

**HERITAGE IMPACT ASSESSMENT**

OF

**PURPOSE-BUILT STUDENT ACCOMMODATION SCHEME**

AT

**LANDS AT DONNYBROOK ROAD AND BROOKVALE ROAD,  
DONNYBROOK, DUBLIN 4**



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Client: Red Rock Donnybrook Ltd.

Date of report: 5 April 2024 RevA

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**PLANNING APPLICATION HERITAGE IMPACT ASSESSMENT**

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**This report should be read in conjunction with the application drawings and document and report submitted as part of the application.**

<i>Document Control Register</i>		
<i>Issue</i>	<i>Date</i>	<i>Comments</i>
	15.3.24	Draft issue
A	5.4.24	Final issue

# 1. Core Data

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Purpose of Assessment:	This report will form part of a proposed purpose-built student accommodation scheme at Donnybrook Road, Co. Dublin. Fergal McGirl Architects have been engaged to provide a heritage impact assessment of the proposed development and as such have had minor input to the design of the project being engaged in February 2024 after the Planning Report on Recommended Opinion LRD6041/23-S2 was issued. Separate archaeological and visual impact assessments will be carried out by others. The format of the report has been structured to address the recommendations of Appendix B of the DAHG publication “ <i>Architectural Heritage Protection – Guidelines for Planning Authorities</i> ”.
Client name:	Red Rock Donnybrook Limited
Address of the Structure:	Donnybrook Road, Co. Dublin
Brief Description:	0.041ha site
Coordinates:	716825, 736407 (ITM)
OS sheet:	3198-11, 3198-12
ACA Designation:	None
Zoning:	Z4 – Key Urban Village and Urban Villages
Protection:	No Protected Structures on the site
NIAH Registration:	No NIAH registered structures on the site
Archaeological Interest:	Located within a zone of archaeological interest (See IAC Archaeology Report)
Competency of the Authors:	Fergal McGirl is an RIAI Grade II conservation architect and is current secretary of the RIAI Historic Buildings Committee. He holds a postgraduate diploma in Applied Building Repair & Conservation. Claire Gogarty BA is an Architectural and Historical Researcher.
Date of Site Inspection:	7.2.2024
Name of Planning Authority:	Dublin City Council
Details of Declarations:	None to our knowledge

## 2. Description of Historical Development Phases in the Receiving Environment

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The development phases of the receiving environment are multi-layered as outlined in the following historical assessment.

### Early history of area

Prehistoric occupation on the east coast of Ireland has been suggested by stray finds, including in Donnybrook with fragments of two Bronze Age gold torcs and a relatively high number of finds from the banks of the River Dodder.<sup>1</sup>

Donnybrook's east boundary originally was composed of sand and marsh while the west featured dense forest. In between was rich pasture with the Dodder flowing east to west. Donnybrook was a small village well outside of the original town of Dublin, which capitalised on its location in the 19<sup>th</sup> century on the river, becoming a great area for producing goods at a saw mill, an iron mill and a paper mill because of the weir, which would bring fast-flowing water for industrial mill buildings. There was also a windmill.

In pre-Norman Ireland, communities were often at war, so neutral ground on the fringes of tribal land was important for parley and inter-tribal barter. The peace of a fair was necessary for trade to take place, and laws could also be proclaimed at fairs. In early Ireland, the tribal "oenach", where exchange took place, was held at the borders of territories, which were regarded as neutral ground. Donnybrook was on the fringes of jurisdiction of the city as granted by John in 1192. It was a meeting place on an important road to the south of the country, where people from the agricultural hinterland could trade with city people.<sup>2</sup>

Ecclesiastical enclosures were set up by many local lords to provide religious services to their people, who were quite dispersed. Broc was one of the seven daughters of Dalbronach. She lived here around the year 700 AD with other women in a monastic community with a church, so the area became known as Domhnach Broc (church of Broc), later Anglicised as Donnybrook. Part of the curving graveyard boundary along the Crescent (formerly known as Church Lane) probably follows the path of the earlier medieval or possibly early-Christian enclosure which initiated the settlement of the area.<sup>3</sup>

There was settlement here in Viking times, as Vikings settled in the whole area south of Dublin as far as Greystones; many of them converted to Christianity by 980 AD. A circular mound containing up to 50 burials was found to the rear of Ailesbury Road in 1877; also remnants of 600-700 other humans; one interment had weapons – this has been interpreted (in 1992) as an early medieval enclosed cemetery with a later insertion of a Viking warrior burial.<sup>4</sup>

Donnybrook was granted by the Anglo-Norman lords to Walter de Riddlesford, Baron of Bray in 1173. A motte and bailey castle (a common settlement built by the Normans) was found at Smotscourt Castle, c 500m northeast of the site.<sup>5</sup> The existing Irish catholic church of Broc was rededicated as a Roman catholic church to St. Mary by Archbishop Comyn of Dublin, as the Normans brought their own style of Catholicism to their newly-conquered areas. Work to clean up the graveyard 30 years ago uncovered the granite base of an 8<sup>th</sup> or 9<sup>th</sup> century cross within it. The building lasted until the 1820s as a church. A new St Mary's was built in 1827-30 on Simmonscourt Road, designed by John Semple with only a small section of the wall of the original remaining. In 1797, a Catholic church was built

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<sup>1</sup> Jacqui Anderson, *Archaeological Assessment of site on Brookvale Road*, p. 5

<sup>2</sup> Seamas O Maitiu, *The humours of Donnybrook – Dublin's famous fairs and its suppression 1995*, p. 9

<sup>3</sup> Jacqui Anderson, p. 6

<sup>4</sup> Jacqui Anderson, p.6

<sup>5</sup> Jacqui Anderson, p. 7

beside the old Church of Ireland church. This church lasted until 1866, but was then replaced by the current Church of the Sacred Heart, opposite the bus station.<sup>6</sup>

### **Donnybrook Castle**

The list of lands of the dissolved monastery of All Hallows, written up in 1538, shortly after the Dissolution, named 40 acres of land with their appurtenances in “Donabrook” as part of the lands of All Hallows. The archdeacon of Dublin, who would have been part of the community of St Patrick’s cathedral, had, among other tithes, those of Donnybrook and Merrion. Whoever was archdeacon was also rector of Donnybrook.<sup>7</sup> While this cleric kept the provision of religious services, the ownership of the lands was transferred to the Fitzwilliam family (who were associated with St Patrick’s), who became the biggest lay landowner to the south of Dublin. At the time however, their wealth came from agriculture and the sale of rabbits; they also had a fishery from Blackrock to Ringsend.<sup>8</sup> Alison Fitzwilliam brought the lands of Donnybrook as her dowry in 1524 when she married Christopher Ussher. His family built a mansion house in the Elizabethan style in Donnybrook and called it Donnybrook Castle. The interest in the house was sold to Robert Jocelyn in 1726. William Downes, first Baron Downes was born at Donnybrook Castle in 1751. He was Chief Justice of the King’s Bench and owned a lot of land in Donnybrook.<sup>9</sup> Donnybrook Castle was in ruins by the 18<sup>th</sup> century but the surrounding area was characterised by demesne landscapes including Simonscourt Castle, Simonscourt House, Annfield and Mount Errol. Donnybrook Castle was demolished in 1759,<sup>10</sup> but its later replacement appeared on Rocque’s map of 1773. According to this map, the entrance to the complex was from the Church Lane (The Crescent) side, not the current Brookvale Road entrance to the Sisters’ of Charity convent (Fig. 1 below).



Figure 1 Rocque’s map of 1773 approximate site location marked with arrow

### **Graveyard**

The wall of the graveyard was possibly built around 1603. 7,000 burials were completed within it, including many members of the Fitzwilliam family, and even Edward Lovett Pearce and Bartholemew Mosse, according to Rev. Beaver Blacker who served in Donnybrook in the 1860s, a century after their deaths.<sup>11</sup> The Glebe House was last used by Archdeacon Whittingham in the early 18<sup>th</sup> century; it was

<sup>6</sup> *Donnybrook Graveyard*, by Danny Parkinson 1993, p. 23, 28, 32

<sup>7</sup> Rev Beaver Blacker, p. 54

<sup>8</sup> FE Ball, *History of the County of Dublin*, volume two 1903, p. 8

<sup>9</sup> FE Ball, p. 56

<sup>10</sup> FE Ball, p. 54

<sup>11</sup> Rev Beaver Blacker, *Brief Sketches of Parishes of Booterstown and Donnybrook 1860*, p. 11

later converted to the Rose tavern. The current Tullamore limestone entrance wall was erected by the Dublin Stock Exchange in 1873 in memory of Thomas Chamney Seawright, for many years their Registrar. This wall was designed by JH Pentland at a cost of £75. In 1931, the main street of the village was widened and straightened and the entrance was moved about 15 feet. A mass grave, possibly from the cholera outbreak of 1832, had to be moved. The graveyard closed in 1880; burials were subsequently allowed only for the 45 families which were named in the closure order. The last burial was in 1936.<sup>12</sup>

There were advertisements in *Sleator's Public Gazetteer* for Donnybrook and Ballsbridge linens, printed by Thomas Ashworth and Co. in 1758, which appeared to be in great demand.<sup>13</sup>

According to the 1821 census, the parish of Donnybrook (which at the time included Booterstown) had a population of 9,219 people, living in 1,235 households. The 1831 census (in which Booterstown was no longer included) registered a population of 10,394 people in 1,212 households. In 1841 the population was 9,825 people in 1,244 households and by 1851 the population had grown to 11,178 people in 1,524 households.<sup>14</sup>



Figure 2: John Taylor's map of Dublin 1816, approximate site location marked with arrow

Anglesea Bridge was built in 1832 of dressed limestone with a later 20<sup>th</sup>-century rail addition. The Valuation Office records only began in 1855 but they are worth consulting for small details of who lived where. Lord Downes occurred in these records a lot from 1855, as he owned a lot of the plots of lands that others were renting to live on or to develop. Lord Downes was Ulysses de Burgh, grandson of the architect Thomas Burgh. He had no son but two daughters, one of whom married the third Earl of Clonmell. The Roman Catholic chapel and graveyard were in Lord Downes' ownership in the first listing (the Church of Ireland church on the same site having been abandoned by this time), and given valuations of £22, but they were subsequently marked as exempt from valuation, as religious buildings were exempt from rates.<sup>15</sup>

<sup>12</sup> *Donnybrook Graveyard*, by Danny Parkinson 1993, p. 20-21

<sup>13</sup> *Rev Beaver Blacker*, p. 78

<sup>14</sup> *Rev Beaver Blacker*, p. 50

<sup>15</sup> *Valuation Office*, 1855

According to the 1860 Valuation sheet, No. 27 Donnybrook was by this year exempt from rates, because Ellen Madden who lived here (and owned a number of the cottages in the area) had died and the building had been converted into a police barracks for the Dublin Metropolitan Police which predated the current Garda station, which was only built in 1931.



Fig. 3: First Edition Ordnance Survey map 1843, site location marked with arrow

### The Magdalen Asylum

A smaller house to replace Donnybrook Castle was built in 1798 and later purchased by Mary Aikenhead and the Religious Sisters of Charity in 1837. It became the St. Mary Magdalene Home of Refuge but was known as the Magdalen Asylum.<sup>16</sup>

By 1843, the Sisters had a spur of buildings built immediately north on the Crescent (formerly known as Church Lane). A chapel was built to the east of the original house. According to the Valuation Office records for 1855, No. 92 Fair Green was held by the "Prioress of the Asylum" from Lord Downes, originally valued at £54 (which was a high valuation compared to all the other houses in the area), but later marked as exempt from rates, with a rental of £80. The Sisters started to take over other nearby buildings. No. 93 was the chapel for the Asylum, which was also exempt. No. 94 featured ruins and a timber yard, which was presumably a relic of the saw mill as marked on the OS map from 1843. By 1862, No. 94 was now exempt as it was classed as "yard of the Magdalen Asylum". A number of small houses on Church Lane were taken over in 1876 and 1879. They took over a vacant yard and built offices in 1887 on Flora Villa Road, which was the name used for Brookvale Road at an early stage. In the 1920s they took two more lots of land, "now building ground".<sup>17</sup>

The laundry was the reason for at least some of this development work. In 1877, the earliest surviving drawings from architects O'Neill and Byrne showed a 2-storey expansion of laundry, while in 1878 24 extra women's cells on a 3<sup>rd</sup> floor of an accommodation block were being added. The initial expansion ceased c1882, although the number of women resident here continued to rise to 111 in 1911; to 100 in 1922; 115 in 1942; 120 in 1963; to 40 in 1970s.<sup>18</sup> The laundry experienced some

<sup>16</sup> *Encyclopaedia of Dublin*, by Douglas Bennett 2005 (3<sup>rd</sup> edition)

<sup>17</sup> *Valuation Office, 1862-1920s*

<sup>18</sup> Chris Hamill, "Designing Donnybrook", in *A Dublin Magdalen Laundry*, ed. Mark Coen, Katherine McDonnell and Maeve O'Rourke 2023, p. 134

competition in 1888, when the Dublin by Lamplight Laundry rented land at Baggotrath immediately next to the land of the Magdalen Asylum, from the Earl of Pembroke, for £50.<sup>19</sup>

By 1901, the laundry was subject to a valuation of £65, but the convent was still exempt. From 1937 until 1939 an upgrade of the laundry's mechanical plant was undertaken. This included the building of a new chimney, which is the only part of the complex that is now a Protected Structure.

The Magdalen Laundry closed in 1992 and the building was sold to a commercial laundry, which continued until 2006. It has since been derelict, but there is now planning permission for apartments.<sup>20</sup>

The convent continues to provide services such as care for the elderly in a day centre on the site. Mary Aikenhead, the founder of the Religious Sisters of Charity is among those laid to rest nuns' cemetery within the complex.



*Fig. 4: 1865 Ordnance Survey, approximate indicative site boundary outlined red*

### **Donnybrook Fair**

In 1204, King John granted the right to hold a fair at Donnybrook once again to the Dublin people to compensate them for the expense of the fortification of Dublin castle and its walls.<sup>21</sup> The Ussher family became the first private holders of the Donnybrook Fair patent (probably in 1698) when Dublin Corporation wanted to sell it for £1,250, to cover a debt.<sup>22</sup> In 1748, Henry Ussher granted land (including the fair green) to Catherine Downes, mother of William Downes, keeping the right to hold the fair to himself. The patent was leased by Ussher's heir in 1778 to Joseph Madden. In 1812, Madden's son John bought for £750 the rights to the tolls and customs of the fair. The amount received in 1817 in the toll-house on Donnybrook Road during fair week came to £160, which gives an idea of how many animals were brought through, as the 1818 tolls were tuppence for every pig, sheep or calf and sixpence for every horse, mare, mule or ass.<sup>23</sup>

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<sup>19</sup> *Valuation Office, 1888*

<sup>20</sup> *Chris Hamill, "Designing Donnybrook", p. 134*

<sup>21</sup> *Jacqui Anderson, p.6*

<sup>22</sup> *Seamas O Maitiu, p. 11*

<sup>23</sup> *Seamas O Maitiu, p. 12*

The reputation of the fair became associated with drinking and fighting. “Donnybrook” is recorded in the Oxford English Dictionary as meaning “*a scene of uproar and disorder; a riotous or uproarious meeting; a heated argument*”.<sup>24</sup> The Maddens sold the rights to the fair in 1855 officially, although it seems to have continued until 1886. There is a little confusion as to exactly what happened, because in the Valuation Office it is recorded in the 1850s that Joseph Dillon held the house, shop, offices and land on which the fair was held. Maria Dillon took over the holding in 1862. A note was put in saying “*October 1867 no fair held this year, Mrs Dillon states she will never allow another to be held*”. It might have been continued for another few years, as Eliza Dillon ran a tavern there and objected to the closure of Donnybrook Fair and gathered local support, so it may have continued to run until 1886.<sup>25</sup> Part of the fair green was converted in 1881 to Bective Rangers rugby football ground.<sup>26</sup>

### 19th century industrial development

During the 19th century Donnybrook was developed as an industrial settlement and this is noted by the presence of mills and millraces along the River Dodder. These millraces were used to power many different industries along the length of the river. Archer’s statistical survey of 1801 records a windmill and an industrial mill in Donnybrook (Simms and Fagan 1992, 99). Samuel Lewis states that “*hat manufacture was formerly carried on to a great extent, but it has greatly decreased; there are some sawmills in the village.... Within the parish are iron-works, an extensive calico- printing establishment, a distillery, and salt works*” (Ryan 2001, 45). The RMP files record five mills in the area, a windmill (DU018-06006) located c. 37m northwest; three unclassified mills.<sup>27</sup>

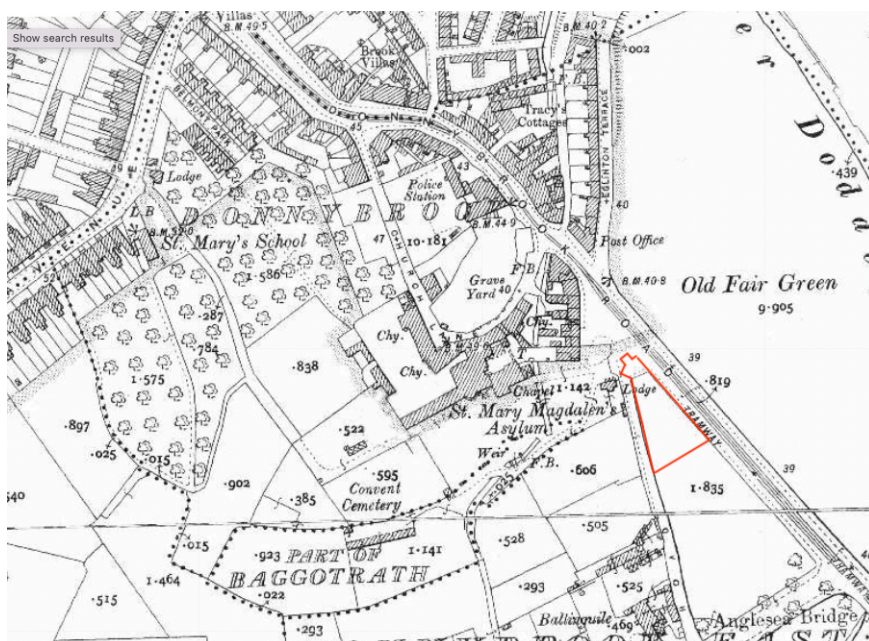


Fig. 5: c1900 Ordnance Survey, approximate indicative site boundary outlined red

### 20<sup>th</sup> century

The tramway first appeared on the valuation sheets in 1882 and is marked on the c1900 Ordnance Survey map. There was the big tram depot which is now Donnybrook bus station but there was also a smaller one on the Clonskeagh Road. It is still standing but it has been converted to commercial uses.

<sup>24</sup> Jacqui Anderson, p. 7

<sup>25</sup> Valuation Office records for 1862

<sup>26</sup> Jacqui Anderson, p. 7

<sup>27</sup> Iac Archaeology archaeological assessment

On the 1936 Ordnance Survey (Fig. 6 below), a building has been constructed to the south of the site. A garage was built in 1928 for John J Reddy. According to the 1930 Valuation sheet, the Ever-Ready Garage Company had a garage, workshop, petrol tanks and yard there, for which rates of £50 were taken, which increased to £90 in 1931 and £115 in 1932.<sup>28</sup> The current petrol station on the site dates from the late 20<sup>th</sup> century.

In 1921, the Donnybrook Lawn Tennis Club had taken on some land that had been in Dr Wright's possession, built a pavilion and tennis courts with the whole complex now valued at £9:10:0. By 1937 the valuation had risen to £20, but they held it in fee by that stage.

Ballingule House appeared on this map, backing with the tennis grounds between it and the Sisters of Charity buildings. The rugby ground and two small pavilions appeared on this map to the east of Donnybrook Road, having been acquired in 1881 by Bective Rugby Club and the Leinster Branch of IRFU. It is no longer the Leinster home ground, as they have moved to RDS Arena.

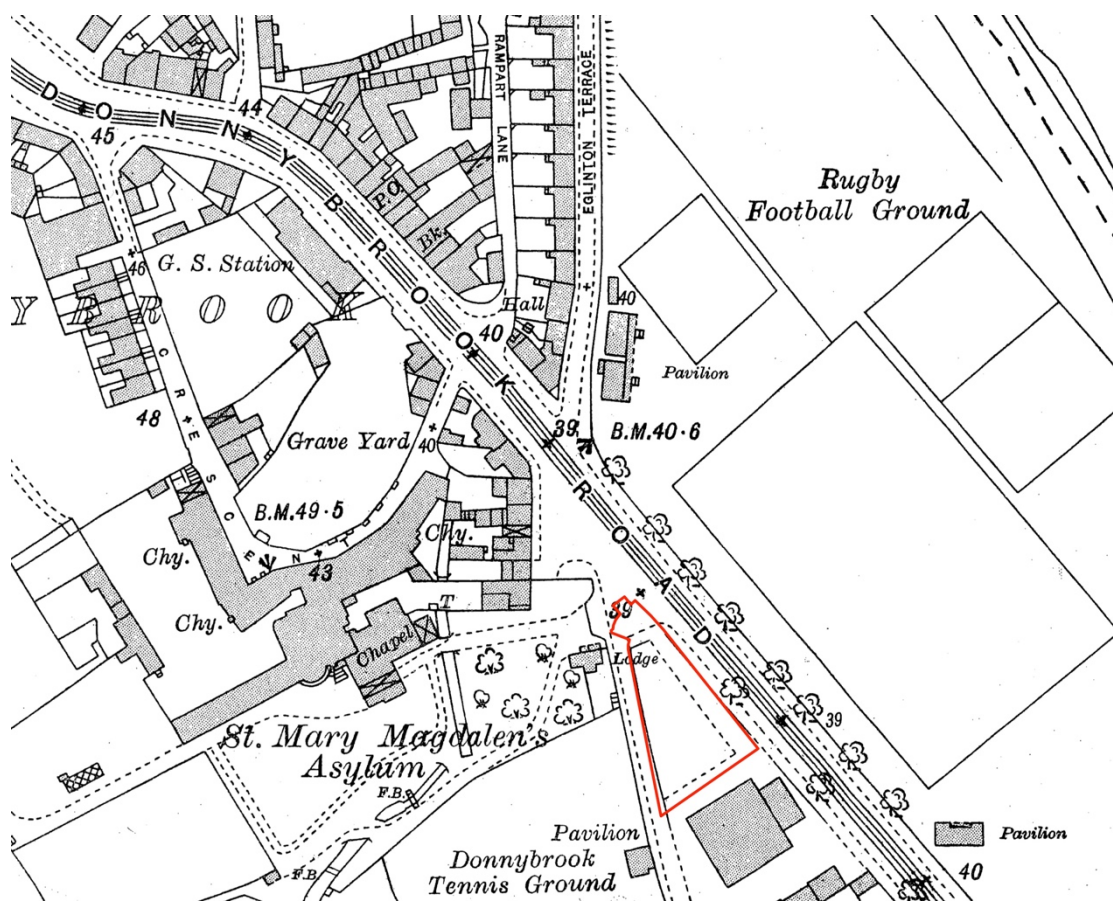


Fig. 6: 1936 Ordnance Survey (approximate site boundary outlined red)

### Housing

Donnybrook is primarily a residential area with most of the housing dating from the Victorian period of suburban expansion in Dublin in the 19<sup>th</sup> and early 20<sup>th</sup> centuries. It has had many notable historical figures living here, from Christopher Ussher to Lord Downes to Garret Fitzgerald. A large number of houses were held by a small landlord class. Lord Downes was the ground landlord for most of Donnybrook, and the Wright family (about 5 generations) rented a lot of this land, built on it and then rented out a lot of houses.

<sup>28</sup> Valuation Office, 1928, 1930, 1932

## Eglinton Road

This road did not appear on the first Ordnance Survey map of 1843 as it had not been laid out at the time. However, there were some houses which later were regarded as being located on Eglinton Road, such as Bower Villa and Flower Villa. Part of the millrace was excavated at 29 Eglinton Road.<sup>29</sup>

Bower Villa to the west of the site appeared on the first Ordnance Survey map of 1843 and it was listed in the Valuation Office from 1862, although it was marked as being “*vacant, quite dilapidated*”. Around 1882, it became known as Ballinguile. FE Ball, writing in 1903, referred to it by that name when he said it was where Chancellor Robert Jocelyn lived, but that he leased it to the Secretary of the Linen Board and in 1749 to his son, who became the Earl of Roden. It was later the home of John Fitzgibbon, father of the first Earl of Clare, who was Lord Chancellor.<sup>30</sup> It was from 1882 held by Henry Wright. In the late 1880s it was held by William Carrigan and was valued at £75; four houses next to it were £42, £43, £32 and £31, which presumably means it was bigger than these houses.<sup>31</sup>

This house has now been demolished and replaced with Eglinton Square. The only part of it that still exists is the holy well (named for St Broc, after whom Donnybrook is named) which formerly was in its kitchen garden. The well is still there in the centre of the housing estate.

Millbrook (27 Eglinton Road) was mentioned in the valuation records from 1883; a fine big red-brick three-bay house, it still stands and is in very good condition.

Another house which was built onto Dodder Bank but which later ended up having Eglinton Road as its address was Flora Villa. In 1855, it was held by Edward Wright, who also held a large number of plots along this stretch from Lord Downes, which he then rented out. It was held by Lady Wolseley around 1862 from Lord Downes and it was valued at £82. In 1892, it was held by William Dunne from Dr EP Wright, and it was valued at £95:10:0. A gravel and sand pit next to it had been “*worked out and filled up*” by 1890. So evidently there was still building going on around it.<sup>32</sup> This house has now been demolished and replaced with apartment blocks.

## Harmony Avenue

This avenue is considerably older in origin than the surrounding roads, because it led to the hat factory at the end of it that is depicted on the OS map of 1843. Workers’ two-storey terraced brick housing was built on it. Harmony Cottage was held in 1862 by Benjamin Warren from Edward Wright, valued at £17. In the 1870s it was held by Mrs Warren from Warren Wright.<sup>33</sup> Harmony Cottage may now be known as Laburnum Cottage, as this cottage is an older, possibly 18<sup>th</sup> century building.

## Other Roads

Sir William Fortick (whose family built an almshouse on Little Denmark Street) lived at Coldblow on Belmont Avenue; Hon. Denis George, Recorder of Dublin and then Baron of the Exchequer, also lived here.<sup>34</sup>

Beech Hill house was marked on the first OS map, but it has long since been demolished. In front of the site of the house is a plaque that has been carved to say: “*First All-Ireland Football Final played at Beech Hill, 29<sup>th</sup> April 1888; Commercial (Limerick) vs Dundalk (New Irelands). Limerick winners by 1-4 to 0-3*”. The terrace of houses called Beaver Row on the 1843 map dates back at least to 1816. With mills on the north bank, and quarries on the south, all those houses were built for workers.<sup>35</sup>

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<sup>29</sup> Jacqui Anderson, p. 7

<sup>30</sup> FE Ball, *History of the County of Dublin, volume two 1903*, p. 56

<sup>31</sup> *Valuation Office 1862, 1882, 1889*

<sup>32</sup> *Valuation Office 1855, 1862, 1892*

<sup>33</sup> *Valuation Office 1862, 1870s*

<sup>34</sup> FE Ball, p. 56

<sup>35</sup> Christopher Moriarty, *Down the Dodder 1991*, p. 129

## 4. Development Plan Context

The proposed development site is zoned Z4 (Key Urban Villages/Urban Villages) under the current 2022-2028 Dublin City Development Plan (DCDP) with the objective to provide for and improve mixed-services facilities. The site is not within or adjacent to an Architectural Conservation Area. The Dodder River to the east of the site is a designated conservation area and the riverbanks are zoned Z9 (to preserve, provide and improve recreational amenity and open space). The site is located within a zone of archaeological interest. Heritage assets listed on the Record of Protected Structures in the vicinity of the site are scheduled in section 4 below. The application site is not within the boundaries or sightlines of any significant views or prospects.

The site is bounded by areas of open space being adjacent to the Energia Stadium sports grounds to the east and Donnybrook Lawn Tennis Club tennis grounds to the west which are both zoned Z9 Amenity/Open Space Lands/Green Network.

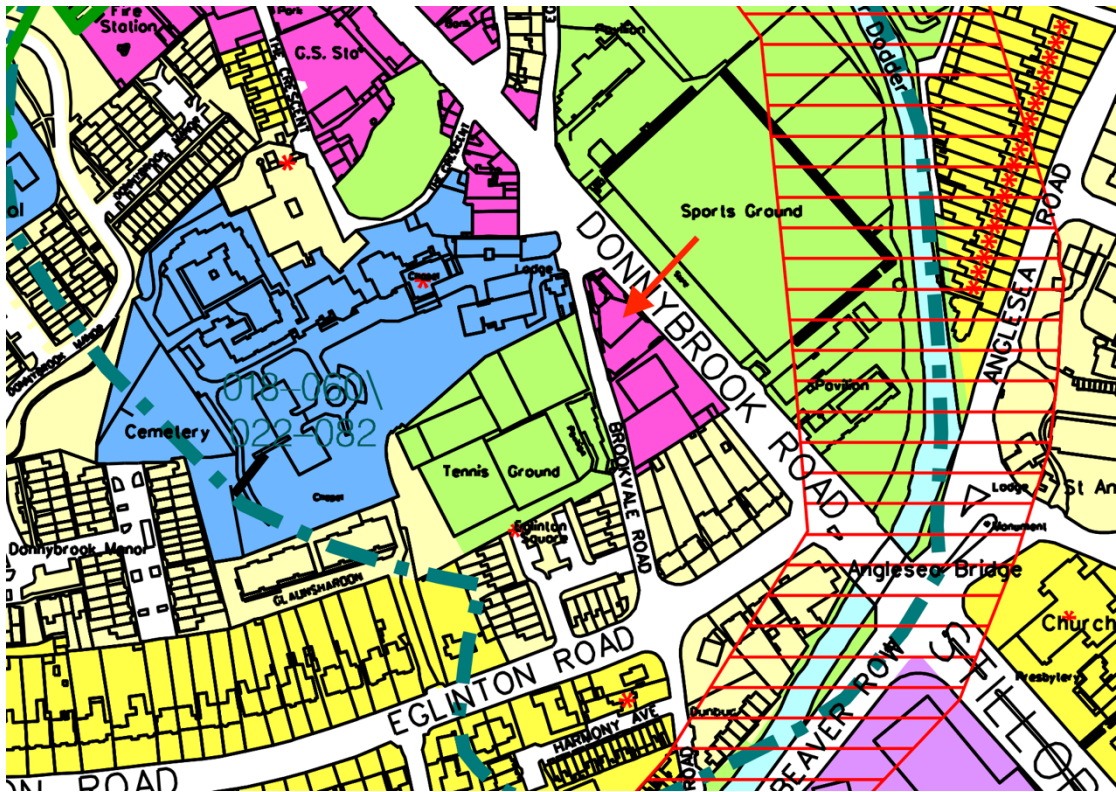


Fig. 7: Extract from Dublin City 2022-2028 Development Plan Mapset H, site marked with red arrow

Donnybrook does not currently have a Local Area Plan/Village Improvement Plan and developments will be considered in accordance with the objectives of the Dublin City Development Plan. While it is not listed as one of the 12 Key Urban Villages in the current DCDP, Urban Villages do, however, follow the same general principles with regard to development. Section 14.7.4 of the DCDP notes in relation to density and built environment:

*Density: Ensure the establishment of higher density development capable of sustaining quality public transport systems and supporting local services and activities. Encourage the development/redevelopment of under-utilised sites and intensification of underutilised areas such as surface parking.*

*Built Environment: Ensure the creation of high-quality, mixed-use urban districts with a high quality public realm, distinctive spatial identity and coherent urban structure of interconnected streets and*

*child-friendly, accessible public spaces and urban parks. Development should have regard to the existing urban form, scale and character and be consistent with the built heritage of the area.*

### **Sustainable Residential Development and Compact Settlements Guidelines for Planning Authorities**

The above guidelines recently published by the Department of Housing, Government and Heritage note in Section 3.4.2 that it is necessary to ensure that the proposed quantum and scale of development can respond to the receiving environment in a positive way and not result in a significant negative impact on historic character. A description of the historical evolution of the context (section 2 above) and an assessment of the significance of the area (section 4) has been included in this report as recommended by the guidelines. The impact of the development on the character and heritage assets in the receiving environment has been assessed in section 7 below.

### **Dublin City Development Plan 2022-2028 (DCDP) Chapter 11 - Built Heritage and Archaeology**

The BHA2 policies of the above section of the DCDP relevant to the proposed development are noted as follows:

- *Ensure that any development proposals to protected structures, their curtilage and setting shall have regard to the Architectural Heritage Protection Guidelines for Planning Authorities (2011) published by the Department of Culture, Heritage and the Gaeltacht.*
- *Protect structures included on the RPS from any works that would negatively impact their special character and appearance.*
- *Ensure that any development, modification, alteration, or extension affecting a protected structure and/or its setting is sensitively sited and designed, and is appropriate in terms of the proposed scale, mass, height, density, layout and materials.*
- *Ensure that the form and structural integrity of the protected structure is retained in any redevelopment and ensure that new development does not adversely impact the curtilage or the special character of the protected structure.*

The DCDP notes in relation to historic ground surfaces that the city is fortunate to still retain impressive areas of historic street surfaces such as granite kerbing, granite pavement flags, and granite and/or diorite setts, mainly but not entirely situated in the city centre. It is noted that it is a policy of DCC to protect, conserve and retain in situ historic public realm elements including historic ground surfaces, kerbs and flags.

### **Architectural Heritage Protection, Guidelines for Planning Authorities (DEHLG)**

The above guidelines noted in the CDP BHA2 policies above provide useful guidance in relation to the protection of architectural heritage in urban areas. The guidelines note in section 13.8 in relation to the potential impact of development outside the curtilage of protected structures:

*A new development could also have an impact even when it is detached from the protected structure and outside the curtilage and attendant grounds but is visible in an important view of or from the protected structure.*

*The extent of the potential impact of proposals will depend on the location of the new works, the character and quality of the protected structure, its designed landscape and its setting, and the character and quality of the ACA. Large buildings, sometimes at a considerable distance, can alter views to or from the protected structure or ACA and thus affect their character. Proposals should not have an adverse effect on the special interest of the protected structure or the character of an ACA.*

The consistency of the proposed development with the above heritage planning policies is assessed in the impact assessment section 7 below.

### **Building Height in Historic Contexts**

Circular FPS 08-2018 was issued in 2018 advising of new Guidelines for Planning Authorities on Urban Development and Building Heights 2018 under Section 28 of the Planning and Development Act 2000 (as amended). The new height guidelines set a clear direction for developing our cities and towns upwards, rather than ever outwards.

Section 2.8 on the guidelines notes that historic environments can be sensitive to large scale and tall buildings. In that context, Planning Authorities must determine if increased height buildings are an appropriate typology or not in particular settings. An Initial assessment of the existing character and setting of a place will assist in a robust framework for decision-making that will facilitate increases in building height and involve an integrated understanding of place. With regards to large-scale and tall buildings in historic urban areas, an examination of the existing character of a place can assist planning authorities, and others to:

- Establish the sensitivities of a place and its capacity for development or change and;
- Define opportunities for new development and inform its design.

Section 2.9 notes that In order to consider proposals in an integrated and informed way, an urban design statement addressing aspects of impact on the historic built environment should be submitted along with a specific design statement on the individual insertion or proposal from an architectural perspective addressing those items outlined above which is developed in the following sections.

## 4. Site Description & Assessment of the Significance of the Receiving Environment

### Site Description

The 0.131ha subject site is located at the apex of a triangular island of land bounded by Donnybrook Road, Brookvale Road and Eglinton Road in Donnybrook, Dublin 4. The site is faced to the east by the blind wall of the Energia Stadium on the opposite side of the road. Brookvale Road edges the site to the west and north which features the Donnybrook Lawn Tennis Club as well as the Religious Sisters of Charity convent entrance gates, gatelodge and rubble stone boundary wall. To the south side of the site, single storey industrial structures feature, occupied by a showroom and a car valeting/service centre. Slightly further south, a twelve-storey strategic housing development (ABP-307267-20) on the Eglinton Road site is nearing completion.

The site is located outside the historic core of Donnybrook which is centred around the oval-shaped graveyard enclosure. The subject site was undeveloped until the late twentieth century being currently occupied by the Circle K Service Station, which is proposed to be demolished as part of this application.



Fig. 8: Aerial view of site context, site outlined red



Fig 9: (left) view north along Donnybrook Road/west side of site  
(right) view south along Brookvale Road

### **Historic Urban Morphology**

The area has been in a constant process of change over the last number of centuries from its medieval origins to later 19<sup>th</sup> century industrial development and its development as a Victorian suburb. More recent 20<sup>th</sup> century developments such as the Energia Park Stadium and office buildings such as Donnybrook House have further altered the context of the remaining elements of the historic village layout. The rate of change and continuous intensification of the area has continued into the 20<sup>th</sup> century with permissions for taller buildings in the immediate vicinity of the site described in more detail below and in the John Spain & Associates planning report.

The historic core of Donnybrook village is concentrated to the north of the site where the curving form of the Donnybrook Road and The Crescent around the oval-shaped graveyard enclosure defines the essential early morphology of the centre of the village. (see Figs. 3-6 historic Ordnance Survey maps section 2 above).

The character of the area changes abruptly to the south beyond Anglesea Bridge and the Dodder River from the Victorian suburban context to the open dual carriageway and 20<sup>th</sup> century suburbs of the Stillorgan Road and as such the site is located at the transition between the inner Victorian suburbs/city proper and outer 20<sup>th</sup> century city suburbs.

The Fig. 10 overlay below of the 1865 Ordnance Survey (sepia colour) and the current Ordnance Survey site location plan illustrates the change that has occurred since the mid-19<sup>th</sup> century. Of particular interest is to note how the grounds of the Religious Sisters of Charity convent has changed. In 1865, it appears to feature a smaller parcel of land contained behind a terrace of street frontage facing Donnybrook Village that extended further to the south than present and may have originally related to the alignment of the millrace stream to the north identified on John Taylor's 1816 map (Fig. 2 above). It appears that these buildings were later demolished as well as a large structure to the south of the chapel and the grounds of the convent extended eastwards towards Brookvale Road with the two-storey gatelodge adjacent to the site being built some time between the 1865 and c1900 Ordnance Surveys.

The Application Site is in a particularly prominent location at the junction of Donnybrook Road and Brookvale Road. It has, however, a purely functional and ordinary townscape character by comparison with the core of Donnybrook Village. It lacks any cohesive composition, with a petrol station forecourt and convenience store adjacent to a café, vehicle service and interior design outlets to the south and the Energia stadium located to the east of the site.



Fig. 10: Overlay of 1865 Ordnance Survey (sepia) and current map

### General Character of Donnybrook Village

The road pattern of the historic core of Donnybrook Village centred around The Crescent and Donnybrook Road continues to define the centre of the village which is now fronted largely by two to three-storey buildings from the 19<sup>th</sup> & 20<sup>th</sup> century. The character of the village is defined by a number of structures that are not listed on the Record of Protected Structures including the cut-stone portico leading into the graveyard (DU018-060011) where a granite cross-base (of probable early Christian date standing by a wall fragment) is located; the 1931 neoclassical cut-stone Garda Station building and some other Edwardian-era public house and commercial buildings that define the late-Victorian/Edwardian character of the street frontage.

The Crescent to the west side of the graveyard is defined by a terrace of c1900 workers houses leading up to the former Magdalene Laundry buildings, a stone boundary wall defining the rear of the Garda Station and some possibly 18<sup>th</sup> century structures to the south of the boundary wall. To the south to the east side, a narrow curving laneway alludes to the medieval origins of the site.

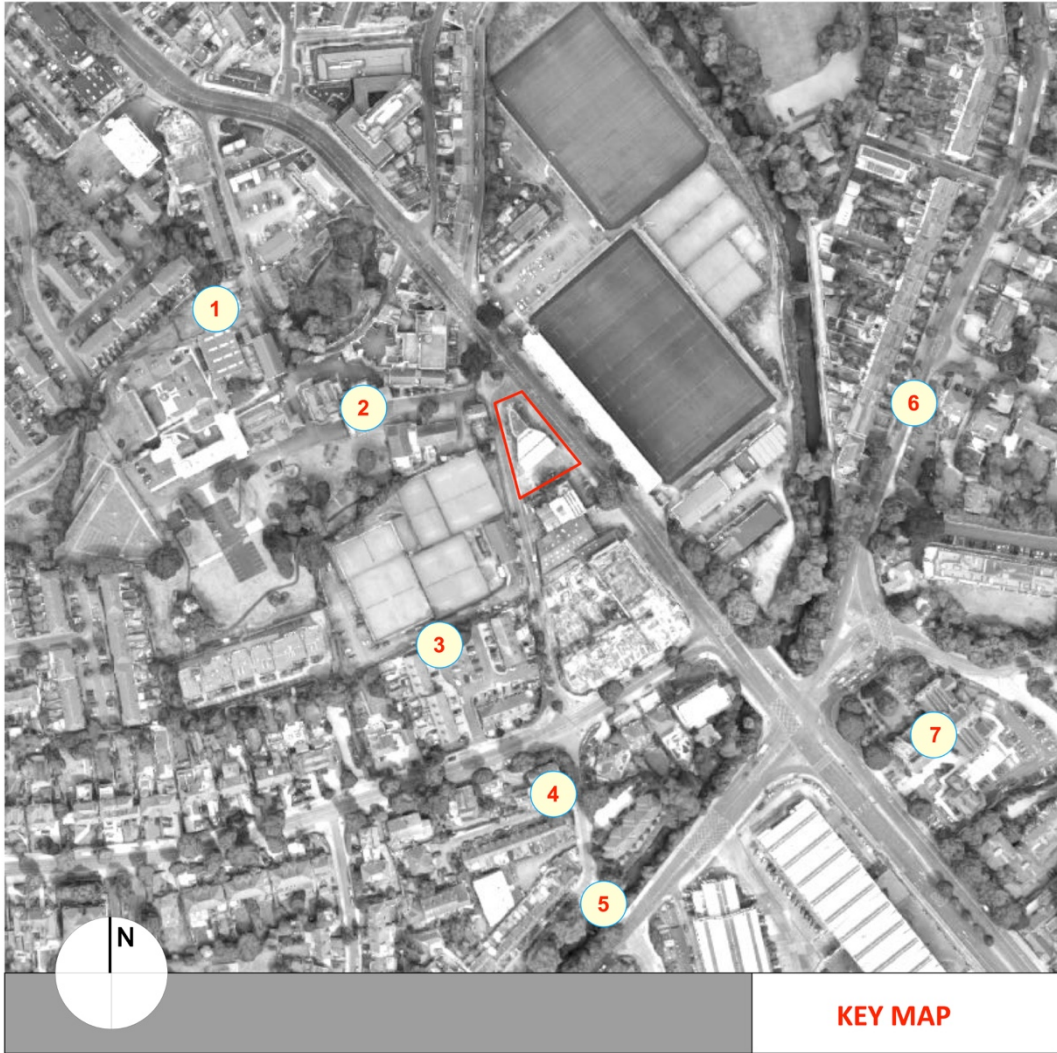




*Fig. 11: Character elements of Donnybrook Village  
 (clockwise from top left: Arthur Maynes bar (c1900), graveyard portico (1873), entrance gates to  
 Religious Sisters of Charity convent (c1880), Bank of Ireland (1931).*

**Heritage Assets in the Vicinity of the Site**



The National Inventory of Architectural Heritage (NIAH) does not currently extend to Donnybrook in the vicinity of the site. The following heritage assets in the area have been assembled from the Record of Protected Structures. The list of assets has been limited to those within the possible zone of visual influence of the site. Each individual structure is described in more detail in the following section tables.


**SCHEDULE OF HERITAGE ASSETS WITHIN THE ZONE OF  
VISUAL INFLUENCE OF THE SITE**



Map Key	Location	Outline Description	RPS ref:	Significance	Approx Distance to site
1.	<p>St. Mary's Convent Chimney, Donnybrook Laundry, The Crescent, Dublin 4.</p> 	<p>Industrial chimney within former 19<sup>th</sup> century industrial complex chimney and associated buildings. Chimney has been dated to c1939.</p>	8713	<p>Former site of early 19<sup>th</sup> century Donnybrook Magdalen Laundry.</p> <p>Assessed as Regional rating, Architectural, social, technical categories of special interest.</p>	175m
2.	<p>St. Mary's Convent house &amp; chapel, The Crescent, Donnybrook, Dublin 4</p> 	<p>Bow-fronted Georgian three-storey over basement house (1798) with L-plan Gothic revival 19<sup>th</sup> century convent chapel attached the east (1855) which appears from map evidence to have been extended southwards in the 20<sup>th</sup> century.</p>	8724	<p>A house built to replace Donnybrook Castle was built on the site in 1798 and purchased by Mary Aikenhead and the Religious Sisters of Charity in 1837 who subsequently built the chapel to east side, later extended.</p> <p>Assessed as Regional rating, Architectural, social, artistic categories of special interest.</p>	85m

<p>3.</p>	<p>St. Broc's Well, Eglinton Square, Dublin 4 (former Ballinguile House)</p> 	<p>Holy well located on a small green area in the estate of Eglinton Square, Donnybrook.</p>	<p>2494</p>	<p>The well was previously situated in the kitchen garden of a large house called Ballinguile, now demolished</p>	<p>110m</p>
<p>4.</p>	<p>Laburnum Cottage (previously known as San Mario), Brookvale Road, Dublin 4.</p> 	<p>Three-bay, two-storey late 18<sup>th</sup>/early 19<sup>th</sup> century detached cottage.</p>	<p>990</p>	<p>The cottage attests to the 18<sup>th</sup>/19<sup>th</sup> century early industrial and residential development of the area. It is an interesting survivor within the later phases of the development of the area.</p> <p>Assessed as Regional rating, Architectural categories of special interest.</p>	<p>195m</p>

5.	<p>Footbridge, Brookvale Road, Beaver Row, River Dodder, Dublin 4</p> 	<p>19<sup>th</sup> century wrought iron river footbridge c1885, restored c2015.</p>	891	<p>Wrought iron footbridge with lattice balaustrades and distinctive curved stays is a local feature along this section of the Dodder River.</p> <p>Assessed as Regional rating, Architectural, technical categories of special interest.</p>	260m
6.	<p>79-131 Anglesea Road, Dublin 4 (houses)</p> 	<p>Unified terrace of late 19<sup>th</sup> century two-storey over basement, two-bay terraced houses.</p>	133-159	<p>The houses of the terrace form a pleasant unified and well-proportioned appearance which define the character of the section of Anglesea Road.</p> <p>Although not listed on the NIAH, the house would have a Regional rating with Architectural &amp; Artistic categories of special interest under the NIAH assessment criteria.</p>	180m

7.	<p>Sacred Heart Catholic Church, Stillorgan Road, Dublin 4</p> 	<p>Detached T-plan early French gothic revival style Catholic Church 1866, granite clad &amp; gable fronted to Stillorgan Road. The building features a nave, aisles, chancel, side chapels, south porch, sacristies, with a tower and spire at the north-west angle.</p>	7845	<p>The original architect was Patrick Byrne (1783-1864), Pugin and Ashlin, completed the work.</p> <p>The principal feature externally is the rich rose window in the west front, beneath which are a row of niches. In this front is the principal entrance — a fine bold doorway, with a richly carved tympanum, by Earley and Powells, who also executed the cross on west gable. There is an entrance also through the tower on the north side.</p> <p>With its dramatic granite and bath stone detailing and striking rose window facing Stillorgan Road, it has a striking presence in the area.</p> <p>Although not listed on the NIAH, the structure would have a Regional rating with Architectural &amp; Artistic categories of special interest under the NIAH assessment criteria.</p>	266m
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**Summary statement of significance of the receiving environment**

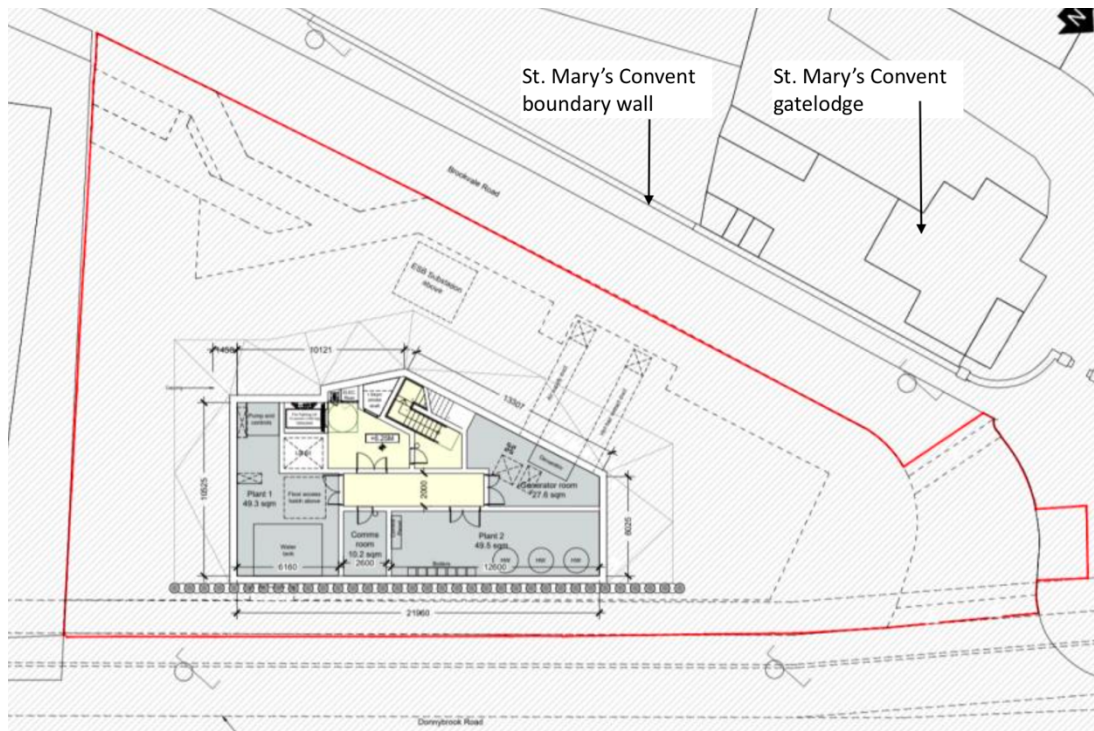
The significance of the context of the site relates to its multi-layered history from medieval/early Christian origins centred around the curving streetscape surrounding the graveyard to 19<sup>th</sup> century industrial development relating to local water courses and its subsequent development as a Victorian suburb during the expansion of Dublin in the 19<sup>th</sup> century. The area being located at the outer edge of the historic suburbs continues to absorb new uses such as the Energia Stadium and large-scale apartment development.

The area retains a number of protected structures and other heritage assets as outlined above which illustrate the development phases of the area over time. The presence of the Religious Sisters of Charity at St. Mary's Convent house & chapel and the development phases of this site over time including the Magdelane Laundry buildings is a particularly significant historical asset to the area. The site context retains historic structures and land uses that are of architectural, historical, social, technical and artistic interest.

## 5. Basement Impact Assessment

The DCC Conservation Officer requested as part of the January 2024 LRD Opinion issued that this heritage impact assessment report be cross referenced with the Basement Impact Assessment (BIA) Report so that any structural impact of the construction of the basement on historic assets can be identified and mitigated. The potential risk to the rubble masonry wall and gatelodge to St. Mary's Convent to the west side of Brookvale Lodge during construction of the basement are noted in particular.

The Dublin City Council list of protected structures including Donnybrook Bridge to the south east of the site (RPS 891), St. Marys Magdalene Convent to the west of the site (RPS 8724) and Convent Chimney listed (RPS 8713) are noted in the BIA report. Although DCC in general do not support the construction of basements in close proximity to protected structures, the report considers that the basement development will not adversely impact on existing protected structures, heritage sites, conservation areas or sites of archaeological interest.



*Fig. 12: Basement plan indicating relationship between the proposed basement and the boundary features of St. Marys Convent (from CORA Consulting Engineers Basement Impact Assessment report with annotations)*

The BIA report notes that ground investigations have been undertaken on the site which indicated the presence of made ground, cohesive and granular deposits below surface level. The basement will largely be situated in the made ground identified in the site investigations but the base will be established in the cohesive deposits identified at 3.1m below ground level.

The BIA has been reviewed with the structural engineers, CORA Consulting Engineers with the following commentary in relation to potential impact on heritage assets in the vicinity of the site. The following measures to mitigate the potential impact of the basement on the boundary wall and gatelodge to St. Mary's Convent house & chapel have been discussed:

- The proposed basement is limited in footprint and will occupy approximately 23% of the overall site area (see Fig. 12 above). The north-western wall of the basement will be set back from Brookvale Road and St. Mary's Convent with a minimal proposed basement formation level of approximately 3.5m below existing ground levels.
- As the footprint of the basement is small relative to the overall site footprint and is offset from Brookvale Road, it is possible to achieve the required excavation levels with a battered excavation and without the need for further temporary works to Brookvale Road. It is possible to achieve stable sloped excavation on the offset three sides to this level. This will limit the degree of temporary works required to the St. Mary's Convent side of the site and potential impact on the boundary wall and gate lodge (See Fig. 13 below). The installation of concrete bored piles for the permanent works will minimise the vibration and potential impact on the nearby structures.
- The impact on groundwater flow paths has been assessed in the CORA report including the cumulative effects of nearby basements. The BIA report notes that it is not believed that there are any cumulative effects or impacts by the proposed basement on the surrounding properties, ground water flows or ground movements. The granular deposits at the depth of 3.65m below ground are noted to likely be the pathway for groundwater flows and are therefore not impacted by the proposed basement construction. The Dodder River is located approximately 130m to the south east of the site and the groundwater flow paths are likely to be directed towards the river.

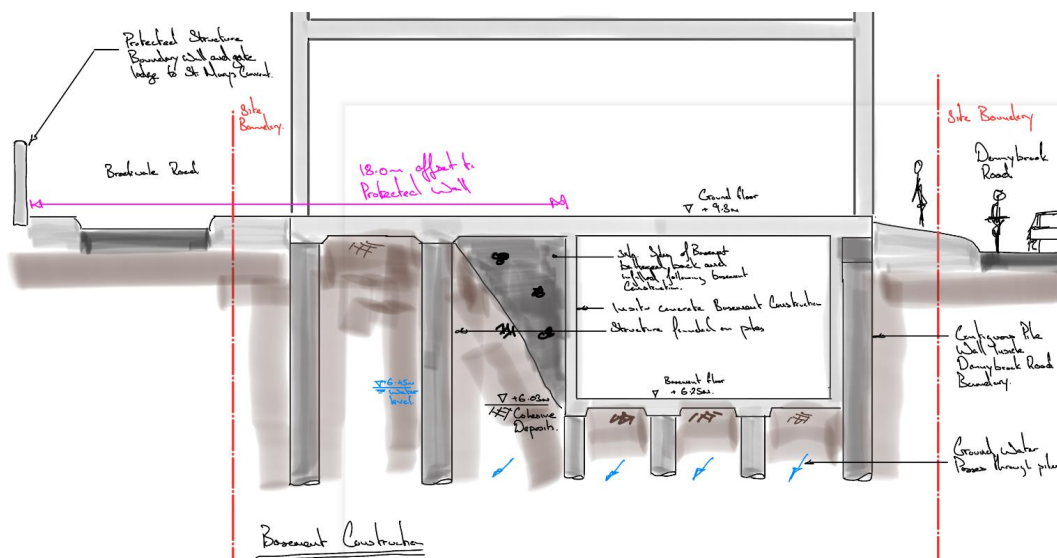


Fig. 13: Basement cross section sketch indicating relationship of construction with the Brookvale Road boundary wall to St. Marys Convent (from CORA Consulting Engineers Basement Impact Assessment report)

## 6. Commentary in relation to existing kerb stones

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The DCC Conservation Officers note in the LRD Opinion that historic stone setts and historic granite kerbstones located along the pavement lines of the site are protected under the Dublin City Council Development Plan 2022-2028 as noted in section 2 above and need to be retained as part of any development proposal.

A site survey of the ground surfaces around the site was carried out and recorded in Appendix A.

Historic kerbs were noted as per the Appendix A key plan and photos survey. A clearly defined edge of c260mm wide granite kerbs are noted to the east side of the site along Donnybrook Road which should be retained along the road edge. It appears that historic kerbs were recessed into to the entrance radii to the petrol station on the Donnybrook Road side which should be relocated to the road edge kerblines.

The western side of the site feature short sections of a narrower c130mm granite kerb and limestone/calp setts.

No historic ground surfaces or features were noted within the petrol station forecourt or general public footpaths which are finished with a mixture of tarmac, concrete and concrete cobblelock surfacing.

The 1865 Ordnance Survey map (Fig. 4) appears to illustrate a footpath to the eastern Donnybrook Road side of the site along which the tramway had appeared by the time of the c1900 Ordnance Survey (Fig. 5). A footpath is not illustrated in 1865 to the western side of the site which remained undeveloped into the 20<sup>th</sup> century which might explain the difference in edging detail.

Proposals for the public realm footpaths incorporating historic kerb elements are illustrated within the Park Hood landscape architect ground floor plan drawings nos. 2000 & 2005. It has been agreed that:

- Existing granite kerbs to Donnybrook Road side shall be retained & reinstated. It appears that historic kerbs were relocated to the entrance radii to the petrol station on the Donnybrook Road side (Appendix B photos A8, A9, A10b) which shall be relocated to the road edge.
- New granite kerbs to match the dimensions of the originals are proposed to the Brookvale Road edge side.
- Small limestone setts from the Brookvale Road kerb edge (Appendix B photos A1, A2, A3) are considered unsuitable for a road carriageway edge but are proposed to be retained within the site and relocated to the edge of the soft landscape planters, etc. indicated on the landscaping layout. A short section of narrow granite kerbing to Brookvale Road (Appendix B photos A4, A5) shall similarly be re-used within the site.
- General surfacing to reinstated footpaths have been proposed as concrete slabs and feature concrete sett bands to the north of the site as per Park Hood landscape architect ground floor plan drawings.

## 7. Heritage Impact Assessment of Proposed Development

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***It is noted that Fergal McGirl Architects were appointed to prepare this report at an advanced stage of the design process after the LRD Stage 2 meeting. As such our involvement with the project relates to the period after the LRD stage 2 meeting.***

***This impact assessment should be read in conjunction with the Park Hood Townscape and Visual Impact Assessment submitted with the application which contains additional visual impact assessments in relation to the viewpoints referred to below.***

The development will consist of:

- A) *Demolition of the existing Petrol Filling Station and associated structures on site c. 140 sq.m;*
- B) *Construction of a purpose-built student accommodation of 193 no. bedrooms (225 no. bedspaces) (gross floor area [including basement] c. 7,753 sq. m) in a 10-storey building over basement (with enclosed plant room and above at [part] roof level) along with a retail/café unit of c. 85 sq. m at ground floor level (with access to retail/café unit from northern elevation).*
- C) *The Student Accommodation consists of a mix of single, double bedroom student apartment clusters (45 no.), each with shared living/ kitchen/ dining area, and 1-bed studios/ twin studios all with ensuite shower/ WC, consisting of (141 no. single [8 no. accessible single], 24 no. double, 8 no. studio [4 no. accessible studio] and 8 no. twin studio) bedrooms.*
- D) *Internal and external communal amenity facilities (including study areas, gym, communal/games areas/TV rooms/communal kitchens/laundry), management offices and stores/service areas; External hard and soft landscaped open spaces as follows: terrace at south western corner (c. 53 sq. m) at first floor level, terrace at fifth floor level (south, east and west elevations [part] (c. 122 sq. m) and terrace at roof level c. 351 sq. m) (c. 1,145 sq. m internal and external amenity space overall).*
- E) *Main pedestrian entrance and reception accessed from Donnybrook Road with access to basement and cycle parking from Brookvale Road.*
- F) *A total of 185 no. bicycle spaces, (comprising 145 no. secure internal bicycle spaces for residents [with 1 no. cargo bicycle space], 17 no. staff spaces [with 1 no. cargo bicycle space] and 19 no. surface visitor spaces [with 1 no. cargo bicycle space], and 4 no. bicycle spaces for café/retail unit), with vehicular set down area on Brookvale Road.*
- G) *All associated works to facilitate development including, 1 no. ESB substation/switch-room, water and drainage infrastructure, green roofs, PV panels, and plant at roof level (with 4 no. Ø0.3m Microwave link dishes mounted on 2 no. steel support poles together with associated equipment on the lift overrun) and ancillary areas including landscaping/public realm works and plant at basement level.*

The John Spain & Associates statement of consistency report notes that a formal Stage 2 LRD meeting was held between the applicant/design team and Dublin City Council on the 15<sup>th</sup> of December 2023. The proposed scheme has undergone further amendments and revisions in response to the planning authority's concerns raised during this meeting. As such, the proposal has been informed by the Council's LRD opinion document as furnished to the applicant and the design team following the meeting.

### **Commentary in relation to development context and cumulative overall impact on townscape**

The planning history on the site and in the immediate vicinity is significant in terms of the quantum and height of the proposed development and has been described in detail in the John Spain & Associates planning report included in this application. The following decisions are of particular note in terms of understanding the evolving context of the site:

*DCC Reg. Ref. 2244/21 (ABP-310204-21) – Build to Rent Scheme*

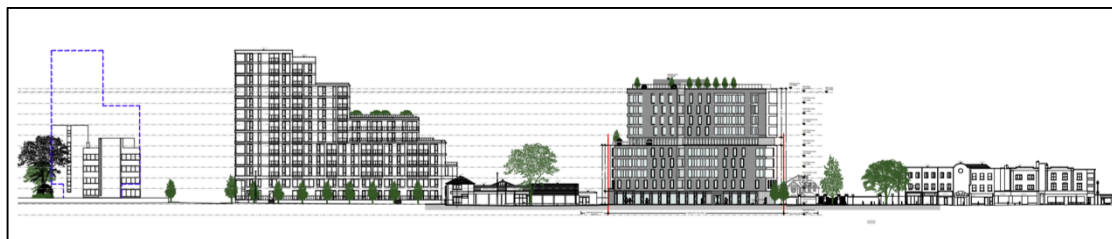
This 2021 DCC refusal on the application site for a 10-storey mixed-use development including 67 no. apartments was granted by An Bord Pleanála (ABP) following first-party appeal. The ABP board did not accept their inspector’s recommendation to uphold the refusal of the development and considered that the proposed development would constitute an acceptable quantum and density of development, would be acceptable in terms of urban design and height, would make a positive contribution to the legibility of the wider area and the urban neighbourhood and streetscape and would successfully integrate with existing development in the vicinity and the changing context of Donnybrook Village. Although it is noted that the application at the time did not include a heritage impact assessment report or input from the DCC Conservation Officer, the planning principle of a tall building was established on the site by ABP.

*Reg. Ref.: ABP-307267-20 (Eglinton Road)*

Permission was granted by An Bord Pleanála in 2020 for a Strategic Housing Development consisting of the demolition of the existing structures on the site at the southern end of the triangular island and the construction of a residential development ranging in height from 3- to 4-storeys along Brookvale Road to 12-storeys along Eglinton Road.

*DCC Reg. Ref. 3386/22 (Jefferson House)*

A Final Grant of Permission was issued by Dublin City Council in 2022 for development at 2 Eglinton Road to the south of the subject site of this application comprising of the demolition of the existing 5-storey office/residential building on site and the construction of a new residential scheme 11 floors in height over an existing and extended basement.



*Fig. 14: Contextual Elevation along the Donnybrook Road with the permitted Eglinton Road Development and Jefferson House development (latter outlined).*



*Fig. 15: Photomontage views of the three permitted developments from left to right: Jefferson House, Eglinton Road and the permitted scheme on the application site*

The three permissions cumulatively create a radically different new urban context at a key approach node to the city within which this application should be considered in terms of height and density (see Figs. 14 & 15 above). Nevertheless, the application site retains particular sensitivities in heritage terms given that it is the closest of the three sites to the historic core of Donnybrook village and its proximate location to the entrance and setting of St. Mary’s Convent house & chapel at The Crescent. The DCC planner’s report to 2244/21 on the application site noted that they:

*“consider that this site is not a suitable landmark site and has not ever been referenced to have such potential given its location within the village of Donnybrook..... It is considered by the Planning Authority that this site cannot be considered as a landmark site and that the justification for additional height on this basis is not considered to be appropriate..... It is considered that the site is located within the village of Donnybrook and not at the entrance to the Village. Section 16.2 of the Development Plan on ‘Design, Principles & Standards’ requires that developments will respond creatively to and respect and enhance its context, and have regard the character of adjacent buildings, the spaces around and between them and the character and appearance of the local area”.*

It is however noted that the historic core of Donnybrook village is clearly defined as identified in section 2 above centred around the oval shaped road arrangement that reflect the early origins of the village with later 19<sup>th</sup> & 20<sup>th</sup> century building frontage. The site is located remotely from this clearly defined historic core on a residual island parcel of land that was not developed as a petrol station until the mid-to-late 20<sup>th</sup> century. In terms of spatial character, the context of the site is completely different to the defined low-rise street frontage of the village core with the site being removed from the village centre and bounded by the Energia stadium grounds to the east and the grounds of St. Mary’s Convent and the grounds of Donnybrook Lawn Tennis Club to the west (see Fig. 16 below).

Even following the Victorian development of Anglesea Road to the east of the site and the 20<sup>th</sup> century suburbs to the south, the site has retained an open spatial quality that exists to this day. As such the potential for this site to complete the wedge of taller buildings including Jefferson House and Eglinton Road that clearly mark the transition from the historic Victorian suburbs to the 20<sup>th</sup> century suburbs beyond the Dodder is acknowledged (see aerial photomontage Fig. 16 below).



*Fig. 16: Aerial photomontage of proposed development in the context of the permitted developments*

The impact of the proposed development on views and the historic elements of the receiving environment is discussed under the following section headings with reference to the selected 3D Design Bureau verified views prepared for the application (A comprehensive assessment of the impact of the complete set of viewpoints is included in the Park Hood landscape architects Townscape and Visual Impact Assessment report included in the application).

**Commentary on impact of development on Donnybrook historic core and The Crescent**



View 3 Existing



View 3 Proposed



View 12 Existing



View 12 Proposed (cumulative)



View 13 Existing



View 13 Proposed (cumulative)

**Commentary:**

The viewpoints above illustrate the impact of the proposed development on the historic core of Donnybrook Village.

Viewpoint 3 above illustrates the impact of the proposed development on the approach to Donnybrook Village from the south. The village is not clearly defined at this point along Donnybrook Road being framed by the existing petrol station on the site and the Energia stadium as noted in the character assessment in section 4 above. The proposed development will nevertheless result in major changes to the site character due to the introduction of a higher and more substantial building at this location. However, the Eglinton Place development is in the process of completion which will introduce a new urban form, context and density of development, which is in already sharp contrast to the surrounding built form. The longitudinal view leading into the city is unaffected and the proposed building has a “gateway” presence at the limit of the historic city boundary as noted above.

Viewpoint 12 above illustrates the impact of the proposed development on the view of the village setting of Donnybrook viewed from the north. Although the building represents a significant change from the established two to three-storey established scale in the village, it is noted that the permitted Eglinton development already

has a visual effect from this viewpoint. The longitudinal view out of the city towards the Stillorgan Road is unaffected and the building has a “gateway” presence at the limit of the historic city boundary as noted previously above. The development site is situated outside the historic urban form of the village as noted above on a site that was not developed until the late 20<sup>th</sup> century. There are limited number of historic structures of significance affected in this viewpoint.

Viewpoint 13 above illustrates that the development is not visible from the north side of the historic oval core of the village.

Mitigation measures in relation to the building design are noted as follows:

- The light coloured brick elevational finish is considered to allow the structure to recede in the viewpoints allowing the typically red brick Victorian structures of the village core to read in the foreground.
- The staggered composition of the block allows for a partial reading of a five-storey parapet height to the lower element of the block which helps to reduce the apparent scale of the building and avoid a monolithic reading of the block.

## Commentary on Impact on St. Mary's Convent house & chapel, The Crescent, Donnybrook, Dublin 4



Reference images within the grounds of St. Mary's Convent house & chapel looking towards development site (proposed development not illustrated)



View 15 Existing



View 15 Proposed (cumulative)

### Commentary:

St. Mary's Convent house & chapel are located to the north-west of the site and feature the former bow-fronted house and chapel structures. As noted in section 2 above, the original grounds of the convent to the east of the chapel have been significantly altered in the late 19<sup>th</sup> century including the re-alignment of the boundary and the construction of the two-storey gatelodge and entrance gates. This forecourt area to the east of the chapel in view 15 above has also been developed in the late 20<sup>th</sup> century with a large day-centre pavilion building and terraced housing.

Viewpoint 15 above illustrates the impact of the proposed development on the entrance setting of the former convent grounds. The building will alter the setting of the entrance gates and gatelodge significantly with a dramatic shift in scale. Nevertheless the vista out towards Donnybrook Road is one that only existed by the late 19<sup>th</sup> century as noted above and was later altered by the enclosing effect of the Energia Stadium and late 20<sup>th</sup> century pastiche residential and other buildings constructed in the forecourt to the east of the chapel building. As such the forecourt and viewpoint are not considered to be highly sensitive.

The proposed development will change the setting however the examples illustrated below demonstrate how historic buildings can maintain significance, prominence and can contribute to high quality urban areas where juxtaposed with modern development and even where the original history context or setting is radically altered or changed.



Fig. 17: examples of how historic buildings can maintain significance, prominence and can contribute to high quality urban areas where juxtaposed with modern development  
 (left) 35 Barrow Street, Dublin 4 in the context of the Bolands Mills development  
 (right) Spencer Place and Salesforce Tower, North Wall, Dublin 1

**Commentary on impacts on other streetscapes within the site context:**

**Eglinton Road**



View 6 (from Eglinton Road) Existing



View 6 (from Eglinton Road) Proposed (cumulative)

**Commentary:**

The development is slightly visible from viewpoint 6 above on Eglinton Road but the impact on the Victorian setting of Eglinton Road is considered not significant with the material selection of the finishes of the building receding into the background and partially screened by trees and vegetation. The Eglinton Road large scale development is already prominent in the right hand side of the view.

**Anglesea Road**



View 10 (from Anglesea Road) Existing



View 10 (from Anglesea Road) Proposed (cumulative)

**Commentary:**

The development is not visible from this viewpoint on Anglesea Road. The Eglinton Road development is already slightly visible in the left hand side of the view.

## Stillorgan Road and Church of the Sacred Heart



View 8 (from Stillorgan Road) Existing



View 8 (from Stillorgan Road) Proposed (cumulative)

### Commentary:

This viewpoint is taken from in front of the Church of the Sacred Heart on the Stillorgan Road and captures the new context and gateway effect of the series of taller permitted developments in the context of the approach to the city from the south.

The development is considered to have negligible effect on the view on approach to the city and the Church of the Sacred Heart, being largely buffered by the recently constructed Eglinton Road and permitted Jefferson House developments. In the context of the cumulative visual impacts of the permitted and constructed developments, the impact of the proposed development is considered not significant and is coherent in terms of the proposed height and urban design strategy in the vicinity of the site.

## 8. Recommendations and Conclusions

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Based on the above assessment, the proposed development and related previous permissions in the vicinity of the site are noted to represent a significant change in scale within the urban context of the site and the wider setting of Donnybrook village including the adjoining grounds of St. Mary's Convent house & chapel as discussed above.

The three related permissions noted above cumulatively create a new urban context within which this application should be considered in terms of height and density at a key approach node to the city located at the edge of the historic city suburbs. This is a key mitigating factor in consideration of the development. The principle of the height and scale of the proposed development has been previously established on the site under ABP-310204-21 and this scale is considered to be in keeping with other permissions in the vicinity including the Eglington Road development ABP-307267-20 also located on the island of lands sited between Donnybrook Road and Brookvale Road.

The site is located separately to the clearly defined historic core of Donnybrook Village on a residual island parcel of land that was not developed until the mid-to-late 20<sup>th</sup> century. In terms of spatial character, the context of the site differs completely to the defined low-rise street frontage of the village core with the site being bounded by open sports grounds to the east and west.

Issues raised by the conservation officer in relation to the impact of the proposed basement and retention of historic public realm surface elements have been addressed above.

It is put forward that in the context of the above, the development will not have a significant negative impact on the special interest of the historic setting of the site and the adjoining historic buildings. As such we recommend that the application is viewed positively by Dublin City Council.



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RIAI Conservation Architect Grade II

5 April 2024

## SITE BOUNDARY KERBS SURVEY

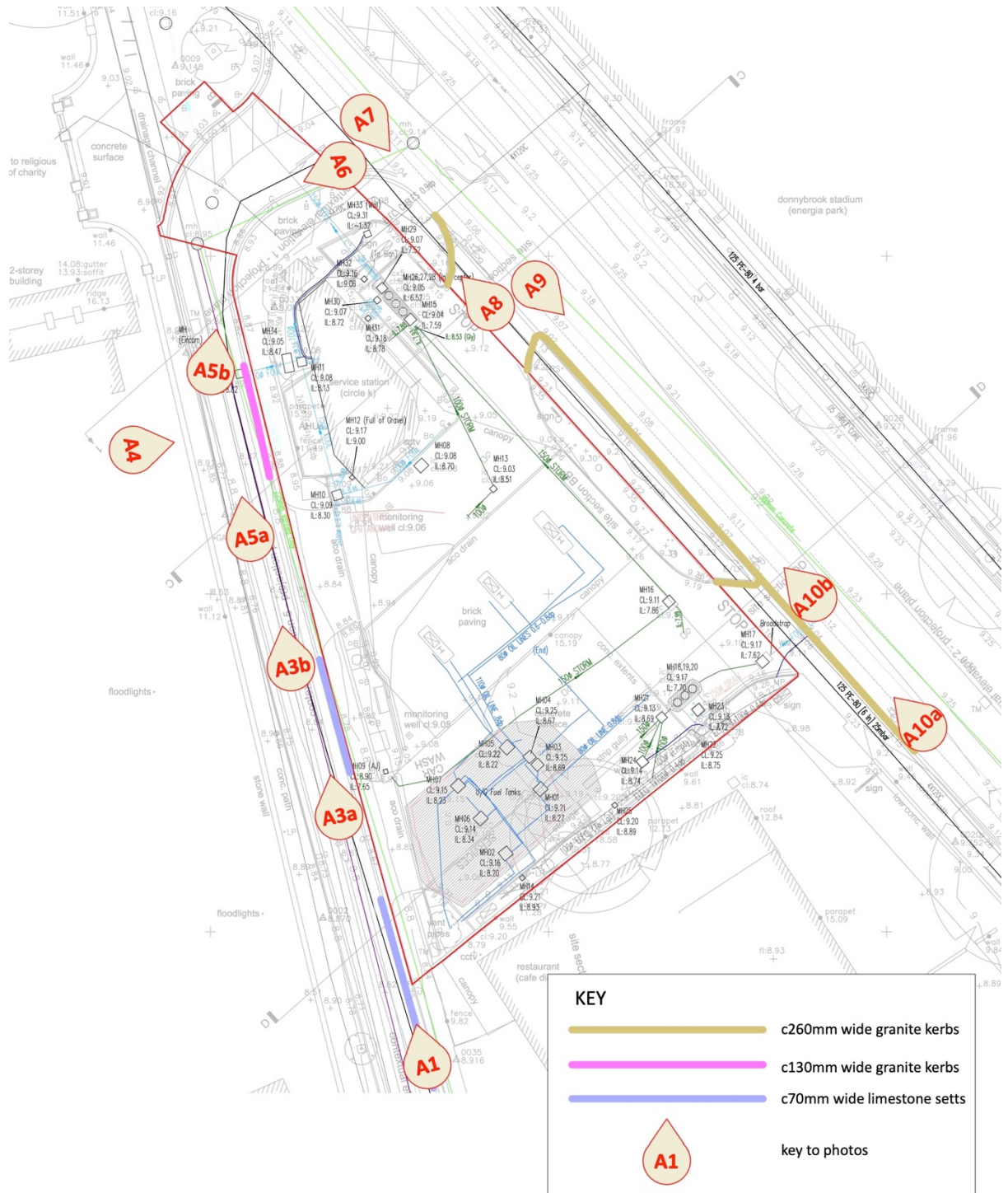




Photo A1: View northwards from Brookvale Road, limestone/calp setts in foreground



Photo A2: Detail of limestone/calp setts to site boundary/kerb edge of Brookvale Road

(date of photos: 21.2.2024)

FERGAL MCGIRL ARCHITECTS



Photo A3a (left) View northwards from Brookvale Road, limestone/calp setts to site boundary/kerb edge  
Photo A3b (right) View northwards from Brookvale Road, concrete apron to site boundary/kerb edge



Photo A4: View of section of granite kerbs along Brookvale Road



Photo A5a (left): View northwards from Brookvale Road, granite edging to site boundary/kerb edge  
Photo A5b (right): View northwards from Brookvale Road, concrete edging to site boundary/kerb edge



Photo A6: View at northern end of site, concrete edging to site boundary/kerb edge



Photo A7: View at NE corner of site, concrete edging to site boundary/kerb edge



Photo A8: View at northern Donnybrook Road site entrance, historic granite kerbs apparently relocated to entrance radius



Photo A9: View at northern Donnybrook Road site entrance, granite kerbs to entrance splay



Photo A10a (left): View at southern Donnybrook Road side, granite kerbs to road edge



Photo A10b (right): View at southern Donnybrook Road site entrance, granite kerbs to entrance splay