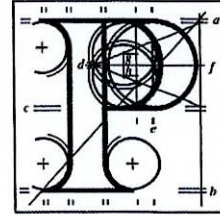


Our Case Number: ABP-317164-23

Your Reference: O'Scanaill Veterinary Hospital



**An
Bord
Pleanála**

Hughes Planning & Development Consultants
85 Merrion Square South
Dublin 2
D02 FX60

Date: 19 July 2023

Re: Swords to City Centre Core Bus Corridor Scheme, Compulsory Purchase Order 2023
Swords to Dublin City Centre

Dear Sir / Madam,

An Bord Pleanála has received your letter of objection on behalf of your client Ó' Scanaill Veterinary Surgeons in relation to the above-mentioned compulsory purchase order.

In respect of same, please note that in circumstances where

- (i) no objections are received by the Board within the period provided for making objections, or
- (ii) all objections made are subsequently withdrawn, or

(iii) all objections made relate exclusively to matters which can be dealt with by a property arbitrator the Board will inform the local authority as appropriate and, in such circumstances, the local authority can itself confirm the order with or without modification or refuse to confirm the order in accordance with the provisions of section 216 of the Planning and Development Act, 2000, as amended.

The Board has absolute discretion to hold an oral hearing in respect of any application before it, in accordance with section 218 of the Planning and Development Act 2000, as amended. Accordingly, the Board will inform you on this matter in due course.

If you have any queries in the meantime, please contact the undersigned officer of the Board. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

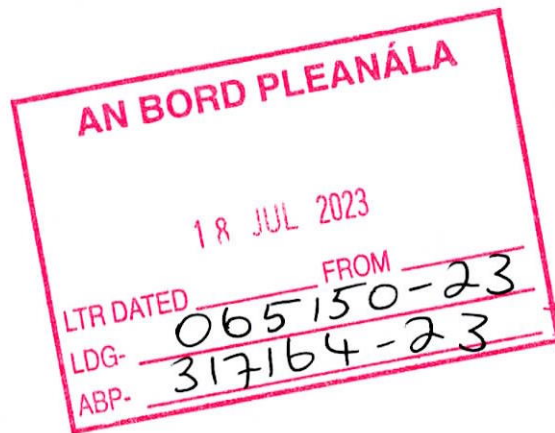
PP Klaudia Wierowska

Sarah Caulfield
Executive Officer
Direct Line: 01-8737287

CH03

Tel	Tel	(01) 858 8100
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64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902



Swords to City Centre Core Bus Corridor Scheme Submission (Ref. No. 317121)

Submitted on Behalf of:

Conor Ó'Scanaill, Ó'Scanaill Veterinary Surgeons,
Milton Fields, Pinnockhill, Swords, Co. Dublin (Eircode Nos. K67 A4A8 & K67YX67)

18th July 2023

85 Merrion Square, Dublin 2, D02 FX60
+353 (0)1 539 0710
info@hpdc.ie
www.hpdc.ie

1.0 Introduction

Hughes Planning and Development Consultants, 85 Merrion Square, Dublin 2, have been instructed by our client, Conor Ó'Scanaill, Ó'Scanaill Veterinary Surgeons, to make a submission in respect of a Compulsory Purchase Order (CPO) for lands in his ownership to facilitate the Swords to City Centre Core Bus Corridor Scheme currently being planned by the National Transport Authority (NTA).

This submission, which is accompanied by the relevant submission fee (€50), is made in response to a public notice, available at <https://swordsscheme.ie/>, inviting submissions, up until 18th July 2023, as part of a public consultation process on the CPO (Ref. No. 317121). The purpose of this submission is to outline our client's concern about the CPO and proposed alterations to the existing access points to the site as a result.

We note the map which presents the location of the route corridor options as presented in Figure 1.0, below.

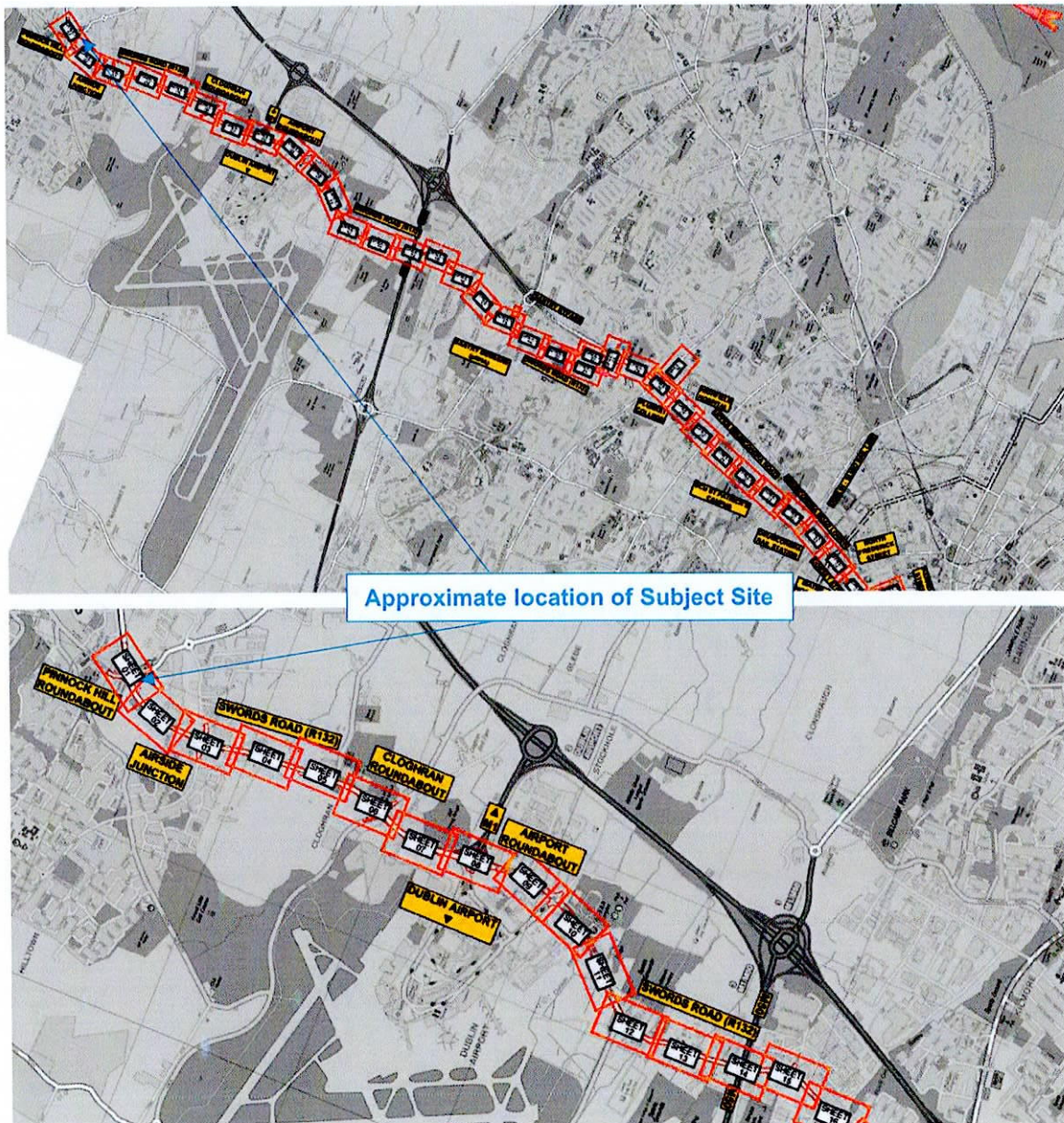


Figure 1.0 Extracts from the proposed scheme boundary illustrating the location of our client's site (blue outline) relative to the intended route option.

2.0 Subject Site

The site to which this submission pertains is located to the immediate south of the Pinnockhill Roundabout to which it is accessed directly. The site also presents an extent of road frontage to the R125 along its eastern boundary.

The site's boundaries are comprised of dense vegetation behind a low-level wooden fence. Notwithstanding the dense nature of the vegetation which separates the site from the surrounding road network, the position of the site and the level of traffic utilising the roundabout results in near-constant background noise generated by vehicular traffic on this roadway.

The site is accessed via the Pinnock Hill roundabout and also uses a secondary entrance to the west which also serves the dwelling which is owned by the Ó'Scannail family.

The site extends to approximately 0.29 hectares and is occupied by 2 no. buildings from which the O'Scanail Veterinary Hospital. Which has operated continuously for over seventy years since the establishment of the practice in 1949. Currently, the hospital employs a total of over 20 staff members, including 8 vets. The number of registered clients from 2022 to 2023 amounts to 7,213. It is important to note that the primary mode of transportation for all clients is by car, SUV, or LGV.



Figure 2.0 Street-view image of the subject site illustrating the main entrance to the site.



Figure 3.0 Street-view image of the subject site illustrating the secondary entrance which serves the business and the dwelling.

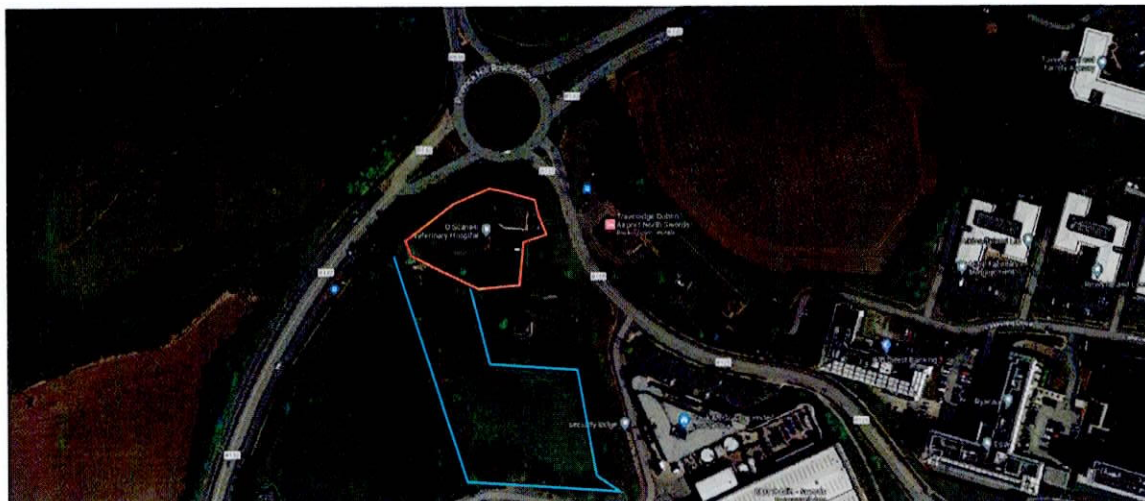


Figure 4.0 Aerial image illustrating the immediate locational context of the subject site (red outline) and the paddock (blue outline).

Additionally, it is important to note that the lands immediately adjacent to the practice are owned by the immediate family of Ó'Scanaill Veterinary Surgeons. The veterinary surgeon has enjoyed access to these lands since the inception of the practice, and all investment and spatial planning of their facility have relied on this access. Thus, any works on this adjacent land should carefully consider the impacts on the Veterinary Hospital. The paddock is an integral and necessary part of the veterinary hospital. It serves as a recuperation facility for sick and recovering large animals such as horses, cattle, goats, and sheep. The paddock is utilized daily and is accessed through the internal roadway that connects it to the veterinary hospital premises. Any interference with or loss of use of this connecting roadway or the paddock itself would render the operation of the veterinary hospital impossible. This would not only question the viability of the business but also jeopardize the livelihoods of the skilled employees working there.

Over the years, with the population growth in the surrounding areas and the expansion of local infrastructure, the Pinnock Hill Roundabout has undergone significant augmentations. During each upgrade, careful consideration was given to ensure that the successful operation of the facility was not negatively impacted.

Our client seeks to ensure that their business is afforded the same level of respect and consideration during this round of upgrade works. They believe it is essential that the impact on their operations is thoroughly assessed and appropriate measures are taken to mitigate any potential negative effects on their business.

3.0 Bus Connects Proposal Relative to Subject Site

As per the documentation available at <https://swordsscheme.ie/>, the Swords to City Centre Core Bus Corridor Scheme will have a significant impact on our client's site as follows:

1. A significant extent of land acquisition for temporary use;
2. A significant extent of land acquisition (permanently) for delivery of new slip road; and.
3. Construction of a new bus lane, cycle lane and bus stop to the immediate north of the site.

Further to the above, the scheme will also provide for a significant revision of existing boundary treatments/planting between the subject site and the adjoining road network along its northern and eastern boundaries. It will also reduce the number of access points to the site from two to one, which will have serious implications for the operational capacity of the business. As noted, due to the nature of the business, people arrive to the practice in private transport when bringing their animals for treatment. This includes larger animals including horses and cattle.

The CPO seeks to take a substantial portion of land permanently and a smaller amount of land temporarily. This land will affect the entrance to the site and as such will affect the business it self as will be discussed in the following section.

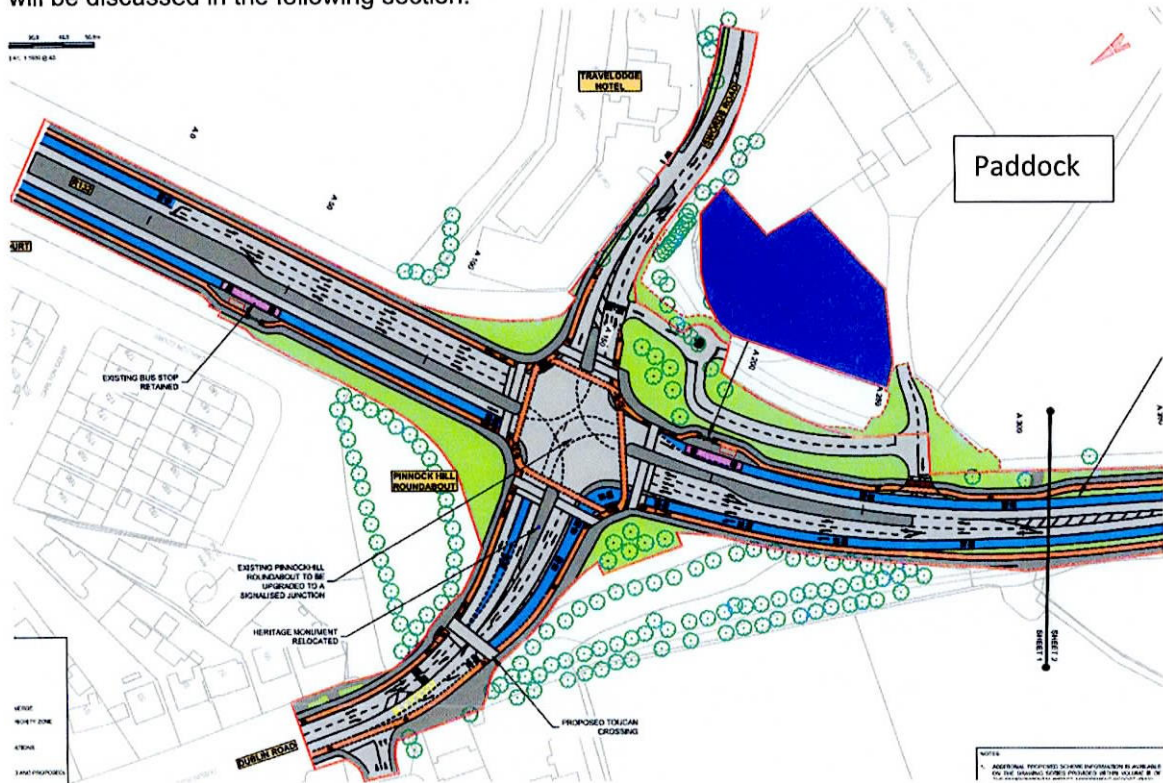


Figure 5.0 Extracts from Sheet 01 of the General Arrangement drawing illustrating the proposed works relative to our client's site (purple fill).

4.0 Impact of Bus Connects Proposal on Subject Site

Having regard to the nature of the proposed works and the proximity of these works to our client's site, we would consider the Swords to City Centre Core Bus Corridor Scheme to present direct impacts on the operational capacity and functionality of our client's property and business. The resulting CPO will compromise the entrance to the facility and will seriously affect the operational capacity of the business. As shown in Figure 6.0, the CPO proposes to capture lands and private rights at both entrances to the site, creating difficulty for traffic entering and exiting the site as well negatively impacting the facilities ability to care for horses and other larger animals in the paddock.

The following sections of this report and the report prepared by TENT Engineering (Appendix A) will expand upon the impacts which will occur as a result of the aforementioned scheme.

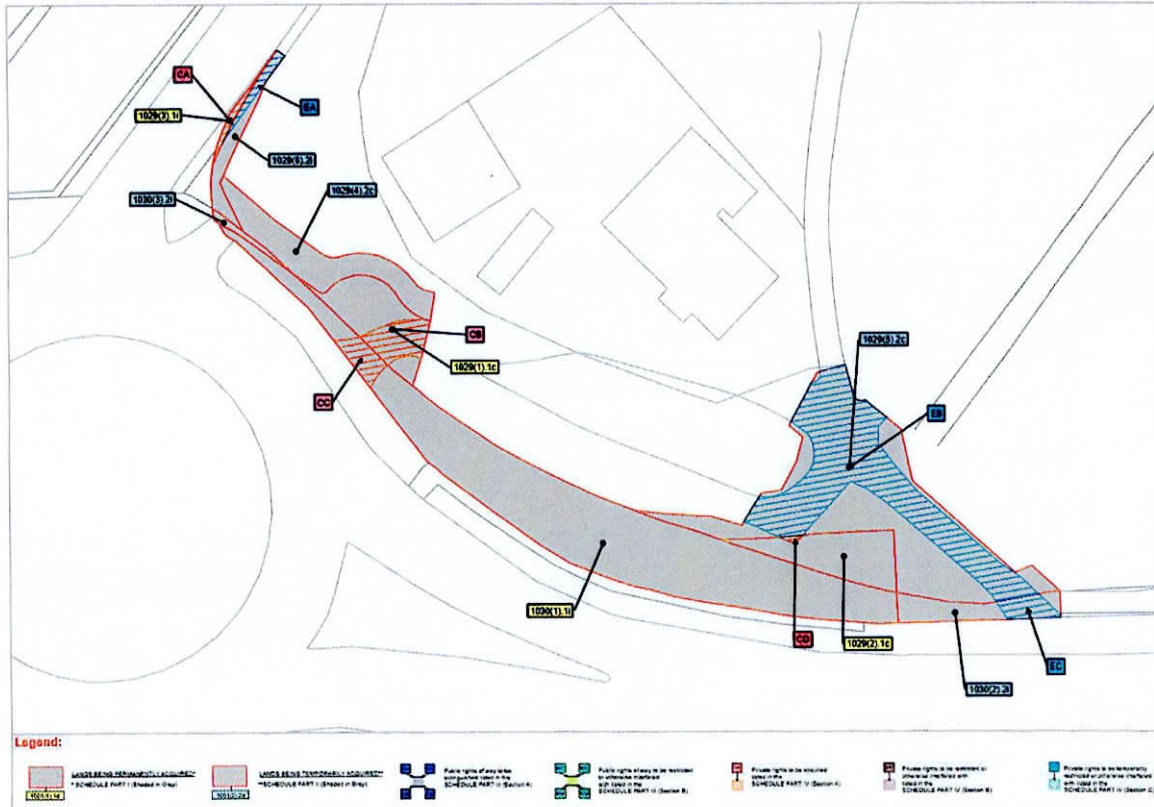


Figure 6.0 Sheet 1 of the Land Acquisition Maps submitted by the NTA shows the lands subject to CPO.

4.1 Access and Egress

The scheme proposed to change the current access arrangements for the site by removing the 2 no. existing access points and replacing them with 1 no. new access point. As noted, the practice is frequented by cars, SUVs, LGVs and HGVs as bringing animals, particularly larger animals, is not possible by public transport. Currently, the practice utilises two access points which allow for a smooth traffic flow through the property, particularly when larger vehicles are parked in the car park, which is already operating at capacity. Any alteration to these access points could have severe implications for the facility’s ability to maintain its parking operations effectively. This change is predicted to result in the loss of five valuable parking spaces. More importantly, it will require all vehicles to perform excessive reverse manoeuvres, creating a traffic hazard. Our client is deeply concerned about the safety of their clients and the potential knock-on effects it may have on their insurance premiums.

As set out in the accompanying document prepared by TENT Engineering (Appendix A), it is evident that having two access points allows for the successful operation of the practice. In addition to access, the current arrangement also allows for the safe transfer of larger animals to the paddock which is used for recuperation by horses, cows and other large animals that have been treated in the practice. It is also submitted that adequate turning space has not been provided for larger vehicles as shown in Figure 6.0.

Given the potential risks and disruptions posed by these proposed changes, it is of utmost importance to conduct a comprehensive evaluation of alternative solutions. This evaluation should aim to address the concerns raised and safeguard our client’s business, allowing it a reasonable prospect of survival despite the negative impacts of construction works and the proposed augmentation.

Completely removing one of the existing access points poses a significant threat to our client’s business continuity. This action has the potential to “extinguish” their business altogether, making it an unacceptable option which needs to be addressed at this stage.

Please refer to Appendix A which contains the report prepared by TENT Engineering for further details.

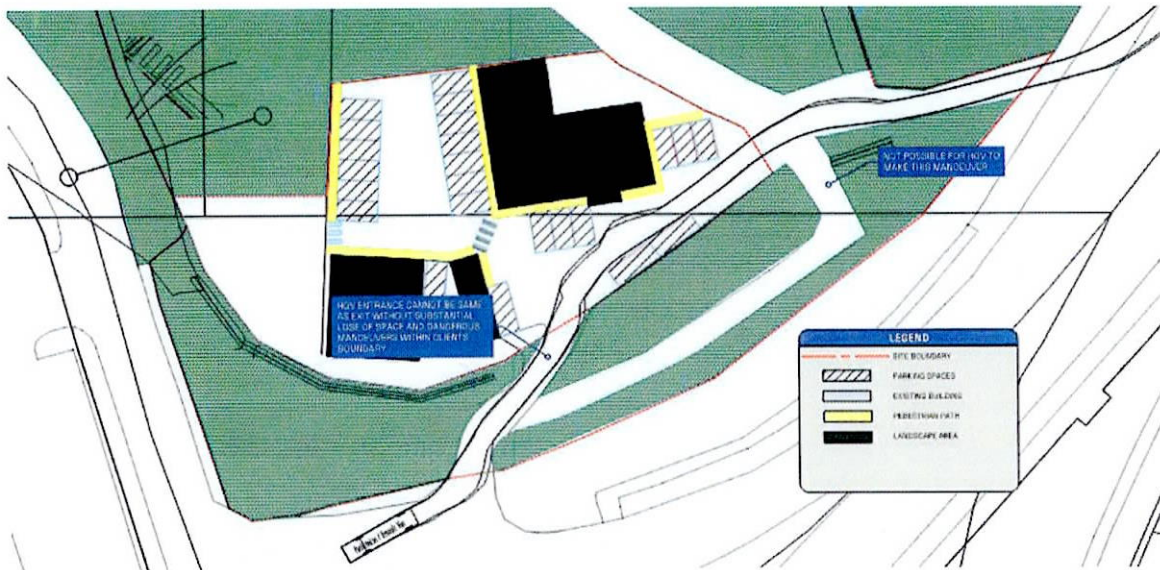


Figure 7.0 Tracking has been carried out by TENT Engineering to demonstrate the importance of the existing access arrangements at the site. Note how large lorries and vehicles can use the site in its current state. This would not be possible under the proposals.

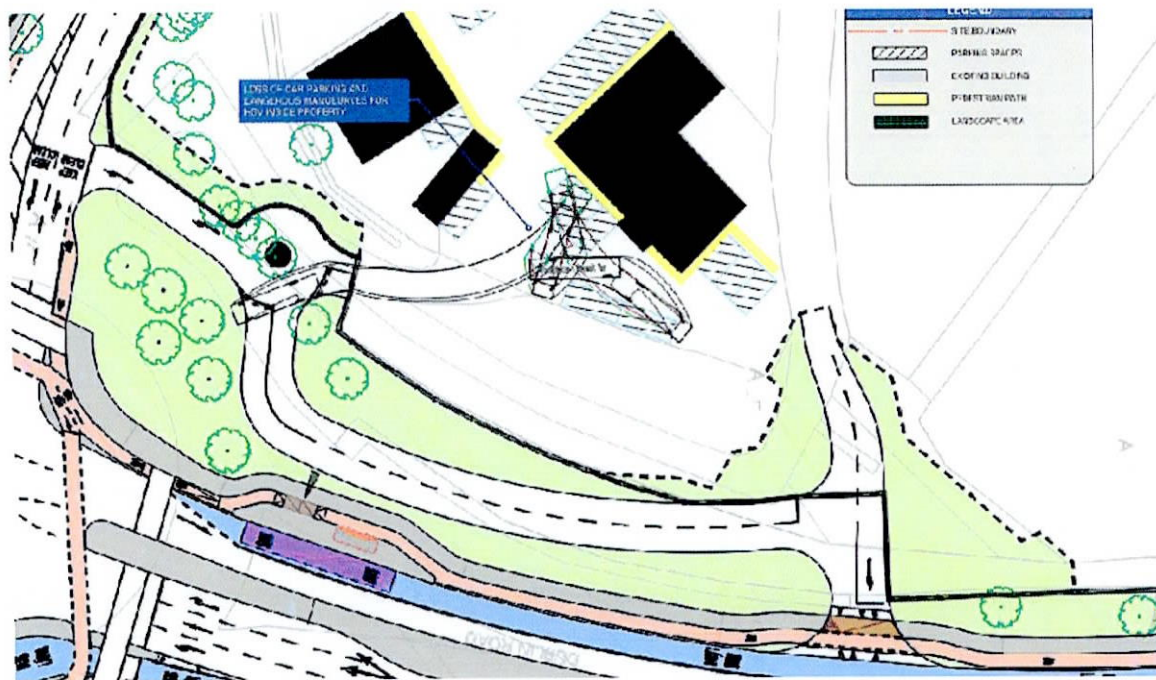


Figure 8.0 Tracking has been carried out by TENT Engineering to demonstrate the importance of the existing access arrangement at the site. Note how large lorries cannot use the site under the proposals and valuable car parking will be lost.

4.2 Noise and Vibration

The practice engages in equine medical care and has significant equine facilities at its site including the paddock which is used for recuperation. As part of the CPO, the portion of lands to be acquired include the dense hedgerows to the front of the property which currently provides protection against noise and dust from the existing road. During the construction phase, it is noted that noise, vibration and dust levels will increase for approximately 12 months. Horses are sensitive creatures and often require

tranquil settings when recovering from medical procedures. The removal of this hedgerow will have serious consequences for the practice's ability to care for horses in the paddock, a practice which is essential in their treatment and rehabilitation.

Despite the requirements for noise and vibration mitigation measures, the subject site was not listed as an NSL within the EIAR - Chapter 9 (Noise & Vibration). It is evident that our client's business will undergo a significant disruption due to the proposed CPO and ultimate construction. Therefore, we would like to understand why this potential disruption has not been considered as part of the Noise and Vibration chapter.

In recent weeks, construction works have taken place in close proximity to our client's property. The noise associated with these works has resulted in the hospital's inability to treat horses in the core equine treatment area. This disruption severely impacted the smooth and successful operation of their facility. This CPO could seriously compromise the viability of the business which has been successfully operating since 1949.

5.0 Conclusion

Upon review of the CPO of lands within our client's ownership, it is considered, for the above reasoning, that the subject scheme will be detrimental to the accessibility of our client's commercial premises and will unduly compromise the functionality and operational capacity of the business. It is essential that the business maintains both existing access points to the site due to the nature of traffic visiting the site including large vehicles and trailers. The proposal does not provide a safe and legitimate option for vehicles accessing the site.

In this regard, we would herein confirm our client's willingness to engage with the National Transport Authority (NTA) to identify suitable mitigation measures and access points to ensure the adequate protection of the veterinary practice at this location. In the absence of comprehensive mitigation measures, it is considered reasonable that appropriate compensation be afforded to our client.

We trust that the Board will have regard to the contents of this submission in relation to the wider public consultation process on the Swords to City Centre Core Bus Corridor Scheme.



Kevin Hughes MIPI MRTPI
Director for HPDC Ltd.

Appendix A

Letter from the NTA advising our client of the CPO for lands in his ownership.

Mr. Conor O'Scanaill
'Ceim Dearg',
Miltonsfields,
Swords,
Co. Dublin



Dún Scéine, Lána Fhearchair
Baile Átha Cliath 2, D02 WT20

Dún Scéine, Harcourt Lane
Dublin 2, D02 WT20

t 01 879 8300

info@nationaltransport.ie
www.nationaltransport.ie

Plot List: 1029(1).1c, 1029(2).1c, 1029(3).1i, 1029(4).2c, 1029(5).2c, 1029(6).2i
Easement Plot List: CA, CB, CD, EA, EB

Thursday 18th May 2023

RE: **Swords to City Centre Core Bus Corridor Scheme
Compulsory Purchase Order 2023**

Dear Sir/Madam,

The National Transport Authority has submitted an application under Section 51 of the Roads Act 1993 (as amended) in relation to the Swords to City Centre Core Bus Corridor Scheme to An Bord Pleanála and will be submitting the associated application for confirmation of the Swords to City Centre Core Bus Corridor Scheme Compulsory Purchase Order 2023 (CPO) in the coming days. You have been identified as an owner, lessee, or occupier of, or have rights over or an interest in land referred to in the Compulsory Purchase Order.

A number of documents relating to the compulsory purchase order application are enclosed for your attention. These comprise the following:

- Statutory landowner/interested party notice;
- Extracts from the Schedules to the CPO describing the location and extent of the impacted lands and/or rights relating to you;
- Server map(s) showing the location and extent of the impacted land(s) and/or rights; and
- A copy of the National Transport Authority privacy statement.

We recommend that you consider these enclosures carefully.

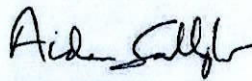
Important Note: Many of you who receive this letter are owners, lessees or occupiers of portions of multi-occupancy buildings, such as apartment buildings. Please note that there is no intention to acquire the building itself. The buildings themselves will not be directly affected by the CPO. The extents of the CPO are shown on the maps provided.

Further information relating to the Swords to City Centre Core Bus Corridor Scheme including a copy of the Environmental Impact Assessment Report, Natura Impact Statement and CPO documentation can be found at the National Transport Authority website for the Swords to City Centre Core Bus Corridor Scheme at:

www.swordsscheme.ie

If you have any questions or queries in relation to the above or the information attached, please contact us at 1800 303 653 or at property@busconnects.ie.

Yours Faithfully,



Aidan Gallagher
Head of BusConnects Dublin Infrastructure
National Transport Authority

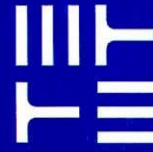
Appendix B

Report prepared by TENT Engineering.

Bus Connects Dublin
Swords to City Centre
Impact on O'Scanaill Veterinary
Surgeons

17.07.2023

23060-TMT-XX-XX-RP-T-00001



TENT ENGINEERING

Site Address:

O' Scanaill Veterinary Surgeons,
Miltown Fields,
Swords, Co Dublin

Client:

O' Scanaill Veterinary Surgeons,
Miltown Fields,
Swords, Co Dublin

Office Address:

Tent Engineering Ltd.
32 Francis Street
Dublin, D08 MN96, IE

Contents

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2 Description of the O'Scannail Veterinary Surgeon Lands	4
3 BusConnects & Impact on O'Scannail Veterinary Surgeons	5
3.1 Background	5
3.2 Swords to City Centre Scheme	5
3.3 Description of Proposed Changes on BusConnect to the O'Scannail Veterinary Surgeons	7
4 Changes required to the scheme to facilitate ongoing successful operation	14
5 Construction Related impacts	15
6 Conclusion	16

Revision and Review

This report has been prepared for the sole benefit, use and information of the client. The liability of Tent engineering with respect to the information contained in this report will not extend to any third party.

REVISION(S)

Rev.	Description	Date
P01	1st Issue	17.07.2023

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Name and qualifications

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Co-founder, Director



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Co-founder, Director



BEng MIEI

Office Address
Tent Engineering Ltd
32 Francis Street
Dublin 8, D08 NN96, IE

1 Executive Summary

We, Tent Engineering, have been appointed by O'Scanail Veterinary Surgeons, a well-established and highly successful business located adjacent to the Pinnock Hill Roundabout, which is undergoing significant upgrade works as part of the proposed Bus Connects - Swords to City Centre project.

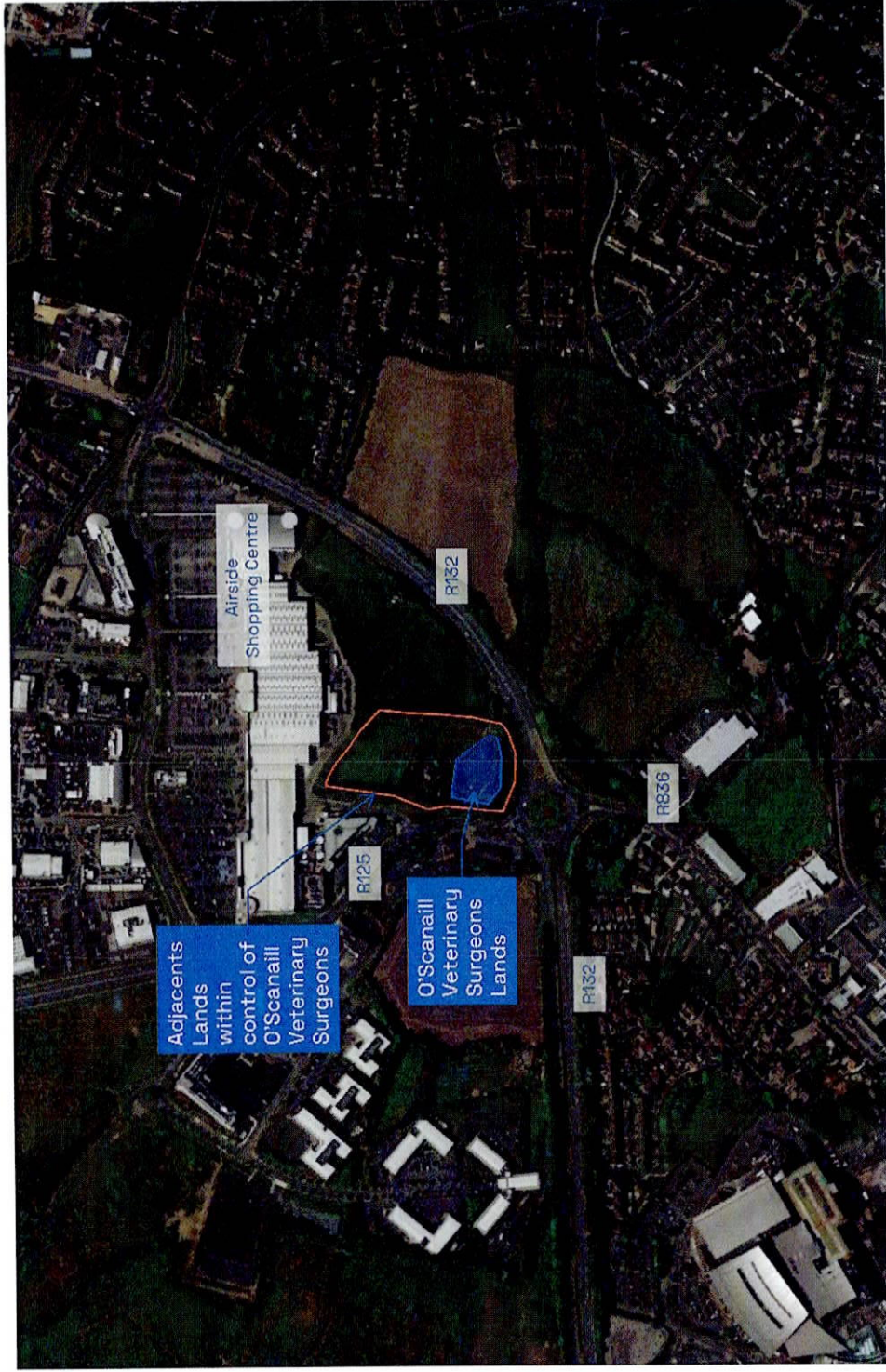
In this report, we have conducted a thorough assessment of the impact that the alterations on the junction will have on the existing operations of O'Scanail Veterinary Surgeons. Our analysis aims to identify the current functioning of the facility and its interactions with the surrounding road network. Additionally, we highlight the anticipated negative effects of the planned improvement works, emphasizing that without fundamental changes to accommodate the veterinary surgeons' on-site operations, the business will suffer a severe disruption in its successful operation.

Given the highly sensitive nature of the equine-related activities conducted at this facility, we present evidence in this report indicating a high probability of a sudden decrease in customer numbers during the construction phase.

This decline is expected due to the potential disturbances caused by the upgrade works. Furthermore, this report acknowledges that lands controlled by O'Scanail Veterinary Surgeons are subject to both temporary and permanent acquisition. We have determined that the impact on the business resulting from these acquisitions will be significant.

In summary, our study demonstrates that the proposed Bus Connects project will severely impact the existing facility, leading to a decrease in customer numbers. Therefore, it is crucial to address these issues and make necessary adjustments to mitigate the adverse effects on O'Scanail Veterinary Surgeons.

Fig 1.0 - Site location in relation with the existing road network



2 Description of the O'Scanail Veterinary Surgeon Lands

The veterinary services offered from this location have been continuously provided for over seventy years since the establishment of the practice in 1949. Currently, the hospital employs a total of over 20 staff members, including 8 vets. The number of registered clients from 2022 to 2023 amounts to 7,213. It is important to note that the primary mode of transportation for all clients is by car, SUV, or LGV.

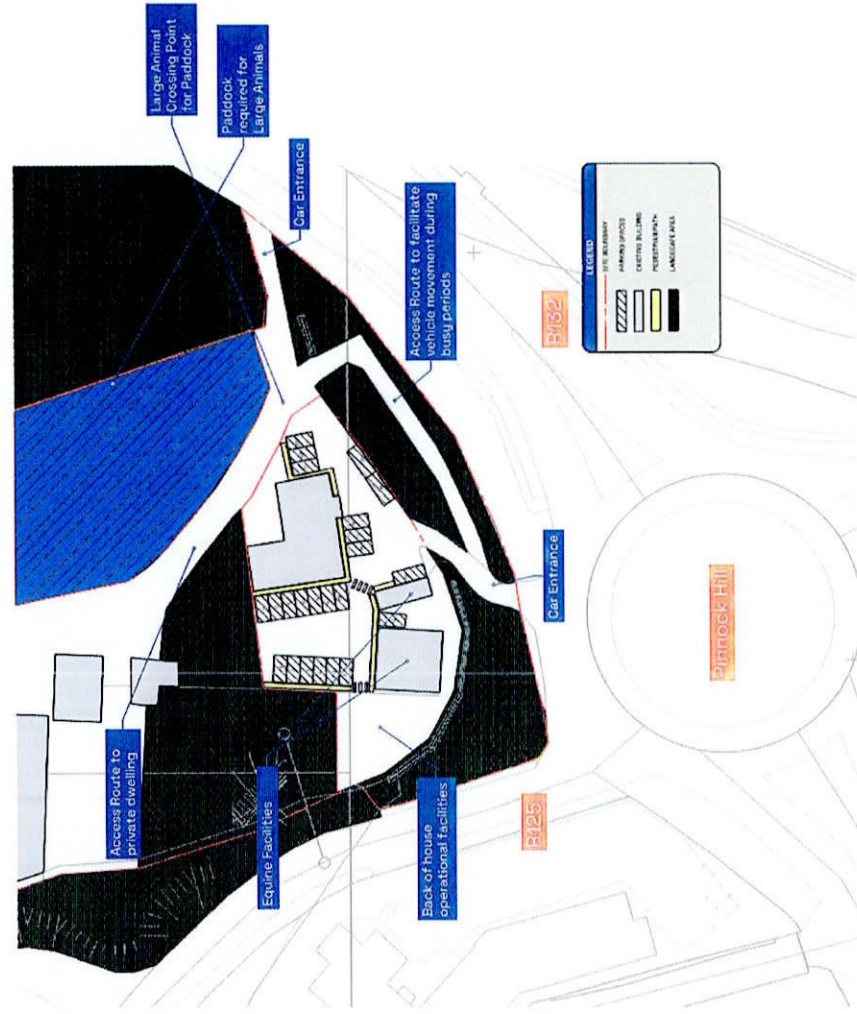
While we acknowledge that the proposed schemes will improve transportation options for businesses along the route, it is essential to consider the unique nature of this veterinary business. Our client is not aware of a single client who transports their sick or injured animals via public transport to the facility. Access through public transport is highly unusual in this case. The facility currently has 23 designated number of parking spaces available to accommodate its clients. This number can decrease depending on the type of vehicles accessing. The existing parking facility is already at capacity, leaving no room for a reduction in parking facilities. To better understand the parking arrangement and its significance, please refer to Figure 2, which illustrates the parking layout, access arrangements, and the crucial role the surrounding roads play in the successful operation of the existing facility.

Additionally, it is important to note that the lands immediately adjacent to the practice are owned by the immediate family of O'Scanail Veterinary Surgeons. The veterinary surgeon has enjoyed access through these lands since the inception of the practice, and all investment and spatial planning of their facility have relied on this access. Thus any works on these adjacent land should carefully consider the impacts on the Veterinary Hospital.

The paddock, highlighted in Figure 2.0 with blue hatching, is an integral and necessary part of the veterinary hospital. It serves as a recuperation facility for sick and recovering large animals such as horses, cattle, goats, and sheep. The paddock is utilized on a daily basis and is accessed through the internal roadway that connects it to the veterinary hospital premises. Any interference with or loss of use of this connecting roadway or the paddock itself would render the operation of the veterinary hospital impossible. This would not only question the viability of the business but also jeopardize the livelihoods of the skilled employees working there.

Over the years, with the population growth in the surrounding areas and the expansion of local infrastructure, the Pinnock Hill Roundabout has undergone significant augmentations. During each upgrade, careful consideration was given to ensure that the successful operation of the facility was not negatively impacted. Our client seeks to ensure that their business is afforded the same level of respect and consideration during this round of upgrade works. They believe it is essential that the impact on their operations is thoroughly assessed and appropriate measures are taken to mitigate any potential negative effects on their business.

Fig 2.0 - BusConnects Swords to City Centre scheme



3 BusConnects & Impact on O'Scanall Veterinary Surgeons

3.1 Background

In June 2018 the National Transport Authority (NTA) published the Core Bus Corridors Project Report. The report was a discussion document outlining proposals for the delivery of a core bus corridor network across Dublin. It set out the vision for the provision of 230kms of dedicated bus lanes and 200km of cycle lanes/tracks on sixteen key bus corridors.

3.2 Swords to City Centre Scheme

Our site location was identified along this scheme at the beginning of the route, as shown in Fig. 3.0.

For the purpose of assessing the impact on our site location, the highlighted area in red was investigated.

Fig 3.1 - BusConnects Liffey Valley to City Centre scheme 2022

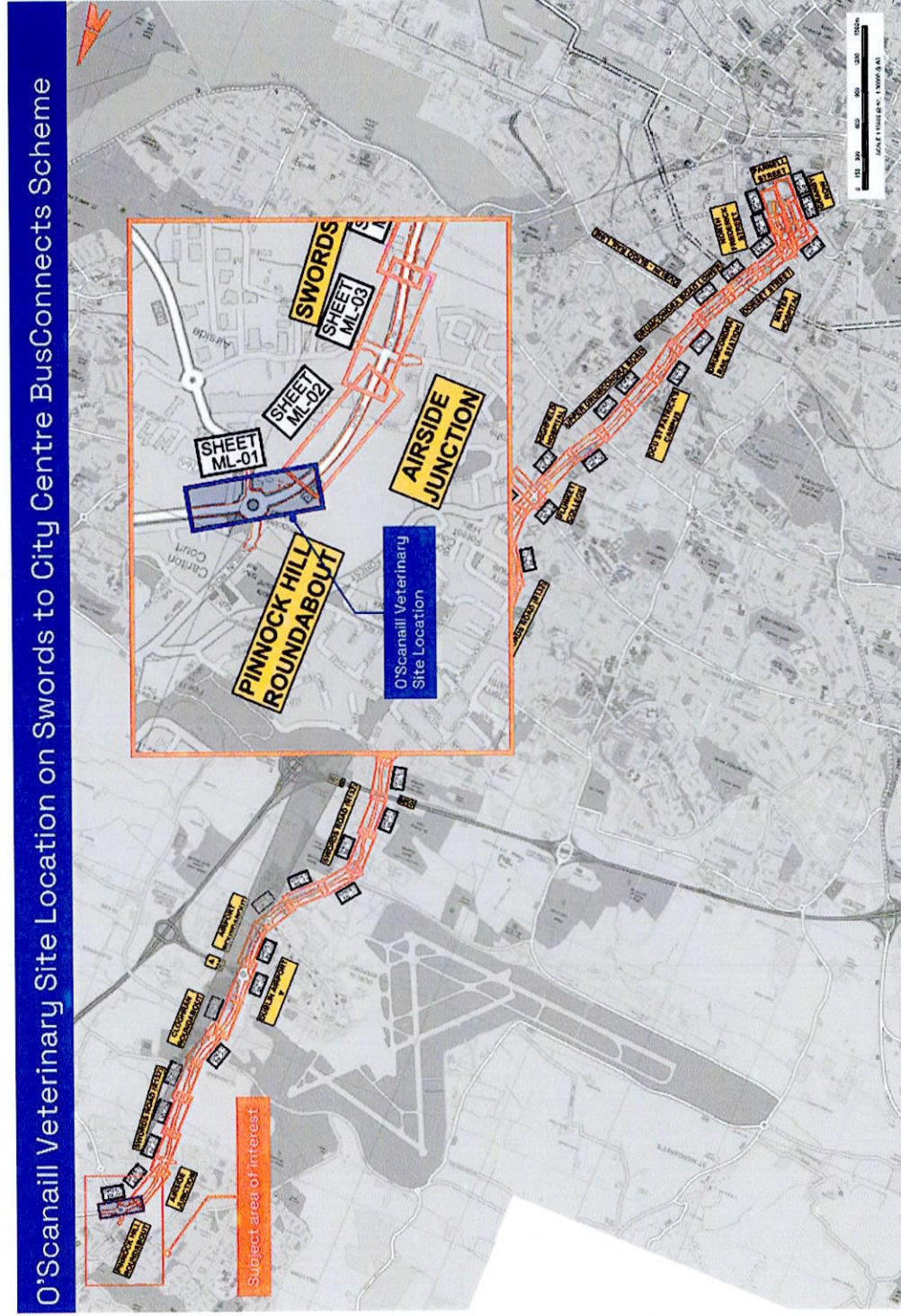
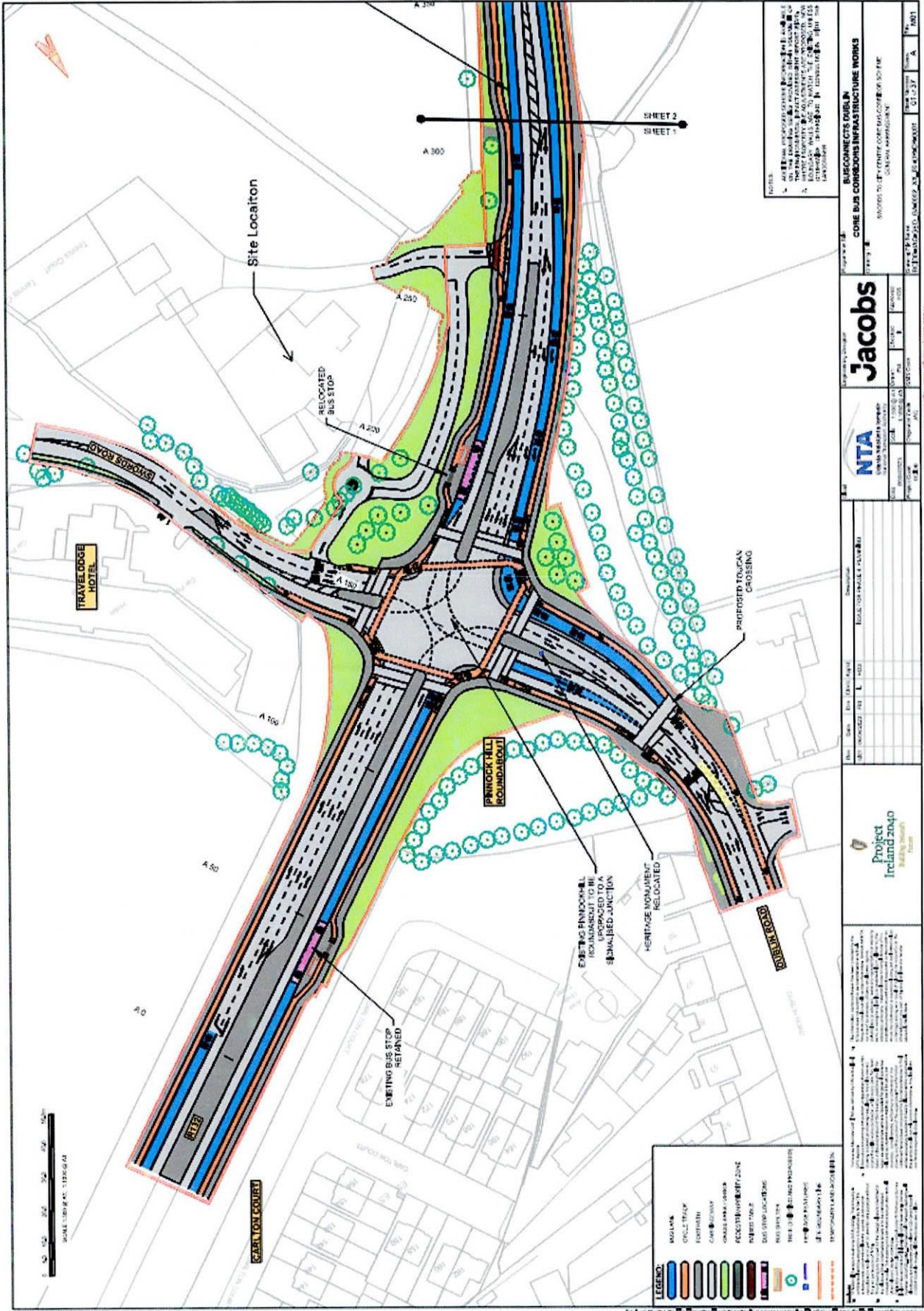


Fig 3.0 - BusConnects Swords to City Centre scheme - Pinnock Hill Roundabout



3.3 Description of Proposed Changes on BusConnect to the O'Scanail Veterinary Surgeons

Within the EIA Volume 2 of 4, Chapter 4 Section 4.5.1.10. The changes are summarised:

The existing access to the Swords Veterinary Hospital at Pinnock Hill roundabout will be extinguished and a new alternative access is provided which will serve the business and residential property.

Figure 3.1 provides a visual representation of the proposed changes to the access for our client, which will result in a significant modification, reducing the facility's access points from two to a single access point. This change is a departure from the access configuration that has been in place for over 70 years since the facility's inception.

It is imperative to recognize the heavy reliance of the facility on the existing dual access and the current arrangements to ensure the smooth functioning of the parking arrangement, which is already operating at full capacity. Any alteration to these access points could have severe implications for the facility's ability to maintain its parking operations effectively.

Figure 3.2 sets out the relationship between the existing roundabout and access as well as the lands which are within the control of our client to be acquired.

Figures 3.3, 3.4, 3.5, 3.7, 3.7, 3.8, 3.9, 3.10 & 3.11 illustrate how the existing facility operates from a parking and vehicles maneuverability perspective. It is evident that the second entrance and access point play a vital role in the facility's successful operations.

Furthermore, Figure 3.12 demonstrates the impact of removing the exit point adjacent to the large animal paddock.

This change is predicted to result in the loss of five valuable parking spaces. More importantly, it will require all vehicles to perform excessive reverse manoeuvres, creating a traffic hazard. Our client is deeply concerned about the safety of their clients and the potential knock-on effects it may have on their insurance premiums.

Given the potential risks and disruptions posed by these proposed changes, it is of utmost importance to conduct a comprehensive evaluation of alternative solutions. This evaluation should aim to address the concerns raised and safeguard our client's business, allowing it a reasonable prospect of survival despite the negative impacts of construction works and the proposed augmentation.

Completely removing one of the existing access points poses a significant threat to our client's business continuity. This action has the potential to "extinguish" their business altogether, making it an unacceptable option which needs to be addressed as this stage.

Fig 3.1 - Description of changes to the existing junction

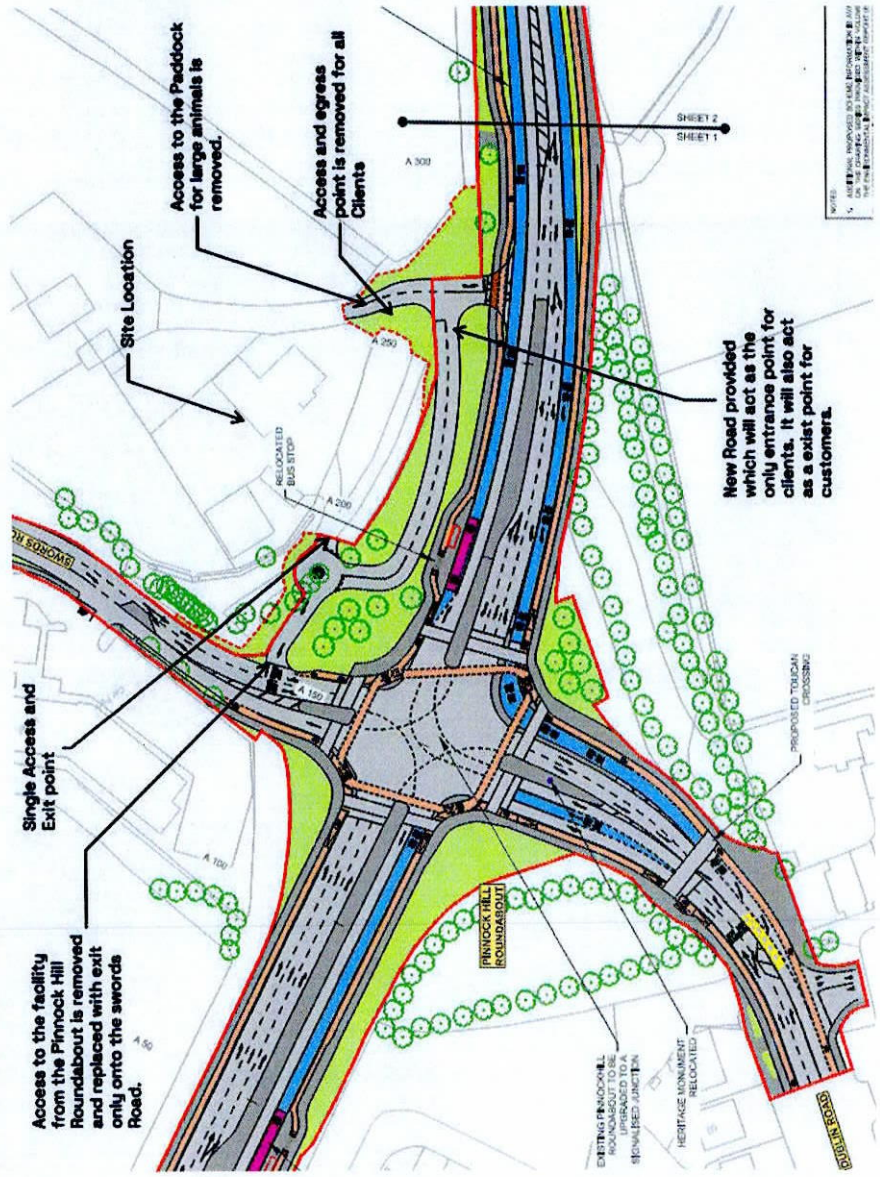


Fig 3.2 - Land to be acquired which directly impacts the operations of the facility.

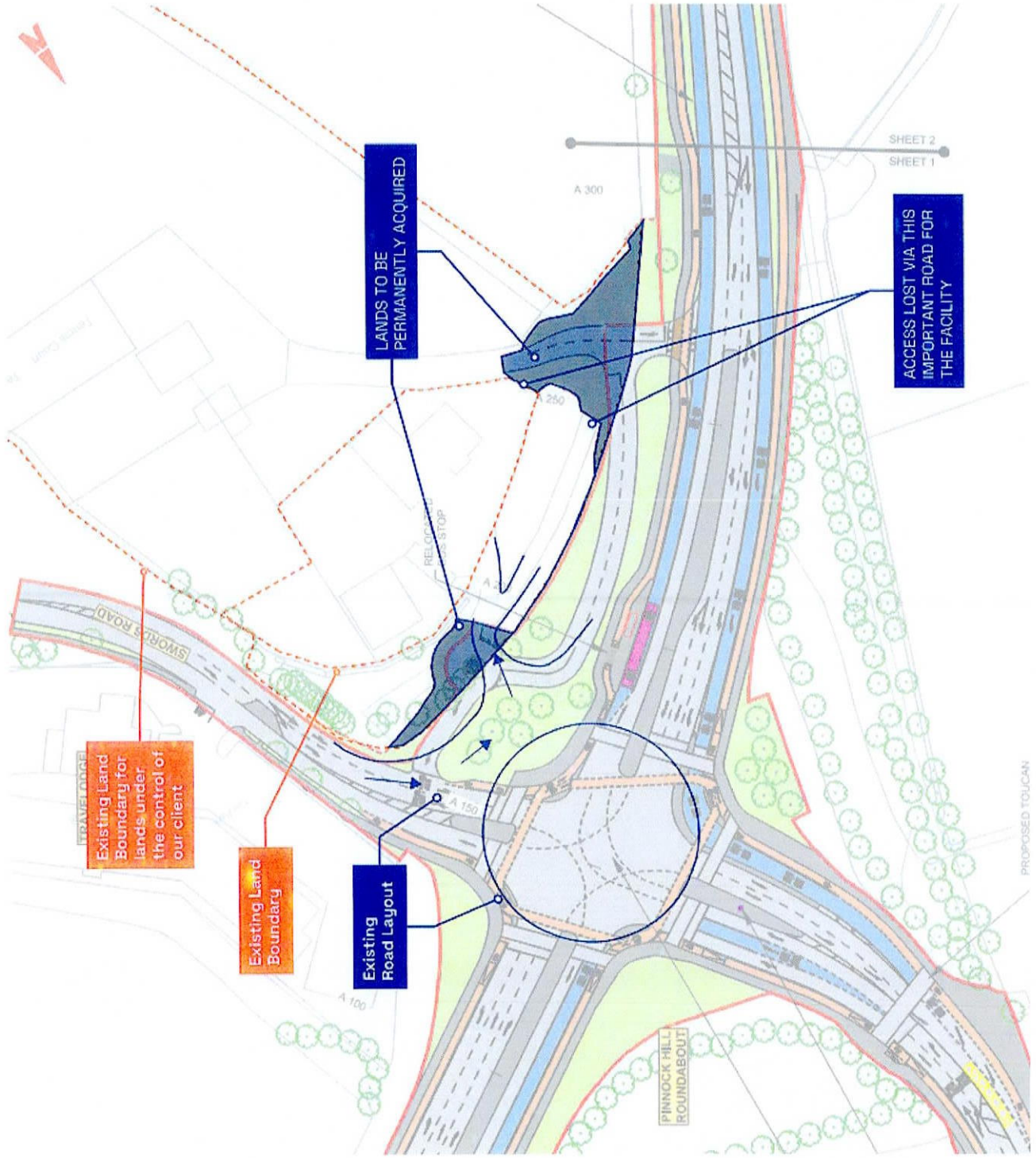


Fig 3.3 - Aurotracking for existing situation

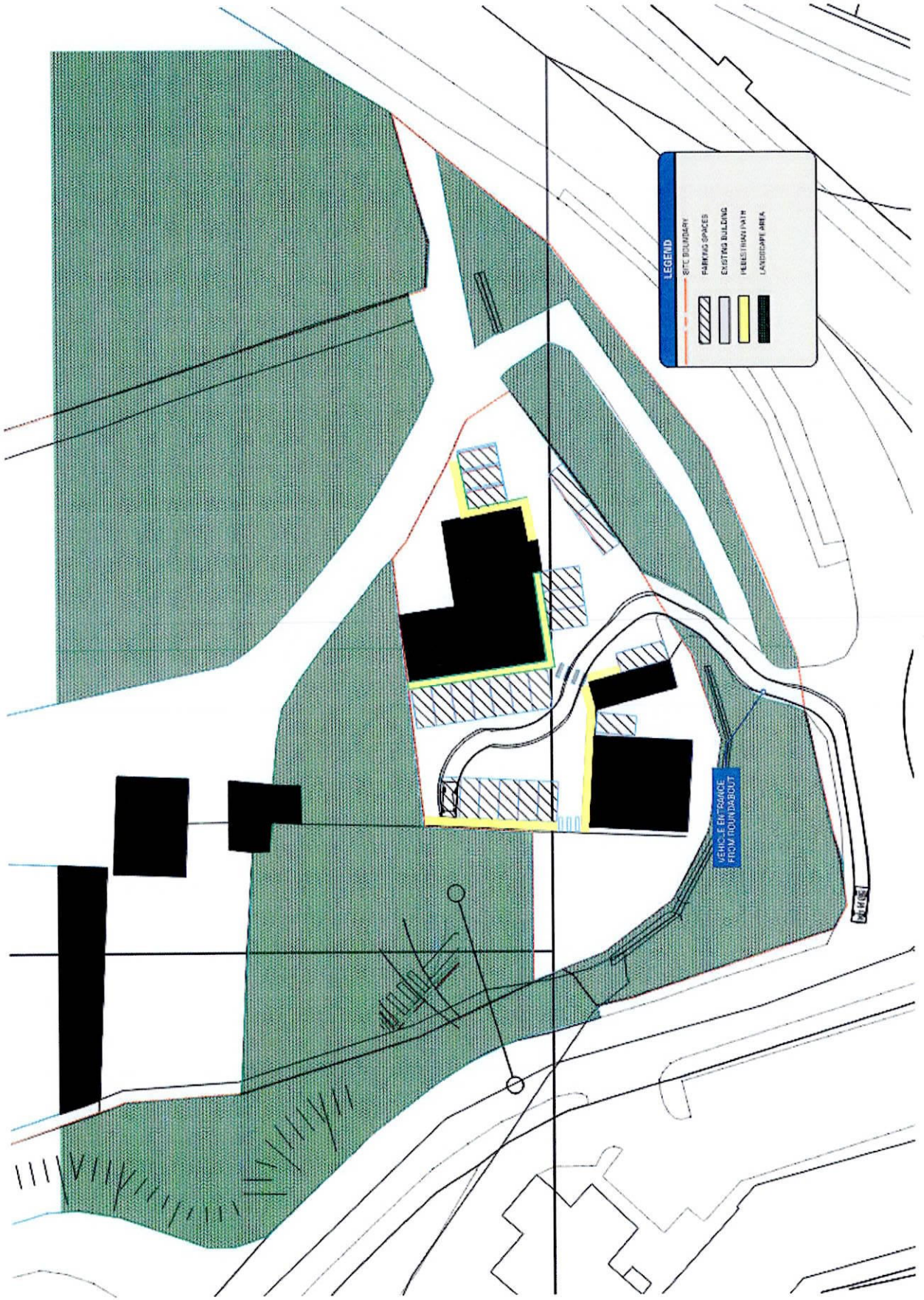


Fig 3.4 - Aurotracking for existing situation

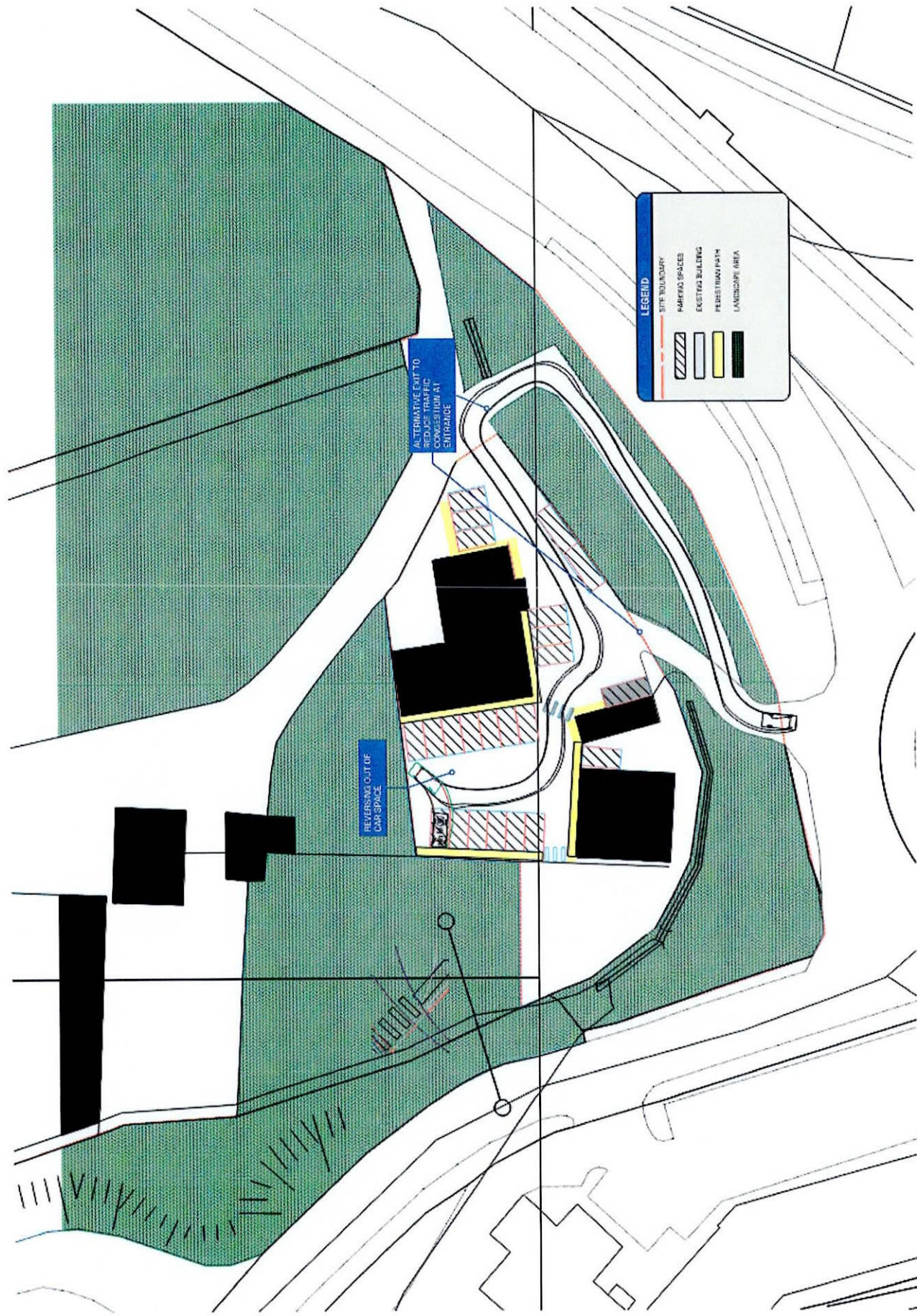


Fig 3.5 - Aurotracking for existing situation

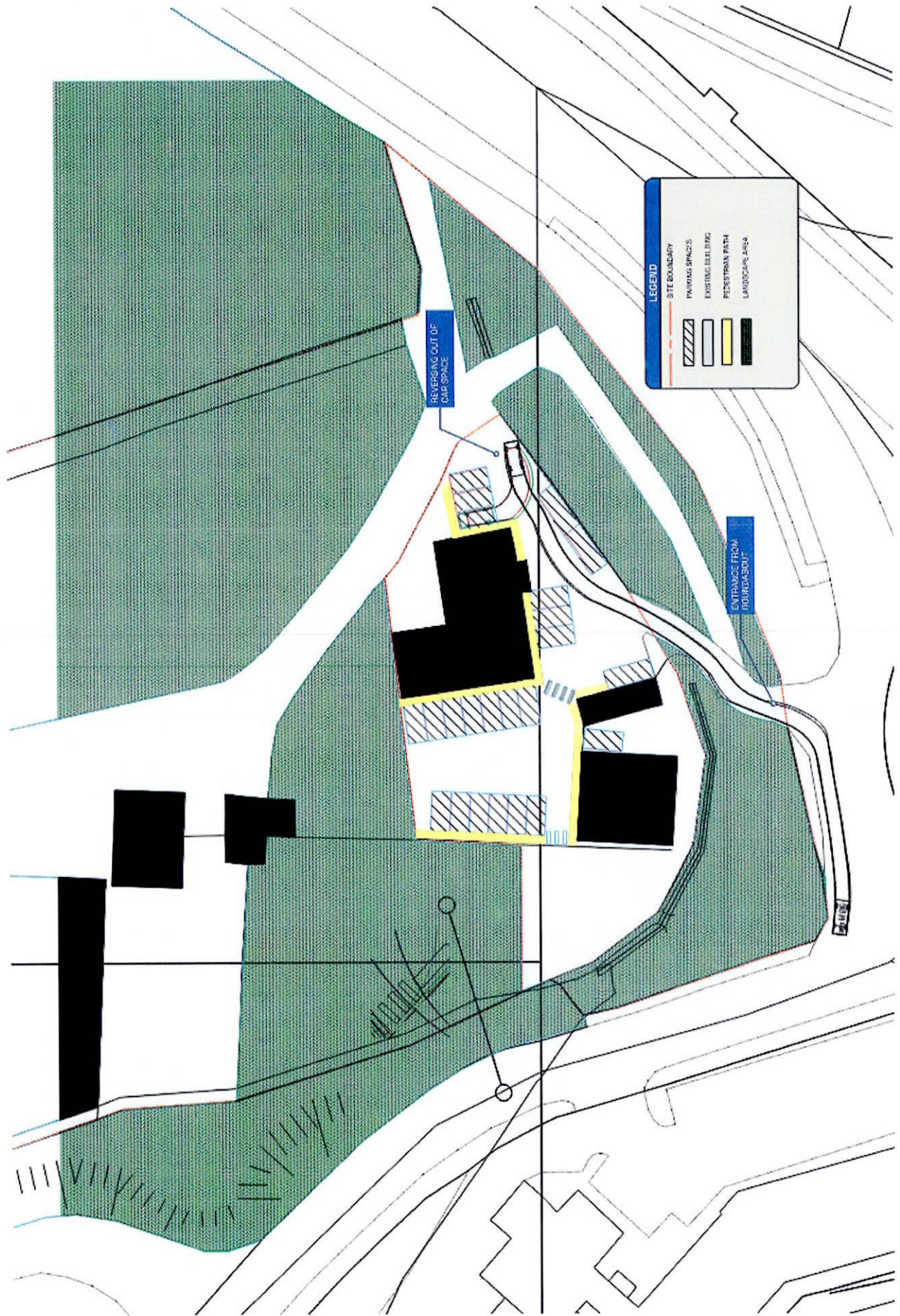


Fig 3.6 - Aurotracking for existing situation

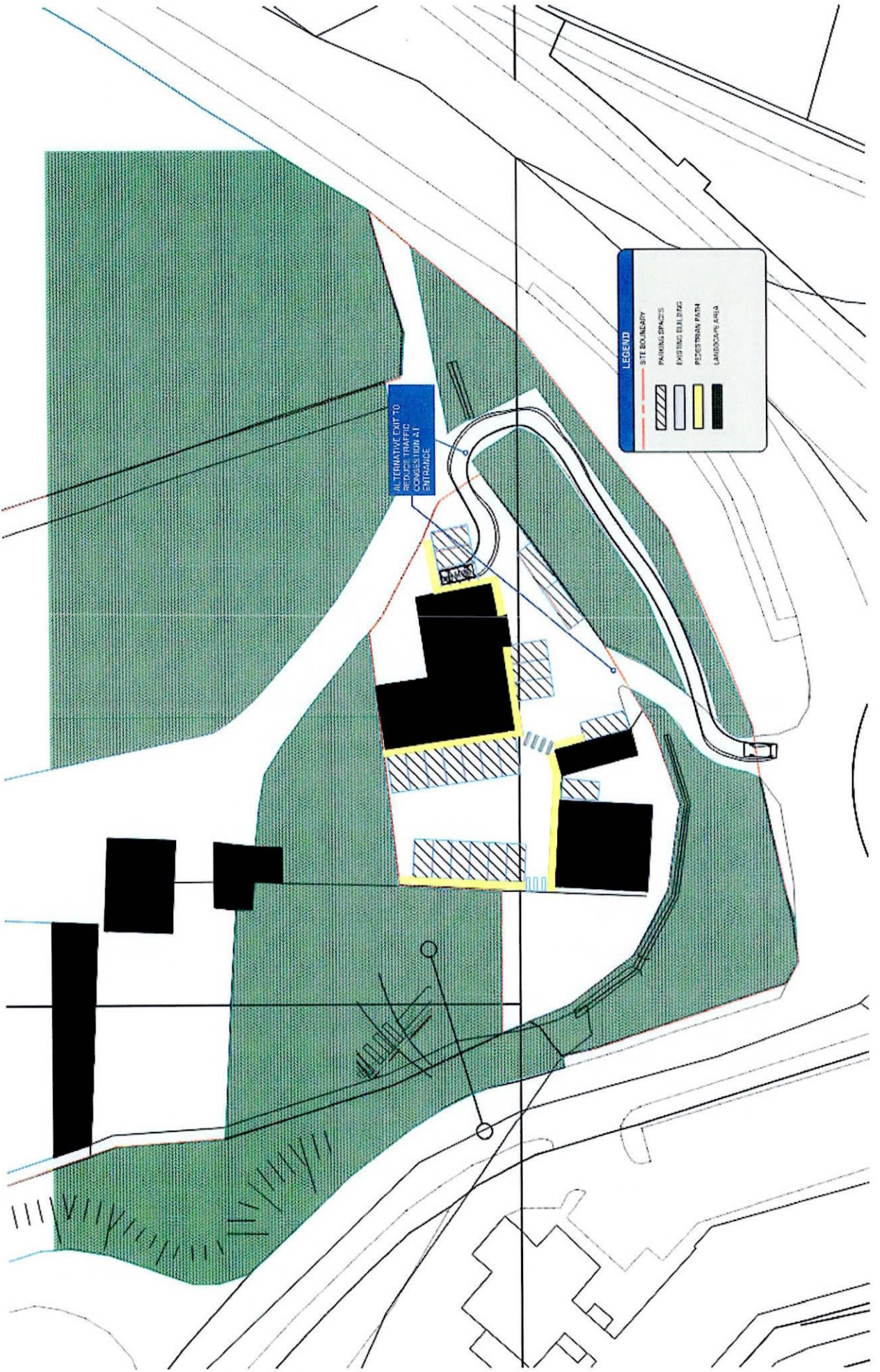


Fig 3.7 - Aurotracking for existing situation



Fig 3.8 - Aurotracking for existing situation

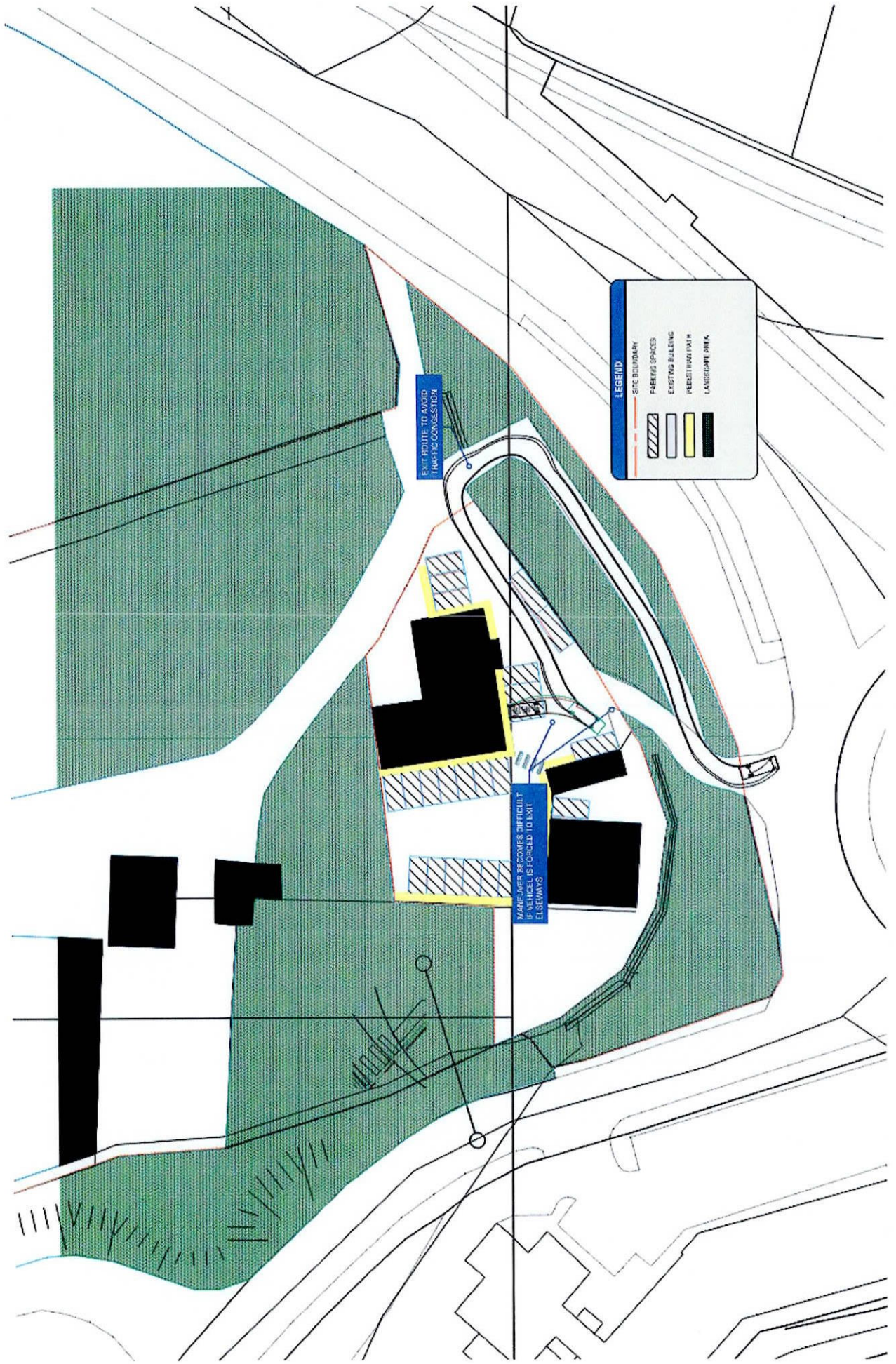


Fig 3.9 - Aurotracking for existing situation

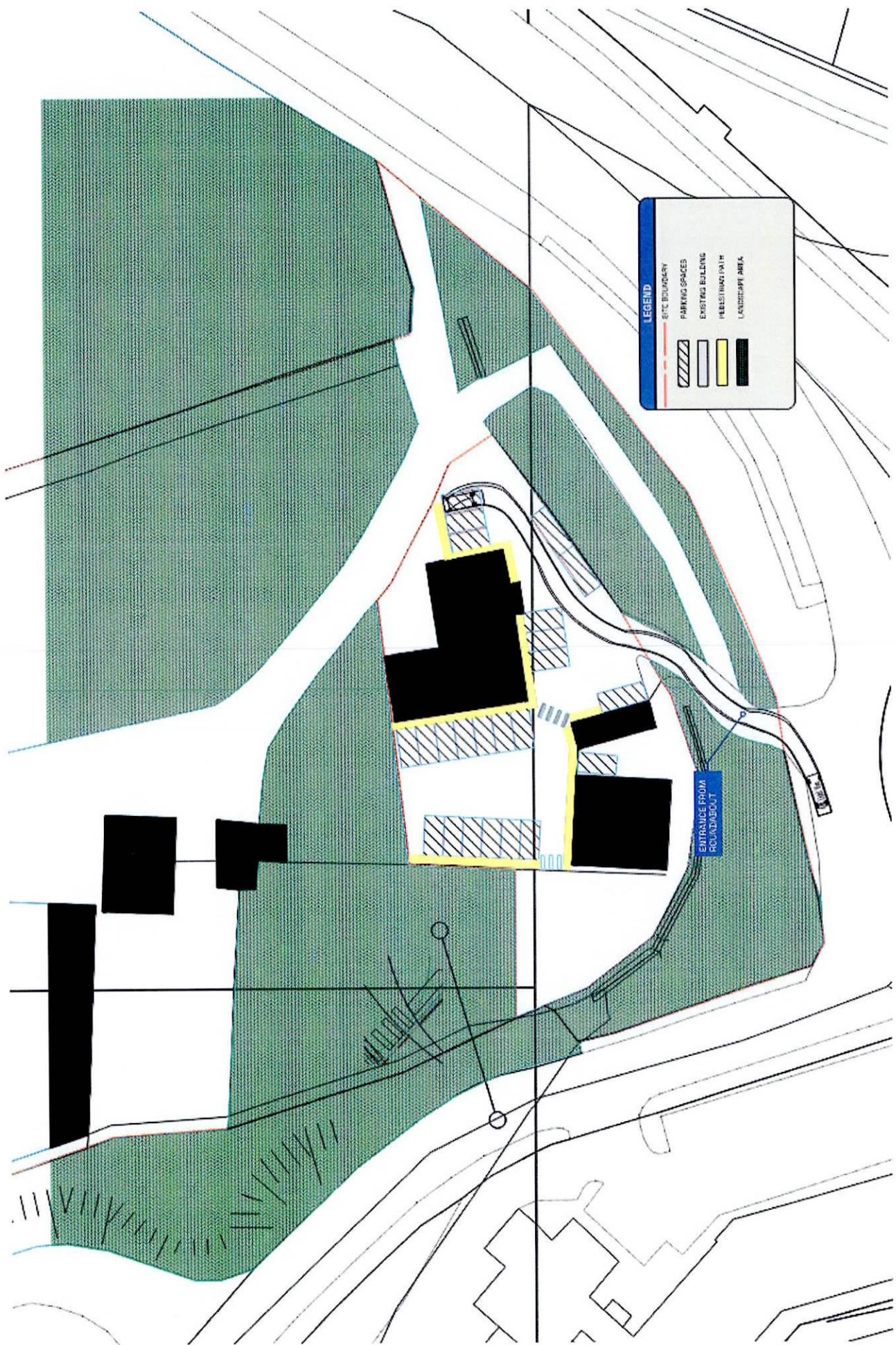


Fig 3.10 - Aurotracking for existing situation

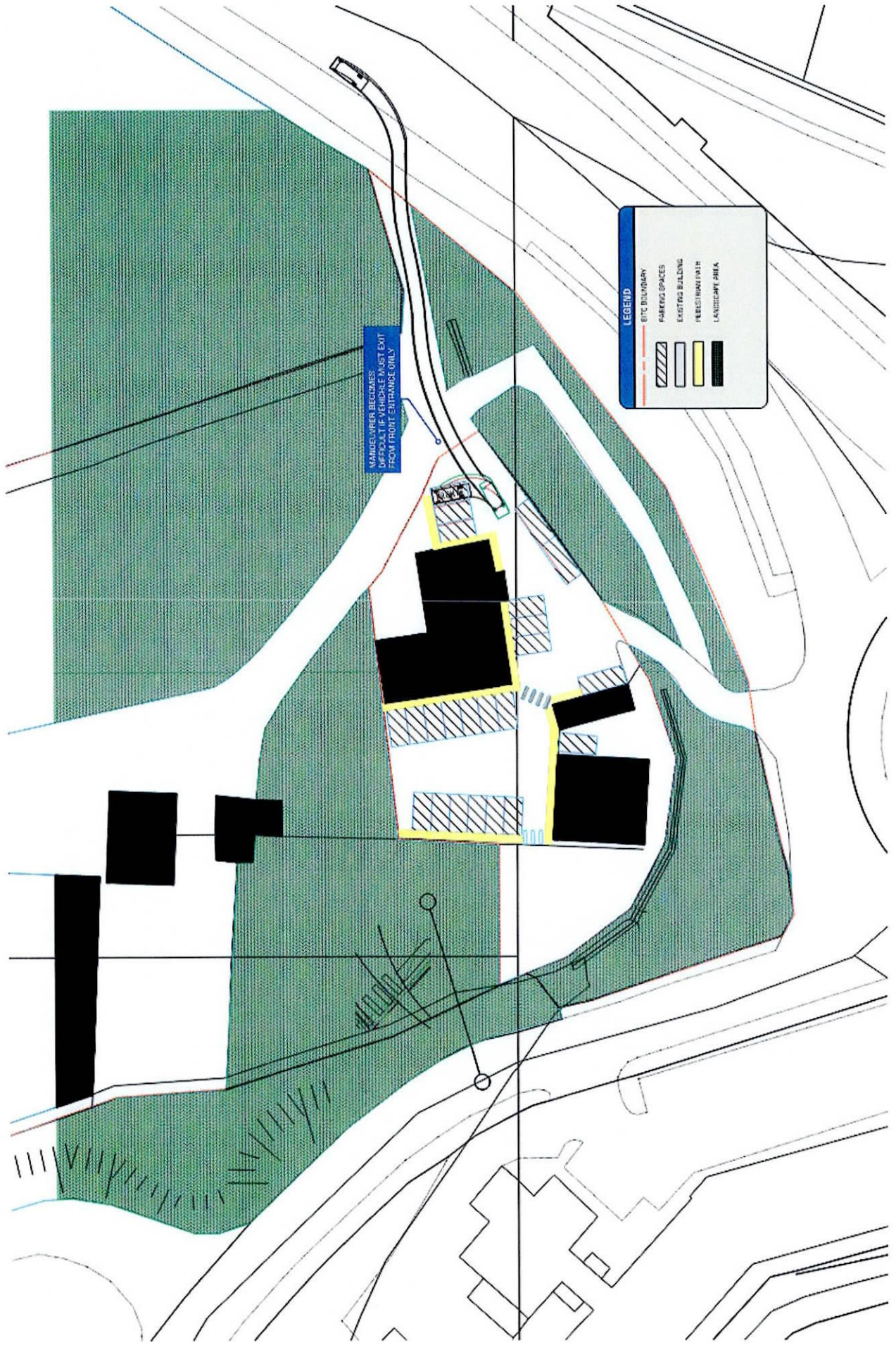


Fig 3.11 – Aurotracking for existing situation

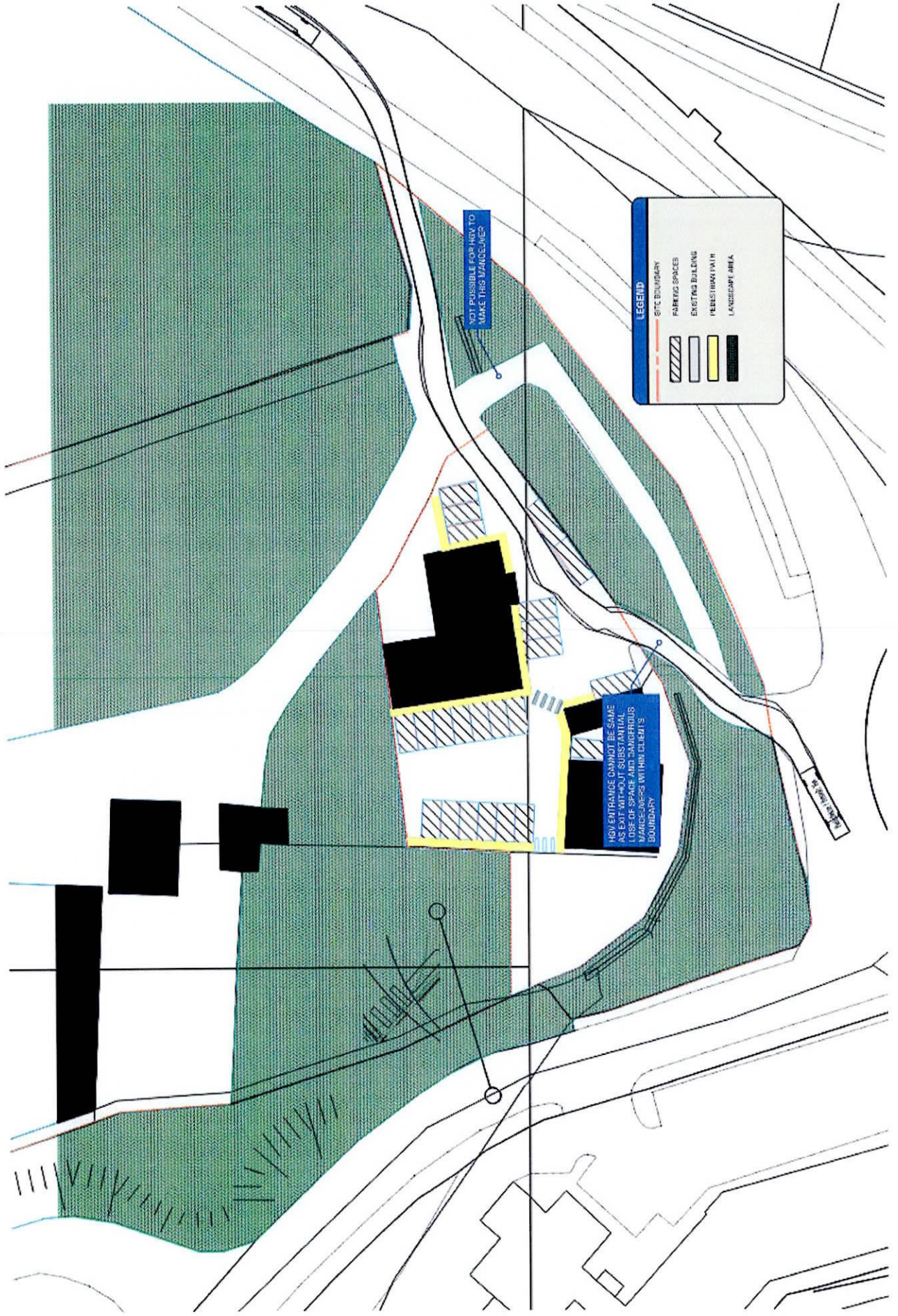
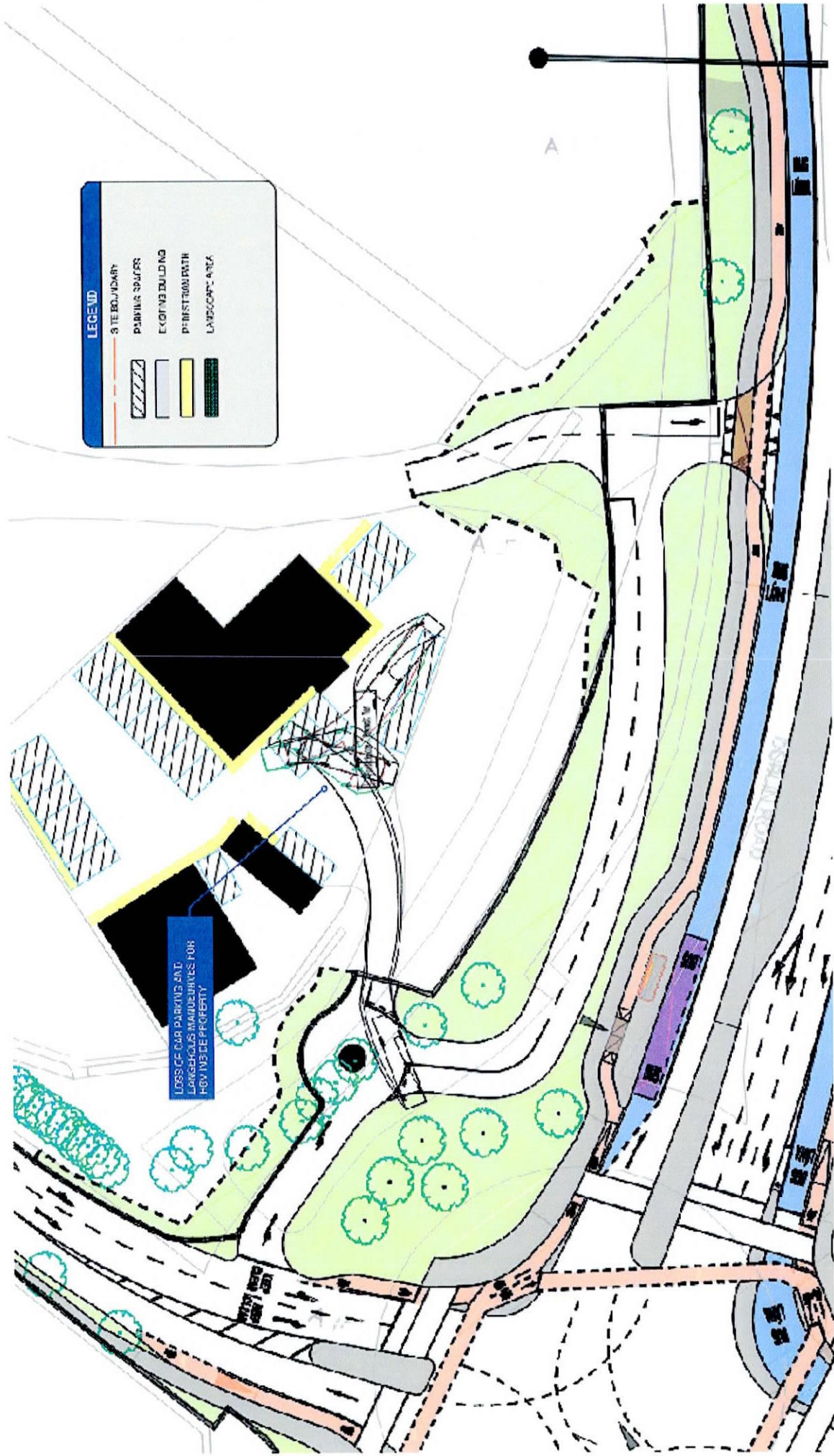


Fig 3.12 - Aurotracking showing the proposed situation and the impact on the car parking



4 Changes required to facilitate the scheme to facilitate ongoing successful operation

Section 3 highlights the significance of preserving the current access and exit points. Please refer to Figure 4 for specific details regarding the necessary changes our client requires to ensure smooth operations. Failing to address these modifications may result in a highly negative visitor experiences which poses a real risk to a drop in customer numbers.

Fig 4.0 - Changes required to this scheme



5 Construction Related impacts

The construction works described in the available documentation are projected to last for a duration of 12 months. These works are expected to generate significant noise, dust, and further restrictions on access. It is important to note that a large proportion of our clients' customers rely on our support for their equine animals, and horses specifically require calm and tranquil environments.

The equine facility is located in close proximity to the Pinnock Hill Roundabout, as depicted in Figure 5. Our client urgently requires detailed information regarding the construction management plan, which should outline the expected extent of noise and dust, as well as temporary access arrangements for customers.

Until this information is received, our client remains highly concerned about the severe impact the construction phase will have on their revenues and their ability to operate during this time. There is a significant risk of experiencing a substantial reduction in customers from the equine trade, as well as customers who may become frustrated with the difficulties of accessing the facility during the prolonged construction period.

Within the EIAR - Chapter 9 (Noise & Vibration) identified a number of noise impacts for NSLs at varying distances to the Proposed Scheme:

A Negative, Moderate to Significant and Temporary impact is expected at the following community receptors:

- Mater Private Hospital; and
- Rotunda Hospital.

A Negative, Not Significant and Temporary impact is expected at the following community receptors:

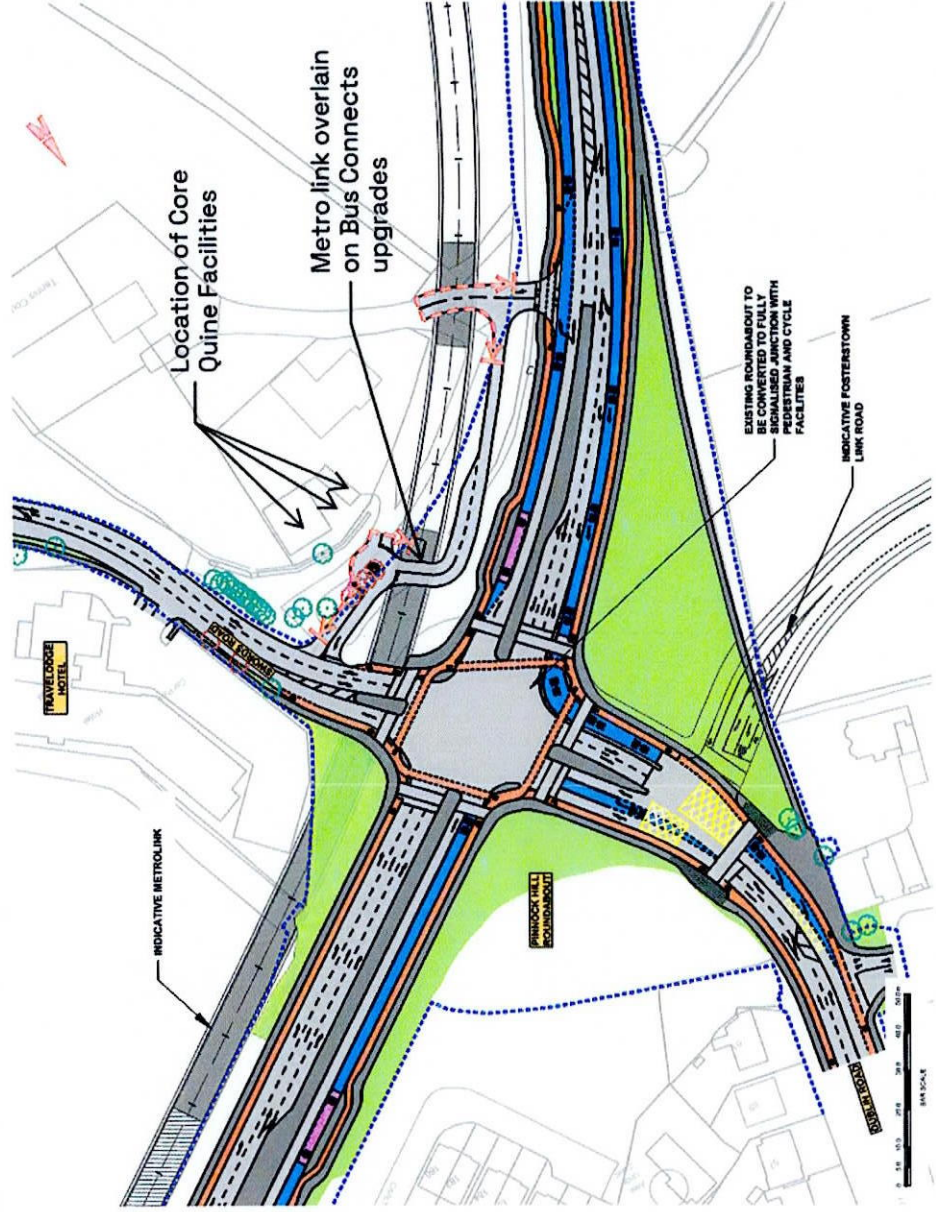
- Dardistown Cemetery;
- Highfield Hospital;
- Plunkett College;
- Royal College of Surgeons Sportsground;
- St Mary's Primary School; and
- Tara Winthrop Private Clinic.

Furthermore, the planned Metro Link works are expected to occur over the same area where our client's business is located. Consequently, it is likely to lead to further noise and disruption, and our client may face the prospect of the area being dug up again once the Bus Connects works are completed or vice versa.

It is evident that our client's business will undergo a significant disruption due to the proposed construction. Therefore, we would like to understand why this potential disruption has not been considered as part of the Noise and Vibration chapter.

In recent weeks, construction works have taken place in close proximity to our client's property. The noise associated with these works has resulted in the hospital's inability to treat horses in the core equine treatment area. This disruption severely impacted the smooth and successful operation of their facility.

Fig 5.0 - Changes required to this scheme considering Bus Connects Overlain on Metro North



6 Conclusion

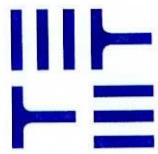
In this report, we have conducted a comprehensive assessment of the impact that the proposed alterations on the junction will have on the existing operations of O'Scanall Veterinary Surgeons. Our analysis thoroughly examined the current operations of the facility, emphasizing the importance of on-site parking and its interaction with the surrounding road network.

Furthermore, we have highlighted the anticipated negative effects of the planned improvement works, underscoring the need for fundamental changes to accommodate the veterinary surgeons' on-site operations and prevent severe disruptions to their successful functioning. Given the highly sensitive nature of the equine-related activities conducted at this facility, we have identified a high probability of a sudden decrease in customer numbers during the construction phase.

To adequately assess the potential disruptions faced during the scheduled 12-month construction phase, we have requested evidential construction management plans from the relevant authorities. These plans will enable our client to fully evaluate the extent of the disruption and devise strategies to mitigate its impact.

Additionally, we acknowledge that lands controlled by O'Scanall Veterinary Surgeons are subject to permanent acquisition. Our evaluation concludes that the impact on the business resulting from these acquisitions will be significant. As a result, we have highlighted the need for fundamental changes to the scheme to ensure the continued successful operation of the facility.

In summary, our study demonstrates that the proposed Bus Connects project will severely impact the existing facility, leading to a decrease in customer numbers. It is therefore crucial to address these issues and make necessary adjustments to mitigate the adverse effects on O'Scanall Veterinary Surgeons



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