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South Dublin County Council
Planning Department
County Hall
Tallaght
Dublin 24

9 February 2022

Dear Sir or Madam,

**Response to Further Information Request (Ref: SD21A/0161)
Lucan Shopping Centre, Newcastle Road, Co. Dublin**

ERF Lucan Investment DAC

We write on behalf of our client, ERF Lucan Investment DAC, in response to the Council's request for further information in respect of planning application ref: SD21A/0161.

This correspondence lists each request for Further Information and an appropriate response. Where required, we have identified the relevant report or application drawing that addresses the Council's request.

Further Information Request 1)

The planning authority considers the submitted design statement by the applicant to be significantly lacking in detail. It does not appraise the distinctive character of the area, the strong/weak juxtapositions between existing and proposed. In essence the proposed development is inward looking only and is not designed to respond to existing residential areas to the west and to the southwest; this is clear in the weak pedestrian/cycle connection proposed on the foot of this scheme.

a) The applicant states that the proposed extension is 'to be true to its time in 2021, and not be pastiche emulation of the existing building' it also states that 'the proposed extension ought to respect and reference the volume and some of the materials of the existing shopping centre.' The Planning Authority accepts these statements. However, being 'true to its time' does not mean that the space created by the structure should not be designed to the highest urban design standards. This is not forthcoming in the proposed design. There are opportunities on this site to provide for a well-designed extension to the District Centre. The proposed development lacks design solutions that would strengthen the connection of the shopping centre with both the Hillcrest Estate and the new Somerton development. It is not acceptable to provide a rear façade facing onto the Hillcrest Estate. Existing residential amenity will be affected by the proposed development and therefore a strong western façade should be proposed; it is not acceptable to provide a weak/rear façade at this location. Notwithstanding the row of trees/hedgerows, the western façade should be designed as a 'front' façade – this will also help strengthen the pedestrian/cyclist connection. The applicant is requested to address the above concerns

Directors and Leadership Group: Mark Reynolds (Managing), Angus Potterton (Chairman), Peter Callender (Company Secretary), Tom Barrett, Larry Brennan, David Browne, Gavin Butler, Darragh Cronin, Andrew Cunningham, Roy Deller, Shane Duffy, Niall Guerin, Ray Hanley, Michael Healy, Brian Kirwan, Catherine McAuliffe, Gerry McCarthy, John McCartney, Neal Morrison, Clarie Neary, Roland O'Connell, Fergus O'Farrell, Peter O'Meara, Isobel O'Regan, Domhnall O'Sullivan, David Potter, Andrew Smyth, Kevin Sweeney, John Swarbrigg, Ben Turtle, Paul Wilson

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and submit revised design proposals addressing the above and having regard to Section 5.1.0 Urban Centres (CDP).

The application is supported by an enhanced Design Statement, prepared by Jennings Architects. This Design Statement provides a comprehensive response on this request and confirms:

- The design of the extension has been revised to address the concerns of the planning authority as indicated in the request for Further Information
- The connection of the shopping centre with the new Somerton development has been strengthened by splaying and widening the entrance / exit point, improving the pedestrian and cyclist experience
- The rear western facade has been redesigned and is now greatly improved, and of the same standard as the front facade. Specifically, brick has been added at lower level, to match the front facade and similar to the existing shopping centre. Additional ground floor fenestration, entrance, signage and 2 storey floor to ceiling windows, have all been added. A staff outdoor seating / amenity area has also been added to the rear, opposite the rear facade. These improvements to the rear facade will also help strengthen the pedestrian / cyclist connection.
- The southern facade has been redesigned and now also includes the addition of 2 storey floor to ceiling windows. The enhancements to the west and south proposed elevations will also enhance the adjacent public realm.
- Additional planting has been added along the western boundary and proposed plant equipment has been relocated from the rear elevation to reduce visual impact for residential properties.

Further commentary is provided in the Design Statement for ease of reference.

b) The Planning Authority considers that the proposed linked glass canopy does not provide adequate integration, cohesion or fluidity with the existing shopping centre building, and the overall design of the development does not respond to or enrich the existing character of the shopping centre, pedestrian movement and clear linkages with the surrounding areas. The applicant is requested to submit revised design solutions to address the above.

As detailed in the Design Statement, application drawings, and CGIs; the glazed linked canopy has been reoriented, and redesigned, to provide a more cohesive and fluid connection to the existing shopping centre. Specifically, the new canopy is situated at the same height as the existing canopy, which is retained, and follows a similar glazed and pitched design, which sympathetically harmonises with the existing centre canopy. This particular feature of the design runs forward of the new extension and part way north on the extension relevant to the shopfront below, thereby continuing the articulation of the canopy as a prominent ground floor aspect of the facade.

Please see the Design Statement for further commentary.

c) Having regard to the Plaza and the hard and soft landscaping proposed; Under policy U1, objectives 4, 5 and 7, the County Development Plan seeks improvements to the public realm and requires high quality urban design in urban centres. The applicant is requested to demonstrate through further modifications to the proposal that the above can be achieved.

As detailed in the Design Statement, enhanced hard and soft landscaping has been provided. Specifically, additional planters, planted areas, high quality public seating, and lighting has been included.

A new staff outdoor seating / amenity area has also been added to the rear of the proposed development, opposite the rear facade. The mini plaza hard and soft landscaping will now provide a more attractive environment, appropriate to this retail environment, and will enhance the public realm in this location.



Please see the Design Statement for further commentary regarding the proposed landscaping and plaza.

Further Information Request 2.1)

The Planning Authority generally welcomes the provision of a pedestrian/cyclist connection between the Somerton area and the Lucan Shopping Centre. However, the proposed execution of which is not considered to be of an acceptable high standard. The Planning Authority notes the requirements of the Adamstown Planning Scheme and the need to create a high-quality connection between the Lucan Shopping Centre and the residential lands to the west. The Planning Authority considers the proposed connection to be substandard for the following reasons:

The pedestrian/cycle access should be uninterrupted and there should be a clear free and easy movement for 24 hours a day, 7 days a week. This has not been demonstrated through design.

The applicant confirms that the proposed pedestrian / cycle link will be open to the public seven days a week in accordance with the Shopping Centre's opening days.

Regarding 24-hour access, the applicant respectfully submits that this is not desirable or feasible. It is proposed that the link's operation will be aligned to the shopping centre's extensive trading hours. The link would be opened at approximately 07:00 and closed at 22:30, approximately 30 minutes after the Shopping Centre ceases trading in the evenings. It is submitted that these opening hours will cater for the vast majority of pedestrian and cyclist movements.

Allowing pedestrian and cyclist usage of the link outside trading hours is not considered feasible. Passive and active surveillance from the Shopping Centre will be available during trading hours only. Outside of these hours, passive and active surveillance cannot be offered by the Shopping Centre staff and customers. While there will be some passive surveillance from the new Somerton residential development, there remains the potential for anti-social behaviour at night-time.

On-site security for the Shopping Centre is only provided during opening hours. Currently there is no on-site security staff outside of trading hours, nor is it covered by mobile security patrols. The Shopping Centre is extensively covered by CCTV; however, this is not actively monitored outside of trading hours. It follows that this CCTV is unlikely to be a deterrent to potential anti-social behaviour outside of trading hours.

If the pedestrian / cycle link was open 24 hours a day, it would require on-site security outside of trading hours. This would need to be funded via an increase in the service charges for all tenants. It would not be possible to justify this increase in costs to tenants for security staff outside of trading hours.

We also note that alternative pedestrian / cycle linkages will be available from the Somerton development through the Westbury housing estate and along Tandy's Lane. It is submitted that these linkages benefit from far greater levels of passive surveillance outside of the Shopping Centre's trading hours. They are well lit, provide formal walkways, and are overlooked by residential properties and vehicle carriageways. This ensures that local residents have alternative pedestrian and cycle routes to the Newcastle Rd outside of the Shopping Centre's trading hours.

Figure 1: Somerton / Westbury Pedestrian and Cycle Linkages



In summary, it is proposed that the proposed pedestrian / cycle link will be accessible from 07:00 to 22:30 seven days a week. It is submitted that these opening hours will cater for the vast majority of pedestrian and cyclist movements. Residents will have access to other pedestrian and cycle routes outside these hours.

The applicant has sought to respond to the local policy objective for enhanced permeability, while balancing the operational and security requirements of the Shopping Centre. Access to the pedestrian / cycle link from 22:30-07:00 would place a significant increase in security costs to tenants without any corresponding increase in custom to justify this cost to tenants. The number of pedestrian and cycle movements from 22:30-07:00 would be very limited and can be catered for on alternate routes that benefit from greater passive surveillance during those hours.

Accordingly, we respectfully request that the opening hours of the pedestrian / cycle link are aligned to the Shopping Centre's trading hours. Requiring opening of the link outside these hours would place the feasibility of the development in significant question from an applicant and tenant perspective.

Further Information Request 2.2)

The pedestrian/cycle connection is not significantly overlooked or provided with perceived passive surveillance.

The proposed development has been amended to ensure enhanced overlooking during the trading hours of the Shopping Centre. Four new double height windows have been added to the stair and lift core on the south and west elevation adjoining the pedestrian / cycle link. These are in addition to the proposed first-floor windows along the west elevation.

Furthermore, the customer plaza will be overlooked by the new retail unit and existing Units 31 (McDonalds) and 34 (Currently Vacant). As detailed in Figure 2 below, the pedestrian / cycle link will be well overlooked during trading hours of the Shopping Centre and present a welcoming environment for customers.

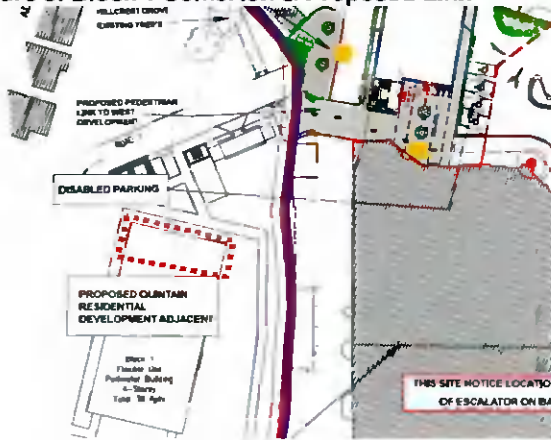
Figure 2: Proposed Elevation CGIs (West Elevation from Somerton)

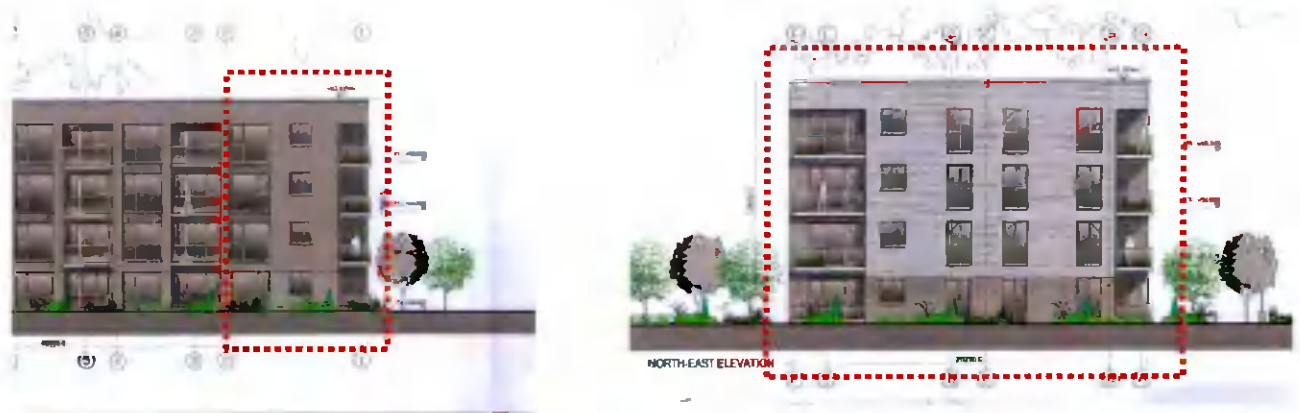


We also note that the proposed link will benefit from passive surveillance from Block 1 of the Somerton development. This will comprise four storeys of balconies and windows from kitchen / living spaces and bedrooms.

The link will also benefit from the formal security arrangements of the Shopping Centre during trading hours. This includes on-site management staff, security, and extensive CCTV coverage. The combination of passive and active surveillance during trading hours will ensure that any anti-social behaviour is discouraged.

Figure 3: Block 1 Somerton & Proposed Link





Further Information Request 2.3)

The safety and comfort of users is not apparent in the proposed design and layout. It is proposed to intersect the pedestrian access with a service road to the west of the site and by a system of access-control by using manual swing gates. The gates by default will be temporarily closed when any delivery vehicles have to pass and then reopen. The movement of vehicles along the western boundary will thereby hinder the free movement of pedestrians and cyclists. This is not acceptable to the Planning Authority.

The applicant notes the Council's concerns regarding the temporary closure of the gates for deliveries. For clarity, we confirm that there will be very limited instances when the gates are closed during trading hours, and only for brief periods.

The occupier of Unit 1 will only require deliveries four times a week. These deliveries will occur in the evening time or after the store has closed. While this operator will sell food and drink, this comprises ambient food and drink that has an extended shelf life (i.e. confectionary, snacks, cereals, tinned food, baking and spreads, tea / coffee, etc). The operator does not sell fresh food or drink therefore, it does not require daily deliveries of fresh food and drink.

When deliveries occur, the gates would be temporarily closed to allow delivery vehicles to access or egress between the existing service yard and new service yard. Once the delivery vehicle has accessed or egressed, the link would be opened again. The link would not be closed for the entire servicing period. Pedestrians and cyclists would be inconvenienced for a short number of minutes. This would be a similar delay experience by pedestrians crossing a public road at a signalised junction.

In addition to service vehicles to Unit 1 four times a week, there will be a requirement for refuse collection vehicles to access / egress from the new service yard. Refuse collections for the Shopping Centre occur twice a week between 07:00-09:00. Once again, the link would be closed to allow refuse collection vehicles to access / egress for a short number of minutes.

Accordingly, vehicles would need to access / egress a maximum of twice a day (should deliveries and refuse collections occur on the same day). Other days, there may be no deliveries or refuse collections leaving the link open throughout trading hours.

Any inconvenience for pedestrians / cyclists would be for a very short period, similar to the delay experience by pedestrians crossing a public road at a signalised junction. We submit that this provides a suitable balance between the pedestrian / cycle movements and the occasional need for delivery and refuse collection vehicle movements.

Table 1: Vehicle Movements

Vehicles	Frequency	Time of Movement
Service Deliveries	4 times a week	Evenings or post-trading
Refuse Collections	2 times a week	07:00-09:00am

Further Information Request 2.4)

It has not been demonstrated that the proposed route/connection would not give rise to anti-social behaviour. The applicant is therefore requested to provide, as additional information, an alternative layout and design proposal, showing how pedestrians will be facilitated in accessing the site safely through a modified and widened pedestrian link, which provides perceived passive surveillance/overlooking of the access. It should be clearly demonstrated that the pedestrian and cyclist takes priority at this location on the site. In particular, the applicant should demonstrate that the proposed development would not limit the access of the public at any time of the day or night, the planning authority would suggest a complete separate service route from the pedestrian route, the planning authority also request fully detailed drawings clearly demonstrating safe and high quality linkages to the adjacent housing estates Hillcrest and the Somerton development and how the proposal will respond to these residential estates. A significant redesign should be submitted.

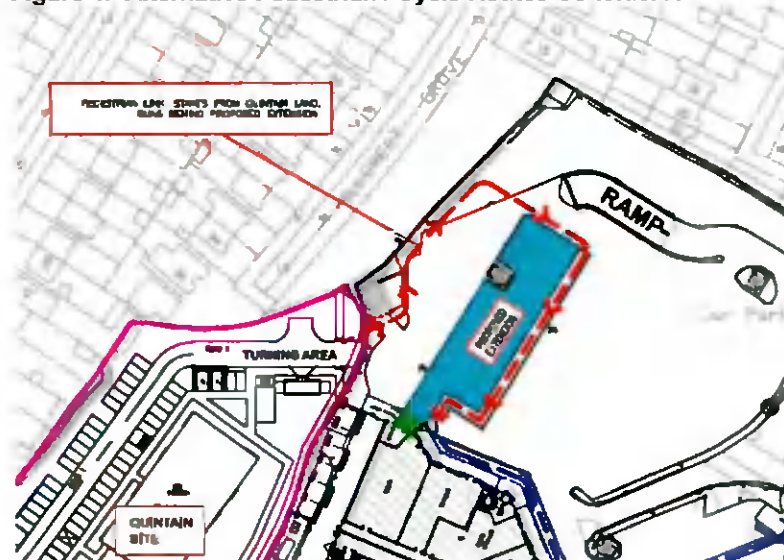
The proposed pedestrian / cycle link is approximately 7 metres wide, providing ample space for pedestrians and cyclists and surpassing the minimum width of 2.5 metres sought by the Council.

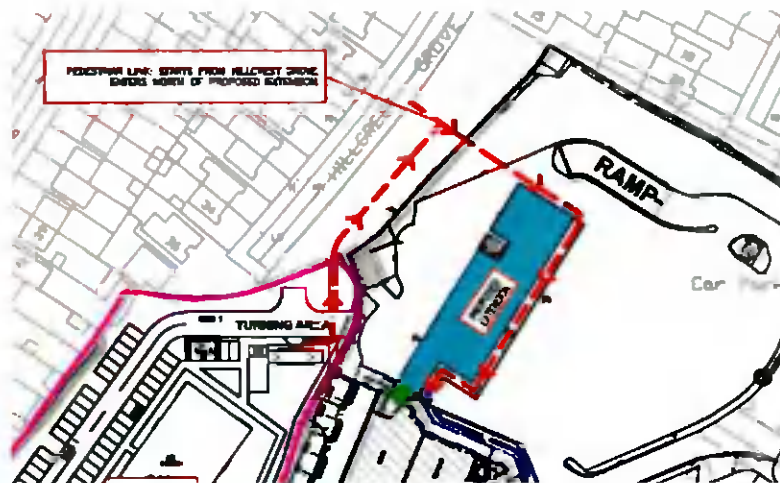
Alternative arrangements for the proposed pedestrian / cycle link were considered during the design feasibility and pre-planning meetings with the Council. These were:

1. Segregated pedestrian / cycle route to the rear of the service yard running to the north of the proposed extension; and
2. Entering the site from Hillcrest Grove to the north of the proposed extension.

Each proposal presented significant technical or ownership challenges. They increased the travel distance for pedestrians and cyclists accessing or egressing from the Shopping Centre. Furthermore, they were likely to increase the potential for anti-social behaviour due to less passive surveillance offered.

Figure 4: Alternative Pedestrian / Cycle Routes Considered





The current proposal for the pedestrian / cycle link was ultimately chosen as it:

- Provides the most convenient and shortest distance between the Shopping Centre and Somerton development for customers and local residents
- Benefits from better passive surveillance compared to the alternative routes considered
- Creates a balance between the operational requirements of the new units and pedestrian / cycle movements

The location and layout of the proposed extension is dictated by several other considerations including the structural columns of the basement car park below. It was informed by a comprehensive architectural, structural, and viability assessments. Further detail on the design quality of the pedestrian link is included in the Design Statement.

Further Information Request 3)

With regards to the assessment of visual impact, it is considered that the submitted drawings via elevations/sections do not illustrate the relationship between the proposed development and the north/west in the adjoining Hillcrest estates. The Planning Authority require elevational/section drawings that will show the impact of the development from the west looking east from Hillcrest Grove. It is noted that the proposed 8.6m high 55m long rear elevation will be highly visual facing the adjoining estate. The Planning Authority requires a high standard of design to the rear elevation (i.e. a second full front façade) and to the same standard as the front elevation. Having regard to the above the applicant is requested to submit:

a) A full redesign of the structure that provides for stronger western and southern elevations and an increased quality public realm at these locations.

As detailed in the Design Statement, the proposal has been revised to address the concerns of the planning authority as indicated in the request for Further Information. The design team welcomes the planning authority's comments, and the design of the extension has now been much improved, and it responds more carefully to the existing residential areas to the west and south west.

The connection of the shopping centre with the new Somerton development has been strengthened by splaying and widening the entrance / exit point, improving the pedestrian and cyclist experience.

The rear west facade has been redesigned and is now greatly improved, and of the same standard as the front facade. Specifically, brick has been added at lower level, to match the front facade and similar to the existing shopping centre. Additional ground floor fenestration, entrance, signage and 2 storey floor to ceiling windows, have all been added. A staff outdoor seating / amenity area has also been

added to the rear, opposite the rear facade. These improvements to the rear facade will also help strengthen the pedestrian / cyclist connection.

The south facade has been redesigned and now also includes the addition of 2 storey floor to ceiling windows. The enhancements to the west and south proposed elevations will also enhance the adjacent public realm.

b) Cross sections and contiguous elevations showing the relationship between the proposed development and adjoining houses to the west and north, on Hillcrest Grove and Hillcrest Court.

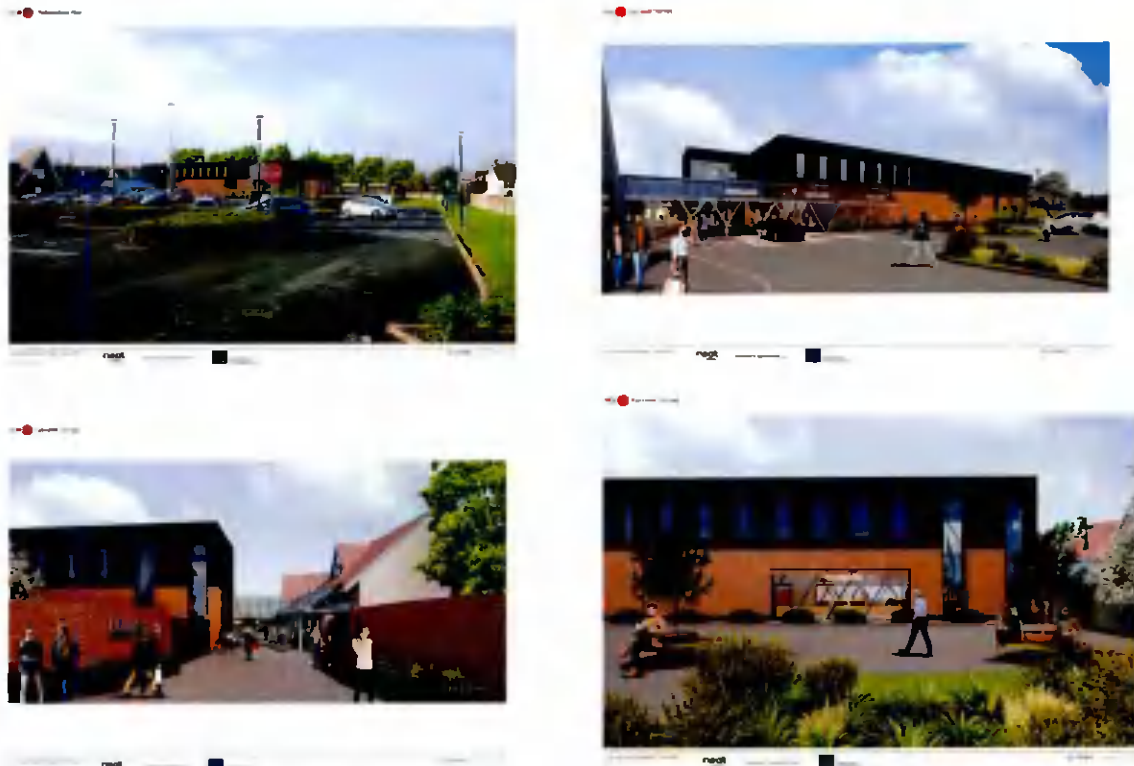
The application includes a full set of updated planning application drawings to address the Council's comments.

c) Photomontages / illustrations of the impact of the proposed development should be submitted.

This submission includes Computer Generated Images (CGIs) of the proposed development. We trust that this demonstrates the quality materials and design of the building, customer plaza, and pedestrian / cycle link.

Please see the Design Statement and CGI document for more detail.

Figure 5: CGIs of Proposed Development



Further Information Request 4)

The applicant is requested to demonstrate that the proposed signage is compliant with County Development Plan policy Variation No. 5 – Outdoor Advertising (South Dublin County Council Development Plan 2016 – 2022). The applicant proposes to have 4 signs on the eastern facing

elevation, one external and three internally via the glass windows. The applicant is requested to provide a revised design layout of the proposed signage to be consistent with variation No. 5 of CDP.

The applicant has amended the proposed front elevation to remove the large 'LUCAN' signage. As detailed in Figure 7 below, the signage has been replaced by three double height windows to further animate the elevation.

It is submitted that the remaining signage zones are commensurate with the scale and nature of the proposed development. We would also note that the drawings indicate signage zone areas only. The future occupiers of the units would be required to seek permission for the display of advertisements.

We trust that this provides sufficient comfort that all tenant advertisements will be suitably controlled in accordance with Variation No.5 of the County Development Plan.

Figure 6: Original Proposed Elevations

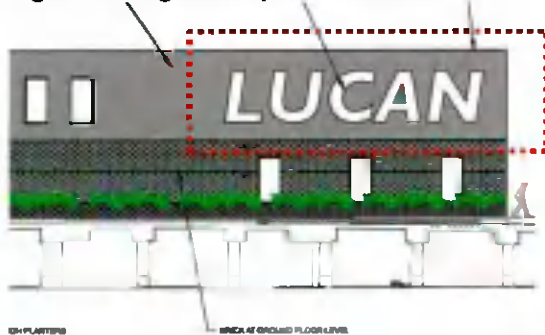
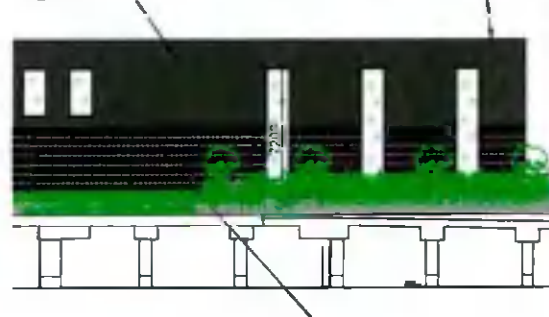


Figure 7: Revised Elevations



Further Information Request 5.1)

Landscape Plan The applicant shall submit a landscape design rationale and comprehensive and detailed proposals, prepared by a qualified Landscape Architect, for the written agreement of the Public Realm Section. Such proposals shall include a scaled landscape plan(s) with cross-sections, showing the layout and hard and soft treatment of all boundaries, features, external areas and green spaces. The proposals shall be accompanied by specifications for materials, workmanship and maintenance, together with proposed design details. Hard landscape details are to include, where applicable, those for any proposed lighting, seating, kerbing, boundaries, edging, surfacing and water features. Soft landscape details are to include detailed planting plans and planting schedules, stating species/varieties, quantities, sizes, rootball presentation and spacings. The landscape plan shall be accompanied by a timescale for its implementation, including a minimum 18-month landscape maintenance period and defects liability clause.

As detailed in the Design Statement, the proposed hard and soft landscaping has been significantly enhanced. This includes a new 140 sq m proposed seating and landscaped area, as outlined in Figure 8 below. Other improvements have been made to the plaza and pedestrian link. A further area of seating has been created for staff to the rear of the proposal.

Figure 8: Landscaped Seating Area



High quality materials will be used in the construction of the hard and soft landscaping. The application drawings and Design Statement provide further details, including the proposed linear seating and circular planting boxes with additional seating.

Should the Council be minded to grant planning permission, we would welcome a condition requiring detailed schedules of planting, species/varieties, quantities, sizes, rootball presentation and spacings, etc.

We hope that the information submitted to date provides confirmation of the quality of hard and soft landscaping will make a positive contribution to the site.

Further Information Request 5.2)

Green Infrastructure Pursuant to Green Infrastructure Policy G5 -Sustainable Urban Drainage Systems and Objective G5 1 and G5 2 in the Couth Dublin County Council Development Plan and Chapter 7 – Infrastructure and Environmental Planning, the applicant is requested to revisit the design and layout of the proposed development and to submit revised plans and particulars to include the following:

a) Demonstrate how natural SUDS features such as filter drains, swales, SuDS tree pits, permeable paving, channel rills, bioretention, rain gardens can be incorporated into the design of the proposed development.

This submission is supported by correspondence from McKenna Pearce consulting engineers. Regarding this Further Information request item, it confirms that the proposed development is located on the existing surface carpark over the existing basement carpark. The surface car park level is above the surrounding boundaries to the east and north of the development with grass slopes down to the boundaries. This elevation limits the use of ground infiltration such as filter drains, soakaways, swales, due to danger of seepage into adjoining properties. Additional seating area and planting are to be introduced to the front of the development to replace car spaces.

Discussion with Local Authority engineer agreed the most appropriate SUDS option was to incorporate as much green roof to effectively replace the existing surface car park along with attenuated flow from the roof of the new development prior to discharge to the existing public system.

b) Provide details of the proposed green roof.

This submission includes an extract from drawing C01 showing green roof buildup detail attached in A3 drawing C03.



c) The existing trees located along the western boundary shall be protected.

Details of the tree protection measures during construction are provided in the report from CMK Horticulture and Arboriculture Ltd. This report identifies the need for the removal of several trees along the western boundary, principally due to their poor health.

To mitigate this loss, it is proposed to plant 10 downy birch trees along the western boundary. This will ensure that there is no loss of visual screening along the boundary.

Further Information Request 5.3)

Tree Survey The applicant shall submit and agree a comprehensive Tree Report with SDCC Public Realm Section. This shall comprise of a detailed Tree Survey and Arboricultural Impact Assessment, Tree Constraints Plan, Tree Protection Plan and Arboricultural Method Statement, all in accordance with, BS 5837: 2012 Trees in relation to design, demolition and construction – recommendations. The report shall be carried out by an independent, qualified Arborist and shall include all of the following:

Tree Survey Plan: all trees and hedges on and adjacent to the subject site (i.e. within falling distance thereof) shall be accurately plotted, tagged and shown on a scaled drawing of a topographical survey of the site.

Tree Survey Schedule: a summary of the surveyed trees and hedges, giving a breakdown of their tag nos., species, size, age, condition and useful life expectancy.

Arboricultural Impact Assessment: a thorough, detailed and realistic analysis and assessment of the likely impacts of the proposed development on the surveyed trees and hedges; along with a summary table of the tree population and quantification of impacts/losses etc. (total number surveyed and total numbers/percentage to be retained and felled respectively).

Design Iteration- Adjustments, Revisions to Proposed Site Layout: subsequent to and arising from the Impacts Assessment, the applicant's design team [especially arborist, consulting architect(s) and engineer(s)] shall demonstrate in their submission, that it has sufficiently explored and investigated layout alternatives, to achieve an optimal solution that meets South Dublin County Councils Tree Strategy and its Development Plan standards in respect of tree preservation and tree retentions, as appropriate.

Tree Constraints Plan: a scaled site plan (1:500@A1) showing the impacts of all surveyed trees in relation to the site layout of the proposed development.

Tree Protection Plan: a scaled site plan (1:500@A1) of the proposed development, clearly showing and distinguishing (by colour coding) those trees and hedges to be retained and protected and those to be removed ; showing alignments of Tree Protection Fencing and areas to be excluded from construction activities and compound(s), site office(s), plant, equipment and materials storage. Root Protection Areas (RPAs') of all trees and hedgerows to be clearly shown on this drawing.

Arboricultural Method Statement: clear and practically-achievable measures to be used during the construction period, for the protection and management of all trees and hedges that are to be retained, as shown in the Tree Protection Plan.

Summary Table: Summary of all trees and hedgerow proposed for removal and retention to include numbers and percentages.

Pre Development Photo's: The applicant shall submit pictures of the existing trees/hedgerows before works commence with the tree protective fencing. This shall include a location map of where each picture was taken from. Arborist's name, arboricultural qualifications and contact details.

Date that the survey was carried out (surveys > 12 months are unacceptable).

This submission is supported by a report and accompanying drawings from CMK Horticulture and Arboriculture Ltd. This report incorporates:

- Arboricultural Assessment / Tree Survey
- Arboricultural Impact Assessment
- Tree Protection Strategy Report
- Arboricultural Method Statement



The report recommends the removal of three trees affected by the proposed development works. A further nine trees are recommended for removal due to their potential to undermine the boundary wall in the long term. The latter are self-seeded sycamores that have not matured and have formed poorly due to neighbouring competition.

To mitigate this loss of trees and existing visual screening, it is proposed to plant additional trees along the boundary. These trees will work in conjunction with the retained trees on either side of the boundary to provide visual screening to Hilcrest residents.

We trust that this satisfies FI Request Item 5.3.

Further Information Request 6.1)

Subject to the above Additional Information item 2 (pedestrian link), the applicant is requested to submit a revised layout showing a redesign for pedestrian and cyclist entry point from Somerton development to the proposed development facilitating direct and unrestricted pedestrian and cyclist access with a minimum 2.5m width of pedestrian and cycle lane connecting with the Somerton development.

The AIR Response Note (Transport Insights) and updated Design Statement (Jennings Architects) provides a detailed response regarding this item. The documents confirm that the pedestrian / cycle link is 7m wide, significantly more than the minimum 2.5m width required by the Council.

As outlined in this correspondence regarding Further Information Request 2.3, the pedestrian / cycle link will only be closed for very short periods during trading hours. Any inconvenience to customers or local residents would be similar to the delay crossing a public road at a signalised pedestrian crossing.

Further Information Request 6.2)

The applicant shall submit a revised TTA with correct factors applied to background traffic flows. Applicant shall also implement some mitigation measures in the revised TTA showing measures taken to reduce existing and future traffic congestion at four-arm Newcastle Road/Shopping centre access/Esker Drive roundabout, as SDCC roads section have concerns with the existing traffic congestion issues at four-arm Newcastle Road/Shopping centre access/Esker Drive roundabout and to its close proximity to N4.

An updated TTA has been prepared by Transport Insights and is included with this submission. Suggested mitigation measures to reduce congestion are included in the AIR Traffic and Transport Response Note, prepared by Transport Insights.

We trust that these documents suitability addresses this Further Information Request.

Further Information Request 6.3)

The applicant shall submit information with regards to their proposed bin/waste collection arrangement and bin storage and collection locations, including auto track analysis showing how bin truck can access and egress the site safely.

The AIR Traffic and Transport Response Note, prepared by Transport Insights, provides a comprehensive response to this matter. It includes scaled swept path analysis to demonstrate the suitability of servicing arrangement in accommodating a large refuse vehicle to access, circulate within and egress the proposed servicing area.



Further Information Request 6.4)

The applicant shall submit a revised layout showing, bicycle parking spaces for long term and short term in accordance with SDCC CDP 2016-2022 bicycle parking spaces standards.

As detailed in Section 5.2 of the AIR Traffic and Transport Response Note, the layout drawings have been revised to indicate that the proposed development is to provide no. 32 covered short-term cycle parking spaces in the vicinity of the pedestrian accesses to the new building. In addition, 6 no. long-term cycle parking spaces in the form of secure and lockable bike storage sheds (2 no. 3 bike storage sheds) are also indicated on the drawings.

We trust that this demonstrates the proposal is in compliance with the SDCC Development Plan cycle parking requirements.

Further Information Request 6.5)

The applicant shall submit a revised layout showing the service road to the rear of the proposed site road construction details are in accordance with Appendix 6 of the SDCC Taking in Charge standard as Recommended for road construction.

As detailed in the correspondence from McKenna Pearce, this submission includes a drawing 17097/C04A providing additional detail of the proposed service road and loading bay. This provides confirmation that the road construction detail will meet Taking in Charge standard.

Further Information Request 7)

Water and Foul; The applicant is required to engage with Irish Water through the submission of a Pre-Connection Enquiry (PCE) in order to determine the feasibility of connection to the public water infrastructure. The Confirmation of Feasibility (COF) must be submitted to the planning department as the response to this further information request. Pre-connection enquiries can be made at <https://www.water.ie/connections/get-connected/>.

This submission includes a response from Irish Water to the applicant's pre-connection enquiry. The Irish Water correspondence confirms that a water and wastewater connection is feasible without infrastructure upgrade by Irish Water.

Further Information Request 8)

It is noted that no Public and Site Lighting design or layout has been submitted. The applicant is requested to submit a Public and Site Lighting design and layout, this needs to be agreed with the lighting department of SDCC.

This submission is supported by an 'External Lighting Design' report from M and E Consulting Engineers. This includes:

- Drawing Ref: LUSC-MAE-XX-DR-E-6000 'Site Plan External Lighting Layout'
- Dialux Calculation Layouts for Delivery Yard
- Luminaire Type A Brochure
- Luminaire Type B Brochure
- Luminaire Type C Brochure
- Luminaire Type D Brochure

We trust that this provides all necessary confirmation regarding the external lighting.



Further Information Request 9)

The Environmental Health Department request the following:

(a) The identification of any neighbouring noise sensitive receivers who may be potentially impacted by the proposal.

(b) The identification of all operations conducted onsite as part of the development proposal that are likely to give rise to a public nuisance for the neighbouring noise sensitive receivers.

(c) Distances between the development and the nearest noise sensitive receiver and the predicted level of noise (LAeq, 15min) from any development activities when assessed at the boundary of that receiver. (LAeq, 15min) from any development activities when assessed at the boundary of that receiver.

(d) An assessment of the existing background (LA90,15 min) and ambient (LAeq,15 Min) acoustic environment at the receiver locations representative of the time periods that any noise impacts may occur. NOTE: For the purposes of the assessment background noise includes noise of the surrounding environment excluding all noise sources currently located on-site.

(e) A statement outlining any recommended acoustic control measures that should be incorporated into the development to ensure the use will not create adverse noise impacts on the occupiers of any neighbouring noise sensitive properties.

Noise Impact Assessment has been completed by Acoustic Designs. This assessment considers the impact of possible noise emissions from the proposed development on noise sensitive locations in the surrounding environment.

This concludes that the estimated noise emissions from the proposed development are unlikely to result in disturbance at noise sensitive locations close to the development site.

Summary and Conclusion

In response to the Council's request, this submission provides responses and additional information to assist consideration of the proposed development.

The applicant is keen to progress the development to deliver significant positive impacts to the site and surroundings including:

- enhancement in the retail facilities available to local residents
- more efficient use of brownfield land in a location highly accessible by a range of sustainable modes of transport including walking, cycling, and public transport.
- providing enhanced pedestrian and cycle linkages between the site and adjoining Somerton development; and
- make the Lucan District Centre more resilient to competition to out-of-centre retail destinations.

We trust that this correspondence and accompanying reports / drawings provides the Council with sufficient information to finalise its determination of the planning application. Should you require any additional information or clarification, please do not hesitate to contact Raymond Tutty at these offices.

Yours faithfully

A stylized, handwritten signature of the word "Savills" in a cursive script.

Savills
Planning