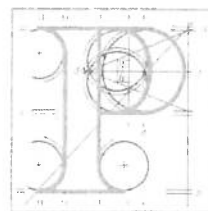


Our Case Number: ABP-314724-22



An
Bord
Pleanála

Troys Butchers
Moore Street
Dublin 1

Date: 10 March 2025

Re: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]
Metrolink. Estuary through Swords, Dublin Airport, Ballymun, Glasnevin and City Centre to
Charlemont, Co. Dublin

Dear Sir / Madam,

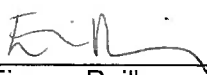
An Bord Pleanála has received your recent submission in relation to the above mentioned proposed railway order and will take it into consideration in its determination of the matter.

The Board will revert to you in due course with regard to the matter.

If you have any queries in the meantime please contact the undersigned officer of the Board at
laps@pleanala.ie

Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,


Eimear Reilly
Executive Officer
Direct Line: 01-8737184

RA05

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64 Marlborough Street
Dublin 1
D01 V902

Eimear Reilly

From: Stephen Troy <troystephen@gmail.com>
Sent: Wednesday 5 March 2025 12:09
To: LAPS; Eimear Reilly
Subject: ABP 314724-22

Caution: This is an **External Email** and may have malicious content. Please take care when clicking links or opening attachments. When in doubt, contact the ICT Helpdesk.

Dear Inspector,

Thank you for the opportunity to lodge a further submission in relation to Tii's responses dated 31st January 2025.

Cumulative impact Assessment:

I note that Tii have listed multiple developments in the vicinity of their proposed metro development that will undoubtedly exacerbate the impacts of noise, dust, vibrations, traffic diversions etc., **However**, I have grave concerns that Tii seem to have **omitted** the cumulative impacts of the Dublin Central GP (Hammerson) planning applications for Dublin Central that are at present pending the judicial review stage of the planning process. This proposed development by **Dublin Central GP** is most likely the biggest development that the city centre will ever experience spreading over 5.5acres.

I'm sure you will agree that it would be **negligent** to omit or to **not** consider the cumulative impacts on such a large scale development (5.5acres) in the very centre of our capital city surrounded by category 1 & category 2 shopping streets, not to mention the potential impacts to the national monument on Moore Street, The Moore street market/businesses and the architectural conservation area on O'Connell Street.

No Tendering Process:

In previous correspondence I have queried that Dublin Central GP Ltd (Hammerson) have included the MEW in their planning applications as have Tii mentioned Hammerson as delivering the same in this proposal, yet those works have never been put to public tender which is a legal requirement under European legislation. See following link;



Tii must provide their own EIA and cumulative impact instead of being reliant on a private developer who has not successfully won the tender for the station location or the MEW works.

I'm finding it incomprehensible as to how An Bord Pleanála have **failed** to ask Tii for further information in relation to the tendering process that relates to the MEW at O'Connell street and in relation to the proposed Metro stop location on O'Connell Street?

Tii state within their Jacobs idiom that they are **committed** to following the recommendations of the Ministerial Moore Street advisory group report that states street traders will be compensated as they will not be able to trade successfully throughout the overlapping construction phases planned in Dublin Central yet **neither** Hammerson or Tii have afforded the same condition for Independent businesses in the immediate vicinity of a **12yr (min)** Construction programme.

This has caused us great anxiety considering the loss of revenue we experienced as direct result of business disruption caused by the lengthy construction phases of the Luas cross city project, for which we have proceedings pending to the high court almost 8 years post development.

In the interest of proper planning, I think it's paramount that An Bord Pleanála insist that Tii include the impact of traffic, dirt, noise, dust and vibration, on our fresh food business located on the junction of Moore Street and O' Rahilly.

The cumulative impact of the Dublin Central GP Ltd and the proposed metro work will have a catastrophic financial impact on our business considering the proposed haul routes for both major developments are via Moore street to reach various compounds at O'Rahilly.

There are numerous service yards in the vicinity, the street traders storage units are all along this access route. This will also create an unsafe pedestrian area for shoppers on a 300yr old market that predates the famine.

I also note the proposed regress routes will be impacted at new housing developments at the black church and lower Dominic street is destined to also be demolished and rebuilt for social housing. The construction traffic will turn the city centre into a no go area for shoppers.

I hope in the future that I will get to further observe on this application when Tii include the **real** cumulative impact of the proposed Dublin Central GP Ltd development.

Yours Faithfully,
Stephen Troy.
Director

Troy's Butchers,
Moore Street,
Dublin 1.