

**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.

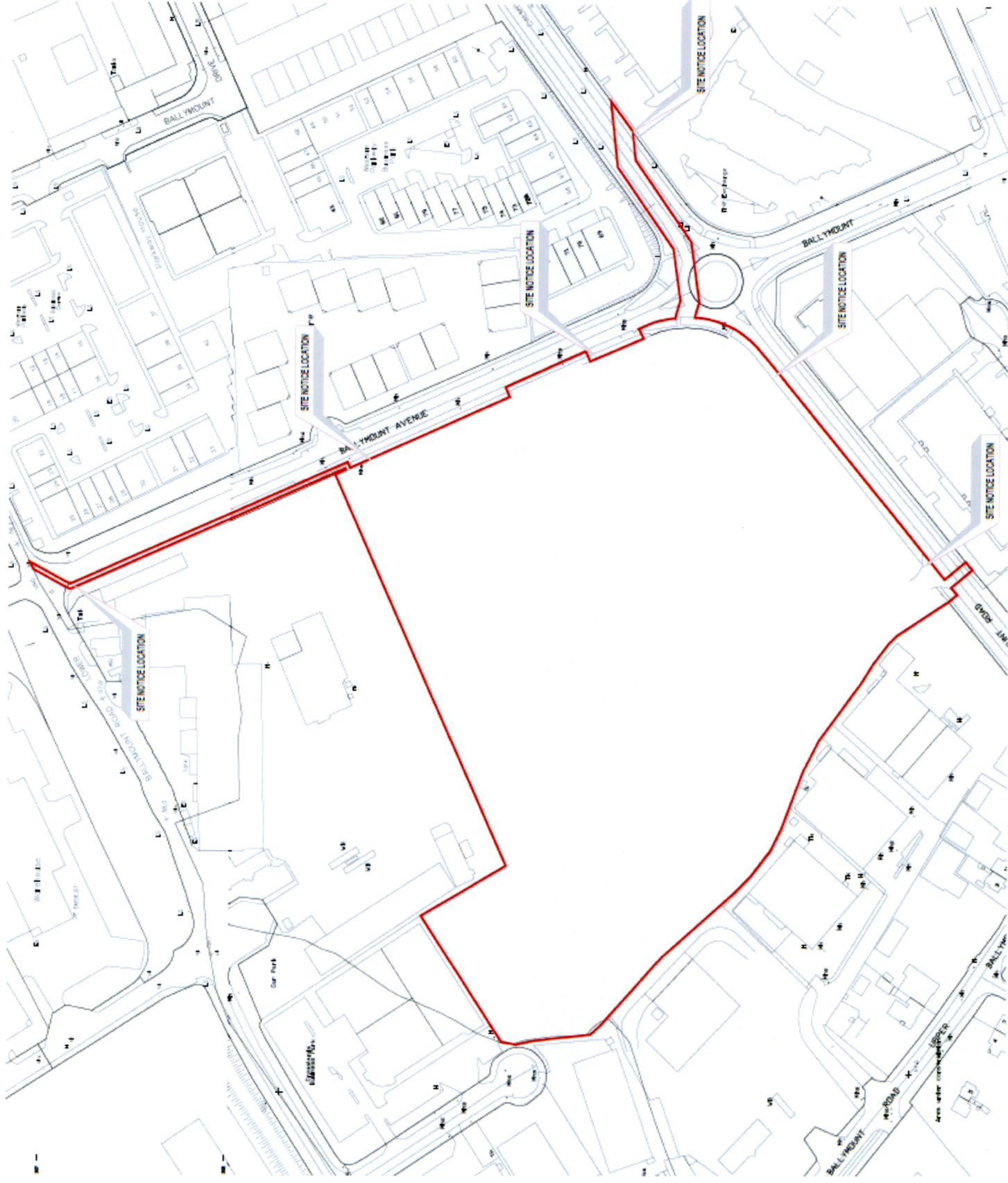


Aerial View of Subject Site. Source: Google Earth

## 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**

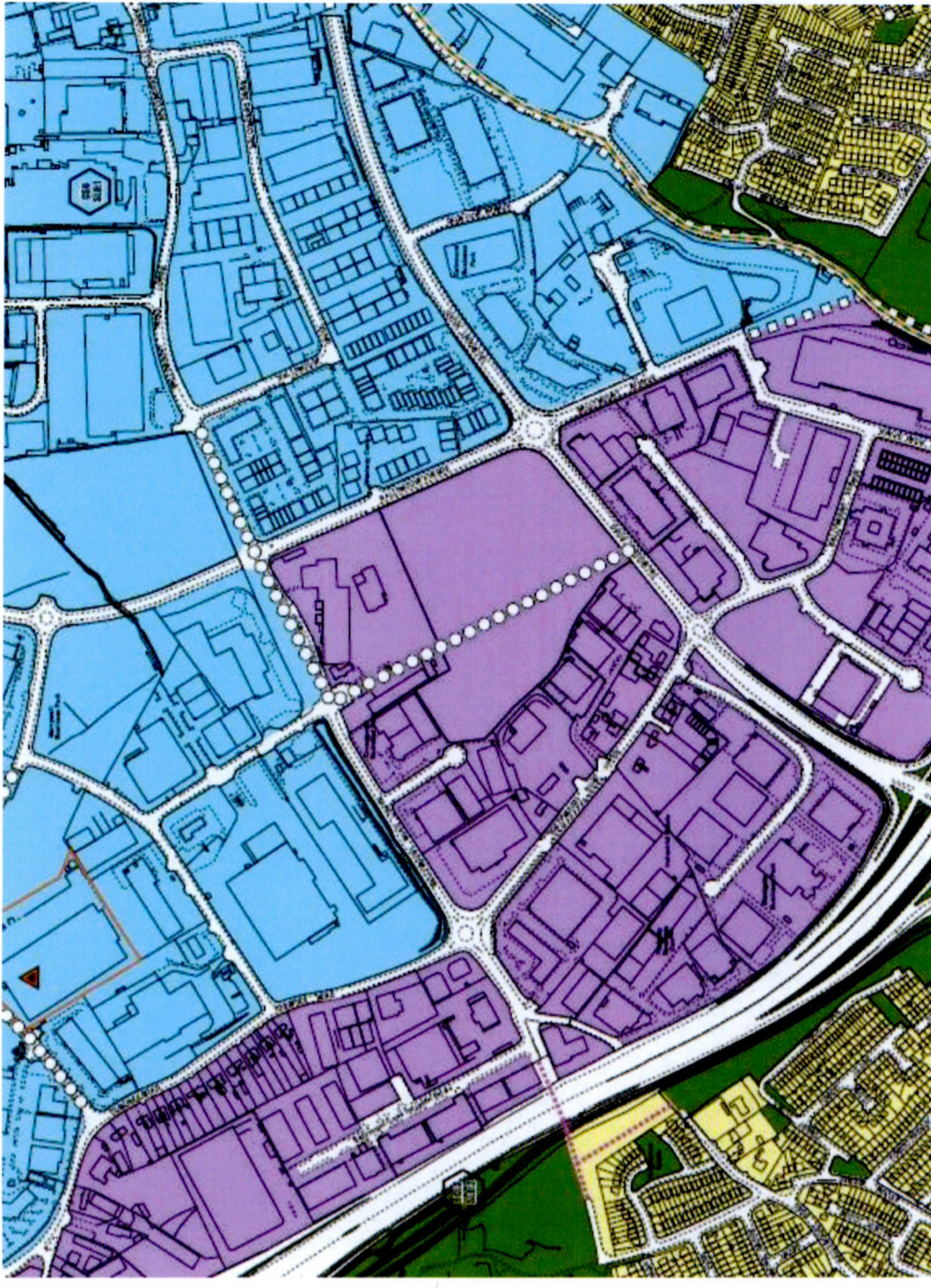


### 3. Planning Context

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**

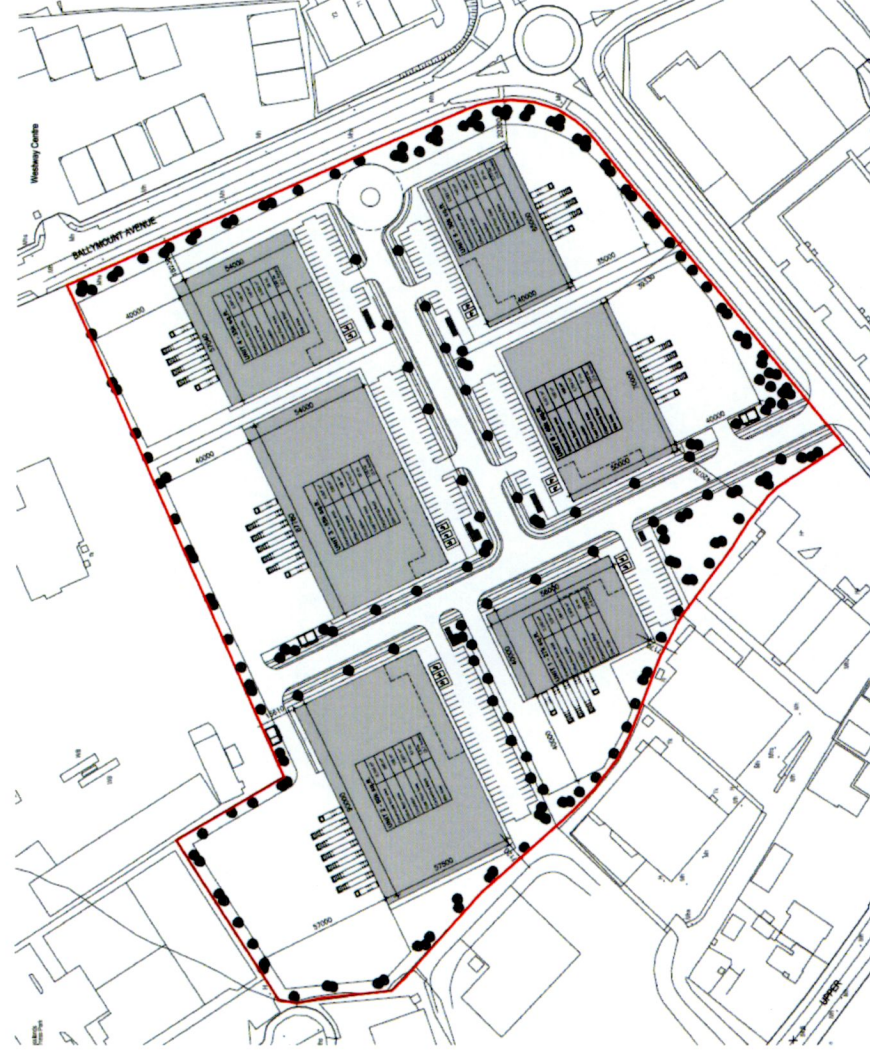
#### 4. Scheme Evolution

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

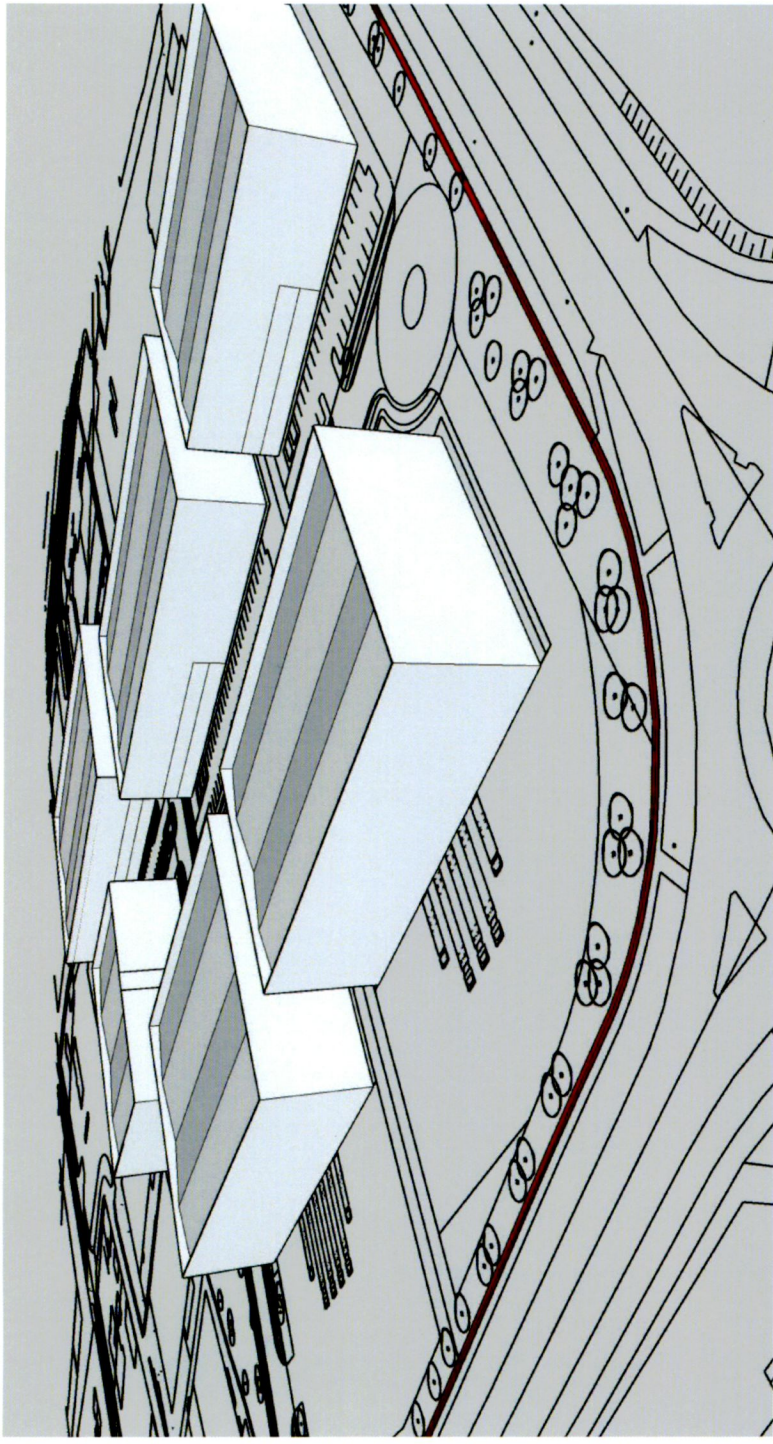
**5 Proposed Development**

### 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