



Section 5.0: Neighbourhood Framework

Based on the policy and transport context analysis (Section 2), the context appraisal and site appraisals (Section 3) and the pre-draft consultation process (Section 4), the following Neighbourhood Framework is proposed:

5.1 Plan Objectives

In order to create a sustainable framework for development, the following objectives should guide the future development of the Woodbrook / Shanganagh area:

- The provision of a high-density urban form that maximises the use of existing and proposed transport infrastructure;

- The provision of a compact urban form that aims to minimise the use of the private car by encouraging the use of public transport, cycling and walking;
- The provision of an urban form that aims to reduce the need for travel by encouraging the development of an appropriate range of mixed land uses;
- To ensure that the layout and design of new development harnesses the qualities of its existing environment, is interesting and attractive, and minimises the impact on the environment;
- To help create a more sustainable form of development by ensuring development is phased in tandem with the provision of necessary infrastructure.

5.2 Urban Form

The urban form proposed for the lands that have been identified as suitable for development at Woodbrook / Shanganagh Castle aims to promote economic, social and environmental sustainability through the creation of a high quality urban environment. The plan proposes two distinct urban forms for

Illustration 1: Aerial View of Proposed Urban Form



the Woodbrook and Shanganagh Castle development lands respectively:

Woodbrook development – a discrete new development with its own identity, character and Neighbourhood Centre.

Shanganagh Castle – The completion and reinforcement of the existing urban structure south of Shankill Village.

The two urban forms are described in turn and are illustrated on the Neighbourhood Framework Plan (scale 1:4,000) and in **Illustration 1**.

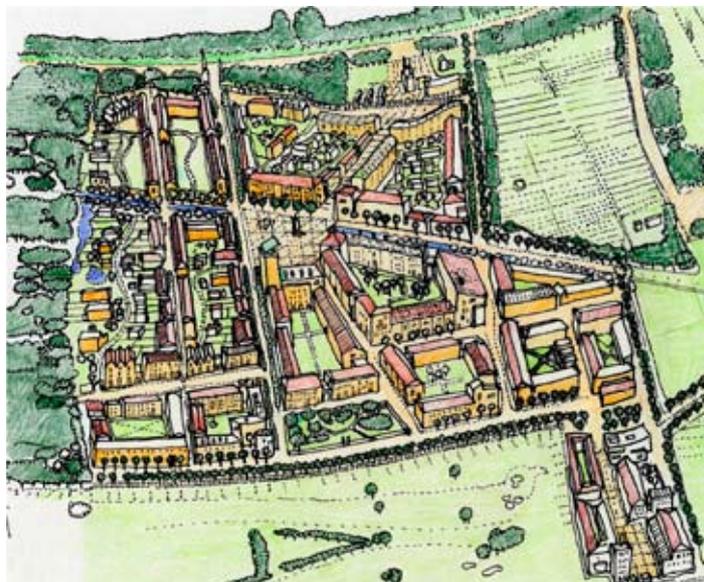
5.2.1 Woodbrook

Development within Woodbrook is conceived as a self-contained discrete entity. To achieve this, a low to medium rise high-density compact urban form will be required. Development will be required to present well-defined frontage when viewed from the north, west and east. It is generally expected that building heights will rise from low at the edge with higher buildings concentrated around the neighbourhood square. In addition, a deep belt of trees will be required along the frontage of the Old Dublin Road to reinforce and enhance its sylvan character between Shankill and the outskirts of Bray.

Internally, the urban form of the Woodbrook development will be arranged around four main organising elements:

- (1) *The 'main street'*
- (2) *The Neighbourhood Square and DART station*
- (3) *Residential blocks*
- (4) *The 'Green Axis' (a public park with a greenway/waterway)*

Illustration 2: Urban Form (Woodbrook)



(5) *St. James Church*

These organising elements will be described in turn and are illustrated in **Illustration 2**.

(1) **The 'main street'**

The 'main street' represents the backbone of the development for both transport connectivity and urban form. For transport it is a major movement corridor through the development and can combine private transport (car), public transport (bus), bicycle and pedestrian access, linking the Old Dublin Road with the proposed DART station via the 'Neighbourhood Square' (see also below). The 'main street' should be designed and routed in a way so as to encourage easy pedestrian and bicycle uses.

The 'main street' will be bordered by compact low to medium-rise, high-density residential development together with some mixed-use development. It will exploit existing tree belts to form a 'Greenway' along its spine. It aims to promote a sense of town living, providing a high quality environment for both residents and people moving through the area. It will create an attractive pedestrian-friendly street and will provide small-scale commercial spaces at street level. It will also allow for short-term on-street parking, accommodate bus stops and provide bicycle-parking facilities.

(2) **'Neighbourhood Square' and 'DART Station'**

Two nodes are proposed: 'Neighbourhood Square' and 'DART Station', both linked by the 'main street'.



'Neighbourhood Square'

The 'Neighbourhood Square' will be the 'heart' of the development and will have the following features:

- It will be located centrally within the development (to facilitate easy and equal pedestrian access for residents) – siding onto / adjoining the 'main urban street' and at the intersection of the 'Green Axis'.
- It will have a compact urban form creating a south facing 'square' as a place of contact and urban life (enhancing the sense of identity and place etc.).

Illustration 3: View of Neighbourhood Square



- The development around the 'Neighbourhood Square' will have a mixed residential/commercial/community character and will include an integrated cluster of facilities – church, community, retail, commercial/office, including restaurants, cafes and bars, etc.
- The 'Square' will feature buildings of architectural merit with high quality frontage. A variety of different building heights, plot sizes, architectural styles together with variety in materials and finishes (all provided within a coherent design framework), will enhance the attractiveness and identity of the development.
- The 'Square' will comprise high quality on-street urban design features, including street furniture, public art, and a water feature.
- It will sensitively integrate St. James's Church into the surrounding development both visually and via pedestrian access. In terms of visual impact the aim is to maximise its

potential to provide dramatic vistas both from the square and within the site.

- It will integrate the public park – the 'Green Axis' that will organically intersect the space.
- It will provide an easy crossing point across the 'main urban street'.
- Where public or civic buildings are sought it is anticipated that these will have frontage to this square.

Illustration 4: View from Neighbourhood Square to St James



'DART Station'

The second node will be created around the proposed DART station, thus facilitating easy reach by public transport means. The 'DART gateway' development will:

- Represent a visually attractive mixed quarter that will include residential and significant office uses;
- Accommodate a future DART station (and possible Luas station), a bus interchange facility and a bicycle parking facility (see more in section 5.6 *Transport/Access*);
- It will be physically organised around a small-scale compact 'station square' including a high quality (landscaped) civic area;
- It will be conceived as a self-contained quarter adjoining the DART line;
- It will be visually differentiated and physically separated from development within the main Woodbrook scheme by open space ('Woodbrook Park');
- The 'DART Station' development will be prominent along the sweep of the bay and as such will be required to create

defined edges (frontage) when viewed from all sides and must recognise its sensitive position within the surrounding landscape.

(3) Residential blocks

Residential blocks will be used to achieve a low/medium-rise compact urban form. These blocks will provide a liveable and safe environment and will be characterised by the following:

- Will be of a formal / regular shape (along the 'main street' and along by the boundary with Woodbrook Golf Course Links) with internal communal green space accessible only to residents;
- 3-4 floors high rising to 4-5 floors around the 'main street' with a variety of heights along the golf course boundary;
- Will have facades addressing all sides;
- Will have entrances from the street level;
- The facade of a residential block will be visually broken up into sections of 6m-10m width, each section being visually different from each other, thus contributing to a fine 'urban grain';
- To enhance the quality of the environment and to reinforce a sense of identity a variety of design, materials and colour will be sought;
- Will have both (limited) on-street parking and (predominantly) underground parking facilities;
- To animate the internal courtyards of residential blocks apartments could be accessed from courtyard level. Direct access to apartments from underground car parks should be avoided;

Illustration 5: View along route to new DART Station.



- Will have adequate bicycle parking and storage facilities (on-street and within the block);
- Will be energy efficient;
- Will be implemented on a grid (regular and/or organic) of streets that will help to create a compact urban form and will help to define the hierarchy of urban spaces (see below);
- The blocks surrounding the 'Neighbourhood Square' and 'DART Station' (and some of those located along the 'main urban street') will provide for mixed uses – i.e. commercial space on the ground floor and where appropriate first floor offices.
- Along the southern edge of the development more diverse forms of housing will be sought while still maintaining a coherent external frontage to the development.

(4) 'Green Axis' – public park (greenway/waterway)

The 'Green axis' will be created using (and greatly enhancing) the existing field drain on the lands – running diagonally across the development lands at Woodbrook. It will incorporate a waterway to attenuate water and serve as a public park and will create a counterbalance to the busy 'main street'.

(5) 'St. James Church'

It is anticipated that any development within the Church grounds (property) will be located on the eastern side of the Church's property, will be low rise and set back from the face of the church, will compliment the setting of the church in form and use and will create defined edges and present frontage when viewed from the south and east. Boundary treatment along the eastern boundary of the Church should be transparent with the addition of suitable gateway(s) in order to increase the relationship between the Church and new development to the east. New development, including any perimeter road outside the church grounds, will be set back from the referred boundary and a civic space (most probably hard surfaced) will form the space between new development and the church boundary.

5.2.2 Shanganagh Castle

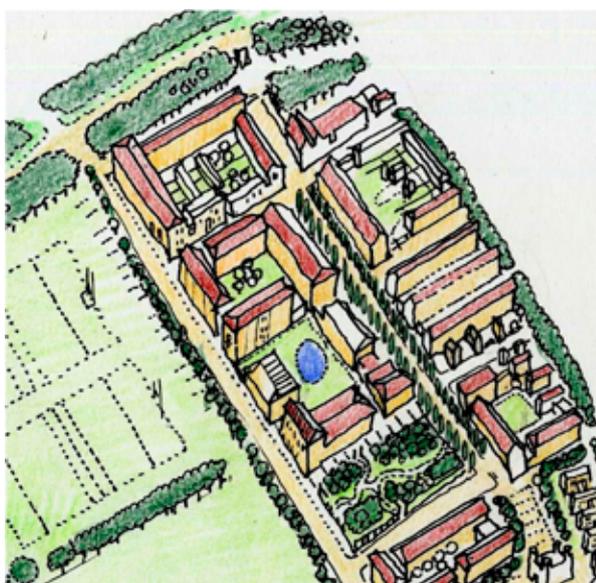
It is proposed that development on the Shanganagh Castle site will represent a completion (i.e. 'bookend') to the existing urban structure south of Shankill Village. As such it will use urban forms that will (i) respect existing neighbouring residential development while at the same time, (ii) create a strong built boundary to the village (see **Illustration 6**).

Development in the Shanganagh Castle site will be predominantly residential in character and will comprise two storey buildings only along the northern edge of the lands reflecting the scale of the existing adjacent development at



Castle Farm. The rest of the site will be formed by residential development, which will vary in height from 3 to 4-storeys marked occasionally by 5-storeys where appropriate. This residential development will provide a strong built edge and frontage to the southern side and western side of the lands. By the provision of front entrances along this boundary new development will provide passive surveillance and encourage the use of the park and make a positive contribution to the skyline.

Illustration 6: Urban Form (Shanganagh Castle)



The residential character of development here will be complemented by a community/cultural/commercial facility embodied in Shanganagh Castle (see section 5.4 Land Use).

Development on the Shanganagh Castle lands will be further guided by the following specific objectives:

- Shanganagh Castle should remain the focus of the setting on site.
- The scale, height, massing, alignment and use of materials in the apartment blocks, duplex blocks etc. should not have a negative impact on Shanganagh Castle.
- The setting for Shanganagh Castle as a protected structure will be carefully considered to preserve its visual connection / relationship and accessibility to the park. Of particular importance will be how its skyline will be read in conjunction with new development from high ground (lands to the east) within the Plan area.
- Access roads within the Castle lands should maximise the potential of the castle to provide a dramatic vista within the site.

- An appropriate scale and building form will be required for any development permitted near Crinken Lodge.
- Development will be required to preserve and be integrated with the pond and tree belt.
- The development will provide car, pedestrian and bicycle linkages to and from the site as defined in section 5.6 *Transport/Access*).

In addition to this, a deep belt of trees will be required along the frontage of the Old Dublin Road. These trees will create a buffer zone between development and the road and will reinforce the sylvan character along the road (see section 5.5 Landscaping, Natural and Cultural Heritage).

5.3 Urban Design

In addition to urban design objectives and principles laid out in the 2004-2010 County Development Plan (Chapter 3 on Regeneration and New Development Areas), and the general urban form identified in the previous section 5.2, the following urban design principles will apply:

General Principles

- Residential and local centre development at Woodbrook / Shanganagh should be human in scale at the street level. The layout of development should be clearly legible, permeable, accessible to all users, and it should be inviting, interesting and safe;
- There should be an hierarchy of attractive streets and urban places / squares in the overall developments; Within Woodbrook it is generally expected that building heights will rise from low at the edge with higher buildings concentrated around the Neighbourhood Square.
- A variety of design responses rather than uniformity should be encouraged and a variety of high quality and enduring materials would be appropriate in the new development areas;
- There should be identifiable and distinctive residential cells within the overall development areas;

These general principles, will be reflected in the urban design objectives that are detailed under the following headings:

Urban Space Hierarchy

The implementation of the general urban form described in sub-section 5.2 for Woodbrook should lead to the creation of the following hierarchy of urban spaces:

- Public open space ('buffer zone', 'green axis', 'Woodbrook Park', pocket parks and other open spaces)

- Civic Space ('Neighbourhood Square', 'DART Station')
- 'Main Street'
- Residential streets (mainly between residential blocks)
- Semi-private or communal space (courts of residential blocks)
- Private spaces (mainly around terraced/duplex or detached houses)

This differentiation of spaces will contribute to the sense of place and will enhance easy orientation within the Woodbrook development.

A similar appropriate hierarchy will be sought for Shanganagh Castle development as follows:

- Public open space ('Buffer Zone', Tree Copse No.'s 1 & 2)
- Civic space (foreground of Shanganagh Castle, foreground of pond)
- Residential streets (mainly between residential blocks)
- Semi-private space (courts of residential blocks)
- Private spaces (mainly around terraced/duplex houses)

Block Layout

The buildings shall follow a continuous building line around street blocks. The size and arrangements of the blocks should be varied to encourage visual variety. Residential blocks should create viable enclosed semi public courtyard space. The height of buildings will range between 2 and 5 floors in Shanganagh Castle and 2 and 5 floors in Woodbrook. Higher buildings will be centred on the neighbourhood square where one slim development of significance up to seven floors may be considered. Development at Woodbrook will be required to create defined edges and present frontage when viewed from the north, west and east. On the southern edge of the development a looser form will be sought with diverse forms of housing creating frontage.

In Shanganagh Castle the residential blocks will typically be 2 storey on the northern side and a variety of 3 to 4 storeys created will define frontage to Shanganagh Park and the Old Dublin Road.

Urban Grain

As outlined in section 5.2, the development scheme will create a fine urban grain. This will be achieved by variety in building heights, widths and skyline together with varying elevation treatment particularly at street level.

Architectural Styles

The development scheme should provide for a variety of design responses and architectural styles. Different architectural and landscape designers should be employed to ensure a rich mix of design approaches within a coherent design framework. Residential blocks should represent identifiable and distinctive residential cells, encouraging the formation of residential identity and the creation of a sense of place.

Materials, Colours and Design Detailing

Materials, colours and design detailing used on buildings form an important part of the achievement of an attractive environment. The use of both traditional and modern materials is acceptable, but a variety of high quality and enduring materials will be sought. Entrances, corners, junctions and buildings overlooking public spaces will require extra consideration.

Passive Surveillance

Overlooking of public spaces and streets is vital for passive surveillance and safety in the urban environment. Development must be designed to provide for an appropriate level of passive surveillance in all public spaces and streets.

5.4 Land Use

Following on from the principles of the urban form outlined in the previous section, the land use in the identified development lands can be broadly divided into four categories: – (1) residential uses (2) community & commercial uses, (3) transport and access (4) open spaces. The nature and quantum of development type envisaged under each land use category is specified below, separately for Woodbrook and Shanganagh Castle.

5.4.1 Woodbrook

(1) Residential

(a) Residential density

The following residential densities could be achieved at Woodbrook:

	Gross Area	Estimated Net Area*	Net Density (Residential Units per Hectare)	Estimated No. Residential Units	Estimated Population
Woodbrook Site	21 ha	17 ha	80 - 100	1400 - 1700	3500 - 4250

Table 1: Residential Density (Woodbrook)

* Net Area = Gross Area minus main roads, neighbourhood square and other public spaces.



(b) Housing Mix and Tenure:

It is Council policy to ensure that a mixture of house types and sizes be provided to meet the needs of different categories of household. For Woodbrook the following housing mix can be used as guidance:

Housing Type	Percentage	Minimum Size of Property
Detached Houses	5%	120 sq m
Terraced Houses	10%	120 sq m
Duplex units	20%	120 sq m
One Bedroom Apartment	5%	45 sq m
Two Bedroom Apartment	40%	72 sq m
Three Bedroom Apartment	15%	80 sq m
Family Apartment	5%	120 sq m

Table 2: Housing Mix and Tenure (Woodbrook)

The quantitative and qualitative standards for private and semi private space associated with residential development is set out in the 2004 – 2010 County Development Plan in section 5.5.4 with respect to private open space in apartment development and in section 5.5.7 for houses. In the case of apartment and duplex style schemes, private open space will be provided in the form of landscaped areas, courtyards, terraces/patios and balconies. Roof Gardens may also be considered in appropriate locations.

(c) Social and Affordable Housing

In keeping with County Development Plan objectives a specific percentage of the development lands identified for residential purposes shall be reserved for those in need of social and affordable housing. The following level of social and affordable housing shall be sought:

- Privately owned lands at the Woodbrook site – 20% of development lands to be reserved for social and affordable housing.

Social and affordable housing shall be provided on-site. The provisions of the Planning and Development (Amendment) Act, 2002 on social and affordable housing applies. This will ensure the best possible implementation of the Housing Strategy and will allow for the speedy provision for social and affordable housing at a time when homes are needed. It is a requirement of this plan that preliminary Part V agreements will be concluded prior to the lodgement of planning applications where applicable.

To foster the development of integrated communities the planning and design integrity of the overall scheme should be

maintained. The number and location of the social/affordable units should be planned to avoid undue social segregation. Notwithstanding this requirement the Local Authority will give consideration to layouts that facilitate ease of ongoing management.

Social/affordable housing units should be similar in external appearance to that elsewhere in the development, with a consistent use of materials and standard of finish. Priority should be given to minimising ongoing maintenance in both the overall design and in unit design.

(2) Community & Commercial Uses

The provision of an appropriately scaled range of social, community & commercial facilities is paramount to the success of the development of Woodbrook. These facilities will be clustered in and around the ‘Neighbourhood Square’ and the ‘DART Gateway’ and will include:

Community & Commercial Uses in and around the ‘Neighbourhood Square’

Retail Development – net total of circa 3,000 sq m to include a small group of shops (serving the localised catchment population) and a supermarket facility (max. net retail sales floorspace of 1,500 sq m) - in line with the definition of neighbourhood centres in the *Retail Planning Strategy for the Greater Dublin Area* (November 2001).

Health Centre - A Health Centre of circa 400 sq m would be required within the Woodbrook development to facilitate easy access for future residents to health services. The need for a respite centre at the Health Centre will be investigated with the relevant Health Authorities.

Crèche facilities – It is Council policy to encourage the provision of childcare facilities as an integral part of proposals for new residential development. Generally one childcare facility with places for 20 children shall be provided for each 75 family dwellings.

Office development – small-scale office development can be accommodated within the ‘Neighbourhood Square’ (above-the-shop location is preferred). Offices less than 100 sq m are permitted in principle and offices ranging from 100 sq m to 250 sq m are open for consideration.

Leisure Facilities – the ‘Neighbourhood Square’ will accommodate a variety of leisure facilities including cafes, bars, restaurants and a gym.

Local Recycling facilities – the ‘Neighbourhood Square’ will provide adequate recycling facilities.

Schools – A primary school shall be located at Woodbrook. The optimum location would be between the ‘Neighbourhood

Square' and St. James Church, as indicated on the Neighbourhood Framework Plan. An area of circa 1.22 ha will be required for the primary school. It is acknowledged that the school's ultimate size and design will only be defined at the detailed design stage and that lands surplus to this requirement could be developed for housing / community purposes. The Local Area Plan encourages the dual use of school facilities to allow controlled use as appropriate by the local community.

Community & Commercial Uses in and around the 'DART Gateway'

Land uses around the DART Gateway will follow the guidelines provided by Dublin Transportation Office in *Public Transport Interchange* (2003). For the 'DART Gateway' the following land uses are proposed:

- Office space up to 15,000 sq m
- Small retail development
- Café, bar and restaurant(s)
- Crèche facility (see above under crèche facilities Neighbourhood Square)
- 'Bring Centre' for recyclable materials

These are in addition to uses directly associated with the function of the Transport Interchange (see below).

(3) Transport/Access

Key transport/access land use is associated with Transport Interchange (see section 5.6 Transport/Access).

(4) Open Spaces

Open Spaces will consist of the following:

- Public Open Spaces: Woodbrook Park; Buffer Zone; Green Axis.
- Civic Spaces: Neighbourhood Square; Station Square; St. James Church Square.
- Pocket Parks and Small Children's Play Areas (accommodated within residential areas).

Three **public open space** areas are proposed at Woodbrook: 'Woodbrook Park', the 'Buffer Zone' and the 'Green Axis' as follows (see Neighbourhood Framework Plan):

Woodbrook Park - is to provide a green separation zone between the DART Station and the main development at Woodbrook.

Buffer Zone – will consist of a deep belt/line of trees (30 to 60 metres deep) along the entire frontage of the Old Dublin Road (from Shanganagh Castle down to Woodbrook).

Green Axis – should be located along the route of the existing drainage ditch which runs northeast / southwest through the site (see Section 5.2.1) and should connect to the open countryside to the north and south of Woodbrook. This feature provides opportunities for informal recreation, encompassing cycle and footpath routes but also acting as a wildlife corridor enabling wildlife to travel through the area.

Public Open Spaces at Woodbrook	Minimum Amount of Public Open Space Area to be provided
Woodbrook Park	1.1 ha
Buffer Zone	0.59 ha
Green Axis	0.5 ha

Table 3: Public Open Spaces (Woodbrook)

Three **civic spaces** i.e. formal public spaces are proposed at Woodbrook: (1) the 'Neighbourhood Square', (2) the 'Station Square' and, (3) 'St. James Church Square' and these are all shown on the Neighbourhood Framework Plan. The proposed 'Neighbourhood Square' and station square at the 'DART Gateway' are described in detail in section 5.2.1. above. These squares are focal points of civic importance fronted by key buildings and will usually be hard paved with formal landscaping and provide passive recreation.

Pocket Parks and **Small Children's Play Areas** are to be accommodated within residential areas.

5.4.2 Shanganagh Castle

(1) Residential

(a) Residential Density

The following residential densities could be achieved at Shanganagh Castle:

	Gross Area	Estimated Net Area*	Net Density (res.units per hectare)	Estimated No. Residential Units	Estimated Population
Shanganagh Castle Site	11 ha	9 ha	65 - 75	600 - 675	1500 - 1700

Table 4: Residential Density (Shanganagh Castle)

* Net Area = Gross Area minus main roads and public spaces.

(b) Housing Mix and Tenure

It is Council policy to ensure that a mixture of house types and sizes be provided to meet the needs of different categories of household. For the Shanganagh Castle development lands the following mix can be used as guidance:

Housing Type	Percentage	Minimum Size of Property
Terraced Houses	15%	120 sq m
Duplex units	20%	120 sq m
One Bedroom Apartment	5%	45 sq m
Two Bedroom Apartment	40%	72 sq m
Three Bedroom Apartment	15%	80 sq m
Family Apartment	5%	120 sq m

Table 5: Housing Mix and Tenure (Shanganagh Castle)

(c) Social and Affordable Housing

In keeping with County Development Plan objectives a specific percentage of the development lands identified for residential purposes shall be reserved for those in need of social and affordable housing. The following levels of social and affordable housing shall be sought:

- Council owned lands at Shanganagh Castle site – 33% private housing, 34% social housing and 33% affordable housing;
- Lands currently under the ownership of the Department of Justice (Irish Prison Service), Shanganagh Castle site – 20% social and affordable housing.

Social and affordable housing shall be provided on-site. The provisions of the Planning and Development (Amendment) Act, 2002 on social and affordable housing applies. This will ensure the best possible implementation of the Housing Strategy and will allow for the speedy provision for social and affordable housing at a time when homes are needed. It is a requirement of this plan that preliminary Part V agreements will be concluded prior to the lodgement of planning applications where applicable.

To foster the development of integrated communities the planning and design integrity of the overall scheme should be maintained. The number and location of the social/affordable units should be planned to avoid undue social segregation. Notwithstanding this requirement the Local Authority will give consideration to layouts that facilitate ease of ongoing management.

Social/affordable housing units should be similar in external appearance to that elsewhere in the development, with a consistent use of materials and standard of finish. Priority should be given to minimising ongoing maintenance in both the overall design and in unit design.

(2) Community & Commercial Uses

Community & Commercial Uses at the Shanganagh Castle Site will consist of:

- Local shop
- School facility for the Cabas Autistic Group²
- Crèche facility/facilities (it is Council policy to encourage the provision of childcare facilities as an integral part of proposals for new residential development. Generally one childcare facility with places for 20 children shall be provided for each 75 family dwellings).
- ‘Bring Centre’ for recyclable materials

In addition to the above, the potential to develop recreational and community facilities (including a multi-purpose sports complex) at Shanganagh Castle to serve the wider Shankill area will be investigated.

In addition, the Shanganagh Castle building is proposed to fulfil community/cultural/commercial/office functions. Appropriate uses of the Shanganagh Castle building may include leisure, cultural or other community uses including a crèche and Adult Education Facility. While the use of the castle exclusively for residential purposes is not allowed, a partial residential use in connection with a community / cultural / commercial / office use may be acceptable. Proposals should be prepared for the sustainable viable reuse of the building involving minimal impact on the historic part of the structure.

(3) Transport/Access

Detailed in Section 5.6 below.

(4) Open Spaces

Three **public open space** areas are proposed at Shanganagh Castle: the ‘Buffer Zone’, Tree Copse No. 1, and Tree Copse No. 2 (see the Neighbourhood Framework Plan).

Public Open Spaces at Shanganagh Castle	Minimum Amount of Public Open Space Area to be provided
Buffer Zone	0.55 ha
Tree Copse No. 1	0.45 ha
Tree Copse No. 2	0.4 ha

Table 6: Public Open Spaces (Shanganagh Castle)

² The relevant group or agency seeking a site or premises at the Shanganagh Castle site from which to provide services and support for special needs and autistic children shall be contacted to establish their land use needs, if still applicable, and once their land use requirements are established and agreed with the Council, the Council will seek to facilitate their realisation.

One **civic space** is proposed at Shanganagh Castle: Foreground of 'Shanganagh Castle' and this is shown on the Neighbourhood Framework Plan.

5.5 Landscaping, Natural and Cultural Heritage

5.5.1 Landscaping / Ecology

A landscape scheme / strategy must be devised by all the stakeholders, which will provide for a high quality attractive setting/environment for this mixed-use development. Such a landscaping scheme / strategy should create the framework for an attractive environment in which people will enjoy living and working. Elements of this shall include:

- The boundary hedgerows, boundary trees, the brick wall along the northern boundary at Shanganagh Castle and groups of trees identified on the Neighbourhood Framework Plan at Woodbrook and Shanganagh Castle shall be retained;
- Single tree stands and groups of trees located within the Shanganagh Castle site may be suitable for retention to form part of the new development. An independent report from a qualified Arborist shall be commissioned by the Council to survey and assess the quality of those trees / groups of trees not specifically identified for retention on the Neighbourhood Framework Plan (scale 1:4000) with a view to incorporating those of the highest quality and amenity value into any subsequent development proposal(s) (by informing the architectural and landscape designers as to how they may be treated);
- The design of the surface water run-off system should be considered in conjunction with a landscaping plan;
- The layout and development of all public open spaces shall be to a design and specification which will be agreed by the Council;
- Layout of all open space areas should encourage bio-diversity by preserving and providing cover for species;
- Planting should use native tree and shrub species and native stock; tree species with berries are important for wintering birds; trees which support a high biomass of insects in summer; the setting aside of maintenance free areas and the avoidance or limitation of the use of herbicides and pesticides are all practices which will encourage bio-diversity.

5.5.2 Cultural Heritage

Woodbrook – Development immediately to the rear of St. James Church as viewed from the Old Dublin Road has the potential to impact on the character and setting of St. James Church as viewed from the Old Dublin Road. Any development will form a backdrop to views of the principle elevation of the Church. Any application for permission for development shall be accompanied by contextual elevations / site sections and photomontages in order to assess the impact of the proposed development.

- The demesne wall located along the western side of Woodbrook shall be retained other than where limited openings are required for pedestrian and vehicular access to the lands.

The Shanganagh Castle site – In developing the lands around the castle an assessment should be carried out to determine the surviving elements of the original historic landscape on the site.

Shanganagh Castle

- Consideration should be given to the reinstatement of the castellated skyline of towers and turrets removed in the 1950's, which would reinforce the character of the building.
- Consideration will be given to the demolition of the later wings and building to the south of the castle.
- Due care must be taken of the 19th Century Morrison designed picture gallery wing to the northeast which is an integral part of the building and should be retained.
- A full survey and conservation report will be required for Shanganagh Castle.

5.5.3 Archaeology

Whilst there are limited known archaeological records with respect to the development lands, the general area is recognised by the DOEHLG as being one of high archaeological interest. It is likely that a watching brief and/or an agreed programme of investigative work will be required as a condition of any forthcoming planning permission for the proposals on land which has not yet been subject to evaluation.

5.6 Transport / Access

5.6.1 Road Access to Development Lands

Vehicular access into the development lands at Woodbrook is to be provided at the following points as detailed on the Neighbourhood Framework Plan:



- From the Old Dublin Road at the Woodbrook Downs Junction. This access will be located where the existing Woodbrook Downs junction is currently situated. The access will be signalised, with a right run lane provided to cater for traffic arriving from the south. In order to achieve sufficient lane widths the Old Dublin Road will have to be widened in this area. Access to Woodbrook Downs would be retained and incorporated into the junction.
- From the Old Dublin Road via a signalised junction a 'bus gate' to cater for bus movement only (some 100m to the south of the above referred entrance).

The access into the development lands at Shanganagh Castle is to be provided:

- From the Old Dublin Road (signalised junction). In order to achieve a right turning lane the Old Dublin Road will have to be widened in this area.
- Emergency vehicular access only is to be provided via a proposed 3,5 metre wide cycleway / walkway which is to be provided through Shanganagh Park to Woodbrook. This walkway / cycleway would not be available to general vehicular traffic and automatic bollards and / or some alternative appropriate mechanism will be installed to ensure exclusive use by emergency vehicles.

As part of any planning application for development at Woodbrook or the Shanganagh Castle site, a Traffic Management Plan in relation to any proposed construction works on the lands in question, shall be submitted for approval. These plans should provide for all construction traffic to access / egress the development lands via the Wilford Roundabout and not through Shankill Village.

5.6.2 Roads within the development lands

It is an objective of the Plan to create a well functioning roads framework with a clear hierarchy of roads within the identified development lands. Proposed roads within the Local Area Plan area shall be laid out in accordance with measures detailed in the Traffic Management Guidelines manual published by the Department of Transport, Department of the Environment, Heritage and Local Government and the Dublin Transportation Office, 2003. In addition, the following will apply:

Main Street (Woodbrook)

- The 'main street' will connect the Transport Interchange (DART Station) with the Old Dublin Road and provide for car access, cycleways and footpaths;
- Roads will follow / achieve the aesthetic objective as set out in Section 5.2, Urban Form;

- It will allow for ease of movement of pedestrians and cyclists, the mobility impaired, with clear segregation of traffic and pedestrians;
- It will provide for pedestrian priority measures at the 'neighbourhood square';
- It will provide for perpendicular / parallel car parking at the 'neighbourhood square'.

Residential Streets (Woodbrook / Shanganagh)

- Residential streets shall be for local access only;
- Traffic calming will apply (see below);
- Residential streets shall be interconnected in grid format - rigid or organic pattern;
- Car parking shall be predominantly provided underground but some limited on-street parking will also be provided on residential streets;
- Residential streets shall follow the agreed pattern of urban form (see Section 5.2) and shall contain cycleways where appropriate –see below.

Traffic calming (Woodbrook / Shanganagh)

A 30 KPH speed restriction shall apply at Woodbrook and Shanganagh.

5.6.3 Transport Interchange – DART/BUS/Luas

- It is an objective of the Plan to create a Transport Interchange at Woodbrook;
- The Transport Interchange will comprise of the following: DART station, (possibly) Luas station, Bus Facilities (parking and set down), Taxi facilities, Kiss & Ride facilities, and sheltered bicycle parking facilities;
- To this end it is an objective of the Plan to facilitate a tripartite exchange of lands between the Council, Woodbrook Golf Course and the primary landowner at Woodbrook in order to facilitate the achievement of the objective of the County Development Plan to construct a DART station at Woodbrook and in order to facilitate the continuation of the Woodbrook Golf Course as a recreational facility;
- In terms of access to and circulation at the Transport Interchange all the relevant transport / movement elements outlined above shall be subject to a Integrated Development Brief to be submitted to and approved by the Planning Authority with any application for Planning Permission;
- Disability parking shall be provided at the proposed Interchange / DART station;

- In the event that the Railway Procurement Agency (RPA) identifies a light rail spur to interchange with DART at Woodbrook from the Luas Line B2 M11 corridor options (as set out in Section 2.3.2 Planning and Transportation Policy Context above) as part of its 'emerging preferred route' for Luas Line B2, it is an objective of this Plan that a stop for Shanganagh Cemetery be included on the spur line.

5.6.4 Bus

- Appropriately located bus stops shall be provided within the Woodbrook and Shanganagh Castle lands;
- Bus Interchange Facilities shall be provided at Woodbrook DART station;
- The bus gate on Old Dublin Road shall be extended up to entrance of Shanganagh Castle.

5.6.5 Pedestrian Walkways / Cycleways

It is an objective of the plan to create good links within and between the development areas and to the wider area to encourage pedestrian and cycle movement. The provision of safe pedestrian and cycle links to enable safe access as far as possible to and through open spaces and local facilities is required. The following main pedestrian and cycleways have been identified and must be provided:

- Along the 'main street' in Woodbrook from the Old Dublin Road to the Transport Interchange;
- Via a direct, secure and attractive 3.5 metre wide cycleway / walkway only to be provided between the Shanganagh Castle site and the Woodbrook development lands, to provide ease of pedestrian and cyclist movement between the referred development lands and to provide emergency vehicular access / egress at the Shanganagh Castle site. This walkway / cycleway would not be available to general vehicular traffic and automatic bollards and / or some alternative appropriate mechanism will be installed to ensure exclusive use by emergency vehicles;
- Along the Old Dublin Road;
- Along the main collector road at Shanganagh Castle;
- Pedestrian phases will be provided at the proposed development junctions on the Old Dublin Road.

These must be seamlessly linked to the existing walkway / cycleway system.

5.6.6 Car-Parking Standards (Woodbrook / Shanganagh)

The developer shall devise positive measures to restrict the parking of vehicles near the proposed DART/Luas station,

the Quality Bus Corridor on the Old Dublin Road (to include clamping controls and yellow lines) and these measures shall be implemented by any future Management Company(s)– this applies to Woodbrook and Shanganagh lands.

In accordance with the DTO's recommendations for parking standards in the Greater Dublin Area, the following parking standards should apply:

Residential Units	Maximum No. of Car Parking Spaces
Three & Three + Bedroom House	2 car spaces per house
Three + Bedroom unit	1/2 spaces per unit
Two Bedroom unit	1 / 2 spaces per unit
One Bedroom unit	1 space per two units

Table 7: Car-parking Standards (Woodbrook / Shanganagh)

5.6.7 Bicycle Parking

Covered bicycle parking spaces shall be provided at the Transport Interchange, at the 'neighbourhood square' beside the 'main street' at Woodbrook. Standard bicycle parking spaces shall be provided around the Shanganagh Castle site and in the residential areas of Woodbrook. Bicycle parking spaces must be provided in commercial and residential underground car parking areas in accordance with the 2004 – 2010 County Development Plan.

A dedicated cycle parking room shall be provided at the DART station, which shall accommodate a minimum of 200 bicycles. The room shall be well lit and CCTV shall be installed and connected back to the Ticket Office.

5.7 Foul Drainage and Stormwater Drainage

5.7.1 Foul Drainage

Foul drainage for developments at Woodbrook and Shanganagh Castle will be facilitated by a combination of new drainage infrastructure and existing trunk sewers eventually discharging to the proposed Shanganagh treatment plant. The new infrastructure requirements will be based on an engineering drainage evaluation that will best serve the development lands at Woodbrook and Shanganagh Castle and other development lands located to the west of the M11 (e.g. Old Connaught and Rathmichael). It may be necessary that infrastructure (pumping station and rising main) be provided by the developer at their own expense and such infrastructure shall subsequently



be made available for taking in charge by the Council. The County Council will work closely with developers to coordinate development.

This could involve a joint design and proposal by developers for a Sustainable Drainage System for the area.

5.7.2 Stormwater Drainage

In relation to the potential impact of new development, both from an environmental impact and flooding protection perspective, the general principle recommended is that future surface water runoff, as a result of new development, should be restricted in order to mirror, as far as possible, the runoff of the existing undeveloped catchment.

Stormwater drainage must be carried out in accordance with the principles of Sustainable Drainage Systems (SuDS) and must address the criteria relating to quantity, quality and amenity. The design and development of the stormwater systems must also be carried out so as to meet the requirements of the Greater Dublin Strategic Drainage Study policy documents, including the two documents *New Development* and *Environmental Management*.

Sustainable Drainage Systems (SuDS) must be considered at the outset of development proposals in the Plan area and measures to detain/retain/attenuate surface run-off or otherwise deal with stormwaters, must be properly investigated and designed and must be suitable for long-term operation and maintenance and be effective in performance. Regard must be had to recommendations set out in the County Council's Drainage Scheme for the Old Connaught / Woodbrook area. Sustainable Drainage Systems are to be implemented at the developers' own cost. The details and requirements for these works will be in accordance with the requirements of the County Council's Environment Department.

Woodbrook: - Specifically with respect to Woodbrook, Sustainable Drainage systems (SuDS) should be sympathetic with the urban form as envisaged in Section 5.2 above. An urban water feature - the 'Green Axis' as described in Section 5.2.1 (4) above (and Section 5.5 Landscaping, Natural and Cultural Heritage) - could be fashioned to attenuate storm water along the open channel running north south through the Woodbrook lands prior to discharge to Crinken Stream. Such a proposal would have to be fully integrated to the site works; drainage and landscape designs for the site and the design of same would require a multidisciplinary approach (to include landscape consultants and ecologists) by the developer of the lands in the design of SuDS (see section 5.5 Landscaping, Natural and Cultural Heritage).

The Shanganagh Castle site, the Cemetery lands, most of Shanganagh Park and the development lands at Woodbrook all drain to the south. Consequently, with respect to storm water run-off, allowance will have to be made by any developer at Woodbrook for the upstream catchment in drainage design.