

# Planning Statement

## Lucan Shopping Centre





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### 1.0 Introduction

1.1 This Planning Statement has been prepared by Savills Commercial (Ireland) Ltd on behalf of ERF Lucan Investment DAC in relation to a planning application at the Lucan Shopping Centre, Newcastle Road, Co. Dublin.

1.2 It is intended to assist the Planning Authority's consideration of the suitability of the proposed development in relation to local, regional, and national planning policies and all other material considerations.

1.3 The application seeks planning permission for:

*'a new two-storey commercial building providing two new units and ancillary accommodation (1,574 sq m gross floor area). Unit 1 will be used as a shop (1,057 sq m), Unit 2 will be used for professional services or health centre or office or gymnasium (517 sq m). The development will also consist of roof plant and PV panels; 'Lucan' advertising signage (50 sq m) and other indicative illuminated signage zones; extended service yard and new access gates; new pedestrian linkage to adjoining 'Somerton' site; reconfigured customer car park and new vehicle charging infrastructure; standalone substation / switch room (30 sq m); hard and soft landscaping, and pedestrian canopy; connection to services; and all associated site and development works.'*

1.4 The proposal has been the subject of two pre-planning meetings with the Planning Authority on 26 November 2020 and 18 December 2020. These meetings explored the proposed development and the material planning considerations that should be address by the applicant in its submission. In addition, pre-planning engagement with the Council's Transport Department occurred in February and March 2021.

1.5 To comprehensively assess the proposed development against relevant planning policies, the remaining sections of this Planning Statement are structured as follows:

- **Section 2** – Site Description and Planning History;
- **Section 3** – Proposed Development;
- **Section 4** – Principle of Development;
- **Section 5** – Design, Landscaping, and Public Realm;
- **Section 6** – Accessibility, Transport Impact, and Servicing;
- **Section 7** – Energy and Sustainability; and
- **Section 8** – Other Technical Matters.

1.6 Finally, Section 8 sets out our summary and conclusions that the proposal accords with an array of national, regional, and local planning policies. Accordingly, we respectfully request that planning permission is granted for the proposed development.

### 2.0 Site Description and Planning History

#### The Application Site

- 2.1 The application site is located on the Newcastle Road, 250m to the south of the N4. It comprises 0.33ha of lands within the existing customer car park at the Lucan Shopping Centre. The exact location of the Site is detailed on Drawing Reference: PL01-01 – ‘Site Location Plan’, and in Figure 1 below.

Figure 1: Site Location



- 2.2 The wider Shopping Centre provides variety of retail related land uses including food retail, café, restaurant, pharmacy and off-licence with a gross floor area (GFA) of ca. 12,192 sq m. In addition, Lucan Public Library and a medical practice are also located within the site, to the south side of the existing Shopping Centre building. A total of 702 no. dedicated car parking spaces are provided within the site's surface level (451 no.) and underground (251 no.) car park.
- 2.3 The Lucan Shopping Centre is a defined Level 3 District Centre in the Council's retail hierarchy. It forms part of the established convenience and comparison shopping patterns of the area.

#### Relevant Planning History

- 2.4 The original planning permission for the Lucan Shopping Centre was granted in 1990 (Ref: 89A/2258). The Shopping Centre was subsequently extended following the grant of planning permission on 28 November 1997 (Ref: S97A/0457).
- 2.5 More recent planning applications have related to small scale physical alternations and change of use proposals.

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- 2.6 The current proposal has been the subject of two pre-planning meetings with the Planning Authority on 26 November 2020 and 18 December 2020. These meetings explored the proposed development and the material planning considerations that should be address by the applicant in its submission.



### 3.0 Proposed Development

- 3.1 The application seeks planning permission for a significant new investment at an established district centre. This will be delivered through the creation of new floorspace on the existing customer car park to the north of the Shopping Centre building.
- 3.2 As stated in the newspaper and site notices, the application seeks permission for:
- 'a new two-storey commercial building providing two new units and ancillary accommodation (1,574 sq m gross floor area). Unit 1 will be used as a shop (1,057 sq m), Unit 2 will be used for professional services or health centre or office or gymnasium (517 sq m). The development will also consist of roof plant and PV panels; 'Lucan' advertising signage (50 sq m) and other indicative illuminated signage zones; extended service yard and new access gates; new pedestrian linkage to adjoining 'Somerton' site; reconfigured customer car park and new vehicle charging infrastructure; standalone substation / switch room (30 sq m); hard and soft landscaping, and pedestrian canopy; connection to services; and all associated site and development works.'*
- 3.3 The proposal will result in the creation of 1,574 sq m of net additional commercial floorspace to enhance the vitality and viability of Lucan District Centre. Discussions are ongoing with an operator, but it is anticipated that Unit 1 (1,057 sq m) will be occupied by a discount variety operator selling both convenience and comparison goods.
- 3.4 An operator for Unit 2 (517 sq m) has not been agreed therefore, the applicant is seeking flexibility for the proposed use of the floorspace. We anticipate it will be used for professional services or health centre or office or gymnasium. These uses are all 'permitted in principle' under the site's DC Zoning objective. Should the Council feel it suitable, a planning condition could be attached requiring the first occupier's land use to be confirmed prior to occupation.
- 3.5 The proposed development will result in the loss of 87 surface level car parking spaces. The Traffic and Transport Assessment concludes; however, that there is ample existing car parking at the site. Owing to reduced car parking requirement, it is anticipated that new extension shall not need any new parking provision, with a residual surplus car parking of ca. 84 no. bays determined for the overall site. A summary of the relevant transport considerations is also provided in Section 6 of this Planning Statement.
- 3.6 A new pedestrian and cycle link will be provided to the adjoining 'Somerton' residential development. This will facilitate significant enhancements to pedestrian permeability in the local area. It will promote sustainable trips for local residents to the Lucan Shopping Centre.
- 3.7 The new building will comply with the Nearly Zero Energy Building standards. It will feature several sustainable design features including a green roof and PV panels. The energy requirement of the new building will be minimised through high levels of insulation and low fabric U values, coupled with energy

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efficient lighting, good air tightness, energy efficient heating system and renewables. Further details are provided in the Energy Assessment, prepared by M&E Consulting Engineers.

3.8 In addition to the reports listed above, the application is also supported by:

- Retail Statement
- Appropriate Assessment Screening
- Traffic and Transport Assessment
- Mobility Management Plan
- Energy Assessment Report
- Engineering Report
- Construction Management Plan
- Design Statement

3.9 These reports and assessments provide a comprehensive review of the proposed development against national, regional and local planning policy requirements. A summary of each report is provided in the subsequent sections of this Planning Statement

### 4.0 Principle of Development

4.1 Continued private sector investment in existing town and district centres is supported in national, regional, and local planning policy. Below we provide an overview of some of the key policies that confirm the proposed development should be acceptable 'in principle'.

#### National Planning Policy

4.2 The **National Planning Framework** (February 2018) (NPF) is the Government's high-level strategic plan for shaping growth and development of the country in the period to 2040. It is situated at the highest point of the Irish planning hierarchy and informs the preparation of regional and local planning policies.

4.3 The NPF has an aim to make urban places stronger. The National Strategic Outcomes (Chapter 1) and National Policy Objectives in Chapter 2 set out a framework for making places more attractive for more people as places to choose to live and visit by 2040.

4.4 Part of this strategy includes supporting future growth and success of Dublin and its surrounding suburban areas. It is important that Dublin's growth is managed as well as suburban areas to ensure it can accommodate an increasing resident population and provide economic development opportunities. The following policy objectives further emphasise the NPF commitment to this:

- **National Policy Objective 6** - Regenerate and rejuvenate urban areas that can accommodate changing roles and functions in order to sustainably influence and support their surrounding area;
- **National Policy Objective 11** - Presumption in favour of development that creates more jobs and commercial activity in existing urban areas;
- **National Policy Objective 13** - In urban areas, planning standards for building height and car parking should be applied flexibly. A more dynamic performance-based approach appropriate to urban locations should be used to assess new development; and
- **National Policy Objective 64**: Improving air quality through integrated land use and spatial planning that supports public transport, walking and cycling as preferred modes of transport.

#### Regional Planning Policy

4.5 The Regional Spatial and Economic Strategy for the Eastern and Midland Region came into effect June 2019 and sets out Regional Policy Objectives up to 2031. One of the key principles of this strategy is Economic Opportunity that promotes creating the right conditions and opportunities to realise sustainable economic growth and jobs that ensure a good living standard for all.

4.6 Section 6.5 of the RSES confirms that the retail sector is a significant employer and economic contributor to the Region. In addition, retail plays a key role in placemaking and creating liveable environments. Regional



Policy Objective 6.11 states that *'future provision of significant retail development within the Region shall be consistent with the Retail Planning Guidelines for Planning Authorities 2012 and the retail hierarchy for the Region'*.

4.7 Table 6.1 of the RSES sets out the Retail Hierarchy confirms that Lucan is defined as a 'Level 3 District Centre'. This is in addition to other nearby District Centres in South Dublin County Council including Adamstown and Clondalkin. Below these in the retail hierarchy are Level 4 Neighbourhood Centres and Level 5 Corner Shops / Small Villages.

4.8 The Dublin Metropolitan Area Strategic Plan (MASP) forms part of the RSES. It is an integrated land use and transportation strategy for the Dublin Metropolitan Area. It identifies several Guiding Principles to assist with the sustainable development of the Dublin, with the following of relevance to the proposal:

- **Compact Sustainable Growth:** Consolidated growth of the Metropolitan Area, including brownfield and infill development with improved local services
- **Integrated Transport and Land Use:** Focus growth along existing and proposed transportation corridors to reduce the reliance on private modes of transport.
- **Increased Employment Densities:** Focusing employment growth in sustainable locations along transport corridors.

### Retail Strategy for the Greater Dublin Area

4.9 The Retail Strategy for the Greater Dublin Area was prepared to guide the activities and policies for retail planning across all councils. It highlights the planning system's key role in facilitating and promoting sustainable patterns of development. This includes the need for vital and viable town centres to service the needs of surrounding developed areas. Vitality and viability of town centres should be promoted by:

- Planning for the growth and development of existing centres
- Promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in good environments which are accessible to all
- Enhancing consumer choice by making provision for a range of shopping, leisure, and local services
- Supporting high quality, well designed efficient, competitive, and innovative retail in town centres
- Ensuring that new development is accessible and well served by a choice of means of transport and where possible within walking distance.

4.10 The Retail Strategy for the GDA identifies Lucan as a Level 3 District Centre. It also states that 'District Centres' usually comprise groups of shops often containing at least one supermarket and a range of non-

retail services. Mirroring the Retail Planning Guidelines, the Retail Strategy states that District Centres should provide between 10,000 sq m net and 20,000 sq m net of floorspace.

4.11 In respect of South Dublin County Council specifically, the Retail Strategy seeks to:

*'develop and consolidate a hierarchy of high quality, vibrant urban centres, supported by the development of a strong retailing sector that serves to enhance and develop the urban fabric of existing and developing centres in accordance with the principles of good urban design and sustainable development.'*

[South Dublin Development Plan \(2016-2022\)](#)

4.12 Table 5.1 of the Development Plan confirms that Lucan Shopping Centre is a District Centre within the retail hierarchy South Dublin. Lucan Village is defined below this in the hierarchy as a Level 4 centre. Urban Centres Policy 4 'District Centres' of the Development Plan states that:

*'it is the policy of the Council to encourage the provision of an appropriate mix, range and type of uses in District Centres, including retail, community, recreational, medical and childcare uses, at a scale that caters predominantly for a district level catchment, subject to the protection of the residential amenities of the surrounding area.'*

4.13 Other key Development Plan policies and objectives of relevance to the consideration of the sequential approach are as follows:

- **UC4 Objective 1:** To support the revitalisation of district centres.
- **UC4 Objective 2:** To support the development of small-scale community facilities within accessible district centres.
- **UC4 Objective 3:** To encourage a broad range of facilities and services that are appropriate to serve a district catchment and fulfil a district function
- **Retail Policy 1 Overarching:** Ensure adequate retail provision at suitable locations in the County and protect the vitality and viability of existing centres.
- **R1 Objective 3:** To direct new retail floorspace in to designated retail centres.
- **R1 Objective 4:** To support the vitality and viability of existing retail centres.
- **R2 Objective 1:** To consolidate the existing retail centres in the County and promote town, village, district centre and local centre vitality and viability through the application of a sequential approach to retail development.
- **R2 Objective 2:** To direct new major retail floorspace in the County to designated centres of the appropriate level and the identified Retail Opportunity Sites, and to further direct retail development in designated centres into the Core Retail Areas and restrict retail development outside of the Core Retail Area to an appropriate level and form of retail development.

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- **Retail Policy 6 'District Centres'**: Maintain and enhance the retailing function of District Centres (Level 3 & Level 4).
- **R6 Objective 1**: To promote the development of District Centres as sustainable, multifaceted, retail led mixed use centres.
- **R6 Objective 2**: To ensure that the scale and type of retail offer in District Centres is sufficient to serve a district catchment, without adversely impacting on or drawing trade from higher order retail centres.

4.14 We conclude that the proposed investment at the application site is supported by a range of policies and objectives set out at national, regional and local planning policy. The proposal will have a positive impact on the vitality and viability of Lucan District Centre. In addition, it will provide additional choice and provision of retail and services for local residents.

### 5.0 Design, Landscaping, and Public Realm

5.1 The design, layout, and hard / soft landscaping of the proposal has been the subject of extensive consideration by the project team. A Design Statement, prepared by Jennings Design Studio, provides a detailed review of the influences for the new building. A summary of this is provided below for ease of reference.

#### Extension Location

5.2 Following the feasibility study, and determination of location and space requirements, an Architectural and Structural & Civil exercise was carried out to determine the most suitable precise location for the extension.

5.3 It was determined that the most suitable location, considering all multiple factors, was to locate the proposed extension directly over the existing basement car park, with the rear (West) wall of the extension sitting directly above the rear wall of the basement car park.

5.4 This location avoids the significant risk of constructing partially on virgin soil / partially on underground car park / in close proximity to existing services, which was not recommended from a structural and civil point of view.

#### Building Height and Volume

5.5 A two-storey design was determined in the brief, with generous floor to ceiling heights, and this was decided in order to achieve a volume that will be similar in scale to the existing shopping centre, while providing high quality new units.

#### Materials

5.6 The existing shopping centre has a brick ground floor cladding, and it was decided to repeat the use of brick in the extension at ground floor level.

5.7 The first-floor material of the existing building is predominantly glass and roofing tiles, and this is not suitable for the form of the extension. Accordingly, the material selected for the first floor of the proposed extension is a dark coloured render, that will provide a visually interesting contrast to the brick below.

#### Windows

5.8 Fenestration / windows / doors / high quality shop fronts are included where they are required and are not included where there is no need. For example on the proposed ground floor where the retail tenant will be installing perimeter shelving and on the first floor storage area there are less windows. Deep set first floor windows are provided on three sides of the new unit ensuring good relief in the facade, and a bright internal environment.



### **Mini Plaza and Proposed Canopies**

- 5.9 New shopfronts and entrances are arranged around a new mini plaza that includes bicycle parking, and has as its focus a new tree with surrounding seating. This area is covered by a canopy to protect from the weather, so customers may walk to and from the existing shopping centre and the proposed extension undercover, as is currently the case with the existing walkway.
- 5.10 The shopfront for the main retail unit is situated on the North side of the proposed mini plaza, and when combined with the entrance to the first floor unit and pedestrian link to the West, and the existing shop fronts to the South, the mini plaza will be surrounded on three sides by attractive shop fronts / access creating a dynamic, exciting and vibrant mini plaza area.

### **Hard and Soft Landscaping**

- 5.11 New landscaping is included in the form of a long linear brick planter box directly in front of the entire extension, a new central focus tree in the mini plaza, and new planting either side of the new pedestrian link to the residential development to the West.
- 5.12 The proposed building will incorporate a green roof to reduce surface water run off and enhance the sustainable features of the proposal.
- 5.13 High quality paths and paving are included throughout the proposed extension zone.
- 5.14 Hillcrest Grove to the West has a mature line of trees on its boundary which will maintain a good visual boundary between the sites.

### 6.0 Accessibility, Transport Impact, and Servicing

- 6.1 The application is supported by a Traffic and Transport Assessment (TTA) and Mobility Management Plan (MMP), prepared by Transport Insights. They are informed by pre-planning engagement with the Council's Transport Department in February and March 2021.
- 6.2 A summary of the key considerations and conclusions is provided below.

#### Traffic Impact Assessment

- 6.3 The worst-case scenario for traffic generation is found to be the combination of Retail and Medical Centre and therefore this scenario has been considered for a robust traffic impact. Peak traffic conditions on the surrounding road network have been determined via traffic surveys of four junctions in the vicinity of the site to be 08:00-08:59hrs and 17:00-17:59hrs on Friday, and 12:15-13:14hrs and 15:45-16:44hrs on Saturday. The traffic impact on the four identified junctions, arising from the proposed development is summarised as follows:

- **Three-arm junction of R120 Newcastle Road/ Lucan SC access** – 1.0% additional traffic during AM peak and 1.3% additional traffic during PM peak in Year of opening (2022) on Friday, with 1.6% additional traffic during the first peak and 1.5% during the second peak in year of opening (2022) on Saturday;
- **Four-arm roundabout R120 Newcastle Road/ Lucan SC access/ Esker Drive** – 1.2% additional traffic during AM peak and 1.8% additional traffic during PM peak in Year of opening (2022) on Friday, with 2.3% additional traffic during first peak and 2.4% during second peak in year of opening (2022) on Saturday;
- **N4 Junction 4, South interchange** – 1.2% additional traffic during AM peak and 2.1% additional traffic during PM peak in Year of opening (2022) on Friday, with 2.7% additional traffic during first peak and 3.0% during second peak in year of opening (2022) on Saturday; and
- **N4 Junction 4, North interchange** – 1.1% additional traffic during AM peak and 1.9% additional traffic during PM peak in Year of opening (2022) on Friday, with 3.2% additional traffic during first peak and 3.5% during second peak in year of opening (2022) on Saturday.

- 6.4 The Transport Assessment concludes that the proposed development will have no material impact on the operation of the adjoining road network.

#### Car Parking Provision

- 6.5 The South Dublin County Development Plan 2016-2022 sets out maximum car parking rates for non-residential development in Table 11.23. Parking rates are divided into two main categories:

- Zone 1: General rate applicable throughout the County; and
- Zone 2 (Non-Residential): More restrictive rates for application closer to high quality Public transport services – including any proposed services.

6.6 The zone 2 parking standards are more applicable to the proposed Lucan Shopping Centre extension due to the site's close proximity to high-capacity and high-frequency bus routes under BusConnects programme (Spine routes C1 and C2 within 400 meters). Therefore, the maximum car parking standards applicable for the proposed development using Zone 2 rates is:

- Retail Convenience: 1 per 25 sqm GFA;
- Clinics and Group Practices: 1.5 per consulting room; and
- Gymnasium: 1 per 40 sqm GFA.

6.7 The parking calculations for Unit-2 has been undertaken on the assumption of Gymnasium within this TTA Report, as such a determination is deemed more conservative.

6.8 The proposed development will result in the loss of 87 surface level car parking spaces. The Traffic and Transport Assessment concludes; however, that there is ample existing car parking at the site. Owing to reduced car parking requirement, it is anticipated that new extension shall not need any new parking provision, with a residual surplus car parking of ca. 84 no. bays determined for the overall site. A summary of the relevant transport considerations is also provided in Section 6 of this Planning Statement.

### **Cycle Parking Provision**

6.9 Currently, there is parking capacity for as many as 20 bicycles on the site. The current South Dublin County Council Development Plan recommends minimum cycle parking standards with a distinction drawn between short-stay and long-term parking. The long-term parking is relevant and applicable for the employees expected to work within the new extension, and is provided at a secure, protected and well-lit place behind the new extension building, near existing electric substation. The short-stay parking is most appropriate for the general public and is located in a highly visible area close to the entrance of the new extension, providing easy to access.

6.10 The total minimum short-stay cycle parking required for the new extension, as per the current South Dublin County Council Development Plan is 31 no. spaces, however 32 no. spaces have been provided, split into two separate locations that are very close to the entrance of the new extension building. These are located in a highly visible areas that are easy to access and provided in the form of standard cycle stands.

6.11 The total minimum long-term cycle parking required for the new extension, as per the current Development Plan is three, however six spaces have been provided in the form of secure and lockable bike storage sheds (2 no. 3 bike storage sheds) to promote commuting to work by cycling.

### Electric Vehicle Parking

- 6.12 The current South Dublin County Council Development Plan requires all new developments to have up to 10.0% of total car parking spaces to be facilitated for electric charging with the remainder of parking spaces to be capable of accommodating future charging points. Therefore, the total electric vehicle parking requirement for new extension at 10.0% of 49 (D1 + D2) is five spaces, but owing to electric substation load issues, only four spaces have been provided. These are optimally located close to the substation and the new extension building.

### Disabled Parking

- 6.13 The current South Dublin County Council Development Plan recommends using standards contained within Building Regulations Ireland 2010, which suggest that a minimum of 5.0% of the total parking spaces be designated disabled parking spaces. Therefore, the total disabled parking requirement for new extension at 5.0% of 55 (D1 + D2) is three spaces.

### Service Vehicle Turning Area

- 6.14 The delivery and service vehicles of all sizes currently use the south-western corner of the site to turn and egress from the site. As sufficient space exists to the west of the new building, a turning head is proposed to be installed facilitate turning of commercial vehicles. A swept path analysis has been undertaken to demonstrate the suitability of the proposed layout in accommodating the largest operational vehicle (a 16.5-metres-long articulated truck) as part of a conservative approach. Other service and delivery vehicles such as large refuse vehicle (11.4 metres), a large rigid truck (10.0 metres), and a fire tender (12.0 metres) have also been tested for access, circulation and turning within the area.
- 6.15 Appendix B of the TTA presents a to-scale version of the swept path analysis outputs for the proposed development site. The analysis has confirmed the proposed site layout to be satisfactory in accommodating the needs of these vehicles.

### Pedestrian Facilities

- 6.16 All site entrances and entry points will be connected to the new extension by a pedestrian link of appropriate width facilitating direct connection. The pedestrian footpath should be minimum 1.8- metres wide to accommodate two wheelchairs to pass each other. Pedestrian crossing to be provided at critical points internally within the site, in the form of zebra crossing and these should be well-lit. Zebra crossings provide pedestrian priority and may be used where formal crossing facilities are desirable.
- 6.17 A pedestrian and cycle connection will also be provided to and from adjacent Somerton development. This access is cutting through the service road to the rear of the site and therefore a system of access control has been proposed by using swing gates as shown in Figure 5.2 (overleaf). The gates will usually allow





pedestrians and cyclists from Somerton but will be temporarily closed when any delivery vehicles have to pass, and opened immediately afterwards.

### **Overall Conclusions**

- 6.18 The proposed extension at Lucan Shopping Centre has been subject to a comprehensive Traffic and Transport Assessment in accordance with guidance contained within TII's Traffic and Transport Assessment Guidelines (May 2014). The assessment of the proposed development's traffic and transport impacts has been underpinned by comprehensive traffic survey data collection, trip generation analysis using the TRICS database, and comprehensive traffic modelling. The assessment has demonstrated that the proposed development will have a limited impact on the performance of the road network within the site's vicinity including N4 Junction 4 to the north, which will continue to operate in a satisfactory manner in all assessment years and time periods analysed.

### 7.0 Energy and Sustainability

- 7.1 The current application is supported by an Energy Statement prepared by M and E Consulting Engineers.
- 7.2 The purpose of the report is to provide a preliminary building energy statement outlining the energy performance of the proposed units and identifying the proposed services and renewable design strategy to demonstrate compliance with the building regulations for the commercial development.
- 7.3 In addition, it demonstrates compliance with the sustainable energy policies outlined in Sections 1.15, 10.2.2 and 11.7 of the South Dublin County Council Development Plan 2016 – 2022.
- 7.4 In accordance with the requirements of The European Energy Performance of Buildings Directive Recast (EPBD) all new buildings must achieve the Nearly Zero Energy Building (NZEB) standard after 1st January 2020.
- 7.5 In order to demonstrate compliance with the Building Regulations Part L 2017, each common core area is required to have a portion of the energy it uses provided from a source of renewable energy. In this case the required renewable is provided by a number of solar PV panels on the roof to comply with TGD-L 2017. Based on the results of the provisional BER assessments it has been determined that the various areas shall achieve a minimum BER rating of A3.
- 7.6 This is achieved through high levels of insulation and low fabric U values in the building design coupled with energy efficient lighting, good air tightness, energy efficient heating system and renewables in each area of the proposed landlord and retail units.

### 8.0 Other Technical Matters

8.1 An Engineering Report has been prepared to assess the requirements of the proposal in respect of flood risk, foul and surface water, and water supply. The Engineering Report by McKenna Pearce is included in this application and summarised below.

#### Flood Risk Assessment

8.2 The site is sufficiently remote from the River Liffey and Griffeen River not to be subject to any fluvial flood events. The SDCC fluvial flood zoning map indicates no risk of fluvial flooding. The site is situated inland and is not subject to any possibility of coastal flooding. There are adequate perimeter landscaping areas on site and the introduction of green roof to replace existing hardstanding alleviates the risk of any pluvial flooding.

8.3 The SDCC pluvial flood zoning map indicates a background low risk of 0.1% AEP pluvial flood extent for the site. The OPW past flood event local area summary report attached shows that there is no history of flooding in the vicinity of Newcastle Road. The nearest flooding occurred on the River Liffey and Griffeen River north of the N4 and upstream to the Griffeen River in excess of 1km away from proposed development.

8.4 Due to this, the risk of flooding is minimal.

#### Drainage and Water Supply

8.5 Roof discharge will be mitigated by maximising the green roof and attenuating discharge from the site, in accordance with SUDS guidelines and the "Greater Dublin Regional Code of Practice for Drainage Works". The existing car park drainage system will be retained in place apart from two gullies within footprint of building to be removed and filled. The proposed turning bay area will drain to the existing car park drainage.

8.6 Extensive foul water infrastructure formed part of the Shopping Centre's original construction. The proposed extension will connect to the existing foul sewer on the site to the rear of the new building.

8.7 The proposal for the surface water disposal from the proposed extension, is to include new surface water pipework 150mm drains from the roof to 33m<sup>3</sup> aquacell attenuation tank with 2l/s hydrobrake manhole connected to existing site manhole on the 1350mm public surface water sewer.

#### Construction Management Plan

8.8 The application is supported by a Construction Management Plan prepared by the McKenna Pearce Practice. The Construction Management Plan shows how a contractor will effectively deal with the construction works on this site.

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- 8.9 This management plan will include a Waste Management Plan; a Noise & Vibration Management Plan; an Air Quality Control Plan and; a Construction Traffic & Parking Management Plan.
- 8.10 The construction works will be restricted by the following requirements:
- The site will be fully hoarded preserving the surrounding car parking;
  - The adjoining retail facilities will be operational as normal, and;
  - The site access and egress will be kept separate using best practice to remove clashes with the customers to the adjoining retail units and minimise interfering with traffic using the basement carpark.
- 8.11 The proposed Construction Management Plan will be updated by the Main Contractor taking account of best practice and consultation with the local authority.



### 9.0 Summary and Conclusions

- 9.1 The application seeks planning permission for a significant new investment at an established district centre. This will be delivered through the creation of new floorspace on the existing customer car park to the north of the Shopping Centre building.
- 9.2 The proposal will result in the creation of 1,574 sq m of net additional floorspace to enhance the vitality and viability of Lucan District Centre. Discussions are ongoing with an operator, but it is anticipated that Unit 1 (1,057 sq m) will be occupied by a discount variety operator selling both convenience and comparison goods.
- 9.3 An operator for Unit 2 (517 sq m) has not been agreed therefore, the applicant is seeking flexibility for the proposed use of the floorspace. We anticipate it will be used for professional services or health centre or office or gymnasium. These uses are all 'permitted in principle' under the site's DC Zoning objective. Should the Council feel it suitable, a planning condition could be attached requiring the first occupier's land use to be confirmed prior to occupation.
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- 9.5 A new pedestrian and cycle link will be provided to the adjoining 'Somerton' residential development. This will facilitate significant enhancements to pedestrian permeability in the local area. It will promote sustainable trips for local residents to the Lucan Shopping Centre.
- 9.6 The new building will comply with the Nearly Zero Energy Building standards. It will feature several sustainable design features including a green roof and PV panels. The energy requirement of the new building will be minimised through high levels of insulation and low fabric U values, coupled with energy efficient lighting, good air tightness, energy efficient heating system and renewables. Further details are provided in the Energy Assessment, prepared by M&E Consulting Engineers.
- 9.7 The application is supported by a comprehensive package of drawings and technical assessments / reports. The technical assessments confirm that the proposal is in accordance with an array of national, regional and local planning policy requirements. A summary of each report is provided in the subsequent sections of this Planning Statement. Accordingly, we respectfully request that planning permission is granted for the proposed development.

