li><li>• Figure 4 - Metrolink Construction Stage impact associated with Pinnock Hill Roundabout - R125 Closure</li><li>• Figure 5 - Metrolink Construction Stage impact associated with Nevinstown Lane Closure - one-way wb</li><li>• Figure 6 - Metrolink Construction Stage impact associated with Estuary Junction left in left out</li><li>• Figure 7 - Metrolink Construction Stage impact associated with Seatown Junction left in left out</li></ul> <p>The proposals are typically described as having a Stage 2 impact assessment rating of 'severe' on general traffic in Appendix 9.5. Scheme Traffic Management Plan of Metrolink Railway Order Application. This is of significant concerns to Tesco given the location of Tesco Holywell Store in relation to its customers, colleagues, home delivery routes and Donabate Distribution Centre delivery route.</p>	<p>As noted in Appendix A9.5 Scheme Traffic Management Plan, a hierarchical approach to traffic management has been adopted, with pedestrian/cyclists, public transport and commercial needs taking preference over private car usage. Some alternative HGV routes within the Swords area have been identified to reduce the volume of traffic that is moving through the works. The promotion of these alternative routes for traffic will form part of the construction traffic management for the scheme and has the potential to decrease congestion by 30%. These movements are designed to improve movements within local areas.</p> <p>These routes will primarily be promoted through a combination of signage including static signage, variable signage and community publicity. While these routes will be encouraged throughout the duration of the construction of the MetroLink project, the analysis presented in Appendix A9.5 does not consider these impacts, and therefore should these reductions be achieved, the impact to general traffic, and all other users, will be reduced.</p>

Submission No.			290	
Organisation Name or Name of Submitter			Tesco Ireland (represented by RMLA Planning Consultants)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
17	North Section Impact Assessment on Tesco Ireland	14	<p>Proposed Works along R132 Corridor adversely affect accessibility of Tesco Holywell Store for customers, colleagues, deliveries and home deliveries. The most significant impact is associated with proposed closure of R125 Arm of R132 Pinnock Hill Roundabout for 6-9 months and given its significance Tesco Ireland is focused on highlighting this concern. This is because a high proportion of trips to Tesco Holywell Store use Pinnock Hill Roundabout to get to and from the store:</p> <ul style="list-style-type: none"><li>• Deliveries from Donabate Distribution Centre travel along R132 and R125 to reach the store. There is no suitable alternative to this route without unsustainably extending trip lengths. This is because M1 Junction 3 at R125 does not contain an off-ramp for southbound traffic or on-ramp for northbound traffic</li><li>• Customers, colleagues and home deliveries travelling to and from Swords and its northern and western suburbs use this route. There is no suitable alternative without unsustainably extending trip lengths as Ward River Valley Park restricts possible movements</li><li>• Passing customers, use R125 as part of longer journeys involving M1 Junction 3 and R132. For example, evening commuters currently stop at Tesco Holywell Store on their way home to Swords and its northern and western suburbs. They are discommoded by this proposed closure and are therefore likely to seek an alternative route, i.e. using M1 Junction 2 Dublin Airport, resulting in a direct loss of trade.</li></ul> <p>As a result of impact on above trips to and from the store, the proposed closure is anticipated to directly affect Tesco Ireland 's ability to trade under normal conditions. Tesco Ireland acknowledges some disruption is likely to occur given the scale and complexity of Metrolink's construction, however it is respectfully requested that further mitigation is sought to address impacts associated with Works at Pinnock Hill Roundabout.</p> <p>Potential ways to further mitigate against impact on Tesco Ireland could include:</p> <ul style="list-style-type: none"><li>• Retain R125 access via Pinnock Hill Roundabout</li><li>• Reduce proposed closure period of R125 access via Pinnock Hill Roundabout</li><li>• Ensure junction capacity at Airside Junction / Nevinstown Lane is maximised to offset impact of closure and schedule wider Works so as to minimise overall impact on the transport network</li><li>• Provide for direct engagement between Metrolink's Traffic Management Co-ordinator and Tesco Ireland during Design and Build Stage of the project to ensure early warnings of upcoming traffic management proposals are in place such that impact on Tesco Ireland customers, colleagues, deliveries and home deliveries are mitigated insofar as practicable.</li></ul>	<p>The diversion due to the closure of the R125 eastern arm for 9 months is approximately 1.2km via the outlined traffic management plan in Figure 5-41 of Appendix A9.5. Alternatively, delivery trucks could divert 2.1km from R132 at the Malahide junction via Mountgorry Way.</p> <p>As outlined in Appendix A5.1 Outline CEMP, a Project Construction Traffic Forum will be established with representatives from key stakeholders to maintain engagement throughout the construction phase and monitor the ongoing impacts. Prior to the commencement of the Construction Phase, a comprehensive publicity and information campaign will take place, ensuring all members of the public are aware of the upcoming traffic management measures. The public will be provided with advanced warning of any proposed diversions and disruption through appropriate signage on site and continuous updates on construction progress on the project website. Ongoing monitoring will occur throughout the construction phase to determine if closures can be removed as soon as possible.</p> <p>The Scheme Traffic Management Plan (Appendix A9.5) details mitigation techniques and the types of measures to be employed to minimise the impacts generated by the proposed Project during the Construction Phase. The extent of the mitigation will be dependent on the severity of the impact. With specific regard to the Tesco proposals:</p> <ol style="list-style-type: none"><li>1. It is not feasible to omit this closure at this stage of the design and hence the impacts of it are assessed in the EIAR and diversion routes assessed. TII will work with the contractor during detailed design in order to minimise any disruption caused.</li><li>2. TII will ensure it is incumbent on the contractors to minimise all road closure durations.</li><li>3. Capacity will be maximised so far as is reasonably practical and take cognisance of the wider works to ensure disruption is minimised.</li><li>4. TII will establish a Project Construction Traffic Forum- with representatives from key stakeholders, including Tesco. Advance notice of closures will be given.</li></ol>
18	North Section Impact Assessment on Tesco Ireland	14	Tesco Ireland would appreciate the opportunity to engage with Metrolink's Design and Build Team as the construction programme is being developed to arrive at an optimal solution for all interested parties.	TII will establish a Project Construction Traffic Forum during the detailed design phase, with representatives from key stakeholders, including Tesco, such that the traffic management design and phasing is coordinated and communicated to all parties.

Submission No.			290	
Organisation Name or Name of Submitter			Tesco Ireland (represented by RMLA Planning Consultants)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
19	Central and South Sections	15	<p>The Central and South Sections consists of Works between Dublin Airport Tunnel Portal and Charlemont Station. Major works with the potential to impact Tesco Ireland are as follows:</p> <ul style="list-style-type: none"><li>• M50 Crossing</li><li>• Northwood Station</li><li>• Northwood Dublin Tunnel Portal</li><li>• Ballymun Station</li><li>• Collins Avenue Station</li></ul> <p>Appendix 9.5. Scheme Traffic Management Plan of Metrolink Railway Order Application provides details of the construction works and associated temporary traffic management measures. For Tesco Ireland there is significant concern around the ongoing operation of its Ballymun Distribution Centre. The Distribution Centre located off Old Ballymun Road is used to serve 162 stores nationwide with a focus on fresh goods deliveries.</p> <p>The Ballymun Distribution Centre requires a combined total of 1,200 vehicle movements in and out of the Centre each day to maintain successful operations including suppliers, delivery vehicles and colleagues.</p>	<p>As noted in Appendix A9.5 Scheme Traffic Management Plan, a hierarchical approach to traffic management has been adopted, with pedestrian/cyclists, public transport and commercial needs taking preference over private car usage. No closures are proposed on the Old Ballymun Road as part of the construction of Northwood Station, and therefore access to the distribution centre will be maintained.</p>
20	Metrolink Construction Stage impact associated with M50 Crossing	16	<p>M50 J4 Ballymun is a key junction for access in and out of Tesco Ireland's Ballymun Distribution Centre. M50 Crossing Works involve four main phases described below and as shown in Figure 9.</p> <ul style="list-style-type: none"><li>• Phase 1-3 months - eastbound on-slip at M50 J4 reduced from two lanes to one lane</li><li>• Phase 2-3 months - eastbound on-slip at M50 J4 reduced from two lanes to one lane</li><li>• Phase 3 - night time possessions - Two full night time closures of main M50 carriageway</li><li>• Phase 4 - night time possession - One night time closure of main M50 carriageway</li></ul> <p>Access to the construction site for southern section of M50 Crossing Works is via a new roundabout on Old Ballymun Road. The construction haulage route to M50 is shared by vehicles to and from the Ballymun Distribution Centre.</p> <p>The proposals are described as having a Stage 2 impact assessment rating of moderate in Table 6-35 of Appendix 9.5. Scheme Traffic Management Plan of Metrolink Railway Order Application. This is of concern to Tesco Ireland because it's on the main access route for fresh goods delivery in and out of the Ballymun Distribution Centre to serve several stores across the country.</p>	<p>As noted in Appendix A9.5 Scheme Traffic Management Plan, the construction of the M50 Crossing will require four unique phases of traffic management, with phases 1 and 2 each taking place over approximately a 3-month period. Phases 3 and 4 will only require night-time possession. The results indicate that the restrictions put in place will have a slight impact on traffic volumes in the local area. During both peak periods there is a small decrease in volume on the M50 main carriageway (mainly between 1-2%). This loss in volume results in very minor increases in traffic volume on local roads to the south of the M50 Junction 4.</p> <p>The speed restrictions in place at the area of works will result in a small journey time increase on the main carriageway (travel time between J3 and J5 increases by up to 20 seconds). The removal of one lane on the eastbound on-slip will result in a moderate increase in delay on vehicles accessing the M50. The increased delay is most notable during the evening peak period where there is an increase of almost 4 minutes.</p> <p>Please refer to response item number (18) above in relation to the proposed mitigation measures to reduce the impacts during the construction phase.</p>
21	Northwood Station and Dublin Tunnel Portal	17	<p>Northwood Station Works require significant alterations to R108 Ballymun Road at St. Margaret's Road and Northwood Avenue Junctions. Both junctions are critical for access in and out of Tesco Ireland's Ballymun Distribution Centre. Northwood Station Works involve five enabling phases and two main works phases requiring temporary traffic management at the junctions. Dublin Tunnel Portal Works use an access point off St. Margaret's Road. Works are described in further detail below.</p>	<p>While delays will be incurred at these locations as outlined in Section 7.5.2.3.1 of Appendix A9.5 Scheme Traffic Management Plan, full commercial access at these locations will be maintained throughout the project.</p>
22	North wood Station Enabling Works	17	<p>Enabling works are split into five phases as shown in Figure 10 below. The various phases are anticipated to last up to 6 months.</p> <p>The proposals are described as having a Stage 2 impact assessment rating of 'severe' in Table 7.3 of Appendix 9.5. Scheme Traffic Management Plan of Metrolink Railway Order Application. This is of significant concern to Tesco Ireland because it's on the main access route for fresh goods delivery in and out of the Ballymun Distribution Centre to serve stores nationwide.</p>	<p>Please refer to response item number (21) above in relation to commercial access during the construction phase.</p>

Submission No.			290	
Organisation Name or Name of Submitter			Tesco Ireland (represented by RMLA Planning Consultants)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
23	North wood Station Main Works	19	<p>Northwood Station Main Works are split into two phases as shown in Figure 11 below. Phase 1 is expected to be in place for approximately 1.5 years while Phase 2 is expected to be in place for five years and nine months.</p> <p>The proposals are described as having a Stage 2 impact assessment rating of 'moderate' for general traffic and 'severe' for HGV traffic in Table 7.15 of Appendix 9.5. Scheme Traffic Management Plan of Metrolink Railway Order Application. This is of significant concern to Tesco Ireland because it's on the main access route for fresh goods delivery in and out of the Ballymun Distribution Centre to serve stores nationwide.</p>	Please refer to response item number (21) above in relation to commercial access during the construction phase.
24	Ballymun Station Works	20	<p>Ballymun Station Works consist of Enabling Works Phase and Main Works Phase. Both phases involve reduced lane capacity on R108 Ballymun Road. Capacity on this corridor is important for access between Tesco Ireland's Ballymun and Donabate Distribution Centres to stores in the North Inner City. Works are described in further detail below.</p>	Due to works ongoing at Ballymun and Northwood Stations, there will be an impact on travel times, particularly at peak hours, along the R108 due to lane reductions, however full access will be consistently maintained in this area. The maximum delay at the Northwood Avenue Junction - where Tesco Vehicles enter the R108 - is 50 seconds (Section 7.2.6.3.1 of Appendix A9.5) during the main works. In the vicinity of the Ballymun Station, delay is minimal on the R108 due to a reallocation of traffic onto surrounding roads (Section 7.3.6.3.1 of Appendix A9.5) during the main works, while R108 sees a reduction in traffic by 45-50% during AEW. While major adverse effects to Tesco trucks in this area are not expected, TII will continue to engage with affected stakeholders throughout the project.
25	Ballymun Station Enabling Works	20	<p>Enabling works involve a single phase with temporary traffic management proposals affecting R108 as shown in Figure 12. The phase is anticipated to last up to a few weeks.</p> <p>The proposals are described as having a Stage 2 impact assessment rating of 'moderate' in Table 7.18 of Appendix 9.5. Scheme Traffic Management Plan of Metrolink Railway Order Application. This is of significant concern to Tesco Ireland because it affects Tesco Ireland's ability to get goods from Ballymun and Donabate Distribution Centres into its stores in the North Inner City.</p>	Please refer to response item number (24) above in relation to impacts to general traffic during the construction phase.
26	Ballymun Station Main Works	20	<p>Main Works involve a primary phase with temporary traffic management proposals affecting R108 traffic as shown in Figure 13. The phase is anticipated to take place over a period of approximately 8 years and three months.</p> <p>The proposals are described as having a Stage 2 impact assessment rating of 'slight' in Table 7.18 of Appendix 9.5. Scheme Traffic Management Plan of Metrolink Railway Order Application. However, this is still of significant concern to Tesco Ireland because it affects Tesco Ireland's ability to get goods from Ballymun and Donabate Distribution Centres into its stores in the North Inner City. The origin, destination and nature of these trips means the re-routing of these deliveries isn't a sustainable alternative.</p>	Please refer to response item number (24) above in relation to impacts to general traffic during the construction phase.
27	Collins Avenue Station	21	<p>Ballymun Station Works consist of Enabling Works Phase and Main Works Phase. Both phases involve reduced lane capacity on R108 Ballymun Road. Capacity on this corridor is important for access between Tesco Ireland's Ballymun and Donabate Distribution Centres to stores in the North Inner City. Works are described in further detail below.</p>	Please refer to response item number (24) above in relation to impacts to general traffic during the construction phase.
28	Collins Avenue Station Enabling Works	21	<p>Main Works involve 5 phases with temporary traffic management proposals affecting R108 traffic as described in Figure 13. The phases are anticipated to last up to 9 months.</p> <p>The proposals are described as having a Stage 2 impact assessment rating of 'slight to moderate' in Table 7.32 of Appendix 9.5. Scheme Traffic Management Plan of Metrolink Railway Order Application. However, this is still of significant concern to Tesco Ireland because it affects Tesco Ireland's ability to get goods from Ballymun and Donabate Distribution Centres into its stores in the North Inner City. The origin, destination and nature of these trips means the re-routing of these deliveries isn't a sustainable alternative.</p>	Please refer to response item number (24) above in relation to impacts to general traffic during the construction phase.



Submission No.			290	
Organisation Name or Name of Submitter			Tesco Ireland (represented by RMLA Planning Consultants)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
29	Collins Avenue Station Main Works	22	<p>Main Works involve 2 phases with temporary traffic management proposals affecting R108 traffic as described in Figure 14. Phase 1 is anticipated to last up to 6 months and Phase 2 is anticipated to last up to 6 years.</p> <p>The proposals are described as having a Stage 2 impact assessment rating of 'severe' for general traffic as described in Table 7.38 of Appendix 9.5. Scheme Traffic Management Plan of Metrolink Railway Order application. This is of significant concern to Tesco Ireland because it affects Tesco Ireland 's ability to get goods from Ballymun and Donabate Distribution Centres into its stores in the North Inner City. The origin, destination and nature of these trips means the re-routing of these deliveries isn't a sustainable alternative.</p>	Please refer to response item number (24) above in relation to impacts to general traffic during the construction phase.
30	Central and South Section Impact Assessment on Tesco Ireland	23	<p>Proposed Works at M50 Crossing, Northwood Station, Ballymun Station and Collins Avenue Station adversely affect accessibility for Tesco Ireland to deliver goods to its stores from Ballymun and Donabate Distribution Centres. The most significant impact is associated with Northwood Station Works where temporary traffic management arrangements directly affect access in and out of Tesco Ballymun Distribution Centre.</p> <p>Works further south along the R108 Corridor at Ballymun Station and Collins Avenue Station affect Tesco's ability to get goods to store in Dublin's North Inner City from Ballymun and Donabate Distribution Centres:</p> <ul style="list-style-type: none"><li>• Tesco Express Glasnevin Ave</li><li>• Tesco Metro Drumcondra</li><li>• Tesco Metro Phibsborough SC</li><li>• Tesco Express Dorset St Lower</li><li>• Tesco Metro Jervis Street SC</li><li>• Tesco Express Temple Bar</li><li>• Tesco Express College Green</li><li>• Tesco Express Aungier Street</li></ul> <p>As a result of impact on above trips to and from Tesco Distribution Centres and stores in Dublin's North Inner City, the proposed works are anticipated to directly affect Tesco Ireland 's ability to trade under normal conditions. Tesco Ireland acknowledges some disruption is likely to occur given the scale and complexity of Metrolink's construction, however it is respectfully requested that further mitigation is sought to address impacts associated with works at M50 Crossing, Northwood Station, Ballymun Station and Collins Avenue Station.</p> <p>Potential ways to further mitigate against impact on Tesco Ireland could include:</p> <ul style="list-style-type: none"><li>• Retain general traffic lane capacity along R108 combined with bus gates for public transport priority.</li><li>• Ensure north-south movements on R108 Ballymun Road are prioritised, particularly during Phase 1 of Northwood Station Main Works.</li><li>• Ensure junction capacity at R108 / Northwood Avenue is maximised with specific consideration given to the volume of Heavy Goods Vehicles using Northwood Avenue which are not appropriate to re-route. This includes retention of dedicated turning lanes in and out of Northwood Avenue to safely cater for Heavy Goods Vehicle traffic</li><li>• Provide for direct engagement between Metrolink's Traffic Management Co-ordinator and Tesco Ireland during Design and Build Stage of the project to ensure early warnings of upcoming traffic management proposals are in place such that impact on Tesco Ireland customers, colleagues, deliveries and home deliveries are mitigated insofar as practicable.</li></ul>	<p>Please refer to response Item numbers (21) and (24) above.</p> <p>As outlined in Appendix A5.1 Outline CEMP, a Project Construction Traffic Forum will be established with representatives from key stakeholders to maintain engagement throughout the construction phase and monitor the ongoing impacts. Prior to the commencement of the Construction Phase, a comprehensive publicity and information campaign will take place, ensuring all members of the public are aware of the upcoming traffic management measures. The public will be provided with advanced warning of any proposed diversions and disruption through appropriate signage on site and continuous updates on construction progress on the project website. Ongoing monitoring will occur throughout the construction phase to determine if closures can be removed as soon as possible.</p> <p>The Scheme Traffic Management Plan (Appendix A9.5) details mitigation techniques and the types of measures to be employed to minimise the impacts generated by the proposed Project during the Construction Phase. The extent of the mitigation will be dependent on the severity of the impact. With specific regard to the Tesco proposals:</p> <ol style="list-style-type: none"><li>1. The current design does not impact significantly and hence remains suitable. As stated previously the Project Construction Traffic Forum will be able to review proposals at detailed design to ascertain whether betterment can be achieved.</li><li>2. Refer above.</li><li>3. Refer above.</li><li>4. TII will establish a Project Construction Traffic Forum- with representatives from key stakeholders, including Tesco.</li></ol>



Submission No.			290	
Organisation Name or Name of Submitter			Tesco Ireland (represented by RMLA Planning Consultants)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Re: Railway (Metrolink-Estuary to Charlemont via Dublin Airport) Order 2022				
31	Central and South Section Impact Assessment on Tesco Ireland	23	Tesco Ireland would appreciate the opportunity to engage with Metrolink's Design and Build Team as the construction programme is being developed to arrive at an optimal solution for all interested parties.	TII will establish a Project Construction Traffic Forum during the detailed design phase, with representatives from key stakeholders, including Tesco, such that the traffic management design and phasing is coordinated and communicated to all parties.
32	Operational Stage Assessment	24	This approach acknowledges the proposed segregation of network Metrolink services by cut-and-cover and tunnel along the corridor. The key assumption underpinning the operational stage review is that Fingal County Council R132 Connectivity and NTA BusConnects proposals will be fully delivered by the time Metrolink becomes operational which will transform the at-grade transport network. Fingal County Council R132 Connectivity received planning permission under ABP Reference JP06F. 310145 whilst NTA BusConnects proposals are yet to receive permission.	Please refer to response item number (13) above.
33	Impact Assessment on Tesco Ireland at Ballymun Distribution Centre	26	Tesco Ireland wishes to ensure the level of traffic, including a high proportion of Heavy Goods Vehicles, is safely accommodated at junctions along the route between Tesco Ballymun Distribution Centre and R108 Ballymun Road; recognising the route is equally important to other local parties and Metrolink operations. Of particular importance to Tesco Ireland is that junction alterations proposed to R108/Northwood Avenue junction and along Old Ballymun Road will successfully cater for the volume of HGV turning movements in the area.	Junction Modelling of the R108/Northwood Avenue Junction during the construction phase has been carried out in Section 5.3.1 of Appendix A9.5 - Appendix D STMP. This analysis finds that the junction will operate within capacity in the PM Peak and marginally above capacity at the AM peak. Junction operation will be monitored throughout the project and stakeholders will be engaged throughout the project to address any concerns or issues arising.
34	Impact Assessment on Tesco Ireland at Ballymun Distribution Centre	26	Tesco Ireland would appreciate the opportunity to engage with Metrolink's Design and Build Team as the design progresses to achieve a positive design outcome for all parties which can include the sharing of data for movements in and out of its Distribution Centre.	TII will establish a Project Construction Traffic Forum during the detailed design phase, with representatives from key stakeholders, including Tesco, such that the traffic management design and phasing is coordinated and communicated to all parties.
35	Conclusion and Next Steps (paragraph 1)	27	Tesco Ireland reiterates its broad support of Metrolink notwithstanding the specific considerations and assessment outcomes identified in this submission Tesco Ireland recognises the important role Metrolink plays in delivering greater accessibility and connectivity across the Greater Dublin Area. Tesco Ireland's colleagues and customers will benefit from attractive sustainable travel choices Metrolink provides.	TII welcome your support for MetroLink Project development.
36	Conclusion and Next Steps (paragraph 2)	27	In reviewing Metrolink's Railway Order Application, Tesco Ireland has assessed impacts which affect how it can serve goods to its customers during the Construction and Operational Stages of Metrolink. It is trusted that potential measures put forward to mitigate against these impacts are considered further and in turn help Metrolink's Project Team arrive at solutions which cater for the variety of stakeholder affected, thereby resulting in a successful outcome for all parties.	TII have taken note your proposed mitigations and will further consider these through the detailed design phase to minimise impacts. TII remain fully committed to mitigating all impacts as far as reasonably possible, and have included for this in the EIAR, both in the designs developed to date and in the process set in place to manage all impacts throughout the project.
37	Conclusion and Next Steps (paragraph 3)	27	Tesco Ireland again thank you for the opportunity to engage on the project through the Railway Order process. In relation to the specific matters identified, we would welcome the opportunity to work closely with Metrolink's Project Team as the design and build progresses, to ensure the future success of Metrolink, and retain safe and efficient access to Tesco Ireland's Distribution Centres and Stores for its customers, colleagues and trading partners.	Thank you again for the submission. TII reiterate the availability for further constructive engagement with Tesco Ireland during design and build phase.