



PLANNING REPORT

PLANNING APPLICATION FOR A PROPOSED EXTENSION TO EXISTING MOTOR SALES OUTLET AT TOYOTA LIFFEY VALLEY, LIFFEY VALLEY MOTOR MALL, DUBLIN 22, D22 EK20



PREPARED FOR:

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TOYOTA LIFFEY VALLEY
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DUBLIN 22
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PREPARED BY:

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JULY 2021



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Principal Planning Officer
Planning Department
South Dublin County Council
County Hall
Tallaght
Dublin 24
D24 A3XC

Monday, 5th July 2021
[By Hand]

Dear Sir/Madam,

RE: APPLICATION FOR PERMISSION FOR EXTENSION TO THE EXISTING MOTOR SALES OUTLET AND ASSOCIATED DEVELOPMENT AT TOYOTA LIFFEY VALLEY, LIFFEY VALLEY MOTOR MALL, DUBLIN 22, D22 EK20 AND ADJOINING LANDS TO THE EAST.

1.0 INTRODUCTION

Tom Staunton¹ has retained Tom Phillips + Associates, Town Planning Consultants², in association with Node Architecture³ to prepare this Planning Application for an extension to the existing motor sales outlet at a site of c. 1.4 ha at Toyota Liffey Valley, Liffey Valley Motor Mall, Dublin 22, D22 EK20. As part of this application, it is proposed that Toyota Liffey Valley is extended into adjoining lands to the east, also within the ownership of our Client.

In summary, the proposed development seeks permission for an extension (c.568 sq m) to the existing Motor Sales Outlet (and servicing area) which will comprise a car body shop and valet area. The proposal also includes a remote sales office (c.20 sq m), alterations to the landscaping, signage, staff car parking and vehicle display provision.

The proposed development constitutes a continuation of the existing use of the site, permissible under the site's land zoning objective 'MRC', to *"To protect, improve and provide for the future development of a Major Retail Centre."* The proposed development therefore continues to be compatible with the established commercial uses of the surrounding plots in the Liffey Valley retail park.

We enclose CGI's of the proposed development at Appendix A.

¹ Toyota Liffey Valley, Liffey Valley Motor Mall, Dublin 22, D22 EK20

² No. 80 Harcourt Street, Dublin 2, D02 F449.

³ Bible House, 42 Dawson St, Dublin 2, D02 NX79.

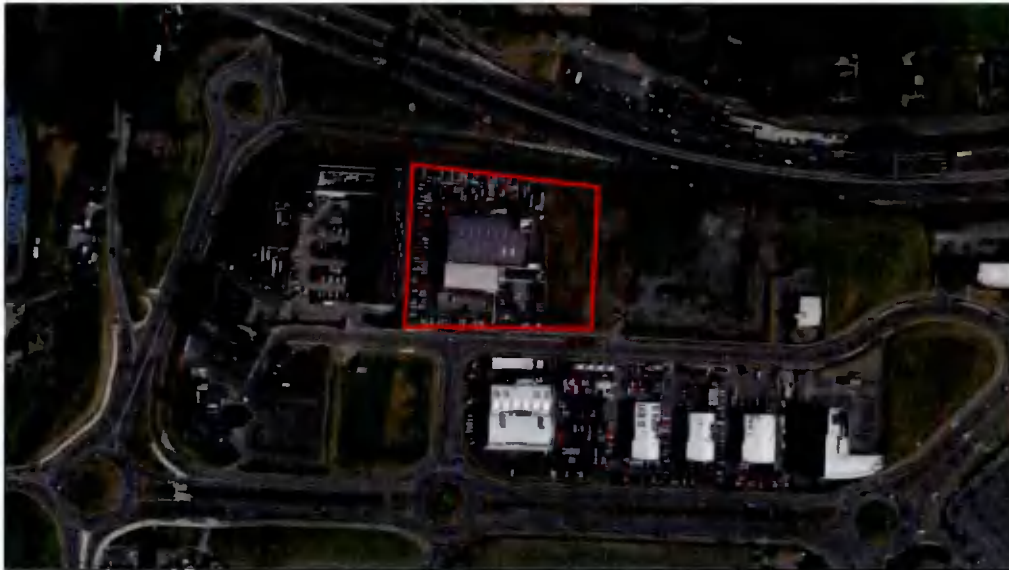


Figure 1.1. Approximate location of subject site. (Source: Google Maps, annotated by TPA, 2021).

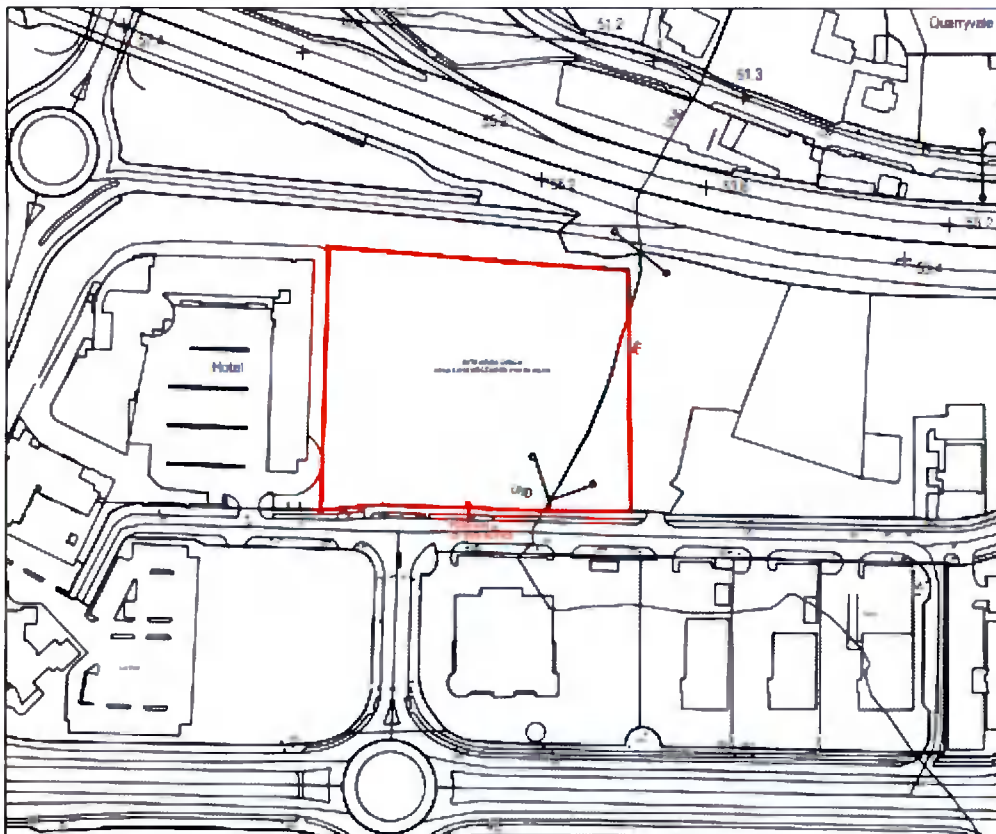


Figure 1.2: Extract from Node's 'Site Location Map' Dwg. No. PA_1-00, showing site boundary and location of site notice at the only site entrance point.

2.0 SITE CONTEXT

The subject site is located on northern side of Liffey Valley Motor Mall and forms part of the Liffey Valley retail park, which is physically bound by the N4 to the north, the R113 to the north and west and Liffey Valley access roads to the south. The site is generally square in area, comprising the existing motor sales grounds and includes additional adjoining undeveloped lands to the east which are also in the ownership of the Applicant.

The site is situated in an existing built-up area, adjoining the site to the west is the part five part six storey Clayton Hotel. To the east is undeveloped lands (part of which is included in the application site) and a childcare facility to the far east. The existing development to the south of the site is commercial in nature comprising retail units and further motor sales facilities.

The subject site comprises the existing Toyota motor sales outlet, which includes the double height retail building, vehicle display areas and staff and customer car parking. The site also includes part of the adjoining greenfield lands to the east. The site is generally flat and level with the access road to the south, save for the sharp fall to the rear of the site which acts as a land barrier to the N4 motorway to the north.



Figure 2.1: Site Location Map (Source: MyPlan.ie, annotated by TPA, 2021)



3.0 THE PROPOSED DEVELOPMENT

3.1 Description of Proposed Development – as per the Statutory Notices

The development will consist of: the construction of a single storey (double height) extension (c.568 sq m) to the existing Motor Sales Outlet with servicing area which will comprise a car body shop and valet area; a single storey remote sales office (c.20 sq m); a covered bike shelter; ancillary petrol fill area; alterations to vehicle storage area; alterations and relocation of the existing vehicle display provision (resulting in total of 79 no. defined display spaces (59 no. additional) together with indicative display areas with capacity for c. 72 no. vehicles); a reduction in service spaces (resulting in total of 23 no. service spaces (3 no. less)) and relocation and additions to the existing staff car parking provision (resulting in total of 25 no. staff spaces (5 no. additional)); and provision of a new pedestrian site entrance.

The development will also consist of signage (3 no. signs (4.45 sq m; 2.71 sq m; 0.58 sq m); alterations and additions to the soft and hard landscaping, including the removal of existing fence, new boundary treatment and internal vehicle access gate, pedestrian paths and access, paving, tarmac and planting; relocation of vehicle sliding gate; an additional vehicle display podium; additional electric charging bays; new lighting; elevational changes to the existing building to facilitate the extension; an additional attenuation tank; all piped infrastructure and ducting; plant; and all associated site development and excavation works above and below ground.

3.2 Details of the Proposed Development – Overview

The proposed development seeks planning permission for the construction of a single storey, double height, extension to the existing Motor Sales Outlet with servicing area which will provide a car body shop and valet area with a total floor area of c.568 sq m. We provide a breakdown of the proposed development below.

Extension

The main element of the proposed development is a single storey (double height) extension to existing building of c.568 sq m. comprising a car body shop and valet area. The valet area will consist of 3 no. valet bays and the body shop area will include 3 no. booths. A sliding gate is also proposed to the western elevation of the proposed extension.

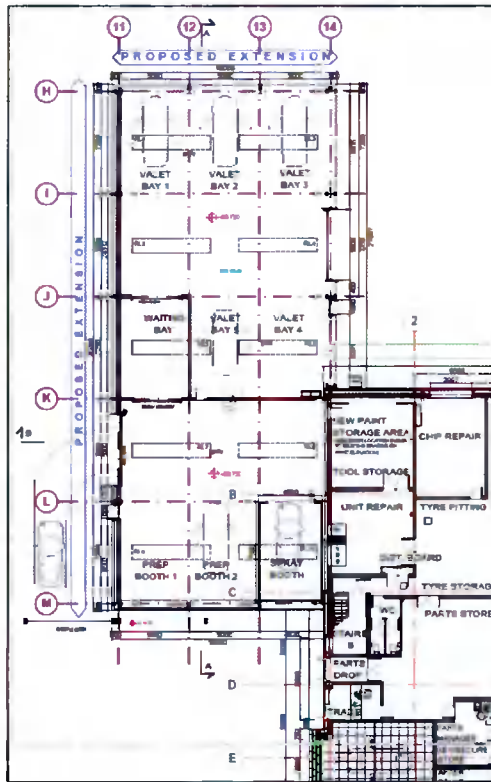


Figure 3.1: Extract from Node's 'Proposed Ground Floor Plan' Dwg. No. PA_3-00 showing layout of proposed extension and relationship with existing building.

The extension is located to the western end of the existing building and extends beyond its rear elevation. It will be c.37.25m long and c.1.6m wide. The extension building will be c.7.7m in height.

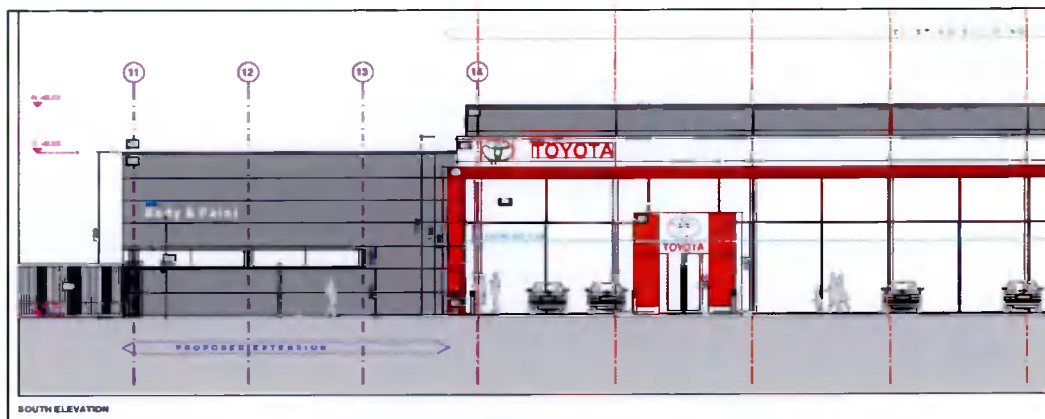


Figure 3.2: Extract from Node's 'Proposed Elevations (1)' Dwg. No. Pa_3-03 showing height of the proposed extension in comparison to the existing building.



Figure 3.3: CGI of the proposed extension, prepared by Node Architecture.

Remote Sales Office

The proposed development includes a remote sales office located to the east of the existing building. The proposed remote sales office will be c. 20 sq m and c.3m in height.

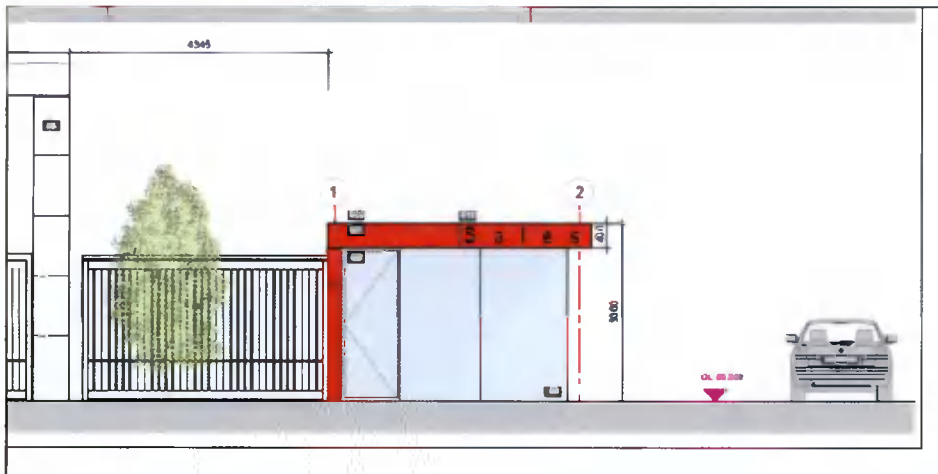


Figure 3.4: Extract from Node's 'Proposed Remote Sales Hut' Dwg. No. PA_3-06.



Figure 3.5: CGI of the proposed remote sales office/hut, prepared by Node Architecture.



Ancillary Petrol Fill Area

The proposed development includes a petrol pump, located at the north eastern corner of the site. The petrol pump is for use by Toyota Liffey Valley only and will not serve the wider public. The swept path diagrams provided by OCSC Engineers confirm that the proposed petrol pump can be safely accessed by the appropriate service/ delivery vehicles.

Signage

The proposed new built form is inclusive of new signage, the details of which are provided on Node's 'Building Signage' Dwg. No. PA_3-07. In summary, the proposed signs comprise individually mounted acrylic text (white/ black) on dark grey cladding or mounted directly to the building in the case of the remote sales hub.

Alterations to Car Parking/ Vehicle Display Provision

The proposed development includes alterations to the overall site layout, including the parking provision and vehicle display provision across the site. It is proposed that the additional lands to the east that form part of the application site will accommodate staff car parking and vehicle display.

From a quantum perspective, the table below sets out a summary comparison of the changes to the car parking and vehicle display across the site in the context of the permitted/ existing provision.

Parking Description	Permitted/ Existing No. of Spaces	Proposed No. of Spaces
Staff	20	25 (5 no. additional)
Defined Display	20	79 (59 no. additional)
Customer	19 (includes 1 no. charging bay)	19
Demonstration	11 (includes 1 no. charging bay)	11
Service	26	23 (3 no. removed)
Indicative Display	Capacity for c.82 no. vehicles	Capacity for c. 72 vehicles
Total	178	229

Table 3.1: Comparison of existing and proposed car parking and display spaces.

We highlight that the only amendments to regular 'car parking provision' is the 5 no. additional staff parking spaces proposed. The amendments to the service bays and display bays relates to the commercial function of the facility and do not give rise to the same planning issues as regular car parking (i.e. increased trip generation).

Further to the changes to the quantum of car parking/ vehicle display, the proposal includes the relocation and alteration of existing parking areas. The details of this are shown on the Node's 'Proposed Site Plan' Dwg. No. PA_1-03.

The proposed development also includes the provision of an additional vehicle display podium which will be located at the front of the site in the south eastern corner.



New Pedestrian Access

The proposed development will introduce a new pedestrian access into the site which will be located to the east of the existing vehicular access. This pedestrian site entrance will provide access between the footpath and the application site.

Hard and Soft Landscaping

The proposed development includes alterations to the hard and soft landscaping across the site area. In general terms, the proposal includes the continuation of the existing hard and soft landscaping onto the additional site area (currently undeveloped) to the east of the current facility.

Node's 'Proposed Landscaping Plan' Dwg. No. provides an annotated plan showing details of the proposed landscaping works.

We note that the proposed development includes an additional attenuation tank in the north eastern corner of the site as shown on OCSC's 'Proposed Drainage Design Layout' Dwg. No. 0500 Rev P05.

We also enclose a 'Public Lighting Layout' Dwg. No. 20101_PA_1-03, prepared by Sabre Electrical Services.

The above provides an overview of the proposed development, the Architectural and Engineering drawings and reports provide further detail of the proposal. In section 5.0 of this Planning Report, we outline the compliance of the proposed development against the Development Plan and any other relevant considerations.



4.0 PLANNING HISTORY

Tom Phillips + Associates carried out a planning history search using the online search facilities of South Dublin County Council and An Bord Pleanála in order to establish the planning history of the subject site.

We note that the site has been subject of a previous successful planning applications related to the redevelopment of the site and use as a motor sales outlet. The key planning application associated with the site is summarised below.

4.1 Planning Application Reg. Ref. SD15A/0396

Planning permission was granted by South Dublin County Council on 23rd February 2016 for the redevelopment of this site to construct a two-storey motor sales outlet and service facility (2,939 sq m) comprising of:

- Car showroom, including workshop, parts store and customer facilities at ground level
- Office, staff canteen and toilets
- Car wash
- Illuminated signage
- 52 staff car parking spaces
- 129 car parking bays
- 2 no. vehicle podiums
- Cycle parking
- Bin storage
- Plant and ESB substation

Pre-planning consultation was held with the Council, wherein the Council noted the proposed use is permitted in principle. Additionally, it was recommended that a car parking schedule would be required indicating customer, display and staff parking areas and also to submit surface water and drainage plans. This was accepted by the applicant and submitted as part of the application.

The planning assessment carried out by South Dublin County council accepted the proposed development is appropriate at this location, having regard to the Town Centre zoning of the site and considered the commercial use would be compliant with the Council's long-term vision for the area to development as a major retail centre.

The proposed development was also accepted by the Road's Department, considering the development to be in line with the Development Plan and would not lead to any undue adverse traffic impacts in the area. As such, permission was granted subject to 8 No. Conditions related to development management.

We contend that the proposed development seeks to further optimise the lands and constitutes a continuation of the established use of the site from a land use,

5.0 PLANNING CONTEXT AND CONSIDERATIONS

5.1 Overview

This Section examines the planning and development context of the lands and outlines the key development management issues relating to the subject site and proposed development, with specific reference to the *South Dublin County Development Plan 2016-2022*.

We further acknowledge the extended *Liffey Valley Local Area Plan* and confirm that the proposed development aligns with the principles set out within this document.

5.2 Zoning and Land Use

The subject site is zoned 'MRC', to *"To protect, improve and provide for the future development of a Major Retail Centre."*

The vision for MRC zoned lands sets out:

"Liffey Valley Shopping Centre, a Major Retail Centre and Level 2 Retail Centre in the Retail Strategy for the Greater Dublin Area 2008-2016 is located at the eastern periphery of the area. The area is permeated by high frequency bus routes to Dublin City and the Dublin – Kildare rail line serves communities to the south of Lucan."

The site is in use as a motor sales outlet, which is permitted within the above zoning and is compatible with the existing uses in the area. The proposed development seeks to expand the existing use of the site which is 'Permitted in Principle' as shown by Figure 5.2 below.

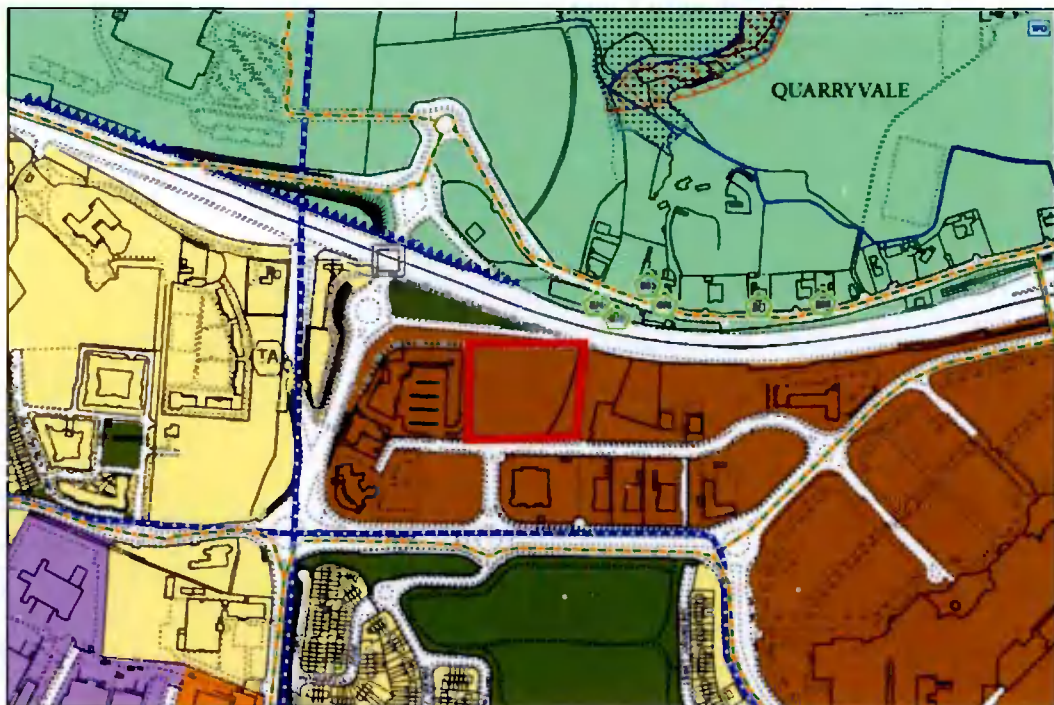


Figure 5.1: Extract of South Dublin County Council Zoning Map 2016-2022, site indicated in red. (Source: SDCC.ie, annotated by TPA, 2021)



Table 11.8: Zoning Objective 'MRC': 'To protect, improve and provide for the future development of a Major Retail Centre'

USE CLASSES RELATED TO ZONING OBJECTIVE	
Permitted in Principle	Advertisements and Advertising Structures, Betting Office, Car Park, Childcare Facilities, Enterprise Centre, Funeral Home, Garden Centre, Hotel/Hostel, Motor Sales Outlet, Offices less than 100 sq.m, Office Licence, Open Space, Petrol Station, Public House, Public Services, Recreational Facility, Recycling Facility, Restaurant/Café, Retail Warehouse, Service Garage, Shop-Local, Shop-Major Sales Outlet, Shop-Neighbourhood, Veterinary Surgery, Wholesale Outlet.

Figure 5.2: Extract from the South Dublin County Council Development Plan 2016-2022 showing the Use Classes Related to Zoning Objective MRC.

We conclude that the proposed development which constitutes a continuation of the permitted use of the site adheres in full with the Development Plan from a land use perspective.

5.3 Relationship with Neighbouring Development

The proposed development (as confirmed through compliance with the zoning objective) is an appropriate use for this location which is a Major Retail Centre. Much of the surrounding uses are large scale retail units and Motor Sales Outlets similar to the host development.

The neighbouring and closest development to the application site is a hotel. Whilst the proposed development would bring development closer to the hotel, a generous separation distance between the two buildings would remain.

We further highlight that any perceived impact arising from the proposed development, for example, from operational noise, would be mitigated through the continuation of the current (sociable) opening hours which are 9am – 6pm Monday to Friday; 9am – 4pm Saturday and closed on Sunday. We therefore contend that the proposed development would maintain a compatible and acceptable relationship with neighbouring development.

5.4 Design and Appearance

The proposed extension has been designed to appear in keeping with the existing host building which is contemporary in appearance and reflects the commercial function of the site. In terms of scale of development, the extension responds appropriately to surrounding existing development and is subservient to the host building.

Furthermore, the subject site is not located in a Conservation Area nor is the site in a particularly visually sensitive area. The appearance of the surrounding area and character of buildings generally reflect its status as a Major Retail Centre. As such, the proposed development will not impact the visual setting of the area.

We also note the vacant nature of the undeveloped lands to east and note that the redevelopment of these lands will introduce additional activation to Liffey Valley Motor Mall and contribute to the enhancement of the public realm. The proposed landscaping will further ensure a positive relationship between the application site and the surrounding context.



For the reasons set out above, we conclude that the proposed development will adhere to the design and public realm related policies within the Development Plan.

5.5 Traffic and Transportation Considerations

Car Parking

As set out in Section 3.2 of this Report, the proposed development includes a number of alterations to car parking and vehicle display spaces at the site. As also set out in Section 6.2 of the *Engineering Services Report* prepared by OCSC, the increased spaces for the storage and display of cars in conjunction with the functionality/ operation of the Motor Sales Outlet are not considered to be car parking in the traditional sense, (i.e. they do not result in trip generation and therefore, do not result additional traffic impact), and would be more appropriately classed as storage spaces for retail goods that are delivered in bulk.

Similarly, the change to the number of service bays provided by the development (3 no. less) would not result in any material impact from a traffic and transportation perspective on the basis they are connected to the commercial operation within the site.

Having regard to the proposed staff car parking (an additional 5 no. spaces), we consider that the proposed additional number of spaces is proportionate to the increase in floorspace proposed. We highlight that specific car parking standards are not prescribed by the Development Plan in respect of 'Motor Sales Outlets'. Alternatively, the Development Plan, at Section 11.4.2 'Car Parking Standards' states:

"For any commercial use not specified within Table 11.23 the default parking rate will be calculated based on those of a comparable use and/or determined as part of Transport and Traffic Assessment." (page 217)

Based on the proposed additional floor area of 588 sq m, we contend that an additional 5 no. staff car parking spaces, provided at a ratio of just under 1 per 100 sq m, will sufficiently serve the development on the basis that the R113, immediately adjacent to the site, is classified by the Development Plan as a long-term high-capacity public transport corridor and is also as part of the NTA Greater Dublin Cycle Network Plan.

Traffic Impact

The *Engineering Services Report* includes a Traffic and Transport section which has regard to any additional impact that may arise from the development both at the construction and operational phases.

In relation to the construction stage, OCSC concludes the following:

"Overall, it is expected that the level of traffic generated by the construction works will be extremely low given the relatively simple nature of the project and will generally occur outside peak traffic times making any associated impact negligible." (page 34)



In relation to the operational development, and having regard to the proposed alterations to car parking/ vehicle display spaces, OCSC note the following:

“the proposed development is expected to result in negligible increases in traffic associated with the site, particularly during peak hours and so is considered to be below...TII thresholds.”

We therefore contend that the proposed development will not give rise to undue additional impact upon the transport network.

Access and Vehicle Movement within the Site

Access to the site vicinity is provided via the R113 which runs to the north and west of the site. This road is identified within the *Development Plan* as a long-term high-capacity public transport corridor and is also as part of the *NTA Greater Dublin Cycle Network Plan*.

The proposed development seeks to provide a new pedestrian access at the eastern part of the site. No changes are proposed to alter the existing vehicular access to the site from the public road.

In terms of vehicle movement within the site, the site layout plan illustrates the movement of vehicles which is supplemented by Swept Path Analysis undertaken by OCSC. This demonstrates that a large car, Fire Tender and small oil tanker (to service the petrol pump) can manoeuvre safely throughout the site as they are required to. Full details are provided on OCSC's Dwg. Nos. 0110 Rev P05, 0111 Rev P05 and 0112 Rev P04 enclosed with this submission.

Servicing/ Delivery

As stated in the *Engineering Services Report*, in terms of servicing and delivery, the development will continue to follow the existing servicing strategy in place, as permitted in association with the existing development.

As a result, and given the scale and nature of the proposed development, OCSC conclude that there will be a negligible impact on the public road network arising from the delivery of vehicles to the site.

Cycle Parking

The proposed development includes a new bicycle shelter that will re-provide cycle parking for the existing development, together with an additional 2 no. spaces to serve the proposed development.

As per the car parking standards, the Development Plan does not provide specific cycle parking standards for a Motor Sales Outlet use. As set out in the *Engineering Services Report*, we maintain that the proposed additional spaces are proportionate and appropriate in the context of the scale and nature of additional floor area proposed.

Having regard to the above, we contend that the proposed development would not give rise to adverse impact from a traffic or transport perspective.



5.6 Signage

Section 11.2.8 sets out the requirements in relation to signage and advertising structures. It is the Council's objective to avoid visual clutter, to ensure signage is carefully considered and does not detract from the character of the area. We note that proposed signage should have regard to the following requirements:

- *In general, signs on a building should only advertise goods or services that are associated with the premises and no more than 2 advertising signs should be erected on any elevation.*
- *Signs should generally be limited to the ground floor of a building unless located directly over the entrance to a major commercial or retail building.*
- *Signs should be simple in design and integrate with the architectural language of the building and not obscure any architectural features. Signs should be proportionate to the scale of the building to which they are attached and sensitive to the surrounding environment.*
- *Signs attached to Protected Structures and in Architectural Conservation Areas should be in keeping with the character of the building and adhere to best practice conservation principles (see Section 11.5.3 Architectural Conservation Areas).*
- *Any sign or associated structure should not create an obstruction to pedestrian or cyclist movement or create a traffic hazard.*
- *Careful consideration should be given to the materials used in the construction of a sign and the methods used to light it.*
- *All signage within the traditional historical villages of the County must be respectful and enhance the historical context of the Architectural environment of these villages.*

With regards to the above we note that the subject site is not located in an Architectural Conservation Area nor is the site in a particularly visually sensitive area, as such the provision of limited additional signage within the site will not impact the visual setting of the area. Furthermore, the proposed signage reflects the scale and nature of the existing signage at the site. Therefore, the proposed signage is considered appropriate and in compliance with the objective of the Development Plan.

5.7 Surface Water Drainage (including reference to petrol filling pump)

Section 11.6 of the Development Plan notes that new developments should also seek to include appropriate measures to include suitable drainage measures in compliance with the *Greater Dublin Strategic Drainage Study* and the *Greater Dublin Regional Code of Practice for Drainage Works*.

Having regard to the above best practice measures the proposed development has incorporated SUDS systems and a proposed additional attenuation tank on the northern part of the site, to the rear of the existing building.

Furthermore, and as set out in Section 4.3 of the *Engineering Services Report*, in order to serve the proposed fuel fill area, a connection is proposed to the existing wastewater system which includes a class 1 fuel separator which is to be utilised by this new connection. We therefore confirm that the proposed ancillary petrol filling pump would not give rise to undue impact.



Having regard to the above, we confirm that the proposed development is consistent with the development standards set out in the Development Plan and will not result in any undue negative impacts to the adjoining lands. The enclosed *Engineering Services Report* provides full details in this regard.

5.8 Appropriate Assessment Screening

An AA Screening Report has been prepared by Whitehill Environmental which scopes the potential environmental impacts of the subject development. The Report reaches the following conclusion:

"In accordance with Article 6(3) of the Habitats Directive, the relevant case law, established best practice and the precautionary principle, this AA Screening Report has examined the details of the project in relation to the relevant Natura 2000 sites within 15km of the application site. This report has analysed the potential impacts and effects of the proposed project on the Special Conservation Interests of these designated sites. It has evaluated the significance of these potential impacts and effects in view of these sites' conservation objectives.

In view of best scientific knowledge and on the basis of objective information, it can be concluded that this application, whether individually or in combination with other plans and projects, will have no impacts upon the Natura 2000 sites. It is of the opinion of this author that this application does not need to proceed to Stage II of the Appropriate Assessment process."

We therefore confirm that the proposed development will not give rise to impact upon Natura 2000 sites. We further confirm that we have undertaken the screening exercise in accordance with the Habitats Directive. The proposed development is therefore acceptable in this regard.



6.0 DOCUMENTS SUBMITTED AS PART OF THE APPLICATION

The documentation outlined in the following Sections forms part, and in support, of the subject Planning application.

Planning Fee

The planning fee (€2,351.60) in accordance with the provisions of Schedule 9 of the *Planning and Development Regulations 2001 (as amended)* is enclosed with the Planning Application has been paid to South Dublin County Council.

The fee payable is calculated as follows:

Class of Development	Calculation	Proposed Development	Amount of Fees
Class 4 – Other Buildings	€3.60 per sq. m.	568 sqm x €3.60 = €2,044.8 20 sqm x €3.60 = €72	€2,116.80
Class 9 - Signage	€20 per sq. m./ €80 (whichever is greater)	450mm x 9882mm = 4.45 sq m 450mm x 6032mm = 2.71 sq m 300mm x 1937mm = 0.58 sq m (total - 7.74 sq m)	€154.80
Class 13 – Any other Development	€10 per 0.1ha / €80 (whichever is greater)	€80	€80
Total Fee Payable			€ 2,351.60
<small>Source: Tom Phillips + Associates; based on Schedule 9 of the <i>Planning and Development Regulations, 2001 (as amended)</i>.</small>			

Statutory Notices – Newspaper and Site Notice

We enclose:

1. An original page of the *Irish Daily Star*, dated 5th July 2021 in which notice of the application has been published pursuant to article 17(1)(a) of the *Planning and Development Regulations 2001 (as amended)*.
2. One copy of the Site Notice dated 2nd July 2021 and erected or fixed on the land or structure pursuant to article 17(1)(b) of the *Planning and Development Regulations 2001 (as amended)*.

Planning Application Form

A duly completed current South Dublin County Council *Planning Application Form*, signed and dated 5th July 2021.

Reports

Six copies of this *Planning Report* (this document), dated 5th July 2021, prepared by Tom Phillips + Associates.



Six copies of the *Engineering Services Report*, dated 29th June 2021, prepared by OCSC Engineering.

Six copies of the *Statement of Screening for Appropriate Assessment*, dated June 2021, prepared by Whitehall Environmental.

Schedule of Floor Areas, prepared by Node Architecture.

Outdoor Lighting Report, dated 22nd June 2021, prepared by Sabre Electrical Services

Drawings

Six copies of the relevant architectural drawings prepared by NODE Architecture are enclosed with this Application.

NODE Architecture			
Dwg. No.	Drawing Name	Scale	Size
1-00	Site Location Map	1:1000	A1
1-01	Site Survey	1:500	A1
1-02	Existing Site Plan	1:250	A1
1-03	Proposed Site Plan	1:250	A1
1-04	Existing Contextual Elevations	1:250	A1
1-05	Proposed Contextual Elevations	1:250	A1
2-01	Existing Ground Floor Plan	1:100	A1
2-02	Existing Elevations (1)	1:100	A1
2-03	Existing Elevations (2)	1:100	A1
2-04	Existing Sections A-A and B-B	1:100	A1
3-00	Proposed Ground Floor Plan	1:200	A1
3-01	Proposed Ground Floor Plan	1:100	A1
3-02	Proposed Roof Plan	1:100	A1
3-03	Proposed Elevations (1)	1:100	A1
3-04	Proposed Elevations (2)	1:100	A1
3-05	Proposed Sections A-A and B-B	1:100	A1
3-06	Proposed Remote Sales Hut	1:50	A1
3-07	Signage	Varies	A1
3-08	Landscaping	1:250	A1
3-09	External Elements	1:50	A1

OCSC Consulting Engineers			
Dwg. No.	Drawing Name	Scale	Size
0110 P05	Swept Path Analysis – Large Car	1:500	A1
0111 P05	Swept Path Analysis – Fire Tender	1:500	A1
0112 P04	Swept Path Analysis – Small Oil Tanker	1:500	A1
0500 P05	Proposed Drainage – Design Layout	1:500	A1
0500 P03	Proposed Drainage – Surface Water Long Sections	1:500	A1
0520 P03	Drainage Details Sheet 1 of 2	Varies	A1
0521 P03	Drainage Details Sheet 2 of 2	Varies	A1
0525 P03	Attenuation Tank Cross Sections	1:50	A1



Sabre Electrical Services Ltd.			
Dwg. No.	Drawing Name	Scale	Size
SES 08921	Public Lighting Layout	1:250	A1



7.0 CONCLUSION

The proposed development seeks to extend the existing motor sales outlet at Liffey Valley Motor Mall. The proposed development seeks to construct an extension to the existing two storey motor sales building, provide additional car display area and parking to the east of the existing motor sales building and provide a new remote sales unit and associated development works.

In conclusion, having regard to the:

- Existing use of the site and uses in the vicinity;
- Scale and nature of the proposed development; and
- Policies and Objectives of the *South Dublin County Development Plan 2016-2022*,

We have demonstrated that the proposed development to expand the existing motor sales function of the subject site is consistent with the zoning objectives for this site, complements the existing pattern of the development at this location and is in line with the Council's long term vision for support retail development at this location. Therefore, it is our view, that permission should be granted for the proposed development.

We trust you will find this application in order.

Please do not hesitate to contact us should you require any further information or clarification on the proposal.

Yours faithfully

Lizzie Donnelly
Associate
Tom Phillips + Associates

Encl.



APPENDIX A – CGI'S OF THE PROPOSED DEVELOPMENT, prepared by Node Architecture.