

Section 3.0: Urban Context and Appraisal

3.1 Urban Context

The Plan area is part of the Dublin Metropolitan Area and is situated in the Greenbelt - between Shankill Village (southern edge of built up area) and Bray town. Visually, the identified development lands are located on a coastal plain, set against the backdrop of the Dublin/Wicklow Mountains.

Operationally, the Plan area sits within a major multi-modal transport corridor of local, regional and national importance running along the eastern coast of the country (**Photo 1**). This includes: the M11 (national transport corridor/European Corridor) which can be easily accessed from the Plan area via the Wilford Roundabout and which in turn provides easy access to the M50 Motorway; the Old Dublin Road (R119) Quality Bus Corridor, which fronts the identified development lands at Woodbrook and Shanganagh Castle site; the DART line which will be accessed via the development lands at Woodbrook; and, a committed LUAS line that will traverse the Plan area (See **Figure 4** showing existing and committed transport infrastructure). Residents of the Plan area will thus have good access to the roads and public transport network connecting them with the major employment and commercial centres within the Greater Dublin Area and beyond.



Photo 1: Aerial Photograph of Existing Transport Infrastructure

This overall urban context generates important implications (constraints and opportunities) for the development within the Plan area. These implications will be detailed and appraised below.



Photo 2: View from Plan Area to Dalkey Hill in North



Photo 3: View from Plan Area to Bray Head in South

3.2 Context Appraisal

3.2.1 General Context Appraisal

Three major conclusions can be drawn from within a general context appraisal. These relate to (a) development form (b) housing densities (c) neighbourhood centre.

(a) Development Form:

The identified development lands at Woodbrook are located outside of adjacent urban settlements (Bray and Shankill Village) and the Shanganagh Castle site is located on the edge of an urban settlement (Shankill Village). In view of this and having regard to their location and potential high visibility on a virtually flat coastal plain, it is considered that a 'compact' and visually unobtrusive urban form would be most appropriate at Woodbrook and Shanganagh Castle. In view of the excellent connectivity of the Plan area, a compact development form also offers the potential and opportunities for sustainable living.

(b) Housing Densities:

National and local planning policy (see Section 2) seeks housing densities in excess of 50 units per hectare on Greenfield lands proximate to good public transport corridors. In order to achieve the above-referred compact urban form at Woodbrook, a net residential density of 80 – 100 units per hectare is desirable. A net residential density of 65 - 75 units per hectare would be appropriate at Shanganagh Castle in view of its relationship to the existing low-density urban form at Castle Farm, Shankill.

(c) Neighbourhood Centre:

Figure 5 shows the identified development lands at Woodbrook and Shanganagh Castle in relation to the established settlement centres at Bray Town and Shankill Village. Both identified development lands fall outside a 1 kilometre pedestrian catchment of Bray town and outside a 500 metre pedestrian catchment of Shankill Village. This points to the desirability of a neighbourhood centre at Woodbrook and the potential for a local shop at Shanganagh Castle, if deemed

necessary. The proposed scale of the Neighbourhood Centre at Woodbrook will be discussed below.

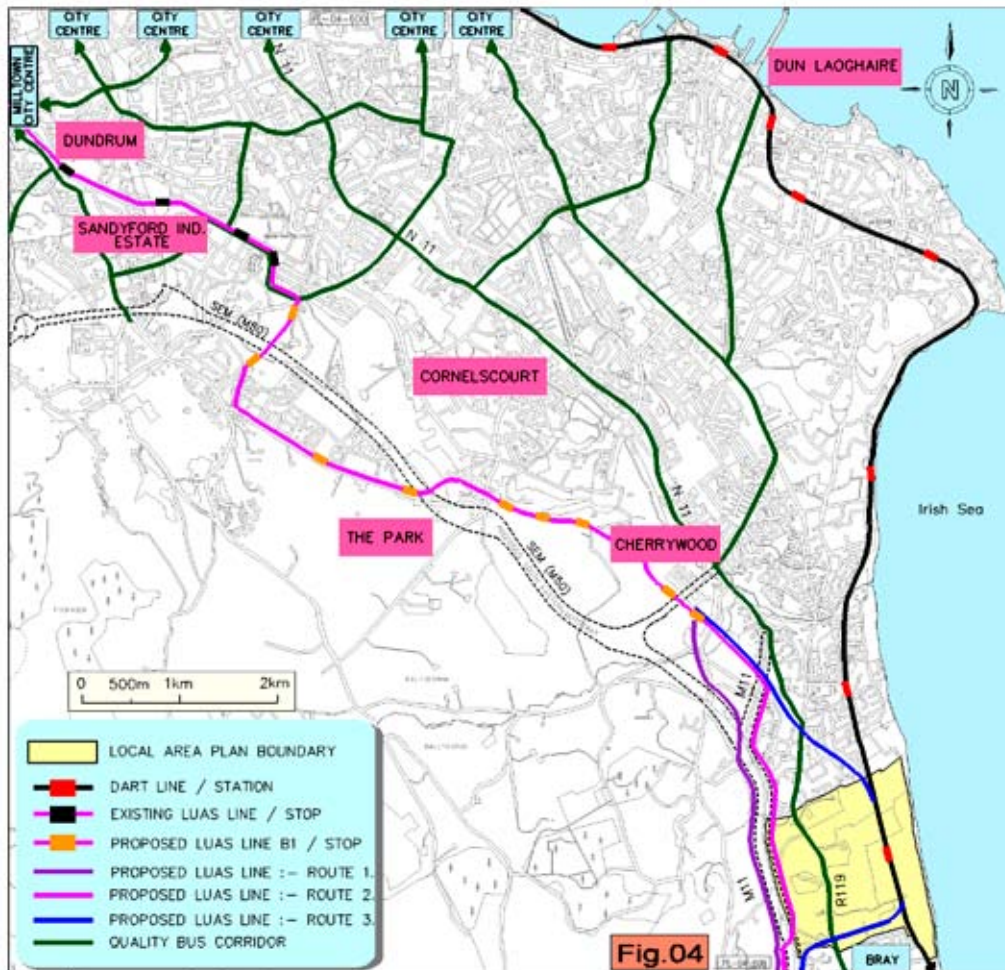
3.2.2 Transport/Access Appraisal

An extensive transport/access appraisal was carried out for the Plan area as part of the North Bray & Environs LUTS study (see Section 2.3). Based on this appraisal and taking into consideration local conditions, the following transport/ access arrangements are fundamental for the Plan area and the development lands with regard to roads, DART, Luas, Bus, walkways/cycleways and transport interchange:

(a) Roads (The Old Dublin Road, R119)

The Old Dublin Road is the only access corridor for the Woodbrook / Shanganagh Castle development lands. Existing traffic on the Old Dublin Road is already heavy in certain sections (especially from the Wilford Roundabout southwards into Bray and on the approach to Shankill village from the south). New development has the potential to increase the pressure on the existing road network. With a view to reducing

Figure 4: Existing and Committed Transport Infrastructure



potential congestion the LUTS report proposed the construction of a fourth-arm to the Wilford Junction, which would provide access directly from the Wilford Interchange (M11) to the Woodbrook lands/proposed DART station. The fourth-arm roads proposal is, however, not to be included in the Plan on the following basis:-

- The Plan envisages high levels of usage of sustainable public transport options in the area arising out of the proximity of

the development lands to existing and potential DART/Luas/ Bus corridors;

- The Plan encourages the use of public transport, walking and cycling through reduced residential parking provision and through the facilitation of access to the referred public transport modes and to proposed and existing settlements;

Figure 5: Urban / Settlement Context

