

Date: 02-Dec-2022

**Register Reference:** SD22A/0099

**Development:** Construction of 5 warehouse / logistics units (Units 1, 2 3, 4 and 6), Including ancillary office use and entrance / reception areas over two levels, with maximum heights of c. 17.09 metres and a combined total gross floor area (GFA) of 20, 158sq.m; Each warehouse / logistics unit includes car parking to the front, and service yards, including HGV loading bays, to the rear of each unit; Signage zones are proposed for each unit; A total of 200 car parking spaces and 110 cycle spaces are provided for the 5 warehouses / logistics units; Construction of 3 three storey own-door office buildings (Block SA, SB and SC) with maximum heights of c. 13.45 metres and a combined GFA of 4, 194sq.m; Signage zones are proposed at the entrances to the buildings; A total of 77 car parking spaces, 50 cycle parking spaces and a bin storage area are provided for the proposed office buildings; Construction of a cafe/restaurant unit with a maximum height of c. 6.09 metres and a GFA of 213sq.m to be located in the south western section of the site; The proposal includes signage for the unit, associated outdoor seating and a bin store; 14 car parking spaces and 10 cycle spaces are provided for the cafe/restaurant unit; The proposal includes 5 ESB substation buildings; The development is to be accessed off Ballymount Avenue and Calmount Road and includes for alterations and upgrades to the public footpaths and road; The development provides for vehicular and service access points, associated internal access roads, circulation areas and footpaths; The proposal includes landscaping and planting, entrance signage, boundary treatments, lighting, PV panels, green roofs, underground foul and storm water drainage network, including connections to the foul and surface water drainage network on the public roads, attenuation areas and all associated site works and development.

**Location:** SD22A0099 - Site at Calmount Road and Ballymount Avenue, Ballymount Industrial Estate, Dublin 12

**Applicant:** Blackwin Limited

**App. Type:** Permission

**Planning Officer:** SARAH WATSON

**Date Received:** 24-Nov-2022

**Decision Due:** 22-Dec-2022

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*Prior to commencement of any works in the public domain, and in order to comply with The Roads Act 1993 Section 13 Paragraph 10, a Road Opening Licence must be secured from South Dublin County Council, Roads Maintenance Department.*

### Clarification of Additional Information Requested by SDCC:

#### 2. Clarification of Item 3:

The applicant is requested to provide revised proposals on proposed cycle tracks and proposed shared pedestrian/cycle areas including tactile paving crossing points at the south-east corner of the application site with a view to resolving the interface between the proposed development and the NTA's Greenhills to City Centre Core Bus Corridor particularly the upgrade to the junction between Calmount Road and Ballymount Avenue. The applicant is requested to take the following into consideration:

- the Emerging Preferred Bus Connects Route
- There is a proposed 2-way cycle track indicated on Calmount Road, western side of junction - BusConnects provides a tie-in on western side of junction for single cycle provision either side of road.
- Proposed development north-west cycle track does not match BusConnects proposal where a footpath is proposed at boundary to proposed development

The applicant is requested to provide a clear copy of the Network Flow Diagrams in Appendix A of the TIA, in order to check the capacity of the straight and left-turn lane approaching the junction from the south in order to ensure that BusConnects proposals will not be compromised.

### Applicant Submitted Response in Clarification of Additional Information:

**RESPONSE:** A detailed response to this item is included in DBFL's Engineering Response Report with reference to accompanying drawings and is reflected in the updated Site Plan prepared by TOTA, which includes a revised layout for Unit 2 and updated proposals along Calmount Road and Ballymount Avenue (included within the red and purple line boundaries).

As set out in DBFL's Engineering Response Report, the details included are now based on the latest proposals provided by the NTA for the Greenhills to City Centre Core Bus and demonstrate that the proposals are consistent with each other, with minor deviations in respect to cycle lane provision. However, should the Planning Authority require further comfort on this matter, we suggest that a condition could be attached to a grant of planning permission requiring the applicant to liaise with the NTA and Planning Authority prior to implementing these works and submit details of the proposals to the Planning Authority prior to implementing these works.

As set out in the FI response documentation, other works which are identified within a purple line boundary as part of the FI and CFI response (i.e. outside the original application red line boundary) on Calmount Road and Ballymount Avenue can be required to be implemented as a condition of planning if considered to be necessary by the Planning Authority as provided for under Section 34(4)(B) of the P&D Act 2000, as amended. It is considered that should the applicant be required to provide cyclepaths and footpaths on Calmount Road beyond the application site boundary that the cost of these works should be offset against the Section 48 Development Contributions and this should be acknowledged in the relevant condition, if being attached by the Planning Authority to the notification of decision to grant permission.

### Roads Department Assessment:

A detailed and comprehensive submission was made which has addressed all issues as raised in the CAI request. Roads Department is satisfied with the applicant submission.

### No objection from the Roads Department