

The Secretary
An Bord Pleanála
64 Marlborough Street
Dublin 1

May 17th, 2017

Your Ref: PL06D.248082
P.A. Ref: Dun Laoghaire Rathdown County Council (DLRCC) Planning Application
D16A/0547 by Ketut Limited for Lisieux Hall, Murphystown Road, Dublin 18

Dear Sir/Madam,

Further to your correspondence of May 12th, I have set out below our response to the points raised by the Senior Executive Officer (SEO) of the Planning Department, Sandra Price, in her response to our appeal of February 20th.

Excessive height

The SEO's response fails to address the issue of the site elevation and its impact on the scale and bulk of the development. This was one of the fundamental points in our objection.

We accept that there are principles under the planning guidelines which permit heights in excess of the standard 2 storeys height for residential suburban areas, however the planned height of 5 storeys for the 2 blocks on an elevated site will have the effective visual impact on the local environment of 6 storey apartment blocks.

We believe that this is an unacceptable height and that it will have a severe negative impact on local residential living conditions through overlooking, overshadowing and excessive bulk and scale.

Traffic Congestion

The SEO's response again fails to address the issue of traffic congestion and mainly deals with the issue of the number of car parking spaces, which was not a core element to our appeal.

Our objection relates to the impact that the traffic from this development will have on our residents attempts to exit the estate each morning from Glencairn Road on to Murphystown Way. As previously stated in our initial letter, the Gallops estate suffers from a unique situation whereby it is effectively "landlocked" by the Luas and has only 2 exits available for over 700 houses and 2,000 plus residents. There is already significant congestion on Murphystown Way each morning at peak times, leaving traffic backed up for hundreds of metres down Glencairn Road and the bizarre situation whereby feeder roads in the estate on to Glencairn Road are also backed up. This should not be happening in a suburban estate.

The planned development will significantly increase the congestion on Murphystown Way at the exact point where traffic is currently trying to exit the Gallops. This issue has not

been appropriately considered by either the applicant or the planning department in DLRCC.

To help alleviate this problem, we have suggested that traffic from this development should be forced to enter and exit on to the less congested Kilgobbin Road instead of Murphystown Way. This would involve some work being done on Murphystown Road which is currently blocked off to traffic from Kilgobbin Road via a barrier.

The SEO's response refers to the section of Murphystown Road that would facilitate this as a "narrow cul de sac section...which provides important pedestrian and cycle connection between Kilgobbin Road and Murphystown Way...and there are no plans to provide vehicular access to Kilgobbin Road."

Our understanding is that the road width is an issue, however given that the development already includes the removal and reinstatement of the wall around Lisieux and the loss of some trees, we believe that it would be possible by revising the plan to switch the cul de sac exit for Murphystown Road from Murphystown Way to Kilgobbin Road and still provide safe pedestrian and cycle connections alongside vehicular traffic for residents in the new development.

In conclusion, we note the points made in the response by the SEO, however it does not address the fundamental points raised in our submission. We would therefore urge the Board to accept our arguments and reject the planning application in its current format.

Yours faithfully

Kevin Windle
Chairman
Gallops Residents Association
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