Project Design
Architects
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DESIGN STATEMENT

PROJECT:

Kilnamanagh Shopping Centre Extension

6, Mayberry Rd, Tallaght, Dublin 24

PREPARED BY:

Kenneth Byrne MRIAI

Manuel Lanza-Ennis BArch.

DATE:

Revision A - 24th October 2022

RIAI	Registered Architect	Architect Accredited in Conservation	PSDP Accreditation
	2022	G3	P

Architects

00. CONTENTS

01. INTRODUCTION

The purpose of this Design Statement is to illustrate the design criteria considered in response to South Dublin County Council Development Plan demonstrating the suitability of the following development consisting of:

The proposed development seeks an extension, change of use and alterations to Kilnamanagh Shopping Centre. A two storey extension is proposed along the centre's eastern elevation (Grounds floor area 1,780sqms and First Floor Area 877sqms). Change of use of the first-floor retail area (last used by Dunnes Stores as textile sales space) which will be extended and subdivided to provide for two new non-retail, service units. Unit No.1 will extend to c.1,411 sq.m for use as a Health Centre and Unit No. 2 will extend to 790sqms for use as a gym. Removal of condition 3 of PA Ref: SD06a/0095 to allow for the increased net sales area. This will allow for the increase in net comparison sales space at ground floor level. New entrance ramp and steps at the north of the extension. The southern lobby entrance into Dunnes Stores will be demolished and replaced with a new glazed lobby entrance measuring. New walkway canopy generally on the north and south elevations. New ramped access next to existing pedestrian entrance steps on Mayberry Road. Reconfigure existing entrance to Treepark Road including revised parking layout generally around the east side of the building to allow for an adjusted, one-way, system around the centre. Car parking as a result of the extension reduces from 478 spaces to 391 spaces, allowing for 20no electric vehicle parking spaces, 20no. accessible car paking spaces, 12no motorbike parking spaces and cycle parking places and 10 cargo bike parking spaces. New enclosed service yard wall and gates to existing service area on the west side of the centre. New signage proposed to elevations including two Totem signs. Recladding on elevations. Additional landscaping treatment generally around the east side of the centre arising from the amendments to the car park. Landscaping works and all drainage works including SUDS measures. All other ancillary works to facilitate the development,

on proposed site on behalf of our clients Better Value Unlimited Company.

Existing Street view – Mayberry Road

02. RFI Response to requested items:

Item 1:
The applicant should provide a revised Design Statement as additional information and, as necessary, revise the plans for the scheme, to address the following policies:

Policy QDP1 – objectives 2
To ensure that residential, mixed use and employment development provides an integrated and balanced approach to movement, placemaking and streetscape design in accordance with the requirements of the Design Manual for Urban Roads and Streets, DTTAS and DEHLG (2013 as updated).

Response:
See attached route planner drawing ref – DS-69-PL-100 which shows the proposed pedestrian routes into the site. These have been enhanced from the current set up with the inclusion of a ramped access to the front main entrance to facilitate disabled and buggies access without needing to negotiate the existing steps. The existing vehicular entrance to East is also proposed to be upgraded which will now include pedestrian access point and dedicated crossing points with all standard rubble strips and safety access which is also fully accessible.

DUNNES STORES at Abbey Shopping Centre, Belfast

"The proposed layout at the established Shopping Centre represents a very significant improvement in the existing conditions and is consistent with both the principles and guidance outlined within the Design Manual for Urban Roads and Streets (DMURS, May 2019). The proposed layout seeks to successfully create an appropriate balance between the functional requirements of different network users whilst enhancing the 'sense of place' and taking account of the existing layout and constraints.

Design attributes of the proposed layout which contribute to achieving this DMURS objective include:

- *A more self-regulating environment created through the introduction of tighter corner radii, improved route finding, reduced DMURS visibility splays, raised table and calmed speeds internally.*
- *Footpaths no less than 1.8m (generally 2.0m or wider) are provided with connections and tie-ins to existing external pedestrian networks.*
- *Well-designed pedestrian & cyclist facilities are provided along key travel desire lines in the scheme. In particular, the busiest direct route from Mayberry Road and the existing controlled pelican crossing provided there is enhanced. All courtesy crossings are provided with dropped kerbs, tactile paving at the raised 'flat-top' treatment where appropriate thereby allowing pedestrians to informally assert a degree of priority.*
- *With the objective of encouraging low vehicle speeds and maximising pedestrian safety and convenience, corner radii will be 3m or less in line with DMURS guidance.*
- *Any required street signage and road markings will be in accordance with the Department of Transport Traffic Signs Manual."*

Extract from NRB report in response to RFI

Policy QDP1 – objectives 4

To reinforce the network of urban centres as the appropriate locations for new mixed-use development, ensuring that the existing context including identified built and natural assets, urban design, integration and potential for connectivity fully informs development.

Response:

See attached landscaping plan which demonstrates the improved environment being proposed. This is an existing district centre building the late 70's and as such the proposed extension and upgrade of the external elevations is a great step forward. The quality of the proposed finishes is far more in keeping with modern design and moves this centre away from brick and metal panel design. The introduction of large, glazed element allows for street frontage and activity where there was only blank walls and blind spots.

The landscape plan seeks to deliver a high quality scheme which is complementary to the proposed modern building design and able to integrate into the established landscape of the surrounding area. The proposals build upon the established tree cover found along some of the district centre's boundary edges and the adjoining streets, which already provide a distinct setting to the boundary edges of existing district centre. The existing landscape poor eastern, northern and western boundary edges of the centre will be enhanced by the proposed tree and hedgerow planting which create a strong structural form to these boundary edges. Further enhancement in the form of shrub planting, wildflower meadow and grassland will also be provided along the site's boundaries and parking ends. Overall, the proposed landscape seeks to retain as much of the existing tree cover as feasibly possible and improve the appearance of those areas of the site currently visually degraded. Once established the planting will from a distinct new landscaped edge which will help integrate the building and parking within its surrounding and improve the distinct centre's connectivity to the green infrastructure of the area.

Policy QDP2 – and the plan approach

To ensure that applications for new development are accompanied by a statement from a suitably qualified person detailing how 'The Plan Approach' has been taken into consideration and incorporated into the design of the development including the materials and finishes proposed and demonstrating how the overarching principles for the achievement of successful and sustainable neighbourhoods have been integrated as part of the design proposal.

Response:

The proposed development is not a new development of a district centre but a modest extension to the existing centre which was built in the late 1970's – the external finishes are tired and as such the proposal to completely upgrade by replacement with new high-quality finishes to bring the centre in line with current newly constructed units is an major upgrade and investment into Kilnamanagh shopping centre and will when completed enhance the centre from all perspectives. The proposed finishes as outlined in the material palette are of the highest quality and have been used on many Dunnes Stores centres as a corporate statement across the county.

Kilnamanagh Shopping Centre 1979. Source DigitalUCD.ie

The plan approach to relocate all retail to ground floor and introduce an additional 2 no uses in the way of Gym and medical Centre is a update of the centre and will bring more of the community together in this location with more services on offer for a single journey. EV charging points / covered bike storage / motorcycle parking are all enhancement undertaken in this proposal to improve connectivity with the community.

Using the Plan Approach guidelines as set out in the development plan we would comment as follows:

Context:

As an existing centre development, the proposal is a modest extension which will consolidate the retail use to ground floor and introduce two new additional uses and service to the local community – in this view the upgrade of external finishes will enhance the overall look and feel of the centre for the community.

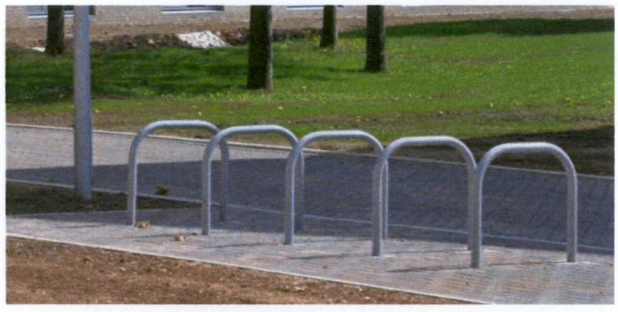
Kilnamanagh Shopping Centre Proposed Medical and Gym Entrance

Healthy Placemaking:

The proposed upgrade of the elevations and car parking areas will be an improvement in the local environment. New ramped access points and paved access will promote design for all and inclusion. Upgraded lighting to the car park areas and inclusion of glazed elements allow for safe access for all around the entire site.

Connected Neighborhoods

In relation to connectivity, it is proposed within this upgrade development to improve the current facilities by providing 5no. cover bicycle store units for 50 Bike parking places, 9no. Sheffields stands for 18no. bike parking and 5 Sheffields stands for 10no. cargo bikes / 20no. EV parking including charging point / 4 cargo bike stores and 20 impaired parking spaces. This development provides for better and more connected travel for customers to the site and with the inclusion of two additional uses allow for multi-purpose journeys to cut down on carbon footprint.



Proposed Sheffield Bike parking.

Proposed Covered Bike parking.

Public Realm:

As an existing Centre there is no Public Realm within the red line of our client's site.

As this is an existing Centre the proposal provides for improvements to pedestrian journey to the centre via provision of ramped access paths and ensure the accessibility is improved through the external areas. Introduction of EV parking / charging points/ cover bicycle storage / bicycle and cargo bicycle parking, and motorcycle parking are all improvements and enhancement to the

current centre facilities. Additional ground floor glazed feature windows are included within the design to bring light and action to the otherwise and currently blank elevations- this will promote activity and discourage anti-social behavior around the areas of the centre not addressed by entrances. New LED external lighting will be installed to all areas of the car park and road and access paths to ensure well-lit and safe approach to the Centre and avoid any over spill of light beyond boundary line to neighboring sites. These improvements within our site enhance the connection from public realm to the building but we do not have any control over the public elements outside of the site. The aim of the upgrade is to provide the customer once entering the car park area a journey to the centre which is welcoming and inviting / well lit throughout / well designed to accommodate all users and well maintained.

DUNNES STORES at Naas, Co Kildare

High Quality and Inclusive Development:

The proposed extension and upgrade of external elevations to the new tried and tested palette of extremely high-quality finishes is proposed to this development – currently these finishes are used extensively through the Dunnes Stores group on new developments and have been recently installed in Newbridge / Naas with great success and results. See pictures and attached drawing ref – DS-69-PL-200 for the proposed palette of finishes for reference.

Adaptability and Inclusivity:

The proposed upgrades are design to enhance the use of the centre by all users and will better meet the needs of all users regards of age / gender / race or sensory and mobility abilities and disabilities and allow everyone to use the space on equal terms. The additional features to be included in the proposal will consist of new ramped access at main pedestrian entrance – new cross over points with graded walkways to side entrance / additional EV / motorcycle parking / additional disable parking/ bicycle cover parking / cargo bike parking / enhance external lighting to entire car parking area.

Sustainability:

Although the proposed development is modest scale and in its scope, it will significantly improve the shopping Centre's sustainable credentials in a number of areas:

- **Building Regulations – Part L Requirements**
  The proposed extension will be designed and constructed to be energy efficient in accordance with Part L of the Building Regulations.

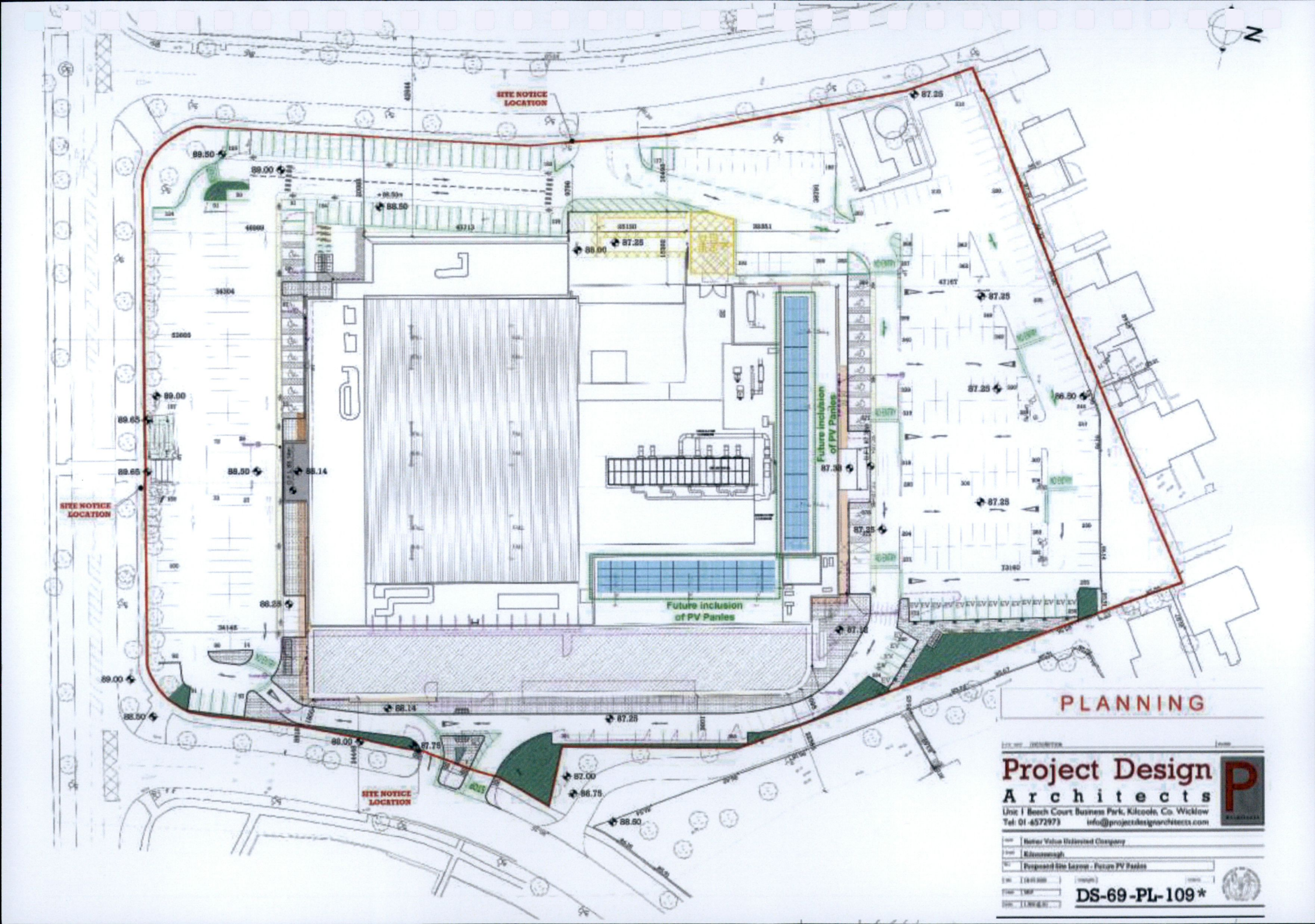
- **Urban Mobility**
  Proposed changes to the sites car park will promote active travel (walking and cycling) through improved pedestrian walkways and a significant uplift in the sites cycle parking capacity (The proposed development will provide for 68 cycle spaces and 10 cargo cycle spaces). In addition the development supports sustainable transport through the provision of 20 EV parking spaces.

- **Sustainable Urban Drainage (SUDS)**
  The development provides for an extensive green roof consisting of lightweight sedum/moss layers and an attenuation system as part of the site's SUDS strategy.

- **Green Infrastructure /Biodiversity**
  The proposed development provides for a significant uplift in the sites green infrastructure through the introduction of an extensive green roof, additional planting and the use of pollinator plants throughout the site.

- **Site Energy and Infrastructure**
  It Is proposed to heat and cool the new extension with a new energy efficient air to water heat pump. Low energy LED lighting will also be used within new extension and the shopping centre car park.

- **Proposed future PV Array:**
  While not forming part of the current application, the applicant is assessing the viability of installing a future Solar PV Array on the roof of the existing building as indicated on PDA drawings DS-69-PL-112-REV00 Roof Plan / DS-69-PL-109-REV00 Site Plan.
  The array would comprise 250m2 west facing and 275m2 south facing giving a peak output of 100kW. If deemed viable the solar PV array will be subject to a separate Planning application.



PLANNING

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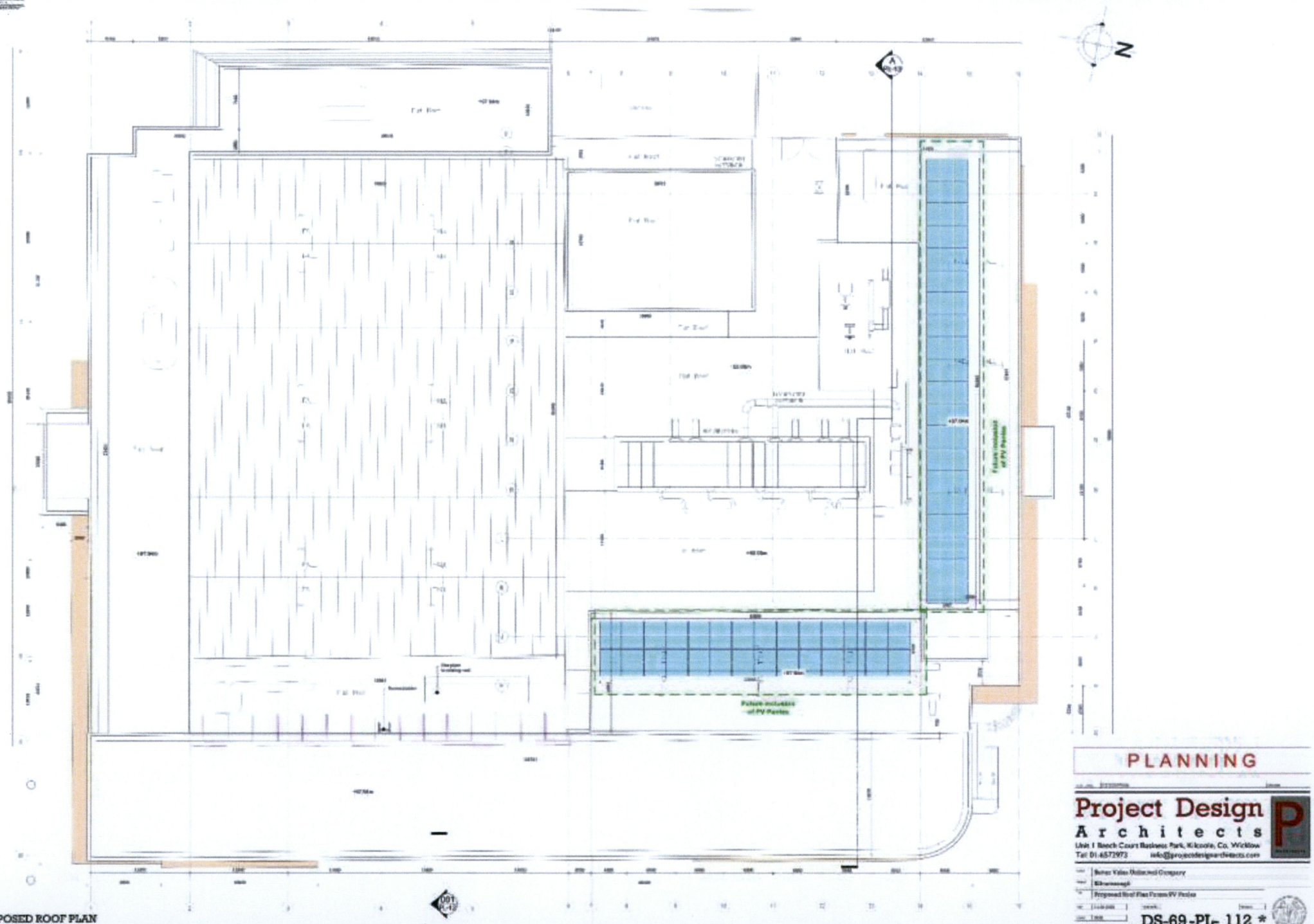
	Better Value Unlimited Company
	Kilmacanogh
	Proposed Site Layout - Future PV Panles

DS-69-PL-109*



PROPOSED ROOF PLAN
SCALE: 1:200 @ A1

PLANNING

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Proposed Roof Plan Forms PV Panles

DS-69-PL- 112 *

Density and Building Height:

The proposed new extension respects the current height of the centre and continues this approach. This allows the recladding of the entire centre with similar material and consistent height throughout. The new design with the extension allows for better pedestrian traffic around the building with dedicated footpaths and walkways. Parking to the front or rear of the centre will now allow for safe passage either through the mall or around the outside of the building.

DUNNES STORES at Naas, Co Kildare

Materials, Colours and textures:

The current street frontage is set back from the road and comprised of a silver grey Kingspan sheet / red brick elements and entrance porch – it is proposed to re-clad the main entrance areas/ include additional windows and large glazed feature element / enlarged front entrance porch / improve access and paving to front of building. The entire journey and visual exposure to the new centre will be completely revitalised and renewed for the next 20 years with this proposal with high quality material as outlined in the attached palette of proposed material and finishes DS-69-PL-018.

DUNNES STORES at Naas, Co Kildare

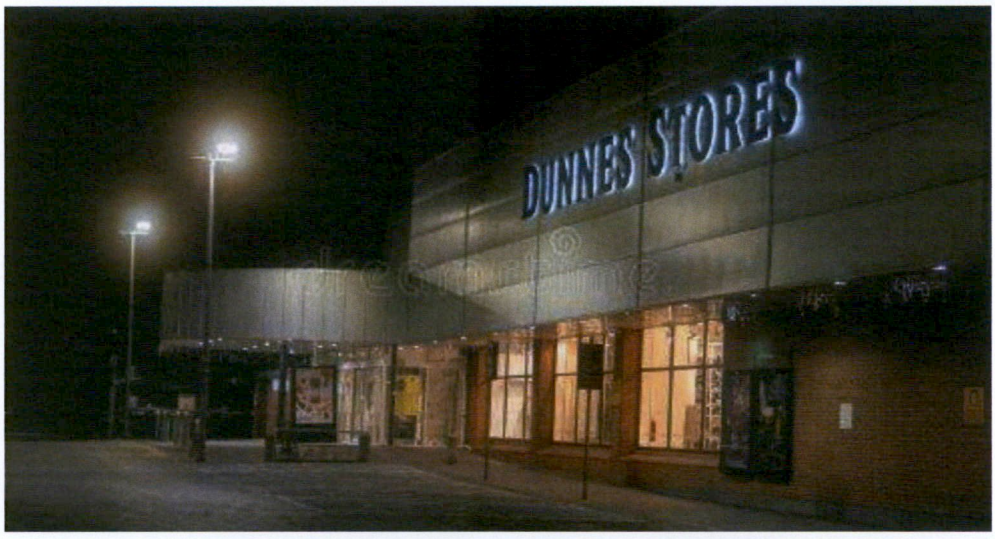
Policy QDP6 – Objective 3 - Public Realm

To promote and implement environmental and public realm improvements in existing town, village, district and local centres to a high standard and finish to ensure that the design addresses environmental quality, urban design, safety including the potential for anti-social behavior, identity, and image.

Response:

As an existing Centre there is no Public Realm within the red line of our clients site.

The proposal provides for improvements to pedestrian journey to the existing centre via provision of ramped access paths and ensure the accessibility is improved through the external areas. Introduction of EV parking / charging points / cover bicycle storage, bicycle and cargo bicycle parking, and motorcycle parking are all improvements and enhancement to the current centre facilities. Additional ground floor glazed feature windows are included within the design to bring light and action to the otherwise and currently blank elevations- this will promote activity and discourage anti-social behavior around the areas of the centre not addressed by entrances. New LED external lighting will be installed to all areas of the car park and road and access paths to ensure well-lit and safe approach to the Centre and avoid any over spill of light beyond boundary line to neighboring sites. These site improvements strengthen the relationship between the public realm and the building but the applicant has no control over the public elements off the site.



DUNNES STORES at Terryland, Galway

Section 5.2.6 – street frontage

Response:

The current street frontage is set back from the road and comprised of a silver grey Kingspan sheet / red brick elements and entrance porch – it is proposed to re-clad the main entrance areas/ include additional windows and large glazed feature element / enlarged front entrance porch /

improve access and paving to front of building. The entire journey and visual exposure to the new centre will be completely revitalised and renewed for the next 20 years with this proposal with high quality material as outlined in the attached palette of proposed material and finishes.

Kilnamanagh Shopping Centre Proposed street frontage

Policy QDP7 – Objective 2 -

To actively promote well-designed streets and public spaces that provide for active frontages and 'live' edges that feel safe, secure and attractive for all to use

Response:

In relation to the current development, it is proposed to extend the ground floor retail element and provide for two new additional units to the first-floor section. This will in turn remove the current car parking from the side of the centre which is not overlooked and provide a new entrance to the corner for the first-floor units introducing activity to this back corner. New glazed elements to the retail area will bring light and activity to the elevations and live edges to the building which is currently blank. This will improve the safe journey for customers throughout the centre environment as it confines the stationary parking to front and back of the centre allowing for.

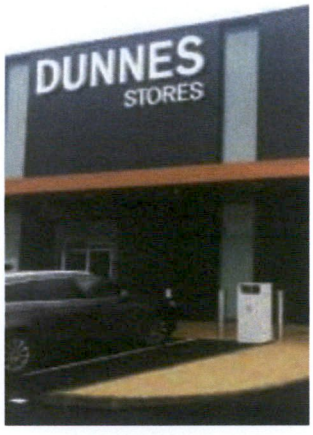
DUNNES STORES at Newbridge

Policy QDP7 – Objective 3 -

To require a high quality of design and finish for new and replacement shopfronts, signage, and advertising, having regard to the requirements set out in Chapter 12: *Implementation and Monitoring*.

Response:

It is noted in the RFI that the signage on the building should be reduced – the proposed signage is in keeping with current Dunnes Stores standard signage throughout the country and we would contend that the current signage is to be replaced to be more in keeping the new proposed signage. The building is set back from the roadside by 30m and therefore corporate signage is important to enhance the proposed new look of the centre in the round. Please see images throughout the country for reference and additionally the next images showing corporate logo and its sizes.



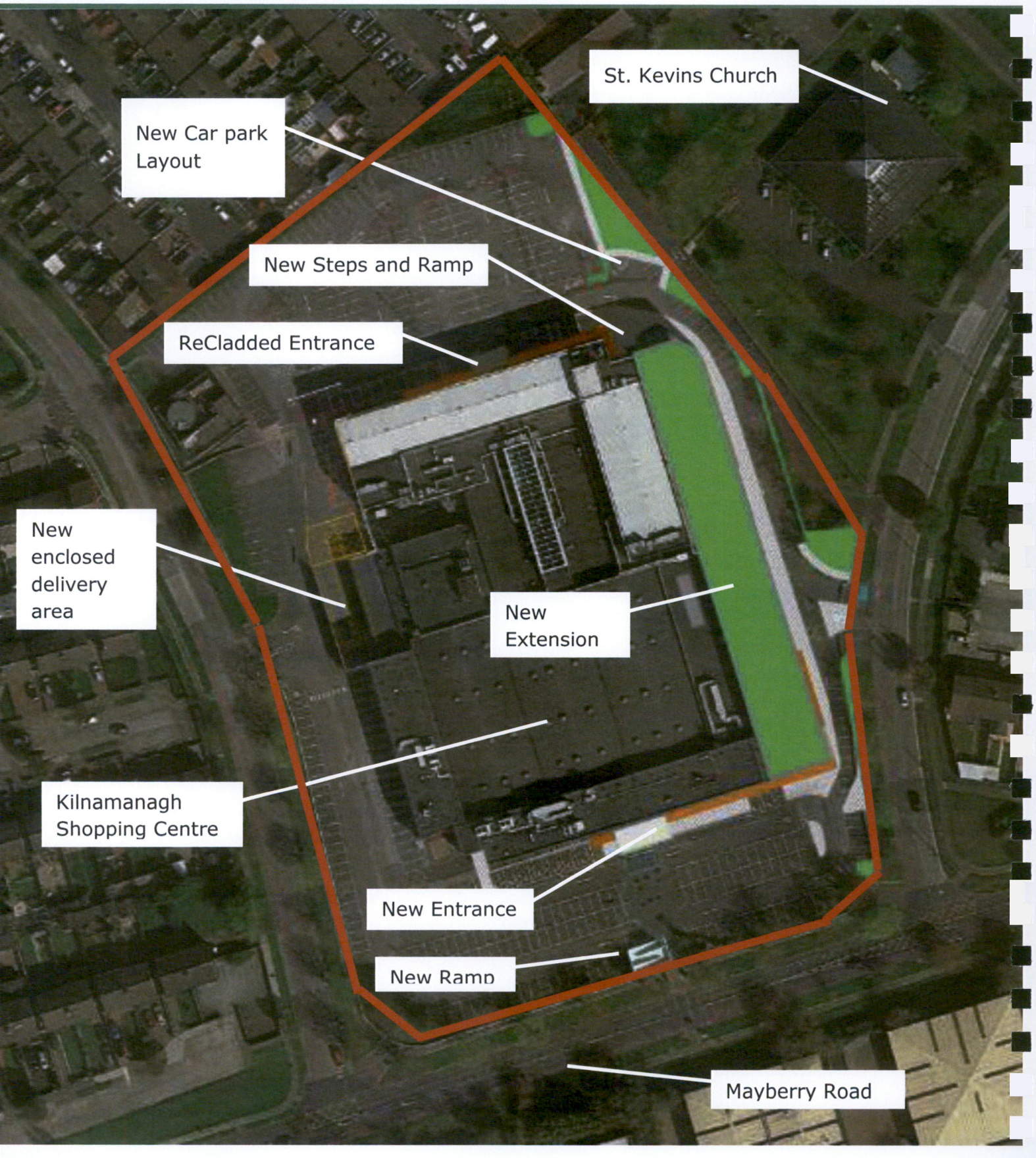
Removal of Totem signage – it is our contention that a totem sign to the entrance and on the street frontage is required as a standard form of advertisement to the centre and provides a sense of place to the community – these proposed totem signs are modest is size and do not raise any contention or observation from the public in this area. We would request that these are approved as part of the overall revitalisation of the centre and environs.

03. SITE DESCRIPTION

The existing site is Kilnamanagh Shopping Centre located between Treepark road and Mayberry Road in Dublin 24. The current configuration of the Shopping centre has an Anchor use of Dunnes Stores with both grocery and textile offering on ground and first floor levels with Mall and shop units off the rear car parking area. Car parking is available front and rear of the centre with access points to East and West boundaries with pedestrian access from South boundary – Mayberry road.

Aerial Satellite image – Source: Google Earth.

04. LANDSCAPE CHARACTERISTICS



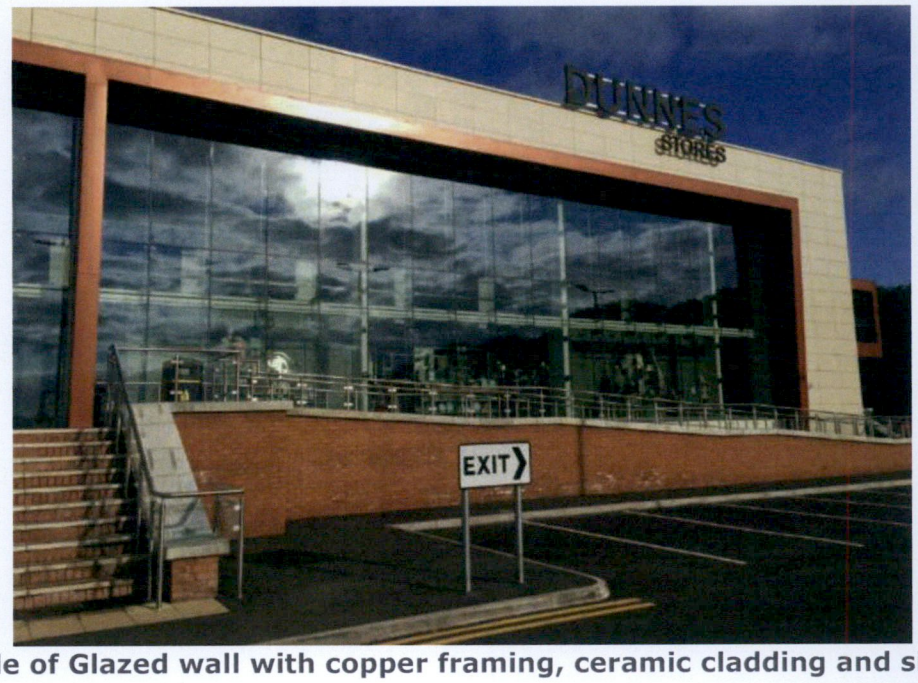
05. SITE LAYOUT & DESIGN

The proposed extension to the east side of the current shopping center allows for a re-configuration of the main retail area to ground floor from its current first floor location. This allows in turn to develop the first floor areas for better use of the local community as Gym and Health Centre facility and increases the offer in terms of mixed use of the center and more retail friendly approach for anchor tenant.

The design and layout of the proposed development to a large degree follows the internal reconfiguration of the store. It is not possible to extend the building to the west as this is the main service location. In addition, there are restrictions on convenience sales space which also sites on the west side of the store which would require substantial ground floor reorganization of the entire ground floor plate.

The movement of the textiles area from the first floor to the ground floor area also justifies the extension to the east of the store. Another design criteria of the proposed design is to open up and elevate the east elevation by introducing a substantial glazed component. This will help to integrate the building and its internal use visually into the wider community and removes the dead elevation from this entrance elevation. The introduction of ground floor display window and the upper floor windows to the Health Centre will now provide an overlooked space to the entrance.

The plan approach to relocate all retail to ground floor and introduce an additional 2 no uses in the way of Gym and medical Centre is a update of the centre and will bring more of the community together in this location with more services on offer for a single journey. EV charging points / covered bike storage / motorcycle parking are all enhancement undertaken in this proposal to improve connectivity with the community, also including the upgrade of external finishes bringing up the overall look and feel of the centre for the community.

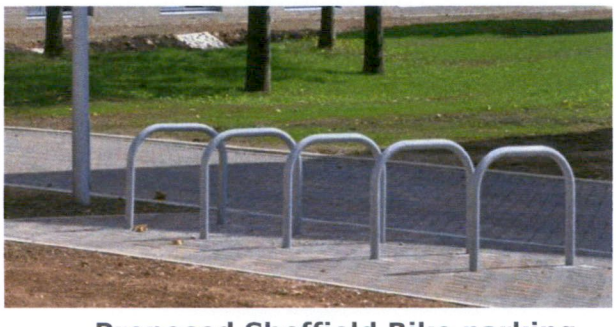


Sample of Glazed wall with copper framing, ceramic cladding and signage

As this is an existing Centre the proposal provides for improvements to pedestrian journey to enhance the use of the centre by all users and will better meet the needs of all users regards of age / gender / race or sensory and mobility abilities and disabilities and allow everyone to use the space on equal terms, The additional features to be included in the proposal will consist of ramped access paths and ensure the accessibility is improved through the external areas; introduction of EV parking / charging points / cover bicycle storage, bicycle and cargo bicycle parking, and motorcycle parking are all improvements and enhancement to the current centre facilities.

Additional ground floor glazed feature windows are included within the design to bring light and action to the otherwise and currently blank elevations- this will promote activity and discourage anti-social behavior around the areas of the centre not addressed by entrances. New LED external lighting will be installed to all areas of the car park and road and access paths to ensure well-lit and safe approach to the Centre and avoid any over spill of light beyond boundary line to neighboring sites. These improvements within our site enhance the connection from public realm to the building but we do not have any control over the public elements outside of the site. The aim of the upgrade is to provide the customer once entering the car park area a journey to the centre which is welcoming and inviting / well lit throughout / well designed to accommodate all users and well maintained.

Furthermore in relation to local connectivity, it is proposed within this upgrade development to improve the current facilities by providing 68no. bicycle parking places / 20 EV parking including charging point / 10 cargo bicycle parking spots and 20 impaired parking spaces. This development provides for better and more connected travel for customers to the site and with the inclusion of two additional uses allow for multi-purpose journeys to cut down on carbon footprint.



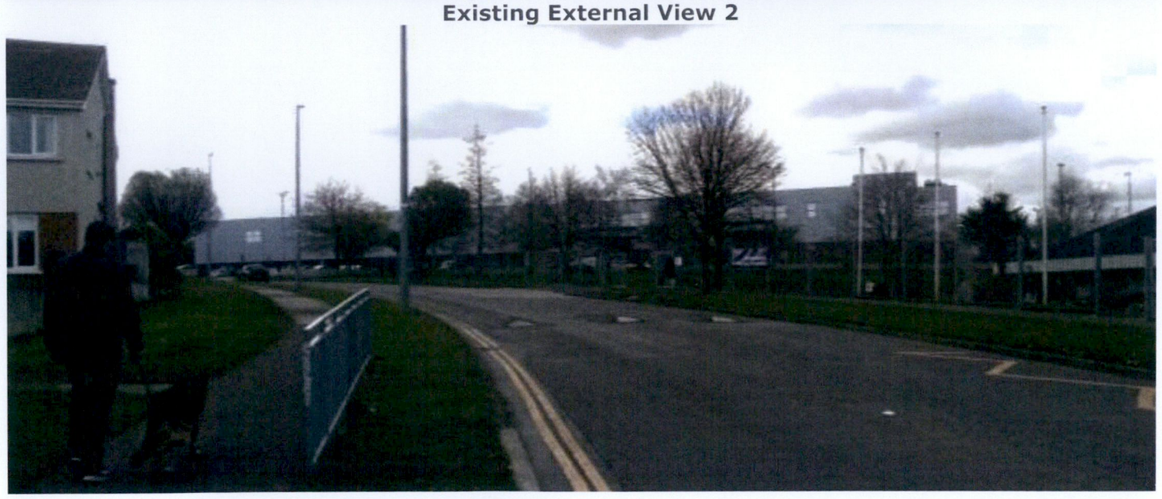
Proposed Sheffield Bike parking.

Proposed Covered Bike parking.

Existing External Facades

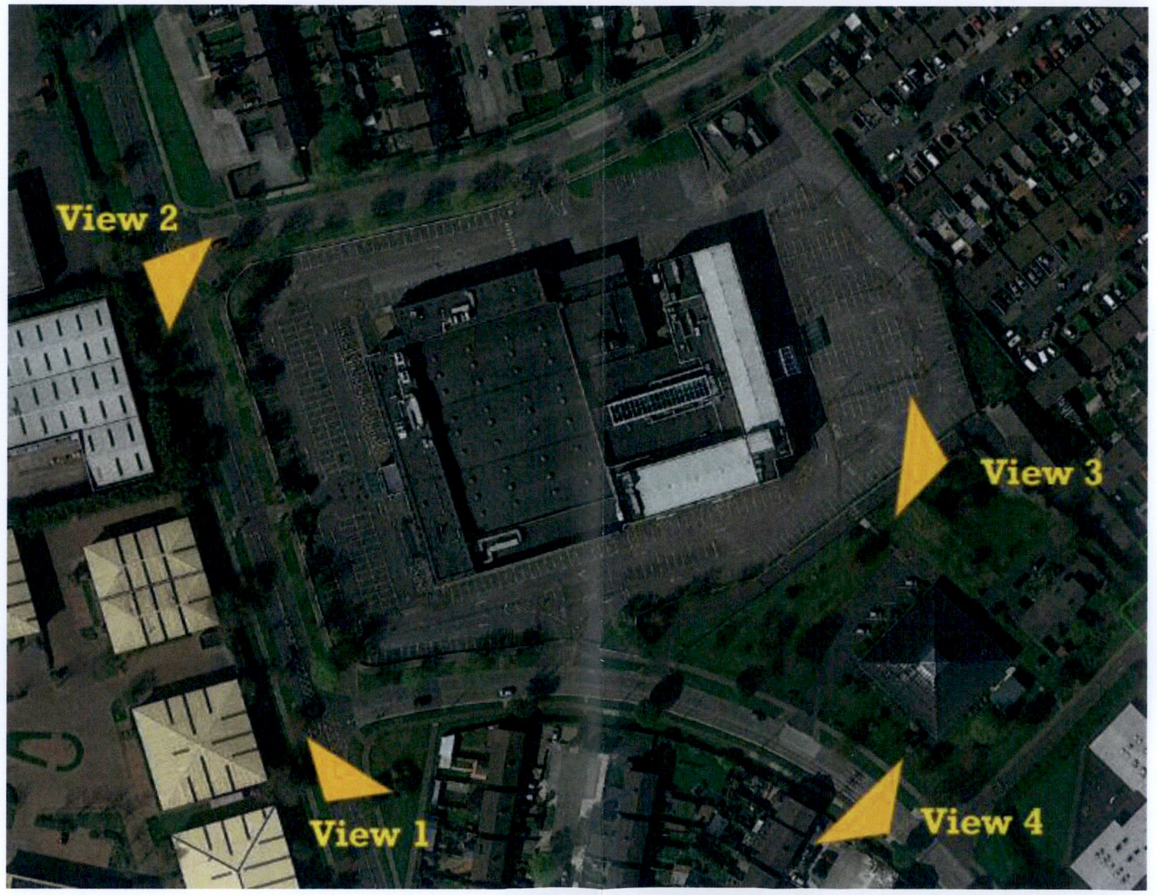
Existing External View 1

Existing External View 2

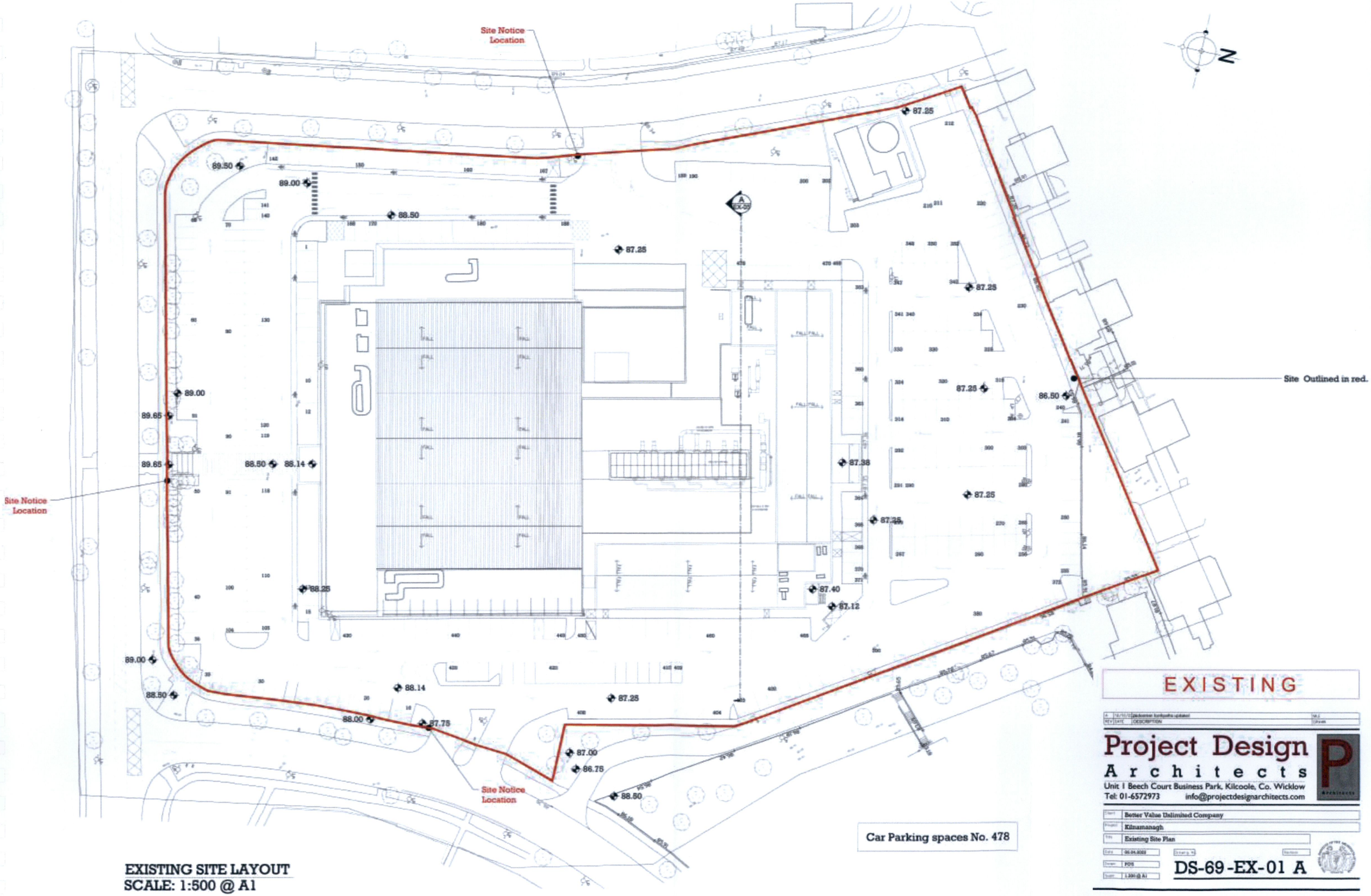


Existing External View 4

Existing External View 3



Satellite View with views location points



EXISTING SITE LAYOUT
SCALE: 1:500 @ A1

Car Parking spaces No. 478

EXISTING

REV	DATE	DESCRIPTION	BY
A	16/10/23	Basement footprints updated	MJ

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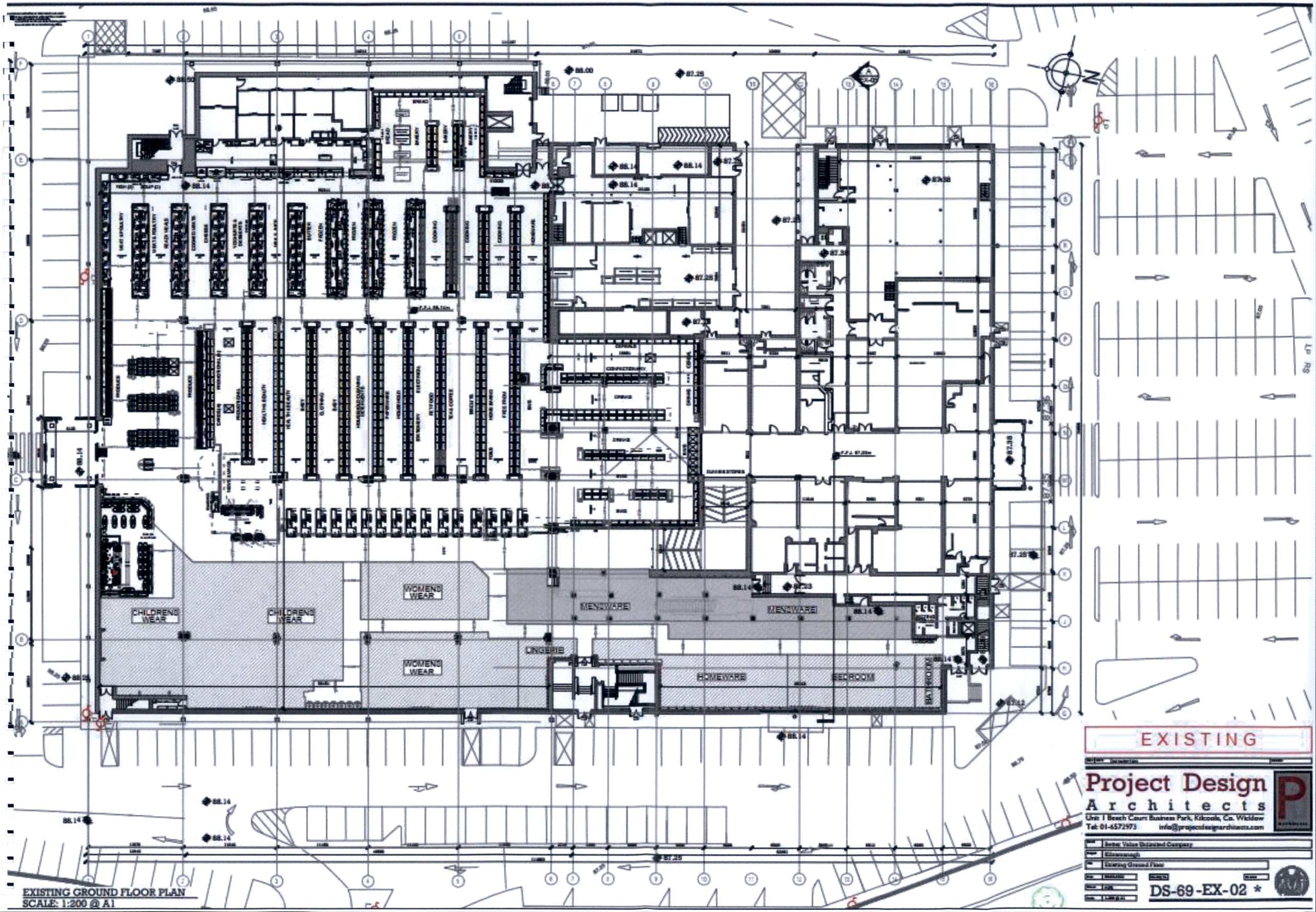
Client	Better Value Unlimited Company
Project	Kilmanaagh
Title	Existing Site Plan
Date	06.04.2023
Drawn	FOS
Scale	1:500 @ A1

DS-69-EX-01 A



EXISTING GROUND FLOOR PLAN
SCALE: 1:200 @ A1

EXISTING

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Better Value Unlimited Company
Kilcoole
Existing Ground Floor

DS-69-EX-02 *

07. BUILDING DESIGN

The building design concept is to provide an upgraded modern exterior to the existing Centre and provide a more inclusive connection between the public and the building introducing additional uses and services for the existing Centre.

The current street frontage is set back from the road and comprised of a silver grey Kingspan sheet / red brick elements and entrance porch – it is proposed to re-clad the main entrance areas/ include additional windows and large glazed feature element / enlarged front entrance porch / improve access and paving to front of building. The entire journey and visual exposure to the new Centre will be completely revitalized and renewed for the next 20 years with this proposal with high quality material

Sample of Glazed wall with copper framing, ceramic cladding and signage

URBAN DESIGN REQUIREMENTS

To form a functional street network, the major routes through and to/from the site should be direct and clearly defined by role (i.e. public transport, pedestrian/ cyclist, vehicular).

The existing building has good connectivity to bus routes / Luas and the new design will enhance the use of the site for one journey. In addition the new landscaping proposed with enhance the green journey through the site from external points. New covered bicycle shelters will be provided to front and rear entrance points to encourage cycling

To promote higher levels of accessibility and legibility, the street network should be laid out in a series of compact blocks that form a grid like structure. Universal access

throughout the area should be provided for pedestrian and cyclists. Vehicle access may need to be limited to discourage thorough traffic in some areas.

The main entrance use is to the east which is now limiting the traffic to flow in one direction around the building. Provision of cover secure bicycle parking will allow customers and staff cycle to work and shopping reducing the number of car journeys to the centre.

The Design Manual for Urban Roads and Streets (DMURS) provides for a safer street environment, designed according to their 'function' and 'context' to be 'self-regulating' (i.e. passively traffic calmed).

See comprehensive surveying / report and design input from NRB traffic consultants in relation to entrance design / traffic assessment audits etc

To reduce its visual impact, and enable more efficient use of space and visitor provision, parking should be provided mainly on-street and / or in small courtyards of up to 20 spaces (low to medium density development). In higher density and / or mixed use development parking should be provided mainly in basement or well-designed multi-story structures.

Not applicable to existing Shopping Centre environment.

Open space should form an accessible interconnected network designed to retain a sites natural features, protect biodiversity, provide variety, and high levels of amenity.

New design for all accessible pedestrian entrance proposed to provide a ramped access point to the main pedestrian access. All pedestrian points of access to be fully compliant with dipped footpath and rumple strips to enhance the accessibility to the site.

To promote a greater sense of place, development should be designed around major parks and squares as a focal point or feature. Incidental left over spaces are not acceptable.

Not applicable to existing Shopping Centre environment.

Open space design (including parks, squares, streets and SUDS) must deliver high quality usable space within a Landscape Masterplan that defines the role of each space.

See attached landscape masterplan to the development for details on proposed upgrade works to landscaping throughout the existing development.

Sample of dark ceramic cladding with copper canopy and white signage

LAND USE AND DENSITY

More intensive land use/ higher densities should be focused around public transport interchanges and along major routes for more sustainable development patterns.

The introduction of Health Centre and Gym increases the use of the site and allows multiple uses for customers within the same journey to the centre.

A choice of residential dwellings types should be provided within each neighborhood to allow residents fulfil their 'life cycle' within the same neighborhood.

No applicable to existing Shopping centre environment.

BUILT FORM

Higher buildings should be located at appropriate locations within centers, around key destinations and along public transport routes to support more sustainable development patterns and create a more legible urban form.

Transition should be provided where new development adjoins established areas of a lower scale.

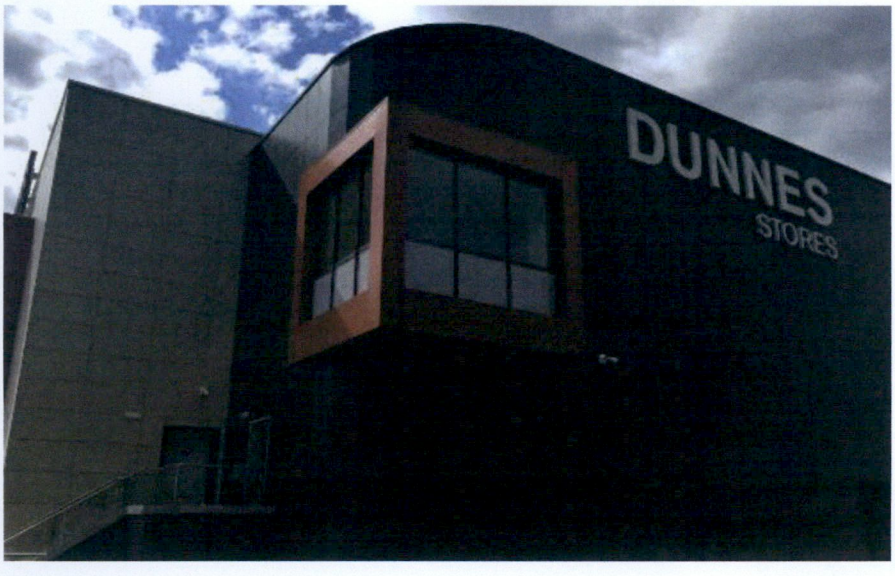
The propose extension is of similar height and form to the existing building and only the upgrade of external finishes will update the entire shopping Centre on completion.

To maximize security and activity, buildings should be arranged as perimeter blocks to directly address streets and spaces and to clearly define public and private areas (without needing extensive walls and fences). External openings onto streets and space should be maximized, including building typologies on corners to provide a 'dual' frontage.

The current design and built form with 360 degree accessibility from the car park is maintained with the new design enhancing the look and feel of the current building with upgrade external finishes / additional glazed elements and feature

To create variety and promote a more legible urban structure, the architectural style, materials and finishes should be varied throughout each neighborhoods, along major routes and around other areas of interest (such as open spaces). To maintain the architectural integrity of the development service boxes, bin stores and other utilities should be architecturally integrated into the design of buildings.

Not applicable to existing Shopping Centre environment.



Sample of dark ceramic cladding with copper window framing and white signage

Irish Water / Drainage

ORS have liaised with Irish Water in relation to the proposed water supply and wastewater connection for the development. It is proposed that the extension will use the existing connection to the public water supply and foul sewer network to supply the development.
A pre-connection enquiry was lodged on the 1st of June 2022 with Irish Water and a confirmation of feasibility letter from Irish Water dated 13th June 2022, confirmed that a water and wastewater connections are feasible without any infrastructure upgrade.

A copy of the confirmation of feasibility letter from Irish Water is attached ORS report
Existing water, wastewater and surface water infrastructure maps in the locality of the site have been sourced from South Dublin County Council Water Services Department and are attached in ORS report

The proposed building extension will be located on an area of the site which is currently used as car parking and is impermeable. Therefore the proposed building will not increase the impermeable area on the site and in fact through use of SuDS measures including a green roof and attenuation system, the surface water management on the site will be improved as a result of the proposed extension.

An extensive green roof system is being provided on the proposed extension. This will provide ecological, aesthetic and amenity benefits and will help retain rainfall at the source and reduce the volume of runoff and attenuate peak flows. The green roof will absorb the majority of rainfall received during ordinary rainfall events and will contribute to the attenuation of flows for larger events.

Energy Report and Assessment.

A building shall be designed and constructed to ensure that the energy performance of the building is such as to limit the amount of energy required for the operation of the building and the amount of carbon dioxide (C02) emissions associated with this energy use insofar as is reasonably practicable.

Primary Energy & Heating/Cooling Generator Efficiency:

It is proposed to heat and cool the new extension with a constant volume air system delivered from a packaged air handling unit. The air handling unit will comprise both supply and return air fans and will include heat recovery [plate heat exchanger or run around coil] to pre-heat the supply air using recovered heat from the extract air. Specific fan power for both fans will not exceed 1.6 (W/l/s).

The primary heat generator will be an electrically driven air to water heat-pump with full invertor technology for independent and simultaneous cooling and heating. The system will be complete with a controls package in accordance with Section 1.4.2.6 Table 4 Part L 2021.

Low Energy LED lighting:

One of the largest energy consumers within a building is lighting. Retail area lighting for the new extension will comprise good quality high efficiency LED lighting system c\w an automatic switching system.

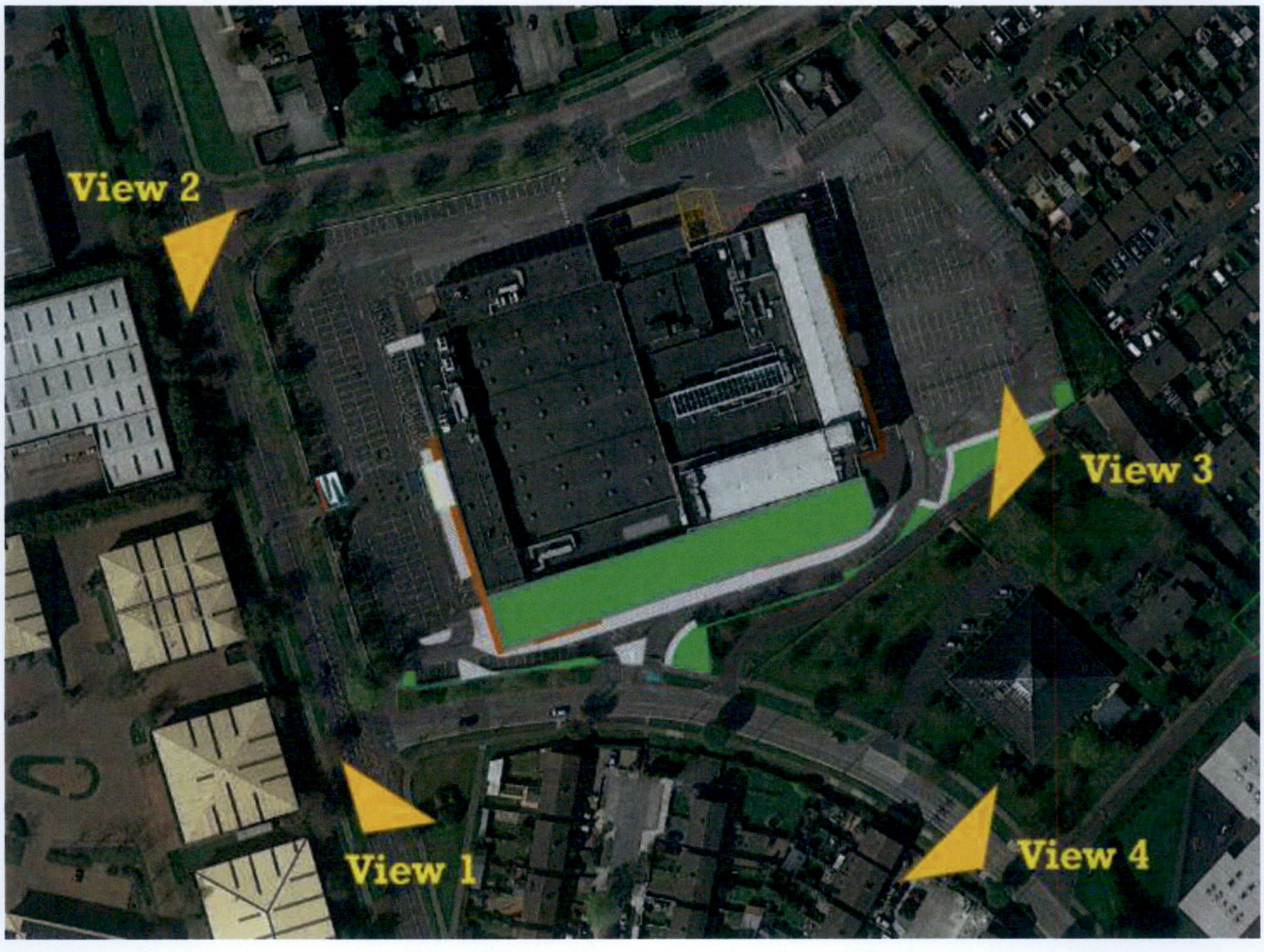
Low Energy Electronically Controlled Primary Pumps:

We propose to select primary circulation pumps (where required) with electronically controlled motors based on permanent magnet and compact stator technology. They will continually adjust operation to meet changes within the system demand.

It is proposed to provide 20No. EV charging spaces in the locations as indicated on PDA drawing DS-69-PL-09-REVA.

See attached report on energy by T5 consulting engineers outlining principle of design for Part L

Comparison Existing-Proposed Intervention



Satellite View with views location points

Proposed Street view No.1 – Mayberry Road

Existing Street view No.1 – Mayberry Road

Proposed Street view No.2 – Mayberry Road

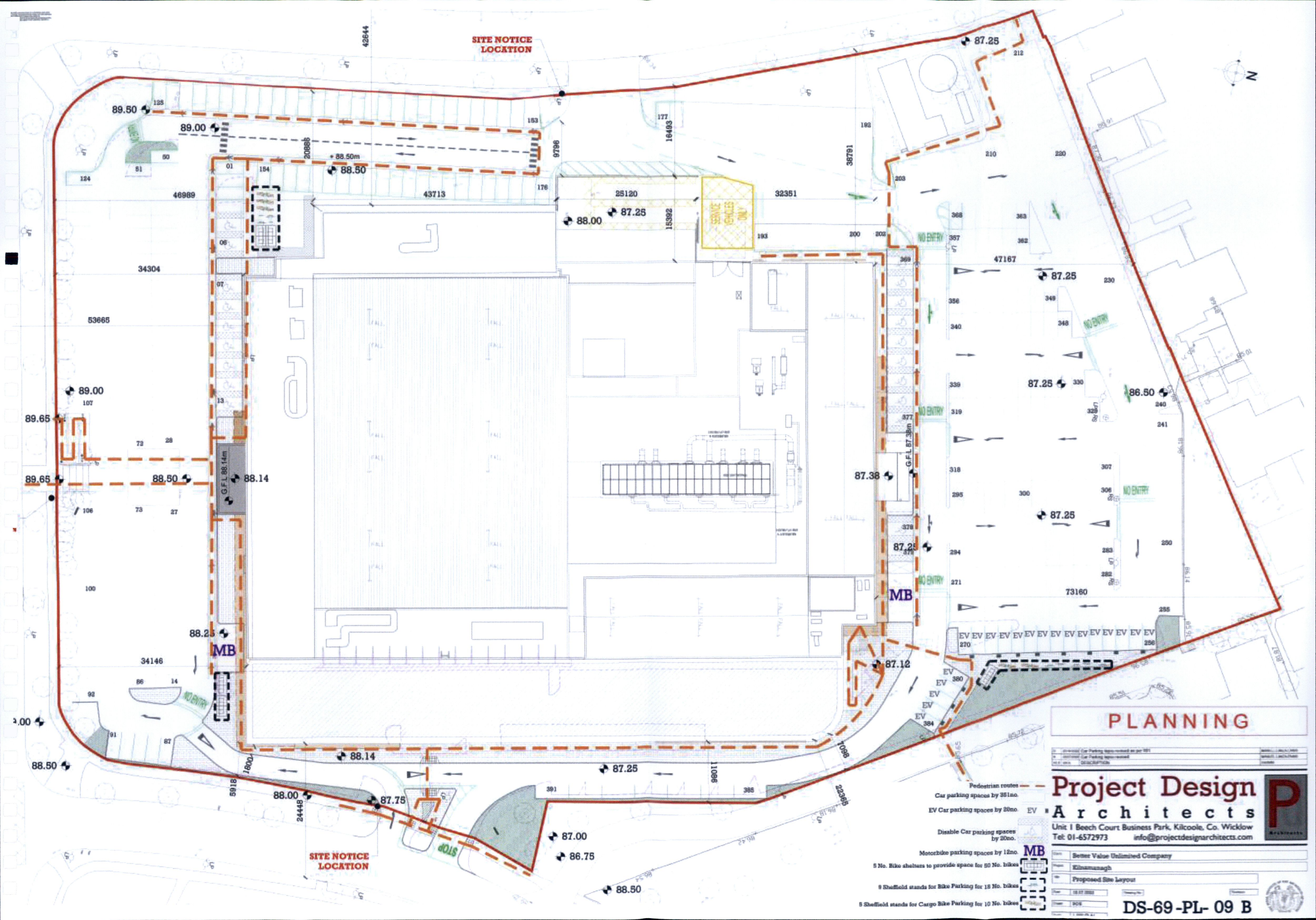
Existing Street view No.2 – Mayberry Road

Proposed Street view No.3 – Treepark Road

Existing Street view No.3 – Treepark Road

Proposed Street view No.3 – Treepark Road

Proposed Street view No.3 – Treepark Road


SITE NOTICE LOCATION
SITE NOTICE LOCATION
SERVICE VEHICLES ONLY
NO ENTRY
STOP
MB
EV
PLANNING
Pedestrian routes
Car parking spaces by 351no.
EV Car parking spaces by 20no.
Disable Car parking spaces by 20no.
Motorbike parking spaces by 12no.
5 No. Bike shelters to provide space for 50 No. bikes
9 Sheffield stands for Bike Parking for 18 No. bikes
5 Sheffield stands for Cargo Bike Parking for 10 No. bikes
Project Design Architects
Unit 1 Beech Court Business Park, Kilcoole, Co. Wicklow
Tel: 01-6572973 info@projectdesignarchitects.com
Better Value Unlimited Company
Kilnamanagh
Proposed Site Layout
DS-69-PL-09 B

PROPOSED FIRST FLOOR PLAN
SCALE: 1:200 @ A1

EXISTING MEZZANINE FLOOR PLAN - STOCKROOM 3
SCALE: 1:200 @ A1

PLANNING

Project Design
Architects
Unit 1 Beech Court Business Park, Kilcoole, Co. Wicklow
Tel: 01-6572973 info@projectdesignarchitects.com

Better Value Unlimited Company
Kilcormaugh
Proposed First Floor

DS-69-PL- 011 *

New enclosed area for delivery and 2no. New Gates

NEW RAISED AREA FOR DELIVERIES

ENCLOSED YARD

SERVICE VEHICLES ONLY

SET DOWN AREA

NO ENTRY

RE-CLAD ENTRANCE IN COPPER RAL 8029

New Ground Floor Extension

New 1648m² Ground floor extension

New Entrance, Ramp and Steps

BREAD

BAKERY

EGGS

MEAT & POULTRY

READY MEALS

COOKED MEATS

CHEESE

YOGHURTS & DESSERTS

MILK & JUICE

BUTTER

FROZEN

COOKING

HOMEWARE

PRODUCE

PROMOTIONAL

CARDS (S)

HEALTH & BEAUTY

BABY

CLOTHING

HOUSEHOLD CLEANING & DISPOSABLES

PAPERWARE

HOUSEHOLD

STATIONERY

ELECTRICAL

PET FOOD

TEA & COFFEE

BISCUITS

HOME BAKING

FOILS

FREE FROM

NEWS & MAGS

CEREALS

CONFECTIONARY

DRINKS

WINE

DUNNES STORES

CHILDRENS WEAR

WOMENS WEAR

MENSWARE

LINGERIE

HOMEWARE

BEDROOM

BATHROOM

LUGGAGE

MB

EV

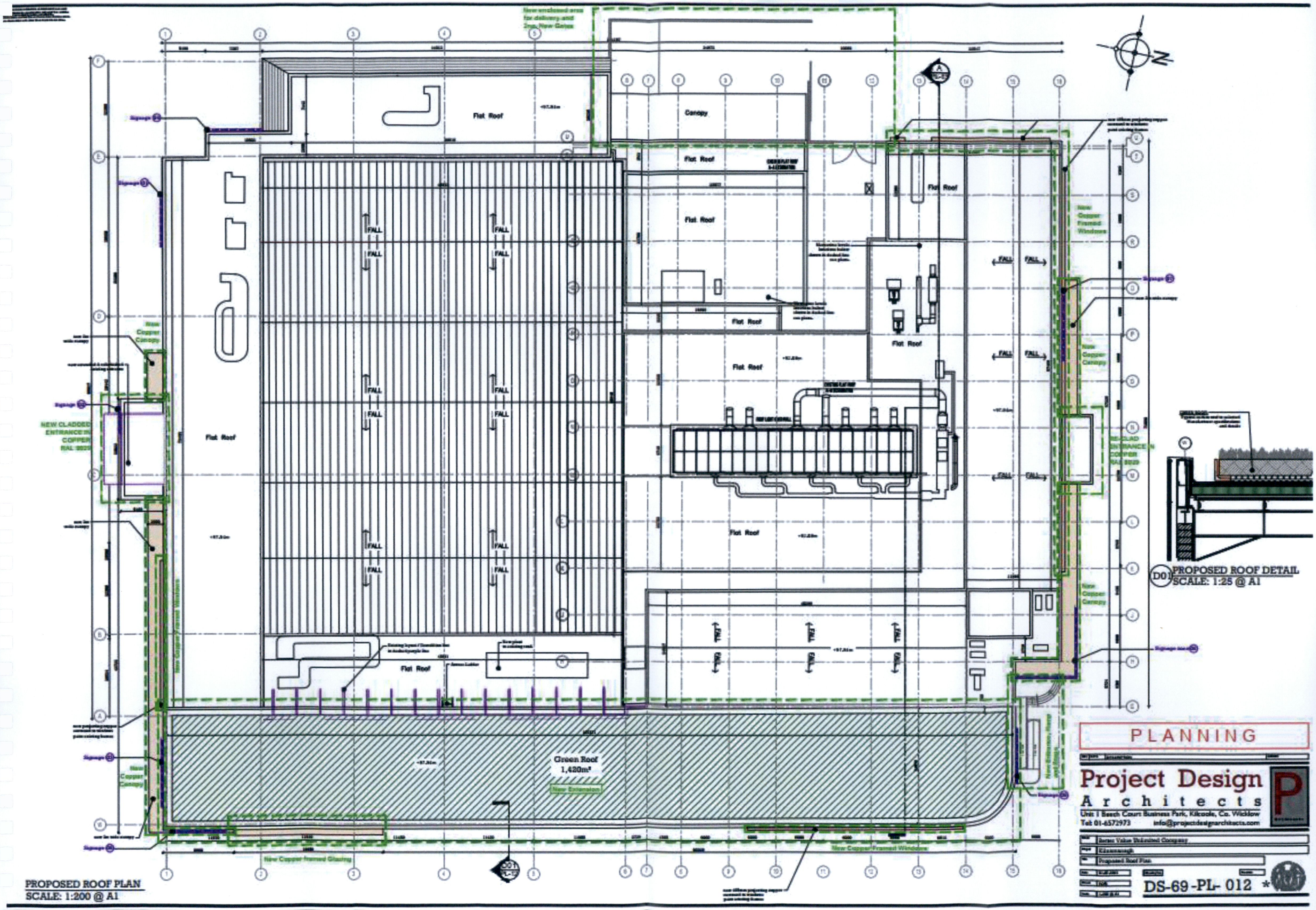
PROPOSED GROUND FLOOR PLAN
SCALE: 1:200 @ A1

PLANNING

Project Design Architects
Unit 1 Beech Court Business Park, Kilcoole, Co. Wicklow
Tel: 01-6572973 info@projectdesignarchitects.com

Client: Better Value Unlimited Company
Project: Kilnamanagh
Title: Proposed Ground Floor
Date: 01.07.2022
Scale: 1:200 @ A1

DS-69-PL- 010 A


New enclosed area for delivery and 2no. New Gates
Flat Roof
Canopy
FALL
Green Roof
1,420m²
New Extension
NEW CLADDED ENTRANCE IN COPPER RAL 2020
New Copper Canopy
New Copper Framed Windows
RE-CLAD ENTRANCE IN COPPER RAL 2020
New Copper framed Glazing
New Copper Framed Windows
D01 PROPOSED ROOF DETAIL
SCALE: 1:25 @ A1
PROPOSED ROOF PLAN
SCALE: 1:200 @ A1
PLANNING
Project Design Architects
Unit 1 Beech Court Business Park, Kilcoole, Co. Wicklow
Tel: 01-6572973 info@projectdesignarchitects.com
DS-69-PL-012

08. CONCLUSION

To summarize, Kilnamanagh Shopping Centre located between Treepark road and Mayberry Road in Dublin 24, currently Anchor use of Dunnes Stores with both grocery and textile offering on ground and first floor levels with Mall and shop units off the rear car parking area. Car parking is available front and rear of the centre with access points to east and west boundaries with pedestrian access from south boundary – Mayberry road.

We have incorporated site elements to improve the accessibility to the building, pedestrian access from Mayberry road will include a ramp, all other pedestrian access points to include fully compliant with dipped footpaths and rumble strips. We also include the provision of cover secure bicycle parking and cargo cycle parking will allow customers and staff cycle to work and shopping reducing the number of car journeys to the centre.

The design and layout of the proposed extension to the east of the development to a large degree follows the internal reconfiguration of the whole store, moving the textiles area from the first floor to the ground floor area, allowing to develop the first floor areas for better use of the local community Gym and Health Centre facility.

Another design criteria of the proposed design is to open up and elevate the east elevation by introducing a substantial glazed component. This will help to integrate the building and its internal use visually into the wider community and removes the dead elevation from this entrance elevation. The introduction of ground floor display window and the upper floor windows to the Health Centre will now provide an overlooked space to the entrance.

Nevertheless, on attention to sustainability an extensive green roof system is being provided on the proposed extension, providing ecological, aesthetic and amenity benefits and will absorb the majority of rainfall received during ordinary rainfall events and will contribute to the attenuation of flows for larger events, with considerations for future PV panels installation.

It is proposed to heat and cool the new extension with a packaged air handling unit, comprise both supply and return air fans and will include heat recovery system to pre-heat the air supply using recovered heat from the extract air. The primary heat generator will be an electrically driven air to water heat-pump with full invertor technology for independent and simultaneous cooling and heating.

Finally, as the main energy consumption element on retail is lighting, for the new extension will comprise good quality high efficiency LED lighting system c\w an automatic switching system. Another element to take in consideration on power consumption are pumps, we include on our proposal primary circulation pumps (where required) with electronically controlled motors based on permanent magnet and compact stator technology. And last but not least it is also proposed to provide 20No. EV charging spaces noted on plans.