

PLANNING REPORT

In respect of

**Proposed Warehousing / Logistics,
Office and Café / Restaurant Development**

At

**Calmount Road and Ballymount Avenue,
Ballymount Industrial Estate, Dublin 12**

Prepared by

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On behalf of

Blackwin Limited

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1.0 INTRODUCTION / EXECUTIVE SUMMARY

1.1 On behalf of the applicant, Blackwin Limited, The Herbert Building, The Park, Carrickmines, Dublin 18, this Planning Report has been prepared in support of the proposed development comprising 5 no. warehousing / logistics units including ancillary office floorspace, 3 no. own door office buildings, 1 no. café / restaurant unit and all associated development at Calmount Road and Ballymount Avenue, Ballymount Industrial Estate, Dublin 12. The application site is a vacant, greenfield and underutilised site (with a site area of c. 7.45 ha, including SDCC lands (7.11 ha of the applicant's lands)) within the Ballymount Industrial Estate area. Ballymount Avenue is located along the eastern boundary and Calmount Road along the southern boundary. The site is surrounded by existing employment and enterprise uses, including Galco Steel site to the north.

1.2 The development is described as follows in the public notices:

- Construction of 5 no. warehouse / logistics units (Units 1, 2 3, 4 and 6), including ancillary office use and entrance / reception areas over two levels, with maximum heights of c. 17.09 metres and a combined total gross floor area (GFA) of 20,158 sq.m;
- Each warehouse / logistics unit includes car parking to the front, and service yards, including HGV loading bays, to the rear of each unit. Signage zones are proposed for each unit. A total of 200 no. car parking spaces and 110 no. cycle spaces are provided for the 5 no. warehouse / logistics units;
- Construction of 3 no. 3 storey own-door office buildings (Block 5A, 5B and 5C) with maximum heights of c. 13.45 metres and a combined GFA of 4,194 sq.m. Signage zones are proposed at the entrances to the buildings. A total of 77 no. car parking spaces, 50 no. cycle parking spaces and a bin storage area are provided for the proposed office buildings;
- Construction of a café/restaurant unit with a maximum height of c. 6.09 metres and a GFA of 213 sq.m to be located in the south western section of the site. The proposal includes signage for the unit, associated outdoor seating and a bin store. 14 no. car parking spaces and 10 no. cycle spaces are provided for the café/restaurant unit;
- The proposal includes 5 no. ESB substation buildings;
- The development is to be accessed off Ballymount Avenue and Calmount Road and includes for alterations and upgrades to the public footpaths and road. The development provides for vehicular and service access points, associated internal access roads, circulation areas and footpaths; and
- The proposal includes landscaping and planting, entrance signage, boundary treatments, lighting, PV panels, green roofs, underground foul and storm water drainage network, including connections to the foul and surface water drainage network on the public roads, attenuation areas and all associated site works and development.

1.3 A detailed description of the proposed development, use and ancillary facilities is provided in Section 5 of this report, with reference to accompanying application documentation. The proposed development has been informed by the relevant policies, objectives and standards as set out within the South Dublin County Development Plan 2016-2022 and the surrounding context and planning history of the area.

Figure 1.1: CGI View of the Proposed Development**Applicant / Development Background**

- 1.4 The applicant, Blackwin Limited, is a Park Developments company, who are an experienced developer in the warehouse / logistics and office sector in Dublin. Park Developments have similarly scaled warehouse and logistics development underway at Northwest Logistics Park in Fingal and are working with a number of operators who have interest in similar floorspace in this prime location in South Dublin. Please refer to Appendix 2 for further details on the applicant and previous and current projects.
- 1.5 This greenfield application site in our client's ownership is located to the north of Calmount Road, to the west of Ballymount Avenue, south of the Galco steel site and east of existing warehouse / light industrial units which are accessed from Ballymount Road Upper (see Figure 2.1 below), is one of the last large scale undeveloped enterprise / employment zoned sites in the Ballymount Industrial Estate area. Our client purchased the site in 2004 with the intention of bringing forward an appropriate employment generating development in the short-term, but, due to the economic downturn this did not materialise at the time. However, there is now significant demand for development on the site from the warehouse / logistics sector and for smaller scale office units.
- 1.6 As the Planning Authority will be aware, there has been an increased demand for large warehouse / logistics units in recent years and this is projected to continue. The applicant is also experienced in delivering office developments, with the established office scheme at The Park, Carrickmines and the own-door offices at Leopardstown Valley Shopping Centre of most relevance to the office proposals contained within the subject application.
- 1.7 The opportunity now arises to redevelop the site for employment generating uses in accordance with the long-established zoning objective of the lands. While at the same time having regard to the redevelopment potential of the wider area and ensuring that the proposed development positively contributes to the urban environment.

Summary of Planning Policy Justification

1.8 This Planning Report and the accompanying application documentation seeks to demonstrate that the proposed development is appropriate for the subject site for the following reasons:

- The subject site is zoned for Enterprise and Employment use (EE) in the County Development Plan (CDP hereafter) 2016-2022. The land use zoning objective is '*to provide for enterprise and employment related uses*'. The proposal for warehousing / logistics units, own-door office buildings and a café / restaurant unit on the site is considered acceptable given that all these uses are permitted in principle / open for consideration under the EE zoning objective and they will deliver on the objective to provide 'enterprise' and 'employment' uses on such lands.
- The site is subject to a long-term road objective from Calmount Road northwards, which the proposed development will deliver on the western part of the site from Calmount Road to the northern site boundary.
- The proposed mix of uses has regard to the EE zoning objective, the surrounding pattern of development and the longer term objectives for the regeneration and redevelopment of the Naas Road and Ballymount area of South Dublin. The scheme will deliver a high quality development with active frontages, good quality public realm and well considered architectural treatment to the key frontages.
- The CDP advises that Enterprise and Employment (EE) zoned lands will accommodate low to medium intensity enterprise and employment uses. Given the location of the subject site within the established Ballymount Industrial Estate area, it is considered the site is suitable primarily for warehouse and logistics-based uses, with an element of own-door office floorspace on the corner with Calmount Road and Ballymount Avenue, to reflect the prominence of this part of the site and existing and planned public transport improvements in the area. The proposed development will make a positive contribution to the area and can deliver large scale warehouse / logistic facilities and own-door office uses in the short to medium term, given the significant market demand for such uses in this location.
- The proposal also accords with ET3 Objective 4 of the CDP which directs such uses to enterprise and employment zoned lands proximate to the strategic and national road network, given that the subject lands are strategically located in proximity to the M50 and the wider national motorway network which the M50 connects to.
- The design team have prepared the proposals to accord with the requirements of Table 11.18 of the CDP in respect to the development of Enterprise and Employment zoned lands as reflected in the site layout and built form / design, access and movement, open space and landscaping proposals for the site.
- The subject site does not form part of the regeneration area (Objective REGEN zoned lands) identified in the current CDP for a Local Area Plan. It is noted that the CDP as originally adopted required the preparation of a masterplan and Ballymount LAP for lands zoned REGEN, EE, and LC

under CS6 SLO1. However, this was subsequently amended under Variation 3 of the CDP adopted in May 2019 to require the preparation of a masterplan, with a view to progressing a LAP, for the REGEN zoned lands only.

- While it is recognised that the subject site falls within the 'City Edge Project' lands, the adopted Development Plan does not preclude development at this location pending the preparation of a framework or Local Area Plan. The Statutory Framework for the City Edge Project has not yet been confirmed and there is currently no stated timeframe or mechanism in place for the completion of the Strategic Framework or the subsequent 'plan making' process for the City Edge Project area. Therefore, given the current land use zoning objective, the existing surrounding context, and the fact that the subject site does not fall within the Naas Road / Ballymount REGEN zoned lands subject to a requirement for an LAP, it is respectfully submitted that the proposed development is consistent with the planning policy framework set down under the CDP, under which the application will be assessed, and cannot be considered premature.
- The proposed development, as submitted for approval, has been significantly revised following a pre-application consultation with the Planning Authority and further review of the Development Plan requirements, and now includes own-door office units, a café/restaurant unit and public realm works to provide for active frontage and an urban street environment. This is to be cognisant of the long-term objectives for this part of the County as referenced in the CityEdge project (a non-statutory plan).
- The proposed development also accords with national and regional planning policy, with the National Planning Framework encouraging employment growth and setting out (NPO2a) that '*a target of half of future population and employment growth will be focused in the existing five Cities and their suburbs*'. In relation to the Eastern and Midlands Regional Assembly, Regional Spatial and Economic Strategy, the subject site is located within the MASP which includes for increased employment density within the Dublin City and suburbs.
- Overall, it is considered that the proposed development will make a positive contribution to the area and can deliver large scale warehouse / logistic facilities and own-door office floorspace, with an ancillary café / restaurant use to cater for the daily needs of employees in the area, and deliver a high-quality built environment, and therefore accord with the proper planning and sustainable development of the area.

Pre-Application Consultation

- 1.9 The proposal has been subject to 1 no. formal pre-application meeting with the Planning Authority on the 25th of January 2022. The meeting was attended by Eoin Burke and Conor Doyle (DM Planning Department), Siobhan Duff and James Phelan (DM Forward Planning), Graham Murphy and John Joe Hegarty (Transport), Brian Harkin and Ronan Toft (Drainage) and Óisín Egan (Parks). In addition, follow-up discussions were undertaken with the relevant Departments prior to lodgement of the application, as significant revisions have been made in response to the feedback received at the first meeting.

- 1.10 As detailed in Section 3 of the Planning Report, the proposed development, as submitted for approval, has been significantly revised from the initial design proposals submitted at pre-application consultation stage, including the introduction of office floorspace, a café / restaurant unit and public realm improvements along Calmount Road and Ballymount Avenue.
- 1.11 The proposals as submitted are considered to be consistent with the EE zoning objective and the requirements of the South Dublin County Development Plan 2016-2022, i.e. the statutory plan for the area. However, the alterations made following the first pre-application meeting has regard to the long-term objectives for this part of the County as referenced in the preliminary public consultation on the City Edge project (currently a non-statutory process / plan).

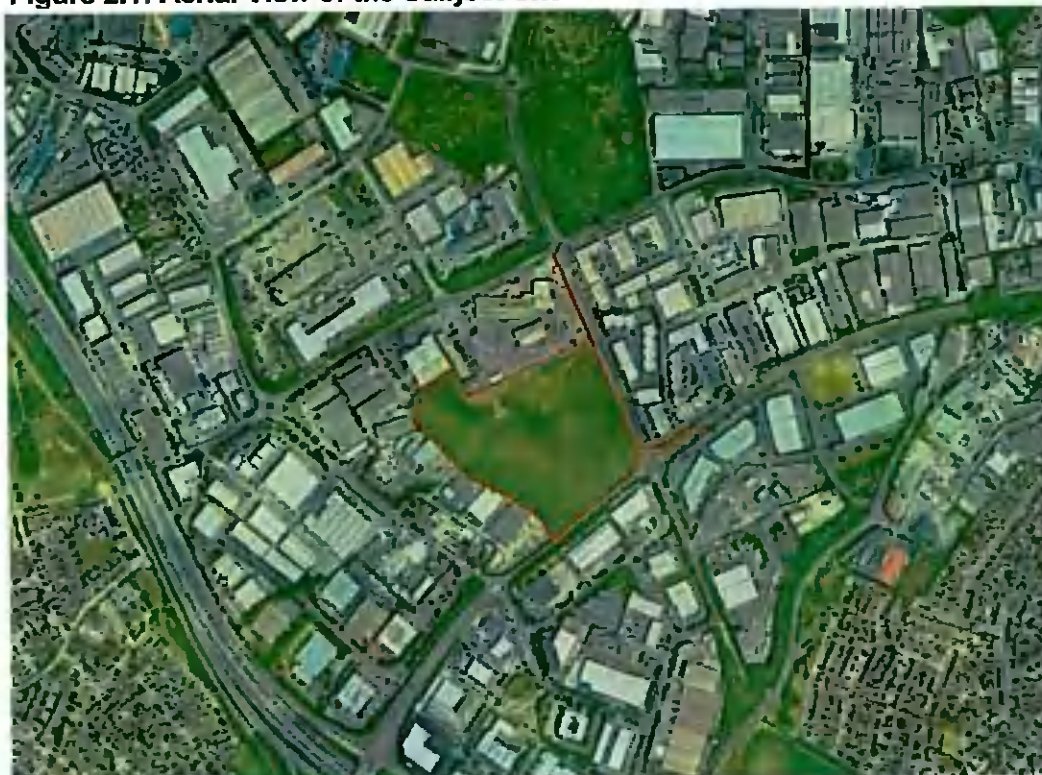
Enclosures

- 1.12 The planning application includes a comprehensive set of documentation and information to ensure all relevant planning matters are addressed, as listed in the accompanying cover letter.

2.0 SITE LOCATION AND CONTEXT

- 2.1 The application site (See Figure 2.1) comprises a vacant underutilised site (with a site area of 7.45 ha) within the Ballymount Industrial Estate area. Ballymount Avenue is located along the eastern boundary and Calmount Road along the southern boundary. The site is surrounded by existing employment and enterprise uses, including Galco Steel site to the north.
- 2.2 As illustrated in Figure 2.2, the subject site is located approximately 500m north east of Junction 10 on the M50. The M50 provides access to strategic destinations across and beyond the Greater Dublin Area and the sites proximity to the M50 supports the proposed warehousing / logistics and office uses. The Naas Road (N7) is accessed via Junction 9 of the M50, located approximately 1.2km north west of the site. The Naas Road (N7) provides connections to both the R110 Naas Road corridor and the strategic N7 corridor to the southwest.
- 2.3 The subject site is well-served by bus services as illustrated in Figure 2.3 and set out in the TTA. There are a number of high frequency bus routes currently easily accessible from the subject site. Route 56A, from Ringsend Road to Tallaght, stops on Ballymount Road Lower, approximately 600m from the site. The 27 route, from Clare Hall to Jobstown, and the 77A route, from Ringsend Road to City West can be accessed from stops on Greenhills Road, approximately 900m from the site. The bus network in the area around the site will be upgraded as part of the NTA's BusConnects project. BusConnects involves a redesign of the bus network in Dublin to increase frequency, connectivity and quality of service. New routes in the vicinity of the subject site will include D2, D4, D5 and 71, please refer to DBFL's TTA for further details.
- 2.4 The subject site also lies in close proximity to the Luas Red Line, which provides access to Dublin City Centre to the east, and both Tallaght and Saggart to the west. The Kingswood Luas Stop is located c. 1.4km southwest of the site while the Red Cow Luas Stop is located c. 2.2km north west. Travel from both stops to the site can easily be completed by car or by bike.

Figure 2.1: Aerial View of the Subject Site



Source: TOTA Design Statement

Figure 2.2: Subject Site and Transport Context



Source: DBFL's TTA

Figure 2.3: Existing Bus Services



Source: DBFL's TT

- 2.5 The application site is located within Ballymount Industrial Estate, with warehousing / logistics / light industrial and office uses located in proximity to the site.
- 2.6 The subject site is gently sloping in its topography with a 7m drop in level from the south to the north. The site is well served by good quality road infrastructure, with a number of high quality access roads within Ballymount Industrial Estate, further supported by the high-quality road infrastructure of the surrounding area including the M50, N4, N7 and N81 high-capacity roads nearby.
- 2.7 There are two existing ESB 10 / 20 kV transmission lines traversing the west side of the application site, which will be undergrounded as part of the proposed development in agreement with ESB.

3.0 PLANNING HISTORY

Subject Site

- 3.1 A planning history search using the South Dublin County Council online planning search revealed that there are no recent planning applications for the subject site, however, there was a previous planning permission issued in 2003 for a new commercial / industrial park on the lands as summarised below.

Reg. Ref.: S02A/0147 and ABP Ref.: PL06S.131258 – Commercial / Industrial Park

- 3.2 A final grant of planning permission was issued by ABP on the 19th of December 2003 for the construction of a new commercial / industrial park on the southern and eastern part of the subject lands. This application was made by the previous landowners, Galco Steel Ltd, and was never implemented.

- 3.3 The first party appeal related to Condition No's 11 - 15 of SDCC notification of decision to grant planning permission issued on the 24th of July 2003. The Board decided to grant permission with the same conditions. The development applied for comprised of the following:

"Construction of a new commercial/industrial park consisting of the following:

- *Block 1 consisting of: Unit A - 2,113 sq.m. 4 storey commercial office building. Unit B - 155 sq.m. 2 storey retail unit. Unit C - 293 sq.m. 2 storey retail unit. Unit D - 293 sq.m. 2 storey retail unit. Unit E - 155 sq.m. 2 storey retail unit. Unit F - 2,113 sq.m. 4 storey commercial office building. 2 no. waste storage areas totalling 28 sq.m. and circulation/services corridor totalling 124 sq.m.*
- *Block 2 consisting of: Unit G - 1,457 sq.m. single storey warehouse building with 2 storey ancillary offices totalling 300 sq.m. Unit H - 657 sq.m. single storey warehouse building with 2 storey ancillary offices totalling 266 sq.m. Unit I - 686 sq.m. single storey warehouse building with 2 storey ancillary offices totalling 273 sq.m. Unit J - 657 sq.m. single storey warehouse building with 2 storey ancillary offices totalling 266 sq.m. Unit K - 1,339 sq.m. single storey warehouse building with 2 storey ancillary offices totalling 300 sq.m. Block 3 consisting of: Unit L - 1,070 sq.m. single storey warehouse building with 2 storey ancillary offices totalling 270 sq.m. Unit M - 893 sq.m. single storey ancillary offices totalling 238 sq.m. Unit N - 918 sq.m single storey warehouse building with 2 storey ancillary offices totalling 245 sq.m. Unit O - 893 sq.m single storey warehouse building with 2 storey ancillary offices totalling 238 sq.m. Unit P - 1,435 sq.m. single storey warehouse building with 2 storey ancillary offices totalling 270 sq.m.*
- *General site development works including a new vehicular and pedestrian entrance onto Ballymount Avenue, the provision of 574 surface carparking spaces, bicycle parking, service yards, loading and unloading bays for warehouse units, surface and foul water drainage, new boundary treatment, general landscaping and planting and all associated siteworks at vacant 4.2073 hectare site."*

- 3.4 As noted above, the applicant purchased the site in 2004, however, at this time the above referenced permission was not considered viable and whilst work was progressing on an alternative development approach the subsequent economic crash put such plans on hold. The opportunity now arises to redevelop the site for employment generating uses in accordance with the long-established zoning objective of the lands. While at the same time having regard to the redevelopment potential of the wider area and ensuring that the proposed development positively contributes to the urban environment.

Surrounding Lands

- 3.5 In addition to the above, there is extensive planning history associated with the surrounding industrial / warehousing and office uses, and the most relevant recent planning applications are noted below.

Galco House, Ballymount Road Lower (Located to the north of the subject lands)

Reg. Ref.: SD19A/0384 – Galvanised Warehouse

- 3.6 A final grant of permission was issued by SDCC on 20th March 2020, subject to 9 no. conditions, for development described as follows in the public notices:

“(i) Alterations to existing roofs to include increasing roof height of one bay to match adjoining bay; (ii) new wall & roof cladding including louvred ventilation panels and translucent panels over existing cladding and to altered areas of buildings and extensions; (iii) provision of new roller-shutter doors to three existing opes and three new opes; (iv) demolition of three ancillary structures attached to the north side of the building and provision of four new single storey pitched roof structures attached to the north side of the building; (v) demolition of some existing wall and roof structures to the eastern end of the building, and the provision of new walls & roofs to form new areas of the high-bay plant/fabricating area with raised roof on parapet levels; (vi) demolition of a detached single storey plant building on the north-west of the site and storage buildings on the east of the site and construction of 3 new single storey detached plant and storage buildings; (vii) provision of new signage to the west facing elevation of the building at high level; (viii) all other associated siteworks & services to facilitate the development.”

Reg. Ref.: SD21A/0302 – Single Storey Extension

- 3.7 A planning application was submitted on the 8th November 2021 for the following proposed development:

“Construction of a single storey extension (980sq.m) to paint workshop with canopy; 2 access doors with roller shutters; all associated site development works.”

- 3.8 A further information request was issued on the 13/01/2022. The issues raised relate to SUDs, the long term road objective and the use of the structure.

Unit 4, Crossbeg Industrial Estate, Ballymount Road Upper (located to the west of the subject lands)

Reg. Ref.: SD21A/0262 – Demolition of Industrial Shed

- 3.9 A notification of decision to grant permission was issued by SDCC on the 17th November 2021 for the ‘*demolition of industrial shed attached to existing industrial building*’.

- 3.10 The Planner’s Report noted that the subject site falls within the City Edge Project lands and states that ‘*having regard to the current stage of the plan-making process, the Planning Delivery Team assesses each application within the boundary of the City Edge Project Area on a case-by-case basis*’. In relation to the proposed development, it continues that the Report of the Planning Delivery Team in relation to the proposed development of this application noted that:

“It is considered that the principle of the proposed development at this specific location will not significantly compromise the Emerging Preferred Scenario or Strategic Framework of the City Edge Area by reason that:

- *the nature and scale of the proposed development, which relates to the demolition of single storey shed structure that abuts a larger industrial building with the proposed installation of a new shutter door to an existing loading door, is relatively minor;*
- *the proposed development will not increase the buildings footprint on site thus reducing the potential to prejudice the realisation of a framework plan;*
- *it is unlikely that the existing uses on site (plant hire) will be significantly intensified;*
- *the proposal is unlikely to infringe on a long-term road proposal between Calmount Road and Ballymount Road Lower as contained in the County Development Plan; and*
- *the proposal is unlikely to infringe on the NTA's Core Bus Corridor Preferred Route from Greenhills to City Centre (Route 9)'.*

3.11 We refer to Section 7 and 9 below for a justification for the proposed development in the context of the City Edge proposals and specifically refer the Planning Authority to the importance of the Development Plan and land use zoning objective over other plans or proposals for the wider area.

4.0 PRE-APPLICATION CONSULTATION

- 4.1 The proposal has been subject to 1 no. formal S. 247 pre-application meeting with the Planning Authority on the 25th of January 2022. The meeting was attended by Eoin Burke and Conor Doyle (Development Management - Planning), Siobhan Duff and James Phelan (Forward Planning), Graham Murphy and John Joe Hegarty (Transport), Brian Harkin and Ronan Toft (Drainage), and Oisin Egan (Parks).
- 4.2 The scheme presented to the Planning Authority comprised the provision of 6 no. warehousing / logistics units and ancillary office floorspace with a total GFA of 23,172 sq.m, associated access roads, car parking, service yards, landscaping and all associated development. An extract of the layout presented at the pre-application meeting is included in Figure 4.1 below.

Figure 4.1: Pre-Application Proposed Site Layout Plan

- 4.3 The Planning Authority acknowledged the EE zoning of the lands and that the uses were acceptable in principle, however, they noted other specific requirements of the Development Plan, in addition to the emerging City Edge project for the wider area, and noted that the use mix, layout and design of the proposals for these prominent EE zoned lands at Calmount Road and Ballymount Avenue, would benefit from a more urban and streetscape focused approach to the development of the site.
- 4.4 In summary, and as illustrated in the application documentation and specifically the Architect's Design Statement, the proposals have been revised significantly to ensure the scheme provides a high quality development on these EE zoned lands to comply with the requirements of the Development Plan, and the key changes from the pre-application submission can be summarised as follows:
- Revised layout which provides for greater active frontage and a more urbanised street environment onto Calmount Road, Ballymount Avenue and the internal north / south link road
 - Introduction of 3 storey own door office units in the south east of the site, i.e. closest to existing / proposed public transport nodes and in the most prominent location, again assisting in creating an active streetscape and providing a greater diversity of employment uses on the site (as envisaged by the longer term plans for the wider area under the City Edge project, i.e. fintech, etc.)
 - Reorientation of larger warehouse / logistics units to ensure they address the prominent street / road frontage and location of the ancillary office floorspace so that it provides the greatest level of activity along the key streets / roads
 - Inclusion of a small café / restaurant unit in the south western section to provide activity in this location, helping to animate the open space area

- to the south, and serving the needs of existing and future employees in the area
- Proposed architectural and elevation design moves that will enhance the quality of the built environment (See TOTA's Architectural Design Statement and CGI's)
 - Incorporation of improved cyclist and pedestrian infrastructure within the site and extending the north-south link road up to the application site boundary
 - The public realm boundary of the site with Calmount Road and Ballymount Avenue, is open and soft, with any necessary security integrated and minimised so that there is a positive engagement with the public realm, and the landscape proposals enhance the public area. The boundary edge is defined by a series of linear bands, which are terraced where there is a level difference along Ballymount Avenue, and flat where the site is level, but the same language of distinctive planted bands, defined by edging is continued
 - The roof of the office buildings have been revised to allow for green roof planting to at least a component of most of the buildings, where possible. For the office and café elements, the percentage of green roof cover is c. 50%.

Figure 4.2: Updated Site Layout Plan Reflecting the Above Changes



- 4.5 The revisions to the proposal are cognisant of the long-term objectives for this part of the County as referenced in the CityEdge project (a non-statutory plan), whilst remaining fully consistent with the current Development Plan and the EE zoning objective.
- 4.6 As detailed in Section 5, the proposed development has been designed to comply with Section 11.2.5 of the County Development Plan which relates to proposals for Enterprise and Employment zoned lands and to address the criteria set out in Table 11.18.
- 4.7 The design team members have also liaised with their relevant counterparts in SDCC in respect to parks, transport and drainage matters prior to lodgement, and to ensure all relevant matters have been addressed as satisfactorily as possible prior to lodgement of the application.

5.0 DESCRIPTION OF THE PROPOSED DEVELOPMENT

- 5.1 Prior to addressing the planning policy context and providing a planning assessment of the proposed development. It is considered appropriate to provide a description of the proposed development, which should be read in conjunctions with the supporting application documentation. The detailed description, i.e. as per the public notices is included in Section 1 above.
- 5.2 In general terms, the proposal is for a mixed employment generating development comprising of 5 no. warehousing / logistics units including ancillary office floorspace, 3 no. own-door office buildings, 1 no. café / restaurant unit, associated access roads, car and cycle parking, service yards, landscaping, ESB substations and all associated development, all on an application site of 7.45 ha, including SDCC lands. The CGI aerial view, included as Figure 5.1 below, illustrates the quality of the proposed development and how the proposal will enhance the built environment and streetscape of the area, whilst delivering a mix of employment uses in accordance with the 'EE' zoning objective.

Figure 5.1: CGI Aerial View of the Proposed Development



Warehousing / Logistics Units

- 5.3 The proposal includes 5 no. warehouse / logistics units (Units 1, 2, 3, 4 and 6), including ancillary office use and entrance / reception areas over two levels, with maximum heights of c. 17.09 metres and a combined total gross floor area (GFA) of 20,158 sq.m. Individually the warehouse / logistics units consist of the following:
- Unit 1 has a GFA of 3,026 sq.m, including ancillary office floorspace of 239.5 sq.m at mezzanine level
 - Unit 2 has a GFA of 6,028 sq.m, including ancillary office floorspace of 361.5 sq.m at mezzanine level
 - Unit 3 has a GFA of 3,520 sq.m, including ancillary office floorspace of 252 sq.m at mezzanine level
 - Unit 4 has a GFA of 3,827 sq.m, including ancillary office floorspace of 267 sq.m at mezzanine level
 - Unit 6 has a GFA of 3,757 sq.m, including ancillary office floorspace of 294 sq.m
- 5.4 Each warehouse / logistics unit includes car parking to the front, and service yards, including HGV loading bays and bin storage areas, to the rear of each unit. A signage zone is proposed for each unit.
- 5.5 The layout of the warehouse / logistics units provides for a built edge, active frontage and a more urbanised street environment onto Calmount Road, Ballymount Avenue and the internal north / south link road. The location and design of the ancillary office floorspace for the warehouse / logistics units is such that it provides the greatest level of activity along the key streets / roads.
- 5.6 The buildings are designed as large double height units to cater for modern warehouse and logistic operator requirements. Park Developments are developing similar units at present in Northwest Logistics Park in Fingal.
- 5.7 The elevational treatment, which includes a variety of different materials, is illustrated and justified from an architectural perspective in the Design Statement and accompanying CGI's. The proposal includes architectural and elevation treatment and features that will enhance the quality of the built environment (See TOTA's Architectural Design Statement and CGI's).
- 5.8 It is respectfully submitted that the elevations and façade treatment comply with the requirements of Table 11.18 of the County Development Plan 2016-2022, as they assist in breaking down the overall scale and massing of the warehouse / logistics building, providing articulation, architectural detailing and a greater variety of materials, which goes significantly beyond the established approach in Ballymount Industrial Estate. In this respect, and in the context of the future of this part of the City, the proposal will set a positive design precedent for the area.
- 5.9 A total of 200 no. car parking spaces are and 110 no. cycle spaces are provided for the 5 no. warehouse / logistics units, which is broken down as follows:

Table 5.1: Car and Cycle Parking for the Warehousing / Logistics Units

	Car Parking	Cycle Parking
Unit 1	30 no. spaces, including 2 accessible spaces and 3 EV parking spaces	20 no. spaces
Unit 2	60 no. spaces, including 3 accessible spaces and 3 EV parking spaces	30 no. spaces
Unit 3	35 no. spaces, including 3 accessible spaces and 3 EV parking spaces	20 no. spaces
Unit 4	38 no. spaces, including 3 accessible space and 3 EV parking spaces	20 no. spaces
Unit 6	37 no. spaces, including 2 accessible spaces and 2 EV parking spaces	20 no. spaces

5.10 The warehouse and distribution sector provides a range of employment opportunities at a range of skill levels, including the following typical activities:

- warehouse staff (including forklift drivers)
- drivers
- admin
- managerial
- other (inc. ICT, customer service, sales and engineering).

5.11 Thus, there is an increasingly diverse range of employment opportunities within the distribution sector. Given the warehouse / logistics use and the surrounding context it is expected that end-users could include requirements to operate 24/7 and therefore there should be no restriction on hours of operation.

5.12 It is expected that the warehouse / logistics floorspace would deliver at least 1 no. employee per 95 sq.m of gross floorspace based on the Employment Density Guidelines 2015 (3rd edition- UK publication). Thus, with a GFA of 20,158 sq.m the warehouse / logistics floorspace can be estimated to deliver in the order of 213 no. jobs on site, however, this would ultimately depend on the end-user.

Figure 5.2: CGI View of Warehouse / Logistics Unit



Own-Door Office Buildings

- 5.13 The proposal includes 3 no. 3 storey own-door office buildings (Block 5A, 5B and 5C) with maximum heights of c. 13.35 metres and a combined GFA of 4,194 sq.m.. The buildings are located at the prominent junction of Calmount Road and Ballymount Avenue, and will provide a high quality architectural solution for this part of the site and appropriately utilise the proximity of this part of the site to existing and planned public transport.
- 5.14 The area of each of the 12 own office units, i.e. Unit 5A-1, 5A-2, 5A-3, 5A-4 / Unit 5B-1, 5B-2, 5B-3, 5B-4 / Unit 5C-1, 5C-2, 5C-3, 5C-4, as illustrated on the architectural drawings are as follow:

Own Door Office Unit Areas	
Ground Floor Area	116.5 sq.m
First Floor Area	116.5 sq.m
Second Floor Area	116.5 sq.m
Overall Internal Gross Floor Area	349.5 sq.m

- 5.15 The provision of the 3 storey own door office buildings, with individual units of c. 350 sq.m each, in the south east of the site, i.e. closest to existing / public transport nodes and in the most prominent location, will assist in creating an active streetscape and providing a greater diversity of employment uses on the site (as envisaged by the longer term plans for the wider area under the emerging City Edge proposals, i.e. fintech, etc.). The applicant has delivered a similar own-door office produced in Leopardstown Valley and larger scale office floorplates at The Park, Carrickmines and The Reflector building at Hanover Quay, Dublin 2.
- 5.16 Signage zones are proposed at the entrances to the buildings. A total of 77 no. car parking spaces, including 4 accessible spaces and 4 EV parking spaces, and 50 no. cycle parking spaces are provided for the proposed office buildings.
- 5.17 It is expected that the own-door office floorspace would deliver at least 1 no. employee per 30 sq.m of gross floorspace based on the Employment Density Guidelines 2015 (3rd edition- UK publication) for 'Small Business Workspace'. Thus, with a GFA of 4,194 sq.m the own-door office floorspace can be estimated to deliver in the order of 140 no. jobs on site, however, this would ultimately depend on the end-users and could be higher.

Figure 5.3: CGI View of the Own-Door Office Buildings



Café / Restaurant Unit

- 5.18 The proposal includes a café/restaurant unit with a maximum height of c. 6.09m and a GFA of 213 sq.m to be located in the south western section of the site. This unit is located to provide activity along the new internal access road, which is an objective of the Development Plan to deliver, and will serve the needs of existing and future employees in the area. The open space area to the south will complement this proposed use and offer an amenity space for future employees and enhance the streetscape and public realm of the area.
- 5.19 The proposal includes signage for the unit, associated outdoor seating and a bin store. 14 no. car parking spaces and 10 no. cycle spaces are provided for the café/restaurant unit.

Figure 5.4: CGI of the Café / Restaurant Unit



Ancillary Structures and Development

- 5.20 The proposal includes 5 no. ESB substation buildings, bike shelters and a bin storage area, located throughout the site to cater for the needs of the proposed development. Please refer to PMEP's application documentation for further information on the ESB substations.
- 5.21 The proposal includes landscaping and planting, entrance signage, boundary treatments, lighting, PV panels, green roofs, underground foul and storm water drainage network, including connections to the foul and surface water drainage network on the public roads, attenuation areas and all associated site works and development.

Pedestrian and Cycle Infrastructure

- 5.22 The proposal includes for the incorporation of high quality cyclist and pedestrian infrastructure within the site, enhancing provision on Calmount Road and Ballymount Avenue, and extending the north-south link road up to the application site boundary. Please refer to DBFL and M&A's application documentation for further information.

Access and Road Infrastructure

- 5.23 The development is to be accessed off Ballymount Avenue and Calmount Road and includes for alterations and upgrades to the public footpaths and road adjoining the site to facilitate the development.
- 5.24 The proposed access from Calmount Road has been informed by the long term road objective for the subject site, as set out in the County Development Plan. This new estate spine road along with the internal road layouts, setbacks, car parking and landscaping have been integrated to achieve a strong hierarchy for the proposed development as per Table 11.18 principles.
- 5.25 The development provides for vehicular and service access points, associated internal access roads, circulation areas and footpaths. The site is subject to a long-term road objective from Calmount Road northwards, which the proposed development will deliver on the western part of the site from Calmount Road to the northern site boundary.
- 5.26 Please refer to DBFL's Transport Statement and drawings for further information.

Landscaping and Public Realm

- 5.27 The public realm along Calmount Road and Ballymount Avenue is proposed as an open and soft landscaped design, with any necessary security integrated and minimised so that there is a positive engagement with the public realm, and the landscape proposals enhance the public area. The boundary edge is defined by a series of linear bands, which are terraced where there is a level difference along Ballymount Avenue, and flat where the site is level, but the same language of distinctive planted bands, defined by edging is continued.
- 5.28 The key landscape design principles include:
- An informal network of open spaces to support a variety and functions, including a wildflower meadow with a picnic / seating area to provide a natural and informal amenity and recreation area;
 - Promote high quality landscapes;
 - Retain, reinforce and enhance the existing ecological structure;
 - Planting buffer zones to screen and delineate the site.
- 5.29 Please refer to M&A's Landscape Architect's Report and drawings for further information.

Green Roofs / SUDs

- 5.30 The roof of the office and café / restaurant buildings include green roof planting at a percentage of c. 50%. In addition, the projecting office elements of the warehouse / logistics, which has been provided to enhance the streetscape and architectural quality of the development, include green roofs. It has been accepted during pre-application discussions that the larger scale warehouse / logistics units could not accommodate green roofs on the main body of the building, as the long spans of these units cannot structurally accommodate the weight of green roofs. The other SUD's measures incorporated into the landscape and public realm areas, ensures a high quality and sustainable

approach to the development of the subject site. Please refer to DBFL's Engineering Services Report and drawings for further information.

Public Realm Works

5.31 The proposal includes works within the public road and footpaths, which are included in the red line application site boundary following receipt of a letter of consent from the Planning Authority, and improvements along the applicant's site frontage. These proposed works can be described as follows:

- ***Provision / upgrade of footpaths / cycleways and a pedestrian crossing***

The proposal includes a proposed informal pedestrian crossing on Calmount Road and works and upgrades to the public footpaths and cycleways, including access to the site, along the frontage of the site on Calmount Road and Ballymount Avenue, to facilitate the development. These works include lands in SDCC's control.

- ***Surface Water Sewer Connection***

Excavation of a minimum width of 750mm, with a 3m wide working space, by 162m long trench with average depth of approximately 1.5m in the western footpath of Ballymount Avenue continuing to an excavation of 25m long trench with average depth of approximately 1.5m across the Ballymount Road Lower/Ballymount Avenue junction to facilitate the connection of proposed 225mm surface water sewer (including 4 no. new surface water manholes) servicing the site to the receiving existing sewer located in Ballymount Road Lower. Backfill and reinstatement of surfacing, kerbs and any other street furniture will be undertaken to GSDS and TII Standards once the surface water sewer has been satisfactorily installed and tested.

- ***Foul Sewer Connection***

Excavation of a minimum width of 750mm, with a 6m wide working space, by 5.5m long trench with approximate average depth of 3.5m across north western quadrant of Calmount Road/Ballymount Avenue roundabout and footpath. Excavation 111.5m long trench with approximate average depth of 3.0m extending across the northern two quadrants of the Calmount Road/Ballymount Avenue Roundabout and extending west along Calmount Road prior to excavation of 9m long trench within southern footpath of Calmount Road to facilitate the construction of proposed 225mm foul gravity sewer (including 4no. new foul sewer manholes) serving the site to the existing foul sewer in Calmount Avenue. Proposed route to be confirmed and agreed with Irish Water. Backfill and reinstatement of surfacing, kerbs and any other street furniture will be undertaken to Irish Water and TII Standards once the surface water sewer has been satisfactorily installed and tested.

5.32 Please refer to DBFL's application documentation for further information.

Sustainability

5.33 The applicant has engaged PMEP M&E Engineers and Passive Dynamics, Sustainability Consultants, to advise on energy and sustainability matters. Accordingly, and as set out in Appendix 1, the proposed warehouse and office units will be designed to target LEED V4 Gold Certification.

- 5.34 LEED Gold certification will ensure best practice sustainable approaches in relation to potable water conservation measures, reduced energy consumption and the ability to track performance in this area. Achieving LEED Gold certification will also focus the design team in areas such as materials and resources and Indoor Air Quality.
- 5.35 Seeking to achieve LEED Gold emphasizes to the applicant and design team the importance of reducing both the embodied and operational carbon for the development. A LEED Accredited Professional (AP) has been appointed to the design team and a roadmap towards achieving LEED Gold for both the Warehouse and Office Units has been issued during the pre-planning project team collaboration.

Environmental Reports

- 5.27 Please refer to the accompanying application documentation prepared by Enviroguide which assesses the environmental impacts of the proposed development and demonstrates that the proposals will not have an adverse impact on the environment and will in fact enhance the biodiversity of the area through the landscaping and green roof proposals.

6.0 NATIONAL AND REGIONAL PLANNING POLICY CONTEXT

- 6.1 The key provisions of national and regional planning policy as it relates to the proposed development is set out in the following sections.

National Planning Framework (NPF) Project Ireland - National Planning Framework 2040

- 6.2 Project Ireland 2040 - the National Planning Framework was published on the 16th February 2018. The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of our country out to the year 2040.
- 6.3 Section 4.4 of the NPF acknowledges that planning authorities in planning for urban employment growth must identify '*Locations for new enterprises, based on the extent to which they are people intensive (i.e. employees/ customers), space extensive (i.e. land), tied to resources, dependent on the availability of different types of infrastructure (e.g. telecoms, power, water, roads, airport, port etc.) or dependent on skills availability*'. The subject lands have been identified by SDCC as EE zoned lands to cater for a range of employment uses, including lower intensity warehouse / logistics facilities and an element of office use such as that proposed.
- 6.4 The subject site is an ideal location for warehousing / logistics and office type development due to the proximity to the M50, the site's location relative to the city centre and proximity to the national motorway network. The proposed development therefore accords with the policy provisions of the NPF.

Regional Spatial and Economic Strategy for the Eastern and Midlands Region

- 6.5 The Regional Spatial and Economic Strategy (RSES) is a strategic plan and investment framework to shape the future development of the eastern regional to 2031 and beyond. The RSES was adopted at the meeting of the Eastern and

Midlands Regional assembly on the 5th of May 2019 and was published / came into effect on the 28th of June 2019.

- 6.6 The vision of the RSES is to *'create a sustainable and competitive region that supports the health and wellbeing of our people and places, from urban to rural, with access to quality housing, travel and employment opportunities for all'*.
- 6.7 As part of the RSES, the Dublin Metropolitan Area Strategic Plan (MASP) identifies a number of large-scale employment and mixed-use development areas within the metropolitan area, which should be developed in co-ordination with the sequential delivery of infrastructure and services.
- 6.8 The MASP supports the provision of increased employment density within the Dublin City and suburbs area and the consolidation and re-intensification of infill sites in order to strengthen the local employment base and reduce pressure on the metropolitan transport network.
- 6.9 The proposed development is located in an established employment area with good quality transport and services infrastructure and is therefore considered to be appropriate for the proposed warehouse / logistics and office development.
- 6.10 Overall, it is considered that the proposed development will make a positive contribution to the area and can deliver large scale warehouse / logistic facilities which are in strong demand in the Dublin area, and smaller scale office development appropriate to the subject location, in accordance with national and regional planning policy.
- 6.11 As noted below, the Development Plan was updated through Variation No. 4 and 5 to reflect the requirements of the NPF and RSES and the land use zoning of the subject site was not altered, however, the requirement for an LAP for the area was revised to exclude the EE lands at Ballymount Industrial Estate. The following section provides an assessment of the proposed development against the Development Plan, as varied.

7.0 SOUTH DUBLIN COUNTY DEVELOPMENT PLAN, AS VARIED (No.s 1 to 5) AND ASSESSMENT OF THE PROPOSED DEVELOPMENT

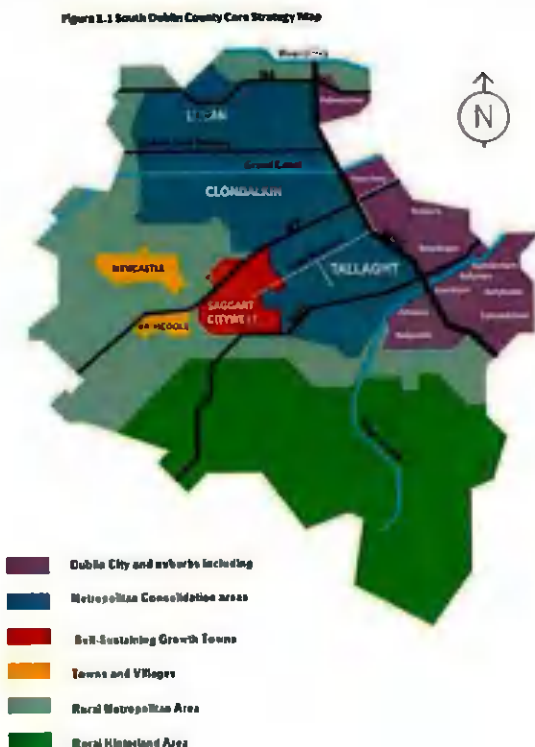
- 7.1 The application site is located within the administrative boundary of South Dublin County Council and is subject to the policies, objectives, and standards of the South Dublin County Development Plan 2016-2022, as varied. The CDP has been subject to five no. variations, with Variation No. 4 and 5, relating to the updates required to reflect the NPF and EMRA RSES, being of most relevance to the subject application. Variation No. 3, which includes for a zoning amendment to lands at Naas Road/ Ballymount and a revised text to Specific Local Objective CS6 SLO 1, is also of specific relevance.
- 7.2 In preparing the proposals for the subject site, we have considered the key policies, objectives and standards of the Development Plan and demonstrate through the various application documentation that the proposal is consistent with the CDP and the proper planning and sustainable development of the area, as addressed in greater detail in Section 7 below.

Strategic Context / Core Strategy

- 7.3 The application site is located in the Dublin City and suburbs part of the County, as illustrated in Figure 7.1 below and will provide a high quality mixed

employment generating development on the subject site, in accordance with the key policies and objectives of the CDP, as summarised below.

Figure 7.1: Core Strategy Map from the CDP



7.4 Table 1.1 of the Plan, as varied, reflects the requirements of the EMRA RSES and identifies the employment and mixed use potential of older industrial estates at Naas Road / Ballymount for re-intensification and intensification of industrial lands. The proposals for the development of this greenfield site at Calmount Road and Ballymount Avenue are considered to be consistent with the strategic objective below to provide for increased employment in the Ballymount area through the intensification of industrial lands.

Figure 7.2: Extract of Table 1.1 of the CDP

Table 1.1: South Dublin Strategic Development Areas and Corridors, Capacity Infrastructure and Phasing

City Centre	Residential	Employment/Mixed Use	Phasing/Enabling Infrastructure
City Centre within the M50 (Multi-modal) Population capacity Short 35,000 Medium 10,000 Long 15,000 Total 60,000	Naas Road / Ballymount – significant brownfield lands in South Dublin and Dublin City Council areas, with potential for residential development and more intensive employment/mixed uses	Re-intensification of underutilised lands including Naas road and older industrial estates, subject to feasibility study	Medium to long term Multi-modal public transport, new Naas stop, site assembly, waste water upgrades and local area water network upgrades
South western corridor (Kilbarrack/DART and LUAS red line) Population capacity Short 45,000 Medium 21,000 Total 66,000	Western suburbs- Continued development of Adamstown SDZ and the phased development of Clonburris located strategically between the west Dublin suburbs of Lucan and Clondalkin. New residential community at Kilbarbery near Clondalkin	Promotion of high tech, manufacturing and research and development in Grange Castle Business Park	Short to medium term New roads and railway bridge, new rail station, DART expansion to Cellbridge/Hazelhatch (Adamstown, Clonburris) Access road and wastewater upgrades (Kilbarbery) Public transport and access (Grange Castle). New water network infrastructure to supply Clonburris SDZ and local network upgrades
	LUAS red line – Regeneration of brownfield lands in Tallaght. New district at Fortunestown in the emerging town of Saggart/Citywest	Re-intensification of older industrial estates at Naas Road/ Ballymount, intensification of industrial lands and mixed use development at Tallaght Town Centre/Coolstown	Short to Medium term Brownfield conditions and site assembly wastewater upgrades and Citywest Junction link at Tallaght/ Fortunestown

Relevant Policies and Objectives

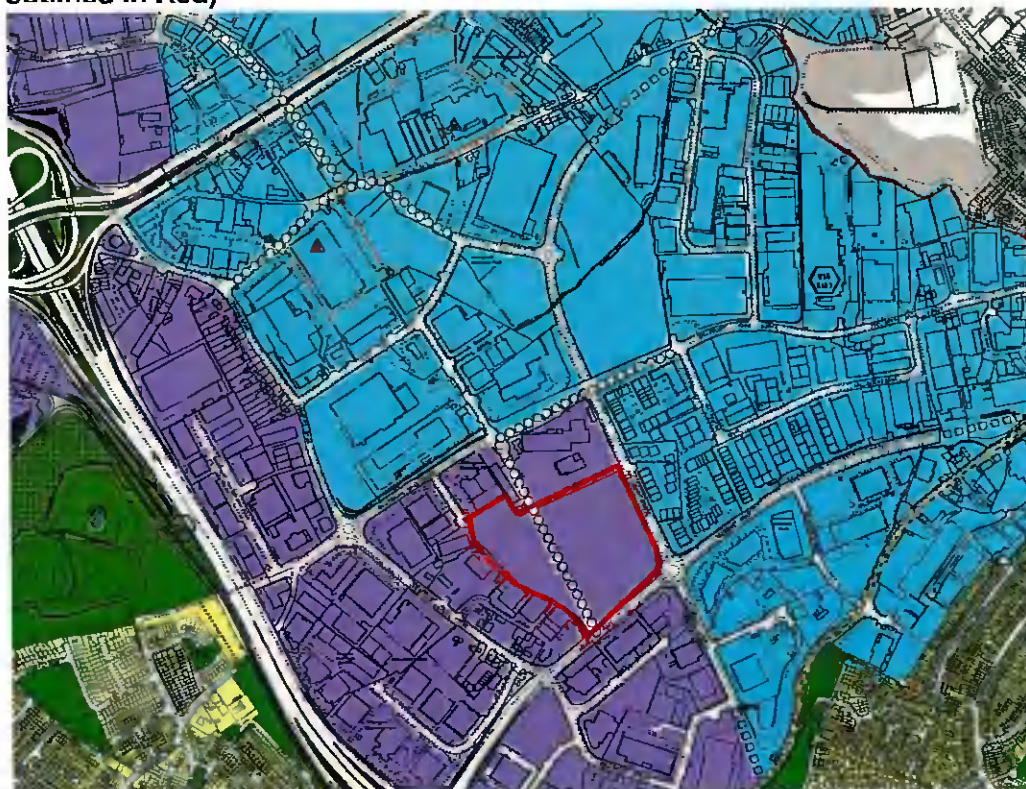
- 7.5 There are a number of policies and objectives in the Development Plan which fully support the proposed employment generating development on the subject site, in particular the following are noted:
- *CORE STRATEGY (CS) Policy 1 Consolidation Areas within the Dublin City and Suburbs including Key Metropolitan Consolidation Areas It is the policy of the Council to promote the consolidation and sustainable intensification of development to the east of the M50 and south of the River Dodder.*
 - *CS1 Objective 1 - To promote and support high quality infill development.*
 - *CS1 Objective 3: To promote and support the development of undeveloped zoned lands and promote pre-application consultation in accordance with Section 247 of the Planning and Development Act 2000 (as amended).*
 - *CS2 Objective 5 - To promote and support high quality infill development in existing built-up areas.*
 - *ET Policy 3 - To support and facilitate enterprise and employment uses (hightech manufacturing, light industry, research and development, food science and associated uses) in business parks and industrial areas.*
 - *ET3 Objective 1 - To ensure that there is a sufficient supply of zoned and serviced Enterprise and Employment zoned land at suitable locations, to accommodate a diverse range of low to medium intensity enterprise and employment uses in the County.*
 - *ET3 Objective 4 - To direct light industry and logistics uses to enterprise and employment zones that are proximate to the strategic and national road network.*
 - *ET3 Objective 5 - To ensure that all business parks and industrial areas are designed to the highest architectural and landscaping standards and that natural site features, such as watercourses, trees and hedgerows are retained and enhanced as an integral part of the scheme.*
 - *ET3 Objective 6 - To ensure that business parks and industrial areas are designed to promote walking, cycling and public transport.*
- 7.6 The proposal for a mixed employment development of warehousing / logistics and office floorspace, with an ancillary café restaurant, is considered to be appropriate for the subject site and accords with key policies and objectives supporting the delivery of appropriate density of development on underutilised sites. In addition, the high quality public realm and architectural proposals will ensure the proposals positively contribute to the Ballymount Industrial Estate area.
- 7.7 The proposal also accords with ET3 Objective 4 of the CDP which directs such uses to employment zoned lands proximate to the strategic and national road network, given that the subject lands are strategically located in proximity to the M50 and the wider national motorway network which the M50 connects to.
- 7.8 The applicant is aware of significant market demand for such uses in this location, and it is considered a substantial employment generating development can be delivered on the site in the short to medium term. The proposed development also accords with national and regional policy. In terms of the National Planning Framework, NPO 2a which states 'a target of half of future population and employment growth will be focused in the existing five Cities and

their suburbs' and NPO 7 which encourages population growth *'in strong employment and service centres of all sizes, supported by employment growth'*.

Land Use Zoning and Proposed Uses

- 7.9 The subject site is zoned for Enterprise and Employment use (EE) in the County Development Plan (CDP hereafter) 2016-2022 (see Figure 7.3 below). The land use zoning objective seeks *'to provide for enterprise and employment related uses'*. The proposal for warehousing / logistics units, with ancillary office space, office and café/restaurant on the site is considered acceptable given that all these uses are permitted in principle or open for consideration under the EE zoning objective (see zoning matrix extract included below as Figure 7.4).
- 7.10 The CDP advises that Enterprise and Employment (EE) zoned lands will accommodate low to medium intensity enterprise and employment uses. Given the location of the subject site within the established Ballymount Industrial Estate area, it is considered the site is suitable for warehouse / logistics and own-door office uses. Policy 3 'Enterprise and Employment' (EE) states that *'it is the policy of the Council to support and facilitate enterprise and employment uses (high-tech manufacturing, light industry, research and development, food science and associated uses) in business parks and industrial areas'*, which the proposal will deliver upon.
- 7.11 ET3 Objective 4 of the CDP seeks *'To direct light industry and logistics uses to enterprise and employment zones that are proximate to the strategic and national road network'*. The subject lands are strategically located in proximity to the M50 and the wider national motorway network which the M50 connects to.

Figure 7.3: Extract Land Use Zoning Objectives Map (Approximate Lands outlined in Red)



- 7.12 The proposed mix of uses has regard to the EE zoning, the surrounding pattern of development and the longer-term objectives for the regeneration and redevelopment of the Naas Road and Ballymount area of South Dublin. The scheme will deliver a high quality development with active frontages, good quality public realm and architectural treatment to the key frontages.
- 7.13 The CDP advises that Enterprise and Employment (EE) zoned lands will accommodate low to medium intensity enterprise and employment uses. Given the location of the subject site within the established Ballymount Industrial Estate area, it is considered the site is suitable primarily for warehouse and logistics-based uses, with an element of own-door office floorspace on the corner with Calmount Road and Ballymount Avenue, to reflect the prominent location of the site and existing and planned public transport improvements in the area. The proposed development will make a positive contribution to the area and can deliver large scale warehouse / logistic facilities and own-door office uses in the short to medium term, given the significant market demand for such uses in this location.

Figure 7.4: Extract from the EE Zoning Objective Matrix

Table 11.10: 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, Garden Centre, Hotel/Hostel, Industry-Extractive, Motor Sales Outlet, Nightclub, Offices 100 sq.m - 1,000 sq.m, Offices over 1,000 sq.m ¹ , 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.

¹ In accordance with Chapter 4 Economic Development & Tourism Policy for Offices over 1,000 sq.m

- 7.14 Offices of 100 sq.m to 1,000 sq.m are open for consideration, which is considered to apply to the proposed development as 12 no. own door offices of c. 350 sq.m are proposed. The footnote above relating to offices over 1,000 sq.m are not considered to apply to the proposals for the subject site, as the individual units are less than 1,000 sq.m. However, should the Planning Authority wish to assess the three own-door buildings individually, with a GFA of 1,404 sq.m (Block 5A), 1,392 sq.m (Block 5B) and 1,407 sq.m (Block 5C), respectively, we set out a justification below based on the footnote requirement in the Plan referenced above.
- 7.15 The relevant objective in Chapter 4 of the CDP, which the footnote above refers to, is as follows:

"ET1 Objective 6: To direct people intensive enterprise and employment uses such as major office developments (>1,000sq.m gross floor area) into lands zoned Town Centre and Regeneration Zones in Tallaght, lands zoned Town Centre in Clondalkin and also to lands zoned District Centre and Enterprise and

Employment, and Regeneration Zones subject to their location within 400 metres of a high capacity public transport node (Luas/Rail), quality bus service and/or within 800 metres walking distance of a Train or Luas station, the latter requiring demonstration of required walking distance or provision of a permeability project, in accordance with the Permeability Best Practice Guide (2013), to achieve same.”

- 7.16 The office floorspace was introduced into the development proposals for the site following the pre-application consultation meeting with the Planning Authority to ensure the proposals had regard to the longer-term vision for the Ballymount area, as being planned for under the City Edge project, and also to reflect the location of the site adjacent to existing public transport and the planned improvements provided for under Bus Connects. The own door office units proposed are considered to be most appropriate for this location and provide an appropriate scale of development.
- 7.17 However, should the office floorspace be considered as a whole, and as set out in Section 2 above and in the TTA, the site is located in an area well served by existing bus services, with further improvements planned under Bus Connects. Thus, in the context of ET1 Objective 6 above, it is apparent that office floorspace is appropriate for the subject site, given the proximity to existing and planned bus services, and the longer term planning objectives for the Ballymount area. Please refer to DBFL’s TTA for further details.

Long-Term Roads Objective

- 7.18 The site is subject to a long-term road objective under the CDP, as illustrated in Figure 7.3 above, with an indicative road alignment running through the site and the adjoining lands to the north (from Calmount Road to Ballymount Road Lower).
- 7.19 The proposals for the site provide for the section of this road objective within the subject site, with a proposed new access on Calmount Road and an internal north-south access road through the site to the northern boundary of the application site. Please refer to DBFL’s TTA and accompanying drawings for further details.

Naas Road / Ballymount Area

- 7.20 It is noted that the CDP as originally adopted required preparation of a masterplan and LAP for lands zoned REGEN, EE, and LC in the Naas Road / Ballymount area under CS6 SLO1. However, this was subsequently amended under Variation 3 of the CDP adopted in May 2019 to require the preparation of a masterplan, with a view to progressing a LAP, for the REGEN zoned lands only, as set out below:

*“CS6 SLO 1 (as varied): To initiate a plan led approach to the sustainable regeneration of the brownfield lands in the Naas Road / Ballymount **REGEN zoned lands**. The plan led approach will include the preparation of a masterplan in 2019 with a view to preparing a Local Area Plan or other appropriate mechanism for the Regeneration (REGEN) and Local Centre (LC) at Walkinstown zoned lands. The masterplan will provide a framework for the sequential and phased development of the lands, integrating sustainable transport, land use and blue and green infrastructure. The spatial planning of the area will be informed by the Naas Road Framework Plan (2010).” (Emphasis added)*

- 7.21 The subject site does not form part of the regeneration area (Objective REGEN zoned lands) identified in the current CDP for a Local Area Plan. The LAP has not been progressed to date.
- 7.22 It is recognised that the subject site falls within the 'City Edge Project' lands which comprises over 700 hectares. However, currently the adopted Development Plan does not preclude development at this location pending the preparation of a framework or Local Area Plan, and the Statutory Framework for the City Edge Project is not yet confirmed and there is currently no specific stated time frame or mechanism in place for the completion of the Strategic Framework of the City Edge Project area. Therefore, given the current land use zoning objective, the existing surrounding context, and the fact that the subject site does not fall within the Naas Road / Ballymount REGEN zoned lands LAP area, it is respectfully submitted that the proposed development is consistent with the planning policy framework set down under the CDP, under which the application will be assessed, and should not be considered to be premature.
- 7.23 The proposed development also accords with national and regional planning policy, with the National Planning Framework encouraging employment growth and setting out (NPO2a) that 'a target of half of future population and employment growth will be focused in the existing five Cities and their suburbs'. In relation to the Eastern and Midlands Regional Assembly, Regional Spatial and Economic Strategy, the subject site is located within the MASP which includes for increased employment density within the Dublin City and suburbs.
- 7.24 Overall, it is considered that the proposed development will make a positive contribution to the area and can deliver large scale warehouse / logistic facilities and own-door office floorspace, with an ancillary café / restaurant use to cater for the daily needs of employees in the area, and deliver a high-quality built environment, and therefore accord with the proper planning and sustainable development of the area.

Design and Layout

- 7.25 The design team have prepared the proposals in the context of the guidance set out in Table 11.18 of the CDP in terms of the development of Enterprise and Employment zoned lands, in particular in respect to site layout and built form / design, access and movement, open space and landscaping. Furthermore, the proposals will deliver a section of the CDP long term roads proposal for a north-south link road through the site.
- 7.26 As outlined in TOTA's and M&A's design statement the proposed development is considered to comply with the key principles for proposals on Enterprise and Employment lands as set out in Table 11.18 of the Development Plan.

Building Height

- 7.27 Section 11.2.7 of the CDP relates to Building Height and does not set any specific limitations or requirements for this area of the County. It notes that regard should be had to the surrounding context. It is respectfully submitted that the proposal provides for appropriately scaled, height and design of development on the subject site, which has sufficient regard to the surrounding context, but more importantly setting a positive precedent for future enterprise and employment development in this strategic area of the County.

Car Parking

- 7.28 The Development Plan sets out a maximum parking rate for Enterprise and Employment (Warehousing) of 1 per 100 sq.m GFA for Zone 1 and 1 per 50 sq.m GFA for Enterprise and Employment (Offices). 1 space per 15 sq.m is required for café/restaurant use. EV Charging is required at a minimum 10%. The remainder of the parking spaces should be constructed to be capable of accommodating future charging points, as required.
- 7.29 A total of 200 no. car parking spaces are provided for the 5 no. warehouse / logistics units with a combined total GFA of 20,158 sq.m. A total of 77 no. car parking spaces are provided for the office buildings with a total of 4,194 sq.m. 14 no. car parking spaces provided for the proposed café/restaurant unit. As set out in Section 5 above and illustrated in TOTA's schedule of accommodation and addressed in DBFL's TTA, the proposal provides car parking provision which is consistent with the requirements of the CDP. Should additional EV parking spaces be required, it is submitted that this can be addressed through a condition of planning.

Cycle Parking

- 7.30 The Development Plan sets out a minimum cycle parking rate for Enterprise and Employment (Warehousing and offices) of 1 per 200 sq.m for long term spaces, with no short stay requirement. 1 cycle space per 5 staff required for café/restaurant use.
- 7.31 A total of 110 no cycle parking spaces are provided for the 5 no. warehouse / logistics, 40 no. spaces for the office buildings and 10 no. spaces for the proposed café/restaurant unit, which accords with the requirements of the Development Plan (please refer to the TTA for further details).

Drainage and Transport

- 7.32 Please refer to the reports and drawings prepared by DBFL Consulting Engineers for details of compliance with CDP policies, objectives and standards relating to drainage and transport requirements.

Sustainability and Energy

- 7.33 Please refer to PMEP's drawings and reports and Appendix 1 of this Planning Report for details of compliance with sustainability and energy requirements of the CDP.

Environmental Matters

- 7.34 Please refer to EnviroGuide's reports accompanying this application for details of how the proposed development responds to / addresses environmental requirements of the Development Plan, other plans or policies and relevant planning legislation.

Draft South Dublin County Development Plan 2022-2028

- 7.35 The Draft County Development Plan 2022-2028 was on public display from July to September 2021. Proposed amendments are currently on public display. The

Plan is expected to come into effect in August 2022, so in the interim applications will be assessed under the current SDCC Plan.

- 7.36 There is no change to the zoning of the site in the Draft Plan, which continues to be subject to an Objective EE 'to provide for enterprise and employment related uses' zoning objective.
- 7.37 The Draft Plan includes CS2 Objective 2 which in summary states the Naas Road / Ballymount lands will be subject to a 'Strategic Framework Plan in collaboration with Dublin City Council.' However, the extent of the Ballymount area to be included in the Strategic Framework Plan is not indicated on the zoning maps. Furthermore, CS2 Objective 1 continues to set out that a Local Area Plan or other appropriate mechanism will be prepared for the zoned REGEN lands, and it does not include reference to lands zoned Objective EE, such as the subject site.
- 7.38 The subject application will be assessed under the current Development Plan and therefore the draft Plan is not a material planning consideration. This accords with section 34(2) of the Planning and Development Act 2000 (as amended) which confirms when making a decision in relation a S.34 application, the planning authority shall be restricted to considering the proper planning and sustainable development of the area, including having regard to 'the provisions of the development plan.' There is no reference to having regard to the provisions of a draft development plan.

City Edge Project

- 7.39 The subject site falls within the 'City Edge Project' area which comprises over 700 hectares covering the Naas Road and Ballymount area of South Dublin and Dublin City. The City Edge Project consists of three stages, with Stage 1 ongoing, Stage 2- Plan Making expected to commence later this year and Stage 3- Implementation being a longer-term process of 20+ years given the scale of the area which the project relates to.
- 7.40 The "Emerging Preferred Scenario" for the City Edge Project identified the subject lands as part of a Flagship Park for the Ballymount area. The applicant made a detailed submission on this aspect of the City Edge project.
- 7.41 The Chief Executive's report on the submissions made during the initial consultation phase on the City Edge project states as follows (at page 55):
- "It is advised that the Emerging Preferred Scenario is an indicative concept and that the precise boundaries and location of the major Flagship Parks are to be refined through testing as part of the Strategic Framework. Optimising the location of the Flagship Parks will require the balancing of many considerations such as equitable measures to share the 'burden' of parks provision, flood alleviation and incorporation of riparian corridors, linkages between parks, and balancing the objectives of increasing amenity, providing for recreation and enhancing biodiversity while ensuring optimal access, having regard to current and future transport infrastructure."*
- 7.42 The current Development Plan does not preclude development at the subject site pending the preparation of a framework or LAP, and the statutory framework for the City Edge Project has not yet been established and does not provide any basis for refusal of planning permission on grounds of prematurity. There is currently no specific stated timeframe or mechanism in place for the completion

of the Strategic Framework and subsequently the 'plan making' stage for the City Edge Project area.

- 7.43 The Development Plan has been adopted following a lengthy statutory process involving three consultation periods and lasting a period of two years. The 'Emerging Preferred Scenario' for the City Edge Project, which is the first step in a three step process, and which identifies the subject site as a 'flagship park' is in conflict with both the EE zoning objective and the Roads Objective under the CDP, and must therefore be disregarded in the assessment of the subject application. The subject application must be decided in accordance with the provisions of the current Development Plan and cannot have regard to any non—statutory policy of the Planning Authority, particularly where such policy is in conflict with the provisions of the statutory development plan. Precedence cannot be given to an evolving non—statutory policy ahead of development plan provisions to which the planning authority has a duty to give effect under section 15 of the Planning and Development Act 2000, as amended ('the 2000 Act').
- 7.44 The Development Plan's primacy over other considerations is reflected in the fact that it is the first matter to be referred to under section 34 (2) of the 2000 Act, to which the planning authority and, by extension, the Board are required to have regard. Its primacy is also reflected in the statutory obligation imposed on the planning authority to take such steps as are necessary to give effect to the provisions of the development plan. The Supreme Court has described it as an "environmental contract" and it would greatly undermine the status of the development plan if it could be regarded as capable of alteration from time to time merely by the adoption of masterplans or other policy documents. To allow a non-statutory policy to 'gazump' the statutory development plan in this way would be impermissible as a matter of law.
- 7.45 To refuse permission on the grounds that the proposed development was premature pending the adoption of a LAP, in circumstances where the obligation to prepare a LAP does not apply to the subject site under the current development plan, would be ultra vires.
- 7.46 If the "flagship park" for the subject site were to be included in an LAP, this would be in conflict with the EE zoning under the Development Plan, and in those circumstances, the provisions of the LAP would have to yield to the provisions of the Development Plan, having regard to the statutory provisions of the Planning and Development Act 2000, as amended. It follows that even if the draft development plan were to be adopted prior to the determination of this planning application, the inclusion of any obligation to prepare an LAP, master plan or other non—statutory plan which would be applicable to the subject site could not negate the obligation to give primacy to the zoning provisions of the development plan over any conflicting provisions in the LAP, master plan or other non—statutory plan.
- 7.47 The Planning Authority have acknowledged in consultations to date that the 'Strategic Framework' under preparation will recognise the critical importance of the employment role of the area and the Framework will incorporate a flexible approach to phasing and sequencing which will seek to accommodate the intentions of businesses and landowners. The proposed development is being brought forward to deliver employment uses in accordance with the long-established zoning of the lands and will meet the employment needs of the wider area.

8.0 EIA – PRELIMINARY EXAMINATION

- 8.1 Having regard to the area of the application site at 7.45 hectares, the requirement for a mandatory EIAR does not arise as it falls well below the 15 hectare threshold for industrial estate type development as prescribed within Class 10(a) of Part 2 of Schedule 5 of the Regulations.
- 8.2 Having regard to the nature of the application site and the proposed development, the surrounding context, and the distance of the site from nearby sensitive receptors, there is no real likelihood of significant effects on the environment arising from the proposed development. It is submitted that the need for environmental impact assessment can, therefore, be excluded at preliminary examination and an EIA Screening Statement in accordance with Schedule 7A is not required.
- 8.3 This planning application is accompanied by the following documentation, which should assist the Planning Authority in carrying out their preliminary screening and in demonstrating that the proposals will not lead to any significant impacts on the environment:
- AA Screening Report prepared by Enviroguide;
 - Outline Construction and Demolition Waste Management Plan prepared by Enviroguide;
 - Ecological Impact Assessment prepared by Enviroguide;
 - Archaeological Impact Assessment Report prepared by Courtney Deery;
 - Engineering Services Report prepared by DBFL Consulting Engineers;
 - Site-Specific Flood Risk Assessment Report prepared by DBFL Consulting Engine
 - Preliminary Construction and Environmental Management Plan prepared by DBFL Consulting Engineers;
 - Traffic and Transportation Assessment Report prepared by DBFL Consulting.

9.0 SUMMARY AND CONCLUSIONS

- 9.1 The proposed development comprises of 5 no. warehousing / logistics units including ancillary office floorspace, 3 no. own door office buildings, 1 no. café / restaurant unit and all associated development at Calmount Road and Ballymount Avenue, Ballymount Industrial Estate, Dublin 12. The application site comprises a vacant underutilised site (with a gross site area of 7.45 ha, including SDCC lands on Calmount Road and Ballymount Avenue – applicant's ownership is 7.11 ha) within the Ballymount Industrial Estate area. Ballymount Avenue is located along the eastern boundary and Calmount Road along the southern boundary. The site is surrounded by existing employment and enterprise uses, including Galco Steel site to the north.
- 9.2 The site is one of the last large scale undeveloped Enterprise and Employment (EE) zoned sites in the Ballymount Industrial Estate area. The applicant purchased the site in 2004 with the intention of bringing forward an appropriate employment generating development in the short-term. However, due to the economic downturn this did not materialise at the time.
- 9.3 As demonstrated in this Planning Report, the proposed development accords with the Development Plan's objectives for EE zoned lands to accommodate low to medium intensity enterprise and employment uses. Given the location of the

subject site within the established Ballymount Industrial Estate area and inside the M50, it is respectfully submitted that the subject is suitable for warehouse / logistics and office uses, with an ancillary café / restaurant unit. The proposed development will make a positive contribution to the area and can deliver large scale warehouse / logistic facilities and office development in the short to medium term, given the significant market demand for such uses in this location.

- 9.4 The proposal accords with a number of key policies and objectives of the CDP, including ET3 Objective 4 of the CDP which directs such uses to employment zoned lands proximate to the strategic and national road network, given that the subject lands are strategically located in proximity to the M50 and the wider national motorway network which the M50 connects to.
- 9.5 The subject site does not form part of the regeneration area (Objective REGEN zoned lands) identified in the current CDP for the preparation of a LAP. The CDP as originally adopted required the preparation of a masterplan and Ballymount LAP for lands zoned REGEN, EE, and LC under CS6 SLO1. However, this was subsequently amended under Variation 3 of the CDP adopted in May 2019 to require the preparation of a masterplan, with a view to progressing a LAP, for the REGEN zoned lands only.
- 9.6 While it is recognised that the subject site falls within the 'City Edge Project' lands, the adopted Development Plan does not preclude development at this location until a framework or Local Area Plan is prepared. Moreover, the Statutory Framework for the City Edge Project is not yet confirmed and there is currently no stated time frame or mechanism in place for the completion of the Strategic Framework or the subsequent 'plan making' process for the City Edge Project area. Therefore, given the current land use zoning objective, the existing surrounding context, and the fact that the subject site does not fall within the Naas Road / Ballymount REGEN zoned lands LAP area, it is submitted that the proposed development is consistent with the planning policy framework set down under the CDP, under which the application will be assessed, and should not be considered premature.
- 9.7 The 'Emerging Preferred Scenario' for the City Edge Project, which identifies the subject site as a 'flagship park', conflicts with both the EE zoning objective the Roads Objective under the CDP, and must therefore be disregarded in the assessment of the subject application. The subject application must be decided in accordance with the provisions of the current development plan and cannot have regard to any non—statutory policy of the planning authority, particularly where such policy conflicts with the provisions of the statutory development plan. Precedence cannot be given to an evolving non—statutory policy ahead of development plan provisions to which the planning authority has a duty to give effect under section 15 of the Planning and Development Act 2000, as amended ('the 2000 Act').
- 9.8 Furthermore, to refuse permission on the grounds that the proposed development was premature pending the adoption of a LAP, in circumstances where the obligation to prepare a LAP does not apply to the subject site under the current development plan, would clearly be ultra vires.
- 9.9 Even if the "flagship park" for the subject site were to be included in an LAP, this would conflict with the EE zoning under the Development Plan, and in those circumstances, the provisions of the LAP would have to yield to the provisions of the Development Plan, having regard to the statutory provisions of the Planning and Development Act 2000, as amended. It follows that even if the draft

development plan were to be adopted prior to the determination of this application, the inclusion of an obligation to prepare an LAP, master plan or other non—statutory plan which would be applicable to the subject site could not negate the obligation to give primacy to the zoning provisions of the development plan over any conflicting provisions in the LAP, master plan or other non—statutory plan.

- 9.10 The proposed development, as submitted, has been significantly revised from initial designs, to reflect the Development Plan requirements as discussed during pre-application consultations, including the introduction of office floorspace, a café/restaurant unit and public realm works to provide for active frontage and an urban street environment. These design revisions are intended to be responsive to the long-term objectives for this part of the County as referenced in the CityEdge project (a non-statutory plan) and during pre-application discussions.
- 9.11 It has been demonstrated within this Planning Report, and the accompanying application documentation, that the proposal provides a suitable use of the subject lands and will successfully deliver on the Enterprise and Employment zoning objective. It is respectfully submitted that the proposed development is in accordance with the zoning objective pertaining to the site and accords with other planning policies, objectives and standards of the Development Plan and is an acceptable form of development for the subject lands. We therefore respectfully request that South Dublin County Council should grant permission for the proposed development.

APPENDIX 1- LEED GOLD STATEMENT FROM PASSIVE DYNAMICS

LEED Green Building Certification and Best in Class Sustainable Design

The proposed warehouse and office units are being designed to target LEED V4 Gold Certification (although the certification will be decided at detailed design stage / subject to operators / end users specifications). LEED which stands for Leadership in Energy and Environmental Design is a voluntary based environmental rating scheme for buildings and credits are awarded across categories which include Location and Transportation, Sustainable Sites, Water Efficiency, Energy & Atmosphere, Materials & Resources and Indoor Environmental Quality. LEED is not a mandatory certification; however, the developer has decided to adopt this green building environmental rating scheme as part of their overall commitment towards sustainable building design.



The buildings will be individually designed to achieve greater than 60 LEED points spread across the various categories. The design team will target some additional LEED points so that there is a safety margin beyond the minimum 60 points required.



In Ireland there is 169 LEED certified buildings, 105 of which are LEED Gold certified. LEED certified buildings demonstrate a best-in-class approach towards designing and independently validating sustainable buildings.

Environmental Benefits of LEED Certified Buildings

The developer has decided to target LEED Gold Certification to fully validate their commitment towards sustainability not just in terms of building design but also in terms of ongoing operation over the building's lifespan.

Apart from credits that are awarded based on the building's location, LEED Gold certification will ensure best practice sustainable approaches in relation to potable water conservation measures, reduced energy consumption and the ability to track performance in this area.

Achieving LEED Gold certification will also focus the design team in areas such as materials and resources and Indoor Air Quality.

Some of the environmental benefits that LEED Certification will add to this proposed development include the following:

- Assurance that an integrative design process has taken place which helps to achieve best performance outcomes in terms of overall sustainability.
- Provision of electric car charging points and consideration given towards future charging infrastructure for electric trucks.
- Assurances that construction activity will be carried out in an environmentally friendly way minimising pollution.
- Diligent selection of external light fittings avoiding light pollution.
- Specification of low water use appliances that will achieve water savings in the order of 35% compared to the LEED Baseline.
- Installation of submetering infrastructure for water and energy systems for ongoing monitoring and verification of savings.
- Appointment of independent consultants to oversee the mechanical and electrical design and witness / verify onsite system commissioning.
- Specification of renewable energy technologies such as solar PV panels and Heat Pumps.
- Consideration given to heating and cooling systems that contain lower refrigerant gas.
- Safe secure area for waste storage that promotes / encourages separation of waste streams for recycling.
- Specification of materials that provide transparency in terms of the environmental impact and material ingredients. The selection of materials and their impact in terms of embodied carbon will be a significant consideration of this project.
- Improved Indoor Air Quality with ventilation rates that comply with best international standards.
- Specification of high solar reflectance warehouse roof to minimise the impacts of heat island effect and avoid the buildings absorbing and re-emitting solar gain.

Seeking to achieve LEED Gold will also emphasises through design team collaboration the importance of reducing both the embodied and operational carbon for the development can sometimes become overlooked when a green building rating scheme is not in place.

A LEED Accredited Professional (AP) has been appointed to the design team and a roadmap towards achieving LEED Gold for both the Warehouse and Office Units has been issued during the pre-planning project team collaboration. The project will be registered with the US Green Building Council during the detailed design stage.

APPENDIX 2 – PARK DEVELOPMENTS REPORT

1.0 Introduction

The purpose of this document is to support a planning application for a proposed development comprising of 5 no. warehousing / logistics units including ancillary office floorspace, 3 no. own-door office buildings, 1 no. café / restaurant unit, associated access roads, car and cycle parking, service yards, landscaping, ESB substations and all associated development at a site at Calmount Road and Ballymount Avenue, Ballymount Industrial Estate, Dublin 12.



Fig 1. Artist's impression aerial view of the proposed development from Calmount Road

2.0 Park Developments Bio

Blackwin Limited is a Park Developments company. Park Developments is a family-owned development company who have been developing commercial, logistical, office, residential and retail schemes throughout Dublin for over 60 years.

Park Developments have completed circa 2,700,000 sq. ft. (250,838m²) of new industrial/logistical warehousing space and c. 400,000 sq ft. (37,000m²) of office space across Dublin over the past 30 years with a large proportion of the logistical warehousing located in the Ballymount area of South Dublin.

3.0 Previous Logistical / Warehousing & Offices Schemes by Park Developments

1. Fashion City – Is approximately 350m to the south-east of the Calmount Road site and consists of c. 310,000 sq. ft (28,800m²) of logistical retailing.



Fig 2. Aerial view of Fashion City, Ballymount.

2. M50 Business Park – is immediately to the south of the Calmount Road site and consists of c. 248,000sq. ft. (23,000m²) of office and industrial space.
3. Northwest Logistics Park Phases 1-3 900,000 sq ft (83,600m²)
4. Northwest Business Centre 102,000 sq ft (9,500m²)
5. Northern Cross Business Park 432,000 sq ft (40,100m²)
6. The Park, Carrickmines 500,000 sq ft (46,500m²)



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Fig 3. Aerial view of The Park, Carrickmines, Dublin 18.

7. The Reflector – is located in Hanover Quay, Dublin 2 and consists of 123,000 sq ft (11,400m²) of office space.



Fig 4. The Reflector, 8 Hanover Quay, Dublin 2.

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8. Leopardstown Valley Business Centre – consists of 9 own door offices amounting to 23,600 sq ft (2,200m²) of offices.

4.0 Current Logistical Warehousing Schemes

Park Developments currently have circa 470,000 sq ft (43,700m²) of logistical warehousing under construction within Northwest Logistics Park, Ballycoolin, Dublin 15.

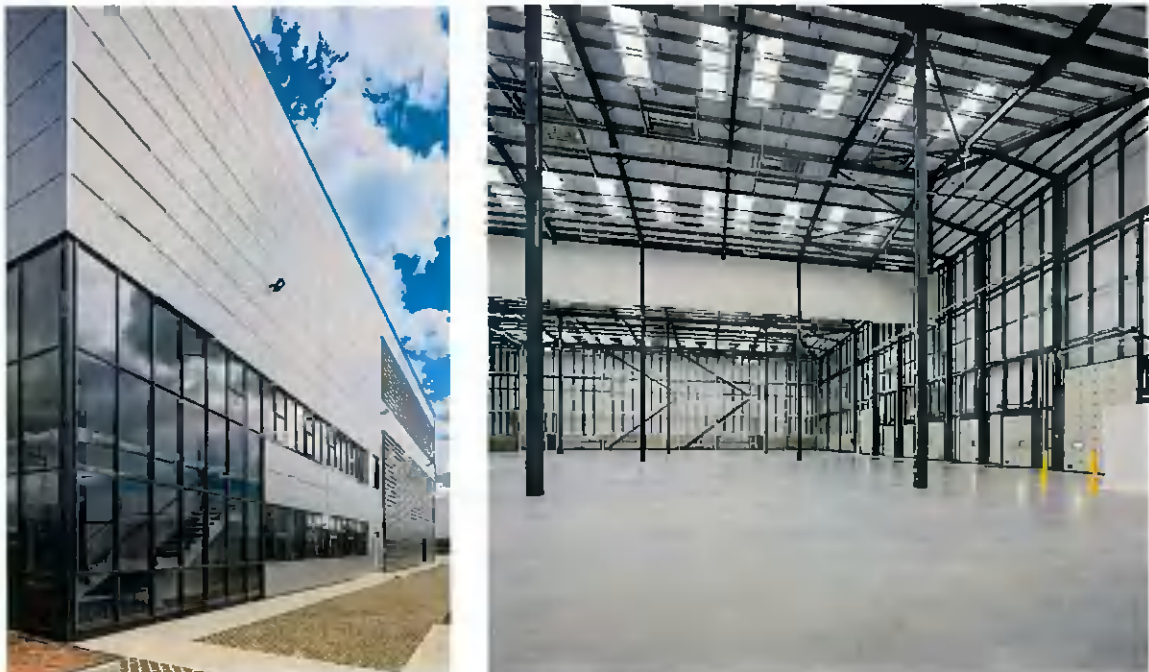


Fig 3 and 4 Views of various units constructed in North West Logistics Park, Ballycoolin, Dublin 15.

5.0 Benefits of the Proposed Scheme to SDCC

If planning permission is granted for the proposed scheme the following benefits will accrue to SDCC and the surrounding region:

- PD will invest circa €55m in the development of the proposed scheme which will filter down into the local economy.
- It is estimated that over 120 direct construction jobs will be created during the construction phase of this project with approximately 350 full-time jobs created on

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completion of the scheme (based on average employment densities for the floorspace proposed). Delivering on the 'Enterprise and Employment' land use zoning objective of the site.

- Part of a link road, a long-term roads objective for the area, will be provided through the application site.
- New cycle paths and footpaths will be installed around the perimeter of the development and through the completed development which will improve connectivity for pedestrians and cyclists.
- The aesthetics of the public realm will be improved significantly as part of the current proposals.
- Substantial development contributions will be paid to SDCC as per Section 48 of the Planning & Development Act 2000, as amended.
- Substantial Commercial Rates will be generated from end users for the benefit of SDCC which can be used to fund local services within the County.

6.0 Savills Analysis

6.1 Savills Analysis of the Demand/Take-Up of Logistical Warehousing in Ballymount

The Southwest area of Dublin City has accounted for just over half of total Dublin take-up since 2016, illustrating the continued demand for this location. Take-up in Dublin 12 accounted for 22% of Southwest take-up with three deals occurring in the proposed units' size range. Typically, assets in this area were constructed in the 1980s and 1990s, resulting in a lack of new available stock for occupiers. Additionally, the average local unit size is 23,000 sq ft due to the provision of numerous smaller units and scarcity of medium to large units. There is currently active warehousing / logistics / industrial demand in the Naas Road/Ballymount area.

6.2 Savills Analysis of the Current Supply of Logistical Warehousing in Ballymount

The Dublin industrial and logistics market has a vacancy rate of approx. 1.2% for units in excess of 450 sq m (5,000 sq ft). The figure is more acute at 0.6% for units in line with the proposed development i.e., 3,000 sq m – 6,000 sq m (32,000 to 65,000 sq ft). In the Southwest suburbs vacancy edges up above the total Dublin rate however, narrowing down to the locality of the proposed development inside the M50, (primarily Dublin 12), there are no recorded vacancies for units of this size.

6.3 Savills Analysis of the Current Pipeline of Logistical Warehousing in Ballymount

While new development has re-commenced in recent years much of the stock under construction has been pre-let/reserved. We have estimated that 66% of assets under construction are committed. Recent large-scale industrial / warehousing development

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has been focused in the Baldonnell and Greenogue vicinities. Even in these areas development has been weighted towards larger units in excess of 6,000 sqm (65,000 sq ft). Hence, occupiers in Dublin 12 have very limited choices in terms of fit-for-purpose relocation options with any availability arising in this location tending to be for functionally obsolete buildings. Coupled with this, there is growing demand from occupiers for buildings with better ESG accreditations that are achievable in newer assets.

6.4 Savills Analysis of the Current trends in Office Uptake in Ballymount

The Dublin office market has witnessed a strong rebound, evident in the past 6 months of market activity with almost 1.4m sq ft of take-up during that period. There is currently over 4.8m sq ft of active demand registered across the market and we expect the annual 2022 take-up to surpass 2m sq ft.

6.5 Savills Analysis of Office Trends in Ballymount

The key trend emerging is the move of occupiers towards better quality office space with sustainability and energy efficiency now a fundamental requirement. Older buildings are not appealing to occupiers anymore and are on the verge of becoming obsolete or “stranded assets”. This trend will continue indefinitely and there is a strong onus on landlords to improve their assets in line with occupier demand.

Suburban activity for offices, is generally heavily focused on Dublin 18 and the Citywest-Blanchardstown axis. The suburban market provides considerable availability of obsolete office space, but the availability of Grade A sustainable office space is limited especially for office requirements below 10,000 sq ft. The provision of own-door Grade A office accommodation of the scale proposed, is considered appropriate for the subject site and can cater for starter type enterprises.

