

Submission No.			24	
Organisation Name or Name of Submitter			Bovale ULC and Balheary Properties ULC (represented by ILTP Consulting)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
<b>RE: Submission on Behalf of Bovale ULC and Balheary Properties ULC on Proposed Scheme and CPO (Compulsory Purchase Order) of Lands</b>				
1	Letter	1	<p>The scheme as currently submitted to An Bord Pleanála (ABP) would, if approved, mean that with the temporary and permanent land-takes proposed, little if any development could, in reality, take place on the adjacent retained lands until after the Metro is complete.</p> <p>The development of the lands immediately adjacent to major high capacity public transport should ideally take place in advance and in tandem with the proposed scheme as this would maximise the patronage of the Metrolink and hence its economic viability. Bringing forward lands for development in tandem with the Metrolink also accords with good planning practice.</p> <p>The lands are currently zoned as <b><i>“ME - Metro Economic Corridor - 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”</i></b> in the current Fingal County Development Plan (CDP) 2017 to 2023.</p> <p>We would like to bring to the attention of ABP the proposed timeline for the completion of the proposed Metrolink, which we estimate would be completed by the early 2030s at the earliest and more realistically by 2035. Therefore, it could be the mid to late 2030s before any significant development of the lands immediately adjacent to the proposed Lissenhall Metro stop without modification to the proposed scheme. Clearly this is something that is of significant concern to our client.</p>	<p>The development of the subject lands is dependent on the policies and objectives of Fingal County Council and will be independent of the Railway Order for Metrolink.</p> <p>Over the last number of years TII have held a number of constructive meetings with Bovale ULC and Balheary Properties ULC and we have confirmed our support for land adjacent to Lissenhall/Estuary Station being developed in tandem with the proposed scheme. TII will continue to engage with Bovale ULC and Balheary Properties ULC to support the proposed development of these lands in tandem with the proposed scheme on the understanding that commencement of those works do not in any way impede TII's ability to deliver the MetroLink project in accordance with the construction programme.</p> <p>TII support will be subject to the proposed development being in accordance with proper planning and sustainable development and in compliance with the policies and objectives of Fingal County Council. TII can confirm that a Memorandum of Understanding/Statement of Common Ground is in place to this effect, between the parties.</p>
2	Letter	1	<p>Figure A attached shows proposed modifications to the Metrolink scheme, which if approved by ABP would allow for the integrated development of the retained lands with the proposed Metrolink scheme. This in turn would allow for the orderly and timely delivery of appropriately development on the adjacent lands. The main changes proposed include:</p> <ul style="list-style-type: none"> <li>• Allowing for the delivery of access via the Swords Western Distributor Road off the R132 to the retained lands that would facilitate appropriate development on the retained lands.</li> <li>• Improved linkages (or provision for same) between the proposed Lissenhall stop and the retained lands.</li> <li>• There are two areas of land included in the CPO which do not appear to be necessary or required for the proposed scheme. Our client wishes to retain control over these lands.</li> </ul>	<p>Regards bullet points 1) and 2), TII would note that they have provided infrastructure to facilitate the Park &amp; Ride at this location. The amendments proposed by this submission extend beyond the scope of the MetroLink Project and the remit of TII. The additional accesses and road linkage proposed therefore would need to form a separate planning application by Bovale ULC and Balheary Properties ULC and would need to be agreed with FCC. TII have had a number of meetings with Bovale ULC and Balheary Properties ULC and have expressed our support for such works to be carried out by the developer subject to those works being in accordance with proper planning and sustainable development and in compliance with the policies and objectives of Fingal County Council.</p> <p>Further consultations with the developer in relation to these proposals are required in order to ensure any access provision or modification does not compromise the construction of MetroLink Infrastructure or the operation and maintenance of the MetroLink Station, Park &amp; Ride and Railway Infrastructure generally.</p> <p>Regards bullet point 3), the areas of land referred to, as outlined in EIAR Chapters 5 (MetroLink Construction Phase) and 21 (Land Take), are required for a construction compound and logistics site to enable the construction of Estuary Station.</p>

<b>Submission No.</b>			<b>24</b>	
<b>Organisation Name or Name of Submitter</b>			<b>Bovale ULC and Balheary Properties ULC (represented by ILTP Consulting)</b>	
<b>RE: Submission on Behalf of Bovale ULC and Balheary Properties ULC on Proposed Scheme and CPO (Compulsory Purchase Order) of Lands</b>				
<b>Item No.</b>	<b>Section Ref.</b>	<b>Page No.</b>	<b>Observation Statement</b>	<b>TII Response</b>
3	Letter	2	Our client also has concerns that the proposed large Multi Storey Car Park (MSCP) would not provide an appropriate frontage development to the Lissenhall lands along the section of the Swords Western Distributor Road included in the scheme.	<p>TII consider that an appropriate frontage is provided to the car park.</p> <p>The location of the Park &amp; Ride was chosen as it provides good access from the high capacity M1 junction and is located at sufficient distance from the M1 junction to enable construction of a right turn lane in the median of the R132 to allow access to the site. It is located outside the floodplain and aligns with the Fingal County Development Plan planning policy.</p> <p>The form of the car park adapts to the surrounding landscape. The building's ground level has been dropped below the track alignment level to reduce the visual impact. The building shape is a combination of three large modules separated by four vertical ramps. The use of modules facilitates a graduated increase in building height towards the centre of the structure further reducing the visual impact</p> <p>With its concrete structure and metal profiled facade that lightly and delicately clads the car park, the building takes the form of a contemporary yet highly restrained piece of infrastructure.</p> <p>The building is set back from the Swords Western Distributor Road and a landscape strategy has been developed to soften the visual impact of the building when viewed from the north. TII are therefore of the view that the structure does provide an appropriate frontage development to the Lissenhall lands along the section of the Swords Western Distributor Road included in the scheme.</p> <p>Further details for the Park &amp; Ride can be found in EIAR Chapter 4 Description of the MetroLink Project, section 4.14.3 and the photomontages contained in EIAR Appendix A27.1.</p>