

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

**Project Ref. 18-42**

**Planning**

**Architects Design Statement revised to  
address the items raised within C.F.I**

**22.11.2022**



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## 1. Introduction

This updated Architectural Design Statement has been prepared in response to the CFI request and to address the relevant requirements of the recently adopted South Dublin County Development Plan 2022-2028. It 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.

The below design statement has been updated in response to the Planning Application Reference SD22A/0099 request for Clarification on the Additional Information dated 10-October-2022, Decision Order Number 1283.

This design statement has been updated to specifically address Items 3c & 3e of the Clarification on the Additional Information which pertain to Item 8 of the Additional Information request (dated 03-June-2022, Decision Order Number 0676).

C.F.I. Item 3:

"Item 8 Clarification; In light of the new CDP, the applicant is requested to clarify the following:

c. QDP2 Objective 1 and 12.5.2 Design Considerations and Statements, 'The Plan Approach' Compliance Report - "the applicant is requested to provide a standalone statement"

d. 12.5.2 Design Considerations and Statements, Design Statements - "the applicant is requested to provide a standalone statement"

e. Table 3.18 Key Principles for Healthy Placemaking and Public Realm at Neighbourhood level - "the applicant is requested to provide a standalone statement"

For the purposes of this CFI, this revision of the Design Statement should be considered the described "stand alone statement" referred to within the CFI list.

Additional headings and narrative has been included in this revision to specifically address the QDP2 Objective 1, 12.5.2 "The Plan Approach" and a dedicated table 3.18 have been included within this document under heading 16.

This statement should be read in conjunction with the other reports and documents submitted with this C.F.I. response by the other design team members. All other C.F.I. Items have been addressed within their documentation.

In summary, the proposed development, as amended in response to the CFI submission, consists of the provision of 5 no. warehousing / logistics units including ancillary office floorspace, 4 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. 22,539 sq.m, on a site of 7.45 ha. The proposed development has a plot ratio of 1 : 0.3. Access to the warehouse / logistics units will be provided off a new road off Calmount Road, completing a 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 high quality warehouse and logistics parks, including the adjoining M50 Business Park and Fashion City Retail Park, and more recently Northwest Logistics Park in Fingal. In addition, they have delivered a number of high quality office developments, including at The Park, Carrickmines and own-door office units at Leopardstown Valley, Dublin 18. There is significant demand for large and modern warehouse / logistics units at present and this is projected to continue.

The primary revisions to the proposed site design in response to the previously responded to F.I requests were as follows; The reorientation and redesign of Unit 6 and associated parking, the introduction of green walls to each of the logistic units, repositioning of the ESB substations, the inclusion of additional EV parking spaces & cargo bike spaces, adjustments to the façade breakdown of Unit 3 and minor amendments to the circulation layouts for pedestrians vehicles and bicycle circulation. Primarily the revisions associated with this CFI submission pertain to accommodating the flexibility in options for the future roads objective link road and its impact to the Unit 2 layout and orientation



*The existing site in the Ballymount Industrial Estate*



## The Plan Approach

In Chapter 5 of the Development Plan, South Dublin County have outlined the 8 key design principles by which development can create a holistic approach to Sustainable Neighbourhoods. These principles are;

The Context of an area (Character ; GI / Natural / Physical);

Healthy Placemaking;

Connected Neighbourhoods;

Public Realm;

The Delivery of High-Quality and Inclusive Development;

Appropriate Density and Building Heights;

Mix of dwelling types;

Materials, Colours and Textures.

In the below statement, we have added these Key Design principles as additional headings for clarity within the document and we will clarify how the proposed scheme was developed with these key design principles in mind and how we have endeavoured to meet them where appropriate. Some elements of "the Plan approach" are specific to neighbourhood development in the context of residential proposals (ie. Mix of Dwelling types). In keeping with the Zoning for the proposed site, these elements are not applicable to the proposed scheme and as such have been omitted from the headings addressed within this document.



*Aerial View of Subject Site. Source: Google Earth*



## 2. The Context of an area

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.

The proposed is a greenfield site located in the centre of the existing industrial estate and has no significant history in terms of its own built heritage. The broader locality is predominantly industrial in nature and of an older building stock. The developments' design has evolved with consideration to the broader context of building stock in the area and is in keeping with this industrial background together.

However, although we have been cognisant of the CDP guidance and the Urban Design Manual guidance on the natural evolution of a site, we have also been guided by the pre-planning consultation with the Council and the subsequent F.I. requests issued by the Council as part of this application. Within the "Scheme Evolution " Section below we will aim to clarify how the scheme has evolved in tandem with consultation and advice of the Council to the current proposal.

The long term aims of City Edge Strategic Framework Plan has informed a lot of the building geometry, facade treatments ,the proximity to site boundaries and the site layout with respect to creating a long term Urban Industrial context within the area.

Under the City Edge Strategic Framework Plan, the proposed site area is designated as Urban Industry. 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, it is respectfully submitted that the proposed development is consistent with the planning policy framework set down under the CDP.





## Green Infrastructure

With reference to the Green Infrastructure Strategy as outlined in the South Dublin County Development Plan 2022-28 - Chapter 4 Green Infrastructure & Appendix 4 Appendix 4: Green Infrastructure: Local Objectives and Case Studies - there are no specific objectives for the site. With reference to the Green Infrastructure Strategy Map (Figure 4.4 from South Dublin County Development Plan), the site is c.200m south of the L17 Ballymount-Grand Canal Link.

With reference to the City Edge Strategic Framework (2022), the site is in the Greenhills Character Area and is noted in Chapter 9 Natural Infrastructure as a grassland site. Whilst this is the case, the site has been managed as improved grassland and has little value in biodiversity or ecological terms and is zoned for 'Urban Industry' in the plan. Along the eastern edge of the site - and north & south from the site along Ballymount Avenue - is a secondary green corridor which is envisaged to link to the River Camac Linear Park.

The landscape design for the site aims to maximise opportunities for green infrastructure, environmentally conscious measures and greening wherever possible. This includes extensive boundary planting, natural SuDS features planted with appropriate wetland species, trees, green roofs to the office and café elements of the scheme and living walls to all large units.

Boundary and internal site planting is intended to create intensive green areas with high biodiversity value, with diverse planting around SuDS elements, Miyawaki-style mini-woodlands and hedgerow planting, as well as more typical street tree and mixed pollinator planting around the buildings.

The green roofs proposed are not the standard sedum blanket type. Deep soil buildups (c.500mm) are proposed on the office and café buildings to support diverse habitat, with native shrubby plants and climbers such as Wild Rose, Blackthorn, Honeysuckle, Guelder Rose, Dogwood, Foxglove, Yarrow, etc. as well as wild flora ground layer - effectively an intensive brown roof. A 'brown roof' re-uses existing soil / subsoil from the site and is proposed to be undulating to create niche habitats with different native plants favouring different substrates and / or rooting depths available.

There is also a green facade facing onto Calmount Road which will help to break down and soften the façade. The green façade will include native and non-native ferns, grasses and perennials and/or climbers with biodiversity value. Such a feature will create a biodiverse and meaningful contribution to local biodiversity. Collected rainwater will be used for irrigation.

## Natural Context

The context of the site could not be described as 'natural'. It is located c.3km northeast of Tallaght town centre at the intersection of Calmount Road with Ballymount Avenue. The land-use immediately surrounding the site is almost entirely industrial, warehousing and commercial, comprising buildings with large footprints in campus settings or serviced sites. The quality of the landscape and visual setting would be considered low. The nearest parks are Tymon Park (450m southeast); Ballymount Park (600m west) and Greenhills Park (850m east/southeast).

The site is currently greenfield but is clear of vegetation or landscape features of note. There is one small Ash tree on the southern boundary and some patches of Blackberry (*Rubus*) scrub, which are not considered to be of value. It is zoned 'EE To provide for enterprise and employment related uses' and has extensive road frontage on the eastern and southern boundaries with Ballymount Avenue and Calmount Road, respectively.



## Physical Context

The subject site is clear of any significant physical attributes in terms of natural features, it 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.

The proposed development makes good use of this gradual fall in the site contours to create good connectivity to the proposed buildings and the public realm, while also allowing for through pedestrian and cycle access without any undue slopes or need for stepped access.

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 includes for the undergrounding/ realignment of these transmission lines, in consultation with the statutory undertaker, to facilitate the development.



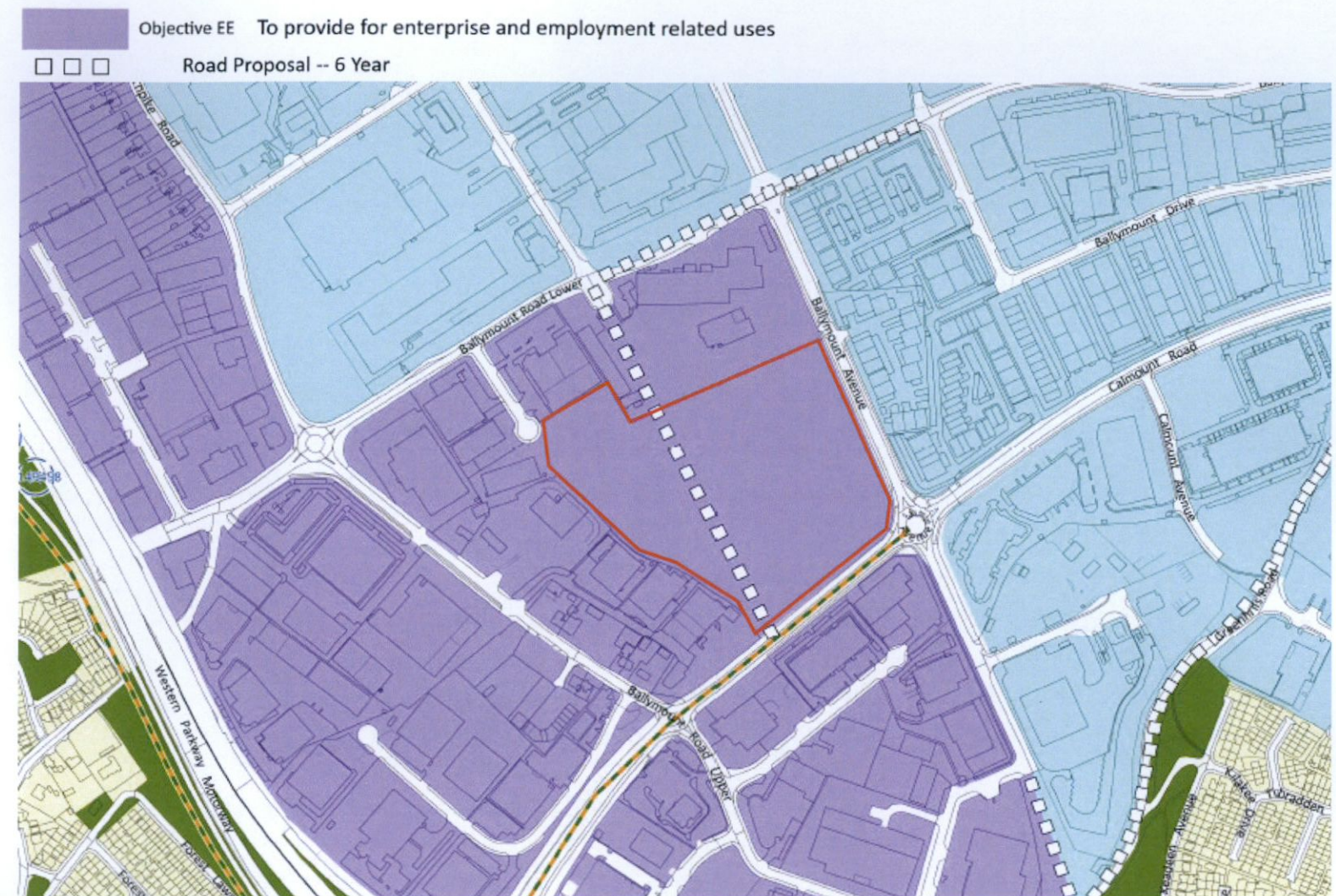
Site Location Plan showing area subject to planning application in red



### 3. Planning Context

The subject site is zoned for Enterprise and Employment use (EE) in the County Development Plan (CDP hereafter) 2022-2028. 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 six year roads proposal for a north-south link road through the site, with the CFI response including an option of this link road extending to the north west if required. 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 to the City Edge Strategic Framework Plan, 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. Chapter 9 - Economic Development and Employment includes a vision for the County which seeks to provide for "The creation of a strong and resilient economic base providing expanded opportunities for employment and facilitating a good quality of life within vibrant and attractive places to live, work, visit and invest." The proposed warehouse / logistics and office development on EE zoned lands will be consistent with this vision and supporting policies and objectives in the Chapter, as addressed in greater detail in JSA'S previously issued Statement of Consistency.



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

The previously submitted FI Response documentation, including John Spain Associates' Statement of Consistency, demonstrates how the updated proposals for the subject site accord with the new South Dublin County Development Plan 2022-2028 and are consistent with the principles set down in the City Edge Strategic Framework Plan (August 2022), which is a non-statutory document (and which was in place when the Planning Authority assessed the application). Accordingly, by responding to each FI item and subsequent C.F.I item the applicant has demonstrated how we have addressed the Planning Authority's requirements for the site / area.







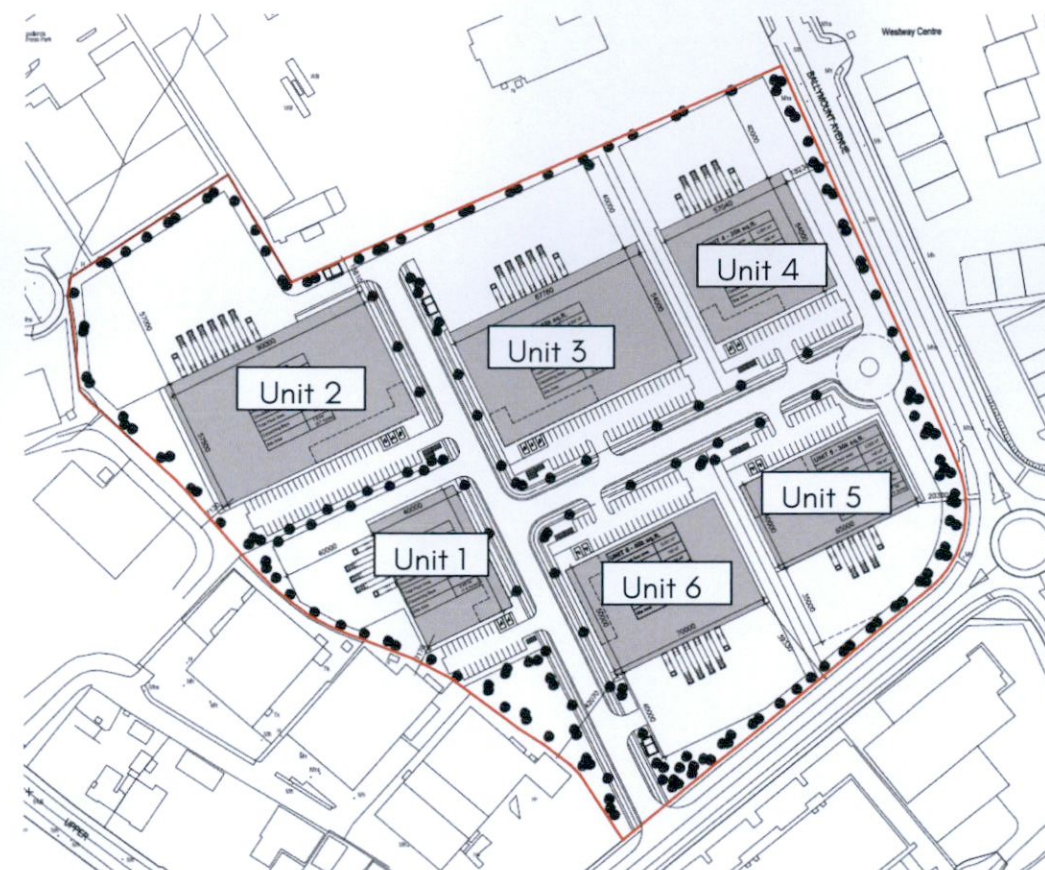
#### 4. Scheme Evolution

In January 2022, the proposed scheme for the Calmount road site was presented to South Dublin County Council at a pre-planning meeting. The scheme was refined on the back of the concerns and comments made by the Council at that time. Unit 6 was rotated through 90 degrees such that the frontage of the building was presenting to Calmount Road and the service yard was positioned internal to the site. What was Logistics warehouse Unit 5, was converted into a provision of own door office units on the Calmount Road & Ballymount Avenue junction. This revision was to create a more urbanized context to the south East corner of the site.

The Unit 4 warehouse accommodation was moved westwards away from Ballymount Avenue to create a green belt on the North East corner of the site. While the Office provision for Unit 4 was pushed Eastward to create an outbound 2 storey office accommodation with a modest set back from the site boundary, allowing for the creation of a more urban relationship with the site boundary.

As part of the Further Information request received on the 3rd of June, Unit 6 was completely reconfigured such that the building frontage also has a direct relationship with the site boundary. The car parking provision was moved into the site along the new North South roadway. The Warehouse element of the building has been squared in terms of its geometry which narrows the overall frontage length and the provision of a 2 storey out bound office is now provided along the entire length of the Southern site boundary.

These design developments have created a consistent theme along the public site boundaries of the development which allow for an urban scale and context with the public realm. A direct relationship with the office provision, together with the landscaping treatments along the South & Eastern boundaries allow for a positive pedestrian experience in keeping with the aims of the City Edge Strategic Framework Plan.



Original Planning Site Plan



Site Plan previously submitted for Planning, submitted 06 April 2022



### 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.

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 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.

### New Roads objective link connection flexibility

As part of this C.F.I. submission, the Council have requested that a western link connection be considered to facilitate flexibility for the future role out of the connecting road to Ballymount Road Lower.

The design team have accommodated this flexibility with the reduction in footprint of Unit 2 and its reorientation to face the North South Spine road. This has allowed for 2 potential options for the completion of the Councils roads objective. With the enlarged roundabout in the current layout, the final connecting link to Ballymount Road Lower can be accommodated both North through the Galco lands, in keeping with the SDCC zoning map 5 or westwards into the existing cul de sac. For additional detail on the link road proposal please refer to DBFL's drawing and CFI response submission issued with the CFI request.

The main entrance, office accommodation and associated facade treatments have been positioned within the North East corner of the revised Unit 2. In this way they will face onto the proposed North South Link road in its current configuration and the potential western connection to Ballymount Road Lower.



Previously Submitted F.I Site Plan, submitted September 2022



New CFI Submission Site Plan



## Front to public roads

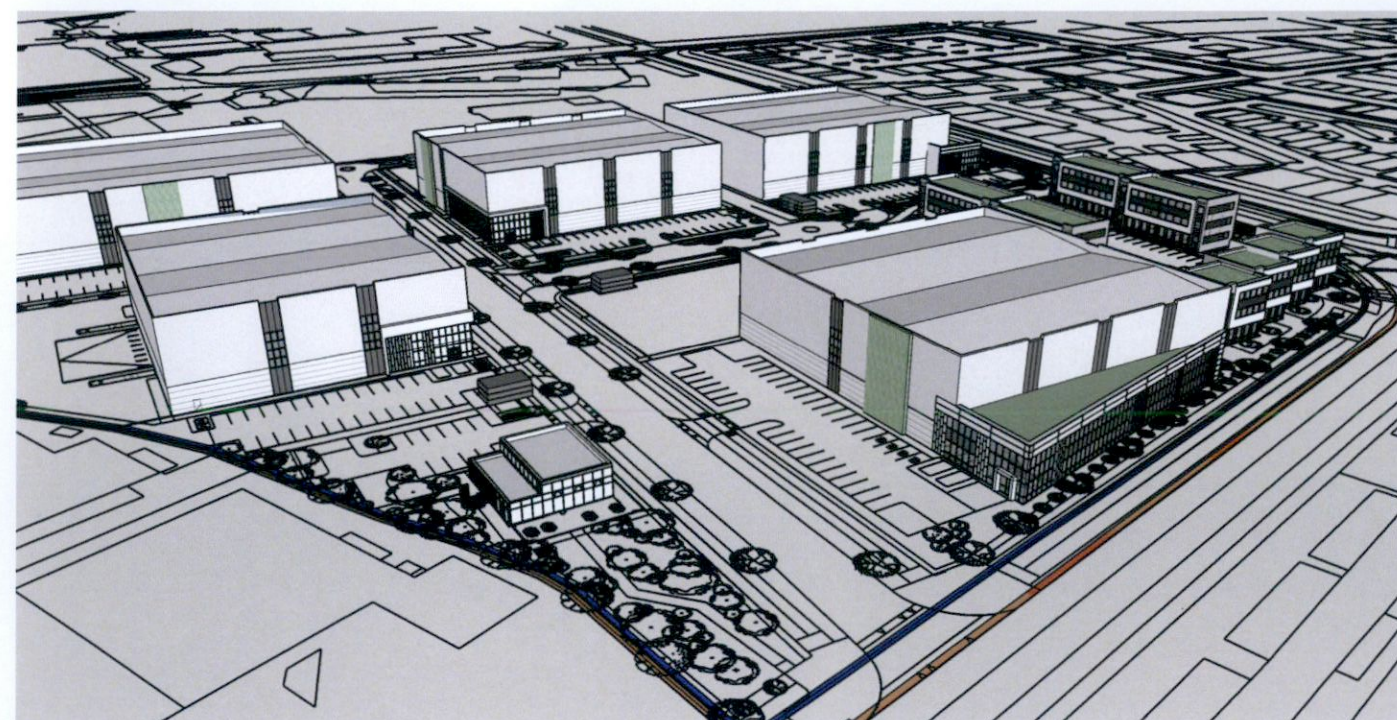
As noted above, the original pre-planning site plan was composed entirely of warehouse/ logistics units and orientated these six units inward turning their back to the site boundary. In response to concerns raised the new proposal looks to maximize frontage onto the public realm and enclose private external space to the rear as per Table 3.18. Units 4 and 6 were reorientated to ensure they address the prominent street/ road frontage and provide the greatest level of activity along the key streets/ roads. However, in the F.I. request (dated July 3rd) the council noted concerns regarding the building set back of Unit 6 and the car parking provision creating a significant separation from the public realm and the building frontage. With the aims of addressing this concern, we revisited the Unit 6 design from base principles. We revised the orientation of the building frontage, the building geometry, the car parking location and the provision of outbound office accommodation to better meet the desired "Urban context" highlighted in the City Edge Strategic Framework Plan. This further enforced the strategy set out with the previously mentioned Own Door offices of the corner of the site, and the set back of Warehouse accommodation to Unit 4.

## 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. There is also an intention to extend the cycle lane up to the tear drop roundabout which further improves cycling linkages. The introduction of more generous landscaped areas will further promote an active street environment as per CDP Table 12.27 guidelines. For additional information, please also refer to the Street Design Statement contained within the "18-42 Further Information request Coordinated design team response document"



*Aerial representing the original planning application submission proposal. Prior to the FI revisions to Unit 6*



*Aerial representing the F.I Response application submission proposal including the current revisions to Unit 6*



## 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 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, as revised at CFI stage, consists of the construction of 5 no. warehouse/ logistics (Total GIA 18,002 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. 22,539 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 12.27 of the South Dublin CDP 2022-28. Please refer to Section 9 page 35 for Architects statement of compliance with CDP Table 12.27 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 12.27 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



*Artists representation of outboard office to unit 6 stepping the facade*

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 12.27.

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 12.27. 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.

In line with the Urban Design Manual section 05, we believe the layout and site design is a well considered use of the site. We have made allowance for the local roads objective, created a more Urban Context in terms of intervention with the public realm and human scale around the site perimeters. The building stock is in keeping with the Zoning EE designation while also being commercial cognisant of the current market need while also allowing for future adaptability of the site and units as the Urban Industry context matures in the locality.

All of this has been achieved while still allowing for easy permeability through and around the site with direct connection to public infrastructure.



Although Signage will need to be developed to future detail as the end user for the buildings has yet to be confirmed, any future signage design 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 12.27 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/ Calmount 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 for the own door offices, while waste management for the Logistic units would be located within the service yards. 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.

## 6. Healthy Placemaking

In developing the current proposal, the applicant and their design team were mindful of the Council's objectives under the new Development Plan and the future objectives which are identified within the City Edge Strategic Framework Plan.

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 and consistent with the Urban Industry design manual under the City Edge Strategic Framework Plan. Furthermore, in respect to the City Edge Strategic Framework Plan, 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.



*Artist's impression of proposal showing the variety of materiality on the Facades and the architectural language employed to assert the development as a defined place.*



## Healthy Placemaking

The Chapter 09, Economic Development and Employment section of CDP includes a vision for the County which seeks to provide for "The creation of a strong and resilient economic base providing expanded opportunities for employment and facilitating a good quality of life within vibrant and attractive places to live, work, visit and invest." The proposed warehouse / logistics and office development on these EE zoned lands will be consistent with this vision and supporting policies and objectives in Chapter 09 of the Development Plan.

With this in mind, the applicant has sought to create a visually identifiable development with strong material finishes which will help create a landmark within the community.

The mix of building materials within the Warehouse/ Logistic units not only aid to break down the massing of the units, it also creates a strong architectural language in terms of their treatment. In particular , the expression of the Office accommodation within the Warehouse/Logistic units and feature treatments are designed to be both visually striking and to tie the proposed building stock together thematically.

The feature colour panellation of the office accommodation and curtain walling within the strong framing, together with the offering of significant green walls on each of the Logistic/Warehouse units is what would be traditionally seen within a developed urban and commercial district in terms of quality and finish. This has been designed by intent to create a family of building stock that are unified thematically and create a sense of a defined place within the locality.

These types of treatments and architectural signifiers are all in keeping with the guidance set out within the Urban Design Manual section 06

The proposed own-door offices of unit 5 are defined by their predominant use of PPC Curtain Walling facade. 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.



*Artist's impression of proposal showing the own-door offices. Showing how their scale and treatment create a more human scale along the perimeters and lend themselves to the developing Urban context aims within the City Edge Strategic Framework Plan*



## Healthy Placemaking

### Transition to a Low Carbon & Climate Resilient Society

Each proposed building will comply in full with NZEB (Nearly Zero Energy Buildings) as prescribed in TGD Part L 2021 of the Irish Building Regulations. The NZEB definition, as defined in Article 9 of the EU Energy Performance of Buildings Directive Recast (EPBD Recast) 2010/31/EU of 19 May 2010, will be achieved by complying with the Energy, Carbon and Renewable targets as set out in TGD Part L of the Irish Building Regulations which act as the national targets.

It is the intent of our client to align, where possible, with the EU Taxonomy requirements in relation to contribution to climate mitigation. EU taxonomy is a classification system, establishing a list of environmentally sustainable economic activities. The EU taxonomy provide companies, investors and policymakers with appropriate definitions for which economic activities can be considered environmentally sustainable. To align with EU taxonomy a 10% reduction in Primary Energy Demand (PED) compared to the national TGD Part L (NZEB) baseline. The buildings do not use any fossil fuels such as natural gas.

The renewable energy technologies currently proposed for this development include solar photovoltaic panels (producing on site renewable electricity) and air source heat pumps providing space heating to the offices. Air source heat pumps qualify as a renewable energy source (described as aérothermal in TGD Part L). The Warehouse storage spaces are unheated and should the end user require heating in these specific zones, TGD Part L (NZEB) compliance will be required in full.

It is the design intent that the proposed development will align where possible with the Irish Green Building Councils "Building a Zero Carbon Ireland: A Roadmap to decarbonise Ireland's Built Environment across its Whole Life Cycle". This plan sets out transitional milestones to help decarbonise Ireland's Built Environment.



## 7. Connective Neighbourhoods

In line with the aims of the SDCC and section 2 of the Urban Design Manual for guidance we have aspired to create a development which promotes public transport, cycling and walking by creating a clear and safe strategy of connectivity through the site to public infrastructure.

The connectivity throughout the site is achieved by offering an attractive street network that is easily navigated by both pedestrians and cyclists. In keeping with DMURS principles the footpath space is generous while on street parking is limited, with wide carriageways and greater visibility for pedestrians.

This level of comfort and safety promotes more sustainable forms of transport, which carries through the site out to the connection and integration with existing and proposed bus corridor transport links ideally located along its boundary with the surrounding urban neighbourhood.



*Artist's impression of proposal showing the proposed Streetscape looking up the new Roads Objecting North South Link road.*



*Artist's impression of proposal showing the proposed Streetscape at the new redesigned Unit 6 as per FI response*

This network along the boundary with Calmount Road and Ballymount Avenue will tie into the proposed cycle & pedestrian lanes, promoting cycling and walking by providing adequate provision for cycle and pedestrian linkages. The future completion of the roads objective which continues the proposed North-South road to connect to Ballymount Road lower will create further permeability through the site and links to additional bus links.

As noted above, the site levels are such that there is easy access to each of the development units via bicycle lanes and pedestrian pathways following all the North South spine road and the West-East link roads. Each building has been positioned such that the pedestrian and cycle lanes pass directly in front of the building entrance way. This allows for direct access to the main entrances from the public circulation routes with bike storage positioned approximately 10-15m away from the main entrance to each of the logistic units. This creates an ease of accessibility with the buildings which aims to reduce the dependency on car usage, while assisting internal movement within the site. For more information refer to FI stage Street Design Statement.



## 8. Public Realm

The public realm is designed to offer a permeable pedestrian and cycling environment, with an access route offered through the site and denied to car traffic. The site is framed with a perimeter treatment of planted pathways and cycle paths along the South and Eastern Site boundaries. These pathways are bookended with 2 densely planted areas. On the Ballymount Avenue end, we have a densely planted woodland aesthetic which masks the service yard of unit 4 and creates a rich biodiverse space that is open to the public footpath. On the other is the more structured parkland in front of the Café. This space, together with the café usage is seen as a space where the public will come to take respite from their work, or in passing. These spaces are secondary to the primary intervention in the public realm which is a new civic space proposed at the junction of Calmount Road and Ballymount Avenue. This responds to the office units in that location and planned infrastructural improvements in the area, as well as addressing the corner with a positive usable space. The space is simple, with patterned resin-bound aggregate surfacing and seating and planting elements, as well as street trees.

This treatment as a civic space is in line with City Edge Strategic Framework Plan (2022) which proposes a Transport Hub/ Public Plaza here in the future. Its position on the critical Ballymount Avenue/ Calmount Road junction creates a natural destination point in the locality. It is an amenity that is shared by both the occupants of the site and the public who traverse the perimeter pathways, in line with the Urban Design Manual section 3, this creates an open and inclusive amenity and permeability network through and around the site. The own door offices are set back on both sides of the plaza to create a pedestrian friendly entranceway into the site. The proposal for a future art installation as identified within the CFI will further enrich this space and set it as a landmark location within its broader urban industry context.



*Artists Impression: Aerial showing the landscaped amenity at the café which fronts onto Calmount road*



*Artists Impression: Aerial showing office units on corner of Calmount Road and Ballymount Avenue, showing civic space, and boundary structure, as well as intensive green (brown) roofs to the office buildings.*



## Public Realm

The design of the footpaths offers sufficient width at 1.8 meters to enable people to move in both directions and pass each other with ease, while the cycle path at 1.75 meters width is also in keeping with DMURS (2019). All cycle parking is in accordance with the National Cycle Manual, NTA (2011).

Each building has its own parking facilities sufficient for the expected level of use, including the provision of 5% Universally accessible parking spaces. All car parking layouts have arranged such that these Universally Accessible Spaces have been located as close as possible to all Main entrances. 1 Universally accessible car space has also been allocated as an EV space for each of the logistic units. These entrances each offer level access from the street for ease of use by all.

The public plaza at the junction of Calmount Road and Ballymount Avenue in combination with the small linear park directly off the entrance from Calmount Road implement provisions set out in CDP Policy COS5 in providing well connected inclusive high-quality open space accessible to all who live, work and visit the area.

In line with the Urban Design Manual section 08, these interventions with the public realm together with the simplicity of the site layout aim to promote a safe access through and around the site creating a positive experience for the user and landmark features and experiences for the locality.



*Artists representation of pedestrian and cycle junction at Calmount road.*



## 9. The Delivery of High-Quality Inclusive Development

Section 5.2.6 of the CPD specifically identifies the requirements for the delivery of High-Quality and Inclusive Developments “in relation to residential development advocate a holistic approach to the creation of sustainable communities and residential neighbourhoods, with an emphasis on the design of quality urban environments.”

This isn't applicable to this site given the Zoning and the EE. However the long term aims of the City Edge Strategic Framework Plan have been considered during the design process and how the subject site will sit as an “Urban Industry” centre in the context of surrounding residential development.

As noted in the “Placemaking ” section, the architectural treatments of the buildings, the interface with the public realm, the plaza and public amenities all aim to create an employment destination which is of high quality standard and design. If it is to receive a grant of permission, the development will assist in the gradual increase in quality and standards within the locality.



*Artistic impression of own-door office units, showing civic space, and boundary structure, as well as intensive green (brown) roofs to the office buildings.*



## 10. Materials, Colours & Textures

In line with the Urban Design Manual section 12, great effort has been put into how the detail design of the building form and how the cladding elements will enhance the quality of the area. Also, how the buildings and their treatments interact with the landscape design, the feature green walls being a direct physical connection.

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 one of the Key Façade faces in each of the Logistic Warehouse Units. 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.



*Photograph of logistic warehouse cladding precedent*



*Detail Photograph of logistic warehouse cladding precedent*



*Detail Photograph of logistic warehouse cladding precedent & entrance cladding*



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.



*Artists representation entrance and office accommodation for Unit 6*



*Artists representation of own-door offices unit 5 articulation*



## 11. Appropriate Density and Building Heights

### Density

The proposed development plot ratio is 1:0.3. It would be the opinion of the design team that this is a fair proportion given the Zoning and surrounding context. The building positions and site layout has been largely driven by the roads objective north south road and from council advice on positioning buildings such that a more Urban Context is created along the site perimeter boundary.



Figure 21: Section through Unit 6 on Calmount Road

### Building Heights

As noted previously, within the context of the zoning of the site and the industrial nature of the broader context of the locality, warehouse / logistics and office buildings are an appropriate building type for this site. In developing the site, the design team has aimed to respect the existing building height where in close proximity to the site boundary and public realm.

The warehouse / logistics buildings are set at 17m to parapet level with the associated office accommodation begin set at 9.15m. The own door offices are circa 13.5m in height.

As noted within the "Evolution of scheme" the proximity of the buildings with the public boundaries has been driven by engagement with the Council and the long term aims to create the Urban Industrial context for the local area set out in the City Edge Strategic Framework Plan.

Where there is direct addressing of the buildings with the public site boundaries, we have looked to create outbound office accommodation which steps the massing of the buildings down to a more human scale. These 2 storey office provisions together with the own door offices have been scaled specifically to aspire to the Urban Context identified by the council in preplanning consultation and subsequent F.I. request.



### Appropriate Density and Building Heights



Section through Unit 5B on Ballymount Avenue



Section through Unit 5A on Calmount Road



## Access and Parking

In line with the Urban Design Manual section 11, these spaces have direct connectivity to each unit, easily accessible and well illuminated making them safe and well designed. There is no on street parking within the scheme. 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 294 no. spaces including 17 no. accessible spaces and 61 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 12.27.

## 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 12.27 guidelines, the design and layout of the site promotes cycling and walking providing adequate provision for cycle and pedestrian linkages.

As noted in the "Public Realm" section above, the broader landscape treatment is supplemented by 3 key nodes. The 2 more heavily planted green amenities at the North Eastern corner, with woodland aesthetic and the landscaped Cafe amenity on the South Western corner of the site. The feature public amenity being the plaza on the corner of Calmount Road and Ballymount Avenue.

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 to allow for ESB access while also accommodating significant plant screening along the public realm. The screening together with the nature of the architectural cladding to the ESB substations makes for a higher quality aesthetic to the sub stations while also minimizing visual impact. There is also provision for 170 no. covered cycle parking spaces, 16 cargo cycle parking spaces and all ancillary works.



Site Masterplan for CFI submission



## 12. Mix of Dwelling Types

As noted within the CFI request, given the EE Zoning and nature of the proposed development the reference to a mix of dwelling types is not applicable to this planning submission.



### 13. Schedule of Areas

**CALMOUNT ROAD**  
**18-42\_CFI-770 SCHEDULE OF AREAS**  
 Date: 21.11.2022



**SITE DETAILS**

	(sqm)	(sqft)
Site Area Subject to application	74,516	802090
Site Area under applicants ownership	71101.5	765337
Development Area	22,539	242607

Site Coverage	27%
Ratio	0.32

**UNIT 1**

	GROSS INTERNAL AREAS	
	(sqm)	(sqft)
<b>GROUND FLOOR</b>	2,786	29989
Entrance+Associated Areas+Circulation	138	
Warehouse area+Associated Support Areas	2,648	
<b>FIRST FLOOR</b>	240	2578
Office+Associated Areas+Circulation		
<b>OVERALL GROSS INTERNAL AREA</b>	<b>3,026</b>	<b>32566</b>

**UNIT 2-CFI**

	GROSS INTERNAL AREAS	
	(sqm)	(sqft)
<b>GROUND FLOOR</b>	3,369	36264
Entrance+Associated Areas+Circulation	141	
Warehouse area+Associated Support Areas	3,228	
<b>FIRST FLOOR</b>	263	2831
Office+Associated Areas+Circulation		
<b>OVERALL GROSS INTERNAL AREA</b>	<b>3,632</b>	<b>39095</b>

**UNIT 3**

	GROSS INTERNAL AREAS	
	(sqm)	(sqft)
<b>GROUND FLOOR</b>	3,268	35177
Entrance+Associated Areas+Circulation	138	
Warehouse area+Associated Support Areas	3,130	
<b>FIRST FLOOR</b>	252	2713
Office+Associated Areas+Circulation		
<b>OVERALL GROSS INTERNAL AREA</b>	<b>3,520</b>	<b>37889</b>

**UNIT 4**

	GROSS INTERNAL AREAS	
	(sqm)	(sqft)
<b>GROUND FLOOR</b>	3,560	38320
Entrance+Associated Areas+Circulation	138	
Warehouse area+Associated Support Areas	3,422	
<b>FIRST FLOOR</b>	267	2874
Office+Associated Areas+Circulation		
<b>OVERALL GROSS INTERNAL AREA</b>	<b>3,827</b>	<b>41194</b>

**UNIT 6 - Further Information**

	GROSS INTERNAL AREAS	
	(sqm)	(sqft)
<b>GROUND FLOOR</b>	3,643	39213
Entrance+Associated Areas+Circulation	136	
Warehouse area+Associated Support Areas	3,507	
<b>FIRST FLOOR</b>	354	3810
Office+Associated Areas+Circulation		
<b>OVERALL GROSS INTERNAL AREA</b>	<b>3,997</b>	<b>43024</b>

**OFFICE-BLOCK 5A**

	GROSS INTERNAL AREAS	
	(sqm)	(sqft)
<b>GROUND FLOOR</b>	466	5016
Entrance + Circulation + Office + Associated Support Areas		
<b>FIRST FLOOR</b>	466	5016
Office + Associated Support Areas + Circulation		
<b>SECOND FLOOR</b>	466	5016
Office + Associated Support Areas + Circulation		
<b>OVERALL GROSS INTERNAL AREA</b>	<b>1,398</b>	<b>15048</b>

**OFFICE-BLOCK 5B**

	GROSS INTERNAL AREAS	
	(sqm)	(sqft)
<b>GROUND FLOOR</b>	466	5016
Entrance + Circulation + Office + Associated Support Areas		
<b>FIRST FLOOR</b>	466	5016
Office + Associated Support Areas + Circulation		
<b>SECOND FLOOR</b>	466	5016
Office + Associated Support Areas + Circulation		
<b>OVERALL GROSS INTERNAL AREA</b>	<b>1,398</b>	<b>15048</b>

**OFFICE-BLOCK 5C**

	GROSS INTERNAL AREAS	
	(sqm)	(sqft)
<b>GROUND FLOOR</b>	466	5016
Entrance + Circulation + Office + Associated Support Areas		
<b>FIRST FLOOR</b>	466	5016
Office + Associated Support Areas + Circulation		
<b>SECOND FLOOR</b>	466	5016
Office + Associated Support Areas + Circulation		
<b>OVERALL GROSS INTERNAL AREA</b>	<b>1,398</b>	<b>15048</b>

**UNIT 7-CAFÉ/RESTAURANT UNIT**

	GROSS INTERNAL AREAS	
	(sqm)	(sqft)
<b>GROUND FLOOR</b>	213	2293
Entrance + Restaurant Area + kitchen + Associated Areas		
<b>OVERALL GROSS INTERNAL AREA</b>	<b>213</b>	<b>2293</b>

**SUB-STATIONS**

	GROSS INTERNAL AREAS	
	(sqm)	(sqft)
<b>SUB-STATION 1</b>	25	269
<b>SUB-STATION 2</b>	25	269
<b>SUB-STATION 3</b>	25	269
<b>SUB-STATION 4-5</b>	30.2	325
<b>SUB-STATION 6</b>	25	269
<b>OVERALL GROSS INTERNAL AREA</b>	<b>130</b>	<b>1401</b>

**CAR PARKING-UNIT 1**

Warehousing 3026 sqm GFA @ 1/100 SqM	30	Proposed
Standard parking spaces	22	
Accessible Paking(5%)	2	
Ev Parking(20%)	6	
<b>OVERALL CAR PARKING SPACES</b>	<b>30</b>	

**CAR PARKING-UNIT 2-CFI**

Warehousing 3632sqm GFA @ 1/100 SqM	36	Proposed
Standard parking spaces	27	
Accessible Paking(5%)	2	
Ev Parking(20%)	7	
<b>OVERALL CAR PARKING SPACES</b>	<b>36</b>	

**BICYCLE PARKING-UNIT 1**

Warehousing 3026 sqm GFA @ 1/200 SqM	15	Proposed
<b>OVERALL BICYCLE PARKING SPACES</b>	<b>20</b>	

**BICYCLE PARKING-UNIT 2-CFI**

Warehousing 3632 sqm GFA @ 1/200 SqM	18	Proposed
<b>OVERALL BICYCLE PARKING SPACES</b>	<b>20</b>	

**CAR PARKING-UNIT 3**

Warehousing 3520 sqm GFA @ 1/100 SqM	35	Proposed
Standard parking spaces	26	
Accessible Paking(5%)	2	
Ev Parking(20%)	7	
<b>OVERALL CAR PARKING SPACES</b>	<b>35</b>	

**CAR PARKING-UNIT 4**

Warehousing 3827 sqm GFA @ 1/100 SqM	38	Proposed
Standard parking spaces	28	
Accessible Paking(5%)	2	
Ev Parking(20%)	8	
<b>OVERALL CAR PARKING SPACES</b>	<b>38</b>	

**BICYCLE PARKING-UNIT 3**

Warehousing 3520 sqm GFA @ 1/200 SqM	18	Proposed
<b>OVERALL BICYCLE PARKING SPACES</b>	<b>20</b>	

**BICYCLE PARKING-UNIT 4**

Warehousing 3827 sqm GFA @ 1/200 SqM	19	Proposed
<b>OVERALL BICYCLE PARKING SPACES</b>	<b>20</b>	

**CAR PARKING-UNIT 5**

Offices 4182 sqm GFA @ 1/50 SqM	84	Proposed
Standard parking spaces	58	
Accessible Paking(5%)	4	
Ev Parking(20%)	15	
<b>OVERALL CAR PARKING SPACES</b>	<b>77</b>	

**CAR PARKING-UNIT 6-Further Information**

Warehousing 3997 sqm GFA @ 1/100 SqM	40	Proposed
Standard parking spaces	30	
Accessible Paking(5%)	2	
Ev Parking(20%)	8	
<b>OVERALL CAR PARKING SPACES</b>	<b>40</b>	

**BICYCLE PARKING-UNIT 5**

Offices 4182 sqm GFA @ 1/200 SqM	21	Proposed
Long Stay	21	
Short Stay	21	
Standard Bicycle Parking Spaces	50	
Cargo Bicycle Parking Spaces	10	
<b>OVERALL BICYCLE PARKING SPACES</b>	<b>60</b>	

**BICYCLE PARKING-UNIT 6-Further Information**

Warehousing 3997 sqm GFA @ 1/200 SqM	20	Proposed
<b>OVERALL BICYCLE PARKING SPACES</b>	<b>20</b>	

**CAR PARKING-UNIT 7-CAFÉ/RESTAURANT**

Café/Restaurant 213 sqm GFA @ 1/15 SqM	14	Proposed
Standard parking spaces	9	
Accessible Paking(5%)	2	
Ev Parking(20%)	3	
<b>OVERALL CAR PARKING SPACES</b>	<b>14</b>	

**BICYCLE PARKING-CAFÉ/RESTAURANT UNIT**

Café/Restaurant 80 seats @ 1/10 seats	8	Proposed
Standard Bicycle Parking Spaces	10	
Cargo Bicycle Parking Spaces	6	
<b>OVERALL BICYCLE PARKING SPACES</b>	<b>16</b>	



### 14. CGI's of Proposed Development - Aerial View



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



### 14. 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.



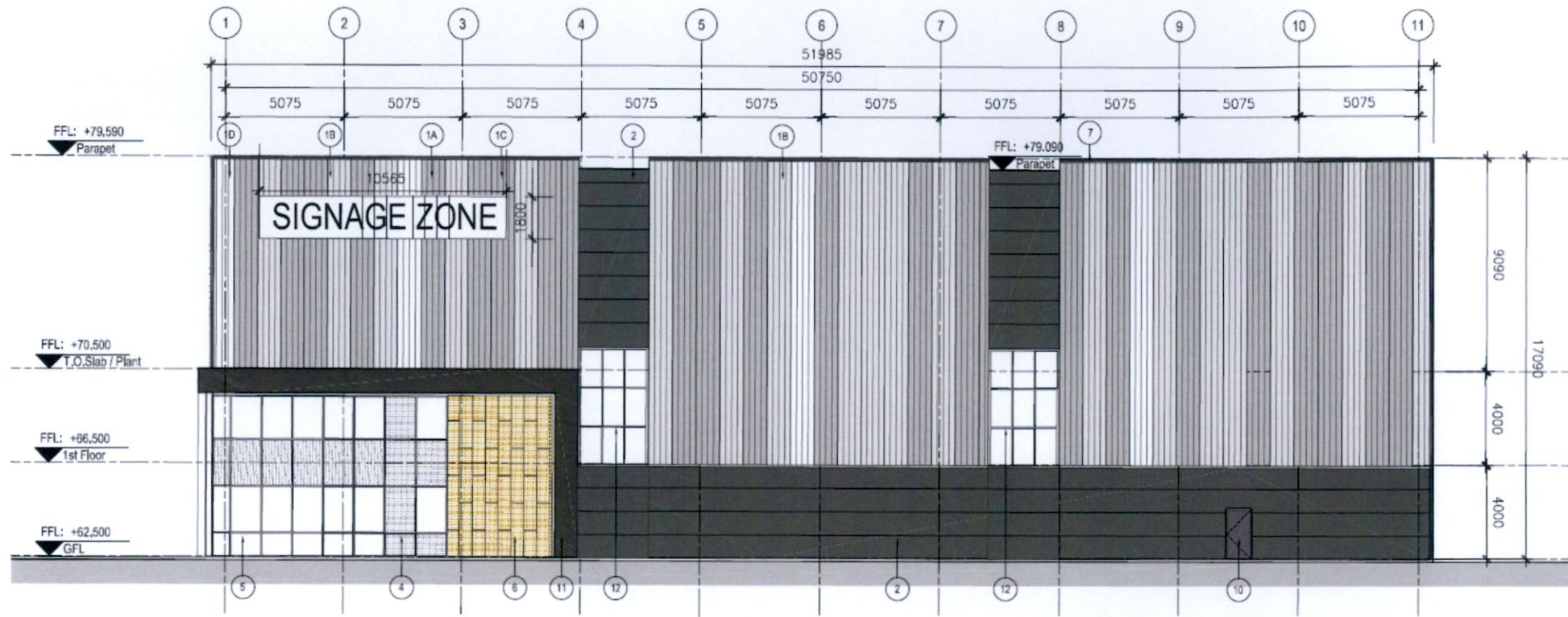
### 15. Proposed Site Layout Plan & Elevations



C.F.I Proposed Site Plan

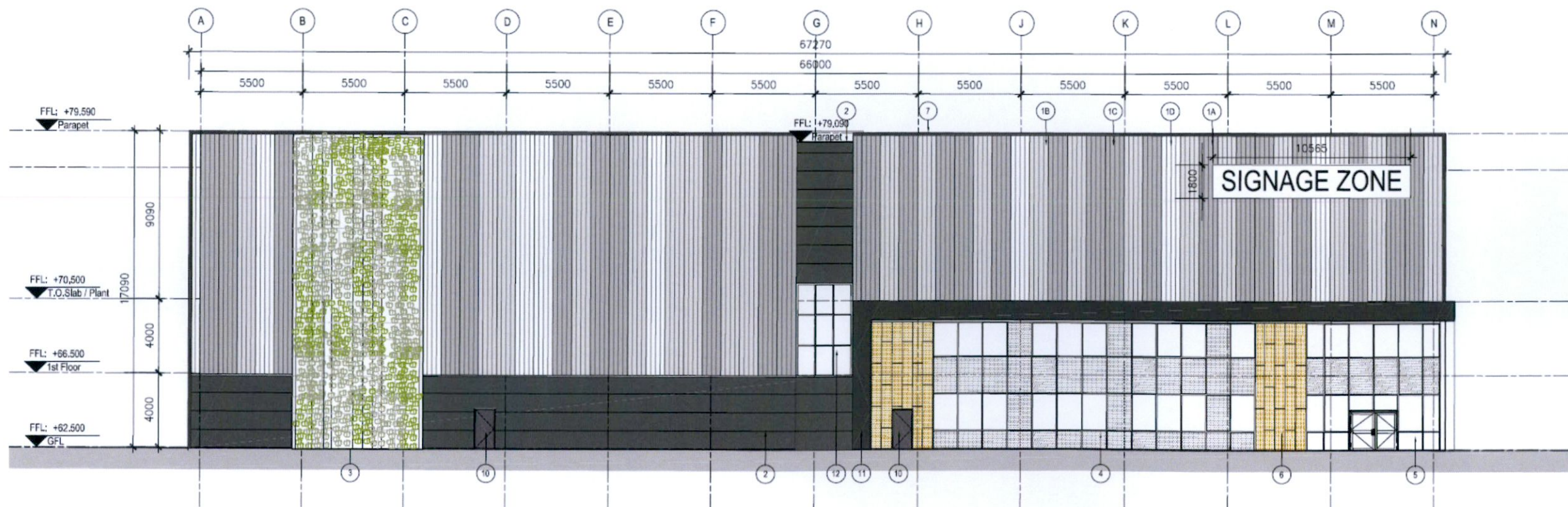


Unit 2 - Elevations

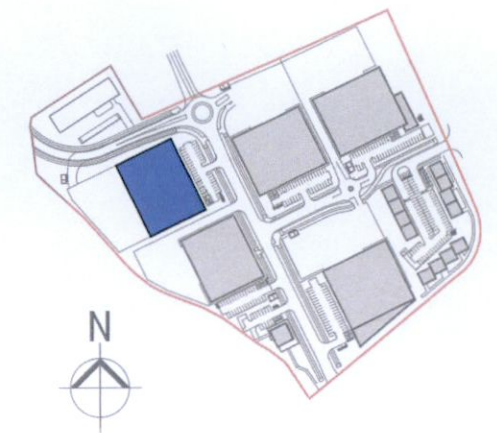


- 1 A. Goosewing Grey, Quadcore KS 1000 RW Three-Crown Profile Panel
- 1 B. Grey White, Quadcore KS 1000 RW Three-Crown Profile Panel
- 1 C. Pure Grey, Quadcore KS 1000 RW Three-Crown Profile Panel
- 1 D. Pure White, Quadcore KS 1000 RW Three-Crown Profile Panel
- 2. Anthracite Quadcore AWP 1000 FL Flat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

North-West Elevation

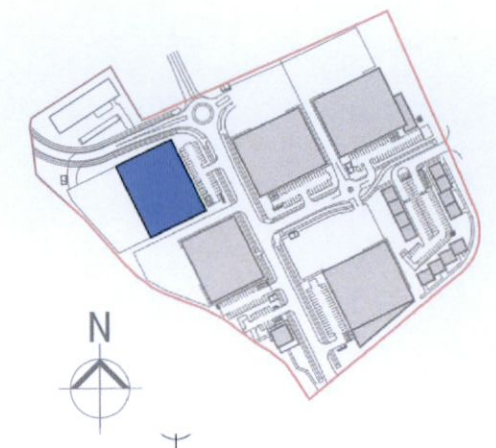
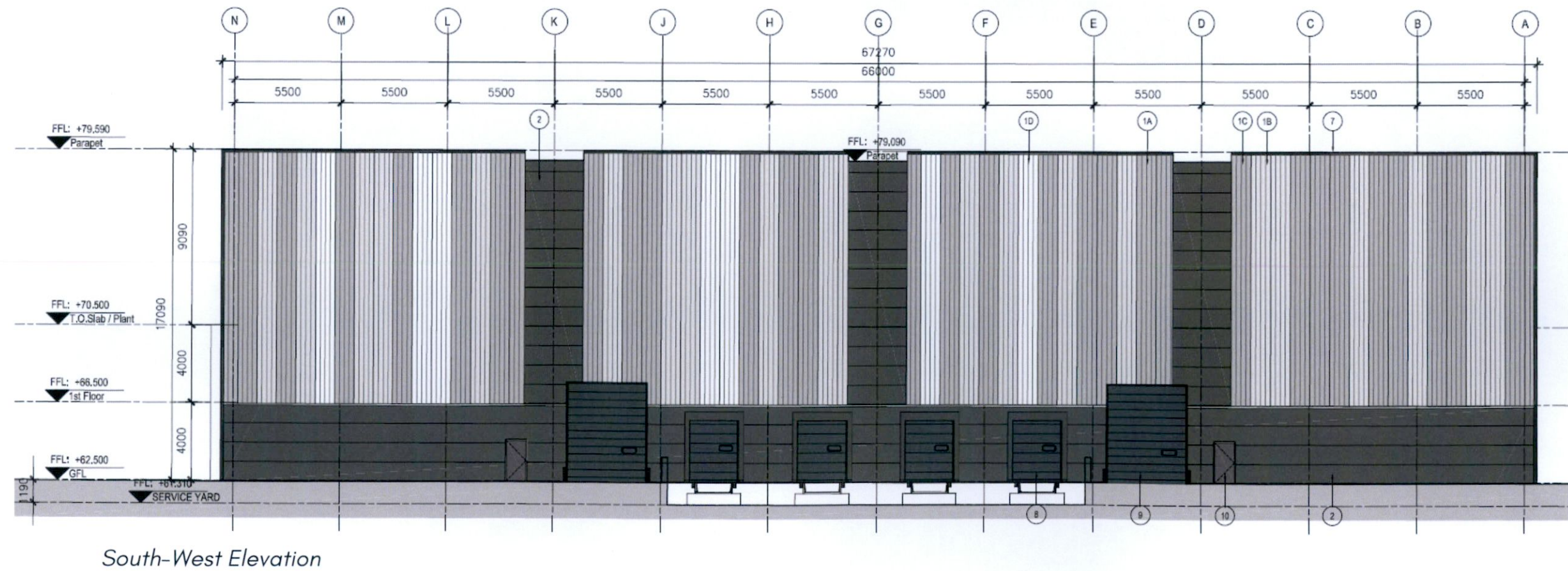
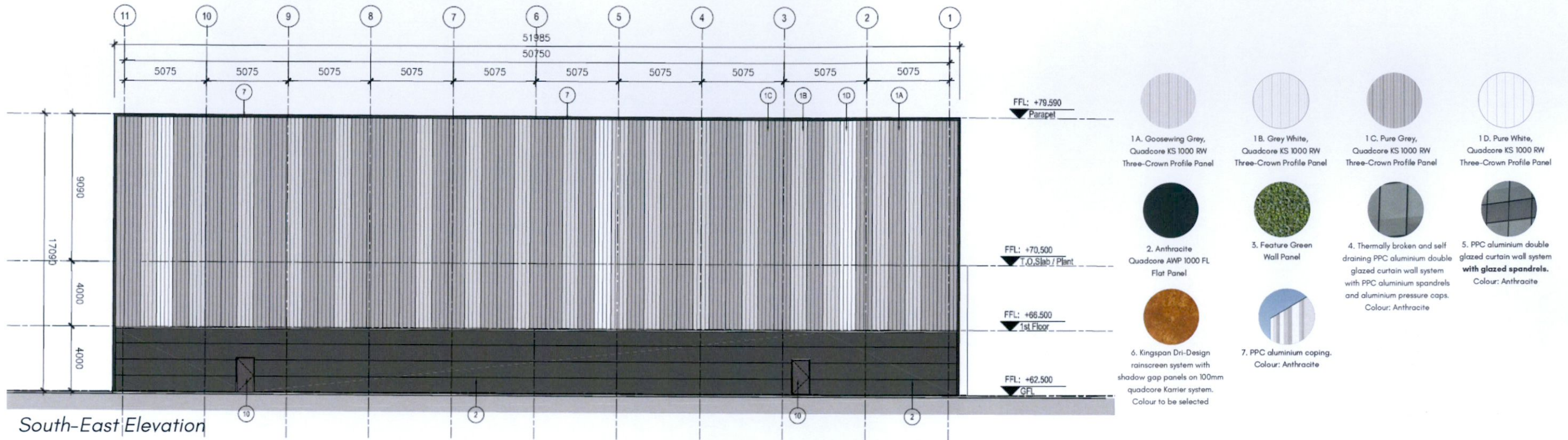


North-East Elevation



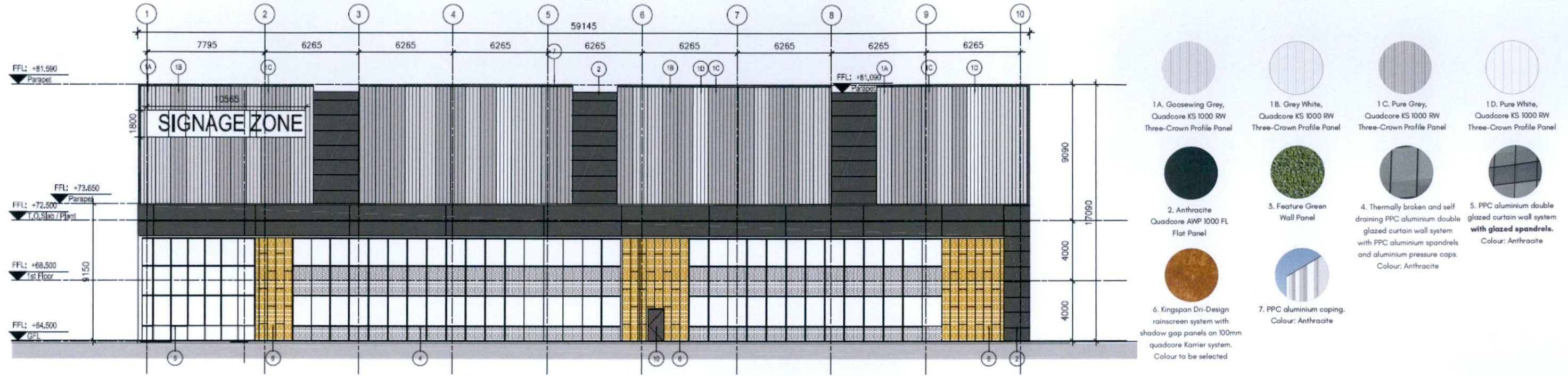


Unit 2 - Elevations

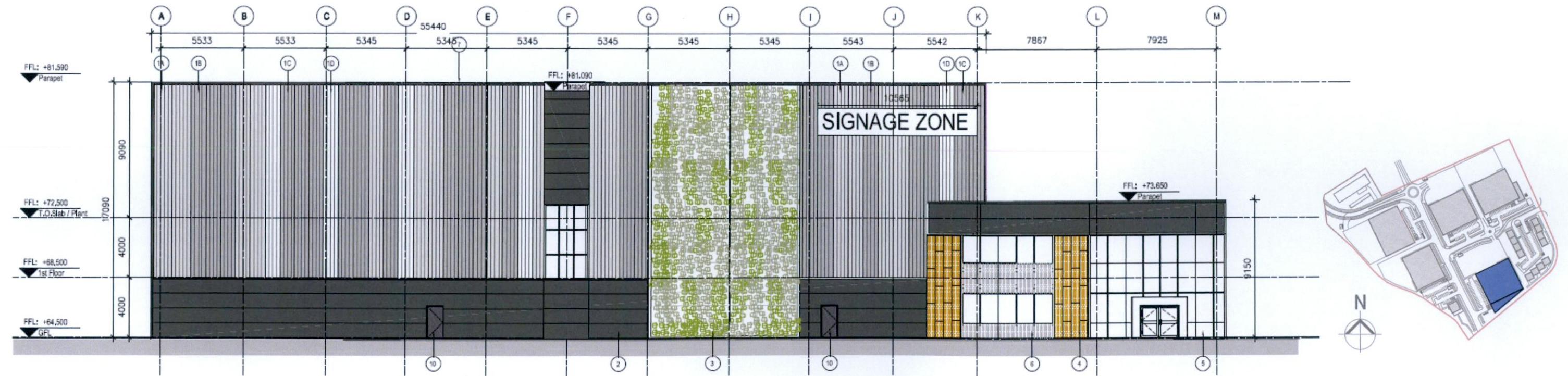




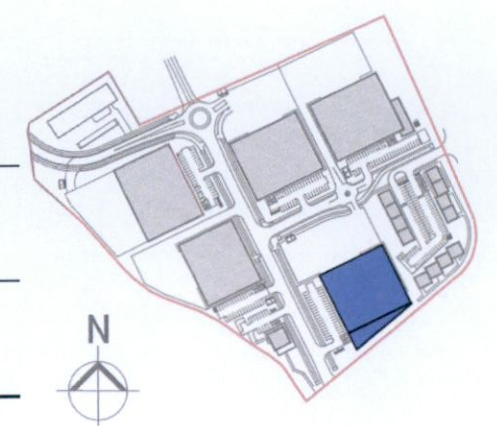
Unit 6 - Elevations



South-East Elevation

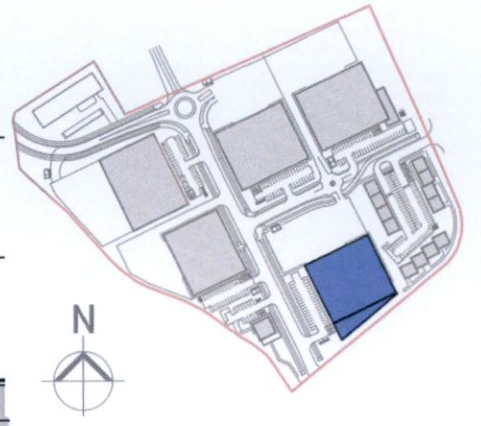
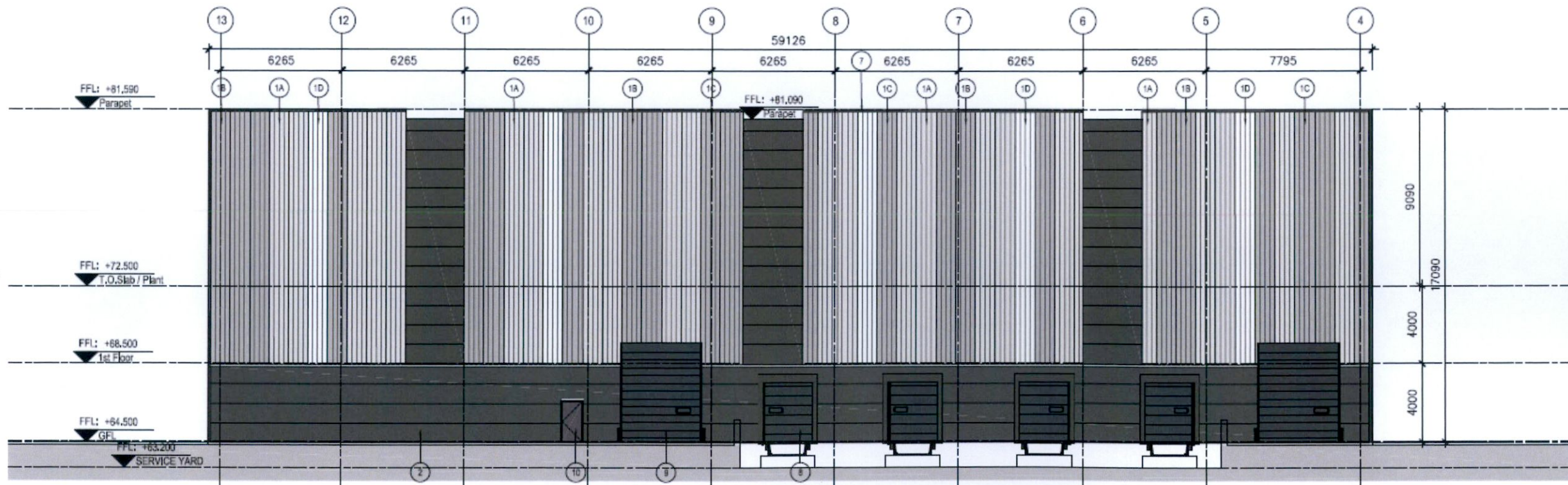
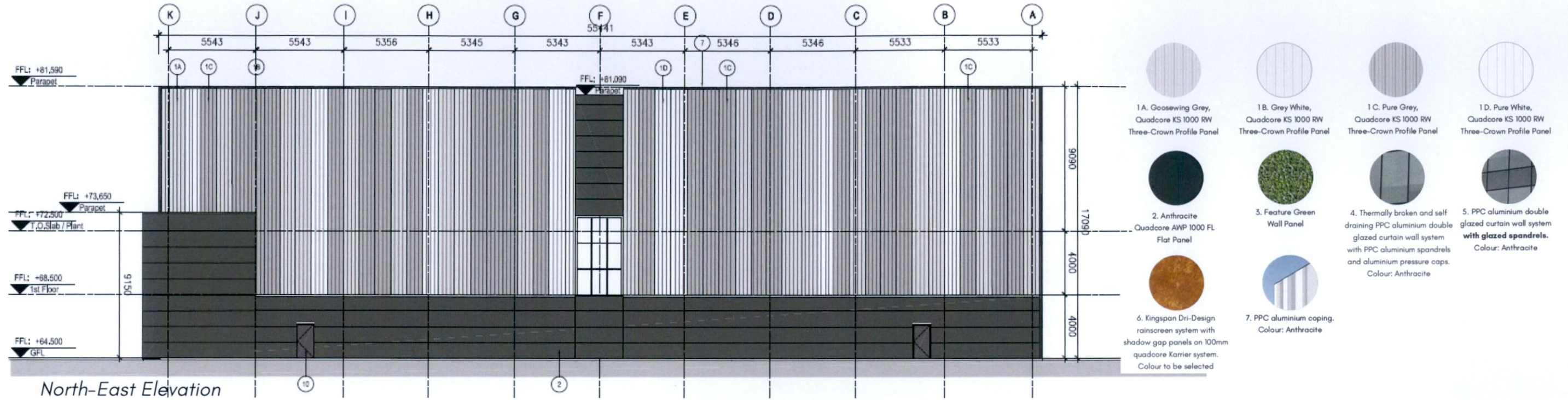


South-West Elevation





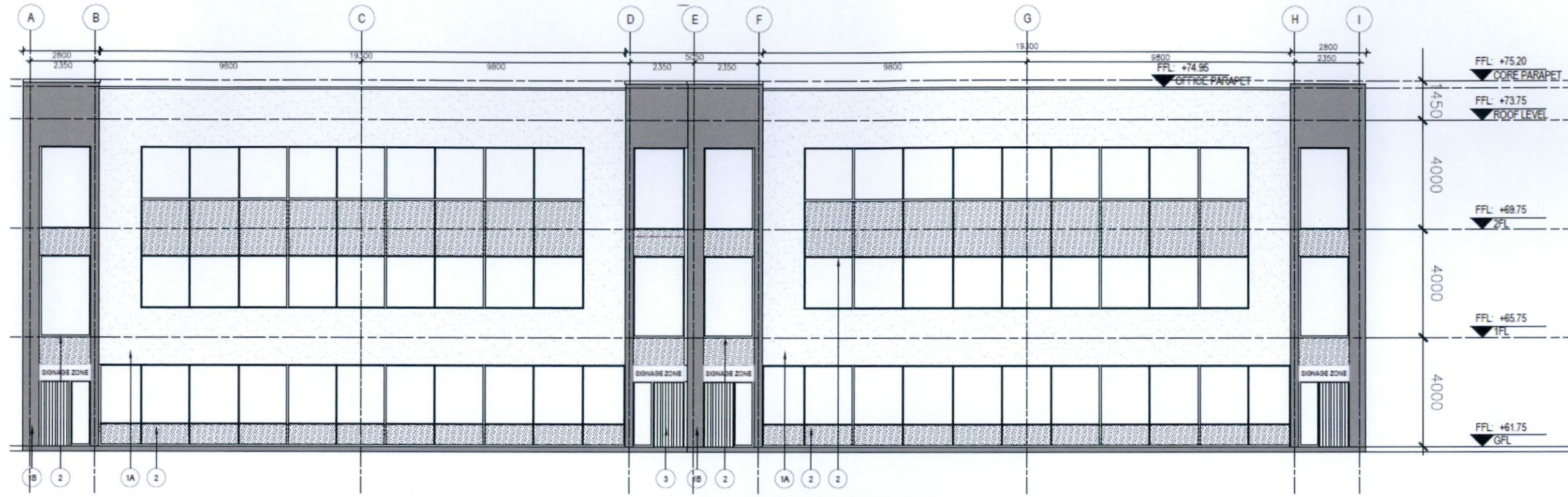
### Unit 6 - Elevations



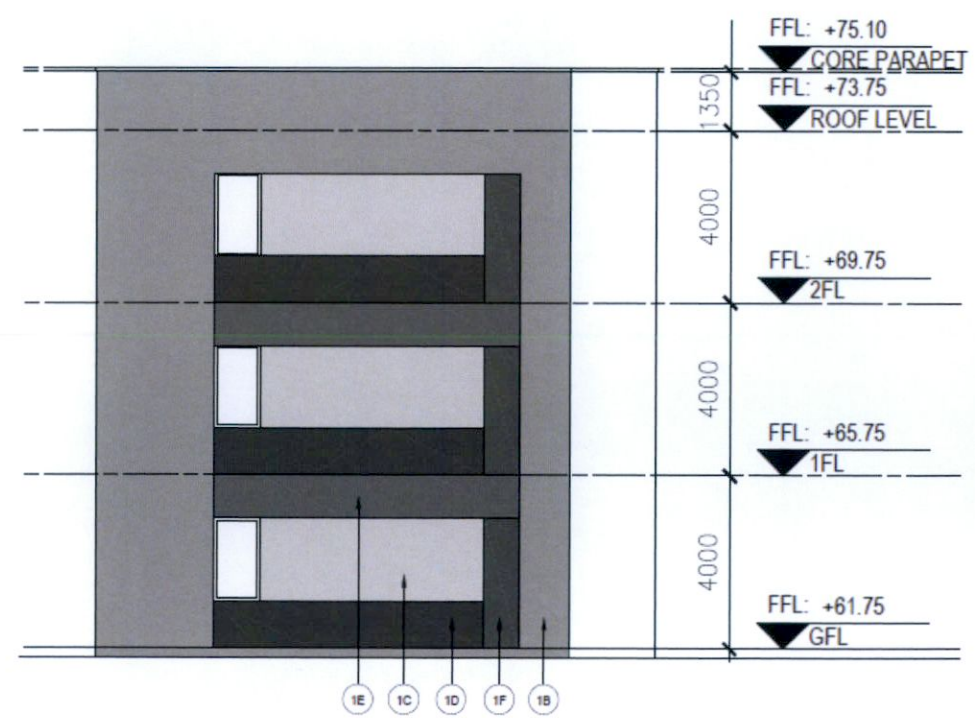
North-West Elevation



Unit 5A - Elevations

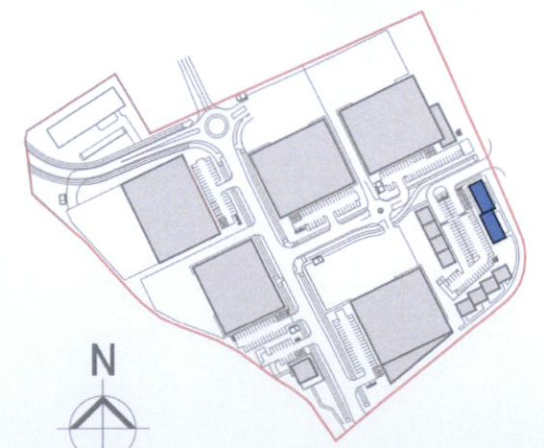


South-West Elevation



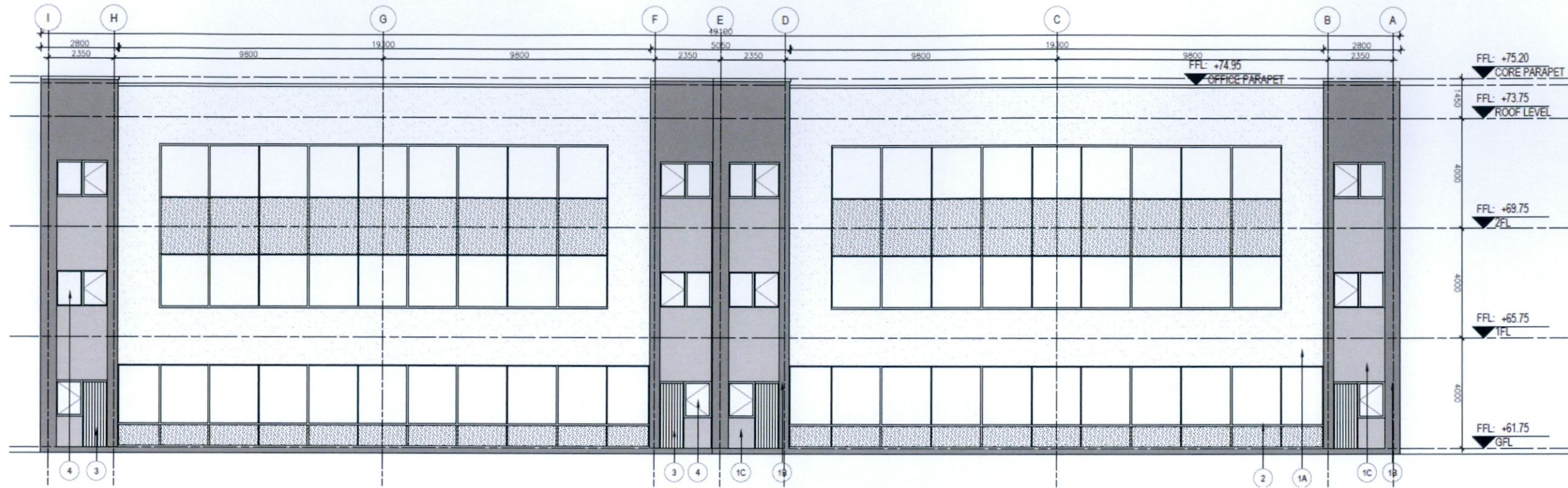
South-East Elevation

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

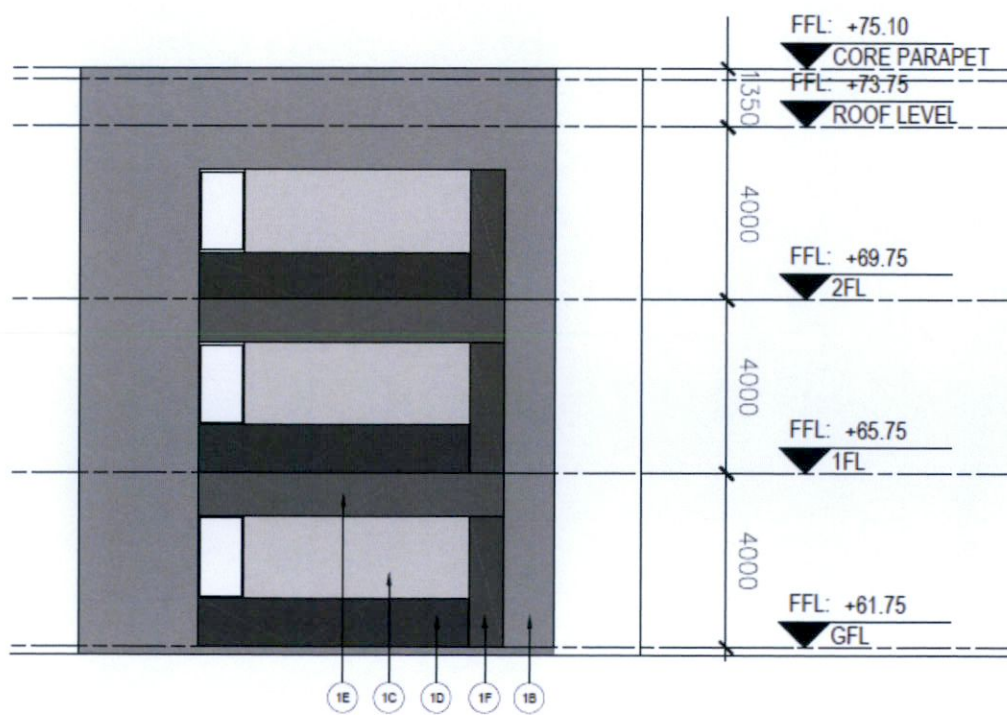




Unit 5A - Elevations

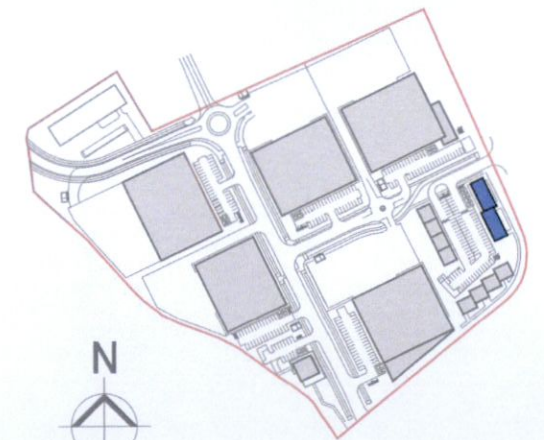


North-East Elevation



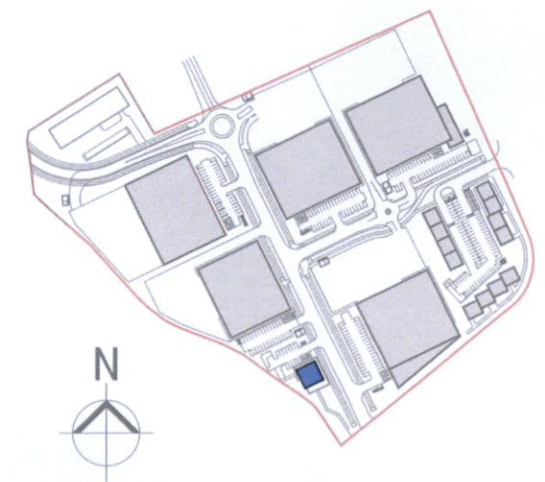
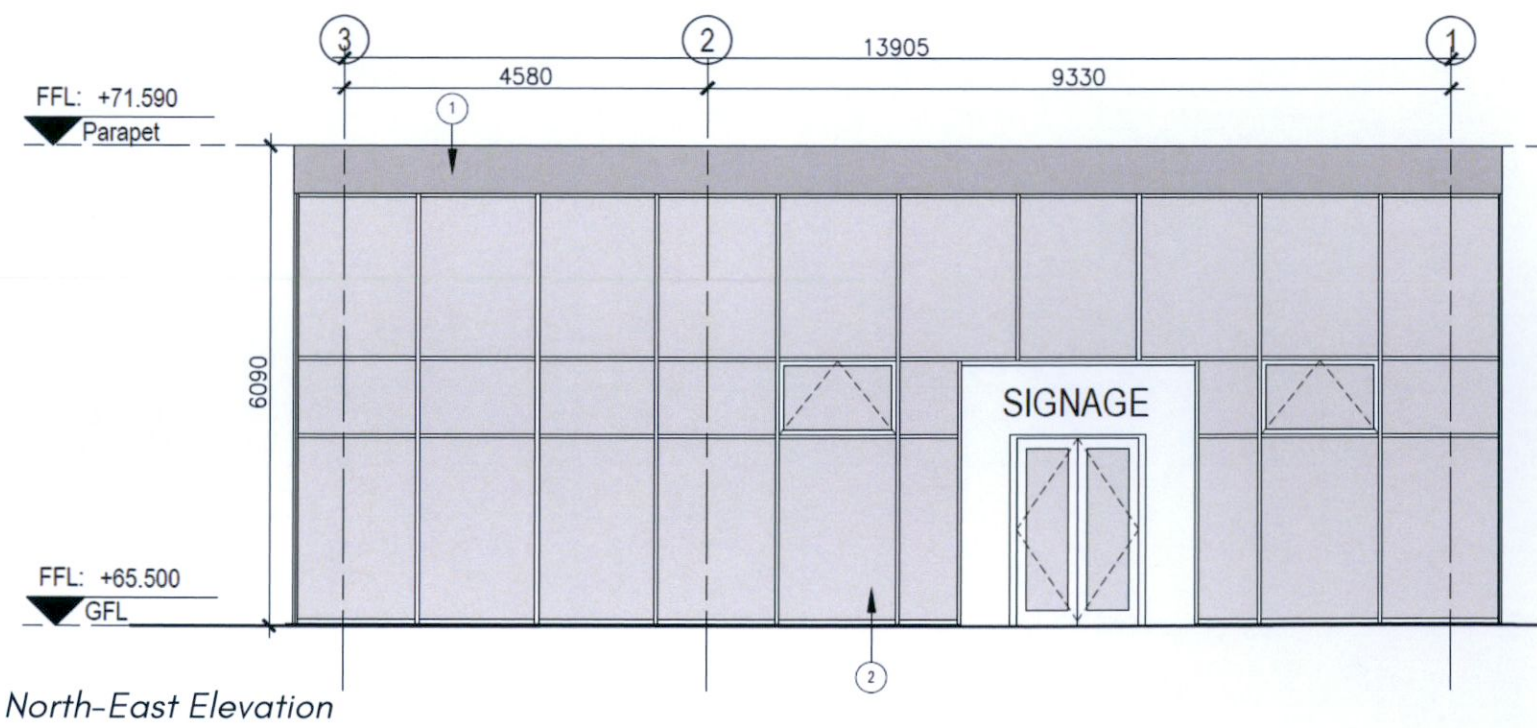
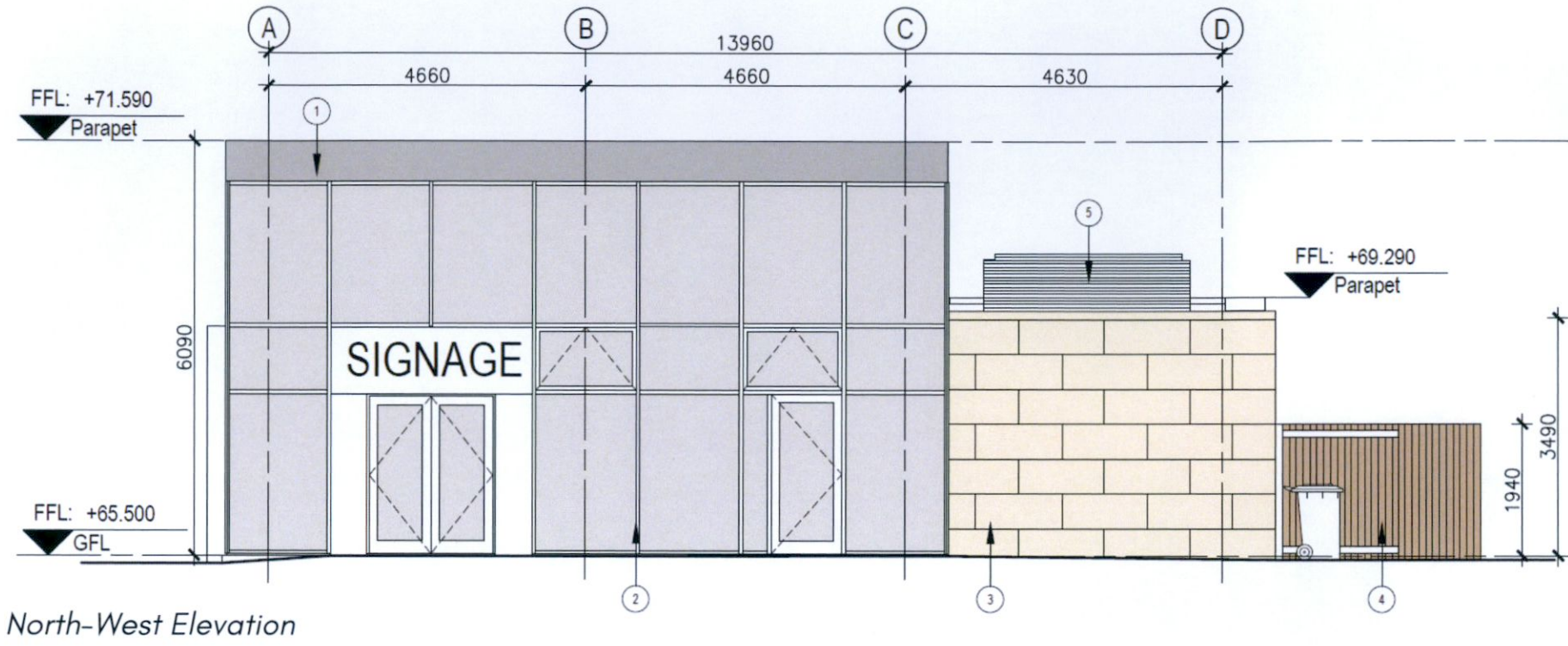
North-West Elevation

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





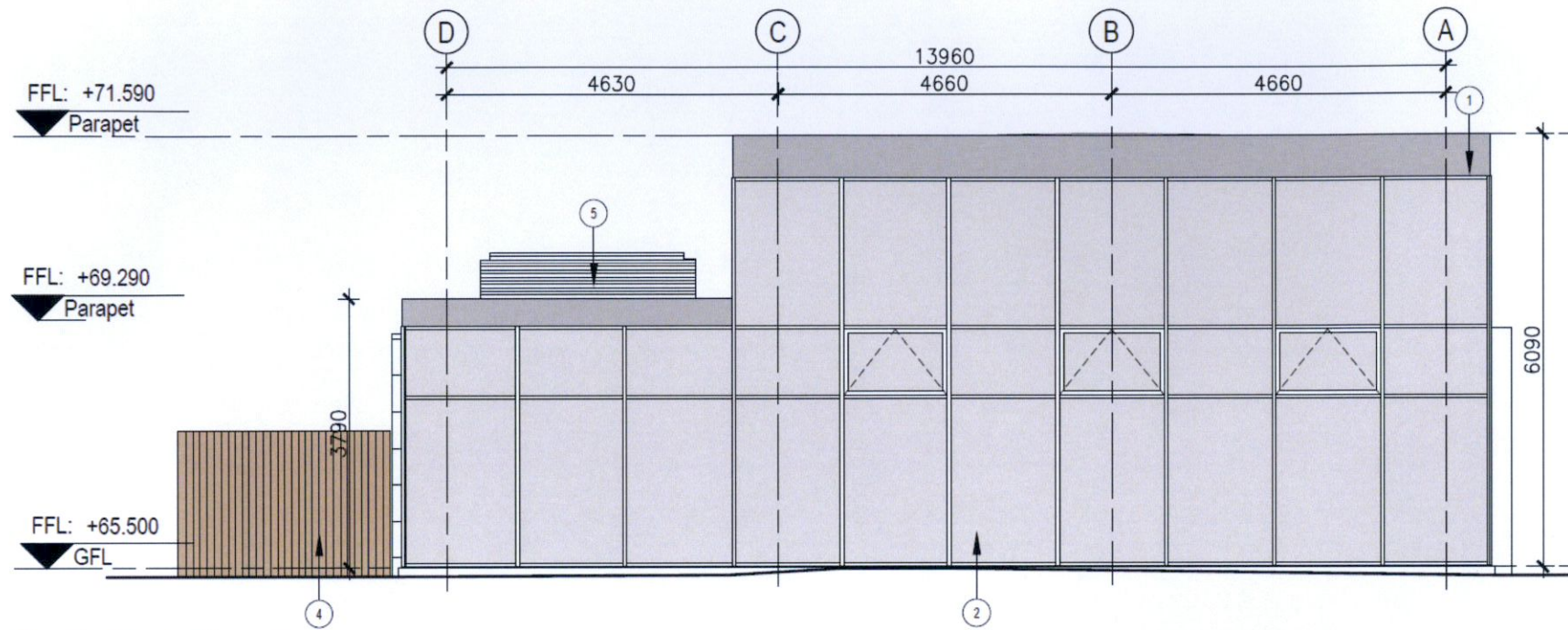
Unit 7 - Café/ Restaurant - Elevations



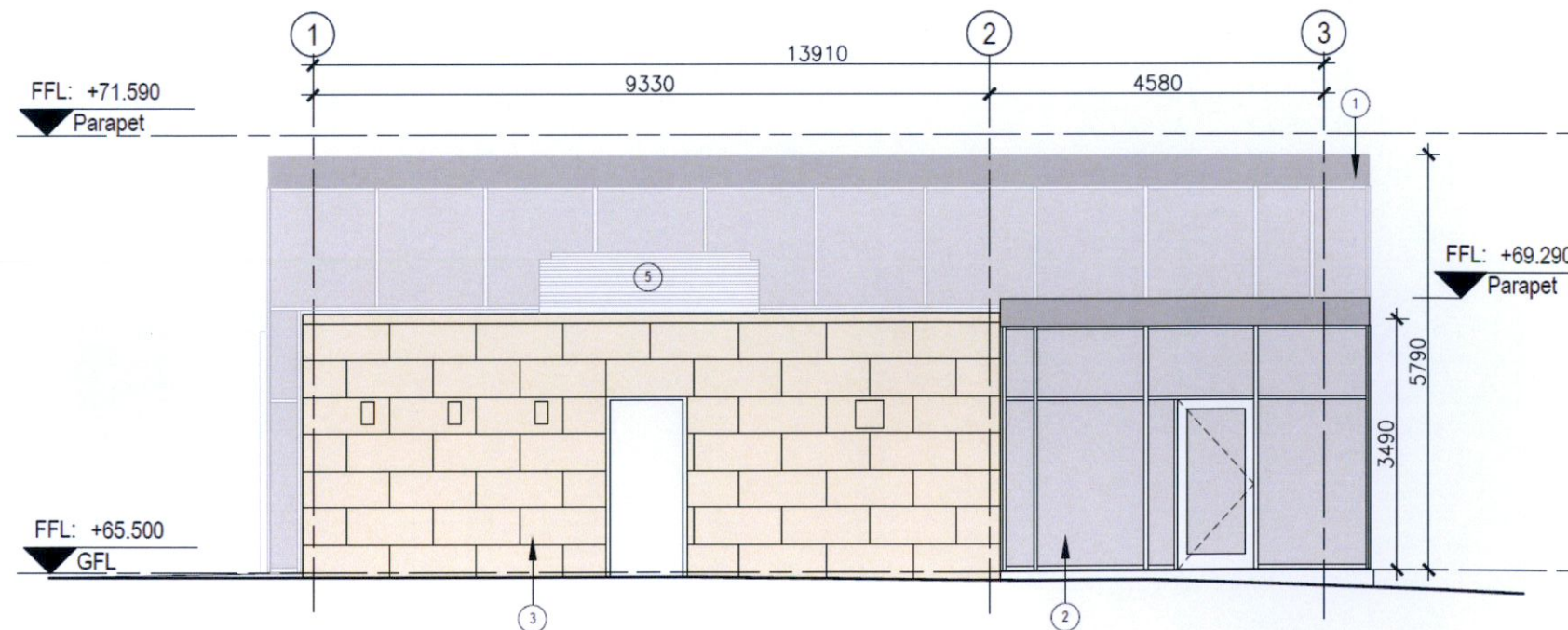
- 1. PPC aluminium coping, Colour: Anthracite
- 2. PPC aluminium double glazed curtain wall system, Colour: Anthracite
- 3. Coloured Stone Cladding System to Selected Colour
- 4. Timber Cladding to Steel Structure
- 5. Aluminium Louvre Colour Grey



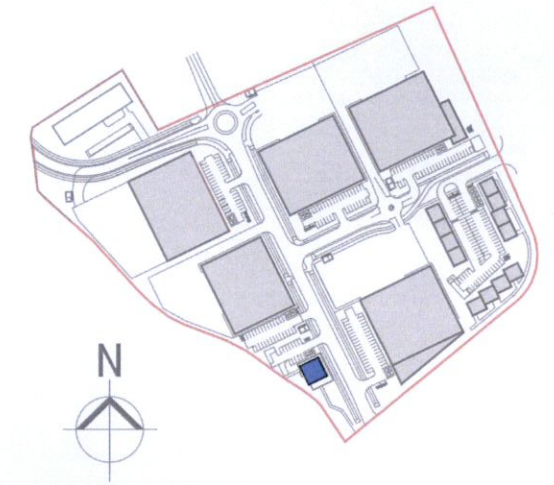
### Unit 7 - Café/ Restaurant - Elevations



South-West Elevation



South-East Elevation



- 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



### 16. Architects Compliance with CDP Table 12.27, prepared in association with DBFL & MSA

CALMOUNT ROAD 18-42_Architects Compliance to CDP Table 12.27 Date:14.08.2022			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 the CDP or relevant LAP, Masterplan and/or as determined by a site analysis process and/ consultation with the planning authority.	Road layout based on Development Plan roads objective and on consultation between Roads Dept. and DBFL Engineers, providing for future links to lands to the north.	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.				
	The street network is easy to navigate and a clear 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 buildings should be of contemporary architectural design and finish (including use of colour).	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. The inclusion of green-walls to each warehouse unit will further compliment this strategy offering a full height planted element providing visual interest through introducing vertical green landscape elements.		
	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 aims of the City Edge Development Framework Plan				Various treatments, finishes and colours should be employed to reduce the bulk, massing and scale of larger buildings.	A variety of materials are proposed across the site in the different building formats and the larger warehouse buildings incorporate different built form, materials and green walls to break up the massing of these larger buildings.		
	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. Where possible these have been located to the sides of buildings. Service and logistics yards are larger and have been located 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 and cycle parking provision provided. The pedestrian linkages also provide ease of access to public transport links along Ballymount Avenue.						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 the visual treatment of the office accommodation frontage onto the public realm with office provision and enclose private external space, yard and car parking either to the side or rear where possible.
	Open Space and Landscape & Green Infrastructure (GI)	See Murray & Associates Landscape Architect's Submissions including Green Infrastructure Plan						Signage should be simple in design and designed to integrate with architectural feature and/or the landscape setting (see also Section 12.5.7 Advertising, Corporate Identification and Public Information Signs).	Although Signage will need to be developed to future detail as the end user for the buildings has yet to be confirmed, any future signage design 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.



### 16. Architects Compliance with CDP Table 3.18, prepared in association with DBFL & MSA

CALMOUNT ROAD 18-42 Architects Compliance to table 3.18: Date:11.11.2022			TOT ARCHITECTS		
KEY PRINCIPLES FOR HEALTHY PLACEMAKING AND PUBLIC REALM AT NEIGHBOURHOOD LEVEL			Safe, Inviting and Inclusive	CDP REQUIREMENT	DESIGN RESPONSE
Identity and Sense of Place	CDP REQUIREMENT	DESIGN RESPONSE		CDP REQUIREMENT	DESIGN RESPONSE
Identity and Sense of Place	Recognising the existing identity and sense of place within a neighbourhood and local area is an important component of healthy placemaking. These are the elements contributing to the success of an area that cannot be artificially replicated by placemaking actions.	The proposal aims create a visually identifiable development with strong material finishes which allow for a landmarking within the locality. The mix of building materials within the Warehouse/ Logistic units , not only aid to break down the massing of the units, they also create a strong architectural language in terms of their treatment. In particular , the expression of the Office accomodation within the Warehouse/Logistic units and feature treatments are designed to be both visually striking and to tie the proposed building stock together thematically.	Neighbourhood and local areas should be attractive, with a distinct sense of place and high-quality public realm. Good-quality local greenery such as tree and shrub planting, small urban and pocket parks, playgrounds and urban meadows, improve the look, feel and ambience of a space.	The design aims to achieve a strong architectural language that sets the development apart from its broader context and creates a visual sense of place with landmark features.	
	Using a unified and restricted palette of materials and colours within the streetscape can help foster continuity and help define boundaries.	The feature colour panelation of the office accomodation and curtain walling within the strong framing, together with the offer of significant green walls on each of the Logistic/Warehouse units is what would be traditionally expected to be seen in the city centre in terms of quality and fninish. This has been designed by intent to create a family of building stock that are unified thematically and create a sense of a defined place within the local.	Neighbourhood and local areas should be designed and constructed with all members of the community in mind. Streets and public spaces that are attractive, feel safe and are easy to access encourage people from different ages and backgrounds to be more physically active in outdoor spaces.	Pedestrian & Cyclist access is clearly defined and set back from the roadways with good green amenity along the verge. The Plaza space together with the Café pocket park afford a positive public amenity and allow for a sense of destination to the development.	
	Planting can play a significant role in establishing and enhancing a sense of place. Understanding when certain plants come into bloom helps establish a seasonal rhythm, especially within corridors.	the site is framed with a perimeter treatment of planted pathways and cycle paths along the South and Eastern Site boundaries. These pathways are bookended with 2 densely planted areas. On the Ballymount Avenue end, we have a densely planted woodland aesthetic which masks the service yard of unit 4 and creates a rich biodiverse space that is open to the public footpath. On the other is the more structured parkland in front of the Café. These 2 elements together frame the urban context setting of the development public perimeter along Calmount rd. and Ballymount Ave. Setting the site frontage in its broader context. The use of green walls on each of the logistic/Warehouse units is part of the architectural language used to define the development in its design and massing treatments. These have been used explicitly to try to create a sense of place and landmark visual identity.	Particular consideration should be given to how neighbourhood and local areas and their streets and public spaces are experienced at night and how the design can improve this experience. As well as boosting safety, lighting can influence the flow of movement, as pedestrians will favour following a path of light over risking the darker pathways.	Street lighting has been provided along all the primary path and cycle ways throughout the site to aid with safe and illuminated use at night. It is proposed that the Public plaza amenity will be additionally lit such that the landscape and hardscape features are illuminated at night. The patterned treatment of the plaza, the trees and the future proposal for public art within this space will all be boosted by illumination at night, further setting the amenity with a sense of place within the locality.	
Moving Around	Creating a wide network of safe and appealing routes for walking and cycling for recreation and to access local shops, schools and workplaces, or to access public transport links.	In line with the aims of the SDCC guidance we have aspired to create a development which promotes public transport, cycling and walking by creating a clear and safe strategy of connectivity through the site to public infrastructure.	A high standard of architectural design and material quality of the built fabric and public realm.	The facade treatments to the Logistic/Warehouse buildings together with their associated Green walls is of high standards material and design. This will significantly improve on the broader building stock context and set a precedent in the area for future developments as the City Edge Strategic Framework Plan is realised.	
	Legibility and permeability of urban blocks.	Connectivity throughout the site is achieved by offering an attractive street network that is easily navigated by both pedestrians and cyclists. In keeping with DMURS principles the footpath space is generous while on street parking is limited, with wide carriageways and greater visibility for pedestrians.	Buildings or other features whose use is directly accessible from the public, street or space which it faces, such as shopfronts, doors and entrances, or residential upper floors with overlooking windows, provide activity and vitality within the public realm with people coming and going at different times of the day, providing natural surveillance and vibrancy.	The treatment of the office accommodation and the own door offices is such that it creates direct frontage to the pedestrian perimeter routes. Building mass and façade proportions , together with the use of curtain walling glazing allow for dynamic and active frontage. Creating a visual connection between the internal occupants and the public which is in keeping with the urban context aspirations.	
	Reviewing on-street parking arrangements in the area and utilising wayfinding signage to identify access to parking areas.	Car spaces for each unit are provided directly in front of the building entrance, this aids with the legibility of access for the driving population while removing the need for "on-street" parking. This allows for more generous and pleasant pedestrian & cyclist traffic routes.	Incorporating different amenities into the streetscape, such as outdoor seating, litter bins, bike racks and wayfinding signage encourages people to stay longer and increase their enjoyment of an area.	Where public amenities (café pocket park & Public Plaza) have been provided, public seating has been offered to enhance the enjoyment of the space. Bicycle parking has been provided within or directly adjacent to these spaces for ease of use and connectivity to the locality and enhance enjoyment of these spaces to the broader context.	
Gateway Features and Signage	Establishing the outer limits of an area through the use of gateway features that let users know they have entered a unique space.	The primary entranceways to and through the site are clearly defined in terms of their landscape treatments and generous Verge, Pedestrian & Cycle pathway provisions. The Proposed connection to Calmount Rd. is framed on one side by the Unit 6 feature façade and entranceway on one side, and the Café pocket park on the other. Architecturally this allows for a strong visual signifier of the development entrance. The Public plaza is framed on both sides by the 3 story office accommodation which creates a non-vehicular gateway to the development			
	Providing specialty wayfinding signs to let people know what services and attractions an area offers.	It is envisioned that the development will have specialty wayfinding signage at the key entranceways for vehicular on the Ballymount Avenue and Calmount Road entranceways. In the event of a grant of permission, these would be subject to the detailed development of the branding for the development as a whole and we would expect these would be subject to the separate planning application for Council review and comment in due course.			



## 17. Universal Design Access Statement

This section has been included to address Section 12.5.1 of the Development Plan which relates to Universal Design and requires that larger scale development proposals should include an Access Statement setting out how universal design approaches will be featured within the development.

The units within the scheme, should it be successful in receiving a grant of planning and progress to construction, would be subject to a more detailed analysis and design development in pursuit of a Disability Access Cert. It would traditionally be at that stage, that a dedicated Disability Access Consultant would be engaged by the applicant and all detailed elements of Part M of the Technical Guidance Document & "Building for Everyone" guidance would be reviewed and addressed. However, even at this planning stage of development, the scheme has been developed with Universal Accessibility in mind and it is with the extensive experience within the design team that the layouts have been designed.

The proposed scheme incorporates universal design in its design and layout, implementing provisions of the National Disability Authority 'Building for Everyone: A Universal Design Approach - Planning and Policy' (2012) creating an environment which can be used by all people. It recognises and accommodates differences by integrating considerations of equitable use, flexibility in use and ease of use in its layout and design to ensure maximum accessibility and connectivity to the surrounding area.

The layout of the development is understandable with a clear hierarchy of circulation and access to each individual building. Along the proposed roadways, crossing points are well marked with proposed kerbs flush with the carriageway to meet the needs of pedestrians both sides of the road. At these locations colour contrasting tactile paving is also proposed to guide pedestrians with visual difficulties.

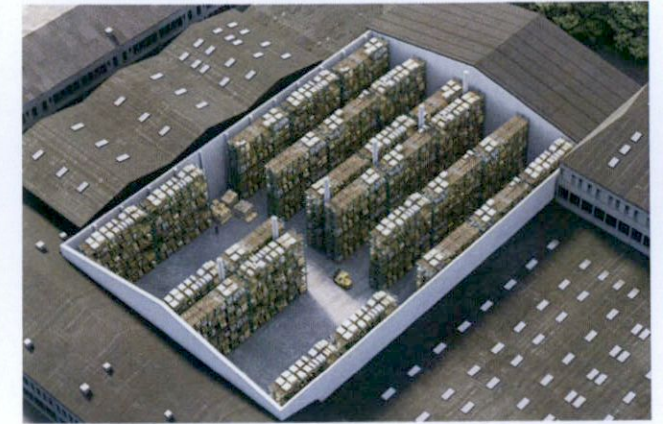


*Artists representation of pedestrian and cycle provision along main north-south road.*



## 18. Potential Future Adaptability & Reuse

In line with the Urban Design Manual section 09, the future of flexibility of these offices is in keeping with the proposed mix of employment use are considered to be consistent with the Urban Industry designation in the City Edge Strategic Framework Plan, which is a non-statutory plan, which provides a long-term, high-level strategy for the regeneration of the area over a 50 year timescale. In considering a different approach and looking to the ideas put forth in the City Edge Strategic Framework Plan, a 50 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.





**TOT** ARCHITECTS