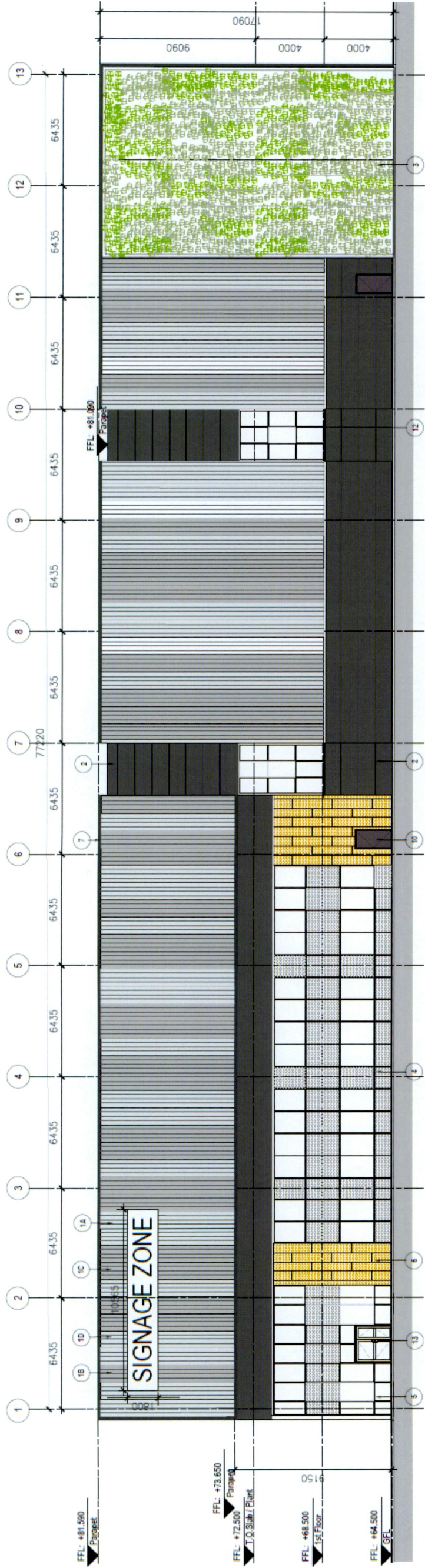


### 7. Proposed Site Layout Plan

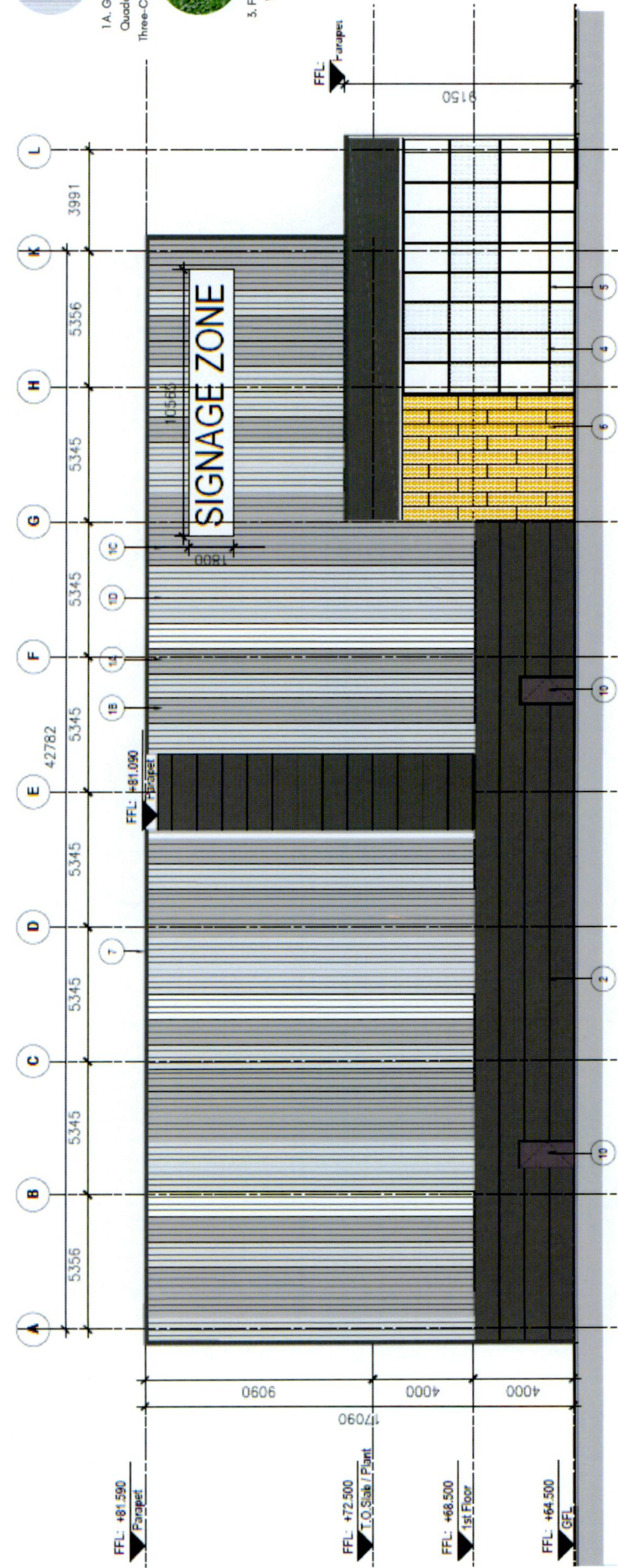




### Unit 6 - Elevations

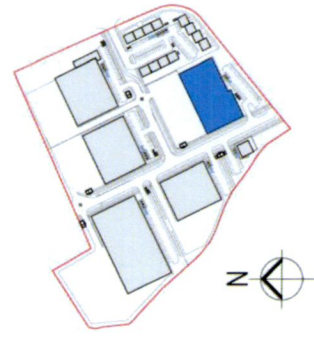


South-East Elevation



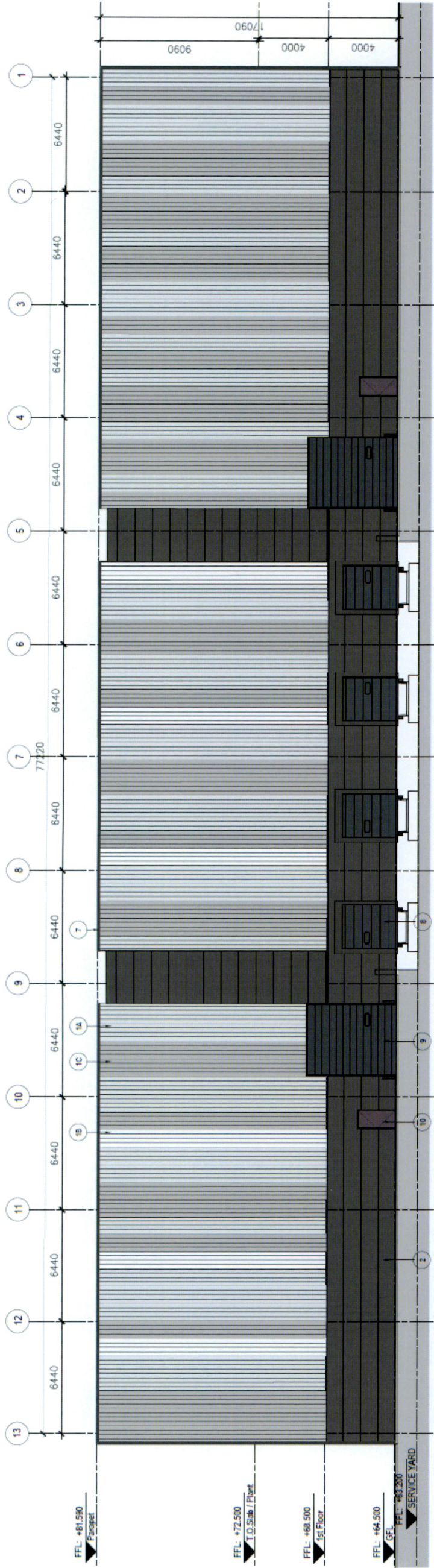
South-West Elevation

- 1.A. Goosewing Grey, Quadcore KS 1000 RW Three-Crown Profile Panel
- 1.B. Grey White, Quadcore KS 1000 RW Three-Crown Profile Panel
- 1.C. Pure Grey, Quadcore KS 1000 RW Three-Crown Profile Panel
- 1.D. Pure White, Quadcore KS 1000 RW Three-Crown Profile Panel
- 2. Anthracite Quadcore AMP 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 quadcore carrier system. Colour to be selected
- 7. PPC aluminium coping. Colour: Anthracite

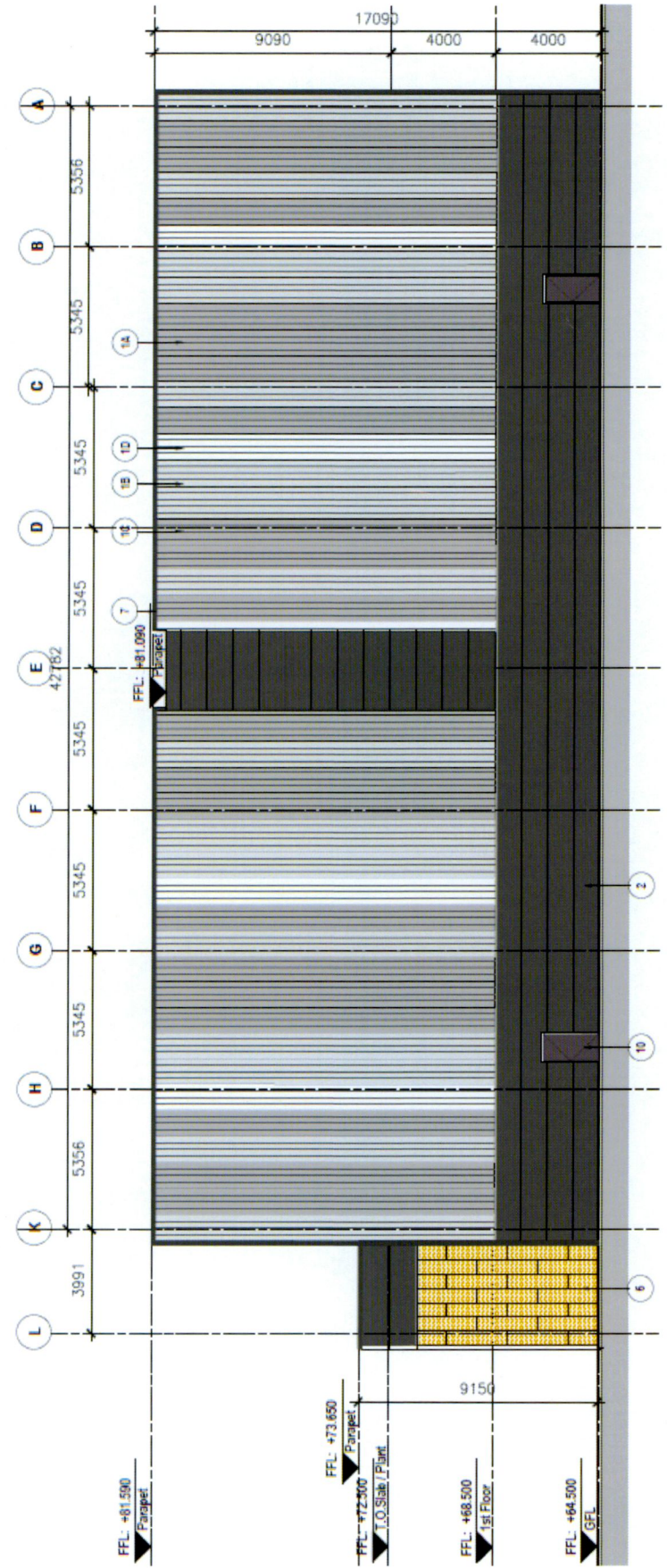




### Unit 6 - Elevations

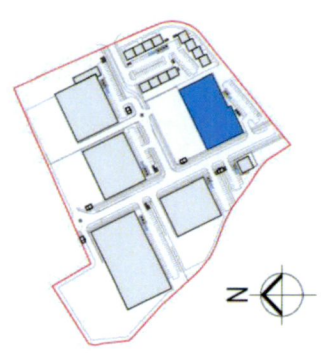


North-West Elevation



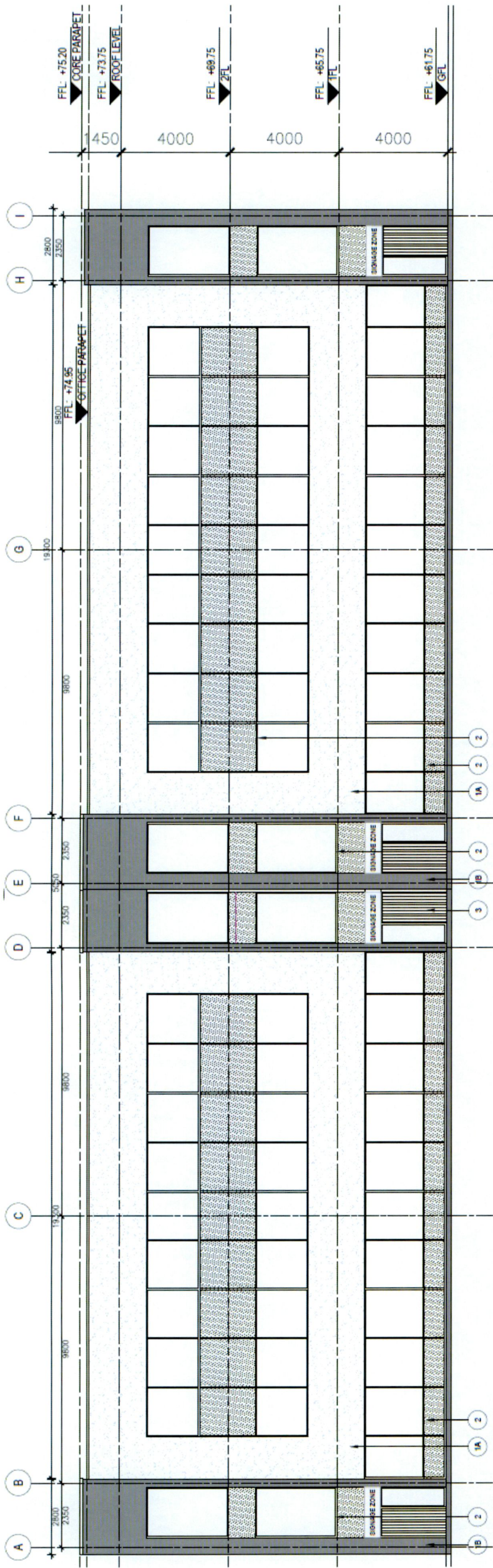
North-East Elevation

- 1.A. Goosewing Grey, Quadcore KS 1000 RW Three-Crown Profile Panel
- 1.B. Grey White, Quadcore KS 1000 RW Three-Crown Profile Panel
- 1.C. Pure White, Quadcore KS 1000 RW Three-Crown Profile Panel
- 1.D. Pure White, Quadcore KS 1000 RW Three-Crown Profile Panel
- 2. Anthracite Quadcore AMP 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 quadcore carrier system. Colour to be selected
- 7. PPC aluminium coping. Colour: Anthracite

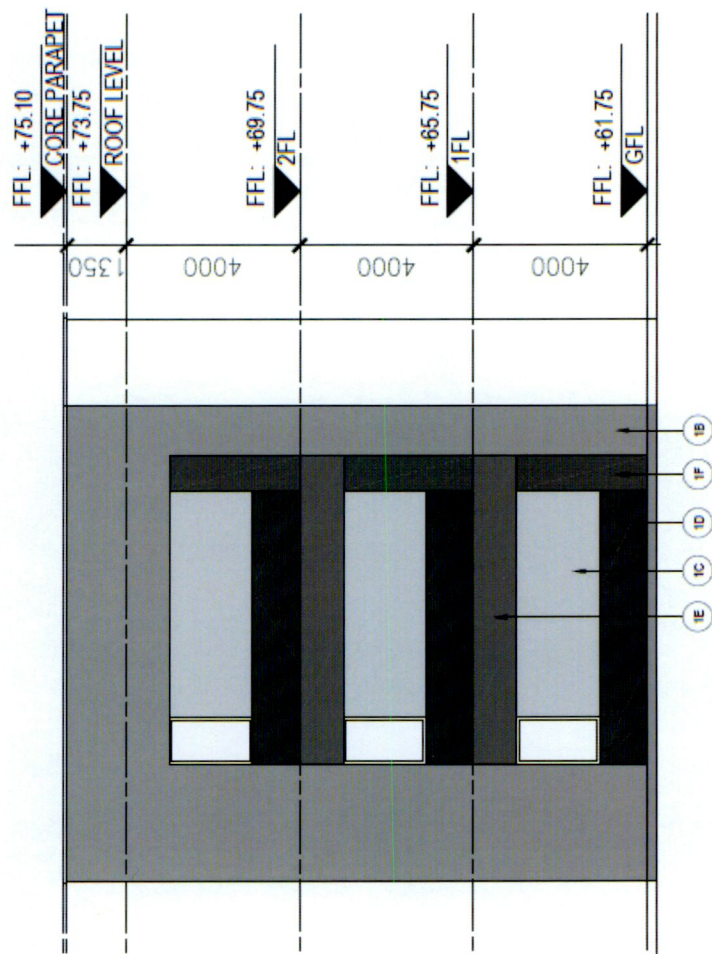




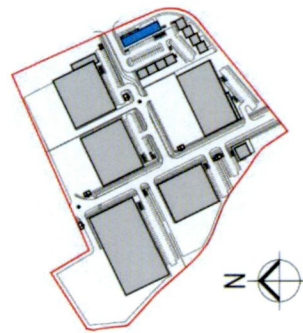
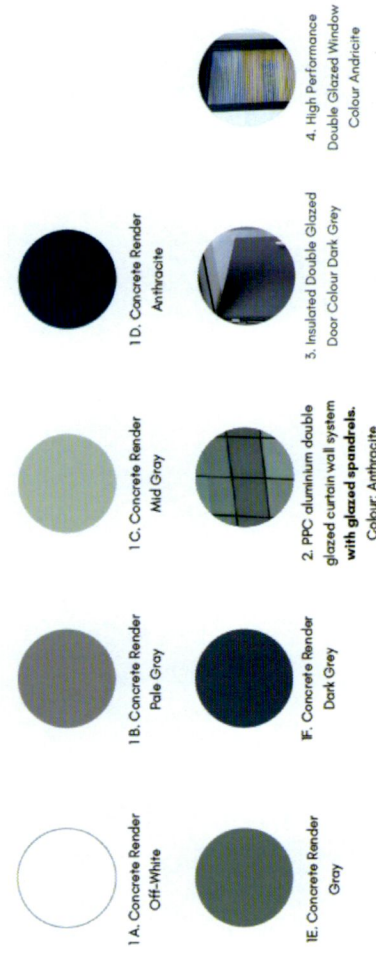
Unit 5A - Elevations



South-West Elevation

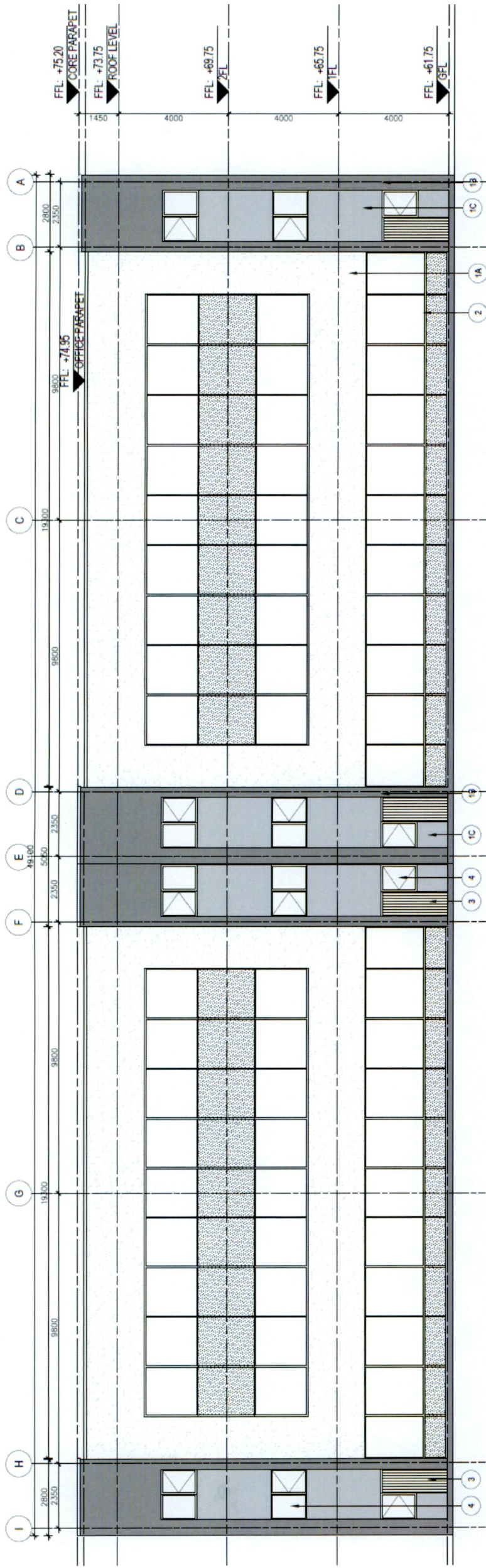


South-East Elevation

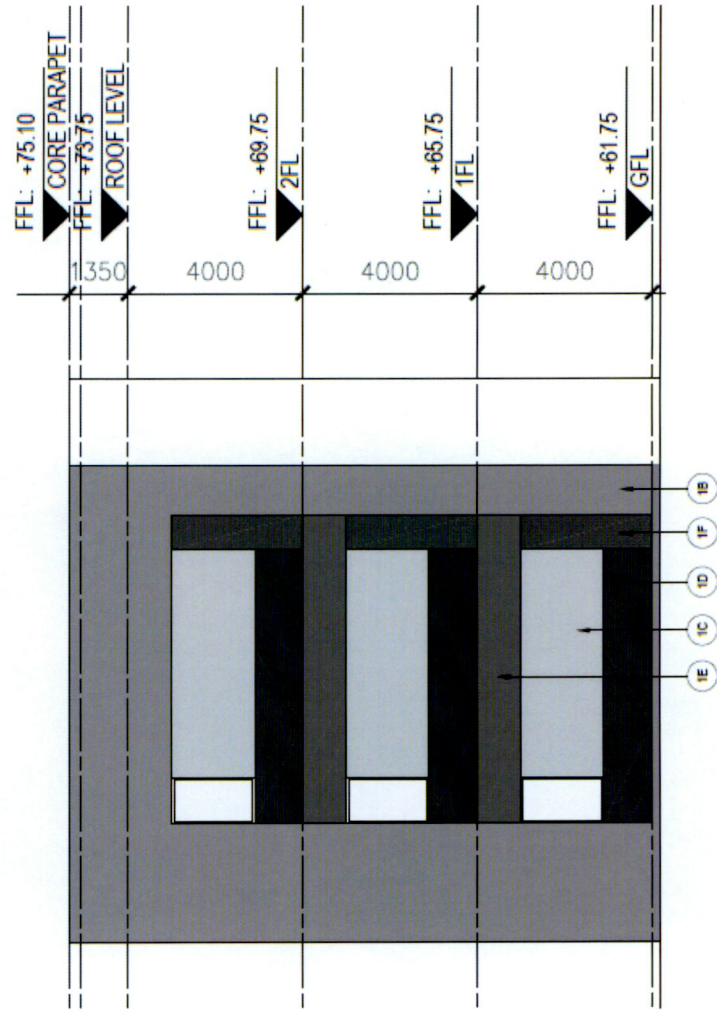




Unit 5A - Elevations



North-East Elevation



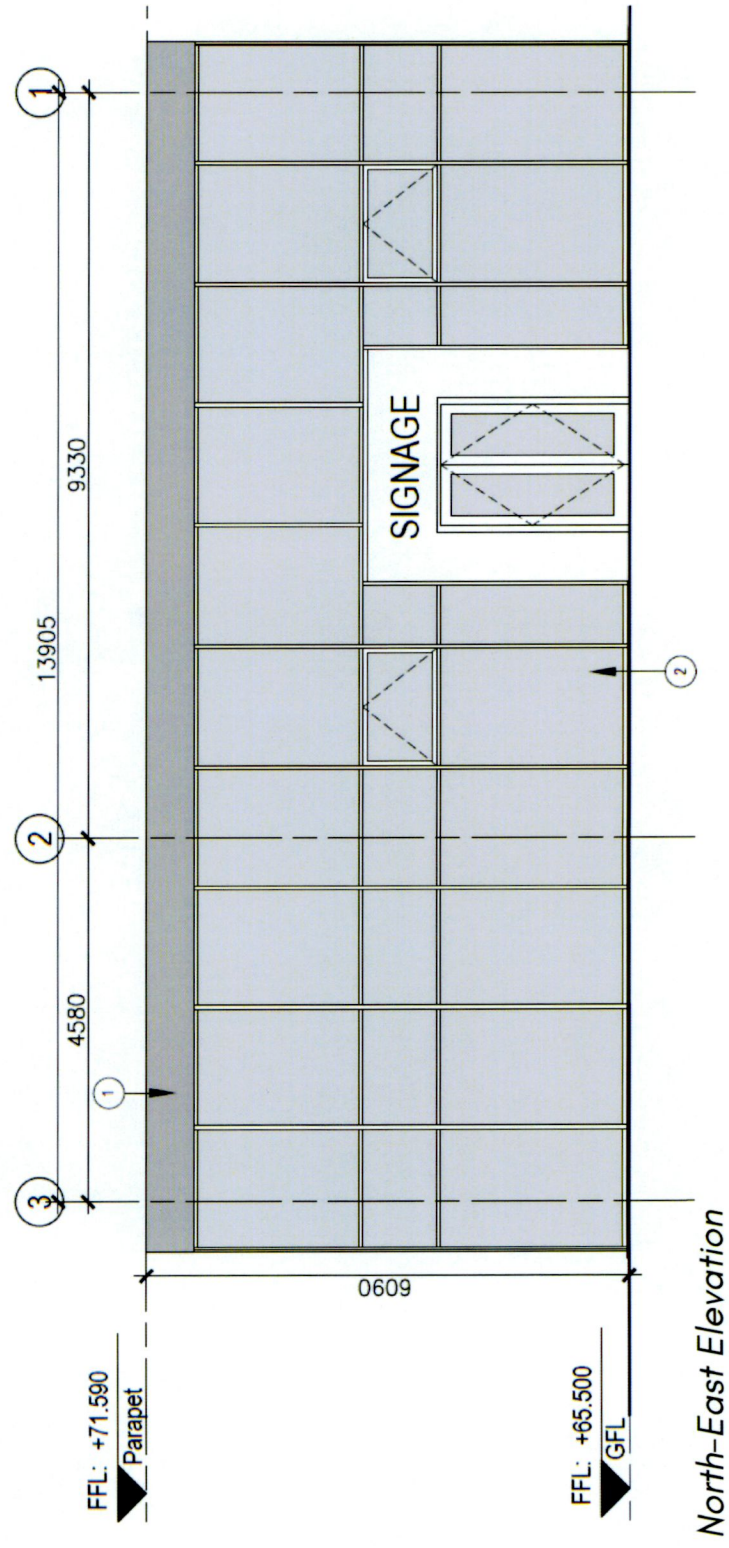
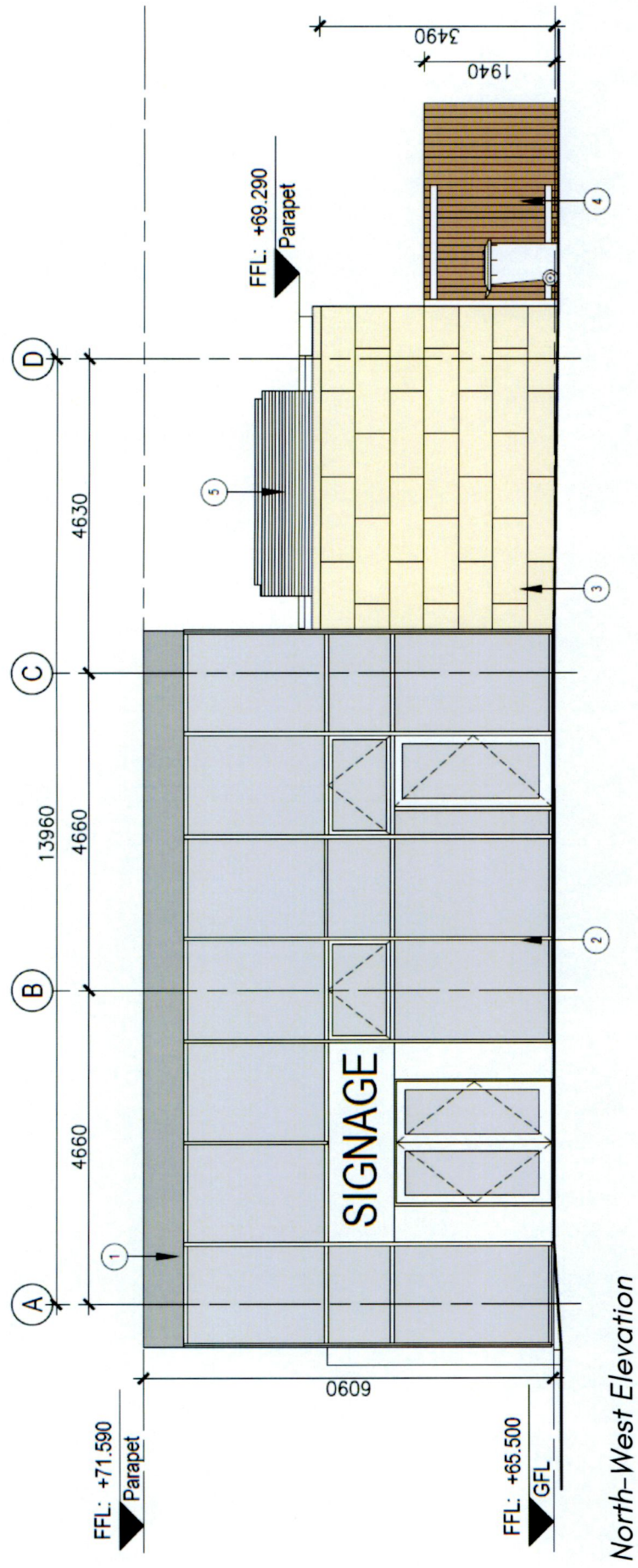
North-West Elevation

- 1.A. Concrete Render Off-White
- 1.B. Concrete Render Pale Gray
- 1.C. Concrete Render Mid Gray
- 1.D. Concrete Render Anthracite
- 1.E. Concrete Render Gray
- 1.F. Concrete Render Dark Gray
- 2. PPC aluminium double glazed curtain wall system with glazed spandrels. Colour: Anthracite
- 3. Insulated Double Glazed Door Colour Dark Gray
- 4. High Performance Double Glazed Window Colour Anthracite

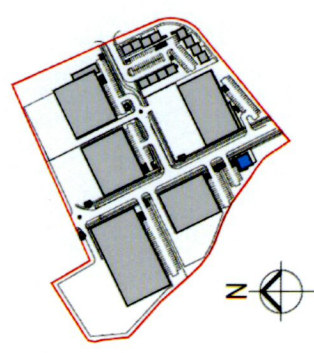




**Unit 7 - Café / Restaurant - Elevations**

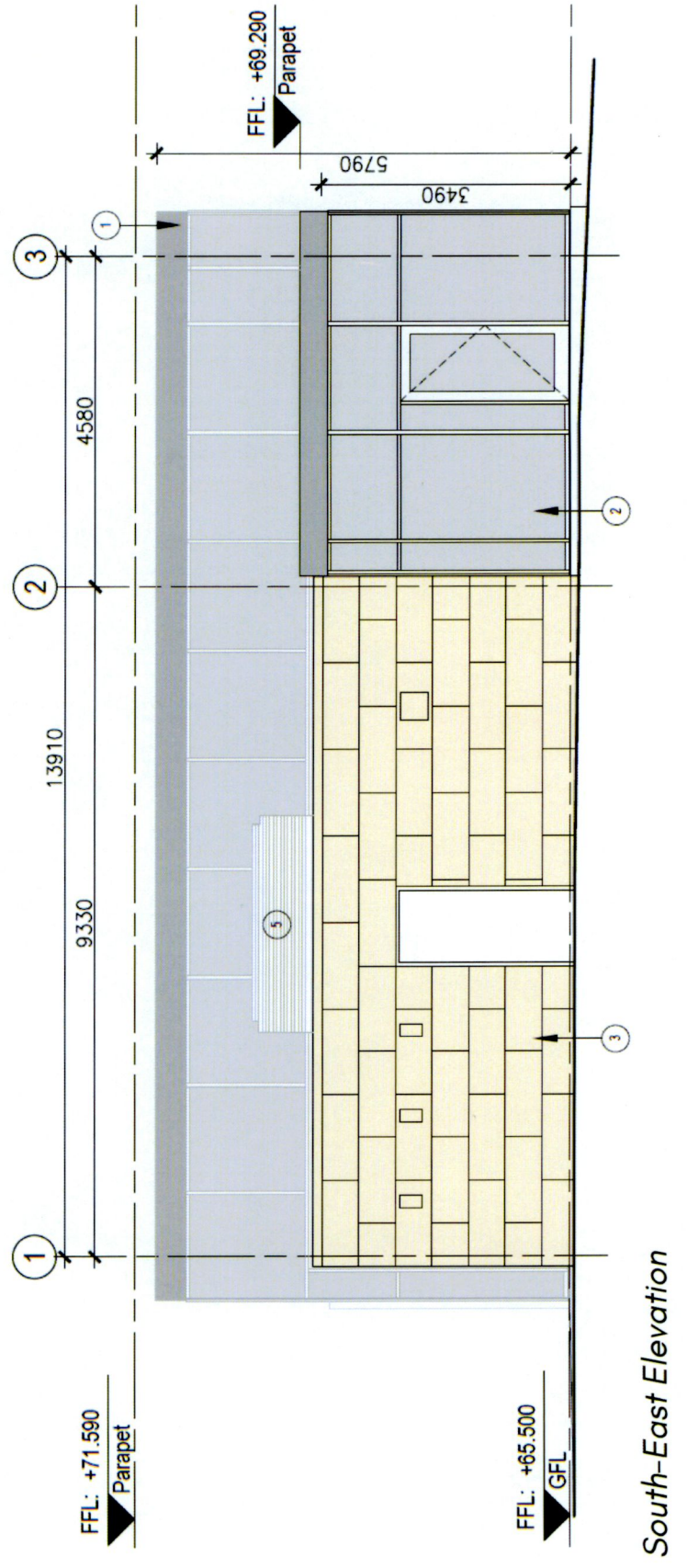
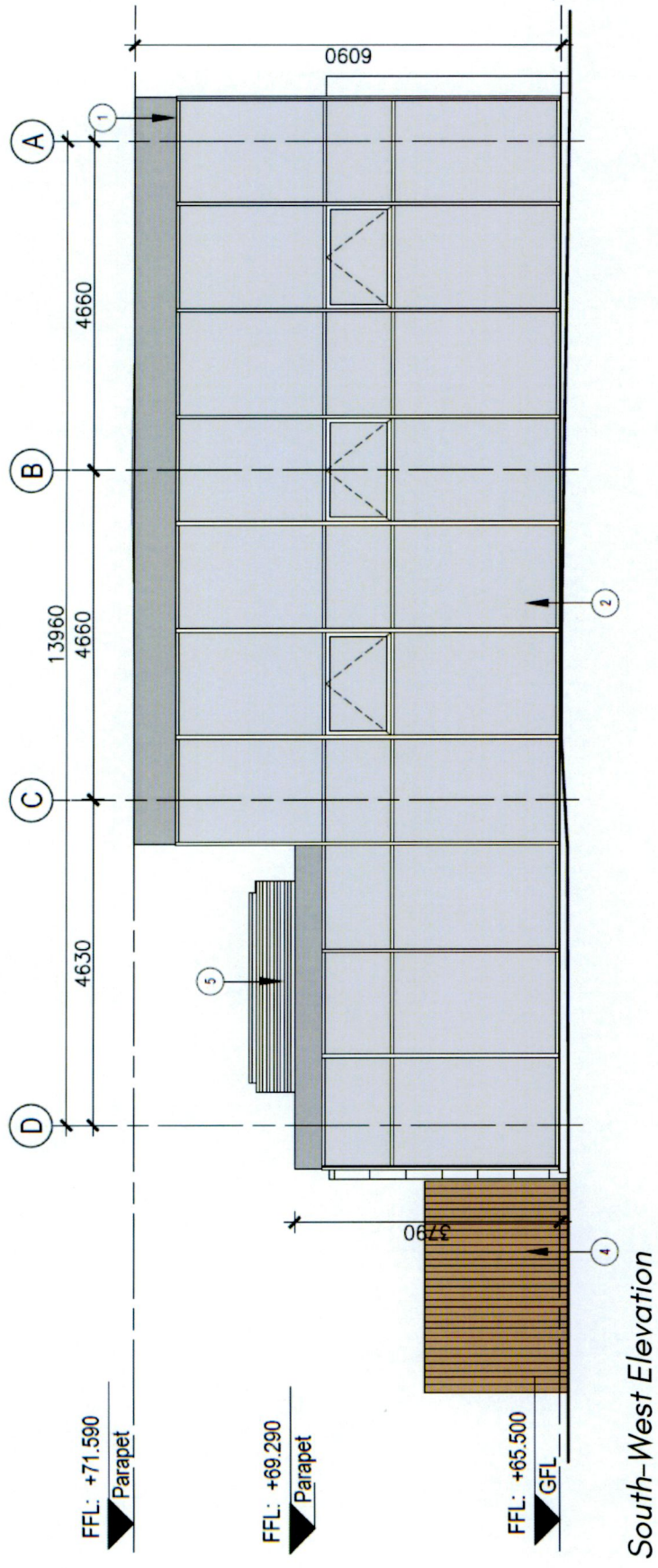


- 1. PPC aluminium coping.  
Colour: Anthracite
- 2. PPC aluminium double glazed curtain wall system. Colour: Anthracite
- 3. Coloured Stone Cladding System to Selected Colour
- 4. Timber Cladding to Steel Structure
- 5. Aluminium Louvre Colour Grey





### 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

<b>TOT ARCHITECTS</b> 49 Upper Mount Street, Dublin 2 Tel: 01 703 7800 Web: www.totarch.ie Email: info@totarch.ie		<b>TOT ARCHITECTS</b> PROJECT No. 18-42 STAGE PLANNING		
ISSUED TO:				
Warehouse / Logistics, Office & Café / Restaurant Development at Calmount Road, Ballymount, Dublin 12				
Client	Park Developments			
Planning Consultant	John Spain Associates			
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.	REVISIONS
<b>Site Plans</b>	A1	1:1000	PA-101	✓
Site Location Map	A0	1:500	PA-102	✓
Proposed Site Plan	A0	1:500	PA-110	✓
Proposed Site Plan - Take in charge				
<b>PLANS</b>				
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	✓
<b>SECTIONS</b>				
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	✓
<b>ELEVATIONS</b>				
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&NE Café/Restaurant	A3	1:100	PA-410	✓
GA Elevations UNIT 07 - SW&SE Café/Restaurant	A3	1:100	PA-411	✓
<b>DETAILS</b>				
ESB 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	✓
<b>SUPPORT DOCUMENTS</b>				
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		TOT ARCHITECTS	
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.	
Open Space and Landscape	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.	
Built Form and Corporate Identity	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.	
	See <i>Landscape Architect's Submissions</i>		
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.	
Built Form and Corporate Identity	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 a recent exemplar 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.

