McArdle Doyle

Chartered Engineers
Architectural Services
& Project Managers

Planning Report

Proposed High Power Electric Vehicle Charging Circle K Service Station, Citywest Road, Citywest, Co. Dublin.

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McArdle Doyle

1.0 INTRODUCTION

We, McArdle Doyle Chartered Engineers, Architects and Project Managers of Second Floor, Exchange Building, The Long Walk, Dundalk, Co Louth are instructed by the Applicant, **Circle K,** to prepare this Planning Report in respect of the planning application for a **High Power Electric Vehicle Charging Station** (HPC) within the existing **Circle K City Avenue Service Station,** Citywest Road, Citywest, Dublin 24.

1.1 Scope of the Application

The application consists of the development of a **High Power Electric Vehicle Charging Station** (HPC) within the existing Service Station consisting of the:

- Installation of 2 no. electric vehicle charging bays, each comprising a parking space and electric vehicle charging unit,
- Construction of a new prefabricated, modular substation,
- Erection of signage,
- All associated lighting, infrastructure and site development works.

This report provides an overview of the proposed development to demonstrate that it is in accordance with national and local policies and objectives and that the planning package submitted meets the validation requirements stipulated by the 2001 Planning and Development Regulations (as amended) and South Dublin County Council's Planning Department.

1.2 Key points

The following key points should be noted:

KEY POINTS	
National Policy	The development will **contribute the National Objective** to transition to a competitive, low carbon, economy by the year 2050.
Site Suitability	The site is **serviced,** can **absorb the development**, is **ideally positioned** on the national road network and **will not create any impacts** in the area.
Need	The proposed development will **deliver the high-power charging infrastructure** that is required by the modern electric vehicle consumer on a 24hr basis at a convenient location.
Operator	The development will provide high quality cross-brand compatibility charging delivered, maintained and operated by Circle K.

2.0 APPLICANT

2.1 Company profile

2.1.1 Background

Circle K is Ireland's leading forecourt and convenience retailer with 410 sites across the island of Ireland.

With 2,210 employees in Ireland, they also operate a large commercial fuels business with over twenty depots and two owned terminals across the country.

Figure 1: *Typical Circle K Forecourt*

2.1.2 Company Objectives

Circle K is committed to providing customers with the best products and services across the divisions of its forecourt retail convenience, fuel card and car wash facilities.

2.1.3 Circle K Sustainability Objectives

As part of Circle K's sustainability report they identified under three categories within their fuel sustainability work stream where they can make the greatest impact in the near future. These categories include;

- Renewable fuels,
- Supporting electric vehicle (EV) charging stations
- Carbon offsetting

3.0 SITE CONTEXT

3.1 Site Location

The subject site is the Circle K Citywest Service Station, Citywest Road, Citywest, Dublin 24. It is located to the west side of the N82 national road lying to the north west of the roundabout at this junction and approximately 0.7km south of the Junction 3 of the N7 Dual Carriageway.

3.2 Site Boundaries and Access

The subject site is a flat area of 5000 sq.m and incorporates part of Garter Avenue which runs along its southern boundary.

In terms of the boundaries to the service station itself.

The North Boundary straddles the line of an existing neighbouring warehouse building. To the north-west the boundary treatment is completed with palisade fencing. To the north-east a green area of densely populated mature trees provides the boundary treatment. It is noted that low-level hedging is planted along the green belt of the northern boundary providing a further screen along this length with the neighbouring building.

The east boundary is an open boundary which borders the public footpath along the N82 road. The footpath is separated from the main hard surfaced areas of the site by a landscaped belt of trees shrubs & grassed area.

The west boundary is defined by an existing hedgerow with an additional green area of trees planted sparely along its length.

The south boundary of the site is an open boundary. A green landscaped belt provides a buffer from the footpath cycleway. The southern site boundary borders Garter Avenue which is the main access road from the N82 leading the service station entrance.

The site currently comprises the existing service station vehicular entrance, car parking, main ID totem sign, and landscaping. Access to site is via the existing entrance to the south west.

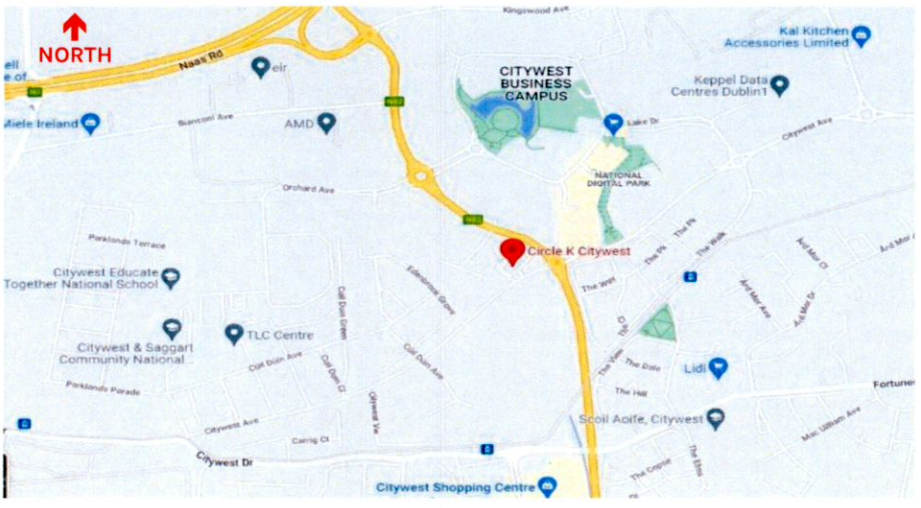

Figure 2: Site Location Map

Figure 3: Aerial photo of Site Location

Figure 4: Existing service station entrance from Garter Road roundabout

3.3 Site Description

The service station comprises a single amenity building, and fuel forecourt with associated canopy, car parking, car wash facilities, signage and various service station infrastructure *(see Figures 5 ,6 & 7 below).*

There is a one-way vehicle access around the site with the HGV truck fuelling area and HGV parking area at the rear north boundary.

Figure 5: *Existing service station fuel forecourt and amenity building*

Figure 6: *Existing service station amenity building*

Figure 7: *Existing Car Wash at northern site boundary*

4.0 PROPOSED DEVELOPMENT

4.1 Outline of proposal

Planning permission is being sought for the development of a **High Power Electric Vehicle Charging Station (HPC)** within the existing Circle K City Avenue Service Station consisting of the:

- Installation of 2 no. electric vehicle charging bays, each comprising a parking space and electric vehicle charging unit,
- Construction of a new substation,
- Erection of signage,
- All associated lighting, infrastructure, site and development works.

4.2 Nature and extent of development

As outlined above, the proposed development consists of the creation of a High-Power Electric Vehicle Charging Station (HPC) within the existing service station. The electric vehicle charging bays are proposed to be located to the south-east of the retail building beyond the main access road in an existing green belt landscaped area that separates the service station access road with the public footpath & cycleway. The new substation is further beyond this to the east within the existing landscaped area. As per drawing layout P2214.02.C04 a proposed 1.5m/2.5m high hedge is to run for a length of 15 metres providing a natural screen around the proposed development. This is also noted on the proposed contiguous elevation.

The HPC charging points will be powered directly from the new substation.

On completion, the development will provide 2 no. individual high-power electric vehicle charging bays.

4.2.1 Proposed Electric Vehicle Charging Bays

Each charging bay will comprise a parking space and electric vehicle charging unit. The charging bays will be 5m deep & 2.5m wide with a 1.2m buffer zone between each space. (There is an option to make the space depth 4.85m and allow for a 1.15m wide walkway to the rear of the spaces). This set out is consistent with the Department of Transport Chapter 07 August 2019 RRM034 detail for Electric Recharging Bay Road Markings.

It is proposed to provide two standard charging bays and as per RRM034 the bays may also have green surfacing applied within the limits of the bay which is not extended into the main carriageway.

The individual charging unit will be located to the new footpath to the rear of the car parking bays. Each charging unit will be approximately the same height as a standard fuel pump and half the width (approx. 0.6m wide X 2.4m high) as shown in Figure 13 below.

4.2.2 Revisions to Existing Area of Works

To accommodate the development, a small area of the existing landscape area is proposed to be removed and new hard standing surfaces installed as per the proposed drawings. As stated in section 4.2 a proposed 1.5m/2.5m high hedge is to run for a length of 15 metres providing a natural screen around this proposed development.

In terms of drainage, there is no new drainage proposed in this area to accommodate the new spaces. Refer to later section of this report relating to existing drainage in this area.

A new footpath is proposed to the rear of the car parking bays to ensure that the development is fully accessible in accordance with Part M of the Building Regulations.

4.2.3 Electric Vehicle Charge Points

The High-Power charge points provides 2 connector types CSS & CHAdeMO suitable for European manufactured cars and Asian manufactured cars respectively. These hubs can provide up to 100km of driving range in as little as six minutes. These vehicles can be charged by using a charge point card by swiping it across the screen to stop & start charging.

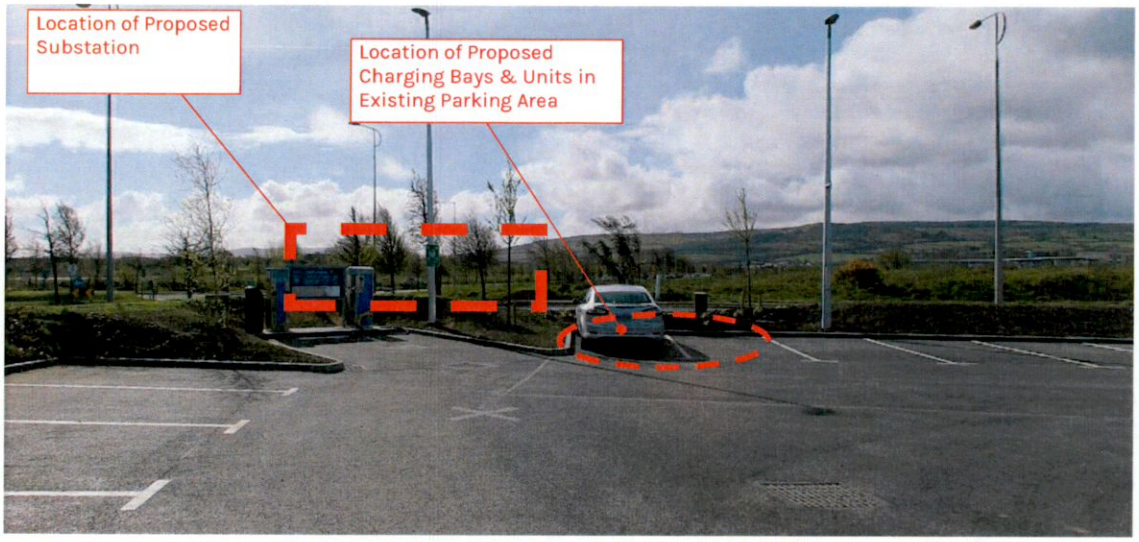

Figure 9: *Image identifying locations of proposed development*

4.2.4 New substation

A new substation is required to power the proposed development. A prefabricated modular substation which will be approximately 2.8m high, 2.5m deep and 4.46m wide will be located to the southern site boundary within the new proposed hedging & landscaped area, south-east of the proposed charging spaces & power units.

4.2.5 Proposed Signage

It is proposed to erect a 2.55m freestanding sign to raise awareness of the availability of the HPC Station. The sign will have an advertising area of 0.75m X

0.6m on each side (total advertising 0.9 sq.m) and will be located on the footpath to the rear of the charging bays. The signs should be compliant with Chapter 05 sign details of Department of Transport Chapter 05 2019 document

4.2.6 Drainage

The proposed EV charging layout is located within the existing paved area of the site, therefore there is no increase of hard standing area. There is no proposed alteration either required or proposed to the existing drainage layout.

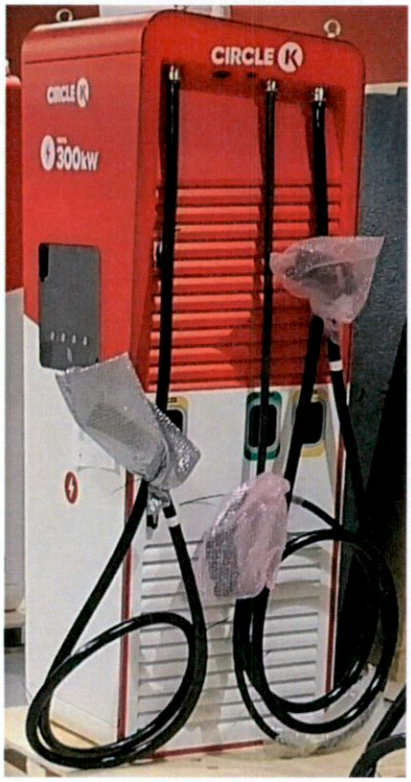

Figure 10: Typical Circle K Branded High Charging Unit

5.0 RELEVANT NATIONAL POLICY

5.1 National Planning Framework & Policy Context

The *National Planning Framework, 2018 (NPF)*, is the Government's high-level strategic plan for shaping the future growth and development of Ireland up to 2040[1]. The NPF sets out the National Strategic Outcomes (NSOs) and the underpinning National Policy Objectives (NPOs) designed to realise the agreed vision during the lifetime of the framework.

In accordance with UN and EU policy to reduce carbon dioxide (CO_2) emissions by at least 80% (compared to 1990 levels) by 2050 across the electricity generation, built environment and transport sectors, the NPF confirms Ireland's commitment to transition to a competitive, low carbon, economy by the year 2050.[2] The NPF policies and objectives on climate change actions are informed by the *National Mitigation Plan, 2017* and the *National Adaptation Framework, 2018* which are underpinned by the *Climate Action and Low Carbon Development Act, 2015* which provides the statutory basis for the national transition to low carbon objective.[3]

5.1.1 Relevant NPF National Strategic Outcomes

5.1.1.1 *Sustainable Mobility*

> *"In line with Ireland's Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems."*[4], *(emphasis added)*

5.1.1.2 *Transition to a Low Carbon and Climate Resilient Society*

> *"The National Climate Policy Position establishes the national objective of achieving* ***transition to a competitive, low carbon, climate-resilient and environmentally sustainable*** *economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework."*[5], *(emphasis added)*

5.1.2 Relevant NPF National Policy Objectives

5.1.2.1 *National Policy Objective 54*

> *"Reduce our carbon footprint by* ***integrating climate action into the planning system in support of national targets*** *for climate policy mitigation and adaptation*

[1] *National Planning Framework, pg.10*
[2] *National Planning Framework, pg.119*
[3] *National Mitigation Plan, pg.14*
[4] *Shared Goals - Our National Strategic Outcomes, National Planning Framework, pg.14*
[5] *Shared Goals - Our National Strategic Outcomes, National Planning Framework, pg.15*

objectives, as well as targets for greenhouse gas emissions".[6] *(emphasis added)*

5.1.2.2 National Policy Objective 55

*"**Promote renewable energy use** and generation at appropriate locations within the built and natural environment to meet national objectives towards achieving a low carbon economy by 2050."* [7] *(emphasis added)*

5.2 Smarter Travel

Smarter Travel - A Sustainable Transport Future; 2009 - 2020 sets out Government transport policies and objectives which aim to achieve sustainable travel and transport in Ireland by year 2020.[8] Smarter Travel outlines Government's commitment to ensuring that 10% of energy used in transport by 2020 is sourced from renewable resources, which are sustainable, reduce fossil fuel dependency and significantly reduce greenhouse gas emissions over the full life cycle.[9] It is noted in the policy document that during the public consultation process a number of submissions outlined the need to provide recharging infrastructure in appropriate public locations.[10]

5.2.1 Relevant Smarter Travel Actions

5.2.1.1 Action 32

*"There are other potential alternative technologies for motor vehicles... These **include plug-in electric** and hydrogen fuelled vehicles. The Government signals its commitment to these alternatives and will promote such technologies as they become commercially feasible and develop market penetration. We will provide further incentives **to encourage a switch to electric vehicle technology** with the aim of achieving 10% market penetration by 2020."* [11]

5.3 Alternative Fuels Infrastructure Transport in Ireland-2017- 2030

The *Alternative Fuels Infrastructure for Transport in Ireland - 2017 to 2030 (Alt. Fuels Framework)* is the national policy framework for the market development of alternative fuels and related infrastructure in Ireland. It was developed following the publication of the European Commission's *Clean Power for Transport: A European Strategy; 2013* and subsequent adoption of Directive 2014/94/EU by the European Parliament and the Council. The aim of the framework is to guide technological development and investment in the deployment of alternative fuels, give confidence to consumers and set targets for realising the appropriate level of alternative fuels infrastructure for transport in Ireland.

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[6] *Appendix 1, Realising Our Sustainable Future, National Policy Objectives, National Planning Framework, pg.166*
[7] *Appendix 1, Realising Our Sustainable Future, National Policy Objectives, National Planning Framework, pg.166*
[8] *Smarter Travel - A Sustainable Transport Future - A New Transport Policy for Ireland; 2009 – 2020, pg.5*
[9] *Smarter Travel - A Sustainable Transport Future - A New Transport Policy for Ireland; 2009 - 2020, pg.5*
[10] *Smarter Travel - A Sustainable Transport Future - A New Transport Policy for Ireland; 2009 - 2020, pg.22*
[11] *Smarter Travel - A Sustainable Transport Future - A New Transport Policy for Ireland; 2009 - 2020, pg.52*

5.3.1 Relevant findings

5.3.1.1 *Electric Vehicles Key to achieving EU 20-20-20 targets*

The framework states that:

> *"The **adoption of EVs has been identified as a key strategy** in achieving energy efficiency, renewable energy and climate mitigation targets."* [12] *(emphasis added)*

This is because it is estimated that 52% of all transport CO_2 emissions in Ireland in 2015 came from the private car, twice that estimated as arising from road freight.[13] and as a result the deployment of EVs can make a positive contribution across a number of policy goals including:[14]

- reaching EU 20-20-20 targets[15]
- reducing emissions and air pollution,
- improving our Balance of Payments by displacing expensive oil imports,
- integration of variable renewable energy sources by acting as storage devices for electricity generated at off -peak times

The report also finds Ireland, being a small island nation with a mild climate,[16] highly suitable for the deployment of EVs.

5.3.1.2 *Existing and proposed infrastructure*

There were almost 900 publicly accessible charge points available in Ireland in 2017.[17]

To date, EV infrastructure in Ireland has been installed by ecars, which is a commercial business operated by the Electricity Supply Board (ESB) on a pilot basis. A decision on the future ownership of the charging infrastructure installed by ESB for this pilot is awaited by the Commission for Energy Regulation (CER).

The framework outlines that the next generation of electric vehicle charging infrastructure will support quicker charge times and longer travelling ranges depending on the model of car, i.e. more cars capable of travelling up to 500 km on one charge.[18]

It is worth noting that the plan is that this high-powered infrastructure (ie. between 120 kW and 350 kW) will be delivered by a *"**number of providers**"* which *"are **likely to emerge** onto the Irish market"* [19] ie. private industry and not Government as the following statement from the framework outlines:

> *"**Large car manufacturers** are also **expected** to become involved in the **provision of high-powered infrastructure**"* [20] *(emphasis added)*

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[12] *Alternative Fuels Infrastructure for Transport in Ireland, 2017, pg.23*
[13] *2015 road freight CO_2 emissions estimate = 24%, Alternative Fuels Infrastructure for Transport in Ireland, 2017, pg.12*
[14] *Alternative Fuels Infrastructure for Transport in Ireland, 2017, pg.23*
[15] *Alternative Fuels Infrastructure for Transport in Ireland, 2017, pg.23*
[16] *The greatest distance between any of our cities is 265 km (Dublin to Cork).*
[17] *Alternative Fuels Infrastructure for Transport in Ireland, 2017, pg.25*
[18] *Alternative Fuels Infrastructure for Transport in Ireland, 2017, pg.25*
[19] *Alternative Fuels Infrastructure for Transport in Ireland, 2017, pg.25*
[20] *Alternative Fuels Infrastructure for Transport in Ireland, 2017, pg.25*

5.3.1.3 *Establishing a Taskforce*

The framework outlines the Government's commitment to establishing a Taskforce to consider the range of measures and options available to Government for the purpose of accelerating the deployment of low carbon technologies, especially EVs by end 2017 and to implementing any measures recommended by the LEV Taskforce and approved by Government by 2018.

The framework states that policy measures aimed at supporting the uptake of alternative fuels, such as the setting of minimum requirements on the number of electric recharging points to be provided at new commercial developments, are required.[21]

Future policy on the provision of electric vehicle charging infrastructure is to take account of the direction of the emerging market on alternative fuels in transport and the funding and ownership models required:

> *"in order to best facilitate the development of alternative fuels infrastructure (not only for electricity)* ***on a commercial basis, ensuring that the market can offer optimum outcomes for the consumer in terms of choice and service****".*[22] *(emphasis added)*

This reinforces the Government's position that the future high-power infrastructure required to create an electric vehicle charging network will be delivered by private providers and not funded by Government.

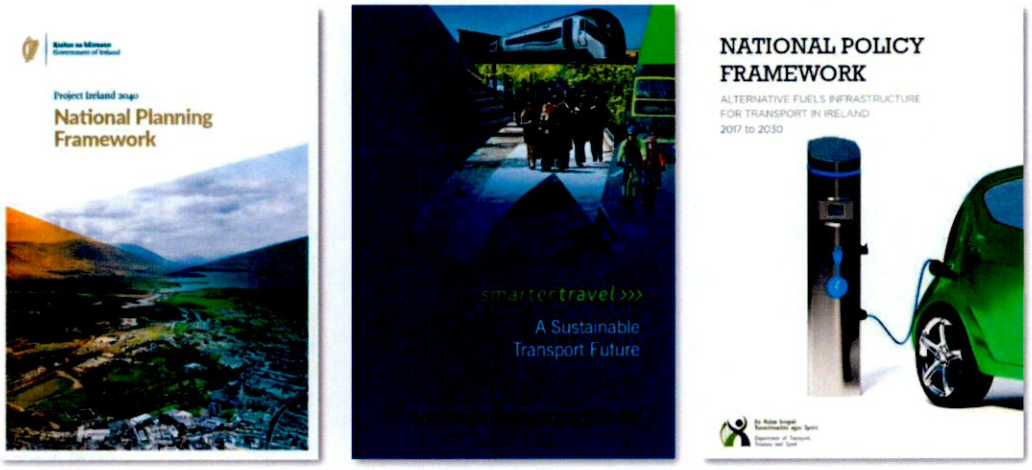

Figure 2: *Various Public Policy Documents*

[21] *Alternative Fuels Infrastructure for Transport in Ireland, 2017, pg.54*
[22] *Alternative Fuels Infrastructure for Transport in Ireland, 2017, pg.25*

5.4 LA Electrification of Fleet EV Charging Guidance Document 2021

The *Local Authority Electrification of Fleet and EV Charging Guidance Document -August 2021* provides Local Authorities with useful information sources and recommendations when considering projects in relation to the installation of EV charging infrastructure.
Local government has been identified as key in the delivery of Ireland's National Climate Action ambition. Each local authority (LA) has expressed their commitment to drive and lead climate action change by signing a Local
Authority Climate Action Charter and committing to achieving 'net zero' greenhouse gas (GHG) emissions by 2050.

5.4.1 Public Charging Infrastructure

Section 5 of this framework states that;
'Local Authorities have an important role to play in supporting the Government to achieve the country's climate action goals. Providing EV charging infrastructure within LA areas that will help to promote both interest and confidence in EV ownership'[23]

5.4.2 EV Charging Hubs & Requirement for Substations

Appendix D of this framework states that;
'Provision of larger charging hubs, such as four 150kW charge points (or greater) will likely require the construction of a Medium Voltage (MV) substation, including installations to allow for stepping down to Low Voltage (LV)'.
'The current footprint for MV substation buildings means most sites in urban locations cannot readily accommodate electric vehicle charging points without the service station operator making significant changes to their existing operations/site layout'[24]

5.4.3 Updated Planning Regulations to promote EV infrastructure Installation

Planning and Development (Exempted Development) (No.2) Regulations 2021 (S.I. 115 of 2021)9 – Electric Vehicle Charging Points and Hubs was enacted on 16 March 2021. These new Regulations increase the existing provisions in the Planning and Development Regulations 2001, as amended (the Principal Regulations), to exempt specified EV charging infrastructure from the requirement to obtain planning permission in certain circumstances.

5.4.4 Updated Building Regulations to promote EV infrastructure Installation

Planning and Development (Exempted The amendments to the Building Regulation and associated Technical Guidance Document L (TGD L), will stipulate that the minimum requirements of the directive are adopted. The introduction of EV recharging requirements for new buildings, buildings undergoing major renovation and existing buildings as set out in the Energy Performance of Buildings Directive is highlighted in below Table 10 (figure 16).

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[23] *Local Authority Electrification of Fleet & EV Charging Guidance Document p27*
[24] *Local Authority Electrification of Fleet & EV Charging Guidance Document p61*

Scope		MS obligation
New buildings and buildings undergoing **major renovation**	**Non-residential** buildings with more than 10 parking spaces	Ensure the installation of at least 1 recharging point. Ensure the installation of ducting infrastructure for at least 1 in 5 parking spaces
	Residential buildings with more than 10 parking spaces	Ensure the installation of ducting infrastructure for every parking space
Existing buildings	**Non-residential** all buildings with more than 20 parking spaces	Lay down requirements for the installation of a minimum number of recharging points –applicable from 2025

Table 10: Summary of draft electric infrastructure requirements for electric vehicle recharging within property boundary from the EPBD Directive

Figure 16: Summary from EPBD Directive on EV recharging Requirements

6.0 PUBLIC CONSULTATION & OTHER RESEARCH

6.1 Low Emissions Vehicle Taskforce (LEVT)

As a result of the commitment outlined at 6.3.1.3 above, the Low Emissions Vehicle Taskforce (LEVT) was established in 2017 and the LEVT contacted the Irish Electric Vehicle Owners Association (IEVOA) requesting their views on the next generation of fast chargers in Ireland. Their issues raised at the meeting on the 7th September 2017 are summarised below[25]:

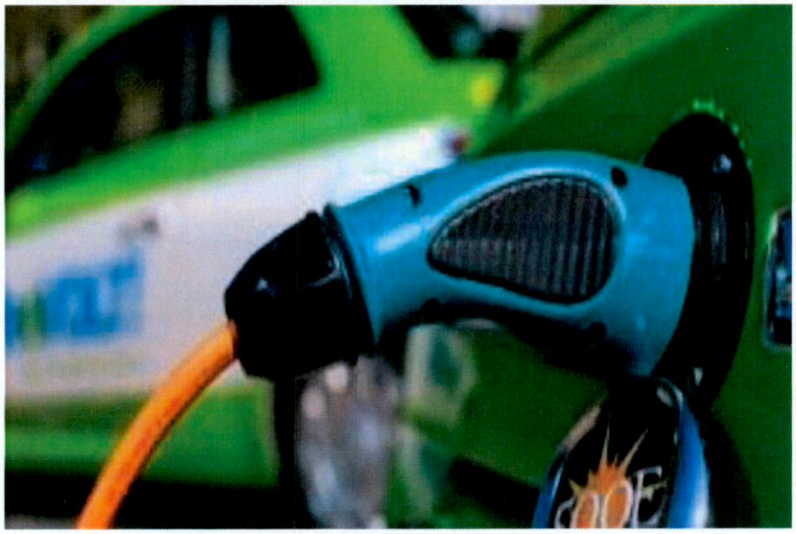
- The **existing fast charger network** is largely **not fit for purpose** and should not be used as a model going forward,
- The development of **multi-unit charging parks** situated strategically along the major road arteries of the state **is key** to accelerating the EV adoption in Ireland,
- Drivers must feel comfortable that they can cross Ireland with similar ease to existing petrol and diesel cars owners,
- Facilities need to be on a par with **existing petrol stations**, canopies, lighting and a feeling of security,
- Each **site must have several chargers** to deal with the volume of cars and to provide a protection from a single point of failure,
- Each site must be capable of being **easily upgraded to higher performance chargers**,
- **Access to** chargers should **be simple**, similar to payments for petrol and diesel.

In addition, the IEVOA highlighted that the role of Government is to support, encourage and regulate the inter-urban fast charger network via incentives and removing barriers to private charger development at destinations and filing stations.[26]

6.2 Centre for Transport Research at Trinity College, Dublin

A study by the Centre for Transport Research at Trinity College, Dublin[27] found the existing fast charger network in Ireland in 2016 was substandard with findings indicating that the electric vehicle charging infrastructure will not be sufficient to cater for likely future demand unless developments are made.
In addition, the study found that drivers seemed to favour fast-charging stations over standard rate chargers and that more fast-charging stations are needed if electric vehicle use is to increase.

[25] *Meeting between LEV Taskforce Working Group 2 and IEVO*
[26] *Public Charging Infrastructure - Current and Future, IEVO, 2017*
[27] *Published in Energy Policy, March 2016*



7.0 RATIONALE FOR DEVELOPMENT

7.1 Impetus for proposed development

There are two main drivers underpinning the proposed development.

Firstly, there is limited electric vehicle charging infrastructure within the service station with only 2 no. existing charge points catering for a large facility. There is now increased demand nationally for these facilities. In addition to this new higher specification charge points will allow quicker charging times for vehicles.

Secondly, the site is highly suitable, serviced and available and the proposed development can be delivered and contributing to the national electric vehicle charging network without delay.

7.2 Justification for proposed development

The development is justified on the following basis:

7.2.1 Aligned with National Planning Policy

As set out in Section 6.0 above, Ireland has committed to reduce overall CO_2 emissions and transition to a competitive, low carbon, economy by the year 2050[28].

The proposed development will contribute to **National Policy Objective 54**; Reducing our carbon footprint by integrating climate action into the planning system [29], and **National Policy Objective 55**; Promoting renewable energy use[30], by supporting the electrification of our mobility systems by moving away from polluting and carbon intensive propulsion systems to electric vehicles.

In addition, the proposed development is in accordance with the Government's **Smarter Travel Action 32** which states that alternative technologies for motor vehicles including plug-in electric will be encouraged to boost a switch to electric vehicle technology.[31]

Furthermore, the proposed development is wholly aligned with the **Alternative Fuels Framework**, ie. the national policy framework for the market development of alternative fuels and related infrastructure in Ireland by being high-powered infrastructure delivered by large car manufacturers.

7.2.2 Suitable location

The chosen location is highly suitable for the proposed development for the following reasons:

- By being located within an existing service station, the site is **serviced,**
- The site can **easily accommodate** the High power charging infrastructure installation,

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[28] *National Planning Framework, pg.119*
[29] *National Policy Objective 54, National Policy Objectives, National Planning Framework, pg.166*
[30] *National Policy Objective 55, National Policy Objectives, National Planning Framework, pg.166*
[31] *Smarter Travel - A Sustainable Transport Future - A New Transport Policy for Ireland; 2009 - 2020, pg.52*

- The site is **ideally positioned on the national road network** to facilitate inter-urban journeys,
- The charge points will be **available** to customers on a **24hr** basis,
- **single point of failure** issues won't arise as a number of charge points will be provided at a central location,
- **Customer security is provided** via existing passive surveillance from the service station car park and existing CCTV,
- Customer **restroom facilities** and refreshments are available at the service station,
- There will be **no visual or other impacts** arising from the development as the equipment and associated infrastructure will be similar to that already approved and installed as part of the service station development.

7.2.3 Identified need

The public consultation with owners of electric vehicles and other interested parties has identified a need for:

- A fast charger network that is **fit for purpose**,
- **Multi-unit charging** situated strategically along the major road arteries of the state so that drivers can comfortably travel across Ireland with similar ease to existing petrol and diesel cars owners,
- Facilities on a par with **existing petrol stations** with lighting and a feeling of security,
- Sites with **several chargers** to deal with the volume of cars and to provide protection from a single point of failure,
- **Access** to chargers **that is simple,** with payments via a mobile app or similar to payments for petrol and diesel.

7.2.4 Suitable Operator

EV infrastructure is proposed to be installed and operated by **Circle K.**

Circle K will make an important contribution to the market development of electromobility in Ireland by delivering HPC charging throughout Ireland via the existing Circle K network of service stations to ensure that electric vehicles can gain mass appeal, even over long distances.

The proposed charging stations will provide cross-brand compatibility and the charging stations will be equipped with the latest e-charging technology.

8.0 ITEMS SUBMITTED

8.1 Planning Application

In accordance with the requirements of the 2001 Planning and Development Regulations (as amended) the planning package includes the following:

8.1.1 Planning Application Form

A completed Planning Application Form is submitted as part of this application. The Form is signed and dated 20th June 2022.

8.1.2 Planning Fee

A cheque made payable to South Dublin County Council for €440.00, being the appropriate fee, is enclosed. A separate fee calculation sheet is attached to same. In accordance with Schedule 9 of the 2001 Regulations (as amended) the fee has been calculated on the following basis:

8.1.3 Notices (Newspaper and Site)

One copy of the Newspaper Notice, which was published in the Irish Daily Star newspaper dated the 20th June 2022, is enclosed.

One copy of the Site Notice as erected on the 17th June 2022 at the location indicated on the Site Location Drawing No. P2214.02.C01 is enclosed. The Site Notice has been erected in full compliance with Article 19(4) of the 2001 Regulations (as amended).

8.1.4 Drawings

Six sets of drawings prepared by McArdle Doyle Consulting Engineers, Architects and Project Managers are enclosed. A schedule of drawings is attached to same.

8.1.5 Letter of Consent

One copy of the Letter of Consent from the Landowners, Citywest Ltd, is enclosed.

9.0 CONCLUSION

As outlined above the Applicant, **Circle K,** is applying for planning permission for the development of a **High Power Electric Vehicle Charging Station** (HPC) within the existing **Circle K City Avenue Service Station,** Citywest, Dublin 24 consisting of the:

- Installation of 2 no. electric vehicle charging bays, each comprising a parking space and electric vehicle charging unit,
- Construction of a new substation,
- Erection of signage,
- All associated lighting, infrastructure, site and development works.

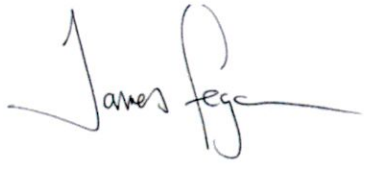
The proposed development is considered to be in accordance with the proper planning and sustainable development of the area given the following key conclusions:

KEY POINTS	
National Policy	The development will **contribute the National Objective** to transition to a competitive, low carbon, economy by the year 2050.
Site Suitability	The site is **serviced,** can **absorb the development**, is **ideally positioned** on the national road network and **will not create any impacts** in the area.
Need	The proposed development will **deliver the high-power charging infrastructure** that is required by the modern electric vehicle consumer on a 24hr basis at a convenient location, close to restrooms and other facilities.
Operator	The development will provide high quality cross-brand compatibility charging delivered, maintained and operated by Circle K.

We trust the above and enclosed documentation is in order and look forward to an acknowledgement of our Planning Application at your convenience.

If, however, you require any clarification of any of the items contained in our application please do not hesitate to contact us.

Yours sincerely,



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James Fegan
Director
McArdle Doyle