

McArdle Doyle

Chartered Engineers
Architectural Services
& Project Managers

Planning Report

P2224
Jones Oil
Fuel Depot & Service Station,
Greenhills Rd, Tallaght,
Dublin 24, D24 HN28 &
Emo Oil
Fuel Depot & Service Station,
24 Greenhills Rd, Tallaght,
Dublin 24, D24 FDF2.

12/07/2022

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1.0 INTRODUCTION:

We, McArdle Doyle acting as agents for the applicant **Jones Oil Limited**, prepared this Planning Report in respect of a planning application in relation to development at Jones Oil Fuel Depot & Service Station, Greenhills Rd, Tallaght, Dublin 24, D24 HN28 and Emo Oil Depot & Service Station, 24 Greenhills Road, Tallaght, Dublin 24, D24 FDF2.

1.1 Scope of the Application:

This application relates to an existing fuel depot/service station and the works comprise of the demolition of existing buildings, portacabins, fences, gantry and fuel dispensers. Followed by revisions to the internal site layout which include new vehicular & pedestrian movement arrangements, revised bund walls, relocated stepped access route of tank farm and bottom loading skid. As well as the construction of new forecourt fuel area with 2no. pump dispensers, a new payment building, a new single storey office building, a new services area with 2no. car parking spaces, 12no. staff car parking spaces and 8no. HGV/tanker parking spaces and all other associated underground and overground infrastructure, drainage, lighting, landscaping and site development works.

1.2 Proposed Development:

As indicated on the proposed drawings, the proposed development includes the following:

1. The demolitions of an existing building, 2no. Portacabins, a power wash enclosure, fences, gantry and fuel dispensers.
2. Revisions to the internal site layout to include new vehicular & pedestrian movement arrangements, revised bund walls, relocated stepped access route of tank farm and bottom loading skid.
3. Construction of new forecourt fuel area with 2no. pump dispensers, a new payment building, a new single storey office building, a new services area with 2no. car parking spaces, 12no. staff car parking spaces and 8no. HGV/tanker parking spaces.
4. All other associated underground and overground infrastructure, drainage, lighting, landscaping and site development works.

1.3 Key Points:

In support of the application, we ask that the following key points be noted:

- The **principle** of the subject development is already established.
- The **nature and scale** of the proposed development is **minor**.
- The proposed development **will not create any additional impact** in the area.
- The proposed development will make a **positive contribution** to the area.

1.4 Purpose of Report:

The purpose of this report is to describe the receiving environment, outline the planning context and history, justification for the development and to provide an overview of the planning package submitted to South Dublin County Council (SDCC) to illustrate that the submission meets the validation requirements stipulated by the 2001 Planning and Development Regulations (as amended) and SDCC's Planning Department.

1.5 Company Profile:

The Applicant is Jones Oil, an Irish fuel company that has been operating since 1984 and has sites in Dublin, Dundalk, Cavan, Mullingar, Athlone, Sligo, Carrick-on-Shannon, Letterkenny, Ballina, Claremorris, Kilkenny, New Ross, Clonmel, Arklow, Birr, Portlaoise, Carlow and Waterford. In 2021, Jones oil became a subsidiary of DCC plc which employs approximately 12,500 people across its four focused divisions: DCC LPG, DCC Retail & Oil, DCC Healthcare and DCC Technology. A leading international sales, marketing and support services group who operate 1000 fuel forecourts in the UK, France, Sweden, Denmark, Norway. Despite these international connections, Jones Oil remains a company with a local focus that provides safe and efficient delivery service of the highest quality fuels at competitive prices.

2.0 SITE LOCATION, DESCRIPTION AND USE:

2.1 Site Location:

The subject site shown in **RED** is approximately 0.471 hectares / 1.16acres and is located within 1.5km from Tallaght's urban center. Access to and from the latter is made possible via Greenhill's Road and N81 dual carriageway connecting the area with the M50 motorway. The subject site is also surrounded by numerous commercial and industrial buildings. With pedestrian/vehicular access possible via separate site entrances/exits from Greenhill's Road North and East - which independently serves the Jones Oil and Emo Oil depots within it. As it will be described in this report and planning drawings, these areas will be amalgamated into one fuel depot/ service station. Improving safety and staff/customer experience in the process.



Figure 1: Google Earth Image of Tallaght Area



Figure 2: Google Street View Image of Existing Service Station.

2.2 Modes of Transport:

The subject site is ideally positioned close to Tallaght Village, Dublin City, and M50 motorway. Affording staff, visitors, and customers with several transport options. This is particularly important for additional staff which will be required arising from the proposed development – which is consistent with the current and proposed DP's targets for reduction in commuting to work by car.

2.2.1 Public Transport:

The site is located within the Eastern edge of Tallaght's village center. With the main public transport hubs/ routes being:

- The Belgard and Kingswood Luas stops located approximately 1500m north of the subject site.
- The 27 bus stop (Dublin Bus) is opposite the subject site along Greenhills Road. With a frequency of 10-30minutes depending on the time and traffic. With other destinations accessible via stops near the Square shopping center.

2.2.2 Pedestrian Accessibility:

The subject site is accessible by quality pedestrian footpaths and cycle paths in both directions along Greenhills Road North/South. With pedestrian walking routes within the subject site planned in the proposed development which will link with these existing pathways.

- The Town center is located 1200m or 14 minutes' walk from the subject site.
- The main shopping center 'The Square Tallaght' is located within 2200m or 26minutes' walk from the subject site.

2.2.3 Vehicle Accessibility:

The subject site is served by two entrances/exits off Greenhills Road East and North. Both of which are in ideal positions to serve current and future developments on the subject site. Creating a one-way flow through the site as shown on P2224.C12.

- **Motorway Traffic.**
The subject site is within 4km of the M50 (junction 11 via the Greenhills Road South and N81). Allowing motorists access to other satellite centers along the motorway such as Blanchardstown (North - 15minutes) and Sandyford (South - 17minutes). With access to Dublin city center possible Greenhills and Dolphins Barn within 30minutes.
- **Tallaght Village Traffic.**
The subject site's location affords convenient access to the Main Street Greenhills Road South within 3 minutes. Its position on the Eastern edge of the village's center also affords relatively quick access via the N81. An important east west orientated artery along the Southern edge of the village's center.

2.3 Surrounding Development:

The surrounding buildings consist of a mix of commercial and industrial uses. With retail car sales and service stations running along Greenhills Road.

2.4 Existing Use:

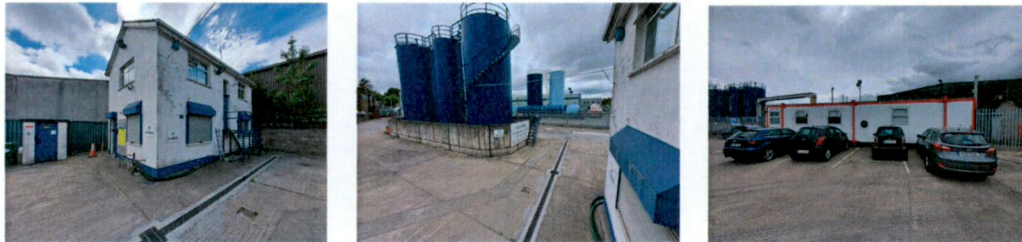


Figure 3: Photographs of Existing Service Station and Structures

As shown in the images above, the subject site is currently used a fuel depot with similar elements to the proposed development. Consisting of overground and underground tanks, forecourt, gantry, fuel dispensers, staff office/welfare buildings, wire mesh fencing and masonry boundary walls, and entrances/exits along northern and western edges.

3.0 PLANNING HISTORY:



Figure 4: Google Street View Image of Existing Service Station

SD15A/0139 Grant Date 21.12.2015.

“Removal from site of 1 existing portacabin, 1 timber hut and 2 containers. The relocation within the site of the following elements; an existing portacabin in office use (c.40sq.m) and existing vehicle wash facility (for use by Jones Oil vehicles only to include the diversion of the resulting water via an existing interceptor to the foul sewer) and 1 existing auto diesel fuel dispenser. The development will also consist of the provision of: 1 additional auto diesel fuel dispenser, new underground pipes, above ground truck loading system to south of existing tanks, an additional c. 237sq.m area of hardstanding and all site development works above and below ground.”

SD97A/0261 Grant Date 06.08.1997

“Retention of new steel work frame, relocation of existing fuel pumps and replacement of existing storage tank with larger capacity tank and all associated works.”

4.0 DEVELOPMENT PLAN & POLICY CONTEXT

5.1 Development Plan:

The subject site is zoned as “Enterprise & Employment” in both the current and draft SDCC’s DPs. It is also surrounded by several buildings with industrial and commercial uses on its Northern, Southern, and Eastern sides. With retail car sales and service stations along its Western edge and existing residential areas further afield. The Greenhills area as it is known in SDCC’s *Tallaght Town Local Area Plan 2020* (LAP) is described as “an attractive, consolidated, diversified place for business and employment.” Through which an intensification of commercial and employment uses are encouraged.

3.6 Greenhills

An attractive consolidated, diversified and intensified place for business and employment that is better connected to surrounding areas including Greenhills Road and Bancroft Park.

Land Use Mix/ Urban Function Predominantly business, enterprise and employment area with higher value commercial, industry and distribution and potential for limited mixed uses along Greenhills Road, proximate to Ailton Road, where it can integrate effectively with existing and established uses.

Plot Ratio Range 0.51 (Low) to 1.1 (High)

Building Height (See Figure 3.16) It is expected that industrial buildings will generally be low rise and this would be supported.

Where office development comes forward buildings should not exceed 6 storeys.

In all circumstances development should deliver a strong building line on public streets.

Open Space Enhanced links to Bancroft Park public open space.

Key Objectives for Greenhills (GH):

- GH1: Intensification of use to higher value commercial and employment uses.
- GH2: New local routes and connections to Bancroft Park.
- GH3: Improved interface with Bancroft Park and Greenhills Road.
- GH4: Protect and enhance recreational amenities and green infrastructure value of Bancroft Park.
- GH5: Protection of residential amenity of adjoining residential areas.

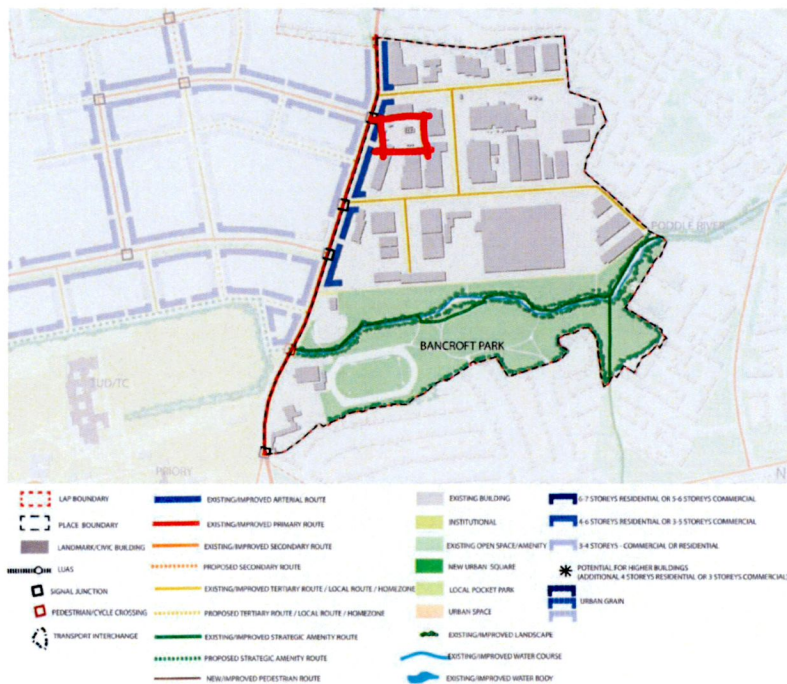


Figure 5: Diagram Taken from SDCC’s Tallaght Town LAP 2020.

4.1 Zoning Objective

As shown below, the subject site is zoned for “Enterprise and Employment” in both current and the draft DPs (Objective EE - Purple). With the plots along Greenhills Road zoned for “Enterprise and/or Residential Led Regeneration” in both current and the draft DPs too (Objective Regen -Light Blue).

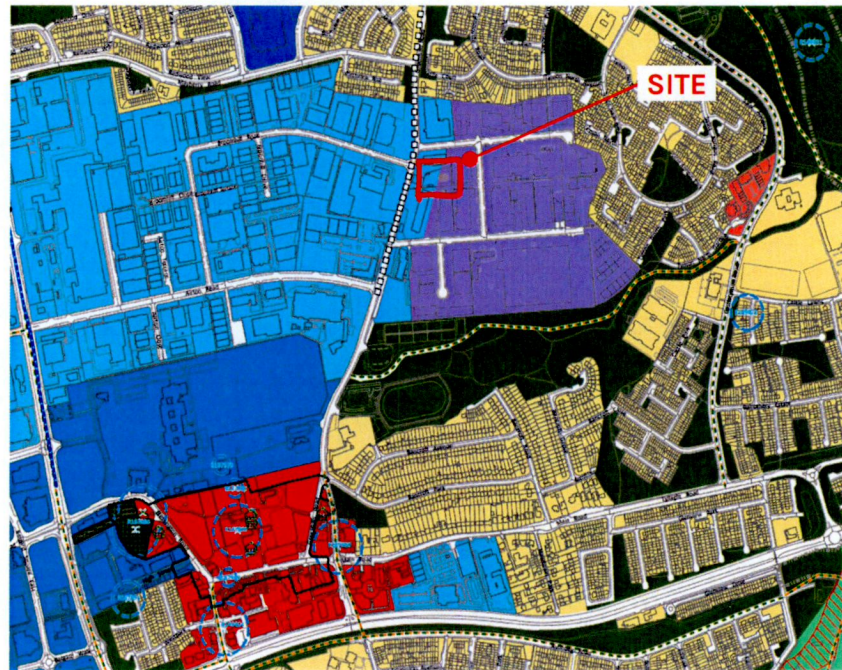


Figure 6: Zoning Map Taken from South Dublin County Council Development Plan 2022-2028 (Subject Site Shown in Red).

4.2 Permissible uses:

“Petrol Station” is listed as a permitted use in the DP.

Table 13.4 Zoning Objective ‘REGEN’: ‘To facilitate enterprise and/or residential-led regeneration subject to a development framework or plan for the area incorporating phasing and infrastructure delivery.’

Use Classes Related to Zoning Objective	
Permitted in Principle	Advertisements and Advertising Structures, Childcare Facilities, Community Centre, Education, Enterprise Centre, Health Centre, Home Based Economic Activities, Hotel/ Hostel, Housing for Older People, Industry-Light, Live-Work Units, Motor Sales Outlet, Office-Based Industry, Office less than 100 sq.m, Offices 100 sq.m -1000 sq.m, Offices over 1000 sq.m, Open Space, Petrol Station, Public Services, Recreational Facility, Residential, Restaurant/Café, Residential Institution, Science and Technology Based Enterprise, Shop-Local, Sports Club/Facility, Stadium, Traveller Accommodation, Work-Live Units.
Open for Consideration	Allotments, Bed & Breakfast, Betting Office, Boarding Kennels, Car Park, Crematorium, Cultural Use, Data Centre, Doctor/Dentist, Embassy, Funeral Home, Garden Centre, Guest House, Hospital, Industry-General, Nursing Home, Off-Licence, Place of Worship, Primary Health Care Centre, Public House, Recycling Facility, Retail Warehouse, Retirement Home, Service Garage, Shop-Neighbourhood, Social Club, Veterinary Surgery, Warehousing, Wholesale Outlet.
Not Permitted	Abattoir, Aerodrome/Airfield, Agriculture, Camp Site, Caravan Park-Residential, Cemetery, Concrete/Asphalt Plant in or adjacent to a Quarry, Conference Centre, Fuel Depot, Heavy Vehicle Park, Industry-Extractive, Industry-Special, Nightclub, Outdoor Entertainment Park, Refuse Landfill/Tip, Refuse Transfer Station, Rural Industry-Food, Scrap Yard, Shop-Major Sales Outlet, Transport Depot, Wind Farm.

Table 13.10 Zoning Objective ‘EE’: ‘To provide for enterprise and employment related uses’

Use Classes Related to Zoning Objective	
Permitted in Principle	Abattoir, Advertisements and Advertising Structures, Boarding Kennels, Enterprise Centre, Fuel Depot, Heavy Vehicle Park, Home Based Economic Activities, Industry-General, Industry-Light, Industry-Special, Office-Based Industry, Office less than 100 sq.m, Open Space, Petrol Station, Public Services, Recycling Facility, Refuse Transfer Station, Science and Technology Based Enterprises, Scrap Yard, Service Garage, Shop-Local, Transport Depot, Traveller Accommodation, Warehousing, Wholesale Outlet.
Open for Consideration	Agriculture, Allotments, Car Park, Childcare Facilities, Concrete/Asphalt Plant in or adjacent to a Quarry, Data Centre, Garden Centre, Hotel/Hostel, Industry-Extractive, Motor Sales Outlet, Nightclub, Offices 100 sq.m - 1,000 sq.m, Offices over 1,000 sq.m, Public House, Refuse Landfill/Tip, Restaurant/Café, Retail Warehouse, Social Club, Sports Club/Facility, Stadium, Veterinary Surgery.
Not Permitted	Aerodrome/Airfield, Bed & Breakfast, Betting Office, Camp Site, Caravan Park-Residential, Cemetery, Community Centre, Conference Centre, Crematorium, Cultural Use, Doctor/Dentist, Education, Embassy, Funeral Home, Guest House, Health Centre, Hospital, Housing for Older People, Live-Work Units, Nursing Home, Off-Licence, Outdoor Entertainment Park, Place of Worship, Primary Health Care Centre, Recreational Facility, Residential, Residential Institution, Retirement Home, Rural Industry-Food, Shop-Major Sales Outlet, Shop-Neighbourhood, Wind Farm, Work-Live Units.

Figure 7: Zoning Objectives Taken From South Dublin County Council’s Development Plan 2022-2028 (Draft).

4.3 Planning Policy Provisions:

Under Section 11.3.6 of the current DP, motor fuel stations are defined in the following manner:

“Petrol stations, while necessary, have the potential to cause disturbance, nuisance and detract from the amenities of an area and as such, proposals for new or extended outlets will be carefully considered. Motor fuel stations will not generally be encouraged within the core retail area of urban centres or in rural areas. Development proposals for motor fuel stations should address the following:

- *Development proposals will be required to demonstrate that noise, traffic, visual intrusion, fumes and smells will not detract unduly from the amenities of the area and in particular from sensitive land uses such as residential development.*
- *Motor fuel stations should be of high-quality design and integrate with the surrounding built environment. In urban centres, where the development would be likely to have a significant impact on the historic or architectural character of the area, the use of standard corporate designs and signage may not be acceptable.*
- *Forecourt lighting, including canopy lighting, should be contained within the site and should not interfere with the amenities of the area.*
- *The forecourt shop should be designed so as to be accessible by foot and bicycle, with proper access for delivery vehicles. The safety aspects of circulation and parking within the station forecourt should be fully considered. Retailing activities should be confined to the shop floor area, except in the case of sales of domestic fuel, where some external storage may be permissible. The external storage of gas cylinders and solid fuel, should be limited in area and confined to strictly defined specifically designed compounds adjoining the shop/forecourt and be subject to adequate measures being taken for visual appearance, security and safety.*
- *The sale of retail goods from petrol stations should be restricted to convenience goods and only permitted as an ancillary small-scale facility. The net floorspace of a fuel station shop shall not exceed 100 sq. Metres. Where permission is sought for a retail floorspace in excess of 100 sq. metres, the sequential approach to retail development shall apply (i.e. the retail element shall be assessed as a proposed development in its own right).*
- *Workshops for minor servicing (e.g. tyre changing, puncture repairs, oil changing) may be permitted in circumstances where they would not adversely impact the operation of the primary petrol station use and local amenities, particularly with regard to proximity to dwellings or adjoining residential areas.*
- *Motor fuel stations and service areas in proximity to the National Road network will be assessed with regard to the Spatial Planning and National Roads Guidelines for Planning Authorities DECLG, (2012).”*

4.4 Architectural Conservation Area (ACA).

According to the DP and Historic Environment Viewer, the subject site is not within an ACA but is within 1km of the nearby Tallaght Village ACA. For clarity, the proposed development will have no impact on this ACA.

4.5 Protected Structures.

According to the Historic Environment Viewer, there are no known protected structures on or within the curtilage of the site. The nearest being St Mary's Dominican Priory approximately >900m south of site. Reg. No. 11215001 or 270 on Record of Protected Structures.

4.6 Archaeology:

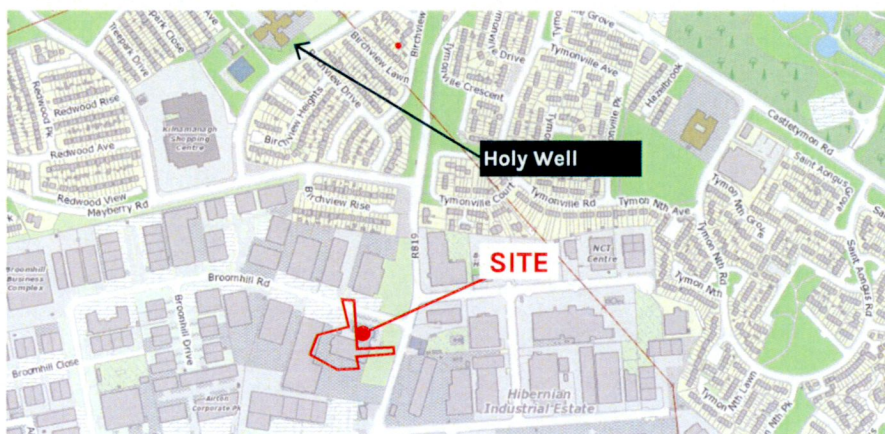


Figure 8: Snapshot Taken From Online Historic Environment Viewer

According to the Historic Environment Viewer, there are no recorded monuments on the site and there are no known Zones of Archaeological Notification (ZANs) within the vicinity. With the nearest known monument approximately >750m north of the subject site in Elm castle housing estate - DU22-006-Well.

4.7 Natura 2000 Sites:

According to the National Parks & Wildlife Service website, the Glenasmole Valley Special Area of Conservation (SAC) (Site Code 1209) is approximately 7km to the south of the subject site. Any requirement for Appropriate Assessment has been screened out because the relatively minor scale/nature of new elements in the proposed development are unlikely to impact this natura site.

5.0 NATURE AND EXTENT OF PROPOSED DEVELOPMENT

As outlined at Section 1 above, the development consists of the demolition of existing buildings, portacabins, fences, gantry and fuel dispensers. Followed by revisions to the internal site layout which include new vehicular & pedestrian movement arrangements, revised bund walls, relocated stepped access route of tank farm and bottom loading skid. As well as the construction of new forecourt fuel area with 2no. pump dispensers, a new payment building, a new single storey office building, a new services area with 2no. car parking spaces, 12no. staff car parking spaces and 8no. HGV/tanker parking spaces and all other associated underground and overground infrastructure, drainage, lighting, landscaping and site development works. All of which are applicable to an existing fuel depot/ service station.

Development Description:

1. The demolitions of an existing building, 2no. Portacabins, a power wash enclosure, fences, gantry and fuel dispensers.
2. Revisions to the internal site layout to include new vehicular & pedestrian movement arrangements, revised bund walls, relocated stepped access route of tank farm and bottom loading skid.
3. Construction of new forecourt fuel area with 2no. pump dispensers, a new payment building, a new single storey office building, a new services area with 2no. car parking spaces, 12no. staff car parking spaces and 8no. HGV/tanker parking spaces.
4. All other associated underground and overground infrastructure, drainage, lighting, landscaping and site development works.

5.1 Proposed Development

5.1.1 Site Demolitions:

The existing building, 2no. Portacabins, a power wash enclosure, fences, gantry and fuel dispensers shown below will be removed as part of the proposed development.

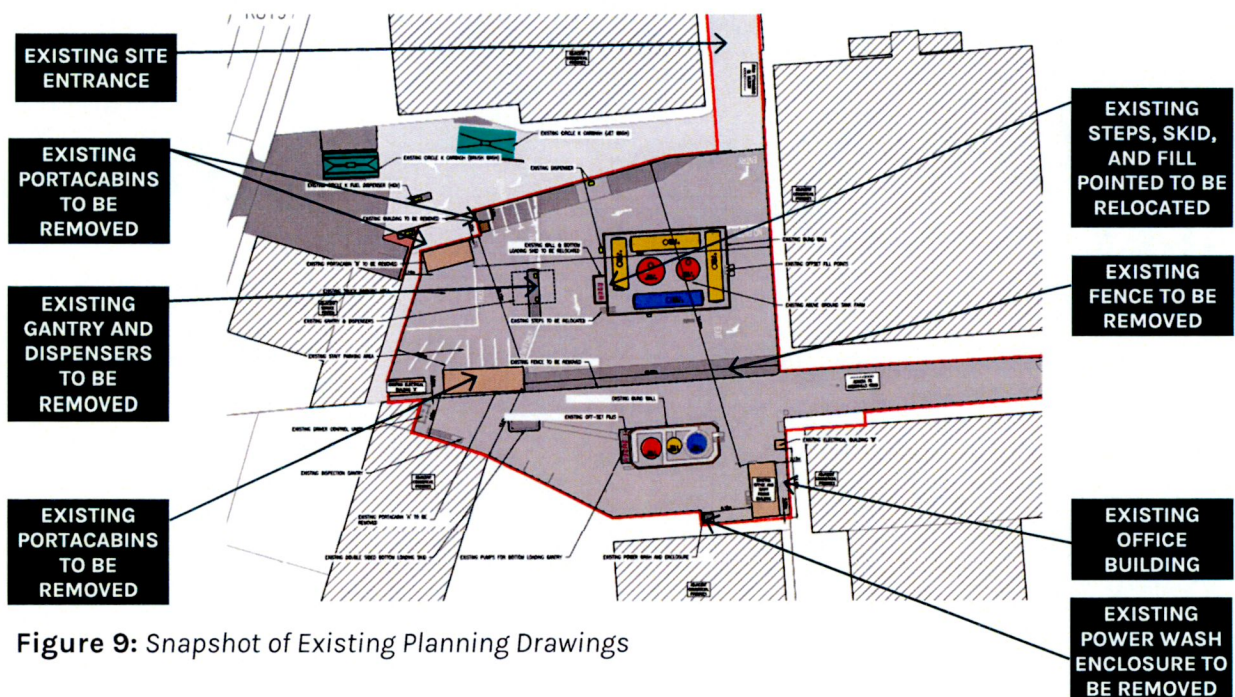


Figure 9: Snapshot of Existing Planning Drawings

5.1.2 Site Revisions:

As part of the proposed development, the existing tank farm will be revised with relatively minimal works to relocate the existing bund walls, stepped access elements, bottom loading skid as shown in the proposed drawings. The existing parking and pedestrian routes will also be revised. All of which will modernise this existing site and greatly improve customer/staff safety – which will make it consistent with Section 11.3.6 and Section 11.7.3 of the current and proposed DPs.

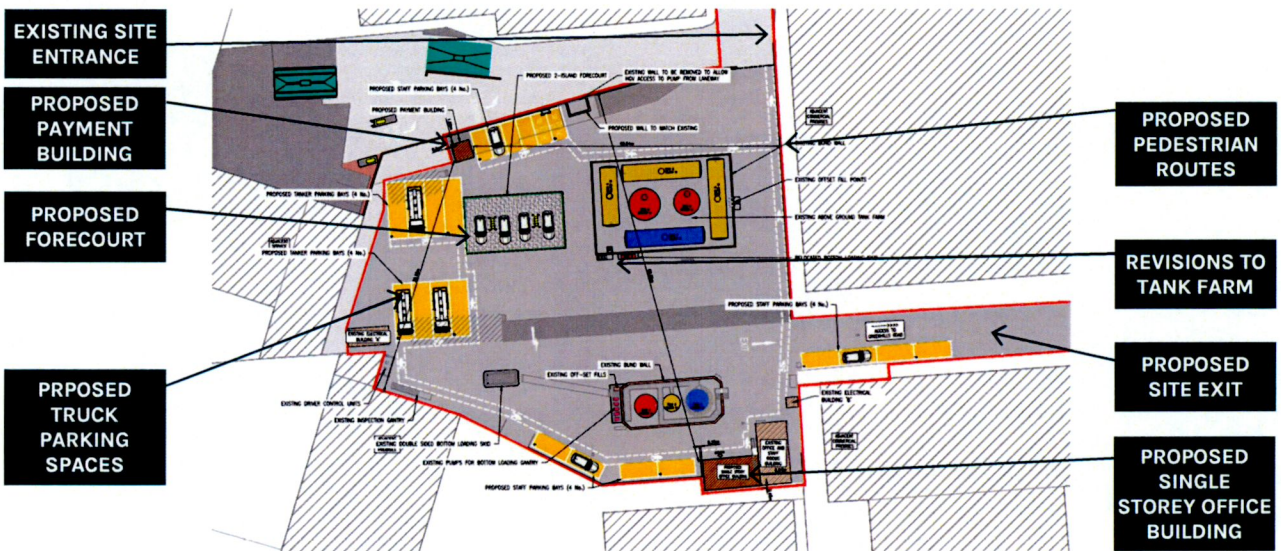


Figure 10: Snapshot of Proposed Planning Drawings

5.1.3 New site Items:

As mentioned previously, a new forecourt area is proposed to include perimeter drainage, 2no fuel dispensers/pump islands, guardrails, and bins. In addition to all associated underground/overground infrastructure, drainage, lighting, and site development works. All of which will greatly improve the customer/staff experience and revitalise this brownfields site. As opposed to seeking permission for a similar development on less serviced or unserved sites elsewhere.

5.1.4 Items relating to Existing Building:

Aside from the construction of a new external egress stairs and single storey office building, the existing 2 storey building will remain largely unchanged. With the new adjoining single storey building containing offices and an accessible toilet designed to match the existing finishes of the adjoining structure. Due to its position on the site, this new addition will be largely hidden from view except from within the subject site. The latter statement also applies to the proposed standalone portacabin – which has been carefully placed beside existing boundary walls to minimise its visual impact on this subject and surrounding sites.

5.1.5 Car parking:

Under the subject site's existing conditions, the northern section has clearly delineated parking spaces for trucks and cars. However, the existing southern section contains no such delineations. With neither containing clearly delineated routes for pedestrians. All of which are addressed in the proposed development, where parking, vehicular routes, and pedestrian walkways have been logically arranged. It is also worth noting that this segregation of vehicles and pedestrians will also minimize the likelihood of accidents on the subject site during operation - which is consistent with the section on Motor Fuel Stations in the DP.

6.0 JUSTIFICATION FOR SUBJECT DEVELOPMENT

In support of the proposed development, we outline the key points below.

6.1 The principle of the development is established

We submit that the principle of the proposed development is established and/or consistent with 11.3.6 and 11.7.3 of the current and proposed DP based on the following:

- The subject site is an established fuel depot situated close to Tallaght Village and Dublin City Centre.
- Its existing and proposed uses are already compatible with the “Motor Fuel Station” zoning criteria in the current and proposed DP.
- The existing uses, structures, and relatively minor changes are part of the normal suite of services provided under the “Motor Fuel Station” use and will increase safety and user experience on the subject site.
- The new portacabin and extension to existing building will provide better facilities for staff and additional employment on the subject site.

Thus, this application is submitted that the principle of the subject development is already established by virtue of the established service station on the subject site and is, therefore, in accordance with the proper planning and development of the area.

Key Point:

- The **principle** of the subject development is established.

6.2 Nature and scale of the development is minor.

We submit that the nature and scale of the subject development is minor given the following:

- The proposed changes will largely be unseen from outside the subject site but will revitalise the appearance within it.
- The proposed changes are relatively minor and were designed to match the established existing structures and uses.
- The proposed changes will bring order to the existing parking, filling, and pedestrian/vehicular movement arrangements and make them more efficient.
- The proposed extension's impact is minimal in that it will be largely not visible from outside the subject site but it will greatly benefit the modernisation of the subject site's operations.

Thus, this application is submitted on basis nature and scale of the proposed development is minor and is, therefore, in accordance with the proper planning and development of the area.

Key Point:

- The **nature and scale** of the subject development is minor.

6.3 No negative impacts arising from the development

Given the established service station use, site context, and nature of the proposed development, it is submitted that the development will not create any negative impact in the area for these reasons:

- The existing fuel depot is surrounded by other commercial/ commercial sites and the proposed development will have no further impact than the existing arrangement.
- The removal/replacement of several existing portacabins with a permanent single storey extension to the existing office building will revitalise the visual appearance of the subject site.
- The visual impact of this extension is minimal because of its position, scale, height, and materials.
- There will be no impact on the existing entrances/exits and previous visibility splays will be maintained.
- There will be no additional noise, traffic, waste, or odour impacts arising from the proposed development.

Thus, the proposed application is submitted on basis that no further negative impacts will arise from the proposed development and the proposal is in accordance with the proper planning and development of the area.

Key Point:

- The subject development **will not create any additional impact** in the area.

6.4 The development will make a positive contribution to the area

It is submitted that the proposed development will positively effect to the area as:

- The proposed development will revitalise aging structures on this site as opposed to seeking a radical overhaul would have intensified its use or create another use on an unserved site elsewhere.
- The proposed one-way system through the site from the North to the East entrances will improve safety at these critical points.
- The proposed development will create additional provision for office and delivery staff. Creating provision for additional employment close to existing residential areas or via the aforementioned private/public transport links.

Thus, this application is submitted on basis the proposed development will make a positive contribution to the area and is therefore in accordance with the proper planning and development of the area. On this basis, we respectfully ask the planning authority to grant the proposed development.

Key Point:

- The subject development will make a **positive contribution** to the area.

7.0 ITEMS SUBMITTED

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

7.1 Planning Application Form

A completed Planning Application Form is submitted as part of this application. The Form is signed and dated 12/07/2022.

7.2 Planning Fee

A cheque made payable to South Dublin County Council for **€399.84**, 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:

(i)	Revisions to the internal site layout to include new vehicular & pedestrian movement arrangements, revised bund walls, relocated stepped access route of tank farm and bottom loading skid - Class 13, Other Development, Min fee	€80.00
(ii)	Construction of new forecourt fuel area with 2no. pump dispensers, a new services area with 2no. car parking spaces, 12no. staff car parking spaces and 8no. HGV/tanker parking spaces - Class 13, Other Development, Min fee	€80.00
(iii)	Construction of a new payment building and a new single storey office building (44.4 sq.m) - Class 4; Other Buildings, €159.84	€159.84
(iv)	All other associated underground and overground infrastructure, drainage, lighting, landscaping and site development works - Class 13, Other Development, Min fee	€80.00
	TOTAL FEE PAYABLE	€399.84

7.3 Notices (Newspaper and Site)

One copy of the Newspaper Notice, which was published in Irish Daily Star newspaper dated the 04/08/2022, is enclosed.

One copy of the Site Notice as erected on the 05/08/2022, at the two locations indicated on the Site Location Drawing No. P2224.C01 are enclosed. The Site Notices has been erected in full compliance with Article 19(4) of the 2001 Regulations (as amended).

7.4 Drawings

Six sets of drawings, prepared by McArdle Doyle, are enclosed. A schedule of drawings is attached to same.

7.5 Letter of Consent

A letter from the owner of part of the subject site consenting to the making of the application on the subject site is enclosed.

8.0 CONCLUSION:

This Planning Application, as outlined above, is made on behalf Jones Oil in respect of proposed development at Jones Oil Fuel Depot & Service Station, Greenhills Rd, Tallaght, Dublin 24, D24 HN28 and Emo Oil Depot & Service Station, 24 Greenhills Road, Tallaght, Dublin 24, D24 FDF2. As indicated on the proposed drawings, the proposed development consists of the following:

1. The demolitions of an existing building, 2no. Portacabins, a power wash enclosure, fences, gantry and fuel dispensers.
2. Revisions to the internal site layout to include new vehicular & pedestrian movement arrangements, revised bund walls, relocated stepped access route of tank farm and bottom loading skid.
3. Construction of new forecourt fuel area with 2no. pump dispensers, a new payment building, a new single storey office building, a new services area with 2no. car parking spaces, 12no. staff car parking spaces and 8no. HGV/tanker parking spaces.
4. All other associated underground and overground infrastructure, drainage, lighting, landscaping and site development works..

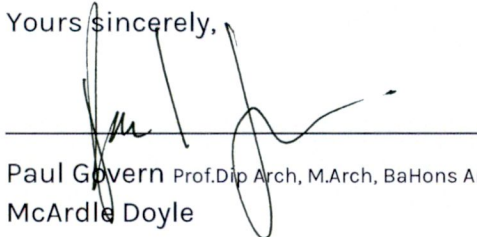
In conclusion, it is submitted that the proposed development is in accordance with the proper planning of the area and justified on the following basis:

- The **principle** of the subject development is established.
- The **nature and scale** of the subject development is minor.
- The subject development **will not create any additional impact** in the area.
- The subject development will make a **positive contribution** to the area.

We trust the above and enclosed documentation is in order and look forward to a favourable decision in due course.

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

Yours sincerely,



Paul Govern Prof.Dip Arch, M.Arch, BaHons Arch, PgCert Bim.
McArdle Doyle