

Mullagharlin Framework Plan

Louth County Council & Dundalk Town Council

ADOPTED VARIATION - FEBRUARY 2008



Mullagharlin Framework Plan - Adopted February 2008

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01

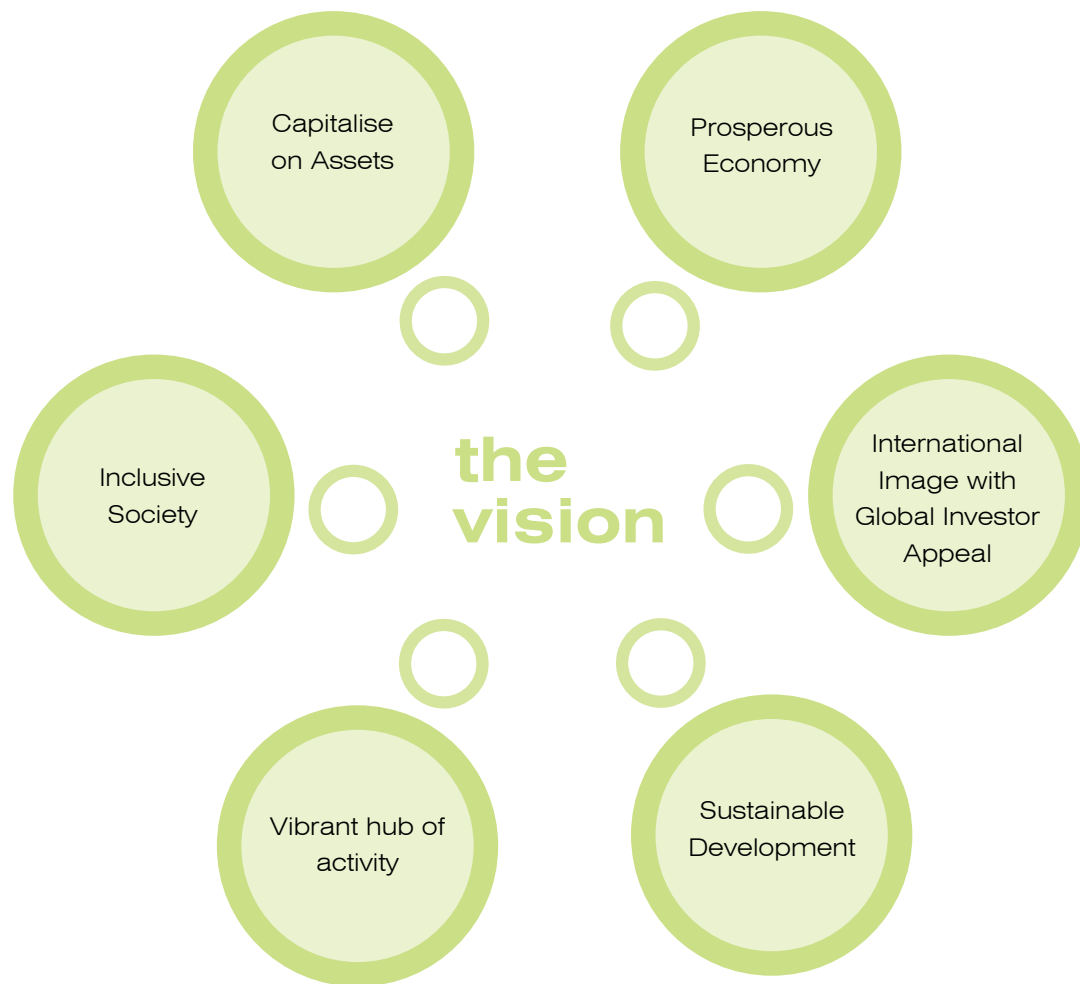
01 Background

1.1 Brief & Purpose of the Framework Plan

The purpose and rationale behind the plan is to develop an integrated framework supported by an implementation strategy that will link and unite the landholdings within the plan area, in a manner that has regard to national and local policy. This will involve making sufficient lands available to encourage investment, employment and infrastructural opportunities as Dundalk continues to develop and function as a 'gateway' and an evolving future city.

The preparation of this plan has been stimulated by the publication of the 'National Spatial Strategy' (NSS) 2002, which provides a coherent national planning framework

that identifies a number of 'Gateway' and 'Hub', towns and cities in Ireland where future development will be concentrated and encouraged, in order to achieve co-ordinated and balanced regional development. The study leads on from government policies which aim at shifting growth away from the Greater Dublin Area alongside bringing self-sustaining employment and new business opportunities to these designated areas. All key stakeholders agree that there is a great opportunity to achieve this in Dundalk.



1.2 The Vision

The vision put forward is one that seeks to enhance and capitalise on Dundalk’s strategic location and its many assets by transforming the land adjoining the Southern Link Road into a business park of international quality and global appeal that will enable the Dundalk region to compete within the global market place for business investment. This vision encompasses a vibrant, high quality and sustainable hub of activity that creates a positive and lasting image of Dundalk to the visitor, investor and equally as important to those who live there. This vision ties in with and builds on the Dundalk & Environs Development Plan 2003-2009 objective to capitalise on the strategic advantages of the town.

1.3 Status of the Framework Plan

This document will add a layer of detail to the policies and guidelines provided within the Dundalk & Environs Development Plan 2003-2009 and Dundalk South West Local Area Plan. It will have statutory status as part of the development plan (incorporated by means of a variation) and will therefore be a material consideration in the assessment and consideration of any planning application within the Framework Plan area. The guidance provided is not intended to be overly prescriptive or rigidly enforced. Rather, the plan has been designed to be flexible and responsive so that creativity and innovation is encouraged in the design process, so long as it does not compromise the overall vision for the Framework Plan area.

1.4 Approach & Structure of the Framework Plan


It is the position of both local authorities in terms of Dundalk's role and function to bring forward an international standard business and technology park that also allows for a mixture of other uses that enhance the vibrancy of this core land on the outskirts of the town. The ultimate aim is to create a place with a unique identity that has the

potential to attract high-end investors from Ireland and abroad. In this respect, one of the central objectives of the Framework Plan is to influence positive change that improves the investment product and raises the profile of Dundalk within the national and international arena. It is therefore, an intention that the project is an inclusive one, which will ultimately provide the impetus for others, including the key stakeholders to initiate key actions to realise this vision.

This document sets out the planning strategy for achieving this vision. The document contains three sections that set out the planning authorities' strategy for the future development of the Framework Plan area. The first section examines the site context, the potential and opportunity for providing a new vibrant hub at the southern link road entry into Dundalk. The second section provides the framework which captures the vision in a future development strategy and describes how the area can be developed in the future. The third section examines what particular matters will have to be addressed in terms of design and layout of future development and provides the policies geared towards achieving the overall vision, quality environment and sustainability.





Drawing Title: The Framework Plan Area	Client: Louth County Council and Dundalk Town Council		Scale:	File Extension:
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02

02 Context**2.1 Extent of Framework Plan**

The Framework Plan area comprises of approximately 450 hectares of land situated between the M1 Motorway to the eastern edge of the Dublin Road. The area lies approximately 2km southwest of the geographic centre of Dundalk, with the Cooley Mountains dominating the skyline and a gentle undulating topography. The majority of the area comprises of consolidated large parcels of land under the ownership of the IDA, DKIT, Rank Xerox, the local authority and

a number of private landowners. This land is zoned for employment uses under the Development Plan though the predominant use of the land is agriculture and is dissected in a north-east south-west direction by the Belfast Dublin railway line and the South Link Access road in an east west direction. For the purposes of this Framework Plan, the lands have been treated as an integrated unit.



Fig 1: Strategic Location

2.2 Site Setting

Dundalk's unique advantage is its strategic location half-way between Dublin and Belfast, the two largest cities on the island. The town's 'Gateway' status and its high levels of accessibility (by road, rail, sea and air routes), drive home this advantage.

Dundalk and its environs has a population of approximately 36,000.

Dundalk is advantageously situated, with Belfast and Dublin located approximately 80 km to the north and south, with the M1 Motorway providing quick and easy access to both cities. In addition, Dundalk has strategic road links to Drogheda located 35km to the south, Newry (Northern Ireland's fifth city and twinned city with Dundalk) located 16km to the north, Monaghan town located 50km and Cavan located 80km to the west ensures that the town is well positioned to perform the role of a regional 'Gateway' settlement.

The land falls under the administrative controls of Dundalk Town Council and Louth County Council.

2.3 Wider Context

This Framework Plan was stimulated by the publication of the 'National Spatial Strategy' (NSS) 2002, which identified and defined a number of 'Gateways' and 'Hubs' from the cities and towns within Ireland where development, in the future, should be concentrated and encouraged. Dundalk is pin-pointed as a 'Gateway' town for the north east region of Ireland as it benefits from its advantageous location at the centre of the Belfast-Dublin economic corridor and has the unrivalled potential to draw on a population catchment of 428,000 within a 50 km radius and 3.8 million people within a 90 minute radius.

Following the publication of the strategy, IDA Ireland commissioned the preparation of an integrated urban design framework titled 'Dundalk - City of Technology Campus', which was prepared by Colin Buchanan. The objective of the 'Dundalk - City of Technology Campus' document was to encourage development activity (lead or directed by government policy under the NSS) and to shift growth away from the Greater Dublin Area and bring self-sustaining employment, new business, cultural and recreational amenity opportunities to designated areas. This document concluded

that it is clear that with the area's accessibility and strategic location in the heart of the Belfast-Dublin economic corridor there is a great opportunity to achieve this.

This Framework Plan takes account of the Dundalk 2020 Sustainable Energy Zone, an initiative that is driven and sponsored by the Sustainable Energy Authority of Ireland (SEI) which puts forward a vision for Dundalk that aims at providing an exemplar location within Ireland that demonstrates the concept of sustainable energy in practice, covering all aspects of people's lives and activity within society. Dundalk has been chosen as the location for demonstrating sustainable energy practices and SEI are currently bidding for funds from the European Concerto Programme to move the initiative forward.

This Framework Plan also takes account of the 'Mobility Management Plan- Sustainable Traffic Management Strategy & Implementation Programme' prepared by ARUP Consulting Engineers on behalf of the Dundalk Institute of Technology. This report deals with the on-going expansion of the campus alongside

establishing a framework which promotes and encourages more sustainable ways for the traffic management both on and off the campus.

2.4 Current Planning Provisions

The Framework Plan area falls within the administration boundaries of two local authorities and as a result the current zoning, strategy and policies for the areas future development are contained within the Dundalk & Environs Development Plan and Dundalk South West Local Area Plan. Both documents aspire to assist, promote and enable the economic and self-sustaining economic development of Dundalk.



Fig 2: Location within the County

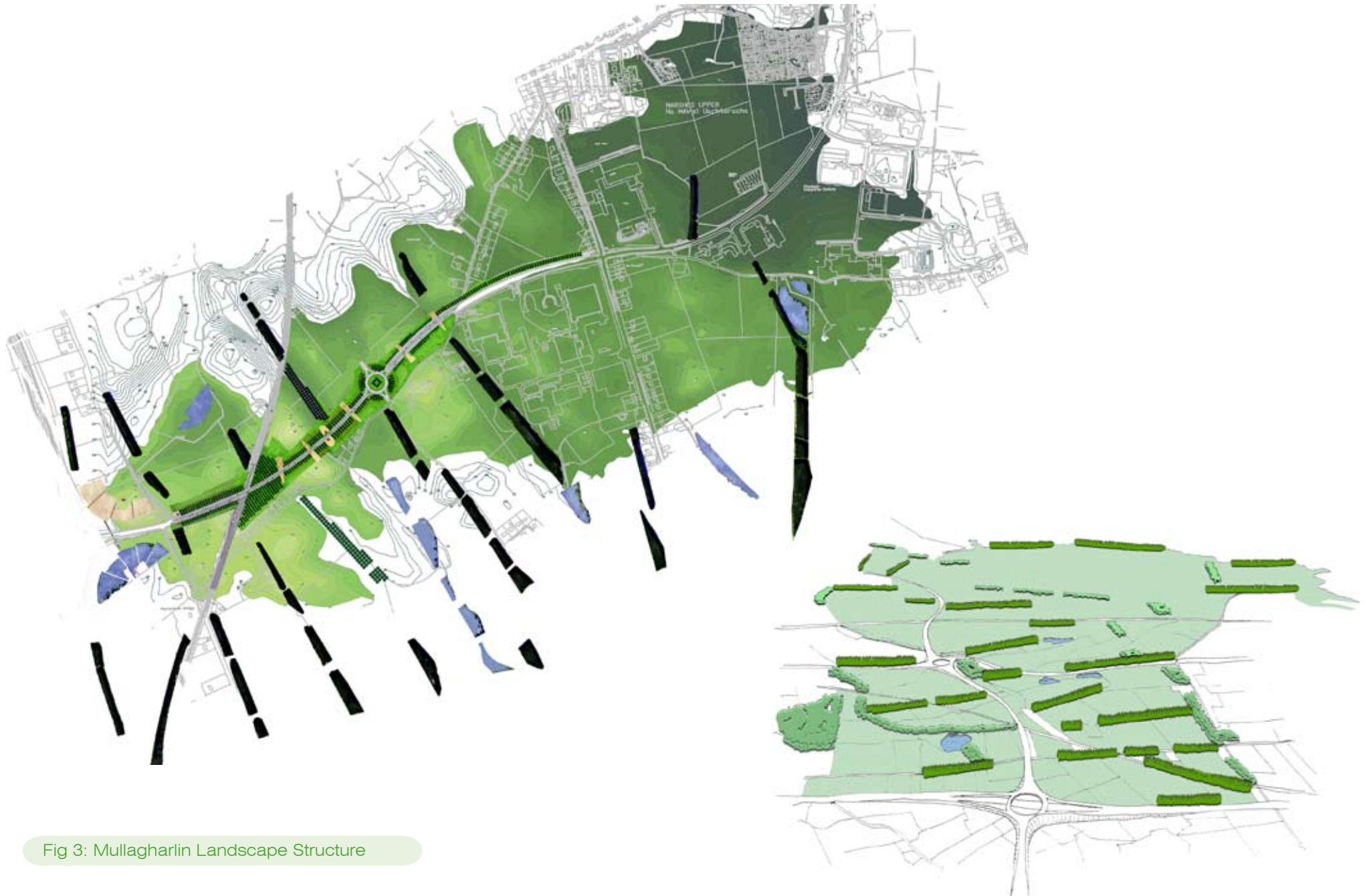


Fig 3: Mullagharlin Landscape Structure

03 Framework Concept

3.1 General

The Framework Plan area comprises of approximately 450 hectares of undulating land situated between the M1 Motorway and the Finnebair Business Park and running to the north and south of the Southern Link Access Road.

The land located to the north and south of this 'Spine Road' is mainly in agricultural use. The fertile land of the Framework Plan area is divided into a patchwork of medium to large fields that are bound by mature hedge rows. The hedgerows and field system accentuates the soft undulating topography characteristic of this Drumlin Landscape. Despite the predominance of agricultural uses, the area also contains large parcels of consolidated land which are under the ownership of the IDA, DKIT and Xerox with

a wide range of land uses are present including but not limited to educational, recreational, commercial and cultural.

The main structural element to the Framework area is the Southern Link Road. This element acts as a spine road connecting the M1 Motorway to Dundalk proper and its hinterland. The area has several trunk roads that provide a limited level of internal permeability and connection. The Dublin-Belfast railway line dissects the Framework Plan area. It constrains east-west movement within this part of the framework plan area and presents significant severance issues. It is considered that the infrastructure at present is inadequate to cater for the future development of a business park unless a coordinated approach is undertaken.

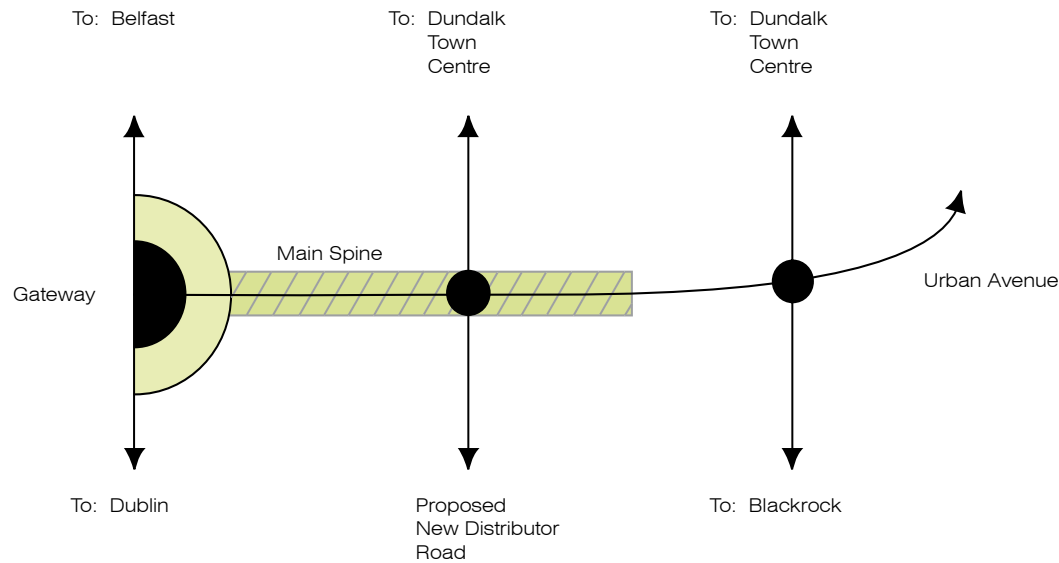


Fig 4: Southern Link Road Concept

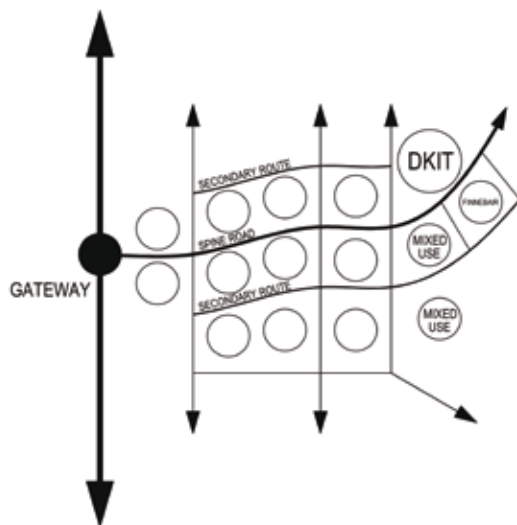


Fig 5: Development Cells

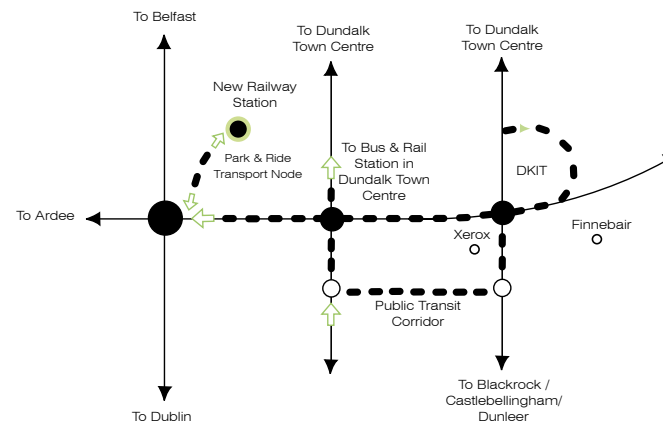


Fig 6: Public Transport Concept

The rich cultural landscape of the Framework area is also evident through the tangible and intangible elements present, including ancient earthenworks to more recent built structures are evidence to the long occupation of this land. These elements contribute to quality and unique character of Mullagharlin with recent developments like the Xerox site including a protected earthen-work in their landscaping scheme.

The Framework has been developed to define the future urban form characteristic for the Mullagharlin area. The urban form provided, emanates from the topography, key structural elements, the environmental assets, the surrounding development and most importantly the overall vision to create a business park of international appeal attractive to inward investors.

The Framework Plan deliberately extends to include the DKIT Campus, Finnabair Estate, and Xerox complex so that links can be established between the new development areas and the existing developed areas in the immediate area. For the spin-off and synergy to take place this linkage is critical, and the clustering of small feeder and start up companies could make this possible. At present the DKIT offer incubator units which provide some momentum and synergy for

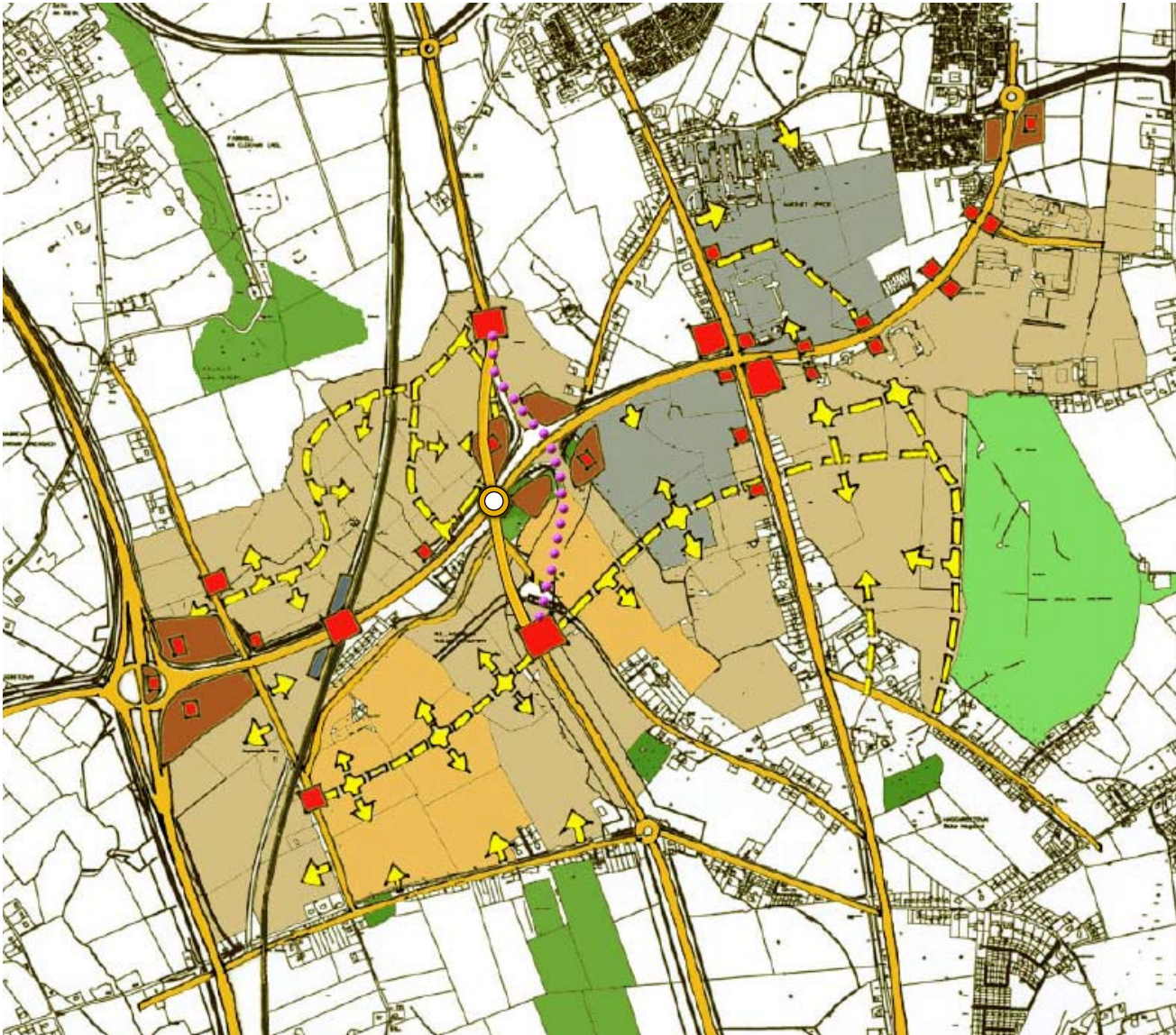


Fig 7 : Gateways marking important positions for signage and orientation

moving the vision forward. The overall concept promotes a series of potential mixed use development sites of varying sizes, with larger sites that have the potential to accommodate a wide range of businesses, industries and ancillary activities along the main entrance corridor into the town.

3.2 Concept

The concept aims at developing this area into a location of international standing that will attract and encourage inward investment into Dundalk, whilst building on the many assets of the site, which include its reputation for excellence in Research & Development and Information Technology.

Implicit in this development is the desire to reinforce the role of Dundalk as a key regional 'gateway' settlement and that the land addressing the Southern Link Road will set a memorable scene for visitors and investors entering into the town. Therefore, high quality, creativity and innovation are of the essence. The Spine Road will be the key physical defining component in this scene. This road will provide the gateway experience whilst providing a transition from the high-speed M1 Motorway to an urban avenue in a relatively short distance.



Fig 8 : Landscape

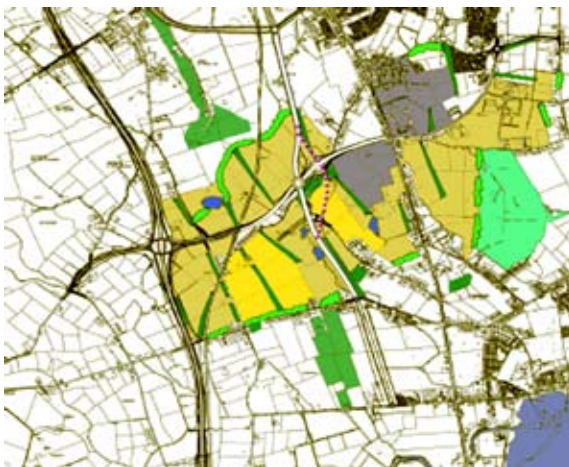


Fig 8 : Edge Buildings : Key Building frontages that will require sensitive design treatments

The concept promotes an overall sense of identity alongside the creation of a new employment zone to the south of Dundalk. The setting for the major buildings along the southern link road will extend the statement of civic pride, until the more urban environment of the existing suburbs of the town is reached. It will also tie in with the DKIT Campus, the hotel and wind turbine that dominate the skyline. High quality landscape will build on the design vocabulary already existing at Xerox, DKIT Campus and IDA developments to provide consistency and continuity.

This framework provides supporting policies for the area's new urban structure. Contained within this plan are the foundations for the creation of a unique extension to the existing urban area. It is hoped that this will foster the right social, economic and market conditions that will in time support the further development of the area as well as connecting it to and complimenting the functions, services and facilities provided within the wider urban context.

Constraints:

The leading constraints to the integrated development of the framework plan are fragmented land ownership and infrastructure provision. The framework cannot address these in advance of detailed proposals being submitted but it does endeavour to demonstrate how integrated development cells can be brought forward that can coordinate the phasing of development and infrastructure.

In particular the area has four separate surface water catchments, each draining in a different direction, that will need careful planning to form part of an integrated sustainable urban drainage system (SUDS).



Dundalk 2020 Energy Zone

Sustainable Energy Ireland (SEI) are sponsoring the development of Ireland's first energy park on an area encompassing the DKIT campus, Finnebair North, Finnebair South and the Xerox complex. This area sits within the north eastern portion of the framework plan area and is identified in the plan opposite.

SEI has developed the concept around the following factors:

- The development of their own new headquarters building adjacent to DKIT
- The expansion of the DKIT Campus and the college's commitment to a centre of excellence in sustainable energy research.
- The need to pioneer innovation through the concept of an energy park promoting best sustainable energy practice across industry, commerce, education and housing.
- The creation of a critical mass or cluster of experienced providers who would be in a strong position to innovate.
- The opportunity to place a focus on strategy development for sustainable buildings and homes.

- Residential
- Industry
- College
- Hospital
- Business Park
- Leisure & Retail



Fig 10: Dundalk 2020 Energy Zone

- The opportunity to nurture linkages with end users – for such R&D to be successful its outputs must meet real needs and be of practical use in making local energy use more sustainable.
- The availability of funding assistance to encourage developers to pioneer and incorporate new energy technologies into their developments.

Whilst the Councils would expect high standards of innovation in energy use throughout the framework plan area, it will be specifically focused on encouraging the development of sustainable energy technologies within the energy park area being pursued by SEI. This will include technologies such as renewable powered street lights, smart transport systems, the provision of walking and cycle friendly routes, the use of bio-fuel, the collection and use of rain water and other sustainable solutions to local power generation and waste management.

Within this context the Councils will generally approve the deployment of new sustainable energy technologies which are designed as integral elements within development projects.

Further information on the energy park can be obtained by contacting SEI at www.sei.ie

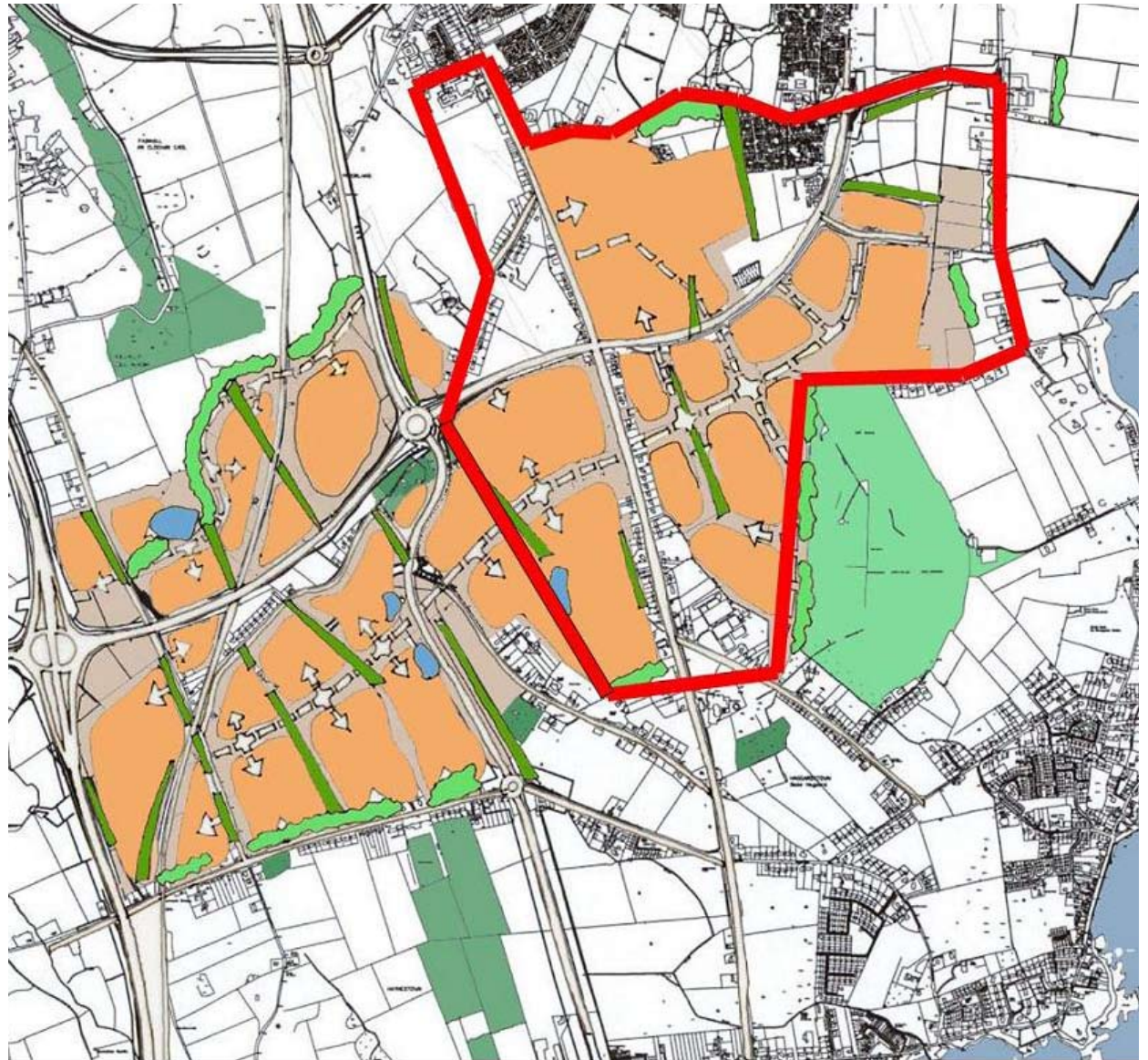


Fig 11: SEI Energy Zone

The Framework Plan is based on the following components:

- Understanding and working with the land form;
- Understanding the vision of the key stakeholders for a project of international appeal (inward investment) and letting this inform a proposed framework for future development of the area;
- An urban design framework and land use strategy for the appropriate future development of the area;
- An urban design framework that builds on the continued expansion of the IDA, Finnebair Industrial Estate and DKIT Campus;
- The design of New City entrance portals in two key gateway sites;
- An efficient movement strategy improving pedestrian, cycle, rail and road links with the town centre and beyond;
- An understandable development structure that is simple to develop over time;
- A network of green corridors and quality open space that intertwine through the public and private domain in an integrated and aesthetically pleasing manner;
- A framework that allows flexibility to respond to the changing socio-economic conditions that may affect the southern expansion of the town;
- A springboard for the future success of the major stakeholders in the area;
- An attractive-passive environment comprising large tracts of agricultural land dotted with a series of protected structures which forms the rich landscape setting for the creation of a business park.





Framework Plan Objectives:

Gateway Projects

1. Provide two key gateway developments at the junction of the M1 Motorway that celebrate entry into the Framework Plan area and the south side of Dundalk.
2. Provide high quality landmark/signature buildings along the southern link road, road interchanges, road intersections and addressing public open spaces, in particular around the Bio-park.

Transport Projects:

3. Provide a new Railway Station, Park and Ride and Bus Interchange located along the Dublin Belfast railway line (Crumlin Character Area).
4. Create a North-South & East-West access through the Framework Plan area. This network will radiate out from the southern link road allowing for permeability and connectivity throughout the Framework Plan area. Soft transport corridors will connect to this network to accommodate all transport modes.
5. Create a secondary road network within the Finnebair South Character Area that will accommodate internal circulation and connection to the secondary Spine Road via the Dublin road.
6. Provide a new roundabout to connect the land to the north and south of the southern link road. This junction will also make provision for soft transport corridor movement between the land to the North and South of the Character Area.

7. A new roundabout at the Dublin Road/Southern Link Road junction to improve traffic movement.
8. Improve permeability and connection within the Xerox Character Area to the wider Framework Plan area. These improvements shall include soft transport corridors that form part of a larger upgrading landscaping scheme for the Xerox Character Area.
9. Provide a series of green and soft transport corridors throughout the Framework Plan area.

Environment Projects:


10. Provide visual screening and structural planting along primary and secondary routes.
11. Create a recreational parkland with a water body that acts as a focal point in the Mullagharlin Character Area.
12. Establish a series of tree planted belts that provide shelter and structural definition to the proposed development cells.
13. Provide soft landscaped buffers (medium density mixed planting) between new development within the Finnebair South Character Area and the established residential development that bounds the eastern side of the N1.

14. Provide tertiary links and sustainable drainage routes to main water body (Bio-park).
15. Provide a significant landscaped network of pedestrian/cycleway connecting the site to its surroundings, providing links to larger green/ecological corridors and open spaces within the site.
16. Consideration for the inclusion of man-made and natural features, e.g. Mass Stone, earthen works and quarry within public and private landscaping schemes within the Framework Plan area.
17. Provide primary and secondary public artworks throughout the site.
18. Accommodate extensive landscaping and smaller scale development adjacent to existing residential areas close to the railway and along existing rural roads.

Expansion of Existing Facilities:

19. Expansion of Educational, Research, Innovation support, Sports, recreational, cultural and ancillary services and facilities at the DKIT Campus.
20. Expansion of employment base at the Finnebair Industrial Estate in a manner that links with the Framework Plan Vision.



Drawing Title: Map of Key Objectives	Client: Louth County Council and Dundalk Town Council		Scale:	File Extension:
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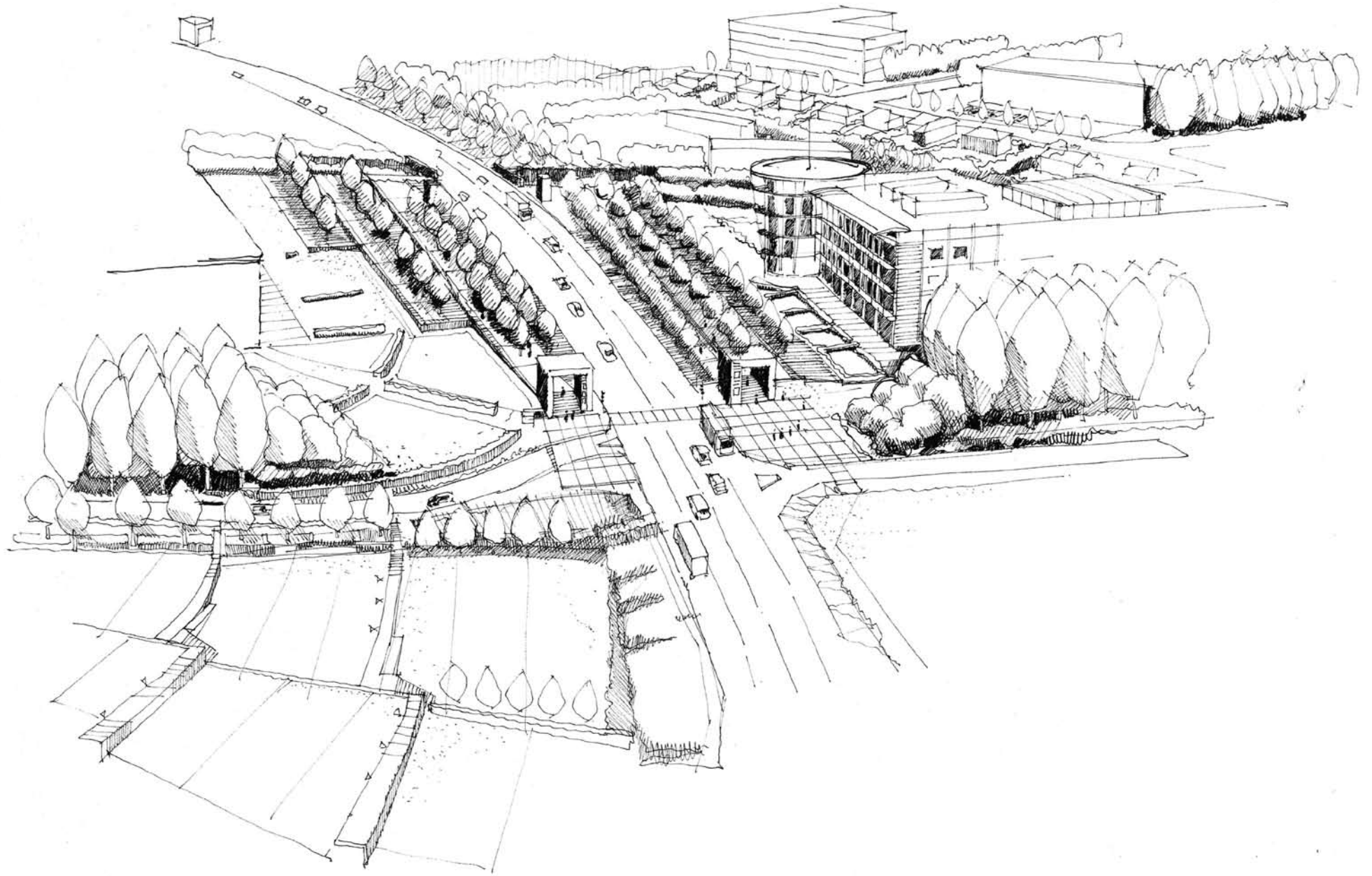


Fig 12 : Southern Link Road: Design Concept

04

04 Framework Description

4.1 General Description

The 450 Ha that constitute the Framework Plan area can be described as having strong linear shape that is dissected in an East-West direction by the South link access road and North-South by the Dublin-Belfast railway line and the R132.

The Framework Plan has been developed to define the urban form characteristics for the area. This urban form emanates from the site through its topography, environmental assets and surrounding development. The plan indicates the most appropriate and optimal means of developing the study area in a sustainable manner, all within a highly permeable urban structure.

4.2 Six Key Design Elements of the Framework Plan

01 Landmark entrance

The entrance from the motorway provides a major opportunity to site two key landmark/feature buildings on the higher ground on the north-east and south-east side of the intersection. These landmark/feature buildings should be highly visible in the landscape and form part of the strong visual elements in the skyline. The buildings should be iconic in nature and symbolise in a strong visual statement, the status of Dundalk as a 'Gateway City'. The buildings should be positioned on high quality landscaped sites that may contain celebration artworks, water features and/or other visual markers that together provide a sense of welcome as well as celebrating the entry into a dynamic and forward looking centre of business, technology, culture and high quality amenity.

The form, height, detailing and materials shall be innovative and of high quality. Moreover, the buildings should be of a sufficient scale and visual importance to act as signature elements within the landscape and within people's perceptions of how Dundalk has been transformed into a dynamic urban centre over recent years.

02 Information and Signage Systems

Signage Systems will define key locations such as crossings and intersections, provide direction and signage, lighting and shelter as well as becoming in themselves sculptural elements in the landscape.

03 Development Cells

A series of development cells has been proposed that will provide a network of medium to large sites for business type uses. These blocks are defined by linear planting belts and the proposed internal road network. This traditional approach promotes the use of buildings that address the surrounding streets and it is hoped will avoid isolated, poorly integrated islands of development. The implementation of the character areas and development cells will be facilitated through the development control process which will seek to coordinate the phasing and implementation of new projects.





04 Bio-park

At the heart of the Mullagharlin Business park will be a significant linear recreational public park. The focal element of this park will be a substantial water body that will evoke in an organic form the long north south rectangular shape of the overall park. It is envisaged that the park will provide structural definition, drainage for the wider Framework area and importantly an attractive resource that will improve the environmental qualities and attributes of the Framework Area.

05 Private and Public Artwork

As part of creating an attractive and unique sense of place artwork which will include but not be limited to interpretative art, sculpture and water features. It is envisaged that the use of artwork in the public and private domain will play an important role in achieving an attractive place to work and visit. Key areas for the use of artwork will include highly visible and prominent locations such as the Gateways/Entrance Portals, Spine Road, key intersections and the Biopark.

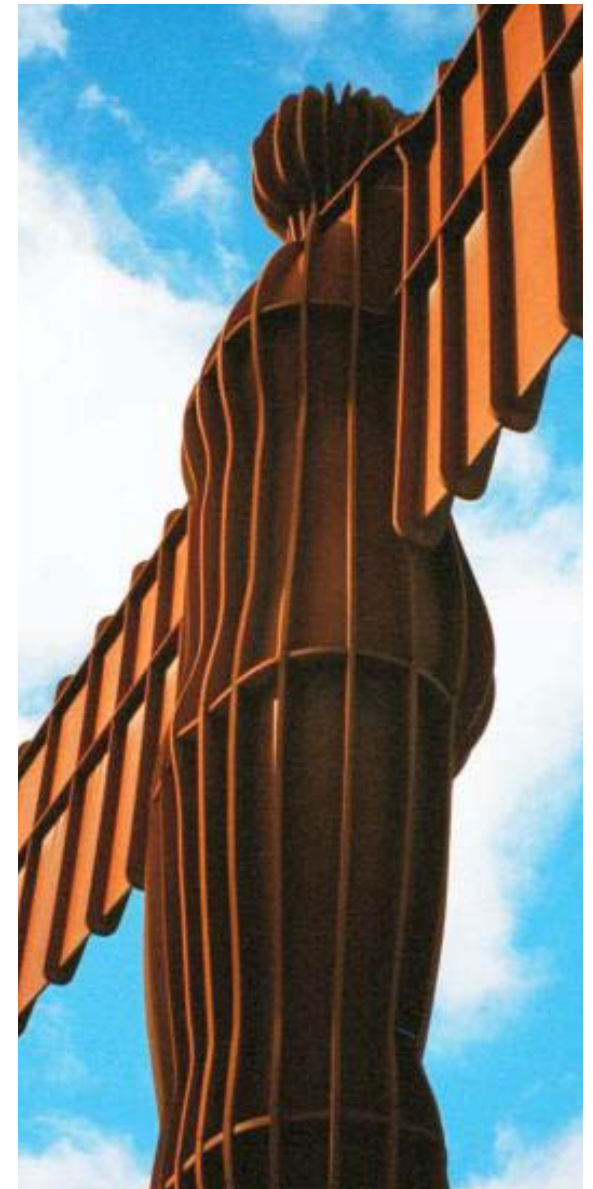




Fig 10: Walking & Cycling Friendly

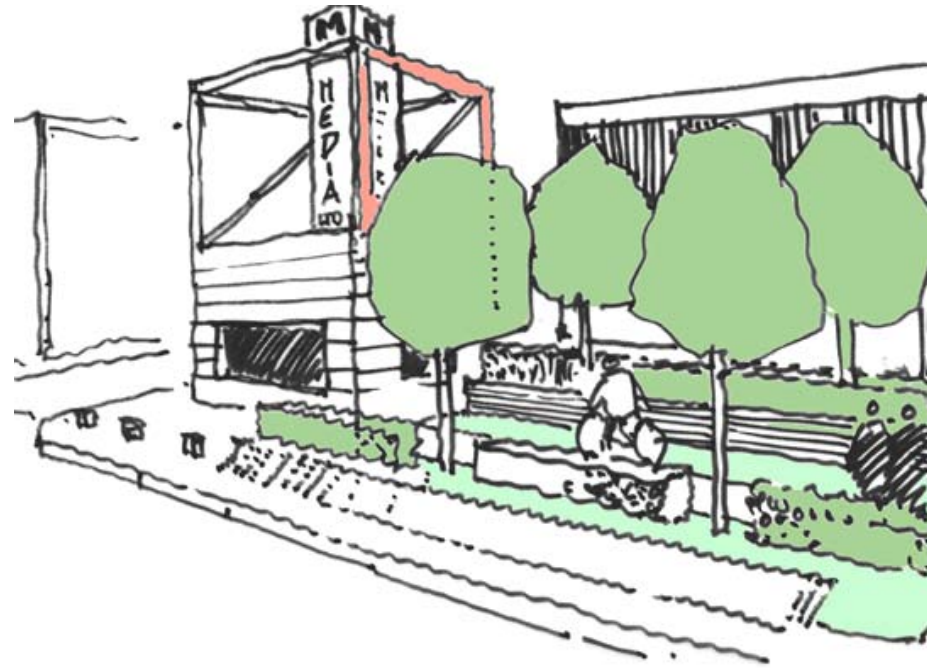
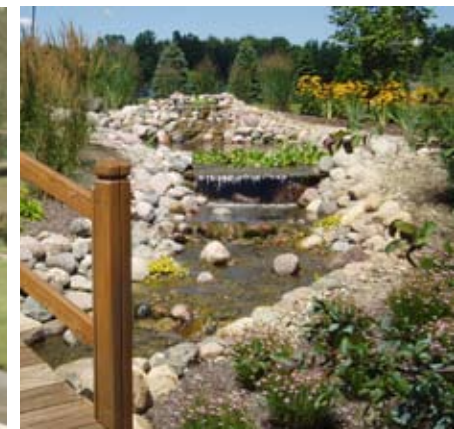


Fig 11: High Quality Landscape & Signage



4.3 Policies & Controls

The objective put forward in this plan is one that seeks to create a business park of international quality and global appeal that will enable the Dundalk region to compete within the global market place for business investment. The successful transformation will need to ensure that all future development within this area will positively contribute towards achieving the aspiration of the plan. To achieve this aspiration the following policies and controls have been provided. The policies provided are grouped into primary, general and character sections.

4.3.1 Strategic Policies

PP1 Development within the plan area will be expected to comply with the objectives of the framework plan and not to compromise or diminish its overall integrity and implementation.

PP2 Permissible land uses, i.e. those that contribute towards achieving a business park of international appeal attractive to global investors are encouraged within the Framework area. Land uses that would compromise and/or diminish the integrity of the overall Framework will not

be permitted. As part of assessing the suitability of a proposed land use regard to the cumulative effect of certain uses will need to be considered.

4.3.2 General Policies

In order for the successful transformation of the Framework area to occur future development will need to compliment and positively contribute towards the creation of an international business park with appeal to the global inward investor. The following policies are provided to ensure that the overall integrity of the framework plan is not diminished by inappropriate development.

G01 The Plan area will be developed in general accordance with the Framework Plan Drawing No.3 and the subsequent development policies and controls.

4.3.2.1 Urban Design

G02 The spatial design, layout and building forms on the two gateway sites are considered pivotal to the creation of a memorable entrance to the Framework area and Dundalk proper. A high standard of design and site layout is encouraged to ensure an attractive presentation to



This plan demonstrates an indicative layout only. The footprint and form of the buildings are not definitive. Providing the over-riding principles, goals and objectives of the framework plan are adhered to, a degree of flexibility in the overall layout will be exercised by the planning authority.



Drawing Title:

Spatial Design Layout

Client:

Louth County Council and Dundalk Town Council

Job Title:

Mullagharlin Framework Plan



Scale:

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the Dundalk Western By-pass, southern link road, prominent/visible locations and key intersections is achieved. National and International precedences shall be referred to secure a high quality presentation to the M1 Motorway.

G03 All developments proposed for the Framework area shall seek to encourage innovative, creative and contemporary architectural design solutions through a high standard of design and site layout to ensure an attractive presentation is achieved. The built form should generally conform with the spatial layout illustrated in the Framework Plan. The placement of buildings in this area will be encouraged to favour the low lying points of the landscape so that these buildings do not diminish the visual aesthetics of the gateway development as viewed from the southern link road and the surrounding developments.

G04 A hierarchy of networks and open spaces connected by green and soft transport corridors is encouraged as part of promoting good permeability and connectivity in an attractive landscaped setting.

G05 The placement of wiring and cables underground is encouraged and will form an important part of improving the visual quality of the plan area.

G06 Development applications for the gateway sites, southern link road, key road intersections and for buildings set on prominent ridgelines will be accompanied by a material & finishes palette/boards as part of the assessment of the architectural resolution any large scale development within the plan area.

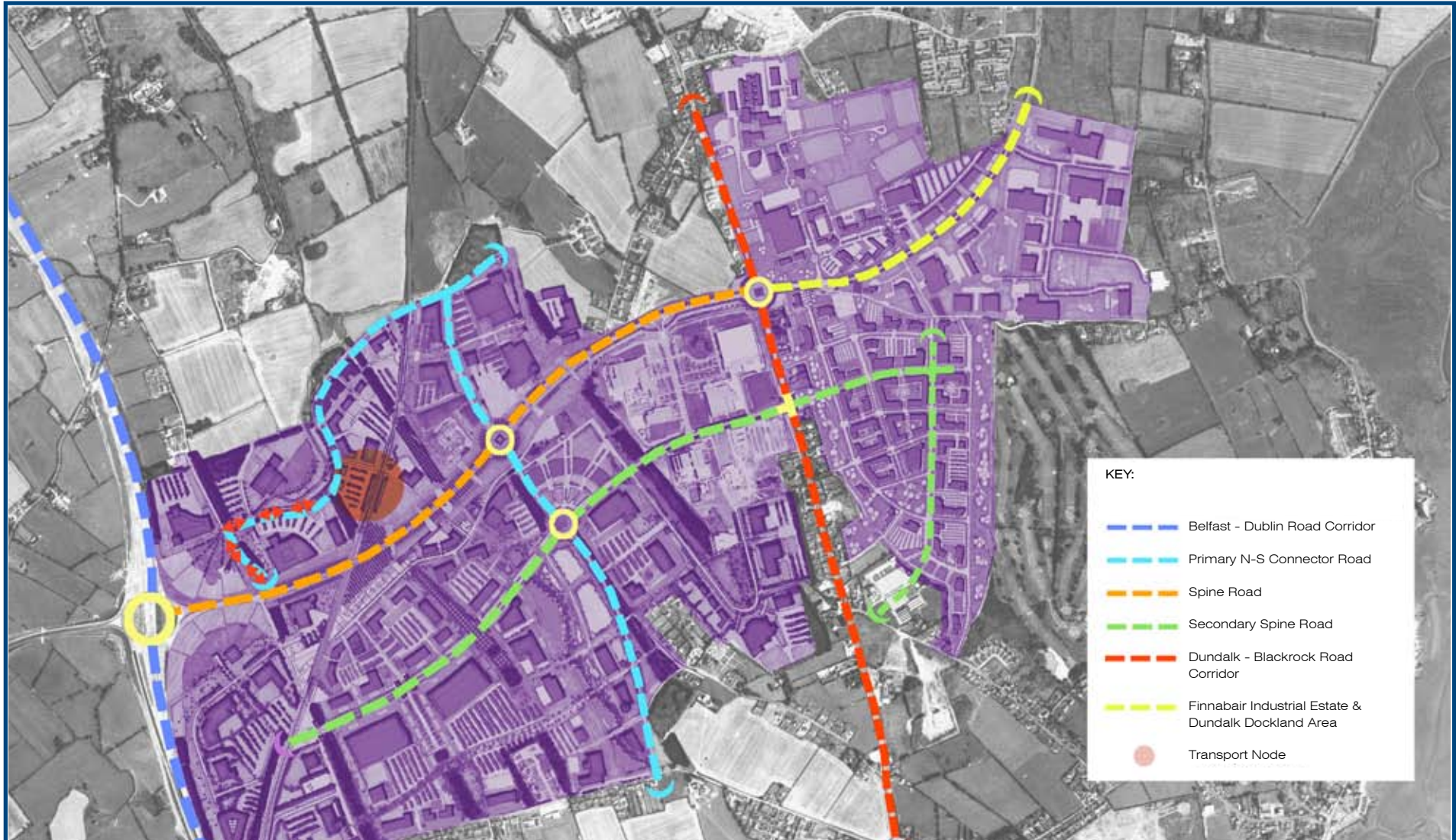
G07 Development is encouraged to use sustainable design, building and practices as part of reducing the impact of promoting energy efficiency in the design of buildings.

4.3.2.3 Transport Management & Improved Linkage

The overall vision is to ensure accessibility for all, regardless of mobility, age and/or availability of mode of choice by providing a network that caters efficiently and effectively from origin to destination. The approach put forward encourages the use of public transport modes alongside the reduction in dependency on the private car travel by:

- 1) Providing a park and ride train station that connects with the other modes of transportation;
- 2) Investigating opportunities for public transport and the feasibility of its provision;
- 3) Provision of an access point north of Crumlin and a means of addressing the severance issues caused by the railway line.
- 4) Developing and prioritising pedestrian and cyclist access through high quality pathways and green corridors;
- 5) Provision of improved pedestrian and cycle roads along the Spine Road;
- 6) Developing a coherent directional, explanatory and interpretation signage strategy.





KEY:

- Belfast - Dublin Road Corridor
- Primary N-S Connector Road
- Spine Road
- Secondary Spine Road
- Dundalk - Blackrock Road Corridor
- Finnabair Industrial Estate & Dundalk Dockland Area
- Transport Node

Drawing Title:
Movement and Connectivity

Client:
Louth County Council and Dundalk Town Council

Job Title:
Mullagharlin Framework Plan



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General Transport Management & Improved Linkage Policies for the Masterplan area are as follows:

- G08** The area will be developed in accordance with the Framework Plans' hierarchy of avenues and internal streets.
- G09** Any new development within the area shall have to open up and provide linkages to surrounding developments where prescribed by the Framework Plan.
- G10** The overall design of the public and private domain will accommodate the creation of pedestrian paths and cycleways. As part of the safe movement of pedestrian, cyclist and vulnerable road users the design of road, intersections, interchanges and other road crossing points will encourage lower speeds in the Framework Plan.
- G11** The concept design for sites within this area shall ensure that car parking areas are broken into cells. The landscaping component of all car parks will form part of the larger landscaping scheme of the site and will be in keeping with the overall concept of the Framework Plan.



Fig 14: Transport Management and Improved Linkage

On-street parking and loading bays will only be permitted in exceptional circumstances where the developer has demonstrated that all other options have been exhausted and that the on-street car parking and/or loading bays will not negatively impact on the safety of the road user or on visual amenities.

G12 Where considered necessary major development applications will be accompanied by a Mobility Management Plans (MMP). The requirement for these plans will be assessed by Council on a case by case basis.

4.3.2.4 Signage

G13 Signage within the Masterplan area will be kept to a minimum. Additional advertising signage, in particular billboards will not normally be permitted. As part of ensuring high quality signage and to safe guard the visual amenities of the Framework Plan area a uniform signage scheme shall be encouraged.

G14 Information kiosks are proposed throughout the Framework Plan area. Along the Spine Road the information kiosks shall be designed as structural elements with a dual function of forming part of the overall way-finding network and as a visually attractive structural element within the landscape setting.

4.3.2.5 Landscaping

G15 The landscape design of the public and private domain will seek to enhance the landscape setting by encouraging a high standard of landscaping design. The precedence established by recent developments including the IDA, Xerox and DKIT Campus shall provide the

minimum standard accepted in terms of landscaping design, materials and finishes. Departure from any landscaping design standard and/or the established local precedence will only be permitted in exceptional circumstances where the developer has demonstrated that their landscape design compliments and enhances the Framework Area.


4.3.2.6 Public Artwork

G16 Public and private open spaces within the Framework area shall incorporate public artwork, sculpture and/or water features as part of creating an attractive address and enhancing the visual amenities of the area.







Drawing Title: Character Areas	Client: Louth County Council and Dundalk Town Council		Scale:	File Extension:
	Job Title: Mullagharlin Framework Plan		Designed By:	
			Drawn By:	
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05

05 Framework Development Controls

The plan has provided 9 different character areas. The following character areas have been selected on the basis of several factors which include establishing flexible development cells, accessibility, environmental & visual qualities, established development to infrastructure provision. Each area has a distinctive character and it is an objective of the Framework Plan to create a number of unique and easily identifiable places within the overall plan area.

5.1 Gateway Area

Two major entrance portals are proposed at the M1 Motorway interchange, these will comprise of two key landmark/signature developments, set on high quality

landscaped area with visual markers such as public art work, creative lighting and/or water features that will celebrate arrival to this new hub and the wider area. Imaginative and innovative design resolution shall be encouraged in this area and the design should set the tone for development along the Spine Road and the remainder of the site.

The site specific objective for the Gateway/ Entrance Portals Character Area is:

To create, through the accommodation of a commercial employment use a high quality internationally recognizable southern entrance into Dundalk.



The site specific policy requirement for the Gateway Character Area is as follows:

- S01** The design of the gateway sites either side of the southern link road shall seek to incorporate internationally recognizable memorable signature buildings set in a high quality landscaped setting.
- S02** The design of the gateway sites will include high quality public or private open space that accentuates the landscape setting and prominent location. Landscaping schemes must compliment the landscaping precedence set by DKIT Campus, Xerox and the IDA developments along the southern link road.
- S03** The design of the gateway sites shall incorporate public artwork, sculpture and/or water features as part of creating an attractive address and enhancing the visual amenities of the area.
- S04** An innovating lighting scheme is encouraged for the gateway sites. This lighting scheme shall highlight key structural elements ensuring that the gateway sites remain visible in particular from the M1 and the southern link road.

- S05** The design of the gateways sites will seek to ensure that surface car parking is discreetly located in the landscape. Screening buffers shall be encouraged to ensure these car parks are not visible from the road and that hard surface areas are broken into cells. No on-street parking and loading bays will be permitted on street frontages facing the spine road or the motorway.

Controls

Site Coverage	Up to 50%
Plot Ratio	Maximum of 2 sqm per sqm
Building Height	Landmark feature buildings will be 8-15 Storey in height.

5.2 Crumlin

This area will facilitate a substantial employment base. Within this area provision has been made for a potential railway station to the north of the southern link road. The Dublin-Belfast railway line bisects the area in a north south direction. However, the only station serving Dundalk is located in the town centre. It is considered that the success of the area will be linked to the provision of a fast and efficient public transport system and this will centre on the proposed railway station.

The topographical nature of this area is that of an undulating terrain. The proposed prevailing landscape features will be a series of large tree belt, crossing the area and distinct landscape edges adjoining the old quarry region. Due to the setting of this area, its proximity to the southern link road, Dublin-Belfast railway line and the proposed railway station, it would be an ideal location for a large-scale employment base, with access to the development sites, both the north and south, using the existing road structure. Around and towards the railway station active frontages and a variety of uses shall be encouraged in order to create a pedestrian friendly environment and to provide needed services for the employment base.

The site specific objective for the Crumlin Character Area is:

To create a high quality sustainable and attractive employment area accommodating a public transport hub.

The site specific policies requirement for the Crumlin Character Area are as follows:

S06 Provision shall be made for the proposed railway station and ancillary infrastructure, e.g. car parks, bus interchanges etc. A minimum of 2 hectares shall be provided

as part of providing an effective public transport service for the area.

S07 The design of the sites within the Crumlin area will include high quality public or private open space that accentuates the landscape setting and prominent location. Development within this area shall respect the prominence of the gateway sites.

S08 High quality street frontages are encouraged with materials, finishes and treatments that are respective and complimentary to the signature buildings.

S09 Provision for bus interchange and rapid transit stops are encouraged within the area designated for the railway station. The location of which shall be agreed with the service providers and allow for future innovation in transit systems in the area.

S10 The Dundalk South West LAP provides for a local service centre adjacent to the railway station. Site design should accommodate proper integration with this facility.



Controls

Site Coverage	Maximum 60% on the Railway Station site Maximum of 40% on all other sites
Plot Ratio	Maximum of 0.5 sqm per sq m
Building Height	Maximum 5 Storeys beside the southern link road and Railway Station. The remainder of the area a maximum of 3 storeys

5.3 Mullagharlin

This area contains lands in the ownership of the IDA. Due to its strategic location it is envisaged that this area will develop as a commercial, industrial, research and development employment zone. These types of uses will require a range of building forms varying from large building envelopes required by biopharmaceutical companies to smaller clusters of incubator units. It is proposed that all development will be embedded into a high quality landscape setting with connections to a network of green spaces and the overall transportation network including generic public transport within the campus and soft modes (walking and cycling). Within these areas physical markers such as artworks and water features are encouraged.

Two main roads cut through the area in a North-South and East-West direction. The first one consists of a secondary road which dissects the site from east to west and provides a link to XEROX and the future development at Mullagharlin West. An additional North-South road connecting both South-west sector and Blackrock Areas to the Southern Relief Road will also be provided.

Employment uses and complimentary services are provided to the northern area of the site.

The site specific objective for the Mullagharlin West Character Area is:

To create a high quality industrial, business employment, research and development employment zone set in a high quality landscape setting that is serviced by a fast and efficient public transport system.

The site specific policy requirement for the Mullagharlin West Character Area are as follows:

S11 The design shall seek to encourage innovative, creative and contemporary architectural design solutions through a high standard of design and site layout to ensure an attractive presentation





is achieved. The built form shall be consistent with the spatial layout illustrated in the Framework Plan. The placement of large buildings in this area will be encouraged to favour the low lying points of the landscape whilst tall slender buildings will be encouraged on the prominent/ high points of the landscape particularly in the vicinity of the southern link road.

S12 New buildings in this area shall be sympathetic to existing development, particularly established residential properties. The massing, volume and height of new development should be sensitive to the amenities of established properties within this area.

S13 High quality planting, screening and/or buffers will play an important role in softening the appearance of large-scale structures. Mitigative planting shall contain semi-mature trees as part of reducing the visual impact of these structures on the surrounding area.

S14 Screening buffers shall be encouraged to ensure these car parks are not visible from the road and that hard surface areas are broken into cells. No on-street parking and loading bays will be

permitted on street within the vicinity of the gateway sites.

S15 The design of the sites within the Mullagharlin area will include high quality public or private open space that accentuates the landscape setting and prominent location. Development within this area shall respect the prominence of the gateway sites. Proposed landscaping schemes shall at least be equivalent to the standard set by DKIT Campus, Xerox and the IDA.

Controls

Site Coverage	Maximum 60%
Plot Ratio	Maximum of 0.5 sqm per sq m
Building Height	Maximum 5 Storeys along the southern link road Maximum 2 Storeys on high points and within the vicinity of existing dwellings.



5.4 Xerox

The existing Xerox industrial area is to be consolidated and further enhanced by additional landscaping improvement at the peripheries. Possible visual markers and lighting should form an integrated part of the landscaping improvements. A new secondary road is proposed, connecting the Finnebair region to the Mullagharlin site.

The site specific objective for the Xerox Character Area is:

To consolidate the business activities and to integrate this area as part of the wider Framework area.

The site specific policy requirement for the Xerox Character Area are as follows:

- S16** To provide connection through the site in an east-west direction in order to integrate this established area with the overall Framework area. Internal connection shall include the provision of transportation corridors (i.e: walking and cycling).

S17 Any additional building within this area shall compliment the vision of the Framework. The design and spatial layout of any new buildings will ensure that their massing, volume and height does not result in any negative impact on the existing amenities and/or properties within this area.

5.5 DKIT Campus

The existing DKIT Campus is in the process of transformation and growth. The ultimate aim is for a unified campus that is physically integrated in a sustainable manner with the surrounding area and the wider region.

Direct and easy interaction between the different elements of the campus and the surrounding area is paramount through efficient public transport systems together with pedestrian and cycle friendly infrastructure. Further landscaping works, green corridors and the provision of public artworks are encouraged as part of securing a high quality visual amenity.

The site specific objective for the DKIT Campus Character Area is:

To support the expansion of educational, research, innovation, support, sports, recreation, cultural and ancillary uses in a high quality landscape setting that is served by fast and efficient public transport system that connects with the wider area.

The site specific policy requirement for the DKIT Campus Character Area are as follows:

S18 Uses within the DKIT Campus Character Area shall be restricted to Educational, Research, Innovation support, sports, recreation, cultural, ancillary and complimentary uses.

S19 Integration with public transport modes that help to reduce car dependent journeys will be an important part of future expansion and should be accommodated as part of future developments at the DKIT Campus.

Controls

Site Coverage Maximum 60%

Plot Ratio Maximum of 0.5 sqm per sq m



5.6 Finnabair South

The Finnabair South area will provide for a mixed-use area south of the DKIT comprising of employment, commercial development, health care, student and residential housing and may incorporate links to the adjacent Dundalk Golf Course.

The area will be well connected with a network of footpath and cycle-ways linking the various sites, encompassing new pedestrian friendly lighting to further promote community safety.

The site specific objective for the Finnabair South Area is:

Accommodate a mixed use low energy urban quarter in an attractive landscape setting.

The site specific policy requirement for the Finnabair South Area are as follows:

S20 The area shall accommodate a mixture of higher order business uses supported by cafes/restaurants, community facilities, office, health care, residential, business units etc.

Residential use should be in the order of 40% of the overall site. Lower order warehousing and distribution uses are not considered appropriate.

S21 The area shall accommodate residential development at a medium to high density as part of a mix with commercial/employment uses.

S22 The built form will be consistent with the layout in the Framework comprising perimeter blocks with internal open space, tree lined streets and landscaping buffers. Standard suburban type layouts for residential components will not be appropriate.

S23 Building types shall comprise a mix of typologies and sizes to accommodate a broad range of uses and households.

S24 Bus stops will be provided at key locations throughout the area and will connect with the overall public transport provisions within the Framework area as well as the wider area.





S25 The Area shall connect via a single road access point to Blackrock Road. Pedestrian and cycle linkages with neighbouring lands at Finnabair North should be explored.

Controls

- Site Coverage Maximum 80%

- Plot Ratio Maximum of 0.5 sqm per sqm
(NB: Applies to Non Residential Development Only)

- Building Height Maximum 3 storeys adjacent to existing Residential development

5.9 Finnabair North

It is envisaged that more employment units will be constructed within the Northern Finnabair Estate area, including the construction of a new crèche. Access to the site is to be significantly improved, leading into an area refined by landscape enhancements. Improved





connections to the adjacent elements of the Framework will further integrate the Finnabair North Area into the Estate. It is also envisaged that this area may develop to be an exemplar location for the use of sustainable energy under the guidance of SEI and that in time best practice in sustainable energy, sustainable design and practices will radiate out from this location to the wider Framework area.

The site specific objective for the Finnabair North Area is:

To consolidate the business activities and to integrate this area as part of the wider Framework area.

The site specific policy requirement for the Finnabair North Area are as follows:

S26 To provide connection through the site in an east-west direction in order to integrate this established area with the overall Framework area. Internal connection shall include walking and cycling infrastructure.

S27 Any additional building within this area shall compliment the vision of the Framework and harmonise with existing

development within the Finnabair North Area. The design and spatial layout of any new buildings will ensure that their massing, volume and height does not result in any negative impact on the existing amenities and/or properties within this area.

S34 Visual screening in the form of linear tree planted belts shall be provided between Finnabair South and Finnabair North. Breaks within the visual screening and planting belts will allow for green corridors (cycleways and footpaths) as part of ensuring good permeability, integration and connection between these areas.

Controls

Site Coverage	Maximum 60% - 75%
Plot Ratio	Maximum of 0.5 sqm per sqm

