



ARCHITECTURAL DESIGN STATEMENT & CGIs

UNIT F & G Mountpark Baldonnell Phase 2

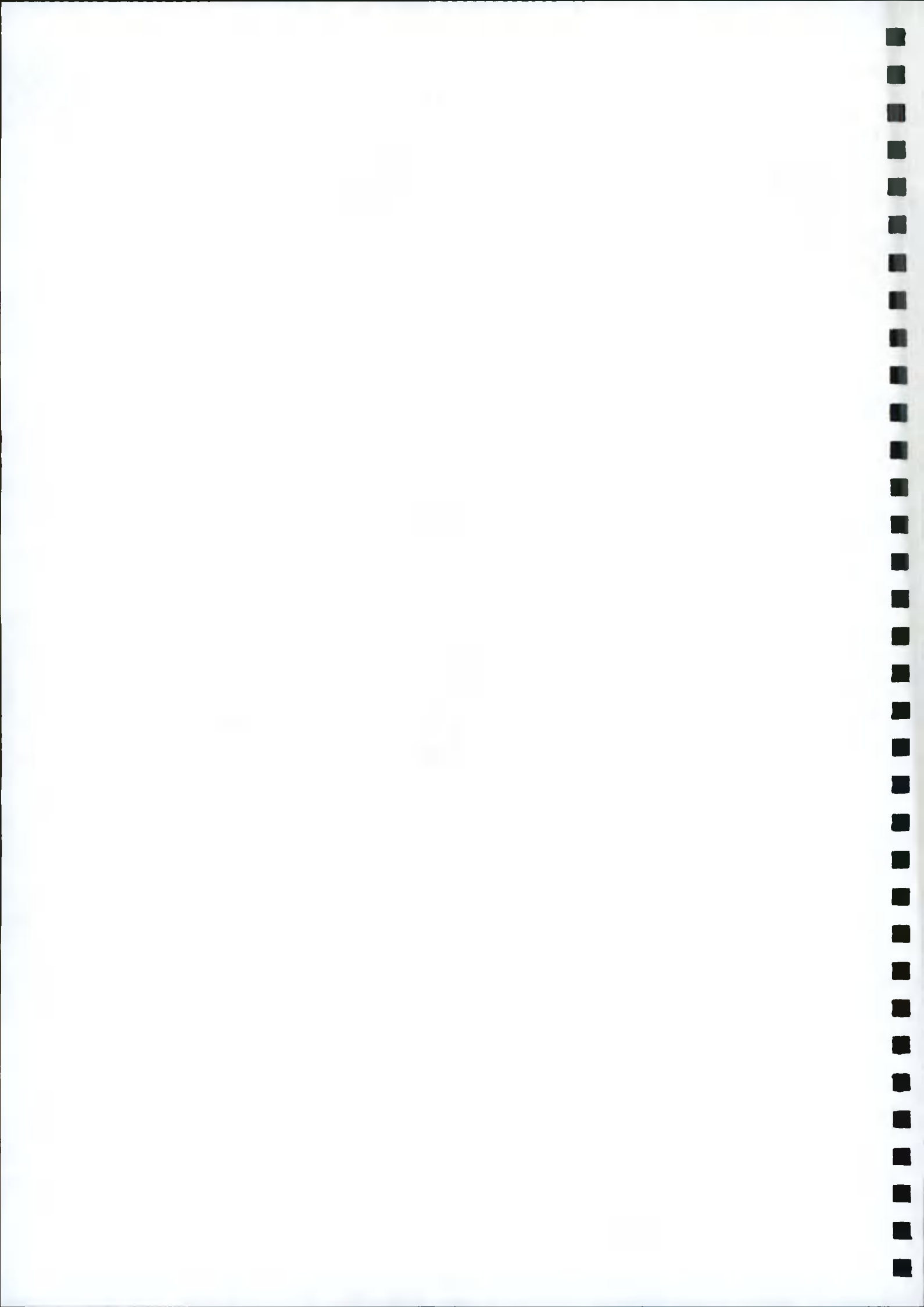


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Job No: 1621
July 2021



INTRODUCTION

The purpose of this statement is to set out the parameters within which the design was undertaken and to show how the architectural concept has been informed by the various matters that have arisen and how these matters are resolved in the design process.

The proposal is to construct two high quality light industrial / logistics / warehouse units in Phase 2 of an integrated development located adjacent to Unit E (which was granted permission under SD20A/0215), Unit C and D (which was granted permission under SD20A/0319), Phase 1 consisting of Units A & B and the existing Baldonnell Business Park.

The existing park was developed over several years and has a variety of units ranging from showrooms along the N7 to small cluster units. Unit A (10,837 m²) and Unit B (18,617 m²) are two large logistics units that have been completed previously in Mountpark Baldonnell Phase 1. Unit E (60,747 m²) is scheduled to be operational in the first quarter of 2022 with Unit C (7,937 m²) and Unit D (12,050 m²) currently under construction.

Unit F & G would be the final two units that would be constructed in the lands that are under the control of the applicant.

The subject site is zoned for development and forms part of the overall Park. The development plan sets out quality standards for development under 3.2.13.viii and 3.2.23 of the South Dublin County Council Development Plan as well as having specific objectives for Casement Aerodrome Baldonnell in Schedule 4.

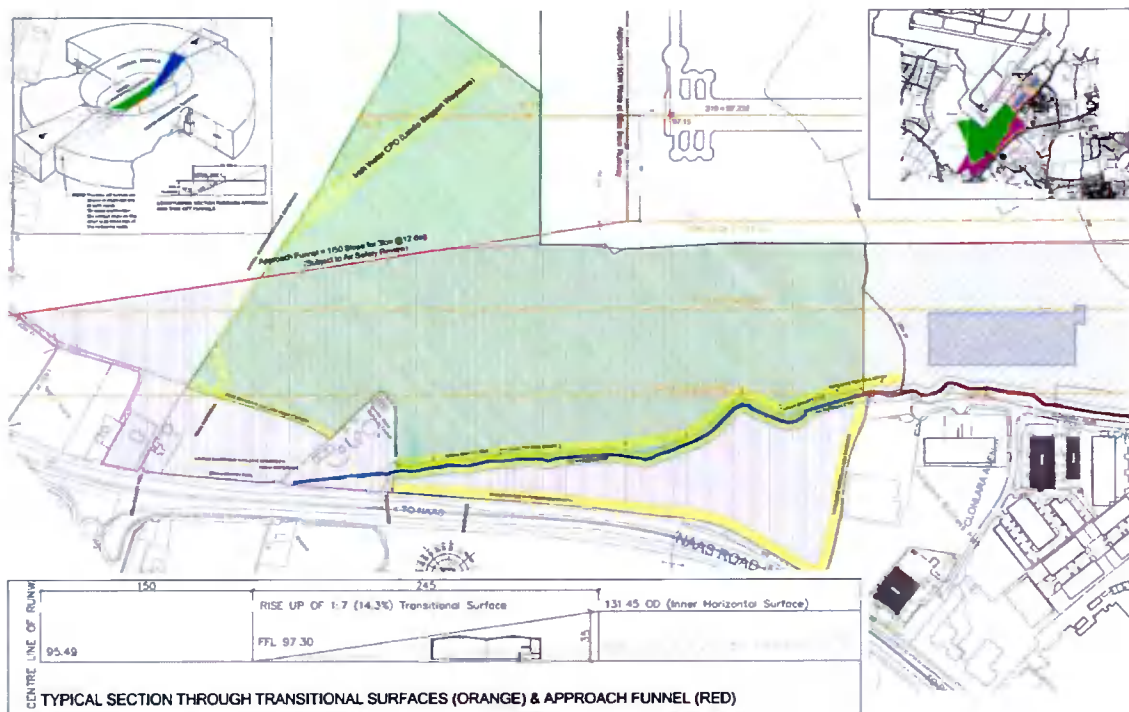
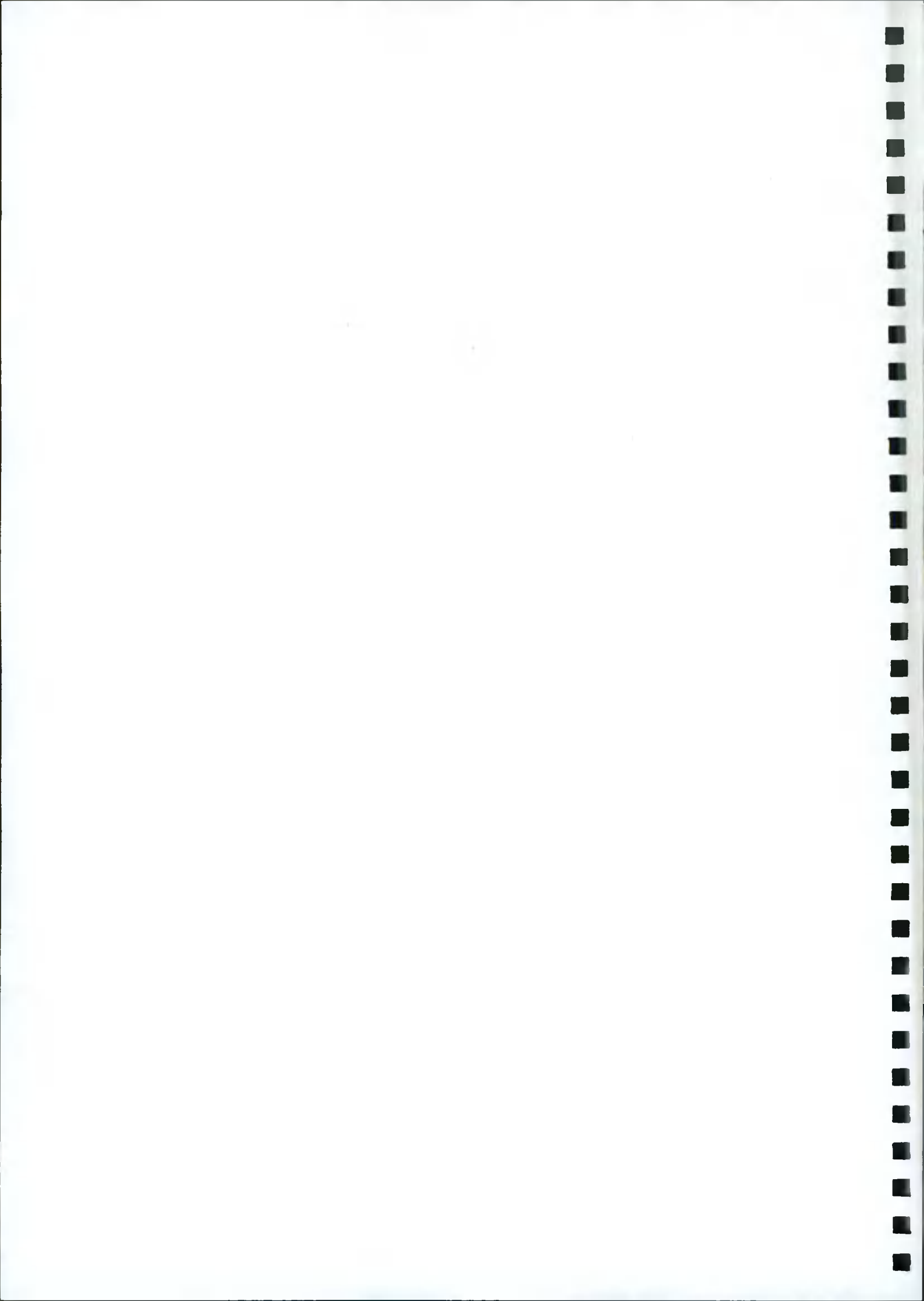


Fig 1: Early-Stage Site Constraints Analysis.

SITE CONTEXT

The site is located within Baldonnell Business Park and lies between the Casement Aerodrome on the northern boundary and the Camac River on the South Eastern boundary. A minimum



10-meter riparian zone has been left between the river and the buildings at Units A, B C, D & E. Units F & G are located more than 100m from the Camac. The developed section of Baldonnell Business Park including Mountpark Baldonnell Phase 1 lies to the east and the western boundary is formed by adjacent undeveloped landholdings.



Fig 2: Baldonnell Business Park – existing units along Clonlara road with CGI of Unit C, D & E

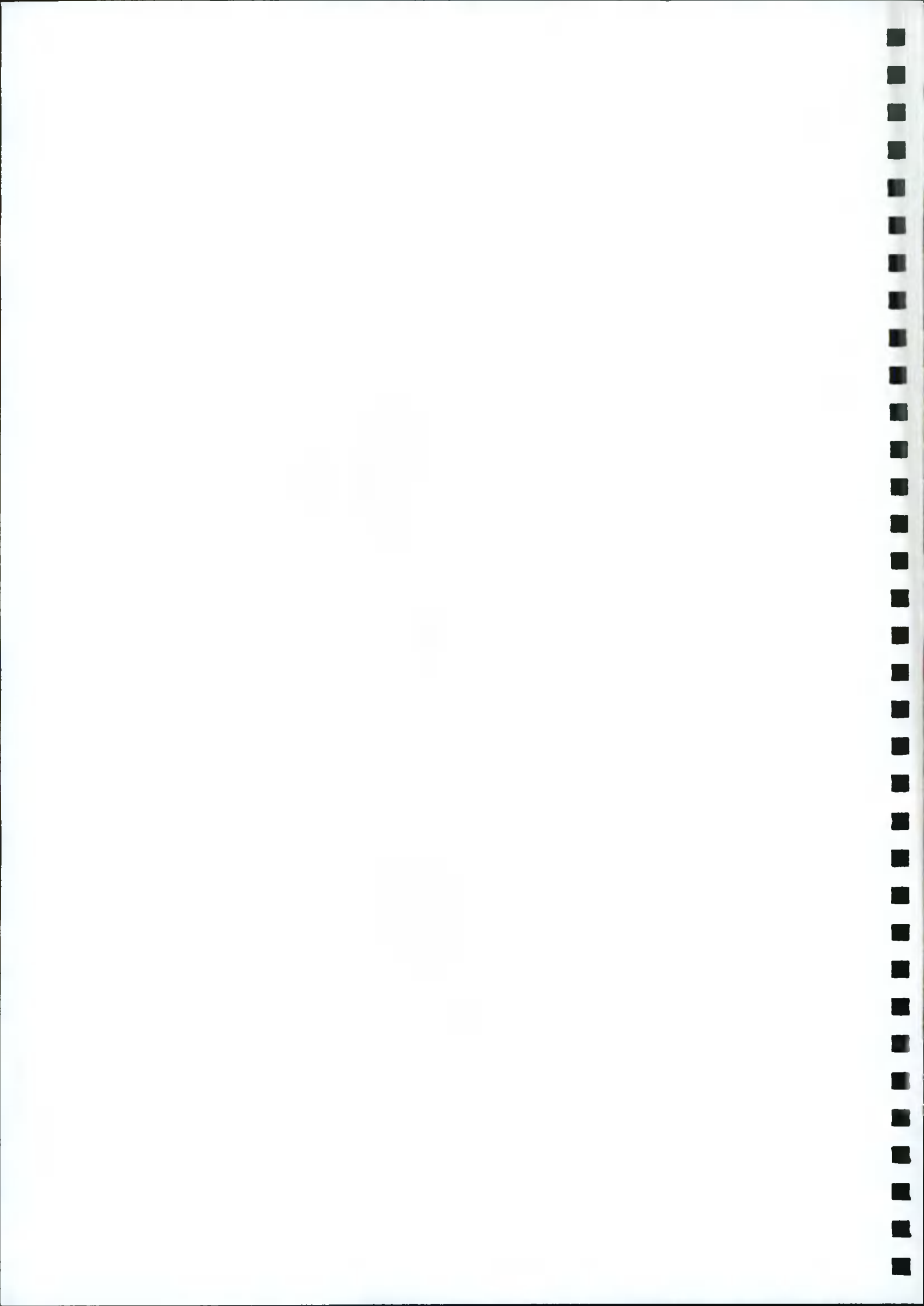
A large number of light industrial and warehouse units had been developed previously in the Baldonnell Business Park between the Clonlara Road and the N7. These consisted of different size units.

Unit A and Unit B are two large logistics units that were constructed in Mountpark Baldonnell Phase 1 between Clonlara Road and Casement Aerodrome (to the right of Fig 2) and are let to United Drug and Home Store & More. Unit C, D and E are currently under construction in Phase 2 (to the top of Fig 2).



Fig 3: Baldonnell Business Park – Unit A

Professional logistics is a rapidly emerging market in Ireland, that requires high-quality purpose-built units, and Unit F & G will complete Phase 2 of this scheme.



Phase 1 of this development incorporated carefully designed landscaped areas in front of the units and a parkland between Units A and B as well as between the units and the River Camac. This smartly camouflaged the industrial character of the development and simultaneously created relaxed, green open spaces to be enjoyed by future employees. The same design approach was extended into Phase 2 along the Camac River behind Units C, D & E. The pathways in the parkland areas provide a route for employees to exercise and the opportunity to introduce employee exercise amenity areas as well as providing a pleasant working environment.



Fig 4: Photo of the parkland between Units A and B

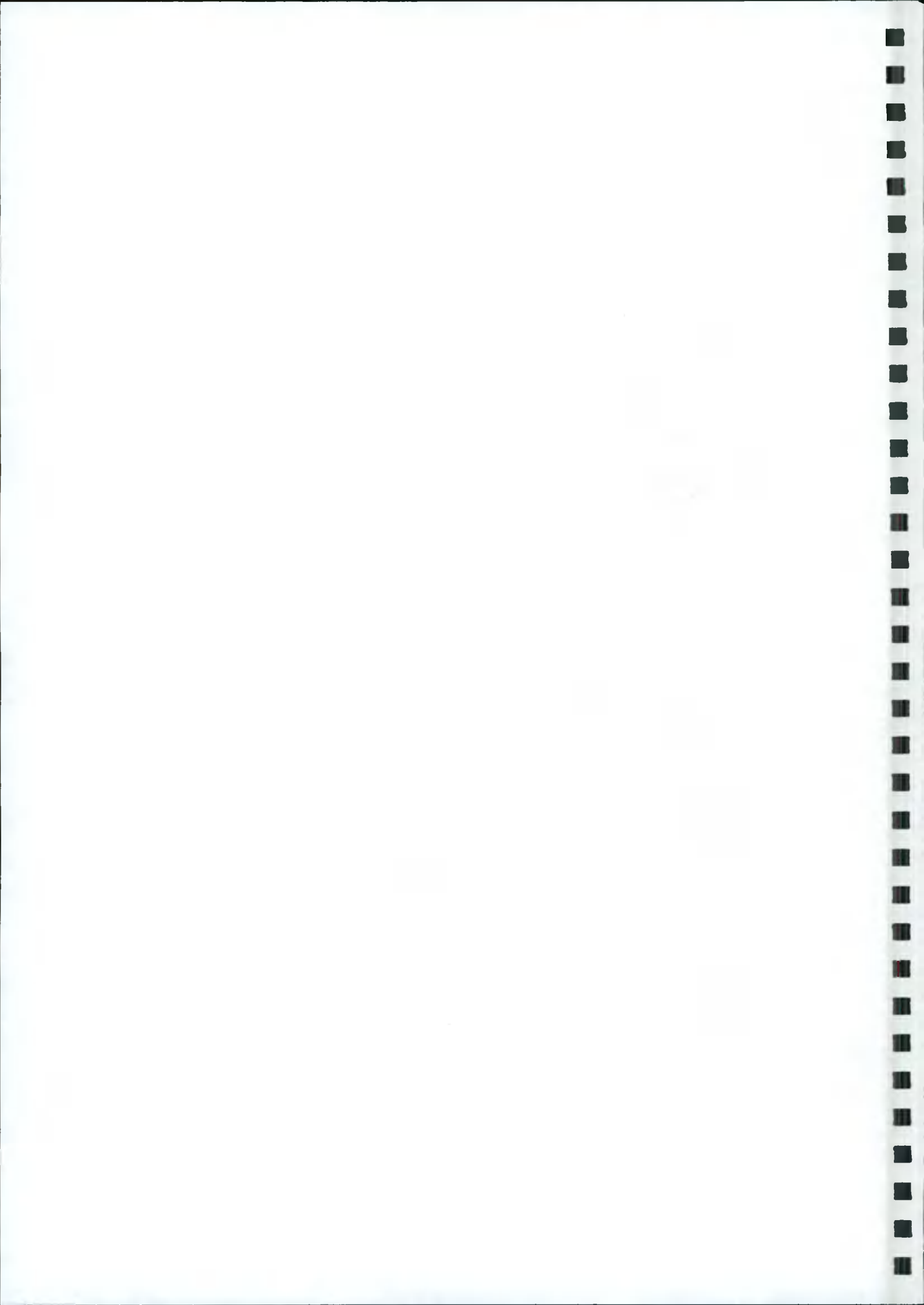
EXISTING LAND USE

The Phase 2 site was previously greenfield land has mainly been used for arable crops. A detailed analysis of the existing landscaped boundaries and condition of the site was included in SD19A/0370 as part of the Appropriate Assessment Screening Report Compiled by Openfield Ecological Services.

Enabling works for the Phase 2 site including the swales is nearing completion with Unit C, D & E under construction.



Fig 5: View looking West across the Phase 2 site



HISTORICAL



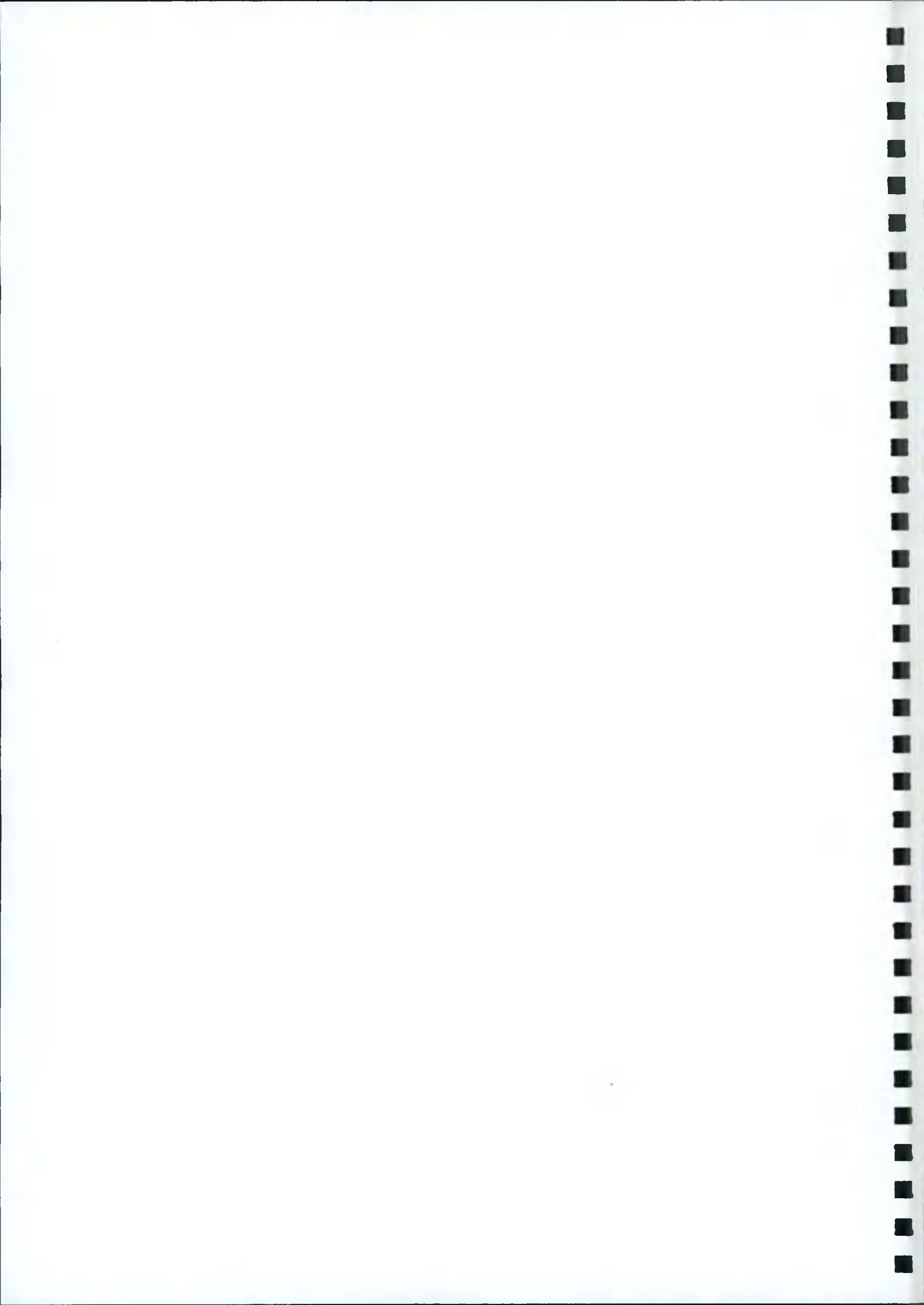
Fig 6: Extract from 6" OSi series (1829 – 1841) – The site has no buildings on it.



Fig 7: Extract from 25" Current OSi series

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The site was agricultural land historically as can be seen from the maps above. Casement Aerodrome was developed and formed a boundary to the site.



Significant industrial development has taken place in the environs over the last three decades and the Mountpark Baldonnell Phase 1 and 2 forms a natural extension of the older Baldonnell Business Park.



Fig 8: Phase 2 site as natural part of Baldonnell Business Park.

CONNECTIONS

The site is connected to the N7 and the National Road Network and is ideally positioned for logistics and distribution business. The access is via the existing Baldonnell Business Park access roundabout on Barneys Lane. Clonlara Road is an internal distribution road. It provides an attractive entrance to the various units within the overall business park. Clonlara Road was extended over the Camac River as part of Unit B permission and was extended parallel to the Casement Aerodrome boundary as part of the SD20A/0215 and SD20A/0319 permissions.

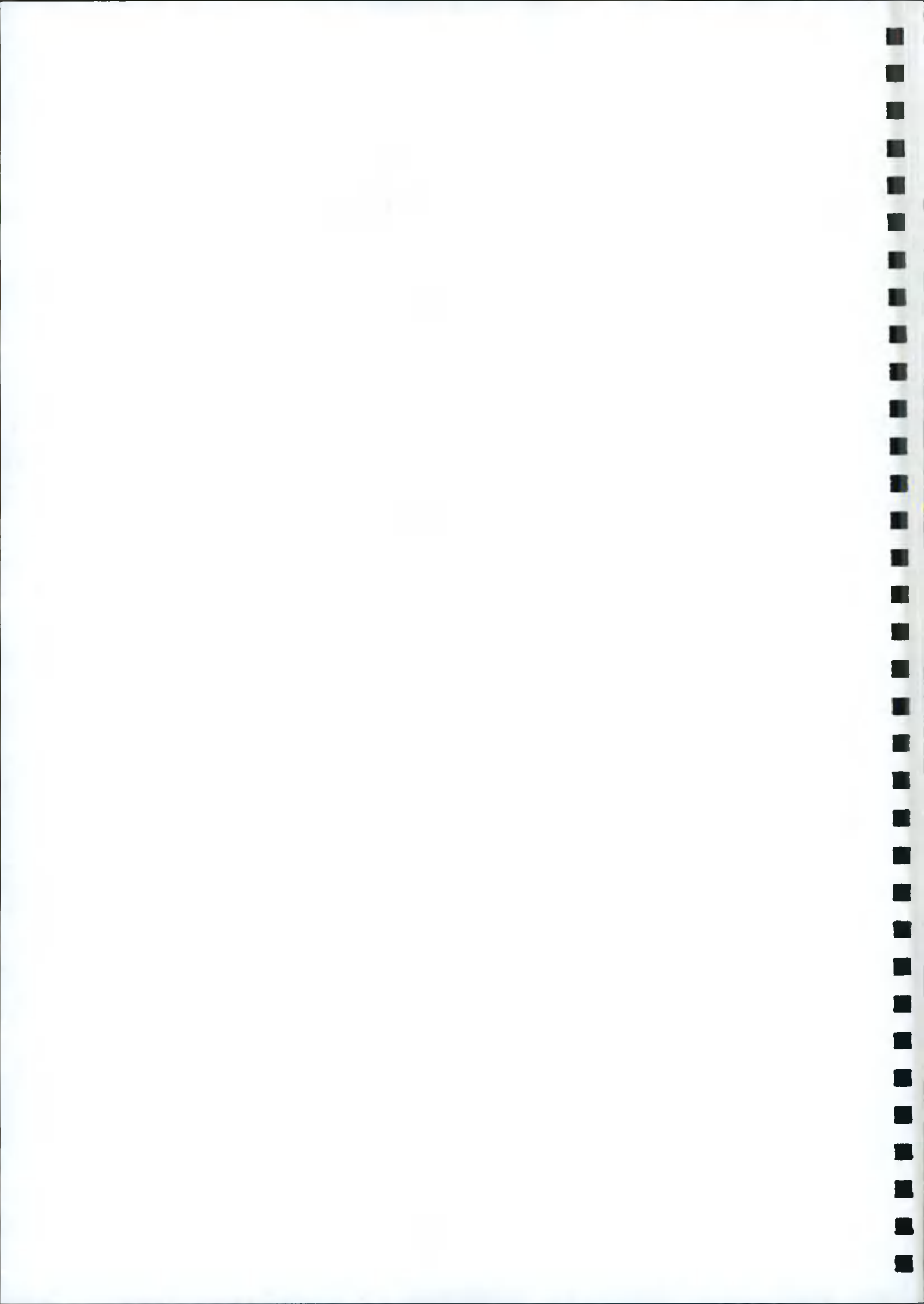


Fig 9

In Mountpark Baldonnell Phase 1 and 2 the parkland setting of the buildings is crossed by meandering pedestrian paths linking all parts of the site and extending to the riparian zone along the Camac River at Units A, B, C, D, and E.

INCLUSIVITY

Units F and G and their access are designed to comply with the Building Regulations Part M. Adequate appropriate parking and sanitary facilities are provided. Access to the buildings provides a level entrance and the scheme has been designed to eliminate any unnecessary



obstructions. Routes are clear and well defined and the separation of traffic aids with wayfinding and safety making it easy and accessible to all.

VARIETY

The building format for Units F and G will complement the existing buildings within the Park and bring further employment to the area. The building facades are designed to break down the scale of the building by the use of graded colour banding and feature office elevations with generous glazing and detailing.



Fig 10: Indicative CGI of Unit C & D showing graded colour banding

The buildings follow the general colour tones and themes of the existing Mountpark Baldonnell Phase 1 & 2 and the older Baldonnell Business Park while having their individual style and character adding variety to the existing environment.



Fig 11: Indicative CGI of Unit E showing feature office elevations

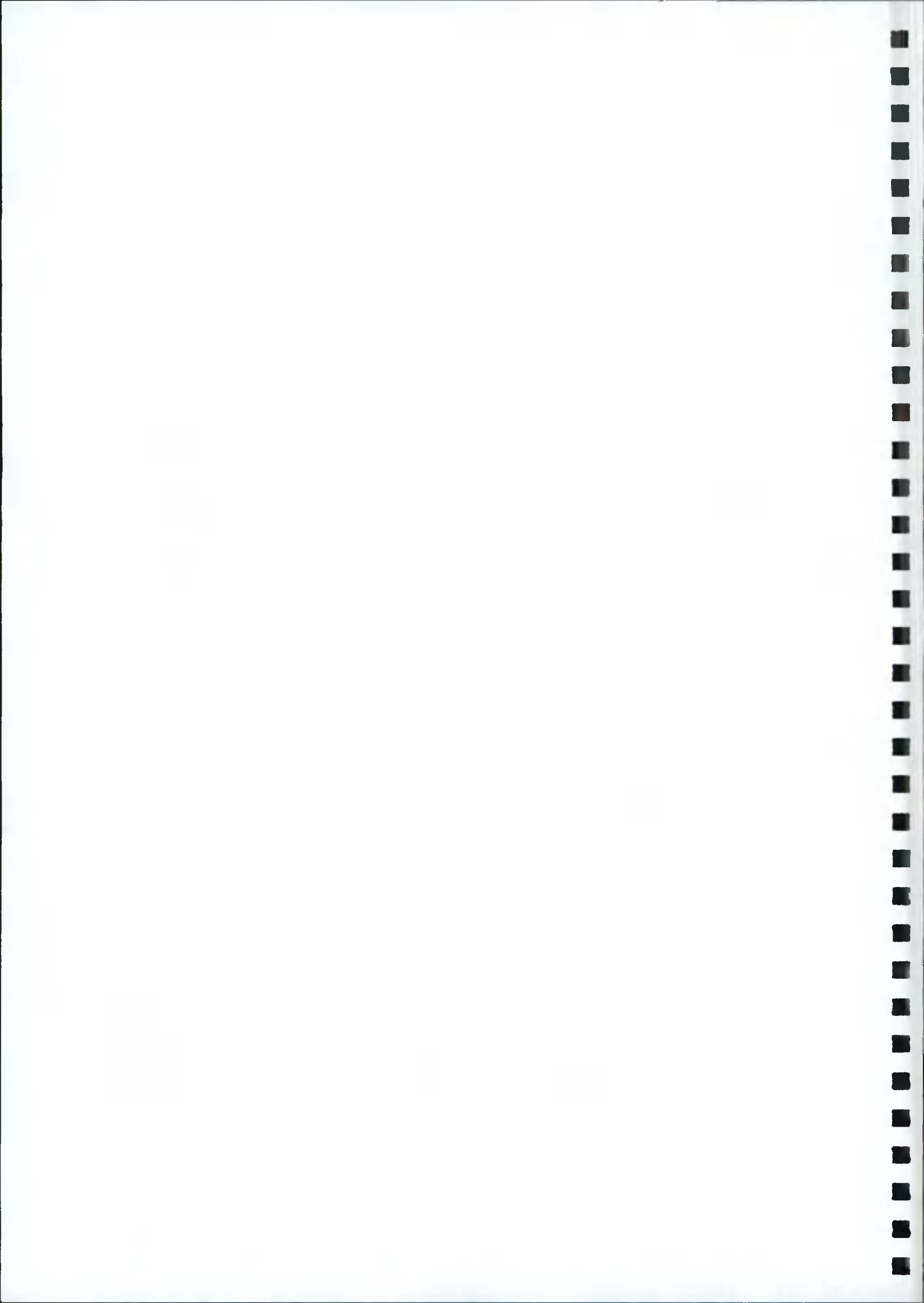


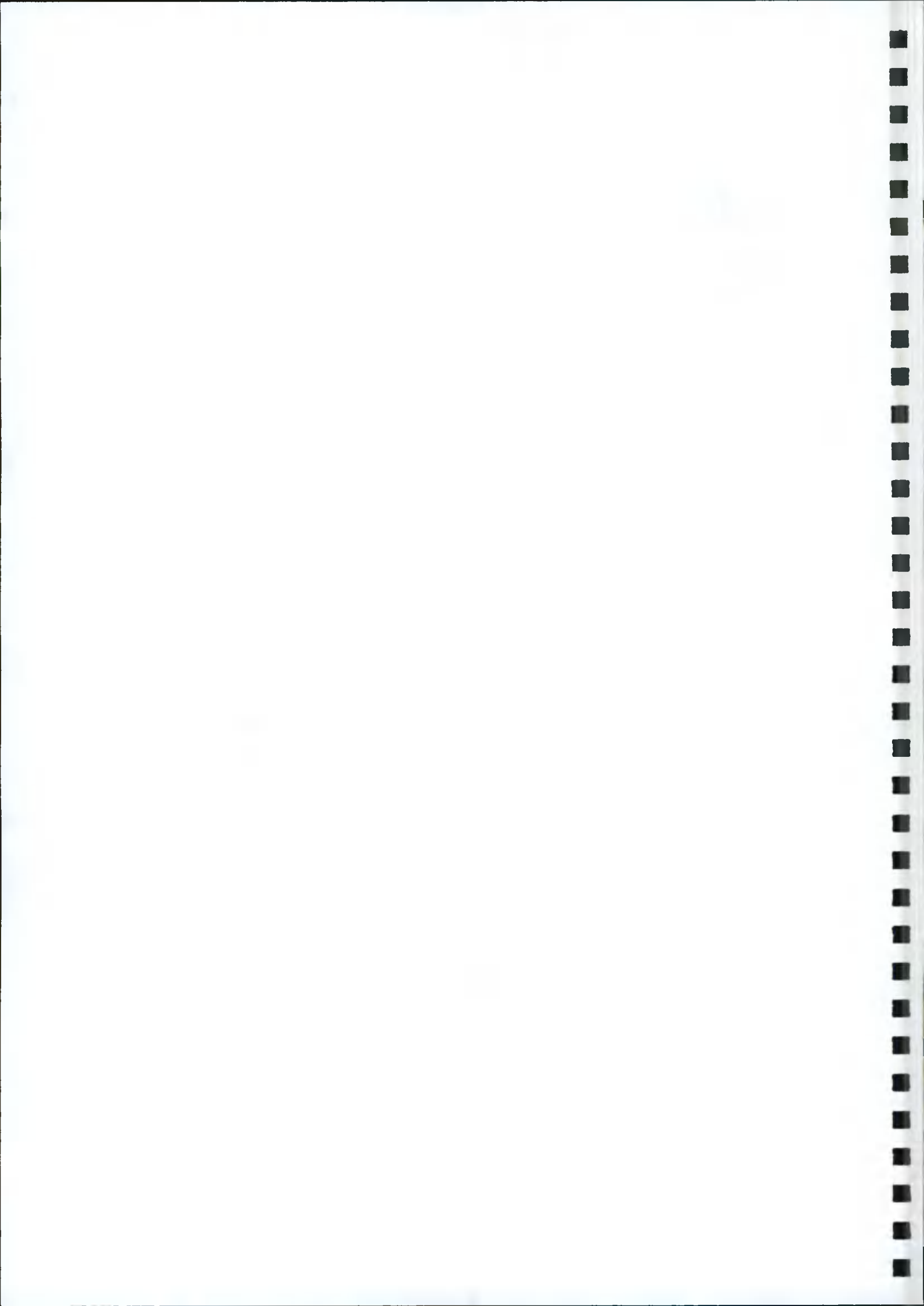


Fig 12: Indicative CGI of Unit C & D showing generous glazing and detailing

Careful attention has been paid to the landscape solution to provide a varied landscape appropriate to the locality while being cognizant of the site constraints and adjacency to the aerodrome and the riparian parkland areas adjacent to the river.



Fig13: Indicative CGI of riparian parkland setting to west and south of Units E, D & C



EFFICIENCY

Units F and G have been designed to meet and exceed the Building Regulation requirements for thermal performance. Energy performance analysis has been used to minimize the use of fossil fuels and to ensure that the building envelope and services perform at an optimum level.

Materials have been chosen to be robust, durable and recyclable at the end of their life cycle. Waste is kept to a minimum and this will be reflected in the operation of the units that have been designed to maximize operational efficiency. All materials will be carefully selected and their environmental sustainability credentials will be an important consideration.

DISTINCTIVENESS

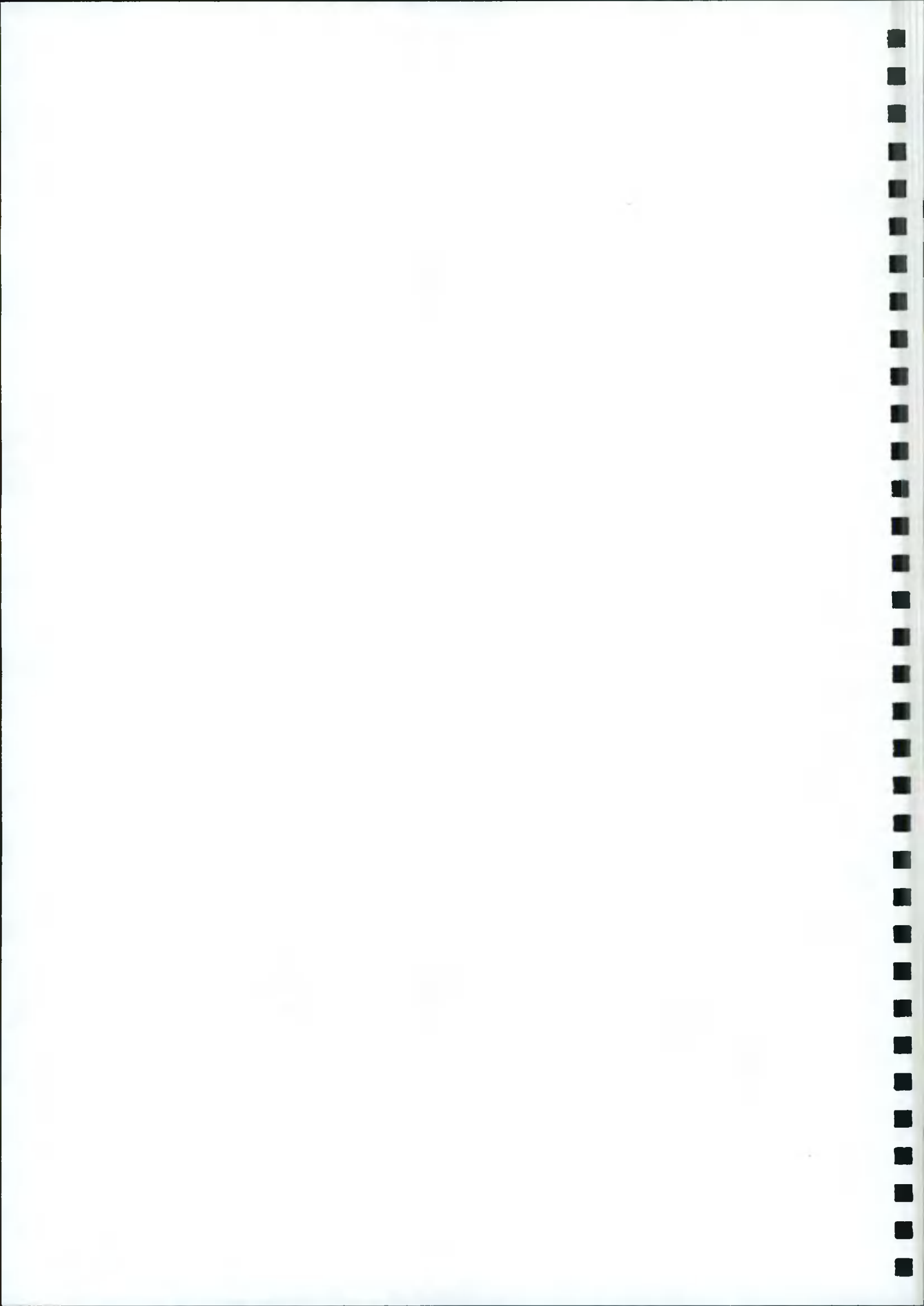
The design provides a distinctive identity to the development. It complements its surroundings while respecting the existing structures and features. The development creates its own identity and modern design without being overly dominant or out of scale with its surroundings.

The lighter colouring banded cladding at the top of the building will allow the buildings to melt into the skyline while the darker base anchors the building while the colour banding helps break down the scale and mass. The entrances and offices are highlighted with architectural cladding panels and glazing.

Units F and G will be of similar design to Units A and B (completed in Phase 1), Unit E (under SD20A/0215) and Unit C & D (under SD20A/0319) and will create a harmonious composition with a common identity and pattern. This is appropriate as the seven buildings will form a modern logistics hub within the overall development.



Fig 14



LAYOUT

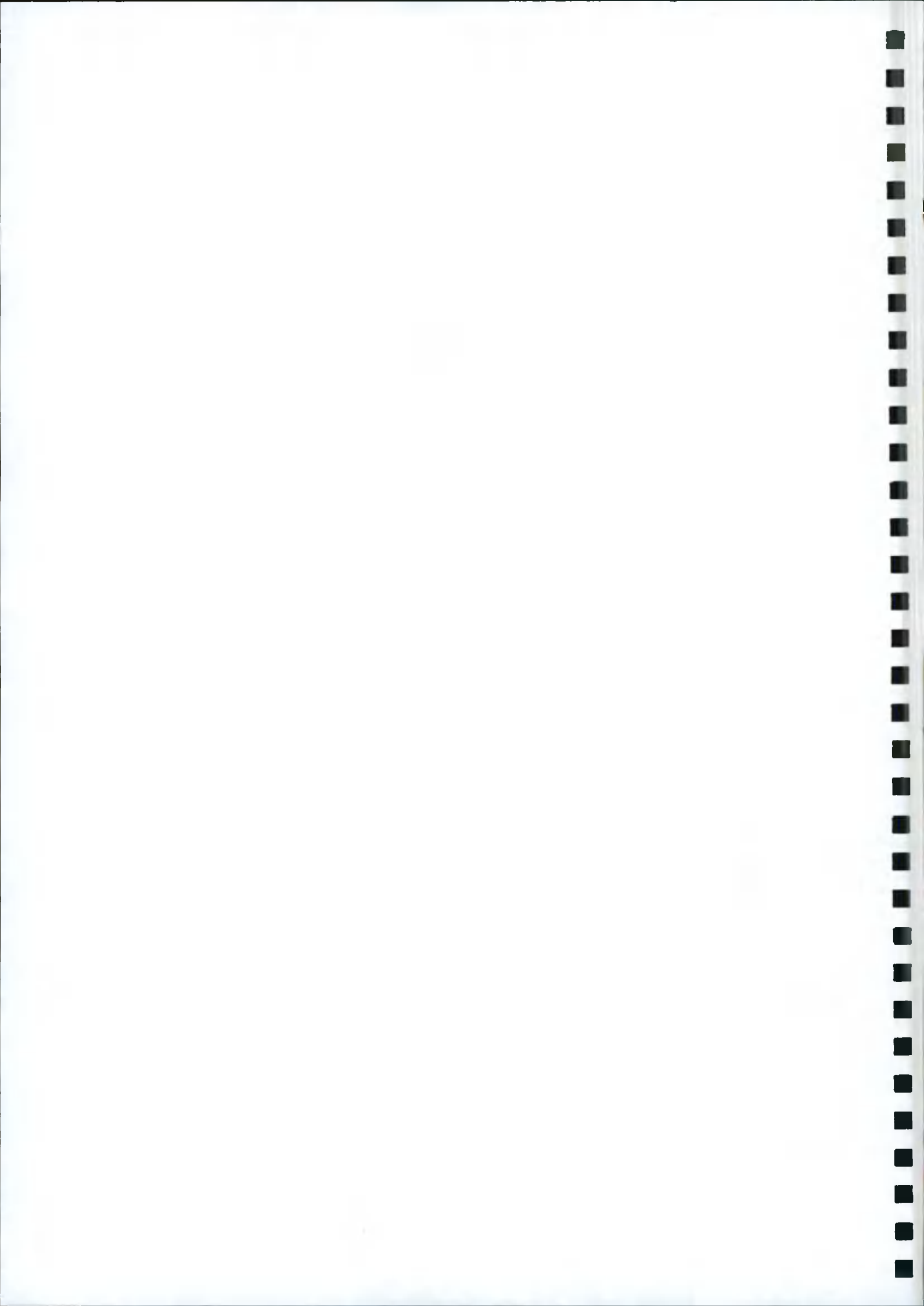
The offices in Unit A face onto Clonlara Road and Barneys Lane. When the design of Unit B was revised for Home Store & More the location of their offices was swapped over to the Casement Aerodrome side away from Clonlara Road. The same general layout was adopted for Unit C and D. It is proposed to continue locating the offices on this side of the buildings for Unit F and G.

The service yards in Units A, B, C, D & E are situated on the Casement Aerodrome side of the Phase 1 and 2 Development. As a result of the Aerodrome's Transitional Surface requirements, the yards are separated from the northern boundary with Casement Aerodrome by a generously wide area. This area is used for swales as fully set out in the RPS flood management model. HGV access to the yards is designed to be by the shortest and most direct routes which do not interact with parking areas to the front.

The 10m Riparian Zone along the Camac River was left undeveloped to provide screening and a landscaped setting for the buildings as well as complying with SDCC Development Plan and GDSDS Code of Practice. The carefully designed landscaped areas and parkland between Units A and B and between Units A & B and the River Camac was extended into Phase 2 and create relaxed, green open parkland spaces to be enjoyed by future employees. The Unit F and G portion of the site is set back from the Camac and is treated separately as fully set out in the CRS landscape proposals.



Fig 15: Indicative CGI of Unit F & G at Clonlara road



OPEN SPACE

The proposed development at Units F & G will contain substantial areas of open spaces which will be landscaped to a high standard designed by Cunnane Stratton Reynolds, landscape architects. The open spaces within the scheme and would serve as an amenity to the tenants of Units F & G.

The landscape design provides for paths allowing people to move freely around the site. The pathways provide a route for employees to exercise and the opportunity to introduce employee exercise amenity areas as well as providing a pleasant working environment.

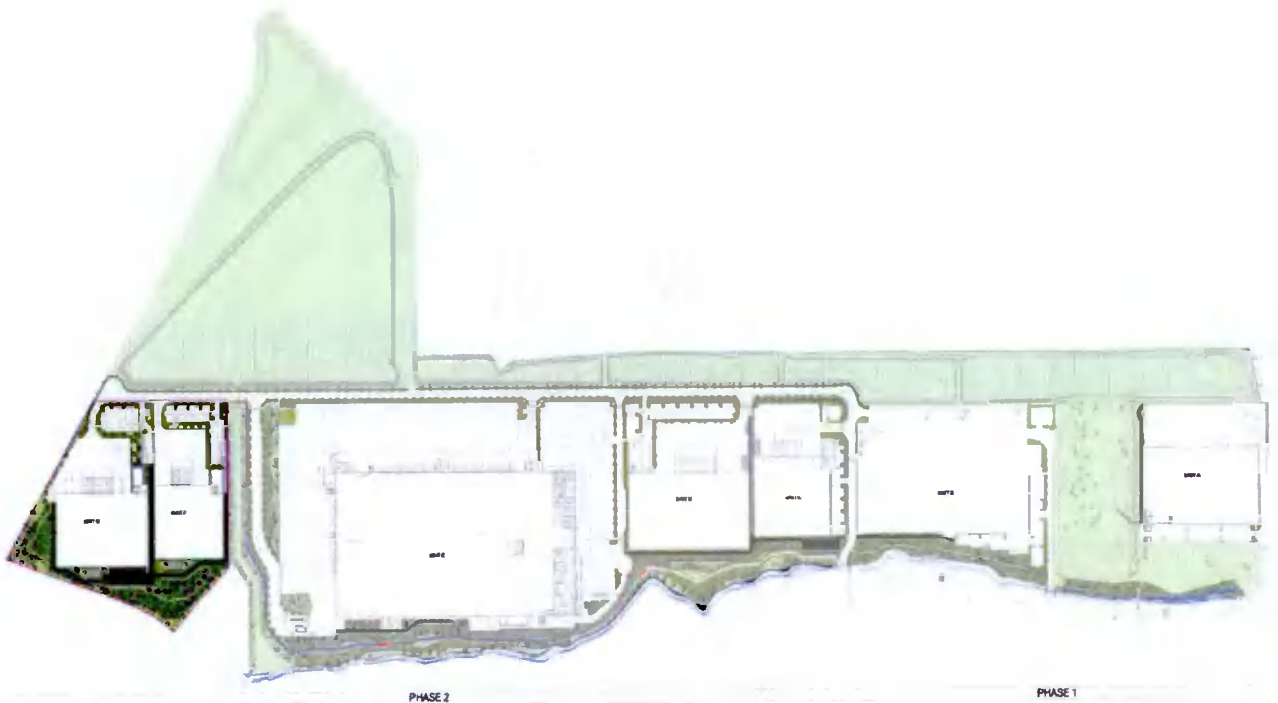


Fig 16: Proposed Site layout Plan

PRIVACY/AMENITY

The generous landscaped areas provide both screening and amenity to the employees and users of the buildings. Clonlara road will retain its treelined landscaped character and will remain as a pleasant access road to the existing buildings and the new proposed development.

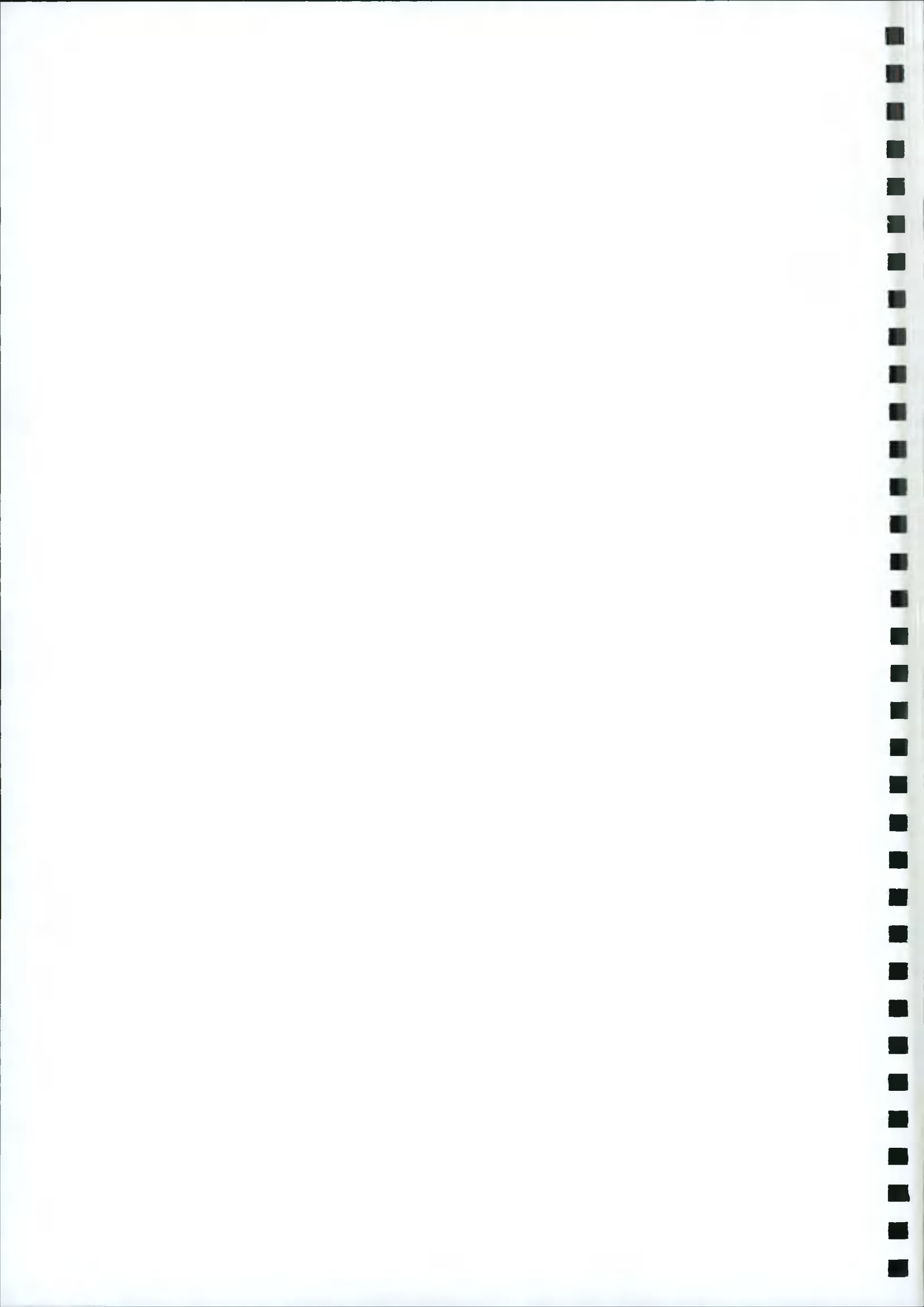




Fig 17

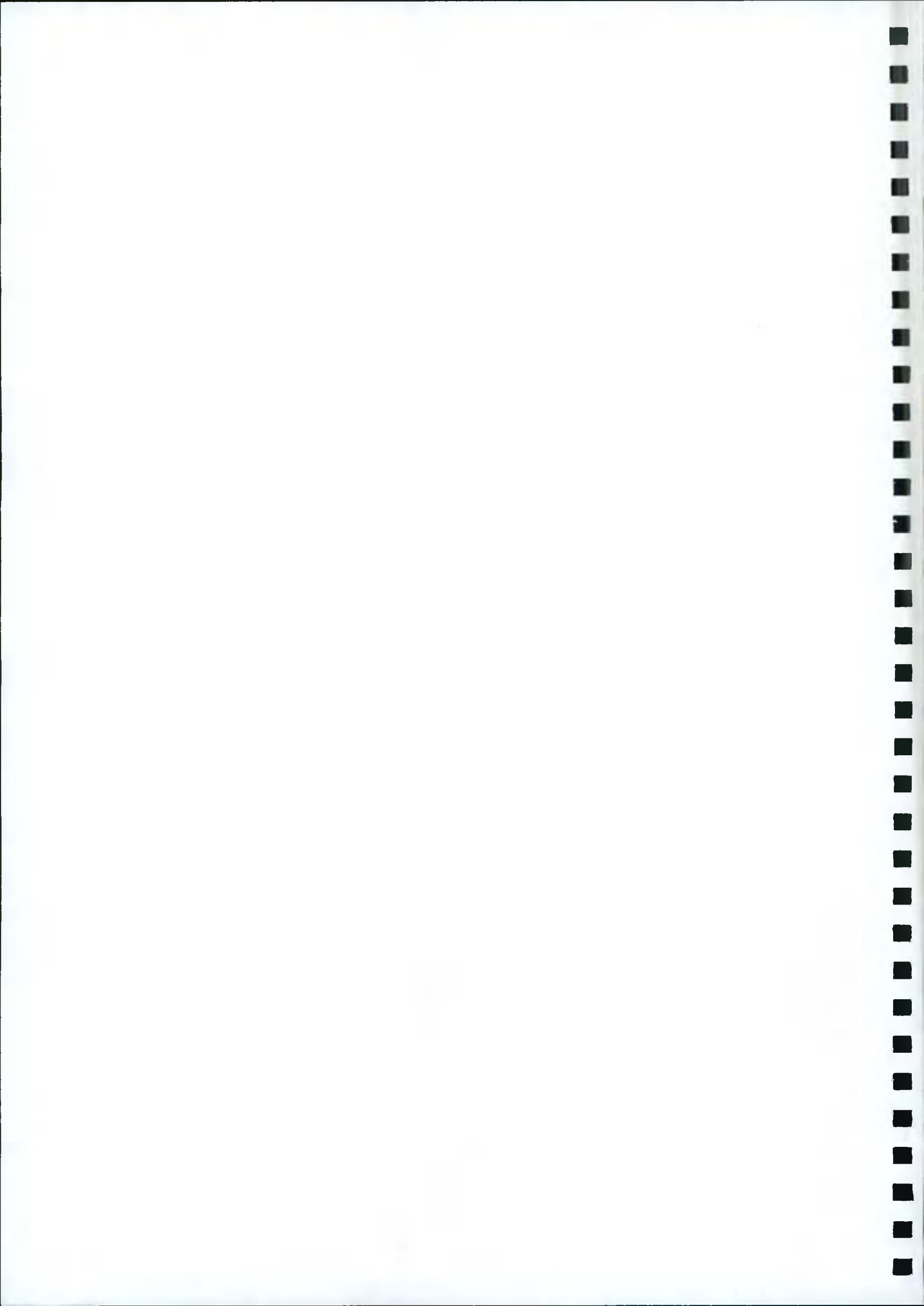
PARKING

Adequate parking has been provided in accordance with the relevant standards. Provision has been made for disabled parking in accordance with development plan standards. The standard spaces are at 2.5m x 5.0m and provide for ease of parking and manoeuvring. The disabled spaces meet the required standard with the extra additional 1200mm to the rear and side to aid access to and from your car. Bicycle parking has been provided for at the front of each building.

The circulation routes at Units F & G are clear and simple to follow. Truck, car and pedestrian traffic has been segregated to avoid conflict. Fire tender access has been provided around the full perimeter of the buildings. The yards are designed to be generous and facilitate easy and safe manoeuvring for trucks.



Fig 19: Units F&G



DETAILED DESIGN

The layout has carefully positioned all the elements of the scheme. This results in the correct location for trucking, yards, car parking, and bicycle parking with pedestrian and vehicular traffic separation. Full account has been taken of the geometric requirements of the aerodrome Transitional Surface and safety requirements which has resulted in the landscaped areas to the rear of the buildings that also helps overcome the engineering challenges. Landscape berms at the south and west of Units F & G will help to screen the buildings.

The choice of materials, the colour banding and architectural features are used to enhance the appearance of the buildings. Attention has been paid to the office elevations using glazing and architectural panel to create emphasis and interest. Building entrances are marked clearly by architectural panel features so they are clearly visible. They are accessible to the public and changes in level are dealt with by way of ramps and/or steps where appropriate.



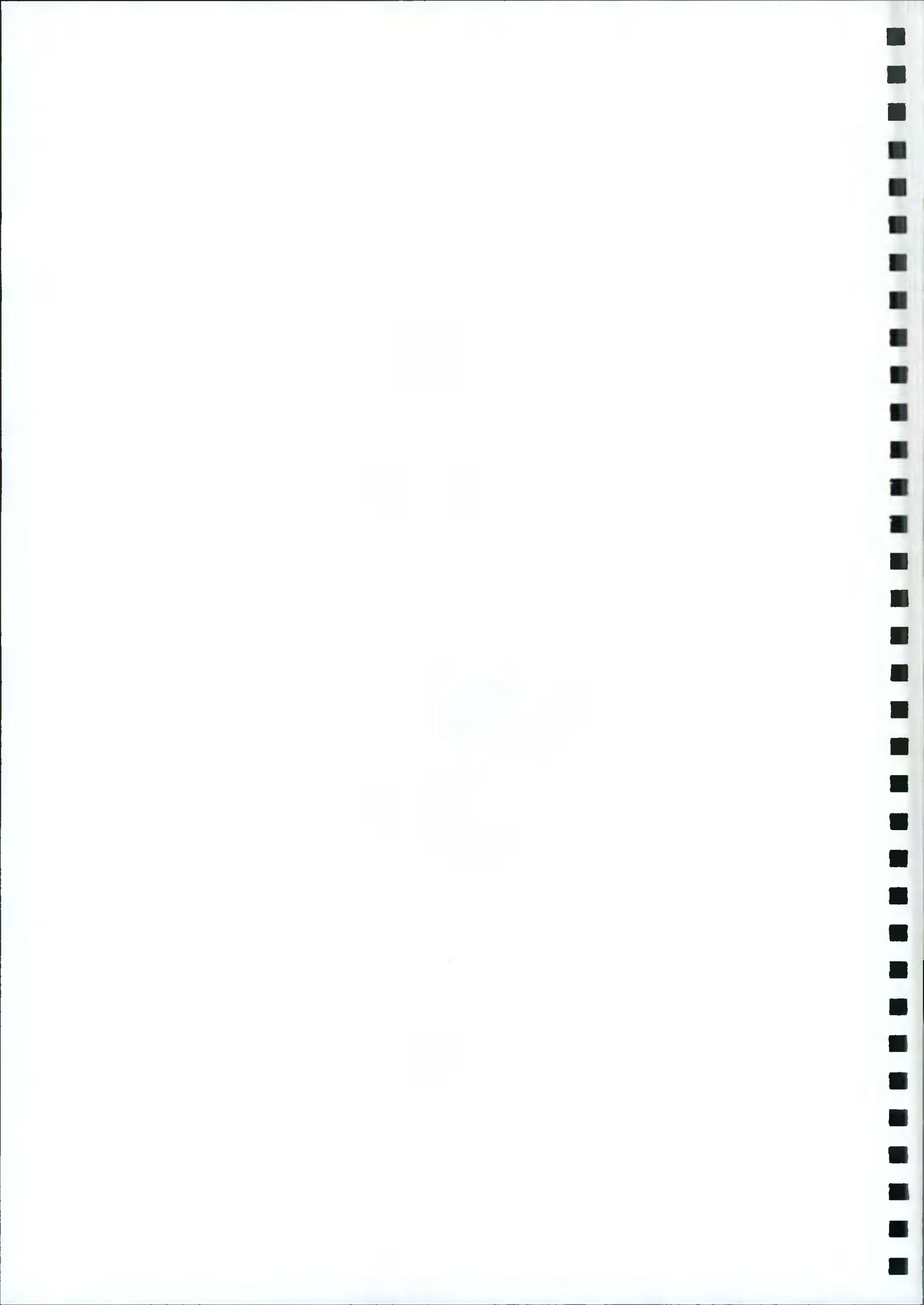
Fig 19: Indicative CGI of proposed Units G

ADAPTABILITY

It is the intention that the proposed units will be easily adaptable to take into account future tenants' needs and requirements.

LANDSCAPE/ARCHITECTURAL VISUAL APPRAISAL

Refer to a separate Landscape and Visual Impact Assessment and the landscape drawings prepared by Cunnane Stratton Reynolds Landscape Architects for this amendment application.



The form of the buildings is conceived to complement the existing developments on the site and to provide clean lines and an orderly development.

The colour palette uses neutral tones with graded greys and running from dark to light up the building and will provide a subdued palette that will harmonize with the landscape design providing a setting and backdrop that will complement the landscape and work with it to enhance the appearance of the buildings.

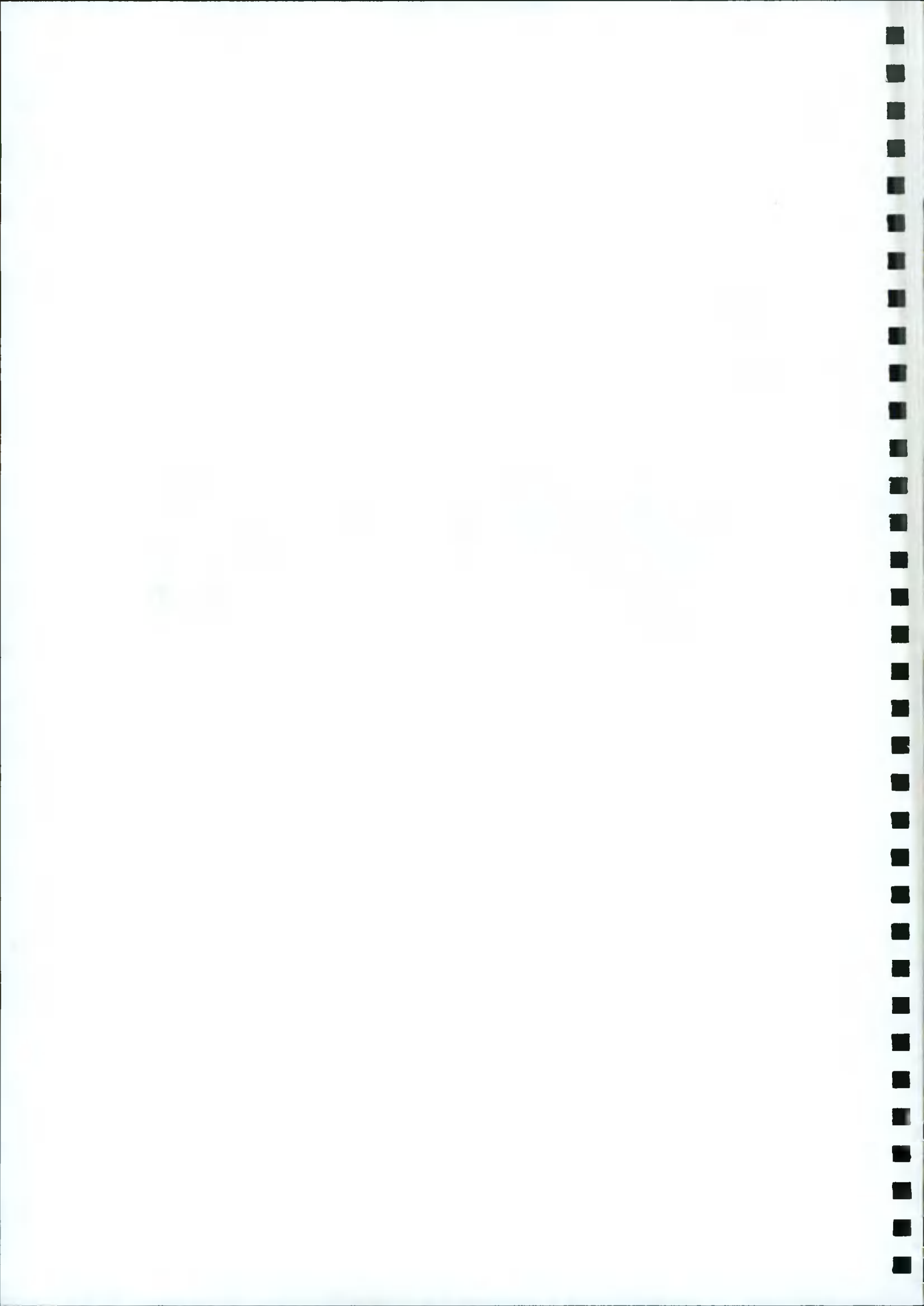


Fig 20: Indicative CGI of proposed Unit F

The materials and colours chosen for the buildings will be sympathetic and complimentary to the materials that are already used on the site. Changes in materials, breaking of materials into panels using different bands of colour will add visual interest to the appearance and break down the scale and mass of the buildings and also help them blend into a consistent and visually attractive presentation.

Refer to Visual Impact Assessment by Cunnane Stratton Reynold to see some views taken from along the Naas Road which highlight there is little or no visual impact of the development from these points.

The plant and tree selection have been specifically selected to avoid causing a bird nuisance to the aerodrome that will also aid the natural drainage of the lands by providing increased infiltration into underlying soils by promoting fissures, cavities and pores in soil created by the roots.



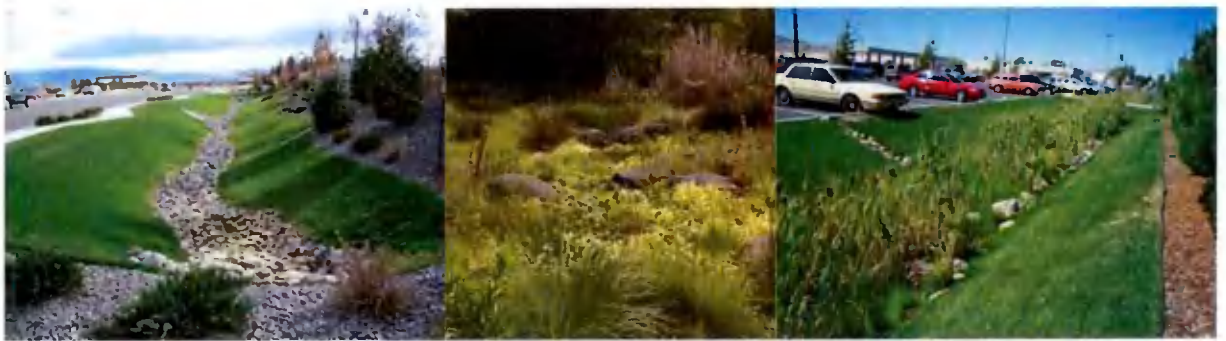
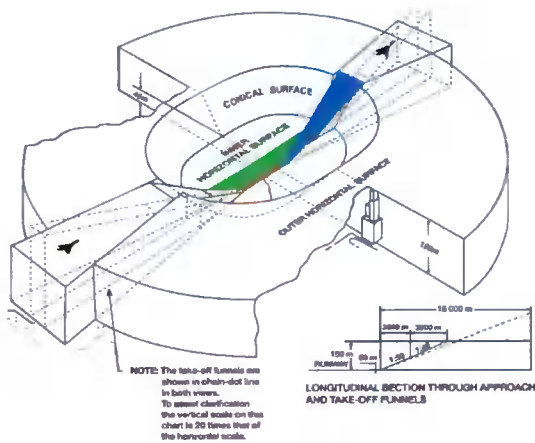


Fig 21

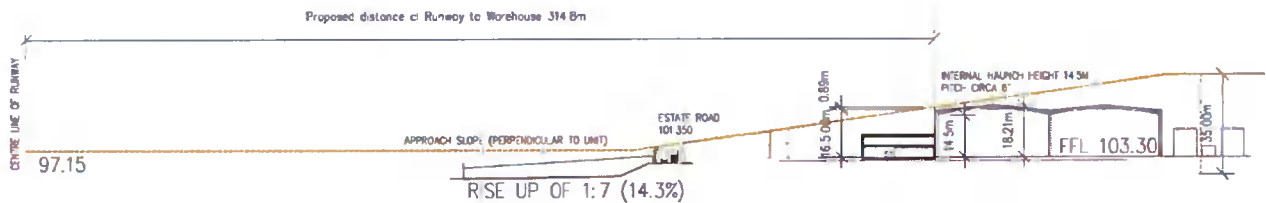
AIR NAVIGATION SAFETY ISSUES

Refer to a separate Aviation Safety Assessment report prepared by Airport Planning and Development Limited (APD) a specialist aviation consultant, it independently confirms that the proposed development will have no negative impact on the aerodrome.



Detailed appraisals of all issues in relation to air navigation safety have been discussed with the Air Corps. We have consulted with the Irish Air Corps to keep them informed of our design proposals and have respected the requirements of the development plan in respect of the aerodrome.

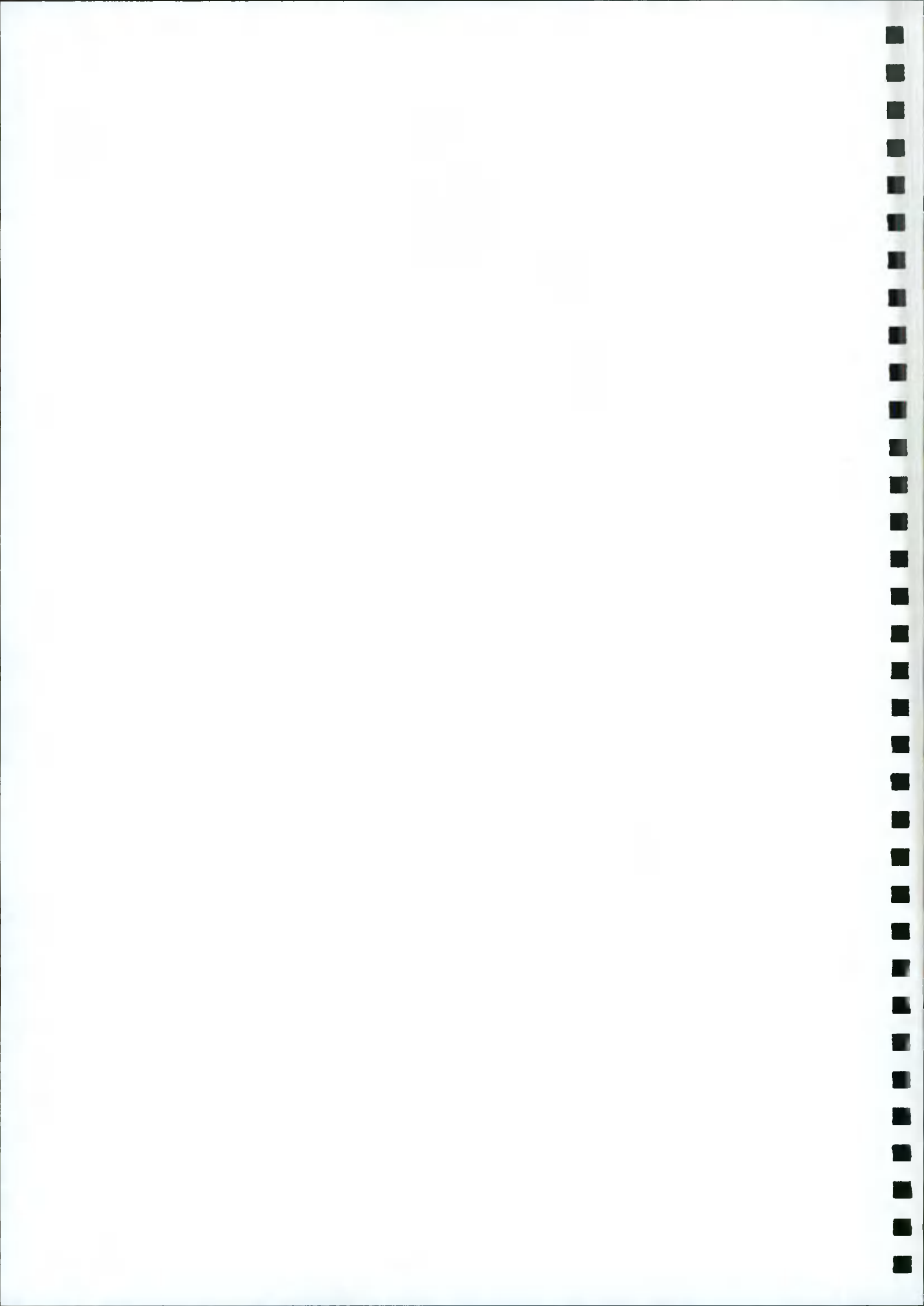
Our Buildings have the yards located to the Aerodrome side and the buildings are below the transitional surface.



SERVICES

Refer to a separate Planning Stage Sustainability Report / Energy Statement and drawings prepared by Metec Consulting Engineers. The report details the Utility, Mechanical & Electrical requirements.

All utility, electrical, mechanical, solar, telecommunications and antenna equipment that may be installed on the building can be incorporated in such a manner as to be visually unobtrusive and will not take from the design or appearance of the building and nor will not penetrate the transitional surface.



There will be 2 ESB sub-stations required with customer switch rooms, it is proposed to use standalone units as they offer a greater degree of flexibility.

Lighting will not interfere with the operation the aerodrome while providing the required lighting around the buildings at appropriate levels. Where street lighting is provided along the new access roads it is of sufficient height so as not to penetrate the transitional surface and will not point towards the Aerodrome. Where flood lighting is being provided on the north facing elevations of the buildings towards the car parking and yards, this will be angled in the same manner to negate glare and dazzle.

Night vision compatible obstruction lights will be installed on the warehouse roofs for air safety in accordance with Irish Air Corps requirements.

CONSTRUCTION STAGE IMPACTS

Traffic Generation Control

The development will generate construction traffic which will be managed in accordance with Best Practice and the Construction Management Plan submitted with this amendment application. Wheel wash facilities as required and traffic management plans will be put in place to ensure the impact is minimized. The area already operates as an industrial location and currently accommodates HGV type traffic.

While the construction traffic will add another layer to the existing traffic it is within an environment which is used to receiving such traffic. The management processes put in place will ensure that there is limited impact on the existing traffic in the area and that it is controlled in an orderly manner.

Protection of Existing Water Course

Surface water arising from Mountpark Baldonnell Phase 2 will drain through a series of swales and outfall to the River Camac at an attenuated rate. The foul drainage is via an Irish Water foul sewer. Surface water and foul water will be completely separate systems.

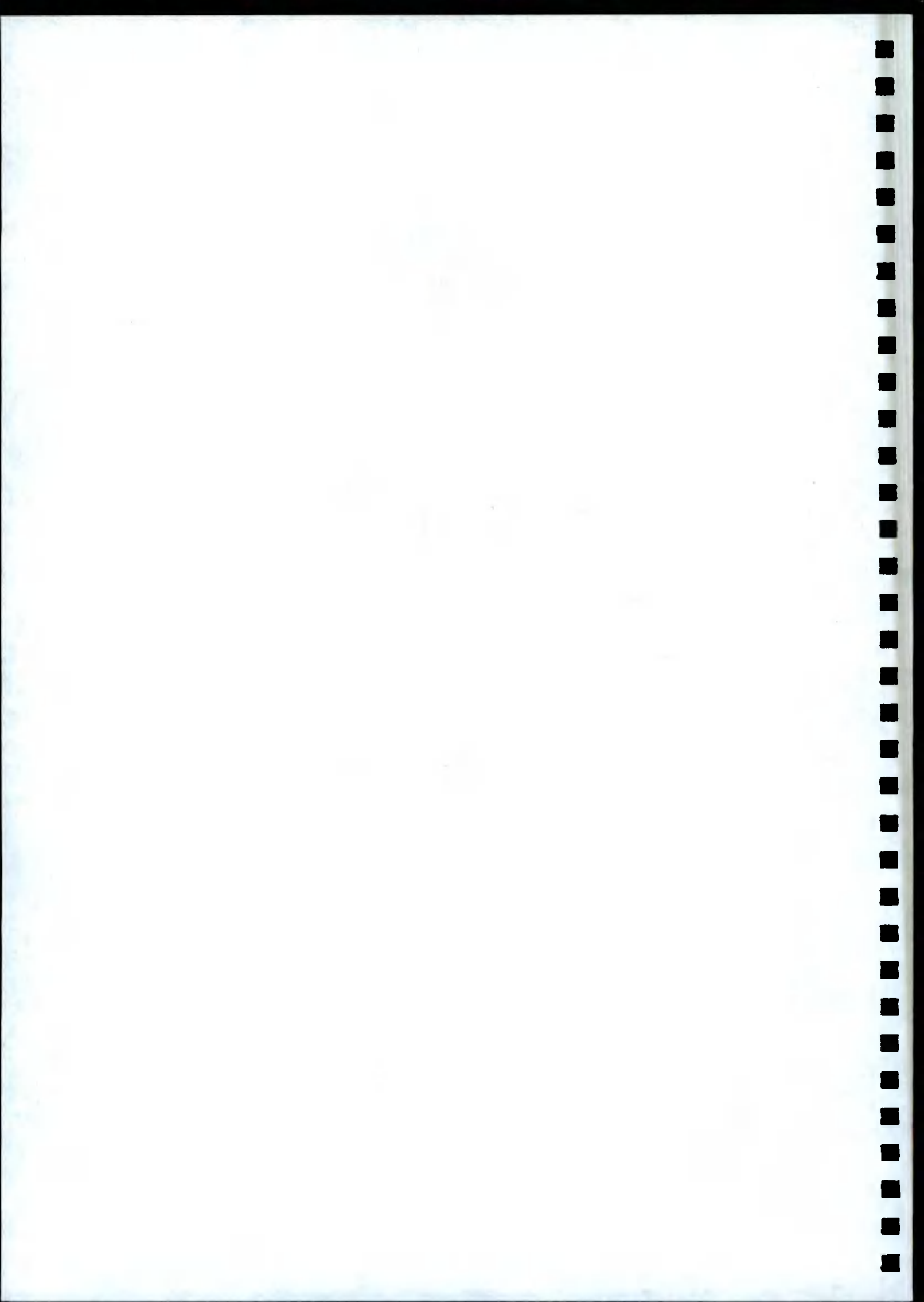
Construction will be planned and organized to ensure that existing water courses are protected and that no discharge is allowed to happen which would interfere with ground water or existing water courses.

Dust Control

Dust will be controlled by water spraying in accordance with Best Construction Site Practice. The contractor will be required to mitigate any dust generated caused by the construction activity. This will be required in any event not only from a Best Practice environmental point of view but also because there are adjacent existing tenants who will need to be protected from any adverse effects from the construction site.

Noise Control

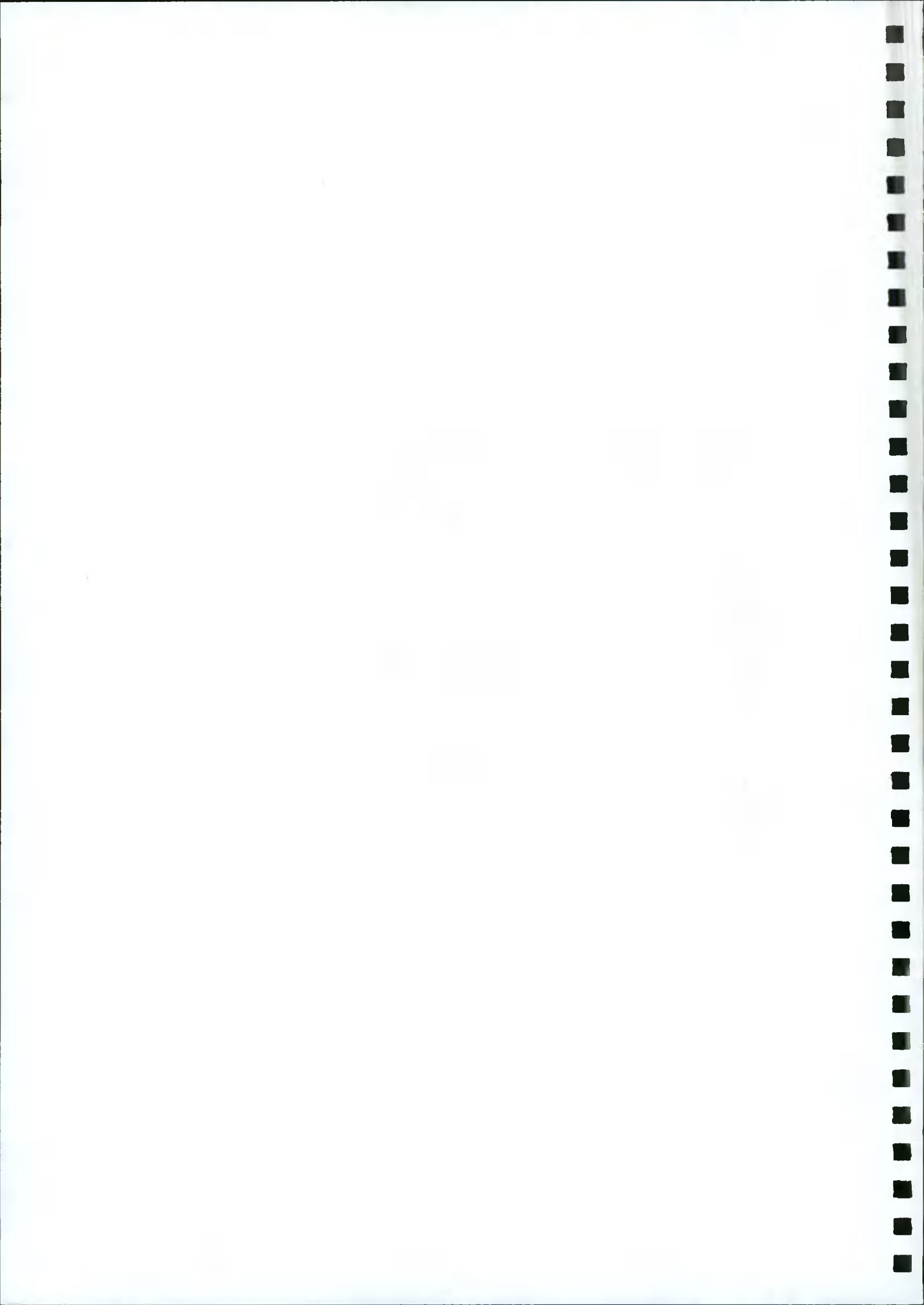
The construction site will be required to operate within the standard parameters of noise control for construction sites and within the normal working hours.



AERIAL VIEWS & ARCHITECTURAL CGIs
UNIT F & G



GOOGLE VIEW - MOUNTPARK BALDONNELL PHASE 1 & 2 AND ADJOINING LANDS

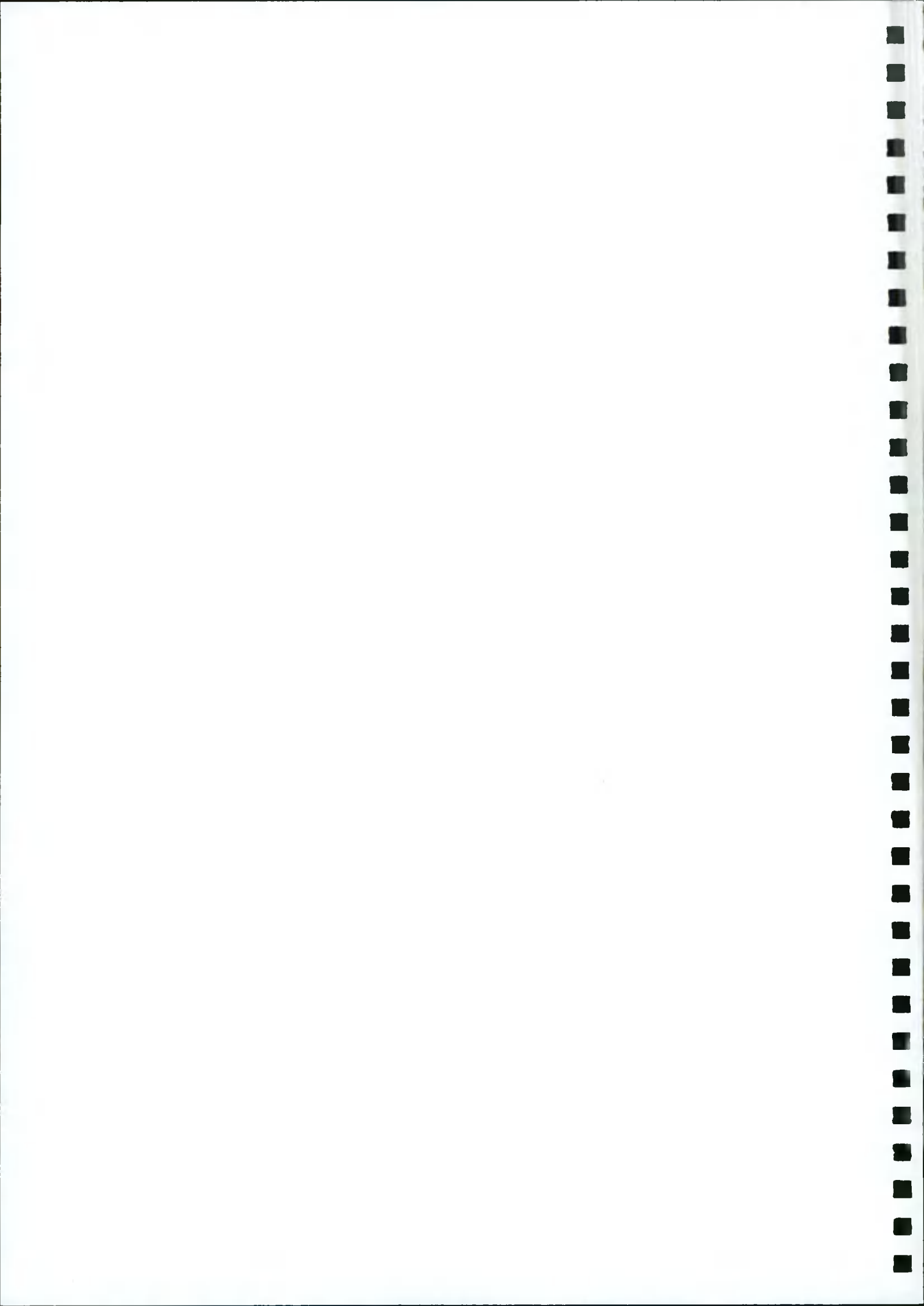




Sheet No:
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Aerial View 01
Looking SS-West

Project:
Mountpark Baldonnell
Units F & G





Project: **Mountpark Baldonnell
Units F & G**

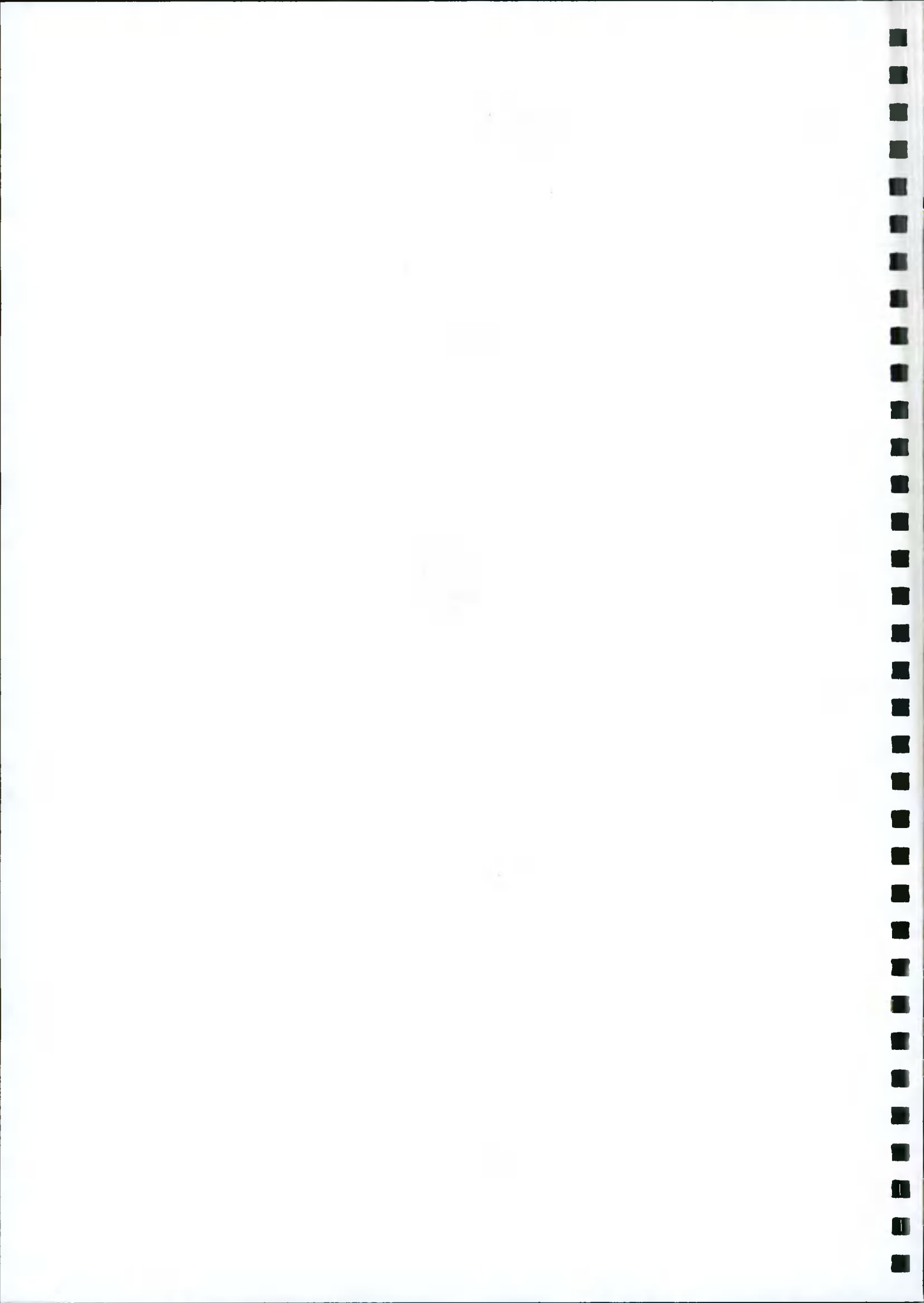
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Looking West

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V11-01







Project: **Mountpark Baldonnell
Units F & G**

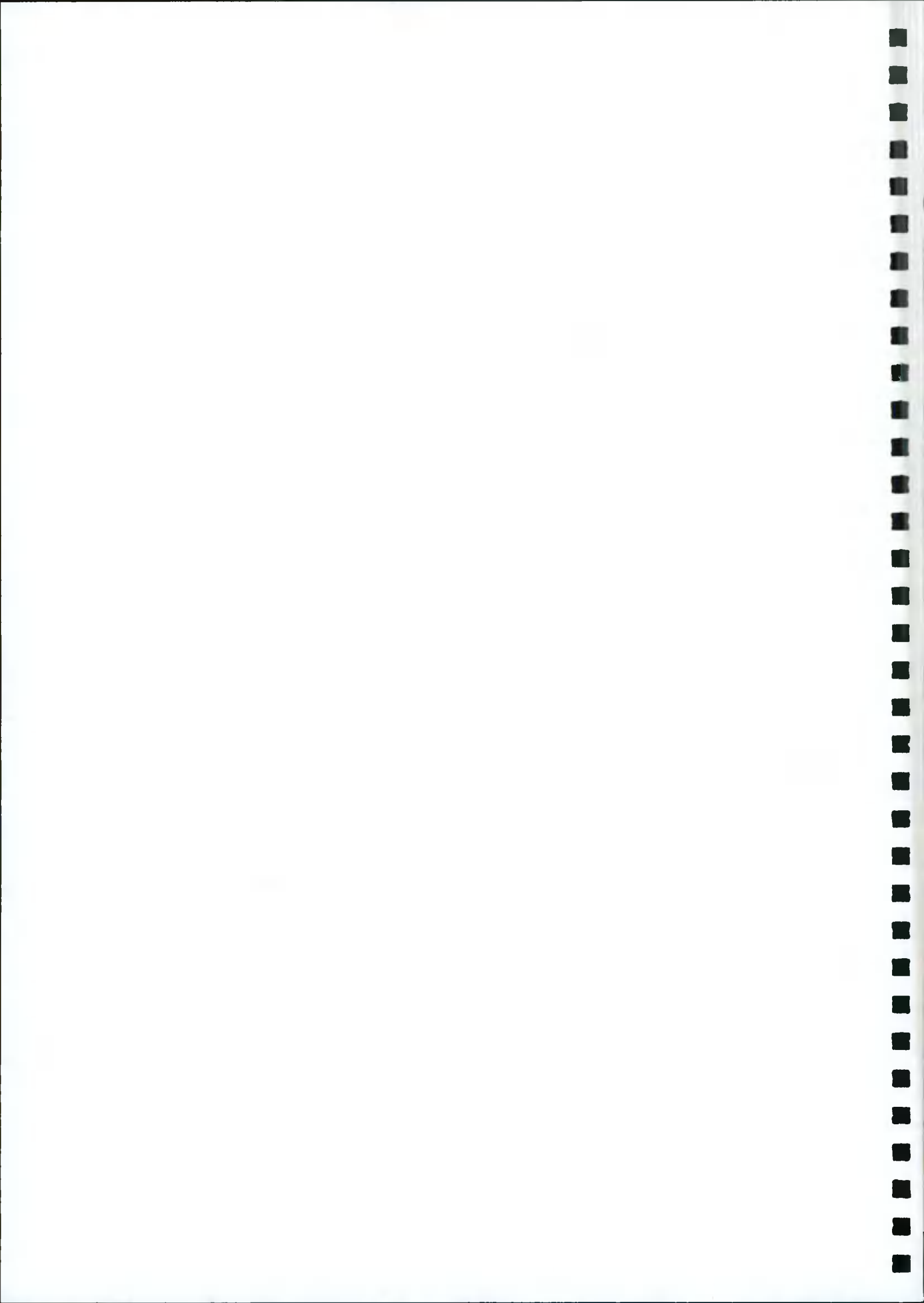
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Looking N-East

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Project

Mountpark Baldonnell
Units F & G

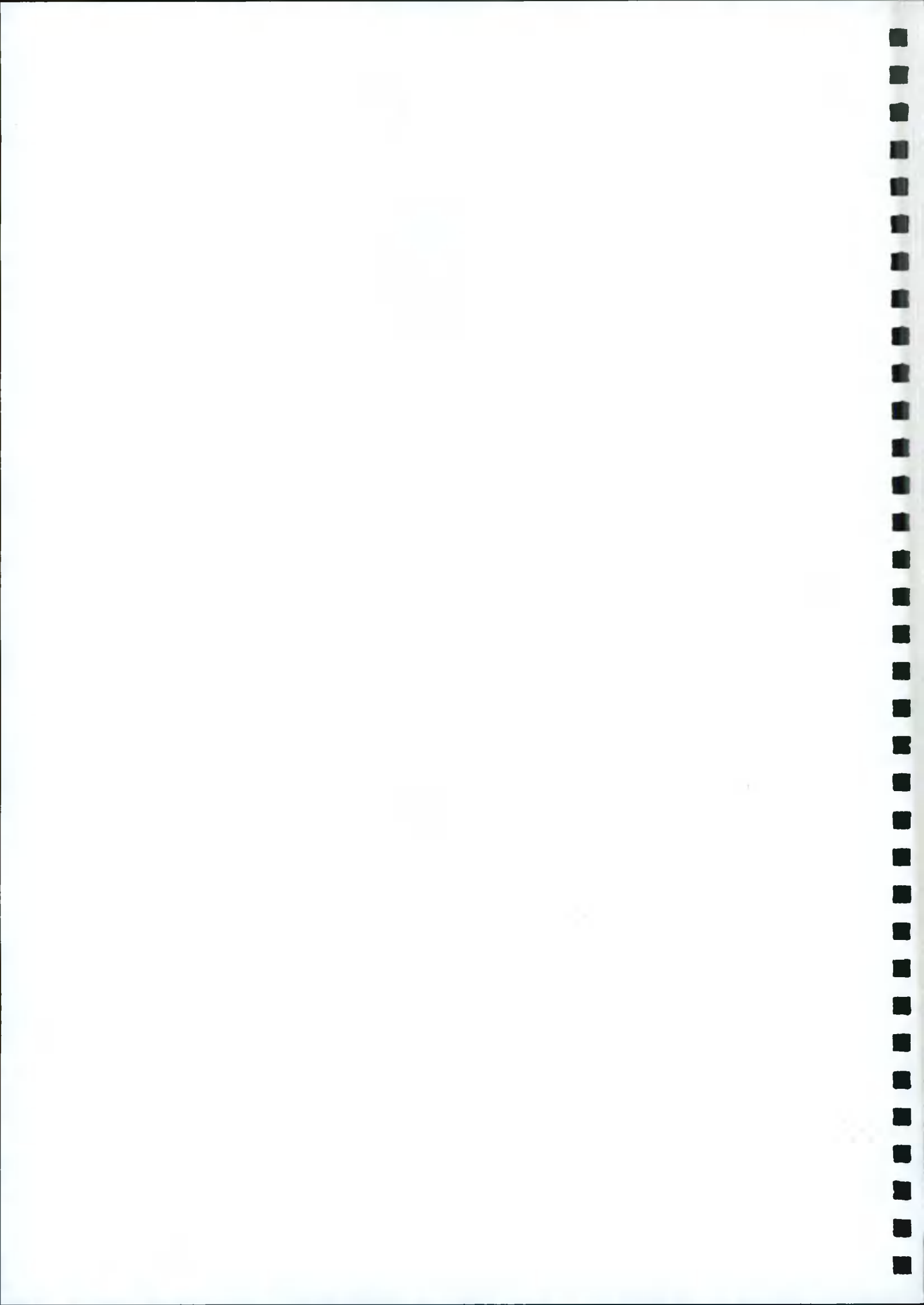
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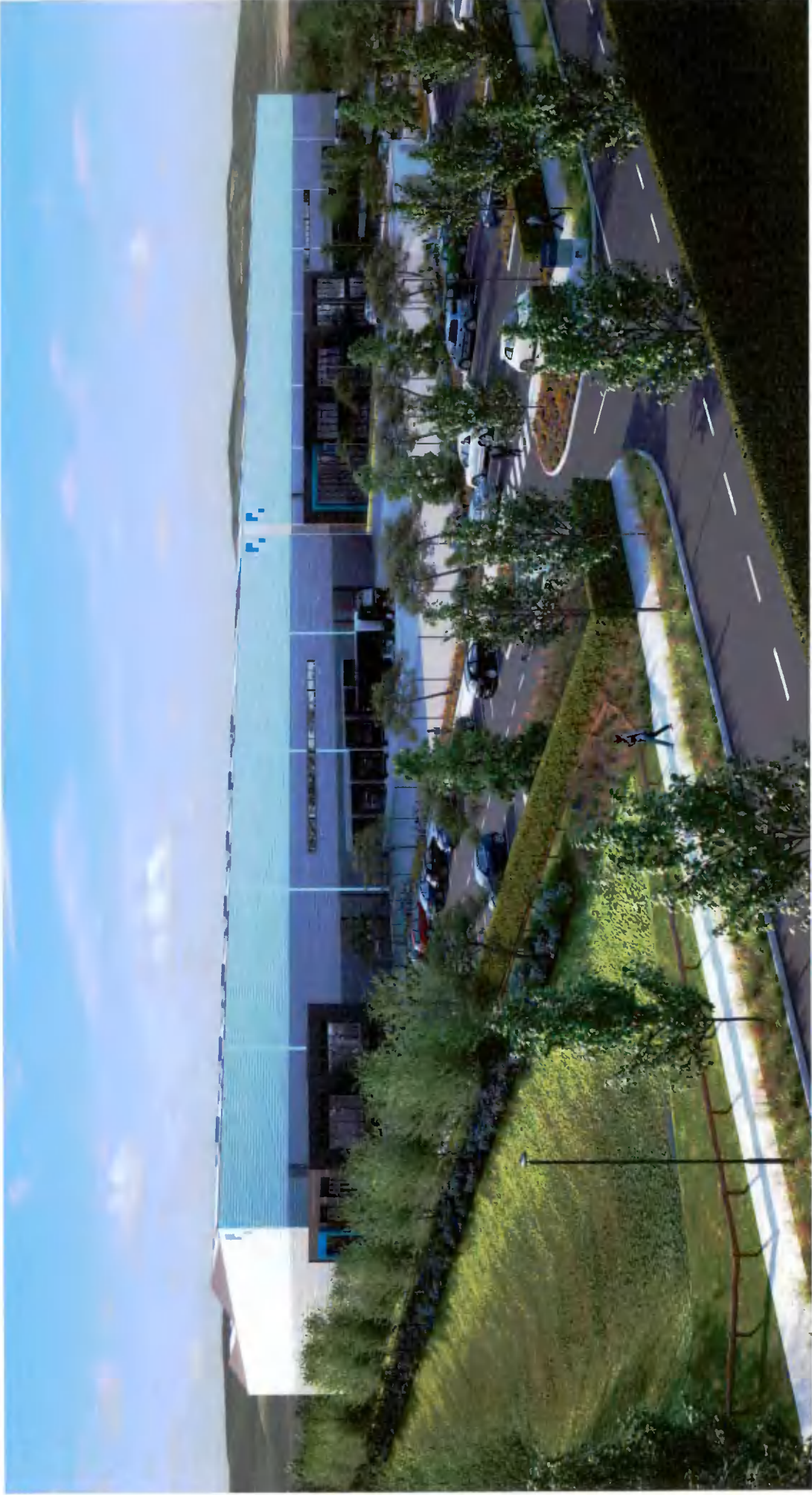
Indicative CGI of proposed Unit F

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Project:
**Mountpark Baldonnell
Units F & G**

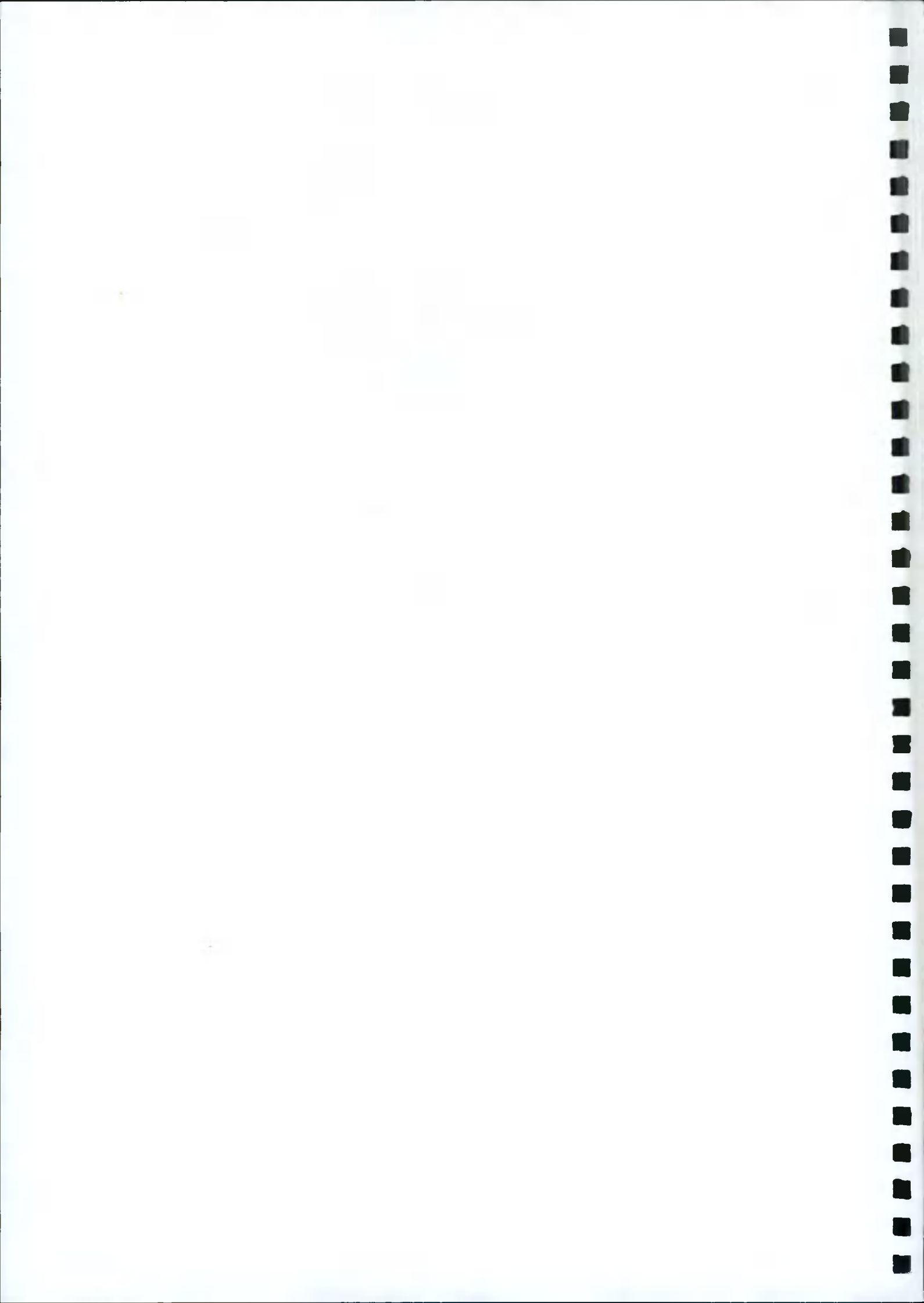
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Indicative CGI of proposed units F & G

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Project: **Mountpark Baldonnell
Units F & G**

Title: **Indicative CGI of proposed Unit G**

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V16-01



