

**Proposed Warehouse/ Logistics,
Office & Café/ Restaurant
Development at Calmount Road,
Ballymount Industrial Estate,
Dublin 12**

Project Ref. 18-42
Planning
Architect's Design Statement

30.03.2022

TOT ARCHITECTS

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1 Introduction

1. Introduction

This design statement has been prepared on behalf of the applicant, Blackwin Limited, The Herbert Building, The Park, Carrickmines, Dublin 18, for development on a site located to the north of Calmount Road and west of Ballymount Avenue, Ballymount Industrial Estate, Dublin 12. The application site is bound by existing warehouse / logistics / light industrial and office units within the Ballymount Industrial Estate.

In summary, the proposed development comprises the provision 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 with a total GIA of c. 24,695 sq.m, on a site of 7.45 ha. The proposed development has a plot ratio of 1 : 0.331. Access to the warehouse / logistics units will be provided off a new road off Calmount Road, completing the section of the link road proposed in the South Dublin County Council Development Plan which runs through the proposed site. The own-door office units will be accessed off Ballymount Avenue. The accompanying Existing Site Plan drawing illustrates the location of the site in the wider context.

The applicant has a history of developing warehouse and logistics parks into successful employment areas within the Dublin area including the adjoining Fashion City Retail Park and the M50 Business Park. There has been an increased demand for large warehouse / logistics / light industrial units in recent years and this is projected to continue.



The existing site in The Ballymount Industrial Estate

2 Site Location, Context & Analysis

2. Site Location, Context and Analysis

The subject site is located in the centre of The Ballymount Industrial Estate, which is situated within the established employment area of Ballymount just off the M50 and within the South Dublin County Council administrative area. The application site will be suitably in keeping with the development of Ballymount Industrial Estate, given the EE zoning objective and existing road and services infrastructure at this location. It is situated within a broader enterprise and employment area within Ballymount, with The Western Business Park, John F. Kennedy Industrial Estate and Park West Industrial Park all located directly north of the site.

The application site is surrounded by existing warehouse / logistics / light industrial and office units within the Ballymount Industrial Estate. It is a greenfield site located in the centre of the existing Industrial Estate.

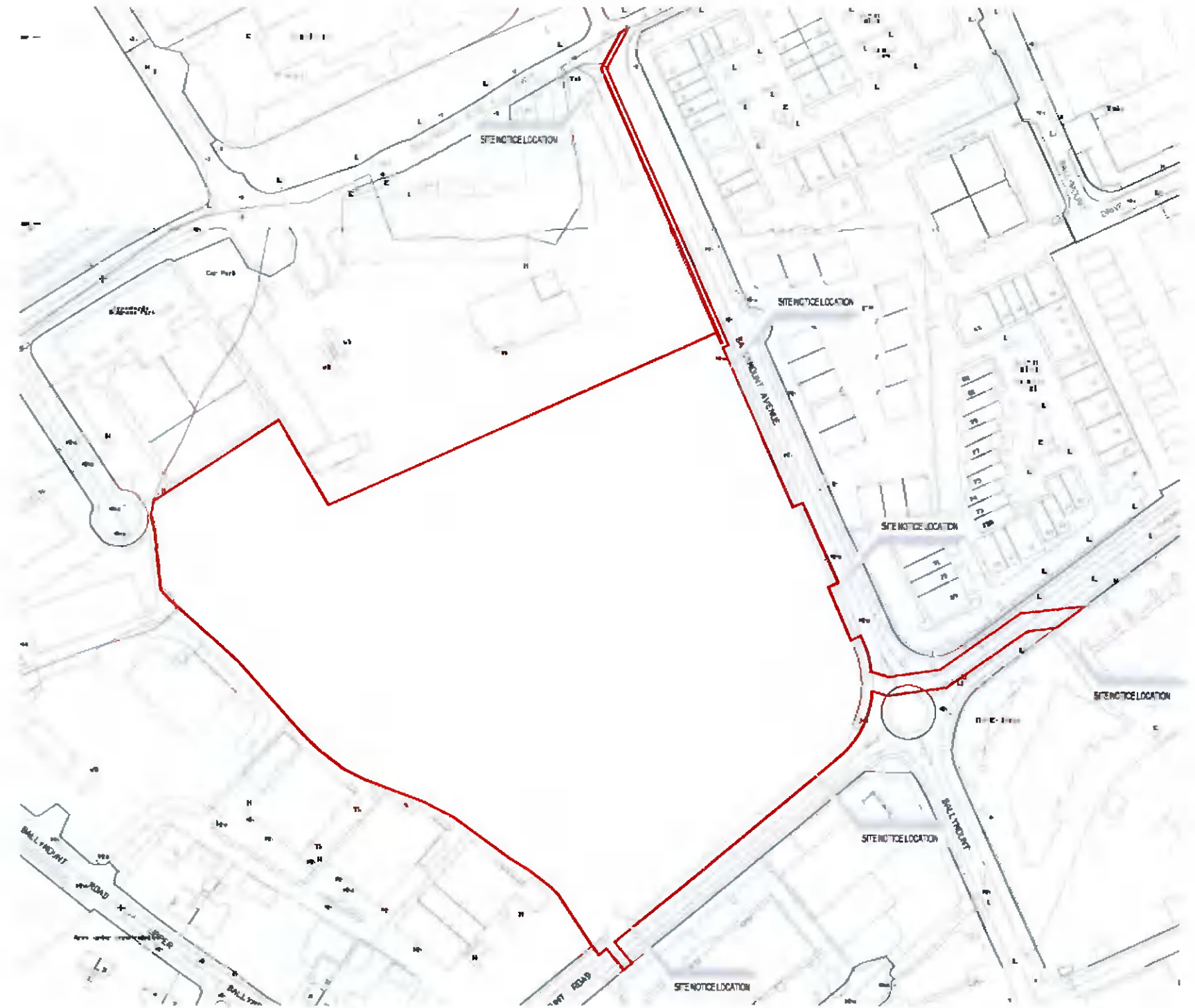


Aerial View of Subject Site. Source: Google Earth

2. Site Location, Context and Analysis

The subject site is gently sloped in its topography with a 7-metre drop in level from south to north and does not contain any existing buildings. The site is well served by good quality road infrastructure, with a number of high-quality access roads within the estate itself, further supported by the high-quality road infrastructure of the surrounding area including the M50, N4, N7 and N81 high-capacity roads nearby.

There are two existing ESB 10 / 20 kV transmission lines traversing the west side of the application site indicated in green in the adjoining map. The proposal will include the undergrounding/ realignment of these transmission lines, in consultation with the statutory undertaker, to facilitate the development.



Site Location Plan showing area subject to planning application in red

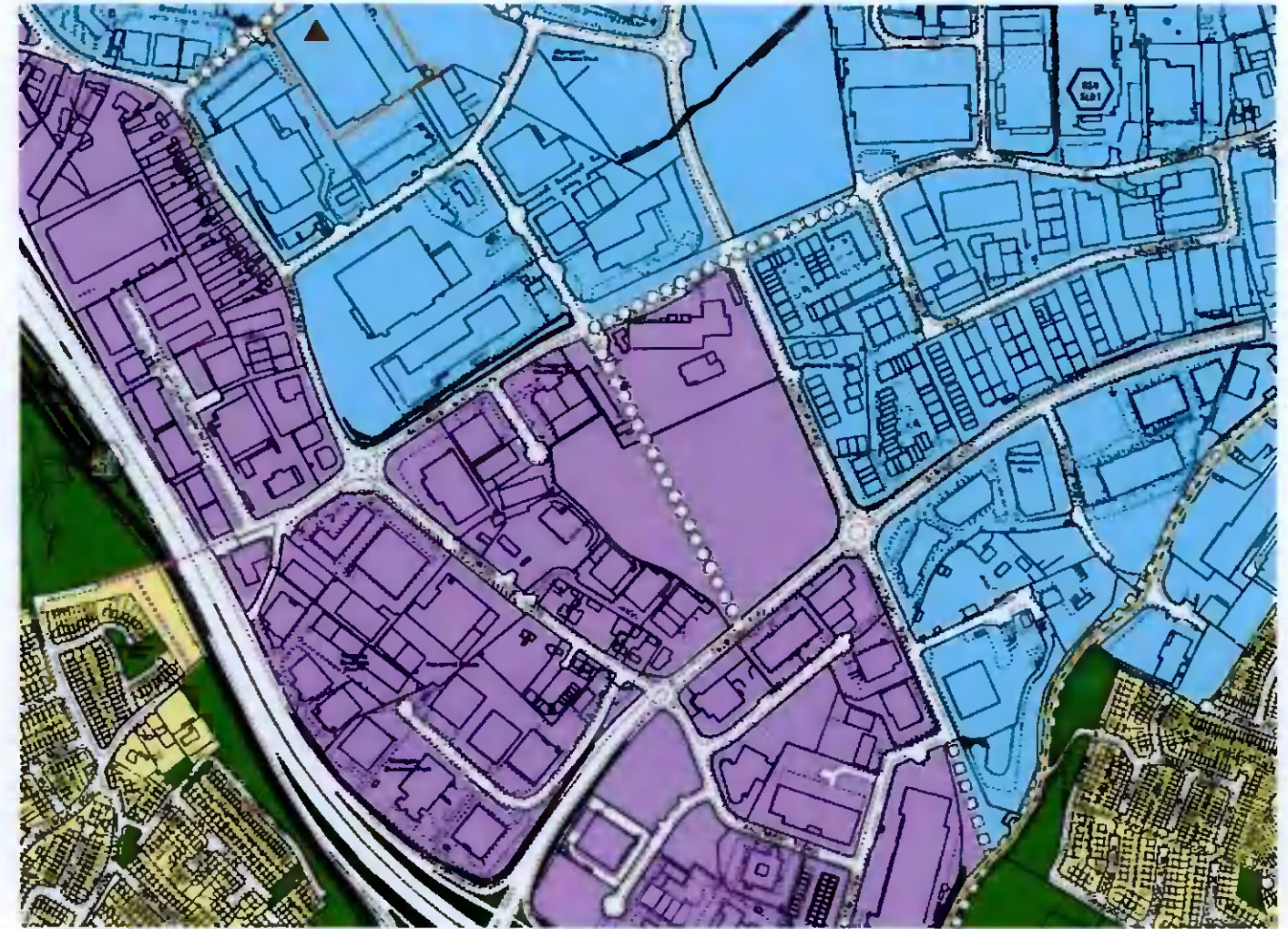
3 Planning Context

3. Planning Context

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 both warehousing / logistics units with ancillary office space and own-door office units on the site is considered acceptable given that these uses are permitted in principle/ open for consideration under the EE zoning objective. Furthermore, the proposals will deliver a section of the CDP long term roads proposal for a north-south link road through the site. Previous permissions in proximity to the subject site provide for warehouse / light industrial / logistics use and include a grant issued in 2019 for construction of a 1,269sq.m warehouse extension to an existing 4,569sq.m premises (Ref. SD19A/0222) to the south-east of the application site. Café/ Restaurant is open for consideration under EE zoning, and given the direct relationship in the proposal between the warehouse/ logistics and office spaces it is considered consistent with the CDP.

The proposed development will make a positive contribution to the area and can deliver large scale warehouse/ logistic facilities in the short to medium term, given the significant market demand for such uses in this location. Looking forward to the City Edge preferred scenario, with three blocks of own door office units the proposal offers provision for other uses permitted in principle/ open for consideration under the zoning objective EE such as industry-light, industry-special, office-based industry, office less than 100 sq.m, offices 100–1,000 sq.m, offices less than 1,000 sq.m, and science and technology-based enterprises, as well as Information technology, Fin Tech and Travel Tech. These are each stated as key employment growth sectors that could play a formative role in the future of this site.

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. 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, the



Map 5 - South Dublin County Council: Land Use Zoning Map Extract

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 premature.

The quantum of parking proposed is addressed under the description of the proposal. All relevant policies, objectives and standards have been considered by the various design team members in progressing the proposals for the subject site. **Please refer to JSA's Planning Report for a detailed planning assessment of the proposed development.**

4 Scheme Evolution

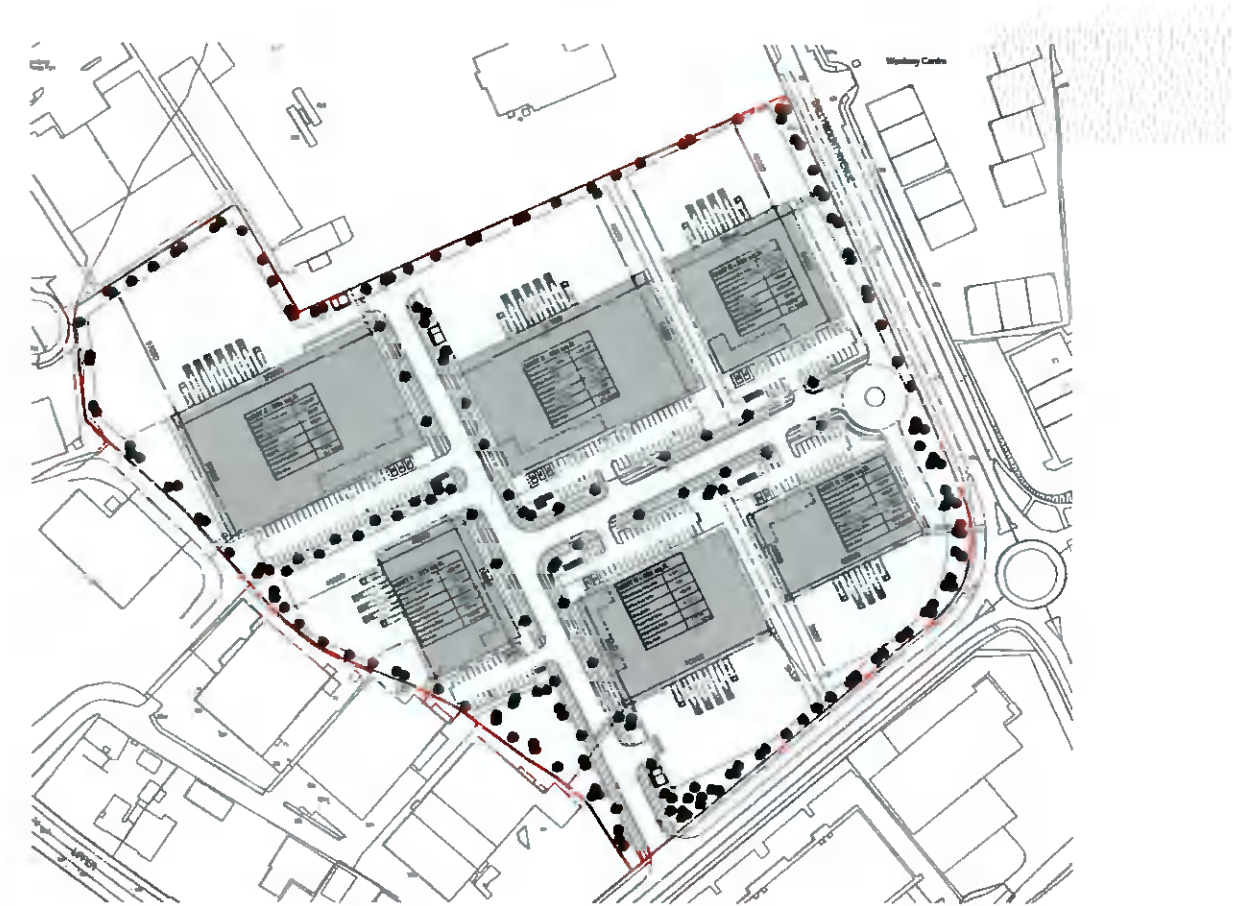
4. Scheme Evolution

In January 2022 a proposed scheme for this site was presented at a pre-planning meeting to SDCC. The scheme has since evolved through the pre-planning process and positively responded to the concerns raised. The revised layout provides for greater active frontage and a more urbanised street environment onto Calmount Road, Ballymount Avenue, and the internal link road.

Layout active frontage/ urban street environment

The introduction of 3 storey own door office units to the south-east corner of the site closest to existing / public transport nodes assists in creating an active streetscape and providing a greater diversity of employment uses on the site. This reduction in scale from the logistics units responds to the surrounding context and is more in keeping with the creation of an active streetscape by animating these elevations with large, glazed openings providing a visual connection and improved interaction with the public realm as per Table 11.18.

The outboard office provision to unit 4 and unit 6 steps out from their respective building lines helping in creating a more human scale to the public realm in these locations while also animating the streetscape with a visual connection to the offices within. This is continued with the inclusion of a retail coffee shop off the entrance from Calmount Road which will further provide for an active street scape helping animate the open landscaped areas and serve the needs of both existing and future employees in the area.



Original Pre-planning Site Plan



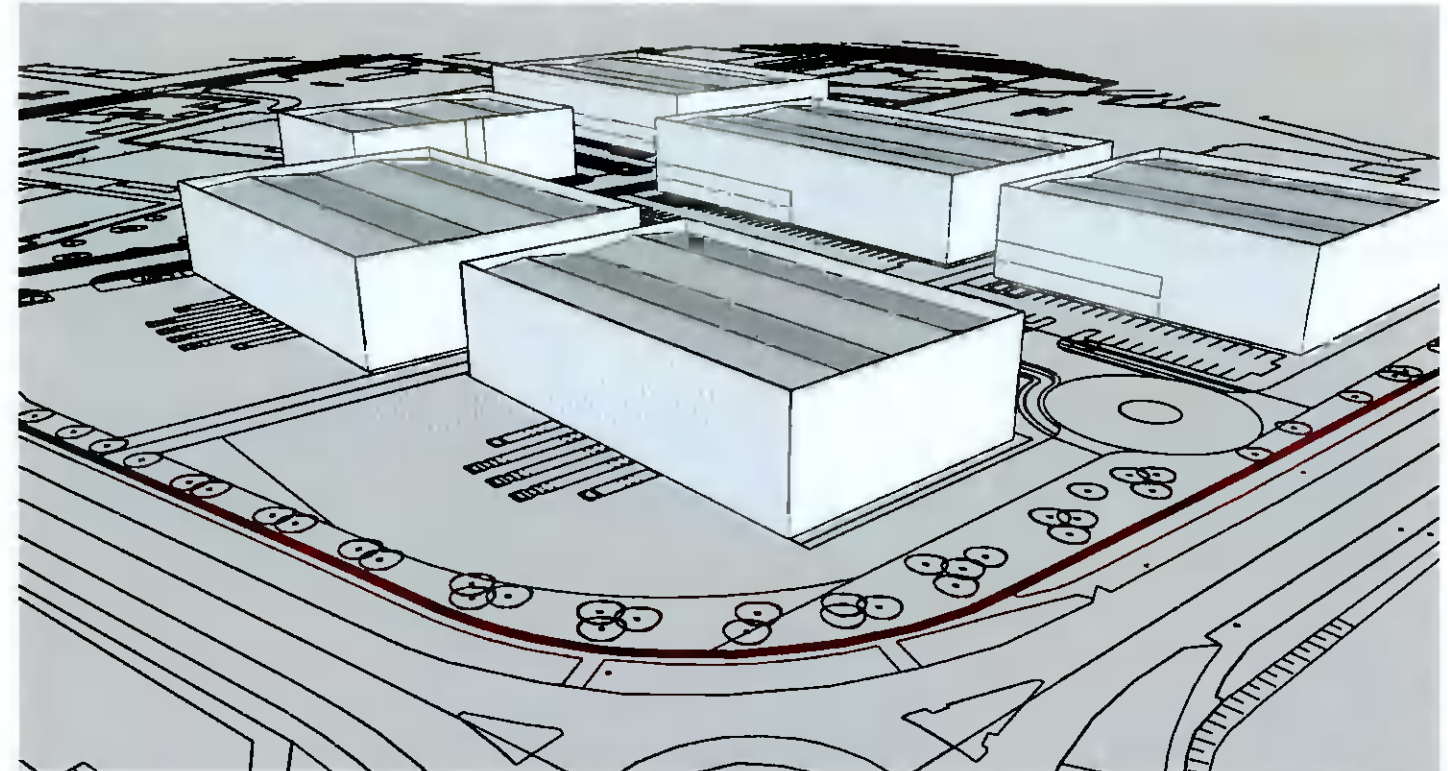
New proposed Site Plan

Front to public roads

The original pre-planning site plan was composed entirely of warehouse/ logistics units and orientated these six units inward turning their back to the site boundary. In response to concerns raised the new proposal looks to maximize frontage onto the public realm and enclose private external space to the rear as per Table 11.18. Units 4 and 6 are reorientated to ensure they address the prominent street/ road frontage and provide the greatest level of activity along the key streets/ roads. The previously mentioned own door offices at unit 5 further enforce this strategy.

Through Road designed as street

The proposed main link site road along with secondary access roads in the scheme are designed to incorporate DMURS and offer improved cyclist and pedestrian infrastructure. The site boundary along Calmount Road and Ballymount avenue will tie into proposed cycle and pedestrian lanes as per ET3 Objective 6, promoting cycling and walking providing adequate provision for cycle and pedestrian linkages. The introduction of more generous landscaped areas will further promote an active street environment as per CDP Table 11.18 guidelines.



Aerial representation from the pre-planning submission issued to South Dublin County Council



New proposal incorporating the reorientation of Logistic units and inclusion of outboard office accommodation to Units 4 & 6 together with the revised unit 5 which now includes 12 no. own door commercial offices

5 Proposed Development

5. Proposed Development

Given the location of the site, existing infrastructure, and increased demand for warehousing / logistics / industry in the area, the principle of the proposed development including own-door offices and a café/ restaurant unit on the site is considered to be appropriate. The site analysis and planning context summarised above has informed the emerging development proposal for the site, which is summarised below and illustrated in subsequent sections.

As set out previously, the proposal consists of the construction of 5 no. warehouse/ logistics (Total GIA 20,156 sq.m) units, 3 no. own door office units (Total GFA 4,194 sq.m) over three levels, and a coffee shop (Total GFA 213 sq.m), with a combined total GIA of c. 24,563 sq.m, on a site of 7.45 ha. The proposed development has been designed in line with the Key Principles for Development within Enterprise and Employment Zones as set out within Table 11.18 of the South Dublin CDP. Please refer to Section 9 page 31 for Architects compliance to CDP Table 11.18 for further commentary.

Design and Layout

As previously noted, the proposed development includes the partial construction of the link road as identified in the CDP between Calmount Road and Ballymount Road Lower dividing the site in two, avoiding the requirement for direct access from units on to Calmount Road or Ballymount Avenue. This new main access road along with the internal road layouts, setbacks, car parking and landscaping have all been integrated to achieve a strong hierarchy of circulation as per CDP Table 11.18 principles. The proposed warehouses / logistics units are rectilinear in form and have been orientated along a south-west north-east alignment within the application site to align with the existing road infrastructure and urban grid. The setback from the boundaries along the existing road network ranges from 17-meters from the larger units to a 7-meters set-back from the roundabout where more presence is required, and height allows. This will go further again to limit the visibility of the development from surrounding viewpoints in the area. Building heights in the proposed development respond to the surrounding context by employing

transitions along the boundaries to Calmount Road and Ballymount Avenue. The neighbouring buildings reach 10.28m to the south and 8.30m to the east. To both Unit 4 and 6 the outboard offices allow the buildings to step to 9.150 before achieving a parapet height of 17.090. The Own-door offices further enforce this transition with a parapet height of 13.450 allowing the corner to both step the height of the proposal while also achieving in having tall buildings along this key movement corridor as per the CDP Table 11.18.



Artists representation of outboard office to unit 6 stepping the facade

Each of the proposed buildings is located as to maximize frontage onto the public realm where possible and enclose private external space either to the side or rear as per Table 11.18. The site boundary will tie into proposed cycle and pedestrian lanes as per ET3 Objective 6, while the proposed retail coffee shop off the entrance from Calmount road will go further in providing more active street frontage.

Signage for the proposed buildings will be simple in design and integrate with the architectural treatment of the façade. Site entrance signage will be landscaped appropriately in keeping with the principles set out in Table 11.18 of the CDP. **Please refer to Murray & Associates documents for further information.**

The internal layouts of the proposed warehouse/ logistics units provide for large flexible internal spaces, served by loading bays to service yards away from the main building's entrances. Waste management and recycling will be subject to operator's requirements and there is ample room within the service yards of each unit. The internal warehouse / logistics spaces are set out on a single level to provide for approximately 14-meter internal clearances, while the proposed ancillary office spaces and staff facilities will be set out over two levels.

Each of the warehouse/ logistics buildings in the proposal employs a double aspect addressing both the link road/ Ballymount Avenue and its own entrance. The ancillary office and staff facility areas for each building front onto the main access and arrival area providing for ease of access to the proposed car and bicycle parking provided. The 3 own-door office blocks contain 12 premises in total, each over 3 floors. Each block is dual aspect with expansive glazing taking advantage of orientation and position. Communal waste management and recycling facilities are also provided. The café/ restaurant unit 7 provides for outdoor seating and direct access to the landscaped area at the site entrance off Calmount Road, with a waste management and recycling area provided to the rear.

Elevational Treatment

The architectural design of the proposed development, as demonstrated by the elevations in the following section, provides a high-quality contemporary aesthetic.

The proposed warehouse/ logistics units elevations will consist predominantly of light grey three-crown profile panels laid vertically. The selection of subtle light grey tones serve to dissipate the massing of the main warehouse elements and provide visual interest, while a clearly defined lower band of the main warehouse is clad in dark grey flat panels to visually anchor the building and reduce its perceived height. It also contrasts and provides a backdrop for the brighter colours above. The same panels span full height at intervals, visually breaking down the elevations, stepping the parapet line and reducing the overall perceived mass. The selection of lighter coloured cladding on the upper sections will blend into the skyline and further reduce the perceived height of the buildings.

The feature office elements are designed to create an architecturally attractive and welcoming building frontage. They are encapsulated by a continuous architectural frame providing shelter and further articulating the main office entrance. Additionally to provide for greater façade articulation, a full height vertical feature green wall is proposed to the south-east façade of Unit 6. It will comprise of a galvanised steel frame, offset from the face of the cladding, complete with stainless steel cable tie lattice to accommodate vertical growth of self-clinging plants.



Artists representation of own-door offices unit 5 articulation

The proposed own-door offices of unit 5 are defined by their predominant use of PPC Curtain Walling façade. This glazing to the first and second floors is framed by an off-white coloured render to give them both visual interest as well as creating a dialogue with the streetscape. The ground floor continues this approach as it employs the same extensive glazing across both front and rear elevations allowing for increased interaction with the public realm. Each block is accessed by a dark grey stair core anchoring it to the site and creating visual contrast.

The proposed café/ restaurant unit 7 employs a similar PPC Curtain Walling façade to the main service and seating area of the building allowing for transparency and activation of the public realm. The back of house facilities are contained within a coloured stone clad block providing a contemporary architectural design.

Access and Parking

As previously discussed, access to the units will be provided by the partial construction of the link road proposed in the CDP, as well as separate access for the own-door office units off Ballymount Avenue. The internal site circulation will provide direct access to the proposed car parking area for each building (comprising 291 no. spaces including 17 no. accessible spaces and 31 no. electric vehicle spaces in total). The buildings orientation allows for ample opportunity for landscape treatment to screen parking areas from the new link road as per CDP Table 11.18.

Landscaping and Ancillary Development

The proposed car parking and overall site layout provides for a high standard of landscaping and tree planting, which will soften and improve the overall appearance of the proposed development, both internally and externally from adjoining lands. As per CDP Table 11.18 guidelines, the design and layout of the site promotes cycling and walking providing adequate provision for cycle and pedestrian linkages.

A landscape layout for the proposed development has been prepared by Murray and Associates landscape architects. **Please refer to Murray & Associates documents for more detail.** The development includes 5 no. ESB substations which have been positioned for ease of access and to minimise visual impact. There is also provision for 170 no. covered cycle parking spaces and all ancillary works.



5. Schedule of Areas

CALMOUNT ROAD			
10-12, 14-20 SCHEDULE OF AREAS			
UNIT 1			
SITE DETAILS			
Site Area Subject to Application	(sqm)	(sqft)	
Site Area under Applicant's Ownership	74,516	802,090	
Development Area	21,012.5	224,651	231,006

TOT ARCHITECTS

Site Coverage			29.9%
Ratio			0.30

UNIT 1

GROSS INTERNAL AREAS		(sqm)	(sqft)
GROUND FLOOR	2,276	24,500	
Entire/Associated Amen/Circulation	138	1,478	
Warehouse associated Support Areas	2,648	28,522	
FIRST FLOOR	240	2,571	
Office/Associated Amen/Circulation			
OVERALL GROSS INTERNAL AREA	3,026	32,565	

UNIT 3

GROSS INTERNAL AREAS		(sqm)	(sqft)
GROUND FLOOR	3,288	35,177	
Entire/Associated Amen/Circulation	118	1,268	
Warehouse associated Support Areas	3,170	33,909	
FIRST FLOOR	252	2,713	
Office/Associated Amen/Circulation			
OVERALL GROSS INTERNAL AREA	3,520	37,890	

UNIT 6

GROSS INTERNAL AREAS		(sqm)	(sqft)
GROUND FLOOR	3,463	37,276	
Entire/Associated Amen/Circulation	138	1,478	
Warehouse associated Support Areas	3,325	35,798	
FIRST FLOOR	294	3,165	
Office/Associated Amen/Circulation			
OVERALL GROSS INTERNAL AREA	3,727	40,441	

OFFICE-BLOCK 5B

GROSS INTERNAL AREAS		(sqm)	(sqft)
GROUND FLOOR	466	5,016	
Entrance + Circulation + Office + Associated Support Areas			
FIRST FLOOR	466	5,016	
Office + Associated Support Areas + Circulation			
SECOND FLOOR	466	5,016	
Office + Associated Support Areas + Circulation			
OVERALL GROSS INTERNAL AREA	1,398	15,048	

UNIT 2

GROSS INTERNAL AREAS		(sqm)	(sqft)
GROUND FLOOR	5,687	61,000	
Entire/Associated Amen/Circulation	138	1,478	
Warehouse associated Support Areas	5,529	59,522	
FIRST FLOOR	361	3,888	
Office/Associated Amen/Circulation			
OVERALL GROSS INTERNAL AREA	6,028	64,888	

UNIT 4

GROSS INTERNAL AREAS		(sqm)	(sqft)
GROUND FLOOR	3,560	38,320	
Entire/Associated Amen/Circulation	138	1,478	
Warehouse associated Support Areas	3,422	36,842	
FIRST FLOOR	267	2,874	
Office/Associated Amen/Circulation			
OVERALL GROSS INTERNAL AREA	3,827	41,194	

OFFICE-BLOCK 5A

GROSS INTERNAL AREAS		(sqm)	(sqft)
GROUND FLOOR	466	5,016	
Entrance + Circulation + Office + Associated Support Areas			
FIRST FLOOR	466	5,016	
Office + Associated Support Areas + Circulation			
SECOND FLOOR	466	5,016	
Office + Associated Support Areas + Circulation			
OVERALL GROSS INTERNAL AREA	1,398	15,048	

OFFICE-BLOCK 5C

GROSS INTERNAL AREAS		(sqm)	(sqft)
GROUND FLOOR	466	5,016	
Entrance + Circulation + Office + Associated Support Areas			
FIRST FLOOR	466	5,016	
Office + Associated Support Areas + Circulation			
SECOND FLOOR	466	5,016	
Office + Associated Support Areas + Circulation			
OVERALL GROSS INTERNAL AREA	1,398	15,048	

UNIT 7 CAFE/RESTAURANT UNIT

GROSS INTERNAL AREAS		(sqm)	(sqft)
GROUND FLOOR	213	2,299	
Entrance + Restaurant Area + Kitchen + Associated Amen			
OVERALL GROSS INTERNAL AREA	213	2,299	

CAR PARKING-UNIT 1

Workhousing 3026 sqm GFA @ 2:100 SQM	30	Proposed
Standard parking spaces	25	
Accessible Parking(5%)	2	
EV Parking(10%)	3	
OVERALL CAR PARKING SPACES	30	

BICYCLE PARKING-UNIT 1

Workhousing 3026 sqm GFA @ 2:200 SQM	15	Proposed
OVERALL BICYCLE PARKING SPACES	20	

CAR PARKING-UNIT 3

Workhousing 3320 sqm GFA @ 2:100 SQM	35	Proposed
Standard parking spaces	29	
Accessible Parking(5%)	2	
EV Parking(10%)	4	
OVERALL CAR PARKING SPACES	35	

BICYCLE PARKING-UNIT 3

Workhousing 3320 sqm GFA @ 2:200 SQM	18	Proposed
OVERALL BICYCLE PARKING SPACES	20	

CAR PARKING-UNIT 5

Office 4194 sqm GFA @ 2:50 SQM	64	Proposed
Standard parking spaces	65	
Accessible Parking(5%)	4	
EV Parking(10%)	8	
OVERALL CAR PARKING SPACES	77	

BICYCLE PARKING-UNIT 5

Workhousing 4194 sqm GFA @ 2:100 SQM	21	Proposed
Long Stay		
Short Stay	21	
OVERALL BICYCLE PARKING SPACES	50	

CAR PARKING-UNIT 7 CAFE/RESTAURANT

Cafe/Restaurant 213 sqm GFA @ 1:15 SQM	14	Proposed
Standard parking spaces	10	
Accessible Parking(5%)	2	
EV Parking(10%)	2	
OVERALL CAR PARKING SPACES	14	

BICYCLE PARKING-UNIT 7 CAFE/RESTAURANT

Cafe/Restaurant 213 sqm GFA @ 1:20 SQM	8	Proposed
OVERALL BICYCLE PARKING SPACES	10	

SUB-STATIONS

GROSS INTERNAL AREAS		(sqm)	(sqft)
SUB-STATION 1	25	269	
SUB-STATION 2	25	269	
SUB-STATION 3	25	269	
SUB-STATION 4-5	30.2	325	
SUB-STATION 6	25	269	
OVERALL GROSS INTERNAL AREA	130	1,401	

CAR PARKING-UNIT 2

Workhousing 6026 sqm GFA @ 2:100 SQM	60	Proposed
Standard parking spaces	51	
Accessible Parking(5%)	3	
EV Parking(10%)	6	
OVERALL CAR PARKING SPACES	60	

BICYCLE PARKING-UNIT 2

Workhousing 6026 sqm GFA @ 2:200 SQM	30	Proposed
OVERALL BICYCLE PARKING SPACES	30	

CAR PARKING-UNIT 4

Workhousing 3827 sqm GFA @ 2:100 SQM	38	Proposed
Standard parking spaces	32	
Accessible Parking(5%)	2	
EV Parking(10%)	4	
OVERALL CAR PARKING SPACES	38	

BICYCLE PARKING-UNIT 4

Workhousing 3827 sqm GFA @ 2:200 SQM	19	Proposed
OVERALL BICYCLE PARKING SPACES	20	

CAR PARKING-UNIT 6

Workhousing 3757 sqm GFA @ 2:100 SQM	38	Proposed
Standard parking spaces	31	
Accessible Parking(5%)	2	
EV Parking(10%)	4	
OVERALL CAR PARKING SPACES	37	

BICYCLE PARKING-UNIT 6

Workhousing 3757 sqm GFA @ 2:200 SQM	19	Proposed
OVERALL BICYCLE PARKING SPACES	20	

6 CGI's of Proposed Development

6. CGI's of Proposed Development - Aerial View



Artists impression of proposal from the entrance off Calmount Road



Artists impression of proposal from junction of Calmount Road and Ballymount Avenue

6. CGI's of Proposed Development - Street View



Artists impression of view north west along main access road.



Artists impression of view along Calmount Road looking north-east.



Artists impression of view along Calmount Road looking south-west.



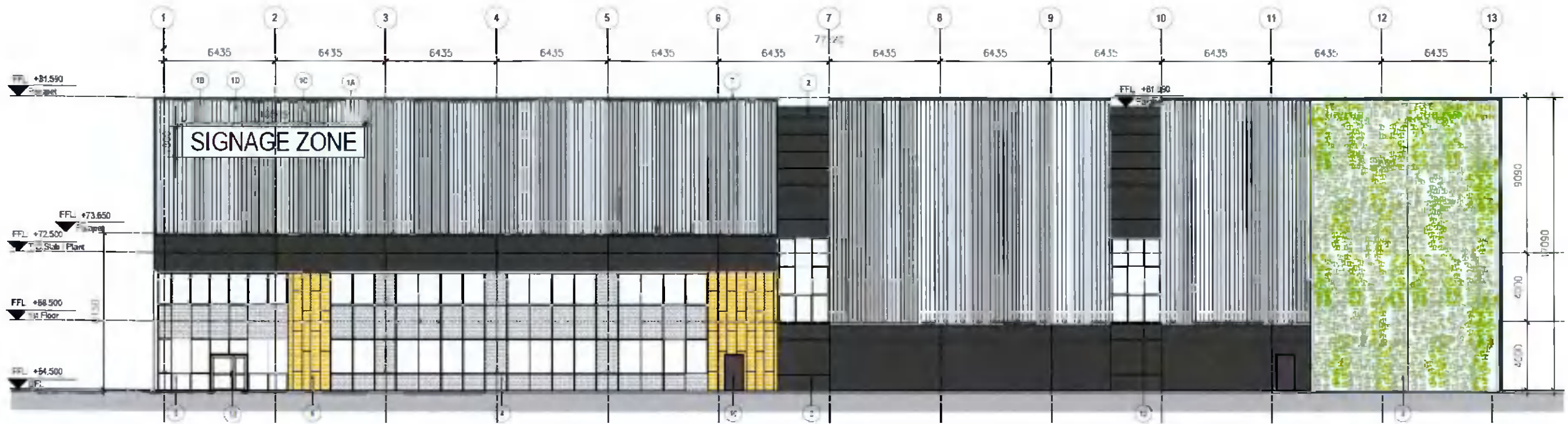
Artists impression of view along Ballymount Avenue looking north-west.

7 Site Plan and Typical Elevations

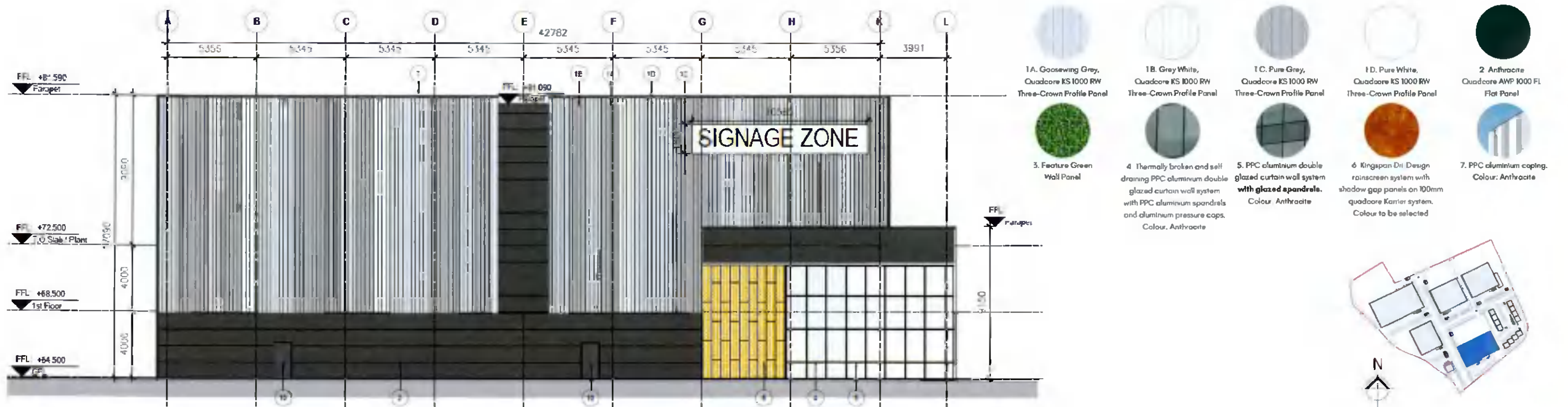
7. Proposed Site Layout Plan



Unit 6 - Elevations

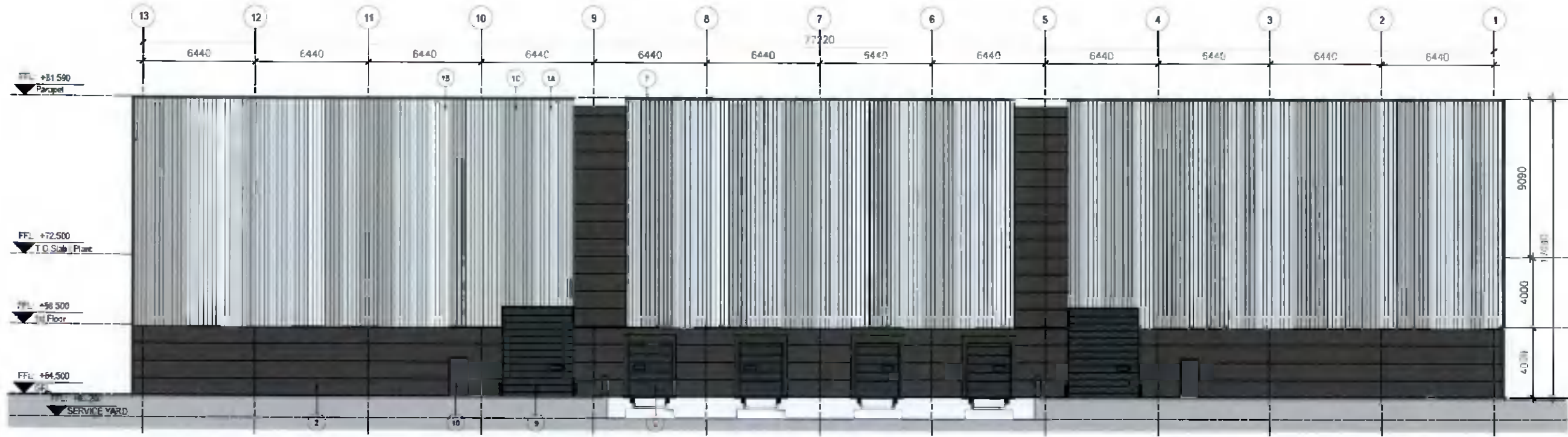


South-East Elevation

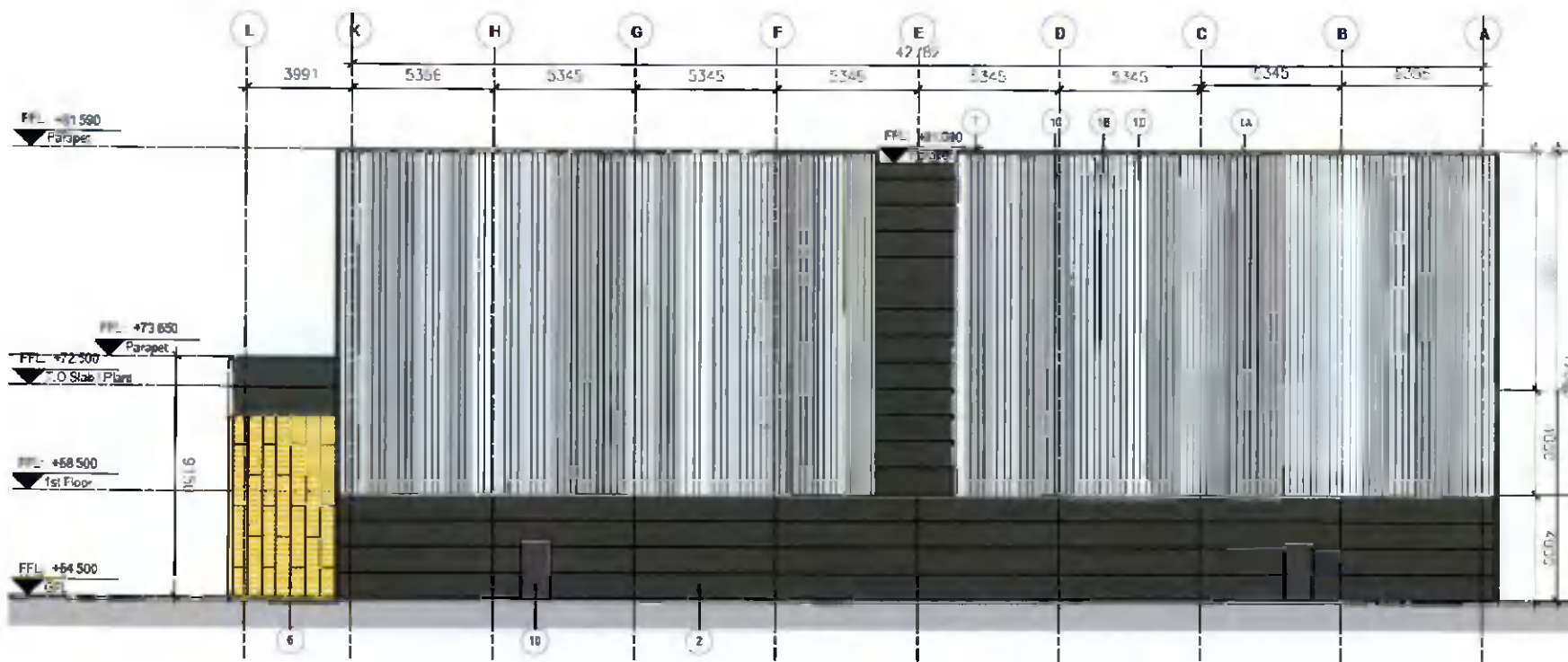


South-West Elevation

Unit 6 - Elevations



North-West Elevation



North-East Elevation

- 

1A. Goosewing Grey, Quadoore KS 1000 RW Three-Crown Profile Panel
- 

1B. Grey White, Quadoore KS 1000 RW Three-Crown Profile Panel
- 

1C. Pure Grey, Quadoore KS 1000 RW Three-Crown Profile Panel
- 

1D. Pure White, Quadoore KS 1000 RW Three-Crown Profile Panel
- 

2. Anthracite Quadoore AWP 1000 FL Flat Panel
- 

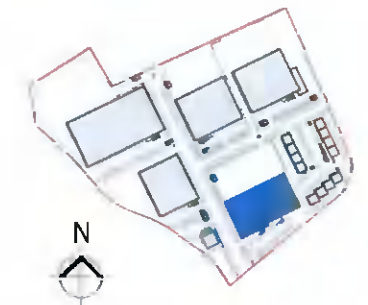
3. Feature Green Wall Panel
- 

4. Thermally broken and self draining PPC aluminium double glazed curtain wall system with PPC aluminium spandrels and aluminium pressure caps. Colour: Anthracite
- 

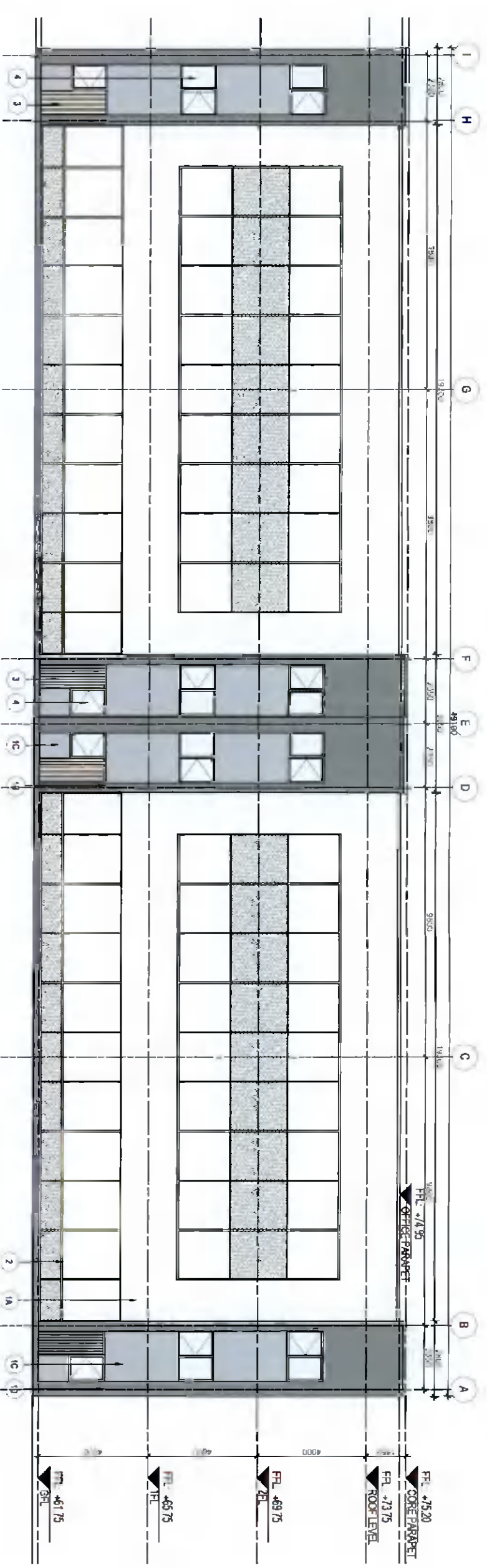
5. PPC aluminium double glazed curtain wall system with glazed spandrels. Colour: Anthracite
- 

6. Kingspan Dri Design rainscreen system with shadow gap panels on 100mm quadoore Komier system. Colour to be selected
- 

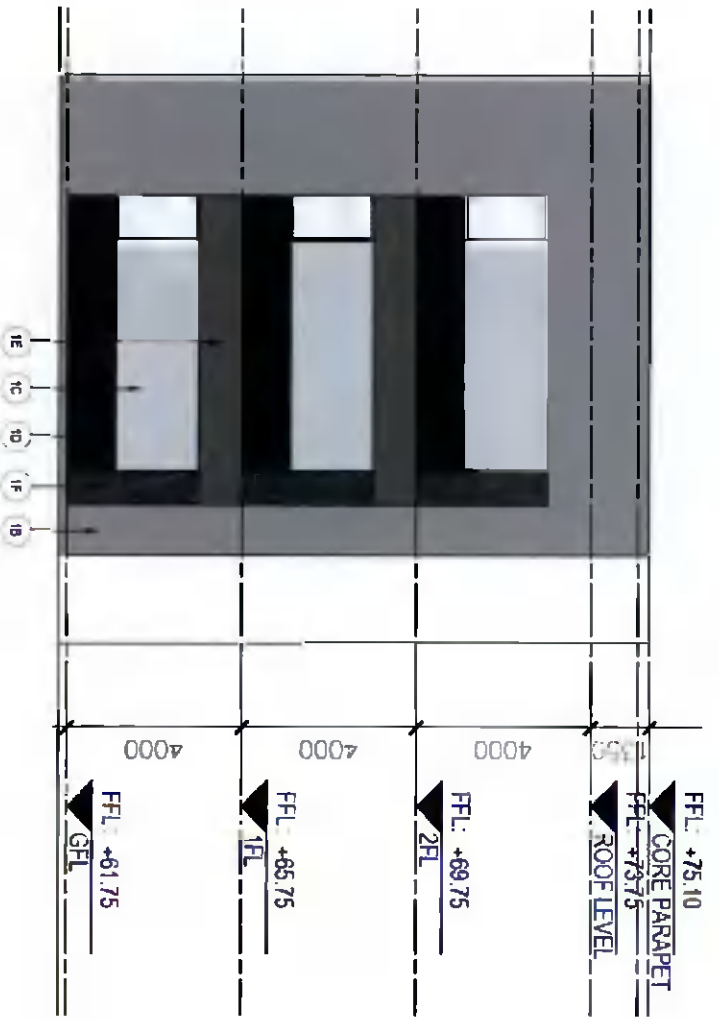
7. PPC aluminium coping. Colour: Anthracite



Unit 5A - Elevations



North-East Elevation

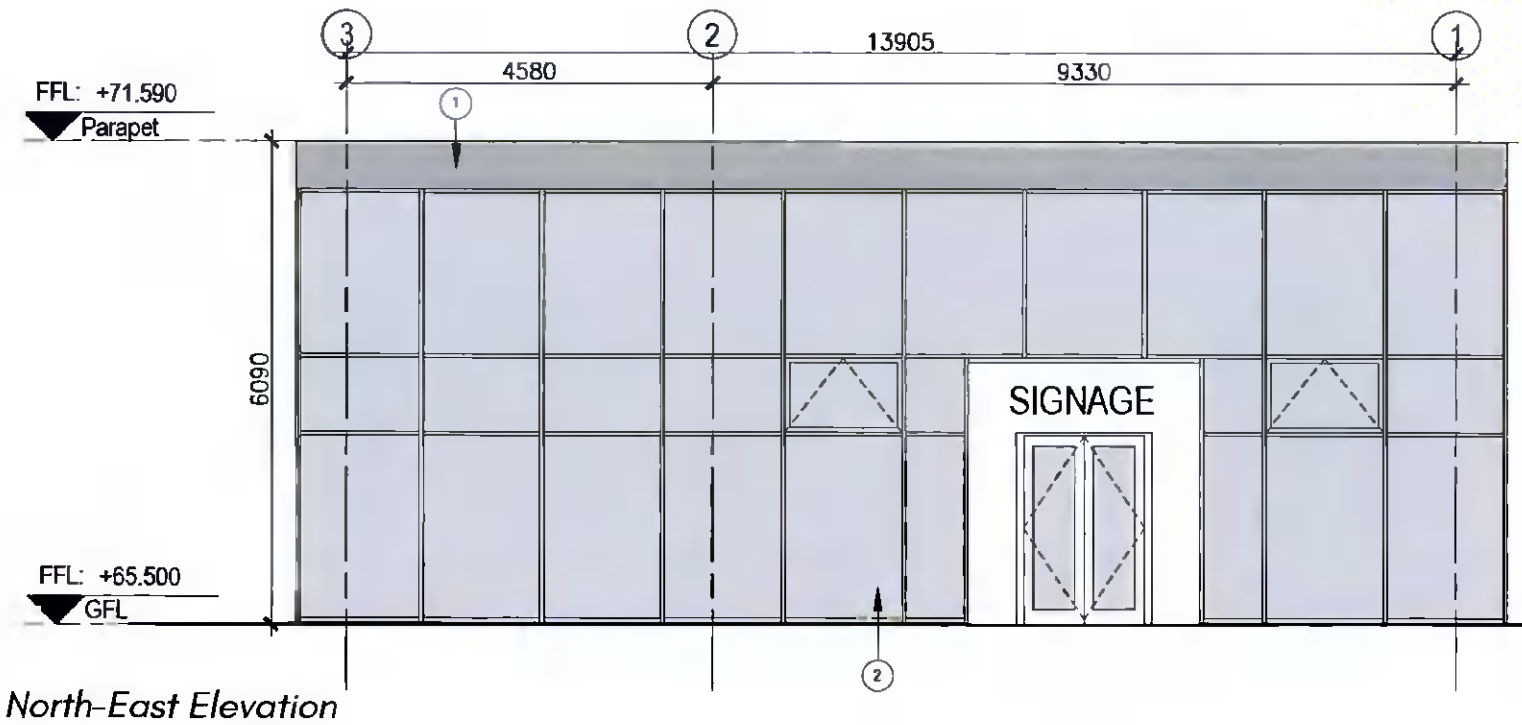
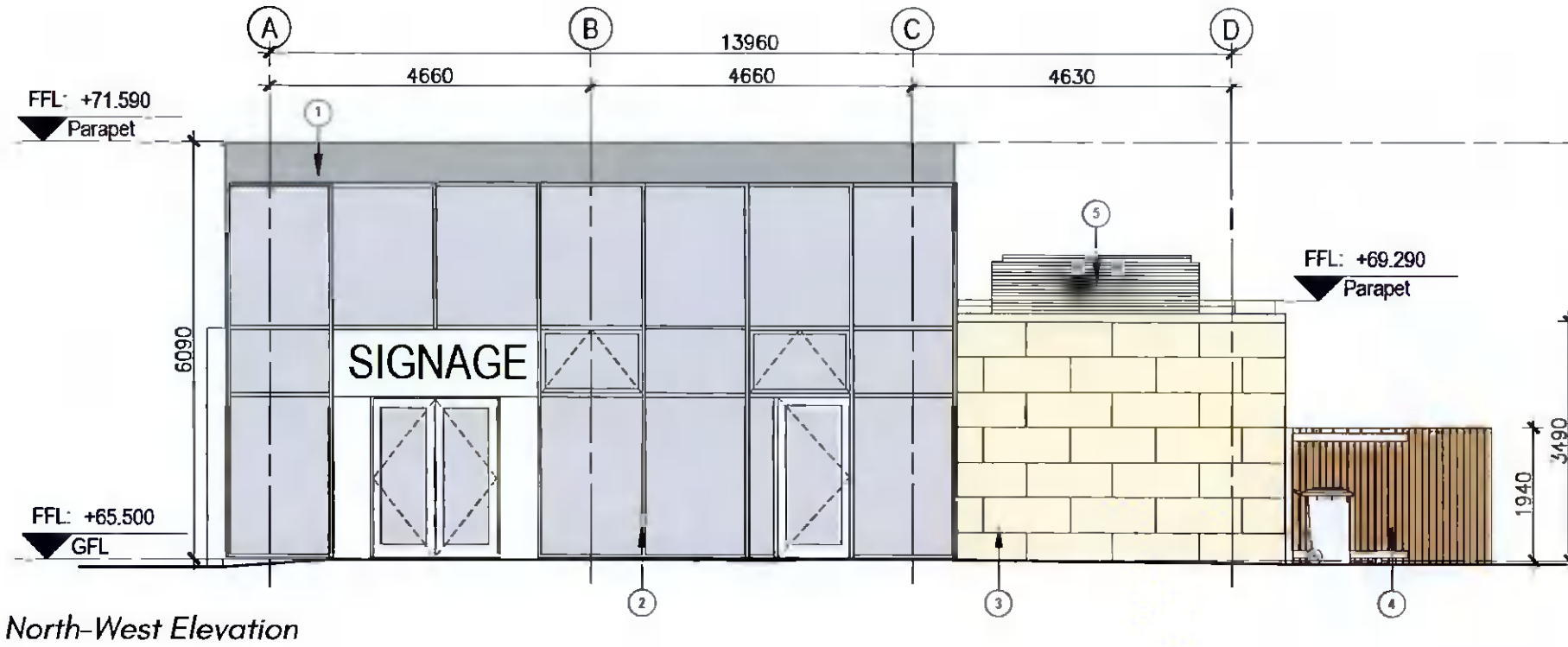


North-West Elevation

- 1A Concrete Render
Off-White
- 1B Concrete Render
Pala Grey
- 1C Concrete Render
Mid Grey
- 1D Concrete Render
Anthracite
- 2 High Performance
Double Glazed Window
Colour: Anthracite
- 3 Insulated Double Glazed
Door Colour: Dark Grey
- 4 High Performance
Double Glazed Window
Colour: Anthracite
- 5 JPC aluminium double
glazed curtain wall system
with glazed spandrel.
Colour: Anthracite
- 6 Concrete Render
Dark Grey
- 7 Concrete Render
Grey



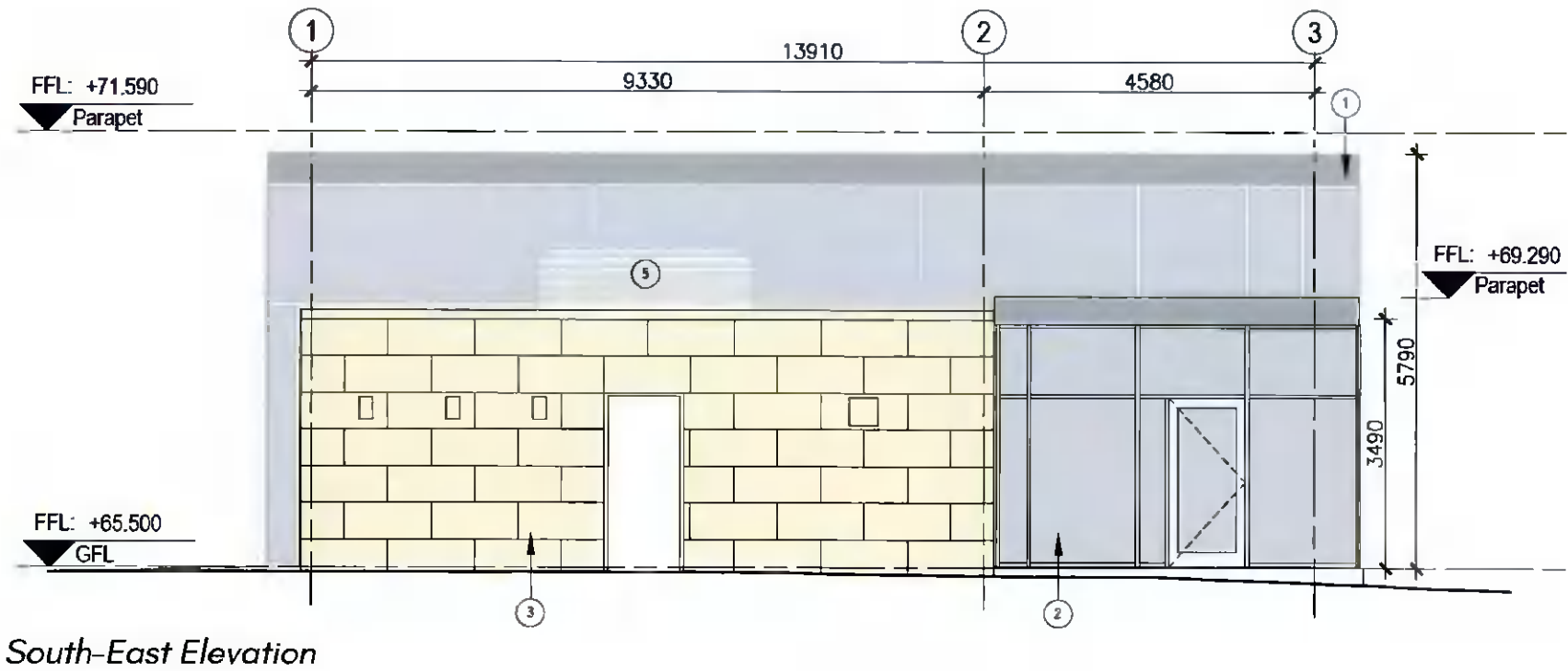
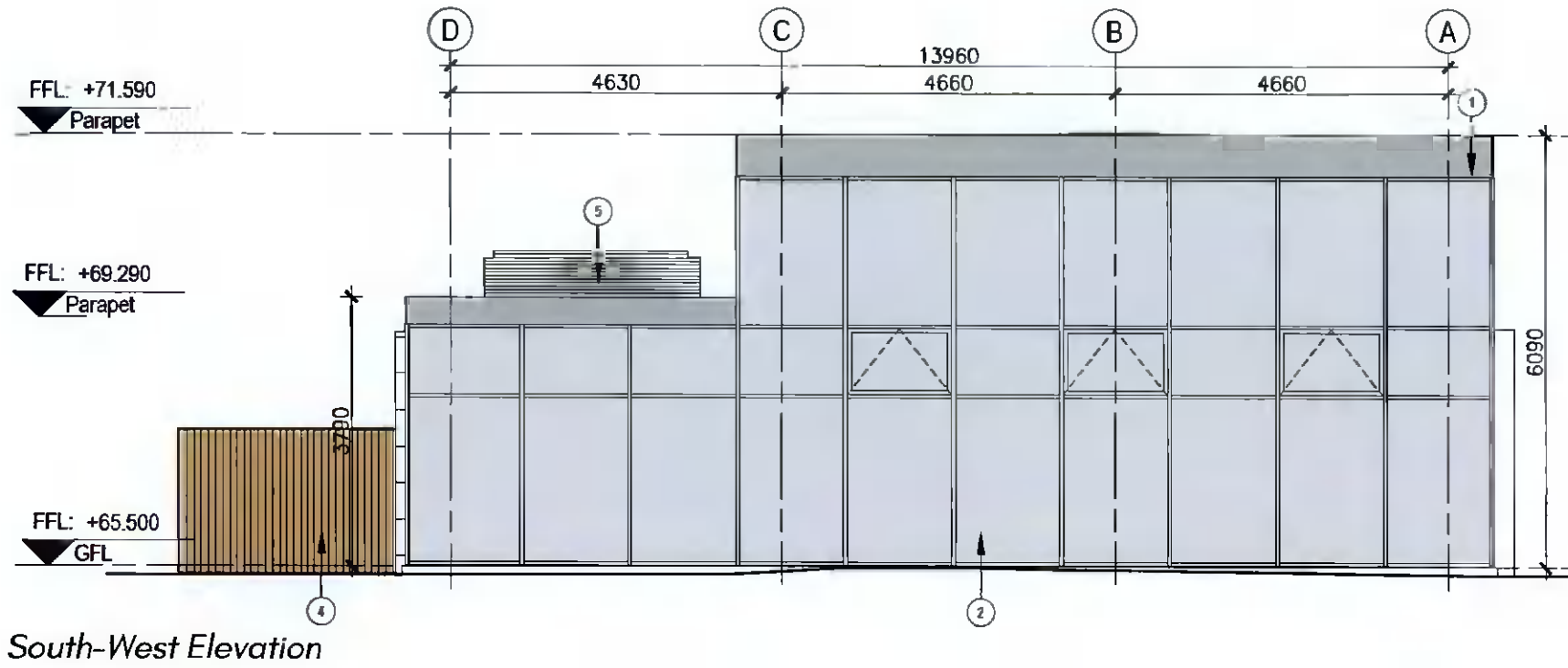
Unit 7 - Café/ Restaurant - Elevations



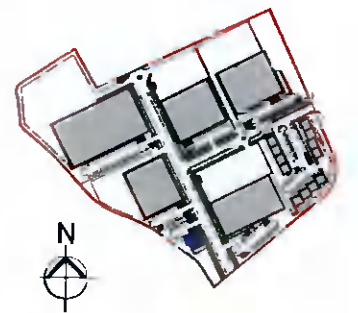
- 1 PPC aluminum coping. Colour: Anthracite
- 2 PPC aluminum double glazed curtain wall system. Colour: Anthracite
- 3 Coloured Stone Cladding System to Selected Colour
- 4 Timber Cladding to Steel Structure
- 5 Aluminum Louvre Colour: Grey



Unit 7 - Café/ Restaurant - Elevations



- 1. PPC aluminium coping.
Colour: Anthracite
- 2. PPC aluminium double glazed curtain wall system.
Colour: Anthracite
- 3. Coloured Stone Cladding System to Selected Colour
- 4. Timber Cladding to Steel Structure
- 5. Aluminium Louvre
Colour Grey



8 Architects Planning Submission Drawing Issue Sheet

8. Architects Planning Submission Drawing Issue Sheet

TOT ARCHITECTS 49 Upper Mount Street, Dublin 2		TOT ARCHITECTS Tet 01 703 7800 Web www.totarch.ie Email info@totarch.ie	
Drawing Issue Sheet		PROJECT No. 18-42	
ISSUED TO:		STAGE PLANNING	
Warehouse/ Logistics, Office & Café/ Restaurant Development at Calmount Road, Ballymount, Dublin 12			
Client	Park Developments		
Planning Consultant	John Spain Associates	6	
M & E Engineers	PMEP		
Civil/ Structural Engineers	DBFL		
Landscape Architect	Murray & Associates		
DATE OF ISSUE			
		30.03.2022	
R=Reduced set, D=Issued on disk, E=email, P=PDF version, C=CAD, PC=PDF and CAD, U=USB stick			
TITLE	Sheet	SCALE	Drawing No.
Site Plans			
Site Location Map	A1	1:1000	PA-101
Proposed Site Plan	A0	1:500	PA-102
Proposed Site Plan - Take in charge	A0	1:500	PA-110
PLANS			
GA Ground & First Floor Plan - Unit 01	A1	1:200	PA-200
GA Roof Plan - Unit 01	A1	1:200	PA-201
GA Ground & First Floor Plan - Unit 02	A1	1:200	PA-202
GA Roof Plan - Unit 02	A1	1:200	PA-203
GA Ground & First Floor Plan - Unit 03	A1	1:200	PA-204
GA Roof Plan - Unit 03	A1	1:200	PA-205
GA Ground & First Floor Plan - Unit 04	A1	1:200	PA-206
GA Roof Plan - Unit 04	A1	1:200	PA-207
GA Ground, First, Second Floor Plan & Roof Plan - Unit 05A	A1	1:100	PA-208
GA Ground, First, Second Floor Plan & Roof Plan - Unit 05B	A1	1:100	PA-209
GA Ground, First, Second Floor Plan & Roof Plan - Unit 05C	A1	1:100	PA-210
GA Ground & First Floor Plan - Unit 06	A1	1:200	PA-211
GA Roof Plan - Unit 06	A1	1:200	PA-212
GA Ground Floor Plan - Unit 07 - Café/Restaurant	A3	1:100	PA-213
GA Roof Plan - Unit 07 - Café/Restaurant	A3	1:100	PA-214
SECTIONS			
GA Sections A-A & B-B UNIT 01	A1	1:150	PA-300
GA Sections A-A & B-B UNIT 02	A1	1:150	PA-301
GA Sections A-A & B-B UNIT 03	A1	1:150	PA-302
GA Sections A-A & B-B UNIT 04	A1	1:150	PA-303
GA Sections A-A & B-B UNIT 05A,05B,05C	A1	1:100	PA-304
GA Sections A-A & B-B UNIT 06	A1	1:150	PA-305
GA Section A-A UNIT 07 - Café/Restaurant	A3	1:100	PA-306
ELEVATIONS			
Contiguous Elevations-Ballymount Venue	A1	AS SHOWN	PA-400
Contiguous Elevations-Calmount Road	A1	AS SHOWN	PA-401
GA Elevations UNIT 01	A1	1:200	PA-402
GA Elevations UNIT 02	A1	1:200	PA-403
GA Elevations UNIT 03	A1	1:200	PA-404
GA Elevations UNIT 04	A1	1:200	PA-405
GA Elevations UNIT 05A	A1	1:100	PA-406
GA Elevations UNIT 05B	A1	1:100	PA-407
GA Elevations UNIT 05C	A1	1:100	PA-408
GA Elevations UNIT 06	A1	1:200	PA-409
GA Elevations UNIT 07 - NW&E Café/Restaurant	A3	1:100	PA-410
GA Elevations UNIT 07 - SW&SE Café/Restaurant	A3	1:100	PA-411
DETAILS			
Electrical Substation Details	A1	AS SHOWN	PA-500
Bike Shelter Details	A2	1:50	PA-501
Bin Shelter Details	A1	AS SHOWN	PA-502
Boundary Details - Fence Details	A1	AS SHOWN	PA-505
Yard Entrance Gate Details	A1	AS SHOWN	PA-506
Fire Tender Access Gate Details	A1	AS SHOWN	PA-507
SUPPORT DOCUMENTS			
Area Schedule	A2	NA	PA-700
CGI "Artists Impression"	A3	AS SHOWN	PA-701
Architects Design Statement	A3	NA	

9 Architects Compliance to CDP Table 11.18

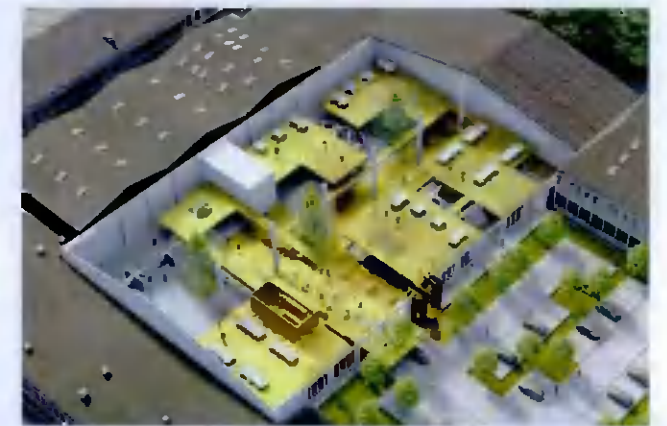
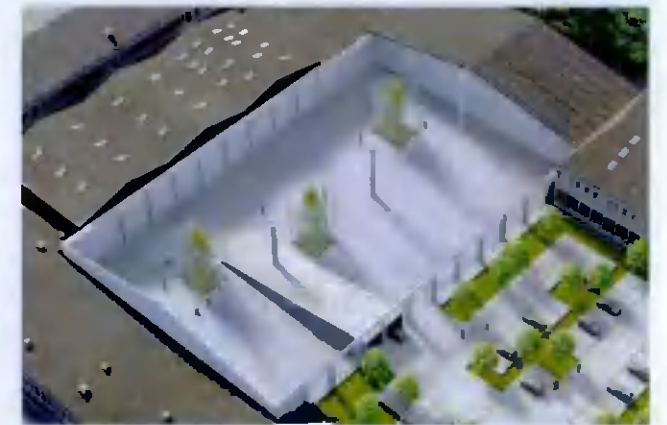
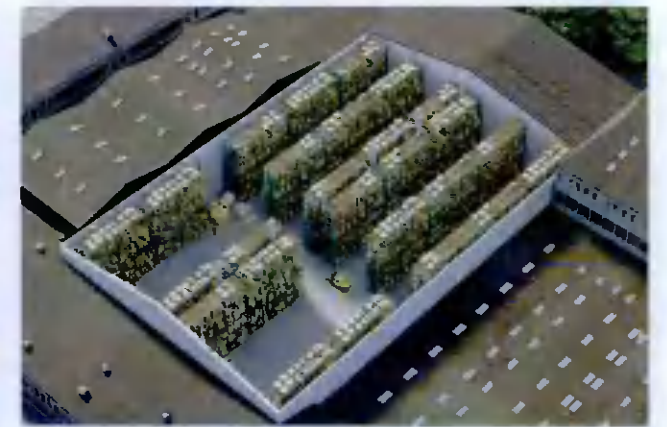
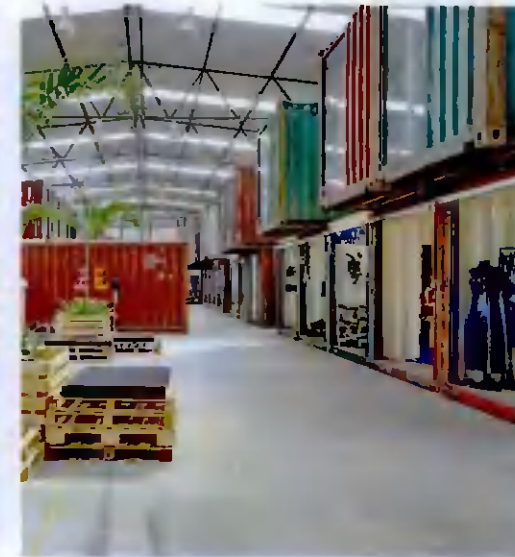
9. Architects Compliance to CDP Table 11.18

CALMOUNT ROAD 18-42_Architects Compliance to CDP Table 11.18 Date:30.03.2022		
KEY PRINCIPLES FOR DEVELOPMENT WITHIN ENTERPRISE AND EMPLOYMENT ZONES		
	CDP REQUIREMENT	DESIGN RESPONSE
Access and Movement	Major links to and through a site are provided as identified within a local plan, Masterplan and/or as determined by a site analysis process.	Road layout based on consultation between Roads Dept. and DBFL Engineers, providing for future links to lands to the north.
	The street network is easy to navigate and a clear a hierarchy is applied, identifying the function of each street.	The street network comprises of two streets and is simple to navigate, with clear hierarchy. Note there is no through-road for vehicles, only for pedestrians and cyclists.
	Individual streets are designed in accordance with the requirements of the Design Manual for Urban Roads and Streets (DMURS).	Streets have been designed in accordance with the requirements of DMURS, with the aim of creating a sustainable, adaptable streetscape that can adapt to future changes in context, in the Development Plan, and longer term under the emerging City Edge proposals.
	Large areas of parking (in particular staff parking) are located to the rear of buildings and screened from the street. Smaller areas of parking can be located to the front of buildings provided they are well designed (including areas of planting) and do not result in excessive setbacks from the street.	Parking areas are relatively small and are screened from views from the public realm, with shrub and hedge planting. Service and logistics yards are larger and to the rear of units.
	The design and layout of new business parks should promote walking, cycling and the use of public transport, including adequate provision of cycle and pedestrian linkages.	Cycling and walking are clearly prioritised with paths, cycleways, crossing points and dedicated through-routes proposed. Cycle parking provision is also provided.
Open Space and Landscape	See Landscape Architect's Submissions	
Built Form and Corporate Identity	Building heights respond to the surrounding context with transitions provided where necessary and reinforce the urban structure with taller buildings located along key movement corridors, gateways and nodes.	Transitions are employed along the boundaries to Calmount Road and Ballymount Avenue as both Unit 4 and 6 propose outboard offices in which the buildings step to 9.150m before achieving a parapet height of 17.090m. The Own-door offices further enforce this transition with a parapet height of 13.350 allowing the corner to both step the height of the proposal while also achieving in having tall buildings at this key movement corridor junction.
	Individual buildings should be of contemporary architectural design and finish (including use of colour). Various treatments should be employed to reduce the bulk, massing and scale of larger buildings.	A high-quality contemporary aesthetic is achieved employing AWP cladding panels breaking down and reducing the visual mass and scale of the warehouse/ logistics buildings. The vertical banding is broken by a step in the parapet which is reinforced by a change in cladding orientation and colour to further break down the expansive elevations. To the south-east façade of Unit 6 a green-wall will further compliment this strategy offering a full height planted element providing visual interest through a vertical landscape to the boundary with Calmount Road.
	The layout and design of buildings maximise frontages onto the public realm and enclose private external spaces (such as service yards and car parks) and storage areas behind them.	Each of the proposed buildings is located as to maximize frontage onto the public realm with office provision and enclose private external space, yard and car parks either to the side or rear where possible.
	Signage should be simple in design and designed to integrate with architectural feature and/or the landscape setting (see also Section 11.2.8 Advertising, Corporate Identification and Public Information Signs).	Signage for the proposed buildings will be simple in design and integrate with the architectural treatment of the façade as per the elevations. Site signage will integrate with the landscape setting and achieve a contemporary finish.

10 Potential Future Reuse

10. Potential Future Reuse

The warehouse/ logistics units in the proposed development are well defined in their use and generally assumed to fulfil one role over their lifespan. In considering a different approach and looking to the ideas put forth in the City Edge proposal, which is an emerging 20-40 year+ long term strategy for the area, we suggest a possible future where these large units might be repurposed and look to Austria and Handelszentrum 16 as an recent example of this. Completed in 2021, this project is an exemplar of adaptive reuse of an older warehouse facility. A selection of images from other projects describe possible uses such as manufacturing, office, childcare retail and education.



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