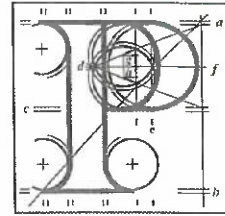


Our Case Number: ABP-314724-22

Planning Authority Reference Number:

Your Reference: LIDL Ireland GmbH



**An
Bord
Pleanála**

Tony Bamford Planning
Airport Hub, Furry Park,
Swords Road,
Santry,
Dublin 9

Date: 06 December 2022

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 (including your fee of €50) 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.

Please be advised, there is no fee for an affected landowner, listed on the schedule, to make an observation on this case, therefore, a refund of €50 will be made to the credit/debit card used to make the online observation.

Please be advised that copies of all submissions/observations received in relation to the application will be made available for public inspection at the offices of the relevant County Council(s) and at the offices of An Bord Pleanála when they have been processed by the Board.

More detailed information in relation to strategic infrastructure development can be viewed on the Board's website: www.pleanala.ie.

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

Yours faithfully,

Niamh Thornton
Executive Officer
Direct Line: 01-8737247

Teil	Tel	(01) 858 8100
Glaio Áitiúil	LoCall	1890 275 175
Facs	Fax	(01) 872 2684
Láithreán Gréasáin	Website	www.pleanala.ie
Ríomhphost	Email	bord@pleanala.ie

64 Sráid Maoilbhríde	64 Marlborough Street
Baile Átha Cliath 1	Dublin 1
D01 V902	D01 V902

Job Number: 21096
Letter Reference: 231122
Date: 23 November 2022

An Bord Pleanála
64 Marlborough Street
Dublin 1



Airport Hub, Furry Park, Swords Road
Santry
Dublin 9
T: 087 2903208

Dear Sir/Madam

Re: Submission to "Railway (Metrolink–Estuary to Charlemont via Dublin Airport) Order 2022". ABP Ref: 314724. Deadline 25 November 2022

In associated with Transport Insights¹, Tony Bamford Planning of Airport Hub, Furry Park, Swords Road, Santry, Dublin 9 (Agent) has been commissioned by **LIDL Ireland GmbH, Head Office, Main Road, Tallaght, Dublin 24** to make the following submission to the proposed Draft Railway Order in relation to the Metrolink proposals.

At the outset our client does not seek to object to the Metrolink; the line of the route of the route; or the positioning of the station but rather wishes to highlight potential opportunities that we consider should be considered as part of the overall proposals.

Grounds of Observation: Impacted Lands

The specific land to which this submission refers is in Northwood, Ballymun Road.

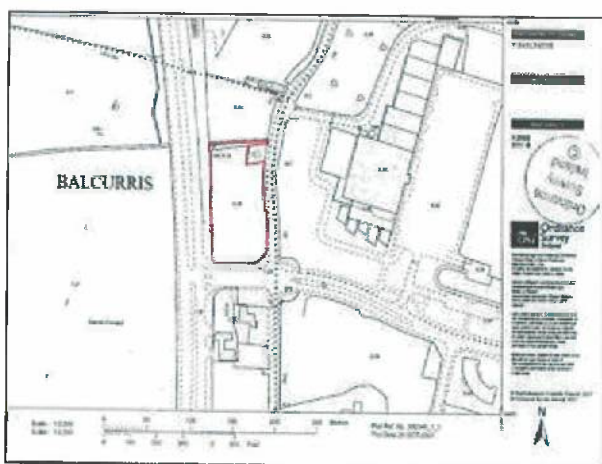


Figure: 1.0
Planning History

¹ See Attachment 1: appended report from Transport Insights.

The planning history includes a series of applications for new development. The most recent permitted development included the following:

F08a/0578/E1 A mixed-use residential, office and neighbourhood retail development on lands, located adjacent to Ballymun Road. The development will comprise of a basement car park with 129 car and 24 bicycle parking spaces, plant rooms, bin storage and resident storage areas. Ground floor parking will be provided for 104 cars and 48 bicycles. The retail element of the development will consist of 3 no. retail units, a cafe and a licensed discount food store, accumulating to 1,958.60 sq.m. of gross floor area. Above the retail units it is planned to construct 48 no. apartments, 4 no. 1-bedroom, 36 no. 2-bedrooms and 8 no. 3-bedrooms with a gross floor area of 4,458.4 sq.m. Amenity space will be provided at 1st and 5th floor level. To the north of the site, it is proposed to construct 2 no. office buildings with 3 storeys elevated above ground floor lobbies consisting of 3,303 sq.m. gross floor area. The development will also include an ESB substation, boundary treatments and ancillary site works. The site area is ca. 0.804533 ha or 1.98804 acre and is bounded to the west by Ballymun Road (Ballymun Dual Carriageway), to the east by Old Ballymun Road and to the south by the road linking Ballymun Road and Old Ballymun Road (western entrance to Santry Demesne and Northwood Business Park). Green Field land is adjacent to the property to the north at Ballymun, Dublin 11. **Expired in 2019.**

The permitted development consisted of a reasonably high-density development taking in all available of 6 storeys at its highest point.

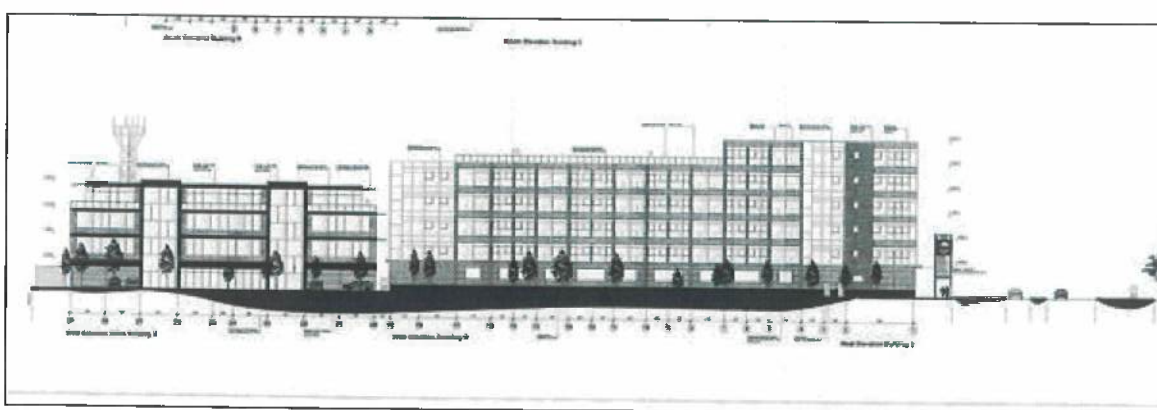


Figure 2.0: Elevation of planning application F08a/0578

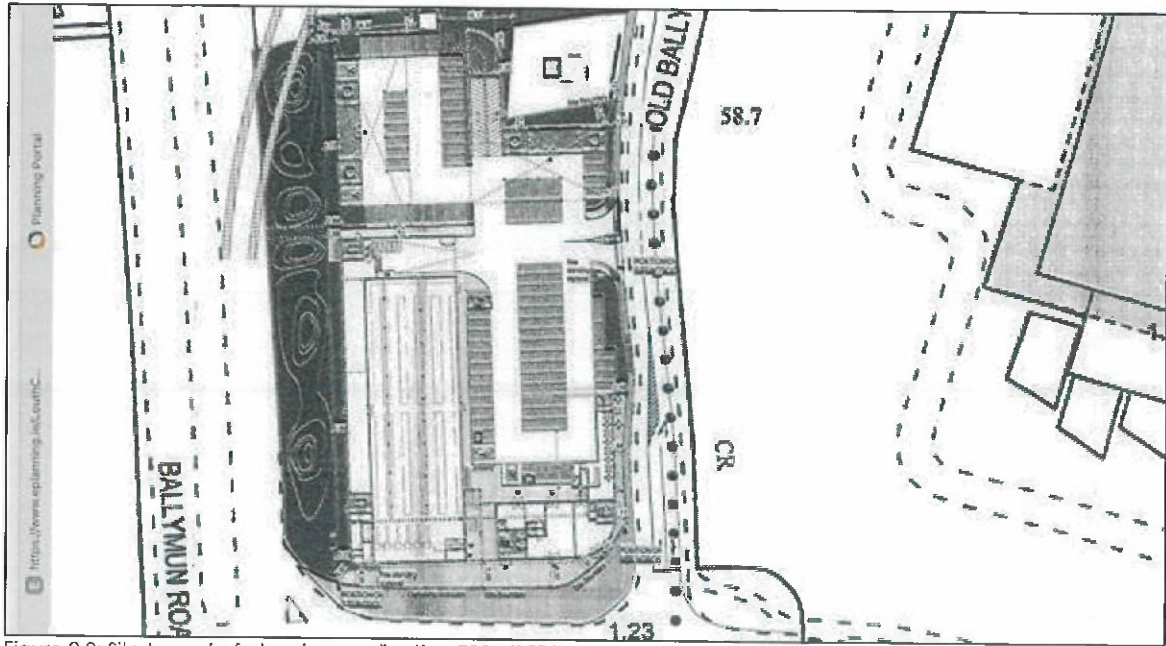


Figure 2.0: Site Layout of planning application F08a/0578

Our client would certainly expect to be in a position to develop the entire footprint as shown above.

The site was subject of a latter application in 2013 which although granted by Fingal County Council was later refused by ABP due in part to its low density (F13a/0297). This of course emphasis the need to realise a high-density development.

The subject Site Zoning – Fingal County Development Plan 2023-2027



Figure: 3.0: Extent of Metro Economic Corridor Zoning

The impacted lands are entirely zoned "Metro Economic Corridor" ("ME"). The vision and objective for these lands is to:

Objective

Facilitate opportunities for high-density mixed-use employment generating activity and commercial development, and support the provision of an appropriate quantum of residential development within the Metro Economic Corridor.

Vision

Provide for an area of compact, high intensity/density, employment generating activity with associated commercial and residential development which focuses on the MetroLink within a setting of exemplary urban design, public realm streets and places, which are permeable, secure and within a high-quality green landscape. Landmark buildings will provide strong quality architectural features, which respect and enhance the character of the area into which they sit. The designated areas will form sustainable districts which possess a high degree of connectivity and accessibility and will be developed in a phased manner subject to the necessary provision of social and physical infrastructure.

The specific objectives enshrined in the ME zone is high intensity/density, mixed use development. That is a simple concept: Maximise, not optimise. Make the most of assets, especially in locations next to or in this case, on, planned, high capacity, high frequency public transport and in particular lands proximate or in this case on Metrolink Stations.

The Proposals and how they impact LIDL site.

Fundamentally, the proposed MetroLink Plans have a significant and adverse impact on the comprehensive, development potential of the subject lands, in terms of the overall density and floorspace potential. We consider this is fundamentally at odds with the principle of proper planning and sustainable development.

Figure 4.0 below illustrates the approach as shown the Metrolink plans. The area above the station (not the line) will be sterilised with development allowed only beyond the boundaries of the station.

That we consider is the missed opportunity. The plan should be to ensure the station is constructed in such a manner as to allow for development over the station.

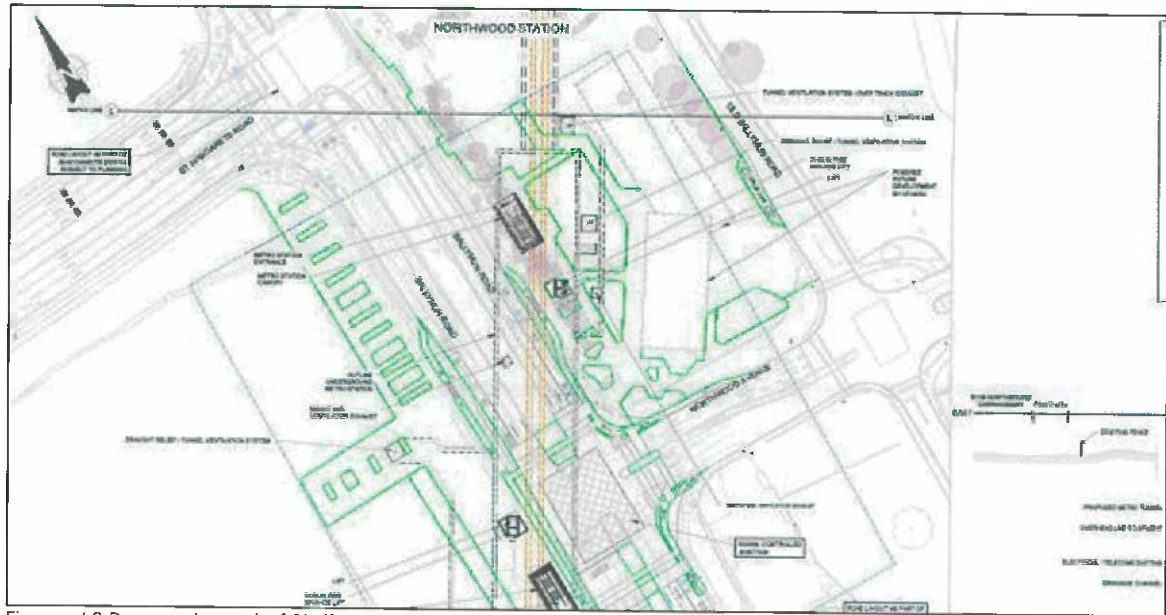


Figure: 4.0 Propose Layout of Station.

Over Station Development ("OSD")

Many cities have successfully demonstrated that with the right design and technical solution and supportive urban planning policies, OSDs are a viable way of creating integrated and vibrant communities.

In London, a significant commercial development opportunity has been created above the new Crossrail Station at Bond Street. A further example in London is the successful redevelopment of Broadgate. Sitting above Liverpool Street station the site has been transformed into a mixed-use destination featuring offices, restaurants and shops.

Similarly, in Australia, key examples can be found in the delivery of Sydney Metro at Martin Place, Pitt Street and Central Station. In New Zealand, Auckland's City Rail Link is providing substantial development opportunities across the Central Business District.

The Draft Railway Order is silent on the potential for Over Station Development at this location which we consider a missed opportunity but one that can be rectified within the scope of Railway Order process as the key aspects are not policy based but rather technical in nature.

Moreover, maximising valuable urban lands, instead of sterilising development potential amid a continuing housing crisis and a land use policy baseline environment obligating high density development, especially on or beside high capacity, high frequency public transport systems like the planned Metrolink.

The problem we foresee at this time is that the opportunity to forward plan now for OSD, if not taken, will close the door to it in future. Amongst the challenges identified in the report by the "Centre For London" associated with retrofitting OSD are:

*"Engineering and Operations: Building over operational stations is complex, and this often influences development scale and shape, requiring costly and disruptive possessions of infrastructure"*².

The solution to overcome these problems is to design in future OSD.

Response of the Project to the Impacted Land's (North Wood) Zoning as set out in the Fingal County Development Plan:

The submitted Planning report sets out a comprehensive response to various policies and objectives contained in National, Regional and local planning documents. The emphasis in our position is how the applicant is responding to the content of these. In particular what does the applicant propose as their position in respect of Over Station Development?

At Page 118 (Section 4.4.4.2) the Report notes:

The lands for Northwood Station are within the functional area of FCC and are zoned 'ME' – Metro Economic Corridor in the current FDP 2017-2023 and draft FDP 2023-2029. Under this zoning a public transport station is a permitted use.

The areas required for construction are a larger land take, albeit for a temporary period. The lands affected also comprise the same land use zoning objectives as the permanent works area.

At Page 119 (Section 4.4.4.6) the Planning Report notes:

The zoning matrix confirms that 'public transport station' is 'permitted in principle' under the 'ME' zoning objective. Not only would the proposed Project improve accessibility but the use of this site as a Metro station is appropriate having regard to the type and intensity of mixed-use development that is proposed to be achieved within the Metro Economic Corridor. Therefore, the proposed Project is consistent with the zoning objectives as set out in the FDP. The station location facilitates the requirements of the nearby Northwood Masterplan of providing connectivity to the proposed Northwood Metro Stop³.

² IDEAS ABOVE YOUR STATION: EXPLORING THE POTENTIAL FOR DEVELOPMENT AT LONDON'S STATIONS Kat Hanna and Nicolas Bosetti (Centre for London)

³ Page 119 Metrolink Planning Report.

The position in respect of Northwood station, where the applicant is silent on Over Station Development, is contrasted with responses in respect of the Dublin City Development Plan.

In response to Dublin City Development Plan MTO 1, as referred to page 77 of the Planning Report, highlights that:

'It is an objective of Dublin City Council to encourage intensification and mixed-use development along existing and planned public transport corridors and at transport nodes where sufficient public transport capacity and accessibility exists to meet the sustainable transport requirements of the development, having regard to conservation policies set out elsewhere in this plan and the need to make best use of urban land. Dublin City Council will seek to prepare SDZs, LAPs or other plans for areas surrounding key transport nodes, where appropriate, in order to guide future sustainable development.'

The response of the applicant at page 77 of the Metrolink Planning Report is as follows:

*The proposed Project will facilitate intensification and mixed-use development along its corridor, subject to the policies of the DCDP. **In particular, the proposed Project, where possible, facilitates the development of the station sites themselves for oversite development, on those station lands and over the tunnel alignment, that are zoned for such development. The future development of land above or surrounding the station sites, station lands or over the tunnel alignment will be subject to separate planning, assessment and consultation processes.***

The interesting aspect of this is that MTO1 as an example indicates, like the objective for the Metro Economic Corridor Zoning, the need for high density, mixed use, development along existing and planned public transport. However, the report we believe omits reference to over-station development for our client's site at Northwood, which is not explained or justified.

The obvious question therefore is why in the specific case of the Northwood station is there not the same emphasis. We assume that this is an omission from the Planning Report that could be easily rectified.

- **We would therefore ask that over station development is specifically recognised in the Railway Order.**
- **We also refer to the attending report from Transport Insights which sets out additional technical queries that need to be addressed during the application process.**

I trust this is in order.

Yours faithfully



Tony Bamford
Tel: 087 2903208

[WWW . TONYBAMFORDPLANNING . IE](http://WWW.TONYBAMFORDPLANNING.IE)

PLANNING APPLICATIONS [SECTION 5 APPLICATIONS](#) EXEMPT DEVELOPMENT [ENFORCEMENT](#)
[EXPERT WITNESS](#) LOCAL AREA PLANS [APPEALS](#) PORTFOLIO MANAGEMENT COMMUNITY
[CONSULTATION](#) ENVIRONMENTAL IMPACT [RETAIL IMPACT](#)

Attachment 1: Report by Transport Insights

Draft Railway (MetroLink–Estuary to Charlemont via Dublin Airport) Order 2022
C/O An Board Pleanála
64 Marlborough Street
Dublin 1, D01 V902

22 November 2022

Our Ref: MetroLink Draft Railway Order – Lidl (re Northwood Site) Consultation Submission

Your Ref: Draft Railway (MetroLink–Estuary to Charlemont via Dublin Airport) Order 2022

Dear Sir/ Madam,

On behalf of our Client, Lidl Ireland GmbH, Transport Insights welcomes the opportunity to provide An Board Pleanála (ABP) with a Transport Submission in respect of the recently launched public consultation on the proposed MetroLink (Estuary to Charlemont via Dublin Airport) draft Railway Order. This Transport Submission was completed in conjunction with a planning submission prepared by TBP Planning and Development Consultants on behalf of Lidl Ireland.

Development of MetroLink and the associated station at Northwood is welcomed by our Client. Provision of such infrastructure and associated public transport service will provide a welcome improvement to accessibility for the locality and support sustainable travel choices. Our Client wishes to encourage and build on the improved travel opportunities MetroLink could provide while also realising the full development potential of their site at Northwood. Our Client trust you will give detailed consideration to the contents of this Submission, and they look forward to constructively engaging with ABP in relation to progression of the draft Railway Order in the months ahead.

Lidl Ireland

Lidl Ireland entered the Irish market place in 2000, providing quality food at market leading value, ensuring customer satisfaction is at the heart of their Irish operations. The company employs over 5,200 no. staff and operates nationwide, with more than 176 no. stores in a varying number of locations including high streets, retail parks, mixed use developments and urban area stores.

Subject Site

This Submission is made in relation to a site adjacent to the Ballymun Road (R108) and Northwood Avenue, Northwood which Lidl is the owner of. The site is rectangular in shape and is bordered by the Ballymun Road to the west, Northwood Avenue to the south, the Old Ballymun Road to the east and an undeveloped site to the north. A telecommunication and electrical substation also borders the northwest corner of the subject site. The location of the subject site is illustrated in Figure 1 (overleaf).

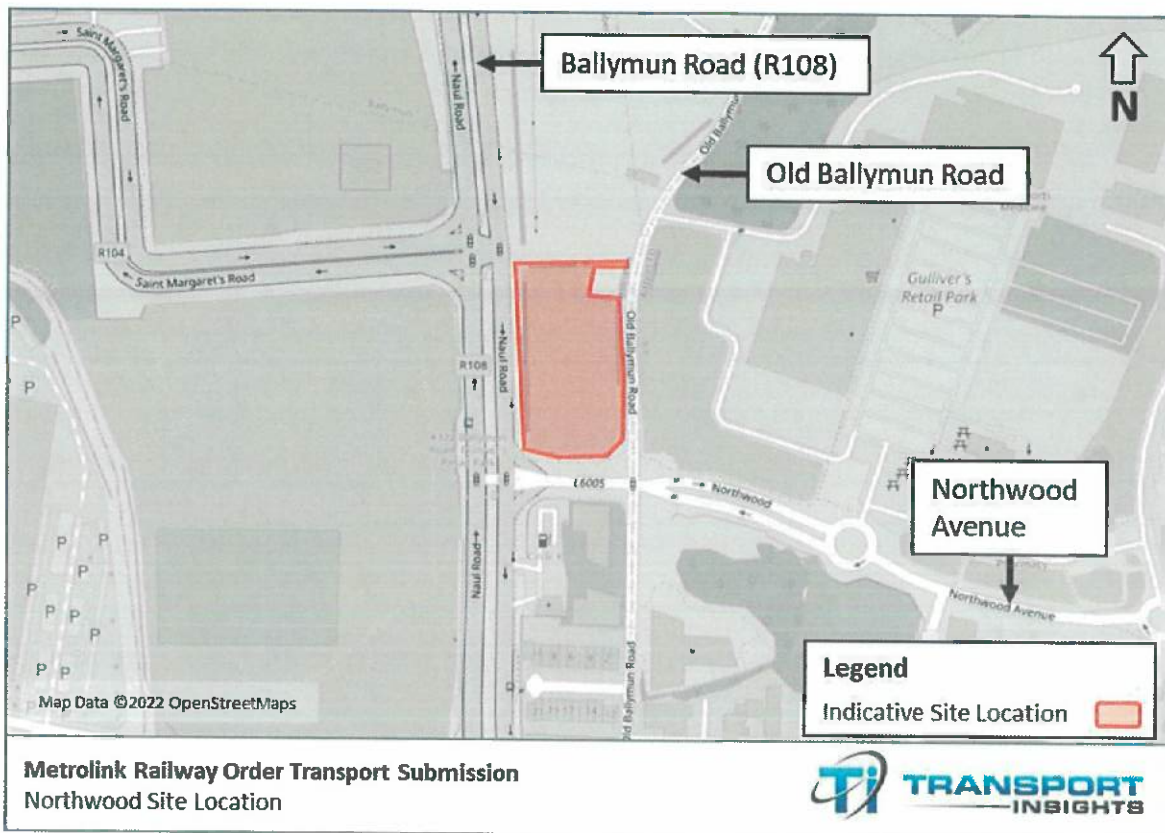
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cmckeon@transportinsights.com

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Figure 1 Northwood Site Location

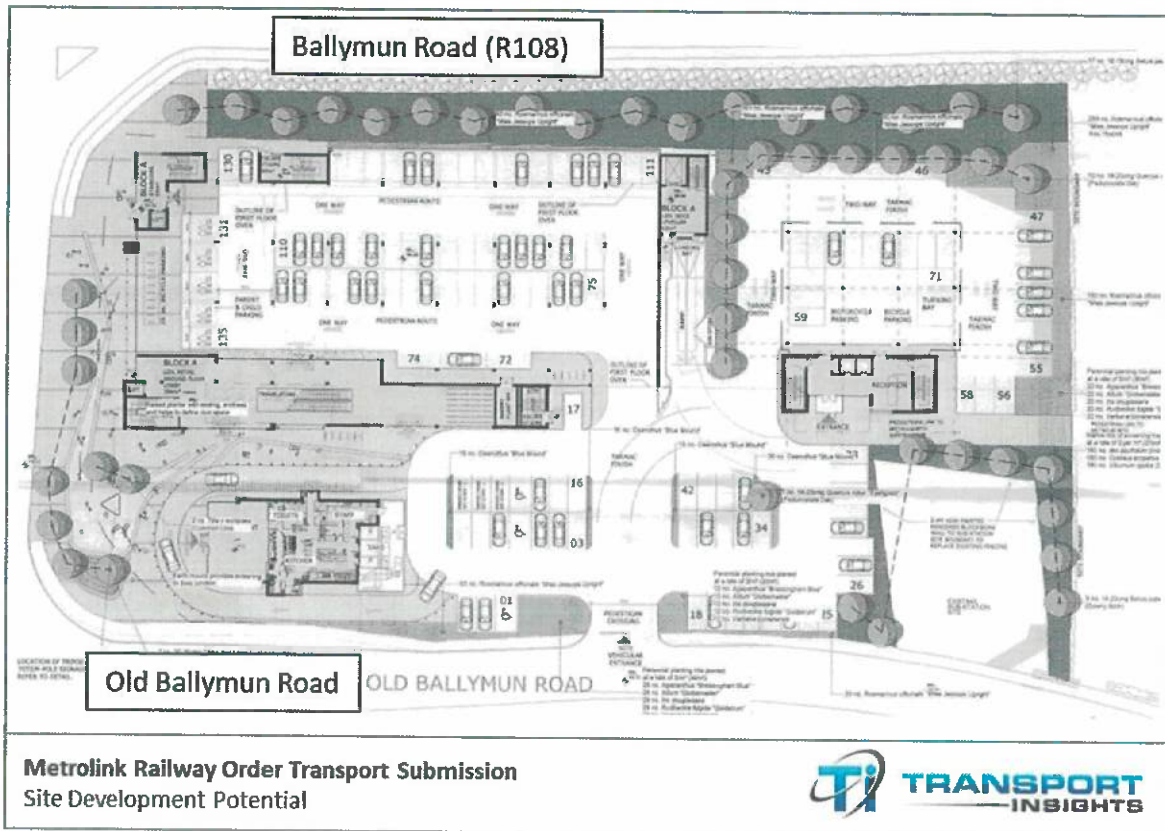


The site is zoned as Metro Economic Corridor (TBP's Submission covers this in more detail) which is to facilitate opportunities for *"high-density mixed-use employment generating activity and commercial development, and support the provision of an appropriate quantum of residential development"* as set out in the *Fingal Development Plan 2017-2023* (and emerging draft *Fingal Development Plan 2023-2029*).

Recent Planning History

Planning permission for a mixed-use development on the entirety of the site was granted in 2014 (however expired in 2019). The granted development included two buildings up to 6 stories high, one contained a discount food store, retail units and 48 no. residential units and the other contained ca. 3,000 sqm. of office space. Vehicular access to the development was proposed from Old Ballymun Road along the eastern site boundary and up to 129 car parking spaces were to be provided across the development. Figure 2 (overleaf) illustrates the intended development layout. This (now expired) permission indicates the development potential of the site capitalising on its accessible urban location and the opportunity to provide a high-density mixed-use development.

Figure 2 Site Development Potential*



*from FCC Reg. Ref. F08a/0578/E1

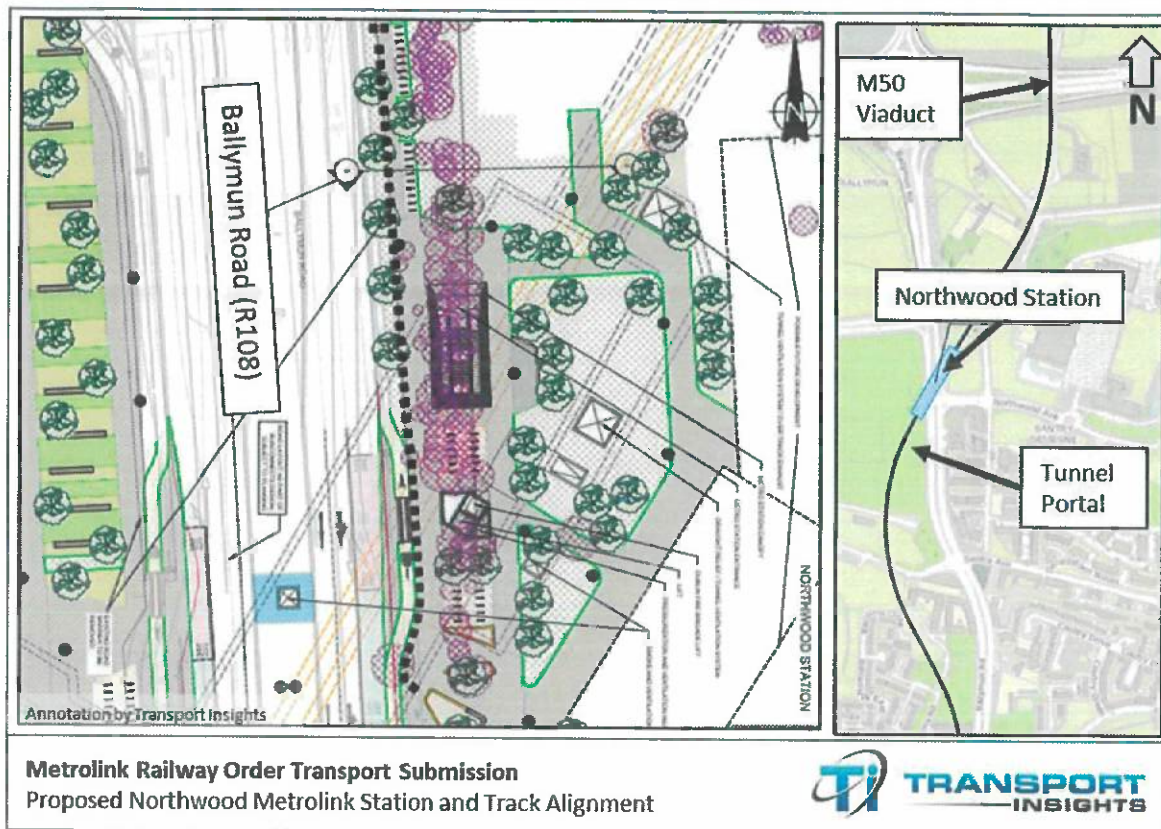
Future Aspirations

Future aspirations for the site, which were presented to Transport Infrastructure Ireland in April 2020, include a public plaza, a 8 storey residential development over a discount food store, a 15 storey residential development over retail unit, surface and underground car parking and vehicular access from Old Ballymun Road.

Metrolink Proposal / Northwood Station

The Metrolink proposal for the subject site in Northwood includes part of the Northwood station box, track alignment and associated station and track support infrastructure – generally located towards the southern corner of the subject site. The proposal also provides for a station entrance and civic and landscaped area at surface level, providing interchange with existing and planned BusConnects public transport services. The Northwood station box is located on part of the subject site, part under the Ballymun Road and part on another site to the west of the Ballymun Road. Furthermore, the proposed station box sits to the south of the proposed M50 viaduct and to the north of the central tunnel section portal. Figure 3 provides an extract of the proposed Northwood Station and track alignment.

Figure 3 Proposed Northwood MetroLink Station and Track Alignment



To facilitate construction (and future operation) of MetroLink, land on either side of the Ballymun Road (including the subject site) is designated as one of two main construction compounds along the MetroLink route. A considerable area of land will be required to facilitate construction activity at Northwood over an extended number of years, including permanent and temporary land take, for which Lidl's site is subject to both land take requirements. Due to the proposed track alignment on both approaches to the station including the tunnel portal and undergrounding of the track following the M50 viaduct, large areas of land are identified for construction activity.

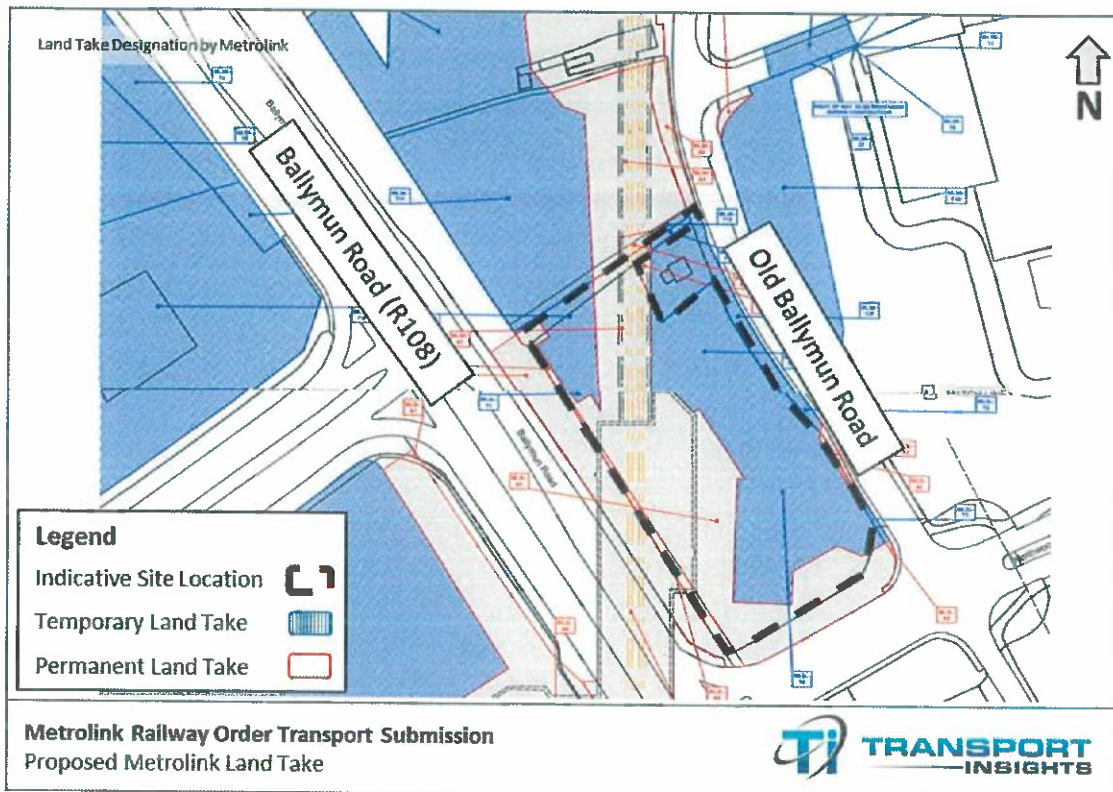
MetroLink Railway Order Considerations

Extensive documentation has been made available as part of the proposed MetroLink draft Railway Order application to ABP including general descriptions, non-technical summaries, reports (e.g. an Environmental Impact Assessment Report (EIAR), Planning Report), construction details, drawings etc. Having reviewed the available and relevant documentation to the subject site, the following headings outline areas which should be considered further by ABP (and the scheme designers) in relation to the potential impact delivering the proposed MetroLink project could have on the subject site.

- **Maximising Metro Economic Corridor Zoning Opportunity** – The subject site is part of the Metro Economic Corridor Zone which allows for high intensity/ density employment activity with residential provision as well. As noted, a previous planning application (see Figure 2) indicates the development potential of the site, enabling a mixed-use high-density development. Outside of the proposed station and track footprint,

the proposal would appear to restrict development of sections of the site which abut said footprint. Figure 4 illustrates the proposed temporary and permanent land take for Metrolink.

Figure 4 Proposed Northwood MetroLink Station and Track Alignment



While the potential for some future development is indicated on the subject site adjacent to the station, no allowance appears to be given for Over Station Development (or over track) within the proposed MetroLink plans. The current MetroLink proposals would likely restrict our Clients' ability to deliver a high density development. It is also noted, in chapter 4 of the EIA *Description of the MetroLink Project* the potential for over site development is to be accommodated on the western side of the Northwood station (site opposite) in the future. Our client would wish to maximise the usable area of their site and would ask that the proposed Northwood station design/ layout be reconsidered to ensure it does not restrict development of the areas to be handed back and that over station development be considered further on the subject site.

- **Discount Food Store Requirements** – As part of a potential future mixed-use development of the subject site, our client, would look to provide a discount Food store on the site. The MetroLink proposals indicate two areas for potential development adjacent to the proposed station but other sections, such as the northern portion of the site (which the track alignment passes through) do not indicate potential for future development. Vehicle access and car parking provision is an important consideration for a discount Food store (in conjunction with sustainable modes of travel). Vehicle access to the site would likely have to be taken from the Old Ballymun Road positioned towards the northern end of the site (as proposed in the 2013 planning application, see Figure 2), given the layout of the surrounding road network. In turn, this would predetermine access requirements for the car parking layout (both at surface and underground level) and the location of the loading servicing/ delivery facilities for a potential discount food store. As such, ABP in



their consideration of the MetroLink proposals should seek to enable a larger area of the subject site be utilised for future development, allowing for the provision for a high-density mixed-use development.

- **Station Access Requirements** – The MetroLink proposal indicates access to the station is to be facilitated by two main entrance points, one on either side of the Ballymun Road, as well as separate emergency access points. It is unclear from the proposal drawing if there are other access requirements to the station or track which our client would have to consider when planning future development. As such, further consideration should be given by ABP at this planning stage, and if necessary, consultation undertaken with our client.
- **Construction Considerations** – As set out in chapter 5 of the EIAR *MetroLink Construction Phase*, the Northwood station box and track alignment in its vicinity is proposed to be constructed using a cut and cover approach. Our Client would seek further consultation and input at this planning stage to better understand the potential limits construction using cut and cover methods may place on the future development potential of the subject site. Considerations such as (not exhaustive):
 - Maximum loadings (permanent and temporary) that can be imposed on the cut and cover.
 - Maximum excavation depths over and adjacent to the cut and cover, and Northwood station structure.
 - Minimum working clearances allowed from the proposed land acquisition extent.
 - How the station would be supported against external loads, would ground anchors be required.
- **Site Condition Post Construction** – To construction and facilitate eventual operation of the MetroLink the subject site is to form part of one of the projects main construction compounds. The extent of temporary and permanent land take has been indicated in the proposals. Our client seeks further information on the condition to which area(s) of temporary land take are to be returned following completion of construction. Considerations such as (not exhaustive):
 - Contamination
 - Drainage
 - Site level
 - Boundary conditions such as fencing, walls etc.
 - Service connections (whether original or newly created during construction)

Summary

This Transport Submission has been prepared by Transport Insights on behalf of Lidl Ireland GmbH. It details potential points of consideration for ABP regarding their assessment of the MetroLink (Estuary to Charlemont via Dublin Airport) draft Railway Order 2022 application. The proposed MetroLink project would provide a high-quality public transport link and is supported by Lidl Ireland. However, as set out in this Submission, further consideration of the potential impact of the MetroLink project on the client's site at Northwood is needed. A considerable area of the site would be impacted by the current proposed station and track alignment. Further consideration of the potential to develop the site following the completion of the MetroLink project is required, to ensure the full potential of the site is realised and enable the delivery of a high-density mixed-use development.



TRANSPORT
INSIGHTS

We trust you will give detailed consideration to the contents of this Submission. Our clients look forward to further engaging with ABP in the months ahead as the MetroLink Railway Order application is assessed.

Yours sincerely,

Eoin Munn
Director