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Planning Report

P1956
Certas Energy Ireland
Limited

Fonthill Road,
Liffey Valley,
Clondalkin,
Dublin 22.
September 2022.

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1.0 INTRODUCTION:

We, McArdle Doyle acting as agents for the applicant **Certas Energy Ireland Limited**, prepared this Planning Report in respect of a planning application in relation to development at Fonthill Road, Liffey Valley, Clondalkin, Dublin 22.

1.1 Scope of the Application:

The subject application comprises of the construction of a new petrol filling station forecourt with dispensers, underground storage tanks, canopy structure, and associated signage. The development also encompasses the widening of the existing site entrance and creation of a new egress location onto Fonthill Road with new pedestrian crossing. As well as the above the following facilities of a new brush car wash and adjoining jet wash, a single storey services building, 4 no. electric charging spaces with associated ESB substation, Air/Water services and internally illuminated totem signs are proposed. It is noted that all associated under and over ground infrastructure, drainage, lighting, security, landscaping, and site development works are incorporated in the proposal including solar panels which are located on the canopy roof structure. See exact description below.

1.2 Proposed Development Text:

As indicated on the attached documents, the proposed development will consist of:

"A new unmanned service station development consisting of:

- (i) Construction of new petrol filling station forecourt with 4no. dispensers, 2 no. underground fuel storage tanks with canopy structure (covering c. 235 sq.m and 6.2m in height) with associated signage.
- (ii) Widening of existing site entrance to the north-east of the site and creation of new egress location onto the Fonthill Road along the northern boundary to allow one-way internal road network incorporating new pedestrian crossing over existing footpath at site egress location.
- (iii) Automatic brush car wash and adjoining jet car wash with water recycling system.
- (iv) Single storey services building structure comprising of a car wash plant room and comms room area (gross floor area 16.3 sq.m.)
- (v) 4 No. electric charging bays, each comprising of a parking space and electric vehicle charging unit and associated signage.
- (vi) 3-room ESB substation to cater for EV charging infrastructure (gross floor area 38.3 sq.m.)
- (vii) Air/water services area with 2no. car parking spaces.
- (viii) 2 no. internally illuminated double-sided totem signs, 1 no. at site entrance (4m high x 1.91m wide) with advertising area 15.3 sq.m and 1 no. adjacent the new site egress location (5.8m high x 1.91m wide) with advertising area 22.16 sq.m.
- (ix) All other associated underground and overground infrastructure, drainage, lighting, CCTV unmanned systems, landscaping and site development works."

1.3 Key Points:

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

- The proposed development is **compatible** with the **current Development Plan**.
- The proposed development **will help facilitate development on other vacant sites in the area**.
- The **nature and scale** of the proposed development is **appropriate to the area**.
- The proposed development **will not have any environmental impact on the local area**.
- The proposed development will make a **positive visual 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 Certas Energy Ireland Limited, a subsidiary of DCC plc which is an ambitious and entrepreneurial FTSE 10 company. Established in 2015, Certas Energy Ireland Limited oversees a network of over 750 service stations in the UK, France, Norway, Denmark, Ireland and Luxembourg. Employing approximately 15,400 people across its four focused divisions: DCC LPG, DCC Retail & Oil, DCC Healthcare and DCC Technology. Despite these international and multi-disciplinary connections, Certas Energy Ireland Limited have a relentless customer focus, strong health & safety ethos, and a passionate, experienced, and committed work force, that enable them to provide high-quality services at competitive prices. Albeit in a modern way through unmanned depots such as the one proposed in this application.

2.0 SITE LOCATION, DESCRIPTION AND USE:

2.1 Site Location and Description:

The subject site shown in **RED** is approximately 0.2680 hectares / 0.66 acres and located approximately 12.6km from Dublin's city centre and in close proximity to the nearby Tesco Extra and Liffey Valley shopping centres. Pedestrian and vehicular access to and from this area is made possible via the M50, Coldcut Road, and Fonthill Road. The latter two routes act as a key arterial route to and from the subject site and for those living in the surrounding suburban residential areas.

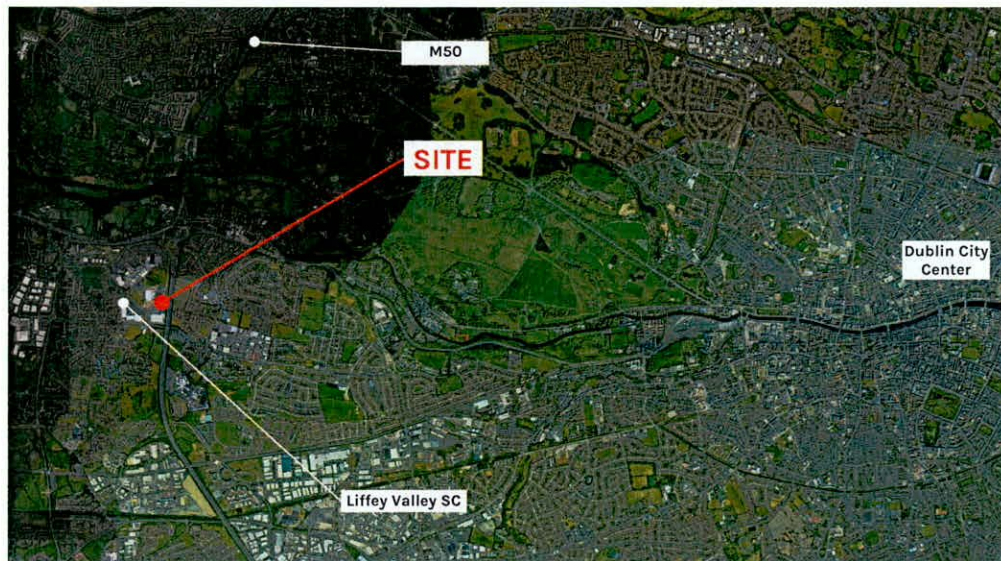


Figure 1: Google Earth Image of the Subject Site and Surrounding Lands.

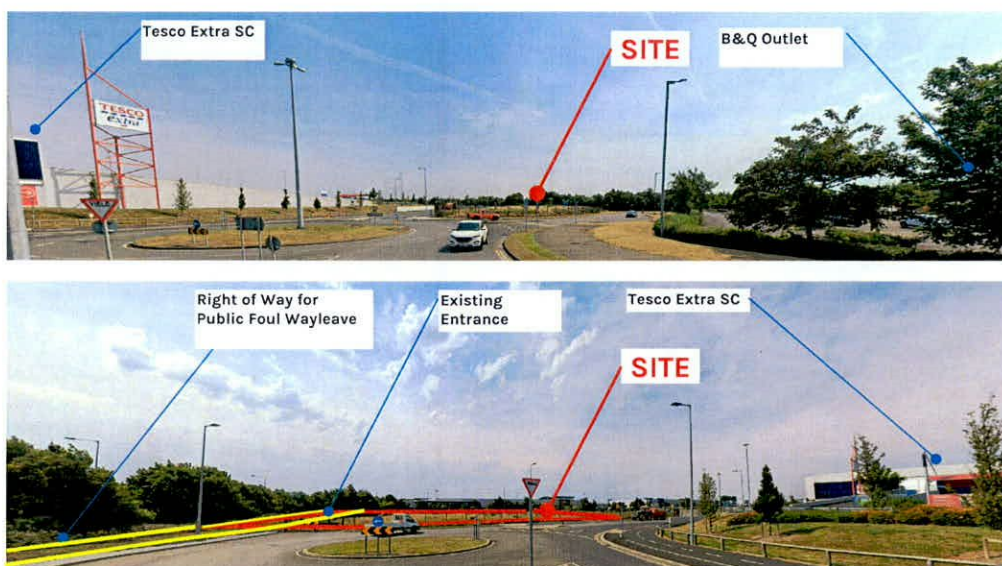


Figure 2: Google Street View Images of Subject Site in Pre-Development Condition.

2.1.1 Modes of Transport:

The proposed site is an unmanned fuel service station with a customer base solely consisting of private vehicles. There is no retail offer proposed and therefore no pedestrian use or visitors to site requiring either pedestrian routes or public transport use.

2.1.2 Vehicle Accessibility:

As noted above, the predominant mode of transport to and from the subject site will be by private vehicles. The access to the development is proposed via the existing entrance located at the north-east corner of the site and the exit location is through the proposed new egress location with proposed pedestrian crossing arrangement. It is noted that the existing exit to the southern boundary of the existing brownfield site on the existing fenced boundary is outside the redline boundary of this proposed site and that this entrance will serve the outstanding footprint of this brownfield site outside of the proposed redline boundary for an alternative future development use. Upon completion, the proposed entrances/exits will provide suitable access/egress points to sufficiently serve the proposed development's operation. The proposed facility is an unmanned service station development with one way traffic flow. There is no retail offer included with the application thus removing all potential conflicts between pedestrian movements and vehicle movements. The site use is intended only for vehicle fuel sales generating no pedestrian use to or within the site.

Motorway Traffic.

The subject site is within 2.7km of the M50 (junction 07 via the N4 and Fonthill Road). Allowing motorists access to other satellite centers along the motorway such as Blanchardstown (North - 15minutes) and Sandyford (South - 21minutes). With access to Dublin city center possible via N4, Fonthill, and Chapelizod Bypass within 30minutes.

N4/M4/M6 Traffic.

The N4 runs on an east/west axis to the north of the subject site and connects western urban centers such as Athlone, Galway, and Tuam via the M4 and M6 motorways. Not to mention urban centers in closer proximity such as Lucan and Maynooth Villages.

2.2 Surrounding Development:

According to the *SDCC DP 2022-2028*, the subject site is located in a "Major Retail Centre" (MRC) and is surrounded by large retail outlets and shopping centres. With lands zoned for Open Space, Residential, Retail Warehousing, District Centres, and Regeneration uses punctuated outside of its immediate vicinity. As described on the attached drawings, there are also existing foul, storm, water, and other services running along the northern and eastern edges of the subject site. Making it an appropriate choice for a development of this scale and function to feed into.

2.3 Existing Use:

As shown in the earlier images, the subject site is currently unused and bounded by existing wire mesh security fences and gates. In its current form, it is reasonable to state that the subject site is unappealing for those passing along the Fonthill Road.

It is proposed that a new and well considered development would visually consolidate the area as a MRC. This completed development would 'plug a gap' in terms of infill land development between larger structures arising from previously granted applications in the catchment area.

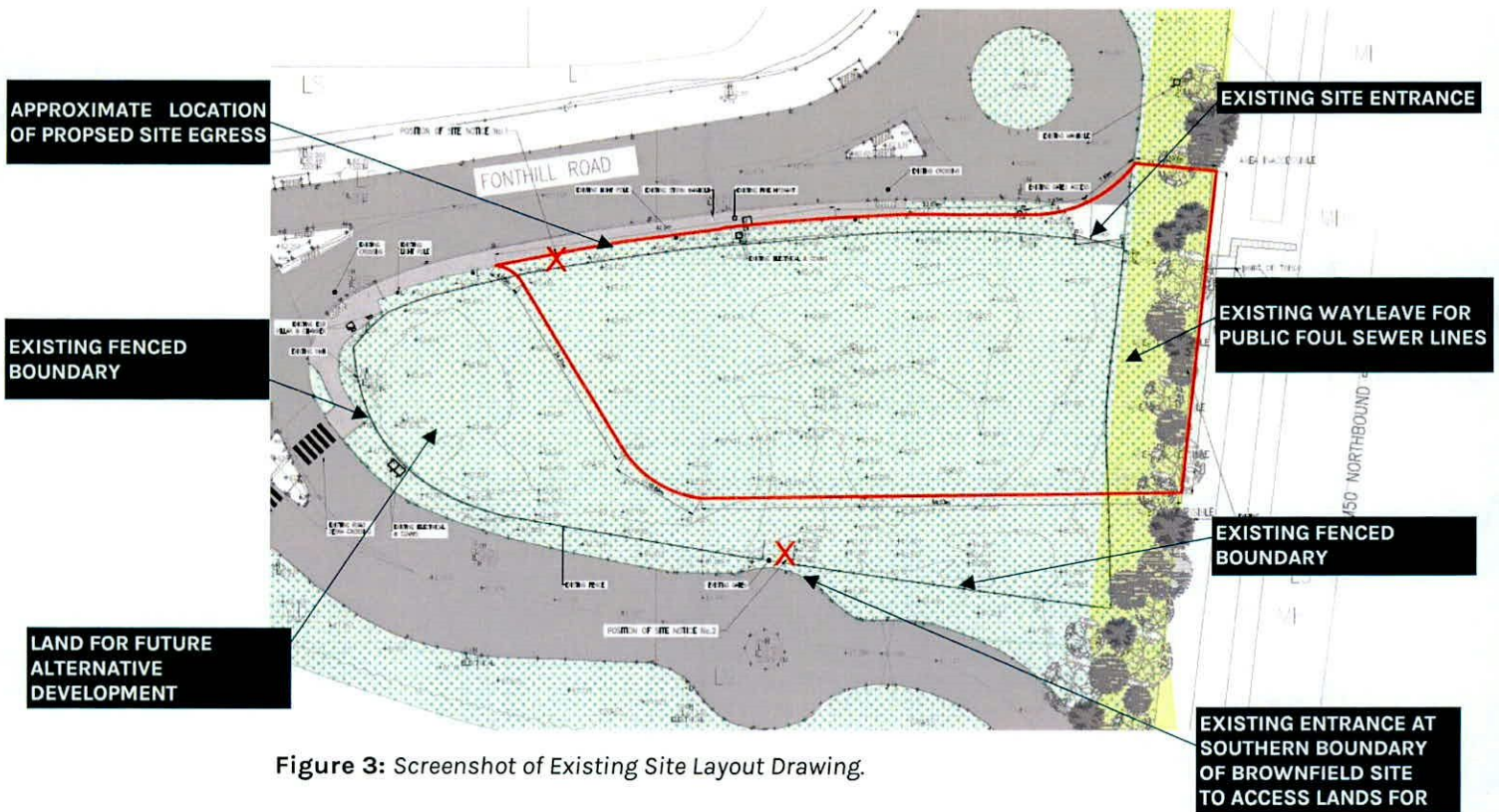


Figure 3: Screenshot of Existing Site Layout Drawing.

3.0 PLANNING HISTORY:

According to SDCC’s planning register, the following applications were previously made on the subject site.

SD13A/0183 / PL06S.242740	Construction of a 6 no. pump (12 stand) petrol station incorporating a single storey service station shop (and associated signage) with a gross floor area of c. 92sq.m., an automatic car wash/jet wash with ancillary plant, a forecourt canopy (covers c. 420sq.m. and 5.8m in height) and associated signage; underground storage tanks, a tanker fill point, circulation areas, 2 no. internally illuminated double-sided totem signs (5.8m x 1.91m) with a total advertising area of 22.15 sq.m per sign, access from and egress onto the realigned internal link road permitted under Reg. Ref. No. SD12A/0014, ancillary site boundary and landscaping works and all associated site development works.	SDCC Decision Date: 05 Nov 2013 ABP Decision Date: 15 Apr 2014 Outcome: Granted
SD13A/0183/EP	Application to extend the life of the previous granted permission and alter an error with Condition 08 attached to same.	SDCC Decision Date: 27 Feb 2019 Outcome: Granted

4.0 DEVELOPMENT PLAN & POLICY CONTEXT:

4.1 Development Plan:

In the SDCC DP 2022-2018 which came into effect in August 2022, the subject site is zoned within a “Major Retail Centre” (Brown). As stated previously, this zoned area is surrounded by Open Space (Green), Residential (light Yellow), Retail Warehousing (Orange), Local Centres (Red), District Centres (Dark Blue), Enterprise/Employment (Purple), and Regeneration uses (Light Blue). The relevant objectives attached to the Liffey Valley MRC are to develop the area into a public transport hub within the lifetime of the plan.

It is also worth underlining that the circa 30% of the applicant’s fuel delivery truck fleet use Hydrotreated Vegetable Oil (HVO) which is a sustainable alternative to diesel¹. With the remainder to be run fully on HVO by end of 2023 – underlining the company’s push to lower carbon emissions. This service station will also become the first in Ireland to store HVO in underground tanks for use in standard cars thus improving the overall carbon footprint of both the site and customer carbon footprint. Lastly, the proposed development will also provide a use for a vacant site

¹ HVO OEM Approved fuel that is compatible with all leading diesel engines. It meets international fuel standards EN15940 & ASTM D975 and provides up to 90% lower carbon emissions when compared to conventional diesel. It works with conventional unmodified diesel engines and is sourced from waste plant matter that is converted into cooking oil. After this use, the waste oil is converted into HVO and has no further environmental impact after it is used.

and support further development of other sites in this MRC for leisure, entertainment, retail warehouses, and commercial land uses.

4.2 Zoning Objectives:

As shown in the map extracts presented below, the subject site is described as “Major Retail Centre” in the newly adopted DP. The subject site is also in the vicinity of a “Long Term High Capacity Public Transport Route” (Blue Dashed Line). Outside of this MRC zone, there are Zones of Archaeological Notification (ZAP), Protected Structures (PS), and Burial Grounds. None of which will be impacted by the proposed development’s construction works or use.

USE ZONING OBJECTIVES












	Objective RES	To protect and/or improve residential amenity
	Objective RES-N	To provide for new residential communities in accordance with approved area plans
	Objective SDZ	To provide for strategic development in accordance with approved planning schemes
	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.
	Objective TC	To protect, improve and provide for the future development of Town Centres
	Objective MRC	To protect, improve and provide for the future development of a Major Retail Centre
	Objective DC	To protect, improve and provide for the future development of District Centres
	Objective VC	To protect, improve and provide for the future development of Village Centres
	Objective LC	To protect, improve and provide for the future development of Local Centres
	Objective RW	To provide for and consolidate retail warehousing
	Objective EE	To provide for enterprise and employment related uses
	Objective OS	To preserve and provide for open space and recreational amenities
	Objective HA (LV, DV, DM)	To protect and enhance the outstanding natural character and amenity of the Liffey Valley, Dodder Valley and Dublin Mountains areas
	Objective RU	To protect and improve rural amenity and to provide for the development of agriculture



Figure 4: Phasing Map Extract Taken from SDCC DP 2022-2028.

Permissible uses:

“Petrol Station” is listed as a permitted use in the current and draft DPs for lands described as “Major Retail Centres.” Please note that the proposed development is not intended to be used as a Fuel Depot. Thus, as a Petrol Station it is permitted in principle subject to certain criteria which will be discussed in the next section.

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, Off-Licence, Open Space, <u>Petrol Station</u> , 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.
Open for Consideration	Allotments, Crematorium, Cultural Use, Doctor / Dentist, Education, Health Centre, Hospital, Industry-Light, Nightclub, Offices 100 sq m-1,000 sq m, Outdoor Entertainment Park, Place of Worship, Primary Health Care Centre, Social Club, Sports Club / Facility, Stadium, Transport Depot, Warehousing.
Not Permitted	Abattoir, Aerodrome / Airfield, Agriculture, Bed & Breakfast, Boarding Kennels, Camp Site, Caravan Park-Residential, Cemetery, Community Centre, Concrete / Asphalt Plant in or adjacent to a Quarry, Conference Centre, Data Centre, Embassy, <u>Fuel Depot</u> , Guest House, Heavy Vehicle Park, Home Based Economic Activities, Housing for Older People, Industry-Extractive, Industry-General, Industry-Special, Live-Work Units, Nursing Home, Office-Based Industry, Offices over 1,000 sq m, Refuse Landfill / Tip, Refuse Transfer Station, Residential, Residential Institution, Retirement Home, Rural Industry-Food, Science and Technology Based Enterprise, Scrap Yard, Traveller Accommodation, Wind Farm, Work-Live Units.

Figure 5: Extract taken from current SDCC DP 2022-2028.

4.3 Planning Policy Provisions:

Section 13.6.8 of the draft DP outlines the following in relation to “Petrol Filling Stations with our notes shown in Red:

“Motor Fuel Stations: 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 demonstrated that noise, traffic, visual obtrusion, fumes and smells will not detract unduly from the amenities of the area and in particular from sensitive land uses such as residential development; (Due to its close proximity to the M50 and major retailers but greater distance from residential centres, the proposed development is unlikely to negatively affect surrounding amenities with obtrusion, fumes, and smells).

- 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;

(As demonstrated in the attached drawings, the proposed development's design has been carefully considered and will be a significant improvement on the currently vacant and overgrown subject site).

- Forecourt lighting, including canopy lighting, should be contained within the site and should not interfere with the amenities of the area;

(Similarly, the proposed forecourt and canopy lighting have been carefully considered and will not have a negative effect on the surrounding lands. Due to both design and the location of the subject site in equal measure).

- 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;

(No Retail areas are proposed and will be less extensive than the previously granted petrol station development due to removal of same).

- 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 floor space of a fuel station shop shall not exceed 100 sq m. Where permission is sought for a retail floor space in excess of 100 sq m, the sequential approach to retail development shall apply (that is, the retail element shall be assessed as a proposed development in its own right);

(No Retail areas are proposed).

- Workshops for minor servicing (for instance, 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;

(The Air/Water services proposed are relatively minor and will not have any adverse impact on the operation of the subject site, local amenities, and surrounding 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 Justification for Proposed EV charging Development Aspect

The EV charging development aspect is justified on the basis of the following below information.

4.4.1 Aligned with National Planning Policy

Ireland has committed to reduce overall CO2 emissions and transition to a competitive, low carbon, economy by the year 2050.

The proposed development will contribute to National Policy Objective 54: Reducing our carbon footprint by integrating climate action into the planning system and National Policy Objective 55: Promoting renewable energy use , 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.

Furthermore, the proposed development is wholly aligned with the Alternative Fuels Framework, i.e.: 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.

4.4.2 Suitable location

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

- 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 proposed passive surveillance from the service station car park and proposed CCTV,
- There will be no visual or other impacts arising from the development in terms of the equipment and associated infrastructure

4.4.3 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.

4.4.4 Suitable Operator

EV infrastructure is proposed to be installed and operated by Certas Energy Ireland.

Certas Energy Ireland will make an important contribution to the market development of electromobility in Ireland in the future by delivering EV charging throughout Ireland via the existing Certas Energy Ireland 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

4.5 **Architectural Conservation Area (ACA).**

According to the *DP* and *Historic Environment Viewer*, the subject site is not within an ACA. Nor will the proposed development have a visual impact on the Lucan Village ACA - which is within a 5km radius of the subject site.

4.6 Protected Structures:

According to the DP and Historic Environment Viewer, the subject site does not contain any protected structures. Nor will the proposed development have a visual impact on the nearest which is Avondale Gate Lodge and Entrance Gates (Reg no 11202026).

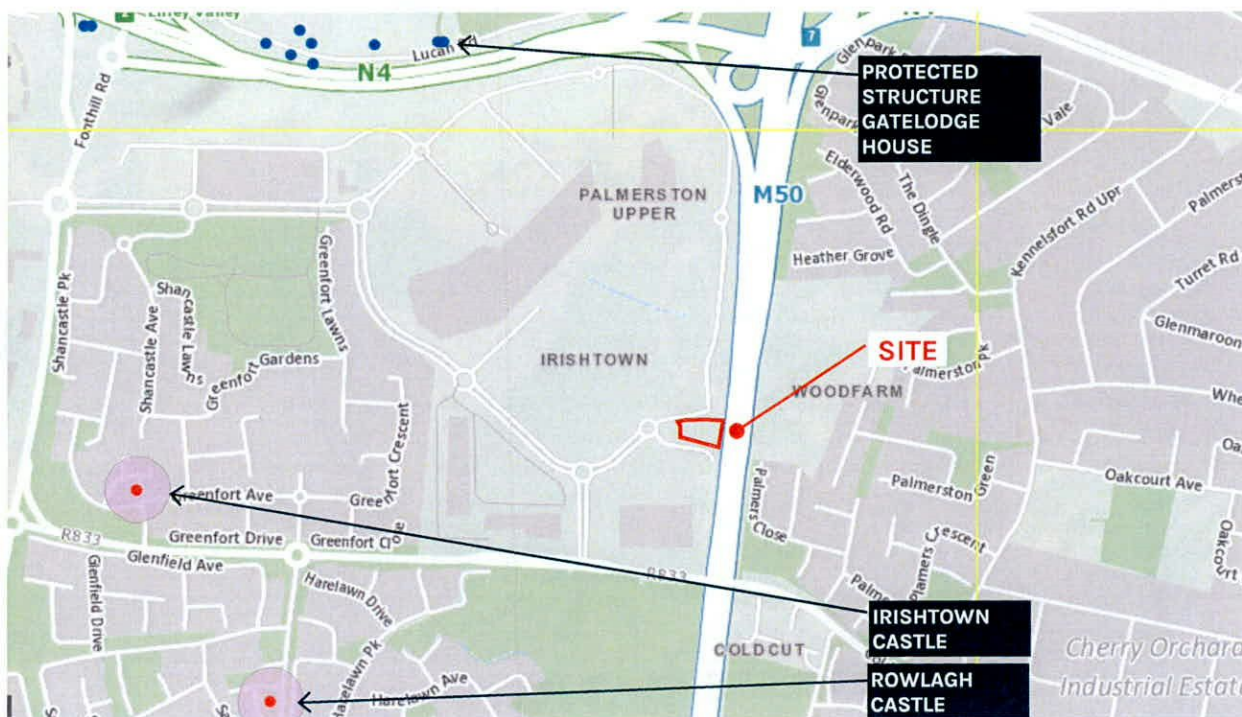


Figure 6: Snapshot Taken From Online Historic Environment Viewer.

4.7 Archaeology:

According to the current DP and Historic Environment Viewer, the subject site is close to but not within 2no Zones of Archaeological Notification (ZAN). Both are within a 1000m radius but we underline that the proposed development will have no adverse impact during and/or after construction.

4.8 Natura 2000 Sites:

According to the National Parks & Wildlife Service website, the nearest Special Areas of Conservation (SACs), Special Protection Areas (SPAs), or Natural Heritage Areas (AHAs) to the subject site are as follows:

- **Rye Water Valley/Carton SAC.** Approximately 14.5km to the West of the subject site.
- **Glenasmole Valley SAC.** Approximately 12.5km to the South of the subject site.
- **South Dublin Bay SAC.** Approximately 13.5km to the East of the subject site.
- **South Dublin Bay and River Tolka Estuary SPA.** Approximately 14.5km to the East of the subject site.
- **Hodgestown Bog NHA.** Approximately 28km to the West of the subject site.

Any requirement for Appropriate Assessment has been screened out for this proposed development because they are each >10km radius from the subject site. It is also reasonable to underline the lack of ecological or hydrological connection between the development site and any European designated sites. Not to mention the relatively minor nature of the development which will have no impact during construction and/or use.

5.0 NATURE AND EXTENT OF PROPOSED DEVELOPMENT:

As outlined at Section 1 and attached documents, the proposed development will consist of:

“A new unmanned service station development consisting of:

- (i) Construction of new petrol filling station forecourt with 4no. dispensers, 2 no. underground fuel storage tanks with canopy structure (covering c. 235 sq.m and 6.2m in height) with associated signage.
- (ii) Widening of existing site entrance to the north-east of the site and creation of new egress location onto the Fonthill Road along the northern boundary to allow one-way internal road network incorporating new pedestrian crossing over existing footpath at site egress location.
- (iii) Automatic brush car wash and adjoining jet car wash with water recycling system.
- (iv) Single storey services building comprising of a car wash plant room and comms room area (gross floor area 16.3 sq.m.)
- (v) 4 No. electric charging bays, each comprising of a parking space and electric vehicle charging unit and associated signage.
- (vi) 3-room ESB substation to cater for EV charging infrastructure (gross floor area 38.3 sq.m.)
- (vii) Air/water services area with 2no. car parking spaces.
- (viii) 2 no. internally illuminated double-sided totem signs, 1 no. at site entrance (4m high x 1.91m wide) with advertising area 15.3 sq.m and 1 no. adjacent the new site egress location (5.8m high x 1.91m wide) with advertising area 22.16 sq.m. All other associated underground and overground infrastructure, drainage, lighting, CCTV unmanned systems, landscaping and site development works.”

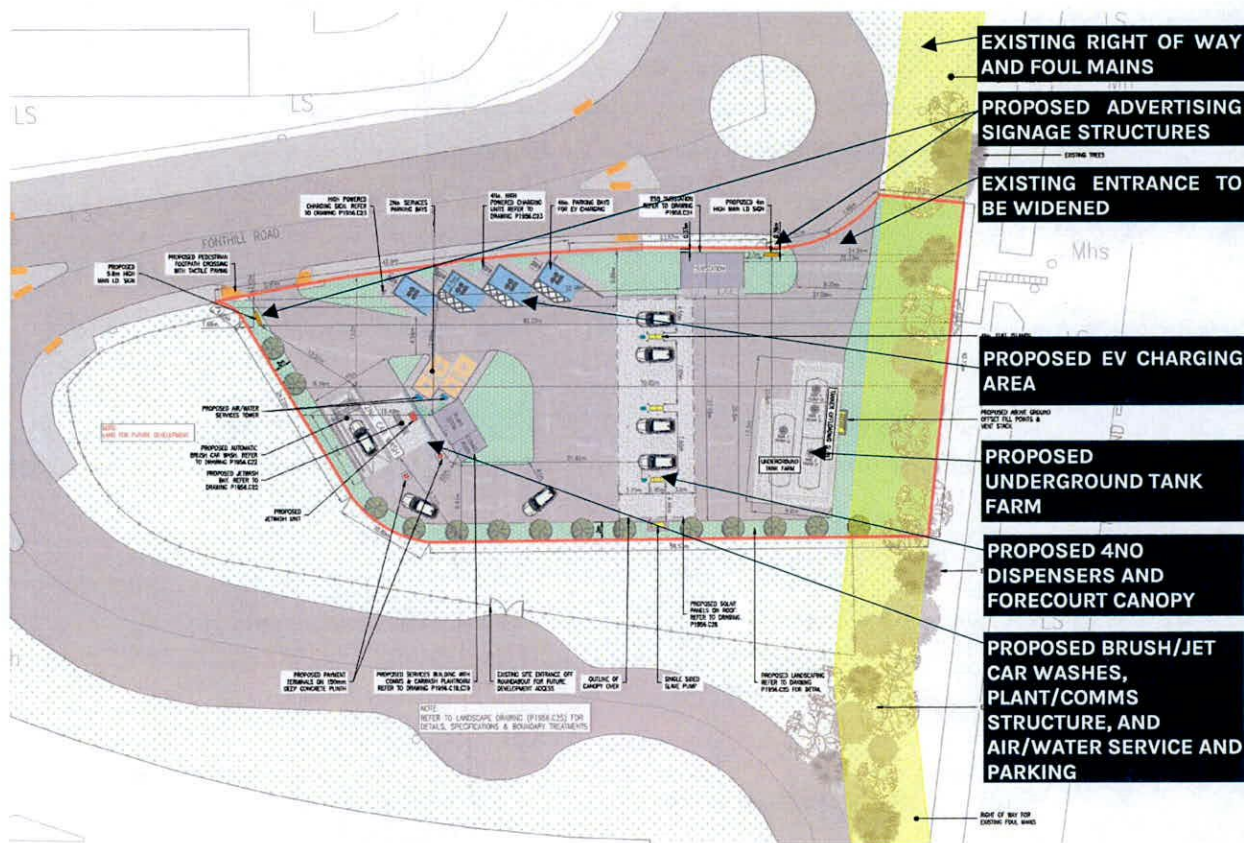


Figure 7: Screenshot of Proposed Site Layout Drawing.

5.1 Proposed Development:

5.1.1 Forecourt:

As part of this application, a new filling station forecourt with 4no dispensers, 2no underground fuel storage tanks with overhead canopy structure, and associated signage will be constructed. It is worth noting that these items have been well considered and will be an improvement on the current overgrown condition.

5.1.2 Entrances:

As part of this application, the existing site entrance on the north east boundary will be widened. With a new entrance/exit added along same boundary to create one-way access through the centre of the subject site. Allowing all fuel deliveries to be safely administered at ground level and optimising customer safety and experience on the subject site. Tactile paving, dropped kerbs and road markings are proposed to facilitate a pedestrian crossing on the proposed egress location along the line of the public footpath.

5.1.3 Car Wash Area:

As part of this application, an automatic brush and adjoining car wash will be located on the south west section of the subject site. Its impact on the local area mitigated by the water recycling system on the brush wash which is also proposed saving up to 50 % of water as outlined on the McArdle Doyle Engineering Report

To improve customer safety/experience and traffic flow, these car washes are positioned to the western side of the main vehicular route through the subject site. Air/Water services parking and the Plant/Comms structure are located in this area which centralises these services.

Screening is proposed around the car wash slab area as per McArdle Doyle drawing P1956.C22, in addition to this landscaping proposed in this area in keeping with the landscaping screen of the site boundary consisting of a mixture of trees, low level mixed native hedging and knee high timber fencing as per the McArdle Doyle Landscaping drawing P1956.C25

5.1.4 EV Charging & Associated Substation:

Similar to the previous point, the proposed electric vehicle parking spaces and substation have been positioned along the northern boundary. Reinforcing the one way vehicle route through the subject sit and improving customer safety/experience.

5.1.5 Signage Structures:

As part of this application, 2no freestanding advertising structures will be positioned adjacent to the principle entrances/exits. Whilst generally viewed as inappropriate for most developments, Section 12.5.7 & Table 3.19 of the current DP states they may be considered at the entrances to service stations. Both will be <7m in height, appropriately backlit, positioned outside of the required sightlines, will not impede cyclists/pedestrians, will contain corporate logos, and essential price information. It is also worth underling that the subject site is not within an ACA where advertising structures would be correctly restricted to protect the special character of the buildings contained therein.

5.1.6 Landscaping

The typical landscaping screening along the site boundary consists of a mixture of trees, low level mixed native hedging 1.5m high and knee-high timber fencing 0.4m high as per the McArdle Doyle Landscaping drawing P1956.C25.

It is noted that there is limited space for tree planting along the northern Fonthill Road boundary with the proposed EV charging facilities and substation and only a knee high timber fence and mixed hedging is called up in this instance.

Along the east elevation along the existing public foul sewer wayleave it is proposed to install a mixture of woodland planting in place of the existing overground scrub which currently runs over to the existing line of trees that straddle the M50 embankment. Temporary tree protection is required in this area accordance with BS:5837 to preserve existing mature trees.

Mixed ornamental planting is proposed on the internal site green areas called up as a mix of deciduous low level shrubs that will provide continuous aesthetic value to the site throughout the year.

It is noted that all landscaping works and maintenance is to be undertaken by ALCI approved landscape contractor.

5.1.7 Associated Lighting & Other Services

In terms of the proposed lighting the location of proposed lighting columns which also cater for CCTV services are denoted on McArdle Doyle Site services drawing P1956.C06. Details of the standard lighting columns indicated are shown on drawing P1956.C13.

In terms of additional services it is noted that solar panels are proposed for the roof structure of the canopy. This is detailed on McArdle Doyle drawing P1956.C26 showing typical section through canopy which highlights that the solar panels are installed flat below the level of the top of the canopy fascia cladding and are not visible from ground level and therefore not highlighted on the contiguous elevation drawings attached as part of this drawing package.

6.0 JUSTIFICATION FOR SUBJECT DEVELOPMENT:

To conclude our argument for the proposed development, we outline the key points below.

6.1 The development is compatible with the current DP.

Once complete, the proposed development will be a key provider of petrol, diesel, and electricity for private and commercial vehicles travelling to and from the Liffey Valley MRC. It will also create opportunities for further development on vacant lands in the area - which is a key objective in the current DP (Policy ED10). Thus, this application is submitted on basis the development is compatible with the current DP, its objectives, and in accordance with proper planning and development of the area.

Key Point:

- The proposed development **is compatible** with the current DP.
- The proposed development **will help facilitate development** on other vacant sites in the area.

6.2 The visual nature and scale of the proposed development is relatively minor.

Due to the nature and scale of buildings the vicinity of the subject site, the visual impact of the proposed development will be relatively minor when complete. Largely due to the nature and scale of large retail and warehouse structures in the vicinity which are much greater than the proposed development. Thus, this application is submitted on the basis that the nature and scale is in accordance with the proper planning and development of the area.

Key Point:

- The **nature and scale** of the subject development **is appropriate to the area.**

6.3 No negative environmental impacts arising from the development:

Due to the nature and scale of buildings the vicinity of the subject site, the environmental impact of the proposed development will be relatively minor when complete. It is also unlikely that the works and/or use will negatively impact residential areas because of the distance between them and the subject site. It is also noted that the large scale retail and warehousing structures are punctuated around the site vicinity and will act as a buffer to noise. Thus, the proposed application is submitted on basis that no negative impacts will arise from the proposed development and it's in accordance with the proper planning and development of the area.

Key Point:

- The subject development **will not have any negative environmental impact** on the area.

6.4 The development will make a positive contribution to the area

Due the overgrown and undeveloped nature of the subject site, once complete and in use it will make a positive contribution to the area. One that is aligned with the objectives of the Liffey Major Retail Centre area. Through which compatible developments on vacant lands are encouraged to consolidate this zoning. Thus, the proposed application is submitted on basis that the proposed development will have a positive impact and is accordance with the proposed planning and development of the area.

Key Point:

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

6.5 Development in line with Local Authority EV Charging Strategy

It is noted that this development which incorporates 4 no. EV charging points is in keeping with 'Dublin Authority Electrical Vehicle Charging Strategy' which is enabling the transition to electric vehicles in the Dublin region.

The aforementioned document labels service station and forecourt site near main roads as potential 'en-route charging' sites and notes that the council may play a role hence a focus of EV strategy in such an instance.

6.6 Project Scale and Sustainability.

The application site currently has a planning grant for a service station of larger scale '6no fuel islands as opposed to 4no in this revised application'. This new application has removed the retail offer from the site which reduces the overall intensification of the previous grant and minimizes traffic/pedestrian conflict. The subject application contains four elements for improving the overall carbon footprint of both the site and its customer base:

- 1) Site fuel delivery by DCC HGV tankers currently use 30% 'HVO Hydrotreated Vegetable Oil' which is a green alternative diesel product. DCC aim to have their entire delivery fleet running on HVO by the end of 2023.
- 2) This service station will be the first in Ireland to include HVO for underground storage and sales to the general public for use in cars thus reducing the customer's carbon footprint.
- 3) As an unmanned service station without a retail facility the electrical demand for the service station is greatly reduced from that of a standard service station. We propose to include solar panels on the flat canopy roof which will be unseen by the public. We estimate that these solar panels will contribute 30kva of the sites total operational electrical demand of 49kva or 61% of the sites electrical demand.
- 4) As stated in previous sections we include 4no EV charge points aiding the transition to Electric Vehicles in the Dublin region. There are no EV Charge points included in the current granted service station planning permission for the site.

7.0 OTHER REPORTS:

As part of the submitted application, a Flood Risk Assessment, Transport & Traffic Assessment, and Engineer's Reports have been prepared. Please refer to each for further information.

8.0 ITEMS SUBMITTED:

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

8.1 Planning Application Form

A completed Planning Application Form is submitted as part of this application. The Form is signed and dated 12/09/2022.

8.2 Planning Fee

A cheque made payable to South Dublin County Council for the appropriate fee as indicated on the fee calculation sheet document is enclosed. This separate fee calculation sheet is in accordance with Schedule 9 of the 2001 Regulations (as amended)

8.3 Notices (Newspaper and Site)

One copy of the Newspaper Notice, which was published in the Irish daily Star (Approved Newspaper) dated 10/09.2022, is enclosed.

One copy of the Site Notice as erected on 12/09/2022, at the locations indicated on the enclosed Site Location Drawing. The Site Notices have been erected in full compliance with Article 19(4) of the 2001 Regulations (as amended).

8.4 Drawings

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

8.5 Letter of Consent

A letter from the owner of the subject site (Tesco Ireland Limited) consenting to the making of the application on the subject site is attached.

9.0 CONCLUSION:

This Planning Application, as outlined above, is made on behalf Certas Energy Ireland Limited in respect of proposed development at Fonthill Road, Liffey Valley, Clondalkin, Dublin 22. As indicated on the proposed drawings, the proposed development consists of the following:

"A new unmanned service station development consisting of:

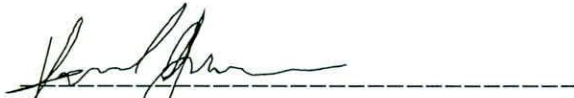
- (x) Construction of new petrol filling station forecourt with 4no. dispensers, 2 no. underground fuel storage tanks with canopy structure (covering c. 235 sq.m and 6.2m in height) with associated signage.
- (xi) Widening of existing site entrance to the north-east of the site and creation of new egress location onto the Fonthill Road along the northern boundary to allow one-way internal road network incorporating new pedestrian crossing over existing footpath at site egress location.
- (xii) Automatic brush car wash and adjoining jet car wash with water recycling system.
- (xiii) Single storey services building structure comprising of a car wash plant room and comms room area (gross floor area 16.3 sq.m.)
- (xiv) 4 No. electric charging bays, each comprising of a parking space and electric vehicle charging unit and associated signage.
- (xv) 3-room ESB substation to cater for EV charging infrastructure (gross floor area 38.3 sq.m.)
- (xvi) Air/water services area with 2no. car parking spaces.
- (xvii) 2 no. internally illuminated double-sided totem signs, 1 no. at site entrance (4m high x 1.91m wide) with advertising area 15.3 sq.m and 1 no. adjacent the new site egress location (5.8m high x 1.91m wide) with advertising area 22.16 sq.m.
- (xviii) All other associated underground and overground infrastructure, drainage, lighting, CCTV unmanned systems, landscaping and site development works."

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

- The proposed development is **compatible with the current DP.**
- The proposed development **will help facilitate development on other vacant sites in the area.**
- The **visual nature and scale** of the subject development is **appropriate to the area.**
- The proposed development **will not have any additional environmental impact** on the local area.
- The proposed development will continue to make a **positive visual 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 MRIAI. Prof.Dip Arch, M.Arch, BaHons Arch, PgCert Bim.

Architect MRIAI

McArdle Doyle Limited

16.09.2022