



Townscape and Visual Impact Assessment

**Proposed Residential and Mixed Use scheme at Sallynoggin Road/Glenageary Avenue,
Glenageary, Co Dublin**

Prepared on behalf of

Red Rock Glenageary Limited

September 2023 / Project No. 7655


Proposed Residential and Mixed Use Development at Sallynoggin Road/Glenageary Avenue, Glenageary, County Dublin

Townscape and Visual Assessment

Client Name	Red Rock Glenageary Limited
Agent Name	John Fleming Architects
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Quality Assurance

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Disclaimer

All feasible and reasonable attempts have been made to ensure that the information provided by a range of public sector institutions and presented in this report is accurate and up-to-date. Park Hood is not responsible for accidental perpetuation of inaccuracies in these records and any consequent effect on the conclusions in this report.

This report has been prepared by Park Hood with all reasonable skill, care and diligence within the General Terms and Conditions of the Contract with the client.

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1 INTRODUCTION

Statement of Expertise

- 1.1 This assessment has been prepared by Park Hood Chartered Landscape Architects on behalf of Red Rock Glenageary Limited. Park Hood is a Chartered Member of the Irish Landscape Institute and Landscape Institute UK with extensive experience in preparation of Landscape / Townscape and Visual Impact Assessments for large scale projects throughout Ireland and the UK. The primary author is Mark Johnston who is a fully qualified Landscape Architect and Chartered Member of the Landscape Institute (CMLI) with over 20 years' consultancy experience in the profession across Ireland and the UK. He works between the Dublin, London and Belfast offices of Park Hood where there are 21 members of staff including a further ten Chartered Landscape Architects.
- 1.2 All work is undertaken in compliance with the *Landscape Institute's Code of Standards of Conduct and Practice for Landscape Professionals* and checked in accordance with Park Hood's ISO 14001:2015 and ISO 9001:2015.

Proposed Development Summary

- 1.3 This assessment relates to the construction of a large-scale residential development consisting of a new neighbourhood centre to include apartments, commercial and retail units, public plaza, childcare facility and associated residential amenities, on a site of 0.74ha on the southern side of the Glenageary Roundabout, where the R829 Glenageary Road Upper, R118, Glenageary Avenue and the Sallynoggin Road converge.
- 1.4 This report outlines the potential effects of the proposed development on the townscape / landscape character and visual amenity of the Application Site and surrounding area in this part of Dublin.

Guidance Documents

- 1.5 The overall approach and methodology are based on the Guidelines for Landscape and Visual Impact Assessment (3rd Edition) by The Landscape Institute and the Institute of Environmental Management & Assessment (GLVIA).
- 1.6 The European Landscape Convention definition of 'landscape' confirms that it includes the landscapes of villages, towns and cities, i.e. townscapes. So 'Townscape' is defined as the landscape within a built-up area, including the buildings and the relationships between them.
- 1.7 There are a number of published guidance documents including Development Plans, which include planning designations relevant to the Study Area as listed below:-
 - *Project Ireland 2040, National Planning Framework, 2018;*
 - *Dun Laoghaire-Rathdown County Development Plan 2022-2028;*
 - *Urban Development and Building Heights Guidelines for Planning Authorities by Department of Housing, Planning and Local Government (DHPLG) (2018);*
 - *Urban design manual - a best practice guide by the Department of Environment, Heritage and Local Government (2009);*

- *National Landscape Strategy 2015–2025;*
- *Sustainable Urban Housing: Design Standards for New Apartments (December 2022);*
- *Sustainable Residential Development in Urban Areas and the accompanying Urban Design Manual: A Best Practice Guide (2009).*
- *National Inventory of Architectural Heritage* <http://www.buildingsofireland.ie>;
- *ESM Webtool, Environmental Sensitivity Mapping, project funded by the Environmental Protection Agency (EPA) and hosted by the OSI on GeoHive, the State Geospatial DataHub;*
- <https://en.wikipedia.org>;
- *Historic Environment Viewer, <https://maps.archaeology.ie/HistoricEnvironment/>;*
- *Environment Protection maps, <https://qis.epa.ie/EPAMaps/default>;*
- *Archaeological Assessment, IAC, February 2023;*
- *Architectural Heritage Impact Assessment, Molloy & Associates, February 2023.*

- 1.8 The baseline assessment included study of Ordnance Survey Ireland historical mapping and recent aerial photography to assess how this part of Dublin has developed since the 19th century as well as assess calculations of relevant distances and areas.

2 Methodology

Townscape and Visual Effects – Distinctions

2.1 Townscape and Visual effects deriving from a proposed development are assessed separately although the process is similar. The conclusions on level of effect are ultimately an evaluation of the combined effects of both. The distinction between townscape and visual effects can be summarised as follows:-

- *Townscape effects relate to the potential impacts on the physical characteristics or components of the environment which together form the character of this part of the city, including buildings, roads, paths, vegetation and water areas; and*
- *Visual effects relate to potential impact on visual receptors whose views in this part of the city could be changed as a result of this proposal, such as pedestrians, people working in offices, or people in vehicles passing through the area.*

Townscape and Visual Assessment Process

2.2 The process can be summarised as undertaking the following key tasks:

- *Site survey and visits undertaken in January 2023;*
- *Assessing the Baseline Townscape Setting and Conditions;*
- *Evaluation of key components of the proposed Development based on site layouts, plans and elevations prepared by John Fleming Architects and other members of the design team;*
- *Consideration of Mitigation and Enhancement Measures;*
- *Assessment of Townscape / Landscape Effects;*
- *Assessment of Visual Effects; and*
- *Conclusions.*

2.3 The process includes photomontages of the proposed development from 15 no. representative viewpoints, which are presented in a separate stand-alone document accompanying this planning application.

Establishing the Study Area

2.4 The study area includes the application site itself and the wider townscape where the proposed development may have an influence either directly or indirectly. There is no specific guidance on extents of study areas applicable to this type of development in Ireland. In this report the visual assessment is approximately 200m although references to the wider area will be made in relation to landscape character and local and national planning policies. Given the area comprises built townscape, the use of digital Zone of Theoretical Visibility Maps (based on topography) to assess potential viewpoints was considered superfluous as urban views are usually constrained by built environment.

Townscape Character Assessment

2.5 The combination of desk-top analysis and site survey allows judgment to be made on the key elements that contribute to the townscape character and its wider condition, value and sensitivity. Townscape value, quality and sensitivity is affected by factors including; (i) whether the resource is common or rare; (ii) whether it is considered to be of local, regional, national or global importance; (iii) whether there are any statutory or regulatory limitations / requirements relating to the resource; (iv) the quality of the resource; (v) the maturity of the resource, and (vi) the ability of the resource to accommodate changes. The following rating is the basis of this part of the assessment:-

- **Highest Value Townscape** - *Very vulnerable to change. High Sensitivity;*
- **Very Attractive Townscape** - *Some ability to absorb change in some situations without having significant effects. Medium Sensitivity;*
- **Good Townscape** - *Some ability to absorb change in some situations without having significant effects. Medium Sensitivity;*
- **Ordinary Townscape** - *Able to accommodate change without significant effects. Low Sensitivity;*
- **Poor Townscape** - *Damaged landscapes very capable of accommodating change. Very Low Sensitivity.*

2.6 The report considers the magnitude and scale of effects the proposed development would have on existing townscape elements, character areas and resources either directly or indirectly. This is affected by factors including: (i) the physical extent and nature of the key elements that make up the proposal; (ii) the townscape context of these effects and (iii) the time-scale of impact, such as whether it is temporary (short, medium or long term), permanent with reversible potentials, or irreversibly permanent and are rated as follows:-

- **Profound** - *Total loss or major alteration to key elements / features / characteristics of the baseline (i.e., pre-development) townscape or view and /or introduction of elements considered to be totally dominant when set within the attributes of the receiving townscape.*
- **Substantial** - *A prominent change that may be large in scale and / or extent and include the loss of key townscape characteristics or the addition of new features or elements that would potentially change the overall landscape quality and character at a wider scale.*
- **Moderate** - *Partial loss or alteration to one or more key elements / features / characteristics of the baseline (i.e., pre-development) townscape or view and / or introduction of elements that may be prominent but may not necessarily be considered to be substantially uncharacteristic when set within the attributes of the receiving townscape.*
- **Slight** - *Minor loss or alteration to one or more) key elements / features / characteristics of the baseline (i.e., pre-development townscape or view and /or introduction of elements that may not be uncharacteristic when set within the attributes of the receiving townscape.*

- **Negligible** - Very minor loss or alteration to one or more key elements / features / characteristics of the baseline (i.e., pre-development) townscape or view and /or introduction of elements that are not uncharacteristic with the surrounding townscape - approximating the 'no change' situation.

Visual Amenity Assessment

- 2.7 The baseline studies establish the area from which the proposed development may potentially be visible and the different groups of people ("visual receptors") who may experience views or changes to view context. Fifteen representative viewpoints were identified in locations that are publicly accessible near the application site with determination based on known visibility or from locations where there may be significant numbers of visual receptors e.g., users of local parks or residential areas.
- 2.8 Viewer sensitivity ranges from high to low based on the nature of the visual receptor (resident, tourist, commuter etc.) and the visual value or quality attached to a particular view. The visual effects deriving from the proposed development are based on the combined judgement of the anticipated change in nature, visual amenity and duration of the particular view (magnitude) and the nature of the visual receptor (sensitivity) and are rated as follows:-
- **Severe** - A major change or obstruction of a view that may be directly visible, appearing as the dominant and contrasting feature appearing in the foreground.
 - **Substantial** - The proposal forms the focus or an immediately apparent component in the view and will redefine its baseline characteristics.
 - **Moderate** - The proposal is likely to form a readily apparent component within the overall view but the baseline characteristics will continue to prevail.
 - **Slight** - The proposal forms a minor component in the wider view which might be missed by the casual viewer / observer. Awareness of the proposal would not have a marked effect on the overall quality of the view.
 - **Negligible** - The proposal is barely discernible or may be at such a distance that it is very difficult to perceive equating to a no-change situation.

Nature of Townscape and Visual Effects

- 2.9 Townscape / landscape and visual assessment has aspects that can be considered subjective. While magnitude of change to a view can be factually defined, any subsequent objective assessment is based on experience, observation, evidence and informed professional opinion.
- **Positive Effect** - A change that improves the quality of the townscape character and fits very well with the existing townscape character.
 - **Neutral** - A change which does not affect the scale, landform or pattern of the townscape and maintains existing townscape quality.

- **Adverse Effect** - *A change which reduces the quality of the townscape and cannot be fully mitigated.*

3 Baseline Townscape Setting

The Application Site

- 3.1 The Application Site of 0.74ha/1.82 acres is currently undeveloped lands 1.5km south of Dun Laoghaire town centre, in Sallynoggin, a suburban area. The site was formerly occupied by the Deerhunter public house, demolished more than 10 years ago. It lies to the south west of Glenageary Roundabout with frontage to Glenageary Avenue to the north east. The Glenageary Roundabout is a key junction in the area with links to Killiney, Dalkey, Dun Laoghaire and Monkstown and south to the N11 and M50.
- 3.2 The site is devoid of buildings comprising a relatively flat area with managed grass. There is an existing small area of hard standing with a desire line across the site indicating existing pedestrian routes, particularly for the retail and commercial outlets on Sallynoggin Road. To the south is an area of hard standing used as an overspill car park for the Lidl supermarket, which lies to the south west of the site. See Photo 1. A line of trees on the southern boundary borders the Post Delivery Office, which forms a boundary to the south east. A 600mm high dwarf wall boundary runs along Sallynoggin Road and Glenageary Avenue. Green mesh paladin fencing has recently been erected around the site for security purposes.
- 3.3 The only trees and shrubs on the site are in the overspill car park and bordering the south west boundary.

Figure 1: Site Location



Source: GoogleEarth Pro

Local Townscape Character

Photo 1: Pano, north west to north, taken on application site on Lidl overspill car park. Post Delivery Office and Lidl to the left of the photo. Cottages on Sallynoggin Road in the distance beyond the site.



Photo 2: Photo taken on Glenageary Avenue looking south west with the application site adjacent to the Post Delivery Office in the middle distance.



- 3.4 The immediate surroundings of the site are a mix of commercial/light industry/employment and residential land uses. In the block between Sallynoggin Road and Pearse Street to the south west of the site are several district level retail warehousing outlets such as Woodies DIY, Chadwicks, Power City and an Aldi supermarket. To the east of the site between Glenageary Road Upper and Sally Glen

Road is Glenageary Shopping Centre with retail/café outlets including a SPAR grocery, post office, pharmacy and Domino's Pizza. To the south of the site from Pearse Street to Sally Glen Road are several education and community centres including Saint Kevin's Primary School, the Holy Child Community School and Our Lady of Victories church. These continue between Sally Glen Road and Glenageary Road Upper and include Rathdown School and Dalkey School.

- 3.5 To the north east of the site between Glenageary Road Upper and Glenageary Road Lower is St John of God services, which includes Carmona School.
- 3.6 Single storey terraced cottages without front gardens and small back yards, lie opposite the site on Sallynoggin Road and continue along Parnell Street and Sarsfield Street. These are artisan dwellings developed by Dublin Artisans' Dwelling Company (DADC) and built by the council as part of a building programme in the early 20th century. Sallynoggin Villas on the roundabout and continuing along Glenageary Road Upper are two storey terraced houses and are amongst the earliest houses developed. Generally, however, the established residential development is characterised by low density two storey housing in a grid like structure with front and relatively large back gardens.
- 3.7 .3km north west of the application site are the relatively new developments of Honeypark and Cualanor developments, constructed from 2010, on the former Dun Laoghaire golf course, with a mix of apartments and houses along with extensive play areas and parklands open to the public.

Local Amenities, Parklands and Open Spaces

- 3.8 The nearest outdoor park with informal recreation is at the Honeypark and Cualanor developments. Open green areas lying within half a kilometre, include Silchester Park and Sally Glen Park. Slightly further away, but within a kilometre are areas of green space with sports potential at Thomastown Park, Arnold Park, Pearse Park and Sallynoggin Park. There are a number recreation facilities within the area including Monkstown Hockey Club 280m to the south east and Glenageary Lawn Tennis Club.
- 3.9 The late Victorian People's Park, is 1.2km to the north east along Glenageary Road Lower and is adjacent to the promenade seafront at Scotsman's Bay with walks, parks and beaches.

Public Transport

- 3.10 While the site is within a comfortable walking distance of the town centre it is also well connected to public transport with bus and Dart routes nearby. The Glenageary stop on the Dart is within 12 minutes walk or a 5 minute cycle ride. The site is served by 7, 7A, 7D, 45A, 45B, 111 bus routes, which are on Sallynoggin Road and Sally Glen Road. These buses connect to the Stillorgan and City Centre Quality Bus Corridor which runs near the site at Stillorgan Road. This supports the County Development Plan Policy Objective T1 to align land use with the provision of high quality public transport systems.
- 3.11 There is good access to the N11, 2kms and M50 motorway 3.8kms, to the south west of the application site.
- 3.12 The application site is also on a Dunlaoghaire Rathdown Active Improvement Cycle Scheme route, which runs in front of the site on Glenageary Road Upper. This in turn will link to the Monkstown Avenue DLR connector cycle scheme. These schemes aim to upgrade existing cycle routes with segregated two lane cycle paths and planting along with improvements to pedestrian paths and

crossings and will significantly improve cycle and pedestrian connections to the Glenageary Roundabout and the proposed development, reinforcing support for accessible and safe pedestrian and cycle friendly routes as outlined in County Development Plan Policy Objectives T11, T12, T13. This also fulfils the Urban Design Manual high-level aim to “Facilitate walking, cycling and public transport, and minimise the need to use cars.”

Planning and Designations

- 3.13 A series of pre-application meetings and consultations were undertaken with the Planning Department in 2022 and 2023 for the proposals. A large-scale residential development opinion was issued in March 2023, reference PAC-LRD2-001-23. The conclusion under DLR LRD Opinion was that under section 32B of the Planning and Development Act 2000 (as amended) the submitted documents do constitute a reasonable basis on which to make an application for permission for the proposed LRD.
- 3.14 The proposals have been informed by the County Development Plan 2022-2028 along with national and local planning policies and guidance. They also incorporate comments raised by Dunlaoghaire Rathdown Council Council at the pre-planning stage. A comparison of the original layout and design with the current proposals now submitted is fully outlined in the architect’s Design Statement.

Planning History

- 3.15 The site is part of a larger holding, comprising Block A, Block B and Block C. Block C is the Lidl supermarket, subsequently approved and now operational. Relevant submissions are:
- **PA Ref: D14A/0865 (ABP Ref PL.06D.244904)** – approved by An Bord Pleanála 06.10.2015. This development consisted of a retirement home, pharmacy and café/restaurant, medical centre and supermarket. Only the latter, Lidl supermarket (3 storey equivalent), was completed under this permission.
 - **ABP Ref.: 312321-21** – Permission was refused on 25.04.2022 for an SHD of 147 apartments including commercial units, a child care facility and basement car parking.

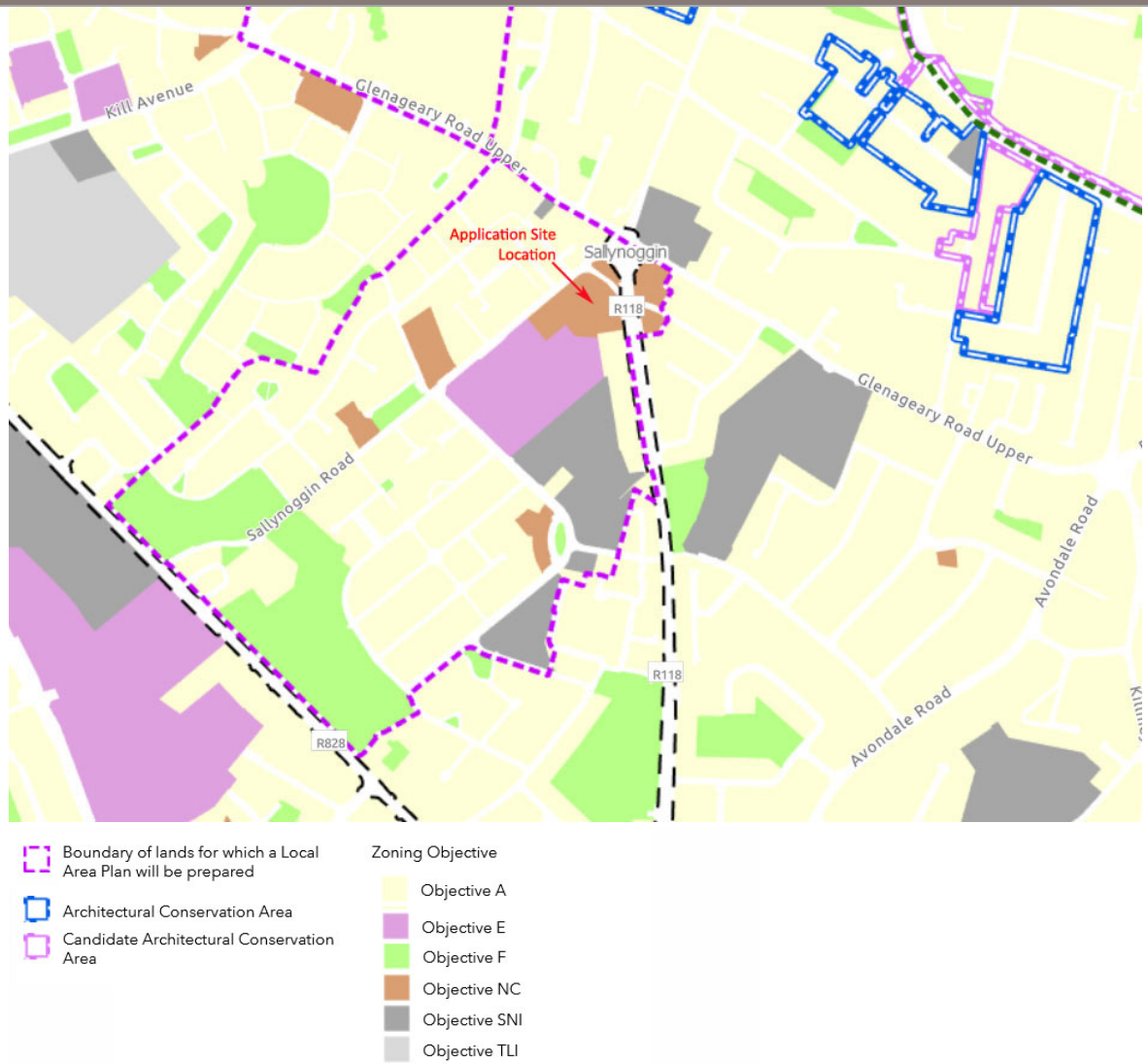
Dun Laoghaire-Rathdown County Development Plan 2022-2028

- 3.16 The Dun Laoghaire-Rathdown County Development Plan (DLRCDP) sets out land use zoning to indicate the development management objectives of the Council. The Application Site is zoned NC, the objective being “*to protect, provide for and or improve mixed-use neighbourhood centre facilities.*” The proposals of residential units and creche, restaurants, cafes and retail units for the application site are listed as those ‘*Permitted in Principle*’. The Lidl supermarket to the west and the Post Delivery Office to the south is included in Zone NC. **See Figure 2.**
- 3.17 **Specific Local Objective 65** states that it is an objective of the council to “Prepare a Local Area Plan for Sallynoggin”. At the time of writing this report this LAP had not been published.
- 3.18 The Application Site is bordered to the south west by Zone E, the objective being “*to provide for economic development and employment.*” This area includes commercial and light industrial depots/warehouses including Woodie’s, Chadwicks and Aldi in the block between Sallynoggin Road and Pearse Street.

- 3.19 To the south east is Zone SNI, the objective being *“To protect, improve and encourage the provision of sustainable neighbourhood infrastructure,”* an irregular plot, which includes a number of schools, the Church of Our Lady of Victories and sports grounds.
- 3.20 The three zones are bordered by residential housing, Objective A, *“To provide residential development and improve residential amenity while protecting the existing residential amenities.”*
- 3.21 Section 13.1.2 in the County Development Plan states that *“it is important to avoid abrupt transitions in scale and use in the boundary areas of adjoining land use zones. In dealing with development proposals in these contiguous transitional zonal areas, it is necessary to avoid developments which would be detrimental to the amenities of the more environmentally sensitive zone. For instance, in zones abutting ‘residential areas’ or abutting residential development within mixed-use zones particular attention must be paid to the use, scale and density of development proposals in order to protect the amenities of these residential properties.”* The Application Site lies opposite single storey terraced housing on Sallynogg Road and, in general, the area is characterised by single and two storey houses. Apart from this the adjacent areas include the R118 and Glenageary Roundabout to the north and east and light industrial/retail and commercial buildings to the south west and south east.

Figure 2: Zoning of application site and environs

Source: Dunlaoghaire Rathdown County Development Plan 2022-2028



- 3.22 *Policy Objective PHP42 Building Design & Height* ensures development complies with the Building Height Strategy for the County as set out in Appendix 5 (consistent with NPO 13 of the NPF). In relation to determination of building heights, Appendix 5 section 1.3.4 favours a combination of area specific guidance with a list of assessment criteria in order to promote a coherent city image and ensure high quality design.
- 3.23 *Appendix 5 Section 4.2.11* notes that Sallynoggin has a forthcoming Local Area Plan, which will provide guidance on building heights. Sallynoggin is considered a suburban area, whereas a Residual Suburban Area has a benchmark for proposals at three to four storeys. As the Local Area Plan for Sallynoggin is not yet issued the proposed development must be assessed in accordance with the performance based

criteria and the onus will be on the applicant to demonstrate compliance with the criteria. *“Within the built-up area of the County increased height can be defined as buildings taller than prevailing building height in the surrounding area. Taller buildings are defined as those that are significantly taller (more than 2 storeys taller) than the prevailing height for the area.”*

- 3.24 *Policy Objective BHS 1 Appendix 5 – Increased Height* notes that it is a policy objective to support consideration of increased heights and also to consider taller buildings *“where appropriate in the Major Town Centre..., the District Centres ... and in suitable areas well served by public transport links (ie within 1000 metre/10 minute walk bank of LUAS stop, DART Stations or Core/Quality Bus Corridor, 500 metre/5 minute walk band of Bus Priority Route) provided that proposals ensure a balance between the reasonable protection of existing amenities and environmental sensitivities, protection of residential amenity and the established character of the area (NPO 35, SPPR 1&3)”*. The Glenageary stop is within 12 minutes walk for a 5 minute cycle ride from the proposed development. The site is served by bus routes on the Sallynoggin Road and Sallyglen Road that connect to the City Centre Quality Bus Corridor.

- 3.25 Table 5.1 lists the criteria that must be satisfied for assessing proposals for increased height:

At County Level:

- *Proposal must respond to its overall natural and built environment and make a positive contribution to the urban neighbourhood and streetscape.*
- *Site must be well served by public transport – ie within 1000m/10min walk bank of LUAS stop, DART stations or Core/Quality Bus Corridor, 500m/5min walk band of Bus Priority Route with high capacity, frequent service and good links to other modes of public transport.*
- *Proposal must successfully integrate into/enhance the character and public realm of the area, having regard to topography, cultural context, setting of key landmarks. In relation to character and public realm the proposal may enclose a street or cross roads or public transport interchange to the benefit of the legibility, appearance or character of the area.*
- *Protected Views and Prospects: Proposals should not adversely affect the skyline or detract from key elements within the view whether in foreground, middle ground or background.*

At District/Neighbourhood/Street Level

- *Proposal must respond to its overall natural and built environment and make a positive contribution to the urban neighbourhood and streetscape.*
- *Proposal should not be monolithic and should avoid long, uninterrupted walls or building in the form of slab blocks.*
- *Proposal must show use of high quality, well considered materials.*
- *Proposals where relevant must enhance urban design context for public spaces and key thoroughfares and marine or river/stream frontage.*
- *Proposal must make a positive contribution to the improvement of legibility through the site or wider urban area. Where the building meets the street, public realm should be improved.*

- *Proposal must positively contribute to the mix of uses and/or building/dwelling typologies available in the area.*
- *Proposal should provide an appropriate level of enclosure of streets or spaces.*
- *Proposal should be of an urban grain that allows meaningful human contact between all levels of buildings and the street or spaces.*
- *Proposal must make a positive contribution to the character and identity of the neighbourhood.*
- *Proposal must respect the form of buildings and landscape around the site's edges and amenity enjoyed by neighbouring properties.*

At site/building scale – appropriate to this report include:

- *Proposal should ensure no significant adverse impact on adjoining properties by way of overlooking overbearing and/or overshadowing.*

3.26 The Architectural Design Statement compiled by John Fleming Architects for Red Rock Glenageary Limited addresses these criteria in detail. This report addresses these criteria in terms of their impact on the landscape and visual aspect of the proposed development in the assessment of the viewpoints, the Design Mitigation and conclusion.

3.27 The *County Development Plan Chapter 3 Climate Action, Policy Objective CA18 Urban Greening* notes that “significant developments should include urban greening as a fundamental element of the site and building design incorporating measures such as high quality biodiverse landscaping (including tree planting), nature based solutions to SUDS and providing attractive routes and facilities for the pedestrian and cyclist (consistent with the RPO 7.6, 7.22, 7.23, 9.10 of the RSES)”. *Policy Objective EI6* ensures that all development proposals incorporate Sustainable Drainage Systems.

The proposed development will incorporate SUDS features to provide a sustainable drainage strategy for existing and proposed hard surface areas, while also providing a buffer between pedestrians and vehicular areas, particularly along Sallynoggin Road. The roof terrace linking the two buildings will be planted and the roof and podium areas of all the apartment blocks will be a combination of permeable hard landscape materials, planting areas and sedum/wildflower green roof treatments.

3.28 The *County Development Plan Chapter 7 Towns, Villages and Retail Development* places an emphasis on the multi-functional role of village/town centres to provide a wide range of services to reduce the need to travel. There is also an increased emphasis on placemaking – enhanced public realm, including improved accessibility for sustainable transport modes.

While the main use of the development is residential, this is confined to the upper floors with the ground floor incorporating a restaurant and café, a creche with open space, a gym and activity space, co-working space and a number of retail spaces, including a landscaped space for artisan market opportunities.

- 3.29 *Policy Objective GIB29 Nature Based Solutions Chapter 8* supports a Green Infrastructure and ecosystems services approach including landscaping, SUDS, creating permeable green areas and green roofs.

All the rooves and podium areas of the blocks will be a combination of permeable hard landscape materials, planting areas and sedum/wildflower green roof treatments. In addition, renewable energy in the form solar panels is to be installed on the 6th storey of Block B.

The soft landscaping incorporates tree and shrub planting to soften areas of hard landscaping, creates a variety of spaces and increase biodiversity on the proposed development. The roof terrace linking Block A and Block B will be a residential amenity space with planting.

Key Views and Prospects

- 3.30 The application site is not within the boundaries or sightlines of any significant views or prospects. It lies in the south west corner of Glenageary Roundabout a major roundabout and road system and key junction in the area with links to Killiney, Dalkey, Dun Laoghaire and Monkstown and south to the N11 and M50. The land is relatively flat in the wider area with low lying residential areas and commercial/retail/light industrial complexes of approximately 3 storeys. Whilst there are very narrow glimpses of Fairy Castle in the far distance to the south west of the site these are unlikely to be perceived by receptors.

National Inventory of Architectural Heritage

- 3.31 The National Inventory of Architectural Heritage (NIAH) does not identify any sites or monuments on the Application Site and the closest heritage assets registered on the NIAH are approximately 950m to 1km to the north west and north east.

Environmental Protection Agency

- 3.32 Maps available from the Environmental Protection Agency (EPA) do not indicate protected landscapes, environmental or ecology areas on or close to the Application Site.

National Planning Framework

- 3.33 The first of the 10 National Planning Framework objectives seeks to achieve compact urban growth, focusing on reusing previously developed 'brownfield' land, building up infill sites and either reusing or redeveloping existing sites and buildings, in well serviced urban locations, particularly those served by good public transport and supporting services, including employment opportunities. Section 2.6 outlines the advantages: *"It can bring new life and footfall, contribute to the viability of services, shops and public transport, increase housing supply and enable more people to be closer to employment and recreational opportunities, as well as to walk or cycle more and use the car less. Along with transport demand, higher densities and shorter travel distances will also reduce energy demand and use."*

Urban Development and Building Height Guidelines for Planning Authorities (2018)

- 3.34 Section 3.4 relates to the suburban/edge locations (city and town) and notes *"Development should include an effective mix of 2, 3, and 4-storey development which integrates well into existing and historical neighbourhoods and 4 storeys or more can be accommodated alongside existing larger*

buildings, trees and parkland, river/sea frontage or wider streets". SPPR 4 notes that planning authorities must secure "a greater mix of building heights and typologies in planning for the future development of suburban locations; and avoid mono-type building typologies (eg two storey or own-door houses only), particularly, but not exclusively so in any one development of 100 units or more." The application site is located adjacent to a key junction linking to the administrative centre and coastal town of Dun Laoghaire Rathdown and coastal areas of Monkstown, Dalkey and Killiney.

Local Townscape History

- 3.35 Development in Glenageary in recent years has mainly been to the west of the site on the old Dun Laoghaire Golf Club lands now known as Honey Park and Culanor, which have mixed developments of apartments and houses. Much of the area consists of former local authority housing built between the late 1940s and the mid-1950s by Dun Laoghaire Borough Corporation.
- 3.36 The name Sallynoggin, is an English derivation, relating to the 'sally noggins' or old timber-frame houses that were known to be situated there.
- 3.37 Dun Laoghaire was a small village supporting a small fishing community. Problems with frequent shipwrecks and nowhere for shelter around Dublin Bay came to a head with the loss of Rochdale and Prince of Wales and in the early 19th century Dun Laoghaire became an asylum harbour and by 1842 Kingston Harbour, as it was named, was the largest man-made harbour in Western Europe. It was renamed Dun Laoghaire Harbour in 1924. This development of the harbour along with that of the railway between Dublin and Kingstown and the pier in 1859, prompted a period of construction speculation in the area with the expansion of the existing small settlement into a residential location, a seaside resort, the terminus of Ireland's first railway and the administrative centre of the county of Dun Laoghaire-Rathdown. Today, it maintains its ferry terminal as well as the largest marine in the country.

4 Proposed Development

4.1 The proposed development will consist of a new neighbourhood centre to include apartments, commercial and retail units, public plaza, childcare facility and all associated residential amenity spaces. It includes:

- a) *Construction of 138 no. residential apartment units (37 no. 1-bedroom units, 68 no. 2-bedroom (4 person units), 6 no. 2-bedroom (3 person units) and 27 no. 3-bedroom units) in 2 no. interlinked blocks at third to fifth floor level (ranging in height from four to seven storeys over basement level) consisting of:*
 - i. *Block A (5-6 storeys) comprising 41 no. apartments (8 no. 1-bedroom units, 17 no. 2-bedroom (4 person) units, 2 no. 2-bedroom (3 person) units and 14 no. 3-bedroom units).*
 - ii. *Block B (4-7 storeys) containing 97 no. apartments (29 no. 1-bedroom units, 51 no. 2-bedroom (4 person) units, 4 no. 2-bedroom (3 person) units and 13 no. 3-bedroom units).*
- *Each residential unit has associated private open space in the form of a balcony/terrace.*
- b) *Residential amenity areas of approx. 342 sqm are proposed in the form of resident support services, concierge services, co-working space, social/activity spaces and gym at the ground floor level of Blocks A and B.*
- c) *Open Space (approx. 2,806.6 sqm) is proposed in the form of (a) public open space (c. 1,848.4 sqm) in the form of a public plaza accommodating outdoor seating, planting, pedestrian footpaths and cyclist links and (b) residential/communal open space (approx. 958.2 sqm) including c. 750.6 sqm at surface level (incl. playground), roof terrace at fifth floor level of link between Blocks A and Block B (c. 151 sqm) and roof terrace (c. 56.6 sqm) at fifth floor level of Block B. 1.8 m opaque screens are proposed around both roof gardens.*
- d) *Commercial and retail uses at ground floor level of Blocks A and B (c. 996 sqm) to include (a) 2 no. restaurants (c. 267 sqm and 295 sqm) in Block A, (b) a retail – clothing unit (c. 142 sqm), (c) retail - florist unit (c. 66 sqm), (d) retail - pharmacy unit (c. 126 sqm) and (e) hairdresser unit (c. 100 sqm) all in Block B.*
- e) *Childcare facility (c. 263 sqm) with dedicated open space and children's play area (c. 39.5 sqm) at ground floor level of Block B.*
- f) *Basement areas (total approx. 3,411 sqm) are proposed on one level and include car and bicycle parking areas, waste management and plant areas. An ESB substation (approx. 31.7 sqm) is proposed at surface level at the top of the basement ramp accessed off Glenageary Avenue. Commercial bin stores (c. 47.9 sqm) are proposed to be located at ground floor level of both Blocks A and B.*
- g) *A total of 80 no. car parking spaces at basement level are proposed to include 3 no. accessible parking spaces, 2 no. GoCar spaces and 17 no. EV charging spaces. 5 no. motorcycle parking spaces are also proposed at basement level.*

- h) A set down area/loading bay is proposed at surface level at Sallynoggin Road and 2 no. set down areas/loading bays including 1 no. accessible car parking space are proposed at surface level at Glenageary Avenue.*
- i) A total of 310 no. bicycle parking spaces to include 254 no. bicycle parking spaces at basement level including 10 no. cargo bicycle spaces and 56 no. bicycle parking spaces including 16 no. cargo bicycle spaces at surface level.*
- j) The development shall be served via a new vehicular access point to the basement level from Glenageary Avenue. New pedestrian and cyclist access points will be provided onto Sallynoggin Road and Glenageary Avenue from the site.*
- k) Removal of existing cycle path and footpath and dropped kerb pedestrian crossing at Glenageary Avenue to be reinstated by soft landscaping and replaced by a new shared cyclist and pedestrian raised table crossing point located on Glenageary Avenue linking to the existing signalised crossing on the R118. Existing 1.2 m pedestrian crossing on Glenageary Avenue to be widened to 2 m.*
- l) Emergency services/servicing access is proposed from Sallynoggin Road and Glenageary Avenue.*
- m) All associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposal; permeable paving; all landscaping works; green roofs; roof plant room and general plant areas; photovoltaic panels; landscaped boundary treatment; footpaths; public lighting; and electrical services.*

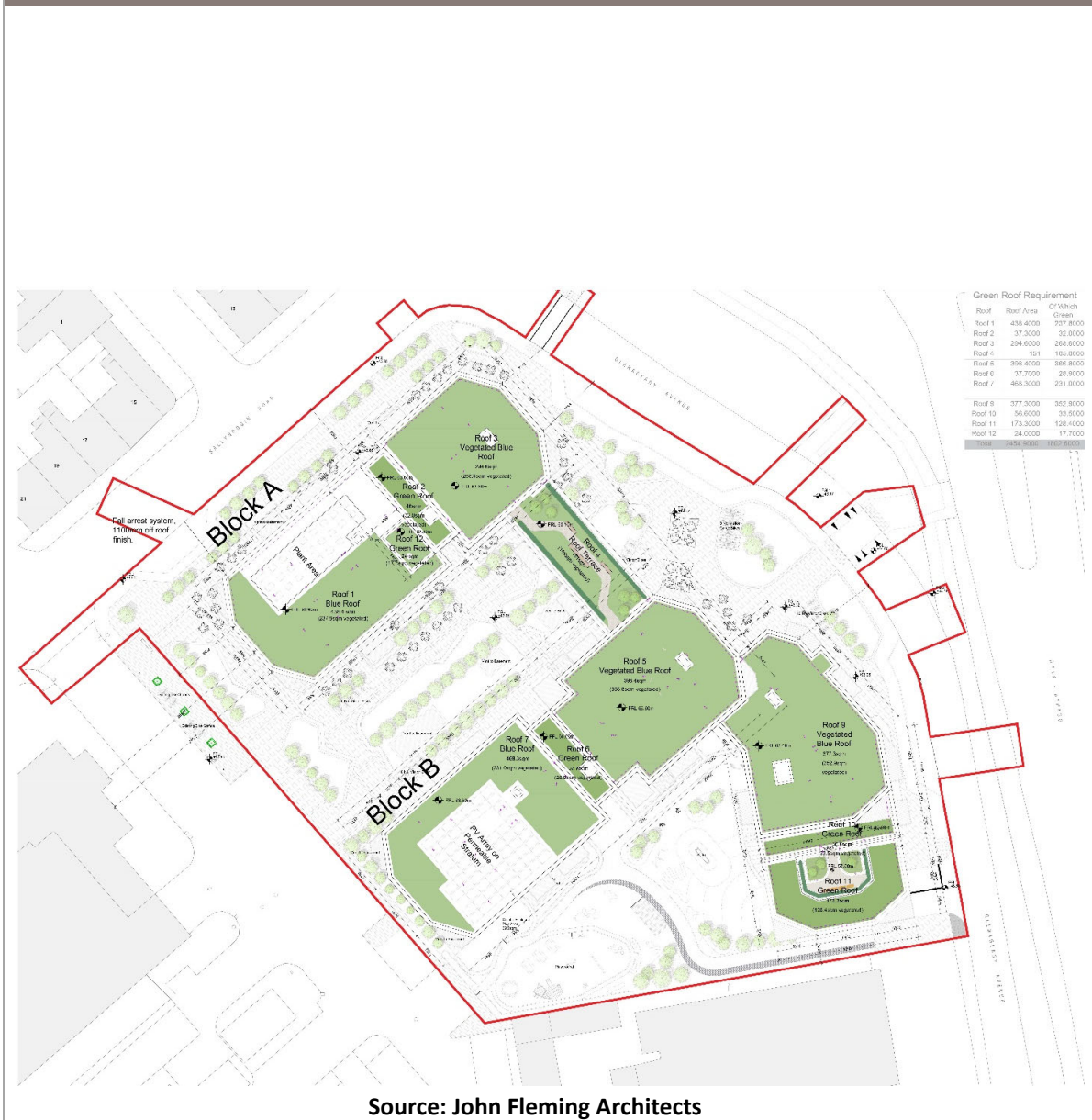
Figure 3: CGI of the proposed development



Source: 3D Design Bureau

Design Mitigation

Figure 4: Proposed Landscape Plan



- 4.2 There are 5-6 storeys in Block A and 4-7 storeys in Block B. A three storey bridge spans the 3rd/4th/5th floors of Block A and Block B and is the portal through to the plaza. The apartment buildings are set

back from the existing road to provide open space and are also stepped up towards the centre of the site to reduce the impact of the taller buildings on existing neighbours.

- 4.3 The roof terrace linking the two buildings will be planted and the roof and podium areas of all the apartment blocks will be a combination of permeable hard landscape materials, planting areas and sedum/wildflower green roof treatments. This is intended to soften areas of hard landscaping, create a variety of spaces and increase biodiversity on the proposed development. The roof terrace linking Block A and Block B will be resident's communal space with planting and seating. In addition, renewable energy in the form solar panels is to be installed on the 6th storey of Block B.

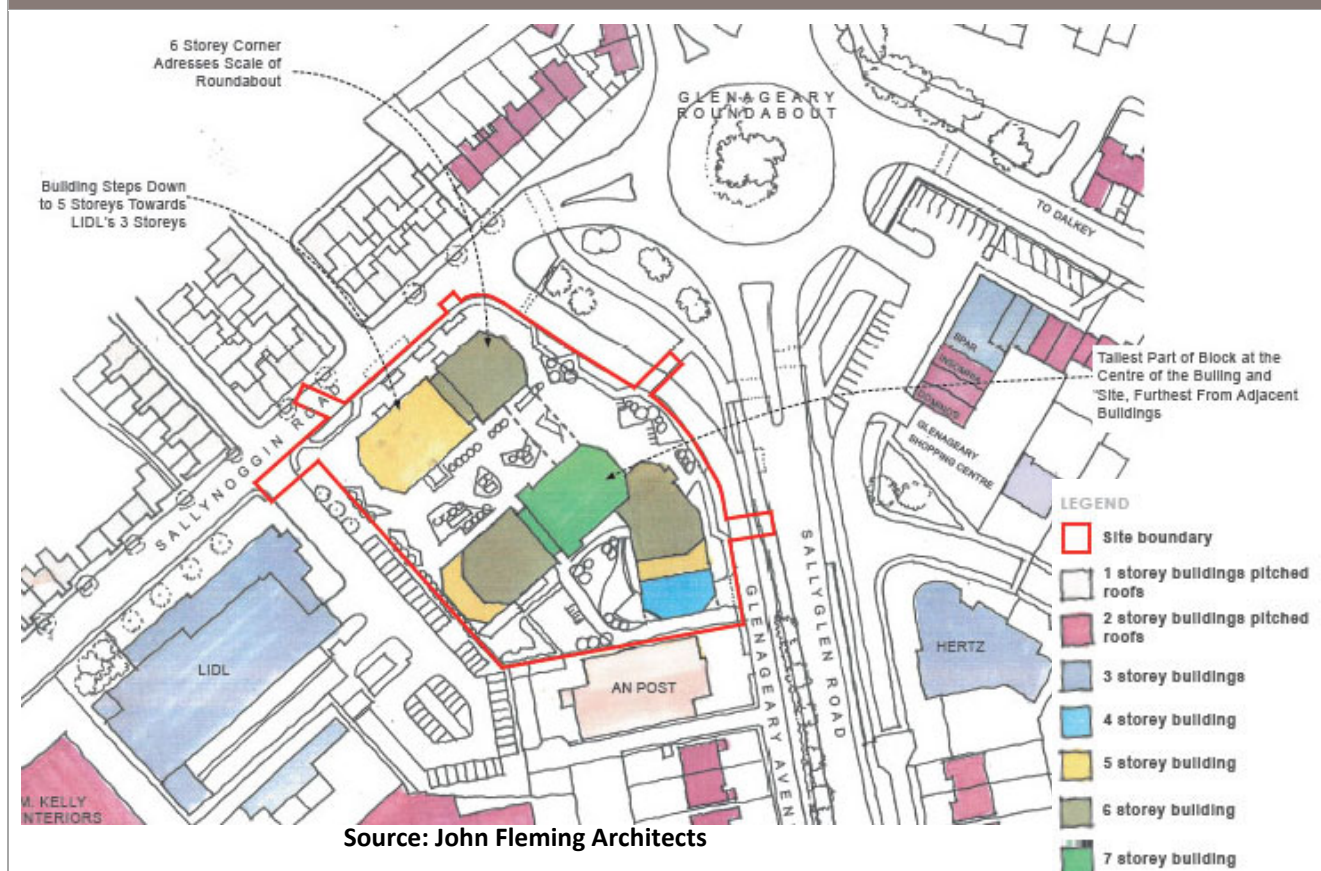
Relationship with adjacent lands

- 4.4 The layout links to existing movement routes and the places people will want to get to. There are pedestrian and cycle routes in and out of the site plus good proximity to public transport. (02 Criteria indicator, Urban Design Manual).
- 4.5 The new plaza is located on the current desire line, which lies between the existing local neighbourhood and the shopping area. The plaza is the gateway to the development and creates a distinctive new public space with a setting that it is accessible to all and will help promote a sense of place and community. (06 Criteria indicator, Urban Design Manual). (Section 03 Urban Design Manual).
- 4.6 There is a variety of uses in the proposed scheme and the shops, cafes and services complement those in the neighbourhood. They are based on the ground floor presenting an active street frontage along perimeter roads, that are well connected, not just for the residents but also for the surrounding community. (04, 07 Criteria indicator, Urban Design Manual).
- 4.7 The public open space on Glenageary Avenue with high quality public realm bordered by shops is opposite the Glenageary roundabout, creating a landmark element and memorable place. The entrance plaza with outside seating will encourage people to walk into the development and explore the outlets and landscaped seating area. The entire ground floor of Block A is used for restaurant and café facilities facing Glenageary Avenue and Sallynoggin Road. (08 Criteria indicator, Urban Design Manual)
- 4.8 The materiality of the development takes into account that in the locality, particularly the existing houses on Sallynoggin Road and Glenageary Roundabout.
- 4.9 The open space and landscape areas vary in design, size and character, each responding to the different locations. The private communal open space includes a creche play area and amenity space for residents and is located to the south of the development adjacent to the Post Delivery Office and car parking and is screened by fencing and tall planting.
- 4.10 The amenity areas, restaurants, café, retail and creche provide extensive active frontage not only help to animate the space but also provide passive surveillance.

Building heights and massing

- 4.11 The tallest part of the proposed development is one building in Block B at 7 storeys and this is located to the centre of the site, furthest away from residential and commercial buildings that lie in close proximity. The stepping down of building heights towards the edge of the development achieves visual layering and a dynamic skyline. See **Figure 5**.
- 4.12 The eastern end of Block A is 6 storeys for a short distance, approximately 18m, to address the width, strategic importance and public transport facilities of this major roundabout and road system, and then reduces to five storeys to the west of Sallynoggin Road to address Lidl's 3 storeys. The terraced cottages on the opposite side of the Sallynoggin Road are single storey and approximately 22m away from Block A of the proposed development. The restaurant on the ground floor with street planting will enclose the development and create an active street scene along Sallynoggin Road with the potential to become an attractive urban corridor enclosed by taller buildings of high quality.

Figure 5: Design and layout with heights of buildings



- 4.13 The combination of soft landscaping enclosing the development, the gaps in the building line to allow views through to the plaza, the layering of heights and density and variety of activity, creates a successful urban place.

5 TOWNSCAPE AND VISUAL ASSESSMENT

Introduction

- 5.1 The aim of this report is to objectively and professionally assess how the proposed development affects the townscape and visual amenity of the application site and the wider environment. The terminology is based those used in the *Guidelines for Landscape and Visual Impact Assessment 3rd Edition (2013)*.
- 5.2 The key consideration in this project is the magnitude and level of effect based on comparing the scale and shape of the proposed development against the existing setting, visual quality and sensitivity of the application site. Particular regard is given to the proposal's mass and height. A further consideration is the people who live in close proximity and those that pass by and who may feel that the visual and townscape quality could be affected by this proposal.

Landscape character assessment

- 5.3 The level of landscape effects is determined by assessing the sensitivity of the landscape resource and the magnitude of the effect (both physical and perceptual).
- 5.4 The sensitivity of the landscape resource is determined by a combination of the landscape value and the ability of the landscape receptor to accommodate the proposed development without undue consequences for the maintenance of the baseline.
- 5.5 Table 1 summarises the components affecting the landscape value of the application site and wider study area.

Table 1

Factors Affecting Landscape Value		
Factors	Comment	Landscape Value
Landscape Quality/Condition	The application site has been vacant for approximately 10 years, with no distinctive or notable landscape features comprising a desire line indicating existing pedestrian routes and hard standing used as an overspill car park for the Lidl supermarket adjacent. A line of trees on the southern boundary borders the Post Delivery Office.	Low
Scenic Quality	The application site lies in the south west corner of Glenageary Roundabout a major roundabout and road system and key junction in the area with links to Killiney, Dalkey, Dun Laoghaire and Monkstown. The land is relatively flat in the wider area with views across low lying residential areas and commercial/retail/light industrial complexes of approximately 4 storeys. There are very narrow glimpses of Fairy Castle in the far distance to the south west of the site.	Low
Rarity	The site is devoid of heritage and natural rare assets.	Low

Factors Affecting Landscape Value		
Factors	Comment	Landscape Value
Representativeness	The application site lies in an area with a mix of commercial/light industrial/employment and residential land uses.	Low
Conservation Interests	The site does not contain any conservation interests.	Low
Recreational value	The site is used as a thoroughfare for local residents to access the shopping areas. It has no recreational value.	Low
Perceptual aspects	The perception is of a vacant, unused area of land.	Low
Overall Landscape Value		Low

- 5.6 Table 2 summarises factors affecting the ability of the application site and wider area to accommodate the proposals without affecting the townscape character.

Table 2

Factors affecting the ability of the application site and wider area to accommodate the proposed development	
Factors	Comment
Land cover	
Existing residential development	The most sensitive area is the existing single storey terraced cottages on Sallynoggin Road, which lie opposite the 5 and 6 storeys of Block A of the proposed development. These properties are low lying with no front gardens, their front door opening on to the pavement. The cottages further west between Parnell Street and Sarsfield Street will be less affected as Block A steps down to 5 storeys. The properties further east on Sallynoggin Road, opposite the slip road to the west of Glenageary roundabout are set further back with relatively long front gardens and lie beyond the Proposed Development, so will be less affected by the proposals.
Existing trees, hedgerows and shrubs	There is an area of green space between the application site and the roundabout with a pedestrian path to give pedestrians a route across the roundabout. This area has a small number of trees. The majority of the housing in the area has back gardens with planting and hedgerows. The block of commercial/light industry/retail to the south of the site is devoid of trees and the education establishments have green space for sport and recreational facilities.
Adjacent Urban Settlement	

Factors affecting the ability of the application site and wider area to accommodate the proposed development	
Factors	Comment
Nature of existing urban edge	Small commercial/retail/light industry with low lying warehouses, educational establishments, churches and indoor and outdoor sports/recreation facilities are dispersed in between and around the Sallynoggin suburban area, which is largely a low density residential area.
Settlement pattern	The residential area is characterised by low density, mainly 2 storey housing in a grid like structure with front and relatively large back gardens. New mixed use housing developments, such as Honey Park and Cualanor, incorporate both public and private open space and are becoming more prevalent within the urban and suburban area.
Settlement edge	The settlement edge is defined by a network of regional roads with small commercial/retail/light industry with low lying warehouses, hospitality outlets, educational establishments, churches and indoor and outdoor sports/recreation facilities.

- 5.7 It is considered that the application site has **low** landscape value and sensitivity and is set within an ordinary townscape that is severed by broad and busy regional roads that emanate from the junction of Glenageary roundabout. The character of the area is a mix of low density two-storey residential housing, small commercial/retail/hospitality outlets, churches and educational and community institutions.
- 5.8 Sallynoggin lacks a distinctive identity, partly due to the lack of variety in the residential mix. The relatively recent developments at Honey Park and Cualanor have introduced sustainable residential development which has included building heights up to 7 storeys and is cited positively in various chapters of the County Development Plan including Chapter 4, Neighbourhood – People, Homes and Places.

Site Preparation and Construction Works

- 5.9 The construction operations are likely to take approximately 30 months. During construction, potentially negative temporary/short term landscape and visual impacts over and above the existing conditions are likely as a result of the following:

Table 3

Construction works			
Construction operations	Extent	Duration of construction works	Level of effect
Site establishment: Hoardings on site perimeter, storage and compound areas, welfare facilities, security and safety lighting	Local – greatest impact on residents opposite on Sallnoggin Road and customers/staff at Lidl and Post Delivery Office.	Short term	Moderate
Site strip: Removal of grass, vegetation, low walls and existing hard surfaces.	Local – low level work, which will be largely screened by hoardings and/or existing walls.	Short term	Moderate
Site access and haulage routes.	Local – the terraced housing opposite the site on Sallynoggin Road and adjacent to the site will experience disturbance, dust and noise. Construction traffic is likely to use Sally Glen Road, which is a regional road so traffic delays are unlikely. Site traffic will cause some disturbance to nos 108 and 111 Glenageary Avenue as they are in close proximity to the application site.	Medium term	Moderate
Excavation of new foundations.	Local – Screened by hoardings. Disturbance, noise, dust	Short term	Moderate
Fixed construction plant, including cranes, scaffolding and gantries.	Local - These will stand higher than the site hoarding and surrounding buildings so will change the local landscape character of the mainly low rise residential and commercial area.	Medium term	Moderate
Construction of building.	As construction of higher floors commences, there will be more visual exposure from the local	Medium term	Moderate

Construction works			
Construction operations	Extent	Duration of construction works	Level of effect
	townscape, particularly from Sallynoggin Road, Lidl and the Post Delivery Office.		
Hard and soft landscape works.	Local – visible on 3 rd and 5 th floors and at surface level.	Short term	Slight
Roadworks and infrastructure.	Local – possible traffic delays on Glenageary Avenue, Sallynoggin Road during deliveries.	Short term	Slight/Moderate

- 5.10 Construction works will be temporary and short term. Mitigation includes standard construction management plans in accordance with the local authority guidance, which minimises visual disturbance associated with movement on the site and construction lighting. Temporary screening along the boundaries consisting of visually impermeable fabric or hoarding board, for the full duration of construction. Deliveries will be timed outside of peak hours, scaffolding fully sheeted, pollution prevention measures and control of disturbance including dust, mud, noise and lighting.

Construction phase

- 5.11 The application site lies in the south west corner of Glenageary Roundabout, a major roundabout and road system and key junction in the area with links to Killiney, Dalkey, Dun Laoghaire and Monkstown and south to the N11 and M50. The area has a mix of retail/commercial and small industrial outlets, which tend to lie in closer proximity to the roundabout.
- 5.12 The landscape impacts will be local with the greatest impact on Sallynoggin Road where the residential development is adjacent to the application site. Site establishment will be screened by hoardings and residents on Sallynoggin Road will experience **moderate** effects. The fixed construction plant including cranes, will stand higher than the site hoarding and surrounding buildings so will change the local landscape character of the mainly low rise, low density suburban area. However, once the main building structures are completed the character of the site's landscape will begin to change. Construction activities will move to the building interiors resulting in less disturbance. The road works, hard and soft landscaping, and removal of the compound areas and hoardings will have a **moderate short term** impact, which will be compensated for by the positive impact of the proposed development.

Sallynoggin Road

- 5.13 The 10 residents at nos 1a to to 21 Sallynoggin Road opposite the proposed development will experience the greatest impact from the construction activities. The hoarding will screen the initial

construction activities but as the construction of higher floors commences, there will be a greater degree of exposure which will have **substantial** effects. Viewpoints 4, 13, 5.

- 5.14 The housing further south on Sallynoggin Road lies opposite Lidl, Woodie's and Aldi and their respective car parks and will experience **moderate** effects during construction works. Viewpoints 1, 2.
- 5.15 Nos 15 to 19 Sallynoggin Villas are set back from the roundabout with front gardens and lie at an oblique angle to the application site. They will experience **moderate** effects during construction works. Nos 13 and 14 Sallynoggin Villas on the roundabout are at an oblique angle to the proposed development and will experience **moderate/slight** effects during construction works. Viewpoint 6.
- 5.16 The customers and staff at Lidl and the Post Delivery Office will experience **slight/moderate** effects as they are adjacent to the construction works. Viewpoint 11. The other commercial/light industrial and retail outlets between Sallynoggin Road and Sally Glen Road will experience **negligible/slight** effects.
- 5.17 The single storey terraces on Sarsfield Street, Emmet Street and Parnell Street will experience slight effects during construction, as they will largely be screened by the existing housing. (Viewpoints 3, 12)

Glenageary Road Upper

- 5.18 Nos 1 to 12 Sallynoggin Villas on Glenageary Road Upper will experience **slight** effects. They have long rear gardens and are screened by the housing on Sallynoggin Road and Emmet Street. On the opposite side of Glenageary Road Upper the housing off The Lodge and Greythorn Park is well screened with mature vegetation and will experience **slight** effects. Viewpoint 7.
- 5.19 The area to the north east of the roundabout including the Saint John of God Church and Carmona School, also has a measure of distance from the application site plus a major roundabout and will experience **slight** effects during the construction phase. See Viewpoint 8.

Glenageary Avenue

- 5.20 Nos 108 to 111 Glenageary Avenue are in close proximity to the Post Delivery Office and will experience **slight/moderate** effects from the construction works. The housing on the eastern side of Sally Glen Road is well screened with hedgerows and mature trees and will experience **slight** effects nearer the application site but negligible effects further south. Sally Glen Road lies between the application site and the Glenageary Shopping Centre, and Hertz Car Sales so there is some measure of distance and less sensitivity due to the major road system and the fact that the customers and staff are not occupying the buildings on a permanent basis. See Viewpoints 10, 14, 15.

Townscape Effects (on completion)

Townscape: Application Site

- 5.21 Any assessment must be measured against the current situation on site, which is a grassed area set between a large roundabout and small retail/commercial outlets. There are no distinctive or notable built or natural features on the site. The key part of the assessment therefore relates to the scale and nature of the proposed development.
- 5.22 The proposed development will result in major changes to the site character due to the introduction of higher and more substantial buildings that will occupy much of the site and will completely alter the

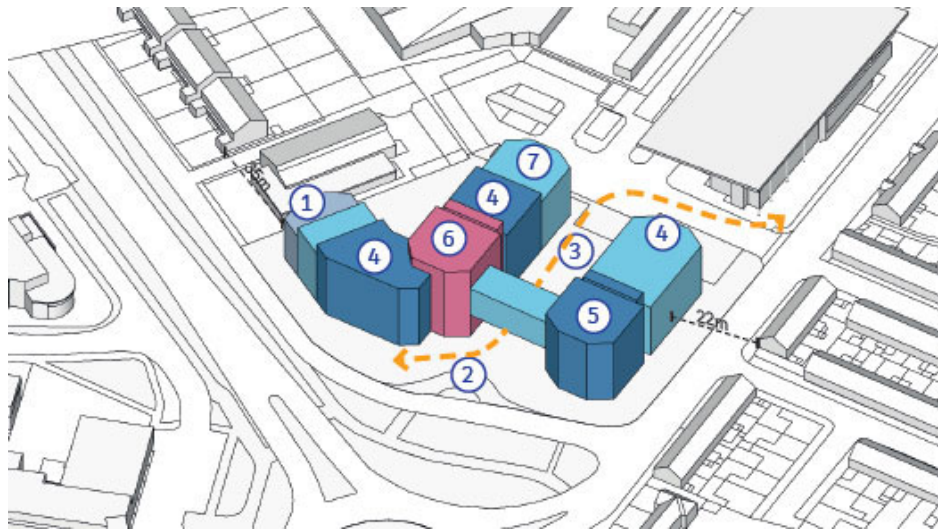
baseline setting once operational and completed. While the proposed development introduces a style, mass and density of development, which is in sharp contrast to the surrounding built form, it has the effect of increasing the interest, vitality and vibrancy of the area.

- 5.23 The proposed development will have a profound effect on the application site, categorised as being of high magnitude but this is not something that is adverse in townscape/landscape character terms. The proposals will introduce a modern contemporary building that will utilise this strategic site more effectively in townscape terms, than is currently the case and create a new urban character with improved public realm and a wider range of services/restaurants/bars and cafes than currently available locally for the community.

Sallynoggin Road and Local Townscape

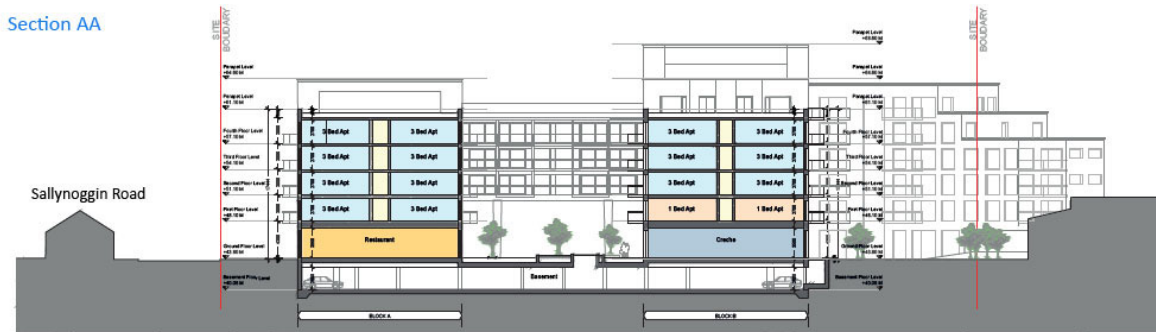
- 5.24 Appendix 5 of the DLR Development Plan defines taller building as those 2 storeys taller than the prevailing height in the area. The tallest part of the proposed development is one building located to the centre of Block B at 7 storeys. This is furthest away from neighbouring residential and commercial buildings. The stepping down of building heights towards the edge of the development achieves visual layering and a dynamic skyline.
- 5.25 Block A of the proposed development lies across the road to the one storey terraced cottages on Sallynoggin Road and is 6 storeys for approximately 18m to address the roundabout and steps down to 5 storeys to address Lidl's 3 storeys. The proposed development is between 4 and 5 storeys taller than the single storey residential properties although the distance from Block A to the front door of the single storey cottages opposite is 22m, which has the effect of lessening the impact of this height difference. See **Figure 5, Figure 6 and Figure 7**.
- 5.26 Policy Objective BHS 1 does support consideration of taller buildings, which are in close proximity to public transport links, as in the case of the proposed development and the proposals do address the major roundabout and road system as indicated in the viewpoints.
- 5.27 The existing Sallynoggin townscape has a density of built form that ensures that the majority of areas in this part of the city will experience negligible or no effects due to the proposed development. There will be no effects to any designated historic sites/environments at a local or city wide level.
- 5.28 In isolation, the proposal will result in a distinctive new and major development that will add to this area's sense of place and a major addition to the local townscape.

Figure 6: Height Strategy



Source: John Fleming Architects

Figure 7: Sections of Blocks A and B



Source: John Fleming Architects

Dún Laoghaire-Rathdown / Dublin City

- 5.29 In citywide terms, it is notable that the National Planning Framework advises increased density, scale and height of development in town and city cores. As noted above there are fairly recently examples of similar scale buildings at Honey Park and and Cualanor under a kilometre to the north west of the application site.
- 5.30 The proposals introduce a composition and form of buildings which are very different from the existing housing and buildings, however, to achieve compact growth in a suburban area, substantial change is to be anticipated. As stated in the Foreword to Urban Development and Building Heights 2018, “Our

cities and our towns must grow upwards, not just outwards, if we are to meet the many challenges ahead. Constant expansion of low-density suburban development around our cities and towns cannot continue. The increased level and cost of infrastructure it generates, the energy intensive transport systems need to feed it and the loss of prime green land which, once developed is irreplaceable. There is an opportunity for our cities and our towns to be developed differently. Our urban centres could have much better use of land facilitating well located and taller buildings, meeting the highest architectural and planning standards.”

- 5.31 This development will signify a fresh phase or stage for this area, which will have substantial effects on areas close to the proposed development but changes that can be easily accommodated in the wider area. In addition, the proposals conform to the local, regional and national policy objectives in terms of compact and sustainable development.

Visual Impact Assessment

- 5.32 The following section summarises the existing setting and likely or anticipated effects on the fifteen no representational viewpoints. To demonstrate site visibility and impacts, viewpoints were selected within publicly accessible areas based on the following criteria:

- *Site investigation to establish locations where there was likely to be significant views and*
- *identifying those locations where there was likely to be a significant number of visual receptors (e.g., main roads, potential public congregation places and residential areas)*

- 5.33 Fifteen representative viewpoints were selected at the locations identified

- *Viewpoint 1 – Sallynoggin Road*
- *Viewpoint 2 – Junction of Sallynoggin Road/Sarsfield Street*
- *Viewpoint 3 – Junction of Parnell Street/Emmet Street*
- *Viewpoint 4 – Junction of Sallynoggin Road/Parnell Street*
- *Viewpoint 5 – Sallynoggin Road*
- *Viewpoint 6 – Sallynoggin Villas*
- *Viewpoint 7 – Glenageary Road Lower*
- *Viewpoint 8 – Glenageary Road Upper*
- *Viewpoint 9 – Glenageary Road Upper*
- *Viewpoint 10 – Glenageary Roundabout*
- *Viewpoint 11 – Lidl carpark*
- *Viewpoint 12 – Sarsfield Street*
- *Viewpoint 13 – Sallynoggin Road*
- *Viewpoint 14 – Glenageary Avenue*
- *Viewpoint 15 – R118*

- 5.34 The following section summarises the existing setting and illustration of the visual impact of the proposed development from fifteen representational viewpoints for which photomontages have been prepared based on the proposed development plans and elevations. The level of effect will vary depending on the amount of screening and/or filtering of views by the built townscape. The photographs were taken in April. The baseline photographs do not show the green mesh paladin fence that has recently been erected around the site, a temporary measure until development commences.
- 5.35 The assessments below indicate the verified photomontages. Existing views and proposed verified photomontages are included in a separate document prepared by 3D Design Bureau which accompanies the application.

Viewpoint 1: Sallynoggin Road



Viewpoint Address or Location	Sallynoggin Road looking north east	Distance to Application Site	49m
Viewpoint Baseline	<p>Sallynoggin Road is a busy road, on a bus route, a bus stop visible to the left of the photograph. The residential area opposite the application site on Sallynoggin Road are artisan dwellings, built by the council as part of a building programme in the early 20th century. The majority of the terraces at this location open directly onto the pavement. Street trees define bays for parking. Further south on the road the housing has front gardens with hedgerows and trees. To the left are the traffic lights for the junction with Sarsfield Street.</p> <p>The east side of Sallynoggin Road is a mix of retail/commercial and light industrial outlets. A large Lidl store, set back from the road is visible to the right of the photograph. Beyond Lidl is the application site bordering the Glenageary Roundabout, a major roundabout and road system.</p> <p>Glenageary Shopping Centre is visible between Sally Glen Road and Glenageary Road Upper, in the far distance.</p>		
Viewpoint Sensitivity	<p>Low</p> <p>The area has a mix of residential and retail/commercial outlets set alongside a busy road leading to a key junction in the area. There will be a variety of receptors including residents, pedestrians visiting the commercial/retail</p>		

	outlets, commuters using the bus service and car drivers.
Magnitude	Substantial
Predicted Change	<p>The proposals will introduce a major change from the existing open flat area, with built form extending across the frontage of the Application Site. The buildings occupy a prominent position by the Glenageary roundabout, representing a substantial change in close proximity views, and a readily apparent addition to the local skyline. Block A is visible from this location, the ground floor of which is largely devoted to restaurant/café outlets. The existing Lidl pavement plaza will continue into the proposed plaza, the gateway to the development.</p> <p>In visual terms, the proposed development steps down at the southern end of Block B from 6 to 5 storeys, creates a consistent building line and an appropriate transition of massing and scale with Lidl. It is, however, between 4 and 5 storeys taller than the single storey residential properties opposite, although the distance from Block A to the front door of the single storey cottages opposite is 22m, which has the effect of lessening the impact of this height difference.</p>
Level of effect	Substantial - The proposals will provide enhanced townscape legibility and will contrast positively with the functional mix of ordinary townscape, which lacks a cohesive composition. The proposed development will include positive effects in terms of improved streetscape and landmark buildings at a major transport hub and endow greater character to the local townscape character.

Viewpoint 2: Junction of Sallynoggin Road/Sarsfield Street



Viewpoint Address or Location	Sallynoggin Road at junction with Sarsfield Street looking south east	Distance to Application Site	34m
Viewpoint Baseline	<p>There are open views across the application site to Glenageary Shopping Centre and the Post Delivery Office. The viewpoint is approximately 100m from the Glenageary roundabout, a major road junction. Traffic movement and infrastructure dominate the landscape. Lidl and car parking entrance are visible on the east side of the road. The one storey cottages on Sallynoggin Road opposite the application site continue along Sarsfield Street and Parnell Street to the north. This is a flat open landscape with numerous street lights indicating the proximity of the major roundabout. The area lacks a distinctive identity and sense of place as a result of the overall dominance of traffic and road system and lack of variety in the residential mix.</p>		
Viewpoint Sensitivity	<p>Low</p> <p>The area has a mix of residential and retail/commercial outlets set alongside a busy road leading to a key junction in the area. There will be a variety of receptors including residents, pedestrians visiting the commercial/retail</p>		

	outlets, commuters using the bus service and car drivers.
Magnitude	Substantial
Predicted Change	<p>The proposals will introduce a major change from the existing open flat area, with built form extending across the frontage of the application site. The south west and north west elevations of Block A and Block B are visible from this location. The proposed plaza, the gateway to the development continues from the existing Lidl pavement plaza.</p> <p>The development occupies a prominent position by the Glenageary roundabout, which, in visual terms, presents opportunities to introduce a higher building at a landmark location. It is a readily apparent addition to the local skyline with the stepping down of building heights achieving visual layering and dynamic skyline.</p>
Level of effect	<p>Substantial – this should not be seen as negative. The proposals will provide enhanced townscape legibility and will contrast positively with the functional mix of ordinary townscape, which lacks a cohesive composition. The proposed development will include positive effects in terms of improved streetscape and landmark buildings at a major transport junction and endow greater character to the local townscape character.</p>

Viewpoint 3: Junction of Parnell Street/Emmet Street



Viewpoint Address or Location	Parnell Street at junction with Emmet Street looking south east	Distance to Application Site	63m
Viewpoint Baseline	The single storey terraced dwellings built in the early 20 th century were developed by Dublin Artisans' Dwelling Company (DADC) and lie on Sallynoggin Road, Parnell Street, Emmet Street and Sarsfield Street. There is no appreciable view at the end of Parnell Street. It comprises the application site with the Post Delivery Office just beyond.		
Viewpoint Sensitivity	Low - Whilst the existing terrace housing has a historical quality and value, the lack of diversity and particularly the lack of street trees and planting, compounded by the extent of concrete paving and road surface, makes for a weak townscape character. Parnell Street and Emmet Street are cul-de-sacs consequently receptors will be limited to residents and visitors.		
Magnitude	Moderate		
Predicted Change	The proposed development introduces a style, mass and density of development, which is in sharp contrast to the existing housing on Parnell Street. The north west elevation of Block A closes off the view from Parnell Street and is partially screened by the terraced housing. The existing terraced housing is rather bleak which is compounded by the extent of concrete paving and road surface. The clustering effect of the proposals adds variety and interest to the streetscape. The proposals are challenging the		

	suburban vernacular and making more efficient use of the land, providing a contemporary building with residential and mixed used services and facilities for the community as well as access to public transport. The proposals will introduce a focal point for community activity extending the range of facilities from take-aways on small commercial/light industrial outlets to a range of restaurants/cafes and bars and indoor and outdoor spaces.
Level of effect	Neutral

Viewpoint 4: Junction of Parnell Street/Sallynoggin Road



Viewpoint Address or Location	Parnell Street looking south east	Distance to Application Site	23m
Viewpoint Baseline	There are open views across the application site to Glenageary Shopping Centre and the Post Delivery Office. Glenageary Avenue borders the north east of the application site and the roundabout lies beyond the grassed area to the north east. The scene is a mix of ordinary townscape lacking a cohesive composition.		
Viewpoint Sensitivity	Low – receptors include residents, pedestrians visiting the commercial/retail outlets, commuters using the bus service and car drivers.		
Magnitude	Substantial		
Predicted Change	<p>The north west elevation of the proposed development is most prominent and will be a notable addition to the townscape character creating a new backdrop/skyline and active street front, improving the visual interest and coherence of the character of the area.</p> <p>The balconies and diversity of materials between the different levels of buildings adds texture and interest to the streetscape.</p>		
Level of effect	Moderately positive		

Viewpoint 5: Sallynoggin Road



Viewpoint Address or Location	Sallynoggin Road opposite Glenageary Avenue looking south east	Distance to Application Site	16m
Viewpoint Baseline	<p>There are open views across the application site to Hertz Car Sales building, on the east side of the Sally Glen Road (R118), and the Post Delivery Office, adjacent to the application site. The spire of Church of Our Lady of Victories is just visible in the far distance beyond the low lying warehouses of Danfay Limited autoparts outlet and Musgrave wholesale cash and carry. Glenageary Avenue borders the north east of the application site and is parallel with Glenageary roundabout just out of view in this photo. Lidl is visible to the right of the photo.</p> <p>The scene is a mix of ordinary townscape lacking a cohesive composition.</p>		
Viewpoint Sensitivity	Low		
Magnitude	Substantial		
Predicted Change	<p>The north west elevation of Block A and partial views of the north east elevation of Block B are prominent from this viewpoint. The proposals create a landmark development addressing the end of Sallynoggin Road at the gateway location at the Glenageary roundabout and creating an active, interesting public space.</p>		
Level of effect	Moderately positive		

Viewpoint 6: Sallynoggin Villas



Viewpoint Address or Location	Sallynoggin Villas at Gleneageary roundabout looking south west	Distance to Application Site	57m
Viewpoint Baseline	The traffic system dominates the view taken as Sallynoggin Road joins the Gleneageary roundabout. There are open views across the application site to Hertz Car Sales building, on the east side of the Sally Glen Road (R118), and the Post Delivery Office, adjacent to the application site. The spire of Church of Our Lady of Victories is just visible in the far distance beyond the low lying warehouses of Danfay Limited autoparts outlet and Musgrave wholesale cash and carry. Gleneageary Avenue borders the north east of the application site.		
Viewpoint Sensitivity	Low		
Magnitude	Substantial		
Predicted Change	The full frontage of the north east elevation of Blocks A and B and partial visibility of the north west elevation of Block A are visible from this location where Sallynoggin Road meets the Gleneageary roundabout. There is a partial view of the 7 storey building to the centre of the proposals which step down to the borders of the development. The proposals create a landmark		

	development addressing the end of Sallynoggin Road at the gateway location at the Glenageary roundabout and creating an active, interesting public space.
Level of effect	<p>Moderately positive</p> <p>The layering and organisation of the floors with set-backs, flat roofs and balconies is a contrast with the low lying residential and commercial/retail outlets in the area. The site will have a positive impact on the townscape character, creating a more vibrant, interesting street scene. The proposed development will contribute to the creation of the urban neighbourhood with significant public realm improvements.</p>

Viewpoint 7: Glenageary Road Lower



Viewpoint Address or Location	Glenageary Road Lower looking south west	Distance to Application Site	114m
Viewpoint Baseline	This viewpoint is taken on the corner of Glenageary Road Lower looking across the Glenageary roundabout to the application site. The road system dominates the view. The roundabout is at a slightly higher elevation than the viewpoint and the application site. Sallynoggin Post Office, the Saint John of God Church and Carmona School lie on the corner of Glenageary Road Lower and Glenageary Rod Upper. Sallynoggin Road is visible to the right beyond which, in the far distance, lie the mountains around Glencullen and Carrickgollogan.		
Viewpoint Sensitivity	Low – The receptors will include visitors/pupils/staff at the religious and educational establishments nearby, residents on Glenageary Road Lower, car drivers, commuters and those accessing the retail/commercial activities in the area.		
Magnitude	Substantial		
Predicted Change	The full frontage of the north east elevation of Blocks A and B is visible from this location. The planting on the roundabout screens and softens the lower storeys of the development. The 7 storey building is visible to the centre of		

	the proposals and steps down to the borders of the development. The proposals create a landmark development addressing the end of Sallynoggin Road at the gateway location at the Glenageary roundabout and creating an active, interesting public space.
Level of effect	<p>Moderately positive</p> <p>The layering and organisation of the floors with set-backs, flat roofs and balconies is a contrast with the low lying residential and commercial/retail outlets in the area. The site will have a positive impact on the townscape character, creating a more vibrant, interesting street scene. The proposed development will contribute to the creation of the urban neighbourhood with significant public realm improvements.</p>

Viewpoint 8: Glenageary Road Upper



Viewpoint Address or Location	Glenageary Road Upper alongside Glenageary Shopping Centre looking south west.	Distance to Application Site	100m
Viewpoint Baseline	This viewpoint is taken on the corner of Glenageary Road Upper by the parking area for Glenageary Shopping Centre. In the middle distance is the Post Delivery Office and Lidl store. The road system and parking areas dominate the view.		
Viewpoint Sensitivity	Low – The receptors will include customers/staff at the Glenageary Shopping Centre, visitors/pupils/staff at the religious and educational establishments nearby, car users, commuters and those accessing the retail/commercial activities in the area.		
Magnitude	Substantial		
Predicted Change	The full frontage of the north east elevation of Blocks A and B is visible from this location. The existing planting on the roundabout and the semi mature planting proposed, helps reduce the scale of the development. The 7 storey building is visible to the centre of the proposals and steps down to the borders of the development. The proposals create a landmark development addressing the gateway location at the Glenageary roundabout and creating an active, interesting public space.		
Level of effect	Moderately positive		

Viewpoint 9: Glenageary Road Upper



Viewpoint Address or Location	Glenageary Road Upper at the junction with Cluain Mhuire looking west	Distance to Application Site	171m
Viewpoint Baseline	Glenageary Road Upper has two storeyed detached housing on its southern side and larger detached dwellings and religious and educational organisations on its northern side.		
Viewpoint Sensitivity	Medium		
Magnitude	None		
Predicted Change	The proposed development is screened by the built form.		
Level of effect	None		

Viewpoint 10: Glenageary Roundabout



Viewpoint Address or Location	Glenageary roundabout adjacent to the entrance of Glenageary Shopping Centre	Distance to Application Site	73m
Viewpoint Baseline	In the middle distance is the Post Delivery Office and Lidl store. The road system dominates the view. The single storey housing is visible on Sallynoggin Road to the right of the photo.		
Viewpoint Sensitivity	Low		
Magnitude	Substantial		
Predicted Change	The full frontage of the north east elevation of Blocks A and B is visible from this location. The 7 storey building is visible to the centre of the proposals and steps down to the borders of the development. The four storey building lies to the south east of the development. The proposals create a landmark development addressing the gateway location at the Glenageary roundabout and creating an active, interesting public space.		
Level of effect	Neutral The full effect of the layering and organisation of the floors with set-backs, flat rooves and balconies shows positively from this viewpoint. The 6 storey building of Block is out of scale with the single storey cottages on Sallynoggin		

	<p>Road and this is exacerbated by the middle distance view. The site will have a positive impact on the townscape character, creating a more vibrant, interesting street scene. The proposed development will contribute to the creation of the urban neighbourhood with significant public realm improvements.</p>
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Viewpoint 11: Lidl car park, off Sallynoggin Road



Viewpoint Address or Location	Lidl car park looking north	Distance to Application Site	26m
Viewpoint Baseline	In the foreground is the Lidl car park with the shopping trolley enclosure and linear strips of ornamental shrubs and trees bordering the parking bays. The single storey terraced housing on Sallynoggin Road is visible to the north west of the viewpoint and the white boundary wall with fencing of the Post Delivery Office lies to the east. Vertical lighting columns for the car park and the roundabout beyond the grassed area at the end of Sallynoggin Road are prevalent. The townscape has a utilitarian character which presents a low quality landscape in character and visual terms.		
Viewpoint Sensitivity	Low – receptors will include customers and staff of Lidl. However, this car park is a supplementary car park with the main car park located under the building.		
Magnitude	Substantial		
Predicted Change	The proposals will introduce a major change from the existing low lying built form. A partial view of Block A and the south west and south east elevations of Block B border the car park. Boundary planting of semi-mature trees helps break down the scale of the buildings. The grouping and layering of the collective with set-backs, flat roofs and balconies will provide a greater sense of place and legibility a		

	variation and relief from the prevailing low lying functional landscape. The proposed boundary planting assists in breaking down the scale of the building and encloses the car park.
Level of effect	Moderately positive

Viewpoint 12: Sarsfield Street



Viewpoint Address or Location	Sarsfield Street looking south east	Distance to Application Site	51m
Viewpoint Baseline	Terraced single storey houses built in the early 20 th century by Dublin Artisans' Dwelling Company (DADC) line Sarsfield Street, which serves the residential area including Rollins Villas and O'Rourke Park. The road is relatively wide enabling parking on both sides of the street. The dwelling at the end of the street at an oblique angle, fronts onto Sallynoggin Road and the application site. Sarsfield Street crosses Sallynoggin Road and continues to Lidl car park. The street has character, however, the front doors open to the pavement and the street is devoid of trees and planting. The application site lies to the left in the middle distance with Lidl opposite. The Post Delivery Office is partially visible in the far distance along with the rear of the rooftops of the semi-detached housing on Glenageary Avenue. Electricity cables, signage and lighting poles clutter the view in the distance.		
Viewpoint Sensitivity	Low – Receptors include residents and pedestrians accessing neighbouring roads, car users and retail/commercial outlets.		
Magnitude	Moderate		
Predicted Change	The proposed development will represent a substantial/moderate change to the existing situation introducing a tall, contemporary development alongside low lying		

	residential terraces. The south west elevation of Blocks A and B create a more dynamic skyline and at this location a relatively continuous building line with the end of the terraces and the Lidl store. The housing on Sarsfield Street lies at an oblique angle to the proposals.
Level of effect	Moderately positive

Viewpoint 13: Sallynoggin Road



Viewpoint Address or Location	Sallynoggin Road near junction with Parnell Street looking south west	Distance to Application Site	21m
Viewpoint Baseline	The application site lies to the left of the photo with the Post Delivery Office just beyond and Lidl store and car park in the middle distance. Forkin Blinds Store occupies the low lying terrace at the end of Parnell Street. There is a long view along Sallynoggin Road and beyond and there are open skies and an element of cohesion of the built form.		
Viewpoint Sensitivity	Low/Medium		
Magnitude	Substantial		
Predicted Change	The north west elevation of Block A at 5 storeys, stepped down from 6, has an appropriate scale and massing for the transition from the Lidl store and the measure of distance to the single storey terraces opposite, lessens the impact.		
Level of effect	Moderately positive		

Viewpoint 14: Glenageary Avenue



Viewpoint Address or Location	Glenageary Avenue looking north west	Distance to Application Site	159m
Viewpoint Baseline	Glenageary Avenue is a relatively wide road running parallel with the R118, which is screened by the mature hedgerow and trees to the east of the avenue. Beyond the semi-detached housing visible to the left of the photo lies the Post Delivery Office, set back so barely visible. The application site and Sallynoggin Villas, bordering the roundabout, lie in the far distance.		
Viewpoint Sensitivity	Medium – receptors include residents on Glenageary Avenue.		
Magnitude	Moderate		
Predicted Change	The south easterly element of Block B is adjacent to the end of Glenageary Avenue as it approaches the roundabout. The set back is visible running from 4 storeys to 5 storeys to 6 storeys, the top storey just visible. The housing on Glenageary Avenue lies at an oblique angle to the development, maintaining privacy. The layering of elements of the scheme creating a continuous building line with the existing housing creates a visual connection between		

	the existing and the new and helps to integrate the development into the neighbouring development.
Level of effect	Neutral

Viewpoint 15: Sally Glen Road



Viewpoint Address or Location	Sally Glen Road looking north west	Distance to Application Site	37m
Viewpoint Baseline	Sally Glen Road R118 is a regional road running north to Dun Laoghaire and south to the N11 and M50. It is a wide busy road on a bus route and from this viewpoint the Glenageary roundabout is visible in the distance. There is a filtered view of the Post Delivery Office through the trees and the single storey cottages on Sallynoggin Road lie beyond the application site. The grass verges in the foreground border the railings and pavement alongside Hertz car and van rental and the Glenageary Shopping Centre is further north on the roundabout. Sally Glen Road is well screened from housing and commercial/retail outlets by boundary fencing/walling and mature, dense hedgerows and trees.		
Viewpoint Sensitivity	Low - Receptors include residents and pedestrians accessing neighbouring roads and retail/commercial outlets, commuters and car users.		
Magnitude	Moderate		
Predicted Change	The proposed development will introduce a notable addition to the townscape character as Sally Glen Road approaches the roundabout. The		

	road is well screened by mature hedgerows and trees and the proposed development is partially screened by existing trees which filter views. Semi-detached housing on Glenageary Avenue to the east of Sally Glen Road is 71m south east of the proposed development, set at an oblique angle behind mature hedgerows and trees. The two semi-detached properties adjacent to Hertz Car Sales (nos 98 and 97) will have partial filtered views of the proposed development from the second storey of their homes.
Level of effect	Neutral

Summary

Viewpoint	Sensitivity	Magnitude	Level of effect
Viewpoint 1:	Low	Substantial	Substantial
Viewpoint 2:	Low	Substantial	Substantial
Viewpoint 3:	Low	Moderate	Neutral
Viewpoint 4:	Low	Substantial	Moderately positive
Viewpoint 5:	Low	Substantial	Moderately positive
Viewpoint 6:	Low	Substantial	Moderately positive
Viewpoint 7:	Low	Substantial	Moderately positive
Viewpoint 8:	Low	Substantial	Moderately positive
Viewpoint 9:	Medium	None	None
Viewpoint 10:	Low	Substantial	Neutral
Viewpoint 11:	Low	Substantial	Moderately positive
Viewpoint 12:	Low	Moderate	Moderately positive
Viewpoint 13:	Low/Medium	Substantial	Moderately positive
Viewpoint 14:	Medium	Moderate	Neutral
Viewpoint 15:	Low	Moderate	Neutral

Townscape:

- 5.36 The proposed development will introduce a major change from the existing situation with built form extending across the majority of the application site representing a substantial change to the local skyline and built form from immediately adjacent areas on account of close proximity. It responds creatively to its context with brickwork complementing the local materials and aluminium curtain wall systems, windows and doors, and glass balustrades to balconies, all of which contribute to creating a lighter and less visually dominant appearance. In addition, soft and hard landscape design to the exterior of the building will provide visual interest and introduce an active frontage along Glenageary Avenue and Sallynoggin Road. The site is well connected to public transport and is permeable, encouraging people to walk and cycle as all areas can be accessed via the new plaza.
- 5.37 The proposals are clearly more substantial and higher than the prevailing buildings in the area and create a new urban character, indicating a concentration of activity, a centre with a mix of uses and close proximity to a transport node, very much like the Honeypark and Cualaor developments 300m to the north west.

Residents:

- 5.38 The most sensitive receptors are residents on Sallynoggin Road, particularly those opposite the 5/6 storeys on the north western boundary of the application site, who will experience a major change of view in the foreground. The proposed development is between 4 and 5 storeys taller than the single storey cottages, although the distance from Block A to the front door of the single storey cottages opposite is 22m, which has the effect of lessening the impact of this height difference. See viewpoints 1, 6, 7 and 10.

Pedestrians:

- 5.39 The most prominent views of the proposed development are on Sallynoggin Road, see viewpoints 1, 2, 5, 6. In addition, there are moderately prominent views from Parnell Street and Sarsfield Street. See viewpoints 3, 4. Whilst the proposals are prominent on Sallynoggin Road and from various locations around the roundabout these are in relative close proximity to the development and further afield the extent of built form screens the majority of the development. Pedestrians are likely to have low sensitivity to the proposed development as their focus is on their journey. In addition, the application site is generally ordinary townscape, which is dominated by a major roundabout and road system that emanates from it and the addition of a well-designed building and improved public realm will create a coherent character for this part of Sallynoggin Road and enhance the pedestrian experience.

Road users:

- 5.40 The proposed development will generate more traffic but the level of effect on the road system will be negligible. The development is an appropriate landmark creating a high quality distinctive gateway at the Glenageary roundabout, enhancing the receptor's experience.

Conclusion

- 5.41 The application site has been vacant for approximately 10 years and has no distinctive or notable landscape features. It lies in the south west corner of Glenageary Roundabout in an area comprising low lying residential development and commercial/retail/light industrial complexes of approximately 3/4 storeys. It contributes little to the character and visual quality of Sallynoggin. The proposed development is more substantial and higher than the neighbouring built form. Block A on Sallynoggin Road is 6 storeys, which addresses the Glenageary Roundabout and steps down to 5 storeys to address Lidl's 3 storeys, it is, however, between 4 and 5 storeys taller than the single storey terraces opposite. This is mitigated somewhat by the 22m between the proposed development and the front door of the cottages, as it has the effect of lessening the impact of this height difference.
- 5.42 However, the proposals would result in a positive contribution to the townscape character and urban fabric of Sallynoggin. They are well designed and from the majority of views can be accommodated alongside the existing built form and infrastructure as the majority of the boundaries, apart from the edge on Sallynoggin Road, front the roundabout, slip road on Glenageary Avenue and the Lidl store.

While recognising a high magnitude of impact to the application site itself, this report concludes that the proposals, on balance, can be successfully absorbed into the character and views of this part of the city.