

The Secretary  
An Bord Pleanála  
64 Marlborough Street  
Dublin 2

July 10<sup>th</sup>, 2020

Ref: Dun Laoghaire Rathdown County Council (DLRCC) Planning Application PL06D.306473  
(also ABP 306473-20) by Ketut Limited for Lisieux Hall, Murphystown Road, Dublin 18

Dear Sir/Madam,

On behalf of the residents of the Gallops estate, Leopardstown, Dublin 18, we would like to object to the planning application by Ketut Limited to build 200 residential units at Lisieux Hall, Dublin 18. We are making this objection on the grounds that:

1. the development is excessive in height and contravenes the Dun Laoghaire-Rathdown County Development Plan 2016-2022
2. the transport infrastructure does not have the capacity to handle the additional occupants of the planned development in Lisieux on top of all the other developments that have been already built or have planning permission to be built in the local area.

### **Excessive height**

The proposed development involves the building of 4 apartment blocks, ranging from 5 storeys to 7 storeys, on a site directly opposite the Gallops estate, however the elevation of the site relative to the Gallops, means that the 7 storeys block will have the same visual impact as an 8 storeys block on the roads opposite in the Gallops.

This is not evident from the Visual Impact Assessment submitted as part of the application, because the only assessment point in the Gallops was taken from c100 metres down Glencairn Road, which would be about 150 metres from the site. The impact would be much different if the assessment points were on Glencairn Heath and Glencairn View, both of which are opposite the proposed development site. We would encourage you to ask for visual assessments to be taken from these roads before making your decision

Notwithstanding that, in section 4.8 of Appendix 9 (Building Height Strategy) to the DLRCC County Development Plan, it states that “a maximum of 3 to 4 storeys may be permitted in appropriate locations” and while the proximity of a Luas stop within 500 metres can be used as an upward modifier to justify additional height of up to 2 storeys, this only gives a maximum possible height of 6 storeys. The development therefore contravenes the Council’s own County Development Plan, and this is confirmed in writing by Naoimh Fleming, DLRCC Senior Executive Planner, in an e-mail to the applicant’s advisers on April 22<sup>nd</sup>, 2020 (Appendix D to the Planning Statement).

## Transport Infrastructure

In addition to the Lisieux development, construction has just been completed or is currently underway on over 1,000 residential units at Clay Farm, on the Ballyogan Road, just 800 metres away, while 341 units are under construction on the Glencairn House site, which is just 200 metres away. There have also been multiple new developments built on the Glenamuck Road in Carrickmines/Kilternan and a new suburb is being built at the end of the Luas line at Cherrywood.

Therefore, there are 2 main transport infrastructure issues relating to the application. Firstly, the impact on existing high levels of car traffic congestion and secondly, the impact on the Luas service, which has reduced its capacity indefinitely due to Covid-19.

In relation to car traffic, the Gallops estate is effectively “landlocked” by the Luas and the M50 with only 2 exits available for over 700+ houses and 2,000+ residents. This makes trying to leave the estate by car at peak time in the morning extremely difficult. The addition of people from 200 more residential units, trying to access the same junction each morning, will lead to even more traffic congestion and longer delays.

In relation to the Luas, it is being consistently used in planning applications to propose higher densities and heights, however it has already been hitting capacity in early 2020 at peak rush hour times. This means it is very limited as to what it can absorb from all the additional developments in the area. This is now exacerbated by the restrictions on passenger numbers being imposed because of Covid-19, something which may turn out to be a permanent arrangement. This will force more people back into their cars, which in turn will lead to increased traffic congestion and a further deterioration in the quality of life for residents.

In summary, we believe that the planned development is an unacceptable height for the area and the transport infrastructure will not be able to handle the addition of a further 200 residential units, on top of all the other recent developments in the area. The development clearly contravenes the DLRCC County Development Plan and we believe it will have a severe negative impact on local residential living conditions through overlooking, overshadowing and excessive bulk and scale.

Yours faithfully

The Gallops Residents Association  
c/o Liz Roche  
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