

Submission No.			304		
Organisation Name or Name of Submitter			Troys Butchers		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Re: ABP Ref. 314724 (Observation from Stephen Troy, Director Troy's Butchers)					
1	Letter	2	The projected traffic volumes will have a disastrous impact on our fresh food business and impede access to & from our fresh food store. It would also create an unsafe shopping environment for customers alike in Moore Street North.	<p>It is acknowledged that there will be impacts on business during the constructon of MetroLink, however TII believe that scheme will deliver long term benefits to businesses in the locality of MetroLink when it becomes operational.</p> <p>A Scheme Traffic Management Plan (STMP) (see EIAR Appendix A9.5) will be implemented to manage traffic movements and minimise congestion. Construction vehicles entering the compound will come from Parnell Street to Moore Street, turn left on to O’Rahilly Parade, to enter the compound on the right and exit turning left on Moore Lane and then left again on Parnell Street.</p> <p>During the peak construction year, construction vehicle movements generally range between 50 and 100 movements per day, however there are a number of weeks with daily movements lower than this range. The maximum number of daily movements is 178 for a duration of one day only. Vehicle movements will be less than this for the rest of the construction works. Slight increases in traffic flow are anticipated, however these will have a negligible impact on delay in the area and therefore will not contribute to congestion.</p> <p>The existing footway provision on Moore Street / O’Rahilly Parade will be reduced during construction, however pedestrian movements will be maintained throughout the use of the construction compound ‘Area 1’ which will be located on the corner of Moore Street and O’Rahilly Parade. The safety of pedestrians is a key performance indicator in the Scheme Traffic Management Plan impact assessment (see Table 2-5: Stage 2 Local Assessments – KPI’s). Safety risks to the general public will be managed so there is not an increased risk as a result of construction activity. A banksman (a trained and competent person who helps to ensure work activities involving vehicles and mobile plant are carried out safely) may be employed, if necessary, to manage pedestrian movements while construction vehicles are leaving. Alternatively, the minor arm could be signalised to permit safer pedestrian movements.</p> <p>The designated access and pedestrian routes around the construction sites, particularly at and/or along the hoarding lines, must not be perceived as uninviting by pedestrians. The environment around the sites, therefore, will be designed to ensure that pedestrians feel they are entering a safe and accessible environment. This will help to ensure that impact to businesses and shops adjacent to the works areas is minimised.</p> <p>There will be no diversions or road closures that will impact local access and it is anticipated that there will be no bus stops or bus routes which are impacted by the works on O’Connell Street Station. No on-street parking or on street loading bays will be removed as part of the traffic management works. Again, this will help to ensure that impact to businesses and shops adjacent to the works areas is minimised.</p>	
2	Letter	2	There will be dirt and debris along the roadway resulting in our award-winning window display and shopfront been plagued by dirt and noise pollution generated by large construction vehicles stacking/ queuing to access the designated holding bays and site compounds.	<p>Refer also to item (1) above</p> <p>Air Quality / Dust A Dust Management Plan (see EIAR Appendix A16.4) will be implemented, along with the mitigation measures outlined in the Outline CEMP (see EIAR Appendix A5.1) and EIAR Chapter 16 ‘Air Quality’ (see section 16.6.1) to ensure that dust will be controlled during construction. Once the dust minimisation measures are implemented, fugitive emissions of dust are not predicted to be significant and pose no nuisance or human health risks.</p> <p>Noise Chapter 13 Airborne Noise and Vibration includes an assessment of airborne noise and vibration from the construction of the project. Chapter 13 presents the potential significant airborne noise impacts with Table 13.65 summarising potential significant noise impacts during construction of O’Connell Street Station. The predicted magnitude of impact at this location is Moderate to Significant during ground level excavation, prior to the consideration of any noise mitigation. In order to mitigate airborne noise an outline Construction Environmental Management Plan (CEMP) has been prepared and is included as Appendix A5.1. This is a working document that will be updated by the contractor prior to commencement of construction and regularly as the project progresses.</p> <p>Mitigation measures to reduce noise from construction traffic are limited to restricting speed limits, maintaining road surfaces and ensuring all vehicles are properly maintained. In addition, any coverings on construction vehicles will be securely fastened before leaving site to avoid excessive ‘rattling’.</p>	

Submission No.			304		
Organisation Name or Name of Submitter			Troys Butchers		
Item No.	Section Ref.	Page No.	Observation Statement	TII Response	
Re: ABP Ref. 314724 (Observation from Stephen Troy, Director Troy's Butchers)					
3	Letter	2	This narrow junction is already under severe pressure due to the roads been changed to facilitate the Luas line at Conway's pub. A traffic Island was placed in the middle of the road which impedes delivery lorries and the proposed construction traffic exiting onto Parnell Square and outwards by the rotunda hospital.	Please refer to response to Item no. (1) above in relation to the anticipated impacts on traffic as a result of the construction of MetroLink at this location. Appendix A9.5 Scheme Traffic Management Plan section 7.8 details the impacts on traffic in the vicinity of O'Connell Street. As detailed, traffic delays in the area around O'Connell Station will be negligible, with the construction works having minmmal impact to the surrounding road network. In relation to deliveries and loading, there is a loadin dock for the Lidl store located on the west side of Moore Lane. Auto-tracking analysis has been undertaken and HGV traffic can reverse into the loading bay from Moore Lane with the proposed new one-way arrangement in place.	
4	Letter	3	It would appear these projects are great in hindsight, but the reality is people are afraid to use public transport. We have shut down the city to customers who like the convenience of their cars, especially for those carrying a week supply of heavy meat.	TII note your concern that people may be afraid to use public transport but it is an objective of the proposed Project to provide a high quality, reliable, sustainable and resilient public transport project that will provide access to all. As noted in a number of European, National, Regional and Local Policies it is a key endeavour of the Government of Ireland to prioritise sustainable transport modes in Dublin. The DCC 'Climate Change Action Plan' (DCC and Codema 2019) noted that transport accounted for 24.8% of Dublin's GHG emissions in 2018 with 32% of transport in Dublin completed using a private car. It is the aim of DCC to achieve a doubling of all active travel and public transport trips and to halve private vehicle trips in Dublin by 2030. The proposed Project is part of an overall group of European, National, Regional and Local policies that endeavour to prioritise sustainable transport modes in Dublin. The National Development Plan (NDP) 2021-2030 (Government of Ireland 2021a) for example, includes the MetroLink as one of the National Strategic Outcomes under the Sustainable Mobility. MetroLink will also help to facilitate the delivery of other key transport projects such as BusConnects and the DART+ Programme.	
5	Letter	3	These large-scale projects have catastrophic effects on neighbouring businesses, customers don't buy fresh food from a noise polluted, traffic congested, dirty, construction site environments.	It is acknowledged that there will be impacts on business during the constructon of MetroLink, however TII believe that scheme will deliver long term benefits to businesses in the locality of MetroLink when it becomes operational.	
6	Letter	3	We note that Hammerson who are supposedly doing the metro enabling works also have plans for 5.5 acre site surrounding our business. These applications for Dublin Central are currently under review by An Bord Pleanála. Planning references;(2861/21, 2862/21, 2863/21 Jit's my understanding that a further three planning applications have also been recently lodged to Dublin City Council by Hammerson. Planning references; (312642/22, 312603/22, 313947/22) This large-scale project involves knocking down what's left of the existing city centre shopping retail core surrounding my business and also removing the Moore Street traders which would further impact on the very few remaining independent store traders on Moore Street.	The Metrolink project is being constructed in the context of a changing and evolving city centre. The Hammerson's project comprises one such development aiming to reconfigure and improve the retail offer in the North city centre. We have taken Hammerson's plans into account in the design of the Metrolink station at O'Connell Street. However, Metrolink is not contingent on delivery of the Hammerson's project in its current configuration.	
7	Letter	4	It's been divulged that Hammerson, DCC and the Dept of Heritage were all involved in a compensation process for these street traders who pay €225 annually for a licence yet independent store traders who incur substantial trading costs are expected to remain viable throughout an inordinate construction phase of (10-15yrs).	TII are not a party to the compensation scheme referred to.	
8	Letter	5	This compensation process was arbitrary and very disheartening considering our past experiences with the construction phases of the Luas. We have not been offered anything to maintain our livelihoods.	TII are not a party to the compensation scheme referred to.	
9	Letter	5	We urge An Bord Pleanála to put a condition of planning in place to protect our business and our constitutional right to earn a living.	TII would not be supportive of such a condition being imposed on TII.	