

Submission No.			169	
Organisation Name or Name of Submitter			LIDL Ireland GmbH (represented by Tony Bamford Planning Consultants)	
Item No.	Section Ref.	Page No.	Observation Statement	TII Response
Re: Submission on behalf of LIDL Ireland GmbH to "Railway (MetroLink-Estuary to Charlemont via Dublin Airport) Order 2022"				
1	Over Station Development (page 5 and 6 of Submission)	6&7	<p>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.</p> <p>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:</p> <p><i>"Engineering and Operations: Building over operational stations is complex, and this often influences development scale and shape, requiring costly and disruptive possessions of infrastructure"</i>.</p> <p>The solution to overcome these problems is to design in future OSD,</p>	<p>TII thank you for your letter, noting your support for MetroLink. We provide our responses to the matters raised by your representatives below.</p> <p>MetroLink will be a catalyst for and provide opportunity for future development and regeneration. While the MetroLink Railway Order does not include for future neighbouring or overhead development, the tunnels and stations are designed to support appropriate future imposed loads.</p> <p>TII will be required to make submissions in relation to planning applications for proposed future developments on or adjacent to MetroLink and there will necessarily be some engineering constraints (such as permissible loadings) required. However MetroLink is committed to engaging with known development proposals and new development proposals as they emerge with the intent of facilitating such developments as they emerge to the maximum extent consistent with the safe operation of the proposed Project.</p> <p>Again in common with other existing rail and tunnel projects, following grant of the Railway Order and development of detailed design, TII will produce "Guidance Note for Developers" that will be the subject of bye-laws following the grant of Railway Order and which is designed to facilitate future adjacent or over-site development while protecting the integrity and safety of the MetroLink works and operations.</p> <p>Therefore at this stage TII is dealing with known development proposals on a case by case basis, TII will work with parties in the future to assist with the wider development of sites over and above stations and tunnels. In this context TII has successfully engaged with a number of developers over the last two years to accommodate development over and in proximity to the alignment and there have been no material restrictions on development subject to the implementation of agreed design and mitigation measures and it is not anticipated that MetroLink will have a material impact on the development potential of sites above and in proximity to the alignment in future.</p>
2	Response of the Project to the Impacted Land's (North Wood) Zoning (page 6 of Submission)	7	<p>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?</p>	<p>Please refer to response item number (1) above.</p>

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3	Response of the Project to the Impacted Land's (North Wood) Zoning (page 7 of Submission)	8	<p>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.</p> <p>In response to Dublin City Development Plan MTO 1, as referred to page 77 of the Planning Report, highlights that: <i>'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.'</i></p> <p>The response of the applicant at page 77 of the Metrolink Planning Report is as follows: <i>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.</i></p>	Please refer to response item number (1) above.
4	Response of the Project to the Impacted Land's (North Wood) Zoning (page 7)	8	<p>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.</p> <p>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.</p>	Please refer to response item number (1) above.
5	Conclusions (page 7 of Submission)	8	<ul style="list-style-type: none"> • 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. 	Please refer to response item number (1) above.
6	Transport Insights Report, Maximising Metro Economic Corridor Zoning Opportunity (page 4 and 5 of the report)	13&14	<p>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.</p>	Please refer to response item number (1) above.

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7	Transport Insights Report, Discount Food Store Requirements (page 5 and 6 of the report)	14&15	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.	MetroLink public realm has been designed in consultation with Lidl by taking Lidl's future development plans into consideration. As discussed in several consultation meetings, the proposed Northwood Station construction works will require the acquisition of the entire site on a temporary basis and the acquisition of the western part on a permanent basis as shown on the RO property plans. Upon completion of the MetroLink construction works, the retained lands in consultation with TII, can accommodate development in line with zoning objectives, proposed development plans. However, design for any future building or structure immediately adjacent to MetroLink station and tunnel must take cognisance of the MetroLink structures and avoid impact, with the intention of preserving and optimising the scale and value of the Adjacent Site Development recognising that the operational requirements of the station are the overarching priority.
8	Transport Insights Report, Station Access Requirements (page 6 of the report)	15	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.	There are two main pedestrian entrances to the station. There are additionally lift locations either side of Ballymun Road each comprising 2 lifts with one for Dublin Fire Brigade. There are additionally surface penetrations for, inter alia, smoke, ventilation and draught relief. TII will require maintenance access to these locations. With regard to development adjacent to the station please refer to item number (1) above.
9	Transport Insights Report, Construction Considerations (page 6 of the report)	15	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): <ul style="list-style-type: none"> o Maximum loadings (permanent and temporary) that can be imposed on the cut and cover. o Maximum excavation depths over and adjacent to the cut and cover, and Northwood station structure. o Minimum working clearances allowed from the proposed land acquisition extent. o How the station would be supported against external loads, would ground anchors be required. 	The station structure and retaining walls, as well as the tunnels are designed and constructed to support future imposed loads. Please refer to response item (1).
10	Transport Insights Report, Site Condition Post Construction (page 6 of the report)	15	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): <ul style="list-style-type: none"> o Contamination o Drainage o Site level o Boundary conditions such as fencing, walls etc. o Service connections (whether original or newly created during construction) 	TII will consult with the landowner prior to land hand back to optimise the land hand back process. TII will (if no subsequent local agreements are reached) hand back land in the same condition in which it was received unless specified demolition works are undertaken. This will include removal of any surface treatments, temporary facilities and hoardings / fencing. A condition survey will be undertaken to record the existing condition prior to MetroLink occupancy of the land.