

**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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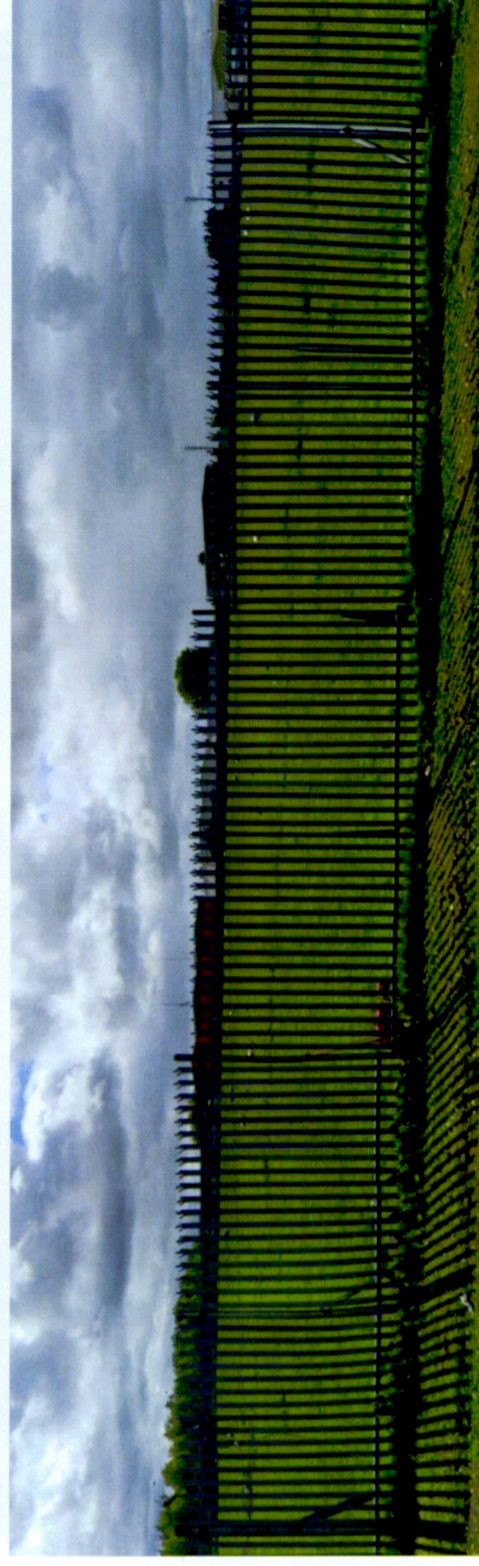
1 Introduction

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.

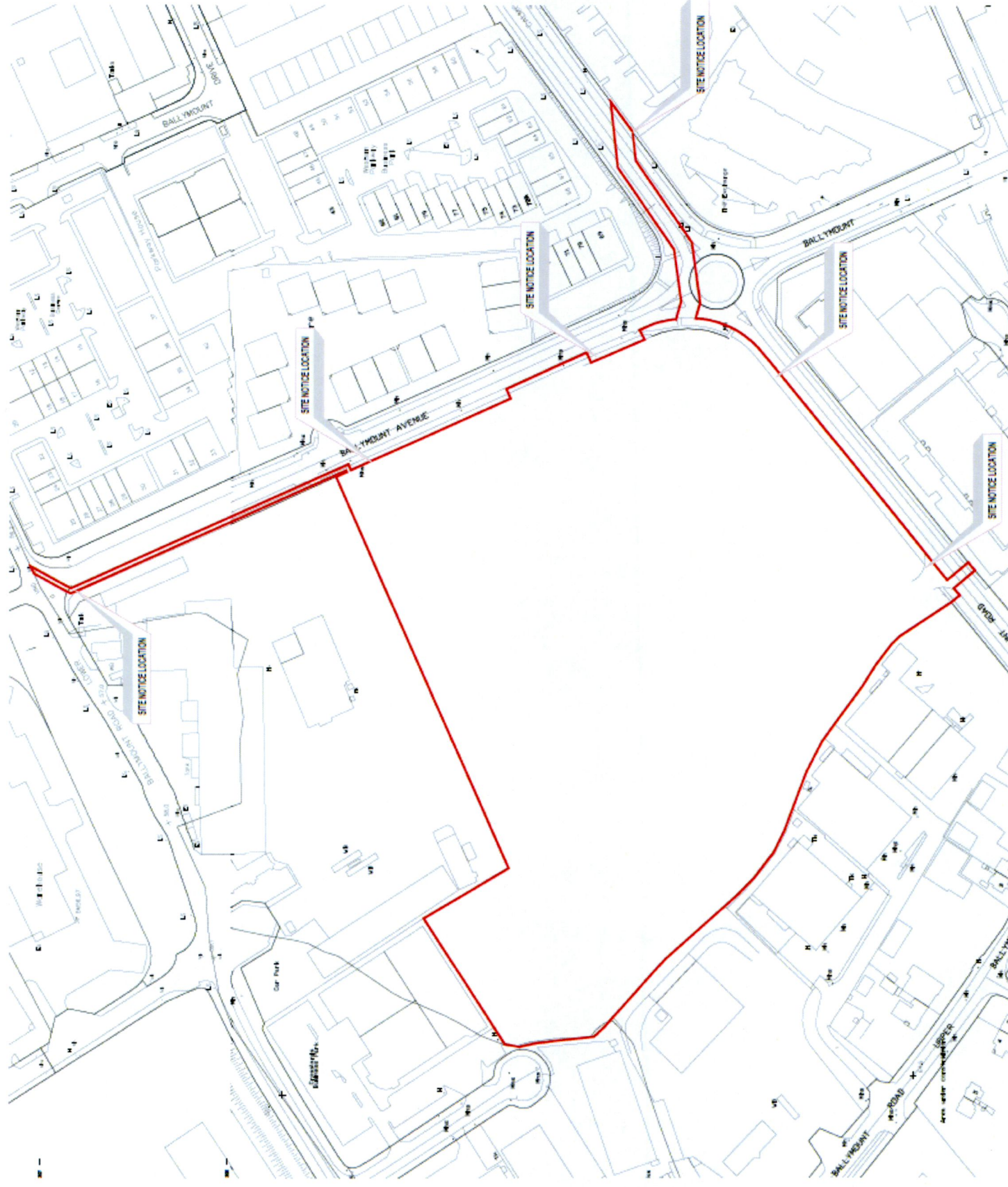


Aerial View of Subject Site. Source: Google Earth

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

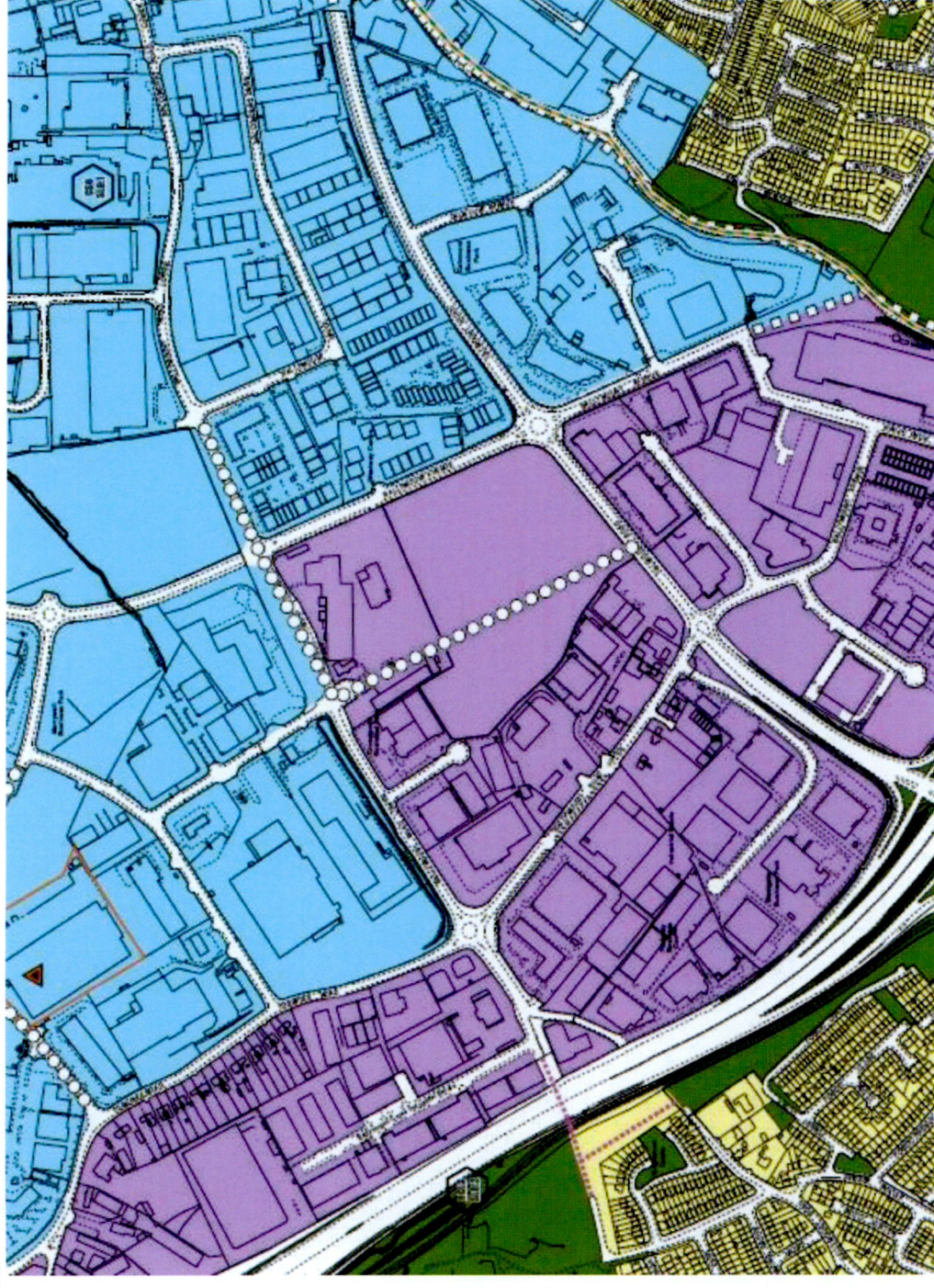
3 Planning Context

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

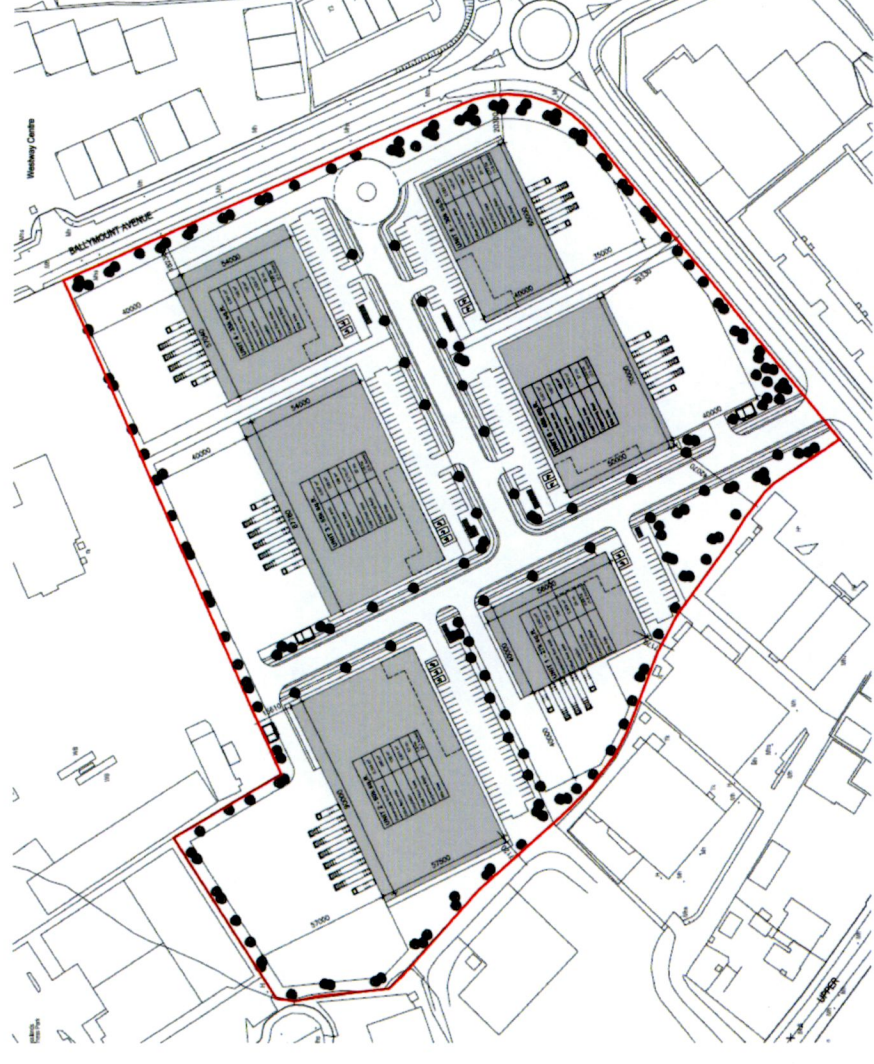
4. Scheme Evolution

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 Calmound 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 Calmound 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

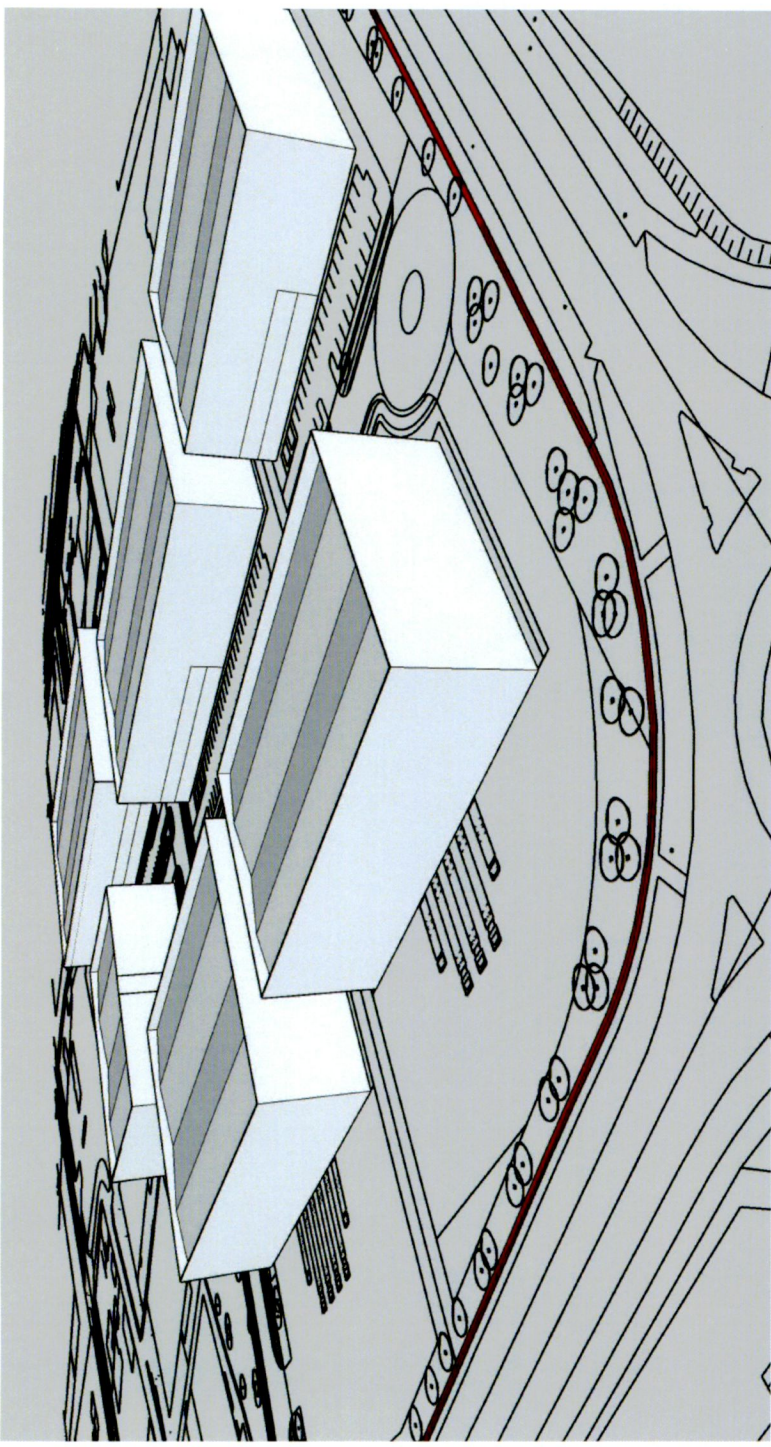
5 Proposed Development

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

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
1B-42_PA-700 SCHEDULE OF AREAS
 Dates: 03.03.2022

TOT ARCHITECTS

SITE DETAILS

Site Area Subject to application	(sqm)	(sqft)
74,516	80,200	30.0%
Site Area under applicants ownership	71,101.5	76,533.7
Development Area	21,461	23,100.6

Site Coverage	30.0%	
Ratio	0.30	

UNIT 1

GROSS INTERNAL AREAS (sqm)		
GROUND FLOOR	2,786	29,989
Entrance+Associated Areas+Circulation	138	
Warehouse area+Associated Support Areas	2,648	
FIRST FLOOR	240	2,578
Office+Associated Areas+Circulation		
OVERALL GROSS INTERNAL AREA	3,026	32,566

UNIT 2

GROSS INTERNAL AREAS (sqm)		
GROUND FLOOR	5,667	61,000
Entrance+Associated Areas+Circulation	138	
Warehouse area+Associated Support Areas	5,529	
FIRST FLOOR	361	3,883
Office+Associated Areas+Circulation		
OVERALL GROSS INTERNAL AREA	6,028	64,883

UNIT 3

GROSS INTERNAL AREAS (sqm)		
GROUND FLOOR	3,268	35,177
Entrance+Associated Areas+Circulation	138	
Warehouse area+Associated Support Areas	3,130	
FIRST FLOOR	252	2,713
Office+Associated Areas+Circulation		
OVERALL GROSS INTERNAL AREA	3,520	37,889

UNIT 4

GROSS INTERNAL AREAS (sqm)		
GROUND FLOOR	3,560	38,320
Entrance+Associated Areas+Circulation	138	
Warehouse area+Associated Support Areas	3,422	
FIRST FLOOR	267	2,874
Office+Associated Areas+Circulation		
OVERALL GROSS INTERNAL AREA	3,827	41,194

UNIT 6

GROSS INTERNAL AREAS (sqm)		
GROUND FLOOR	3,463	37,276
Entrance+Associated Areas+Circulation	138	
Warehouse area+Associated Support Areas	3,325	
FIRST FLOOR	294	3,165
Office+Associated Areas+Circulation		
OVERALL GROSS INTERNAL AREA	3,757	40,440

OFFICE-BLOCK 5A

GROSS INTERNAL AREAS (sqm)		
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 5B

GROSS INTERNAL AREAS (sqm)		
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)		
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-CAFÉ/RESTAURANT UNIT

GROSS INTERNAL AREAS (sqm)		
GROUND FLOOR	213	2,293
Entrance + Restaurant Area + Kitchen + Associated Areas		
OVERALL GROSS INTERNAL AREA	213	2,293

CAR PARKING-UNIT 1

GROSS INTERNAL AREAS (sqm)		
Warehouse 30.25 sqm GFA @ 1,100 SqM	30	Proposed
Standard parking spaces	25	
Accessible Parking(5%)	2	
Ev Parking(10%)	3	
OVERALL CAR PARKING SPACES	30	

BICYCLE PARKING-UNIT 1

GROSS INTERNAL AREAS (sqm)		
Warehouse 30.25 sqm GFA @ 1,200 SqM	15	Proposed
OVERALL BICYCLE PARKING SPACES	20	

CAR PARKING-UNIT 3

GROSS INTERNAL AREAS (sqm)		
Warehouse 35.20 sqm GFA @ 1,100 SqM	35	Proposed
Standard parking spaces	29	
Accessible Parking(5%)	2	
Ev Parking(10%)	4	
OVERALL CAR PARKING SPACES	35	

BICYCLE PARKING-UNIT 3

GROSS INTERNAL AREAS (sqm)		
Warehouse 35.20 sqm GFA @ 1,200 SqM	18	Proposed
OVERALL BICYCLE PARKING SPACES	20	

CAR PARKING-UNIT 5

GROSS INTERNAL AREAS (sqm)		
Office 41.94 sqm GFA @ 1,200 SqM	64	Proposed
Standard parking spaces	65	
Accessible Parking(5%)	4	
Ev Parking(10%)	8	
OVERALL CAR PARKING SPACES	77	

BICYCLE PARKING-UNIT 5

GROSS INTERNAL AREAS (sqm)		
Warehouse 41.94 sqm GFA @ 1,200 SqM	21	Proposed
Long Stay		
Short Stay	21	
OVERALL BICYCLE PARKING SPACES	50	

CAR PARKING-UNIT 7-CAFÉ/RESTAURANT

GROSS INTERNAL AREAS (sqm)		
Café/Restaurant 21.3 sqm GFA @ 1,115 SqM	14	Proposed
Standard parking spaces	10	
Accessible Parking(5%)	2	
Ev Parking(10%)	2	
OVERALL CAR PARKING SPACES	14	

BICYCLE PARKING-CAFÉ/RESTAURANT UNIT

GROSS INTERNAL AREAS (sqm)		
Café/Restaurant 80 seats @ 1,110 seats	8	Proposed
OVERALL BICYCLE PARKING SPACES	10	

SUB-STATIONS

GROSS INTERNAL AREAS (sqm)		
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

GROSS INTERNAL AREAS (sqm)		
Warehouse 80.28 sqm GFA @ 1,100 SqM	60	Proposed
Standard parking spaces	51	
Accessible Parking(5%)	3	
Ev Parking(10%)	6	
OVERALL CAR PARKING SPACES	60	

BICYCLE PARKING-UNIT 2

GROSS INTERNAL AREAS (sqm)		
Warehouse 80.28 sqm GFA @ 1,200 SqM	30	Proposed
OVERALL BICYCLE PARKING SPACES	30	

CAR PARKING-UNIT 4

GROSS INTERNAL AREAS (sqm)		
Warehouse 38.27 sqm GFA @ 1,100 SqM	38	Proposed
Standard parking spaces	32	
Accessible Parking(5%)	2	
Ev Parking(10%)	4	
OVERALL CAR PARKING SPACES	38	

BICYCLE PARKING-UNIT 4

GROSS INTERNAL AREAS (sqm)		
Warehouse 38.27 sqm GFA @ 1,200 SqM	19	Proposed
OVERALL BICYCLE PARKING SPACES	20	

CAR PARKING-UNIT 6

GROSS INTERNAL AREAS (sqm)		
Warehouse 37.57 sqm GFA @ 1,100 SqM	38	Proposed
Standard parking spaces	31	
Accessible Parking(5%)	2	
Ev Parking(10%)	4	
OVERALL CAR PARKING SPACES	37	

BICYCLE PARKING-UNIT 6

GROSS INTERNAL AREAS (sqm)		
Warehouse 37.57 sqm GFA @ 1,200 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