

AN BORD PLEANÁLA		Aideen O Brien
LDG- 053379.22		Cabinteely and District Residents Association
ABP-		Cedar Lodge
16 MAY 2022		Brennanstown Road
Fee: € 20	Type: cheque	Cabinteely
Time: 10.05	By: hand	Dublin 18

Senior Officer

An Bord Pleanála

Strategic Housing Unit

Marlborough St

Dublin 1

15/05/2022

Ref; ABF. 313281-22 'Barrington Tower'

Dear Sir/Madam,

As a Resident, living in the Brennanstown Road, I am very alarmed, with the level of proposed development along this narrow Roadway (Built 300 years ago). My view that this proposed development at Barrington Tower by Cairn 567 units, is not in accordance with provisions and objectives of the Dunlaoghaire Rathdown Co Council Development plan and will not be in the interest of proper planning and suitable development on a number of grounds.

The proposed reconfigured vehicular access, which will serve this proposed site, will give rise to major traffic hazard, along the Brennanstown Road. It will also contribute to difficulties for Fire tenders to enter and leave along the Brennanstown Road. Recently a fire brigade got stuck on the roundabout at top of Brennanstown Road, further evidence of the weakness in terms of road width for traffic, and potential risk for Community.

It is the duty of the planning Authority, in making any decision in this development, to signal in full to the applicant any concerns it has in relation to site development, on grounds of proper planning and sustainable development.

The subject site does not have safe access to public transport, with exception of Luas. Brennanstown Road, does not offer pedestrians from this site safe access, to public transport on foot. In the circumstances, high density residential development is not warranted and the density of the proposed development is excessive.

High Density residential development, such as that proposed, is only permissible, if the development, is also, of high standard and quality. It appears that this submission will contribute to

serious deficiencies in the manner in which the proposed development address the local context/safety on Brennanstown Road. Applicant suggests that public transport is 10-13 min away. Lehaunstown Luas is possibly 25 min walk, Carrickmines Luas is equally 20-25 min walk, along a roadway, which if you walk to Lehaunstown Luas, No footpath exists. If one should set off for Carrickmines, no suitable footpath exists along this section of Roadway. In one recent Planning Application, the developer described the distance to nearest Luas as 1 Km "As THE CROW FLIES" . We should get wings to access public Transport. Promise of the Barrington Tower Luas site opening, is not credible, and permission cannot be granted on basis, of a promise, of something happening in future, so application is premature.

The challenges posed by the sloping site, it will give rise to questions regarding the quality of residential accommodation and private and semi private open space, should the development receive permission.

Recent developments approved on the Roadway, will only add to the already congested road traffic, presently now at 6,000 vehicles daily. This site if granted permission, could add significantly to the already chaotic traffic on Brennanstown Road, Pictures enclosed. The volume of traffic emerging onto Brennanstown Road Daily from this site could increase by 1000 vehicle journeys daily, adding 1000 additional journeys onto the 6000 cars, trucks ,would put all community at great risk, and diminish their safety using this road. The Brennanstown Road cannot cope with any further increase in traffic numbers. The volume of traffic , is increased each day with almost 3500 cars and trucks , rat running along this 300 year old country road way, from the M50, each day from 4.30pm to 7.00pm daily. The crisis that exists with traffic, on M50(stationary traffic daily 4.30pm to 6.30pm) , forces, many drivers to take action, to avoid ,long delays , that occur each day on M50.

The NRA guidelines state in the introduction that:

"It is generally accepted that Traffic and Transport Assessments need to consider the impact of the development proposals on the entire transport network. The guidelines outline the need for assessment of the public transport, walking and cycling networks, rather than singularly focussing on the road network."

As a resident in local community (pedestrians, cyclists children and drivers) I am very concerned, as to the safety of all our community. Any further increase in traffic numbers(1000 new residents at Barrington Tower), be it from development or additional traffic from M50, would in my opinion, be both unreasonable and irresponsible, in planning terms, placing undue risk, on community ,pedestrians and road users.

In the past, both in 2007 and again in 2016, the County Council attempted to improve the Brennanstown Road, with two Part VIII scheme proposals. The aim of the Council was to protect and improve the state of the Brennanstown Road. The Council's Part VIII scheme was prompted with the following zoning objective.

Zoning Objective 130 provides that the Council shall;

"Limit development along the Brennanstown Road to minor domestic infills and extensions until a traffic management scheme for the area has been completed and its recommendations implemented"

No such scheme has been completed or implemented to date.

Development Policy No;ST25 states that: *"it is the objective of the Council to preserve the existing character of Brennanstown Road while undertaking a traffic management scheme that will"*

- Reduce traffic Speeds and improve road safety.
- Provide improved facilities for vulnerable road users.
- Reduce through traffic.
- Facilitate the development of zoned lands

The community, on both occasions, felt that the proposals, placed, the community in greater risk and danger, to their use of the Brennanstown Road. I still, await the local area traffic management scheme, promised in 2007.

Many ideas have since been considered, but were seen, as unworkable. One such grant of permissions allowed, that the road, (Bordering on a country lane) which is not the correct road-width, on the case of standard road-width, particularly at lower end of Brennanstown Road, close to Cabinteely village. County Council granted planning permission on basis, of road width reduction as an improvement by increasing footpath width, this change was perceived to be improvement to safety, by reducing the road-width, by almost 2ft, which would compromise all drivers and place the community at real danger, from traffic.

I make this comment, in advance of your decision , on the 16/05/2022.This Planning Application by Cairn Developments submission, to build 568 Build To Rent units, the density and impact on the area, is premature and excessive in present times. Presently, almost 32,000 units are approved for building in this area, do we need a further 567 units? I really need a fully integrated Infrastructural plan, embracing roads, people, cyclists and transport, for the whole of Cabinteely, Shankill, Sandyford and Cherrywood .How does 568 Build to rent scheme, satisfy or resolve any existing social housing needs, How can this type of scheme be part of Strategic Housing Plan. It does not fall within the terms of this legislation and should not be approved.

I would value your support, and hope you acknowledge our genuine concerns for our area and community.

Regards,

Aideen O'Brien

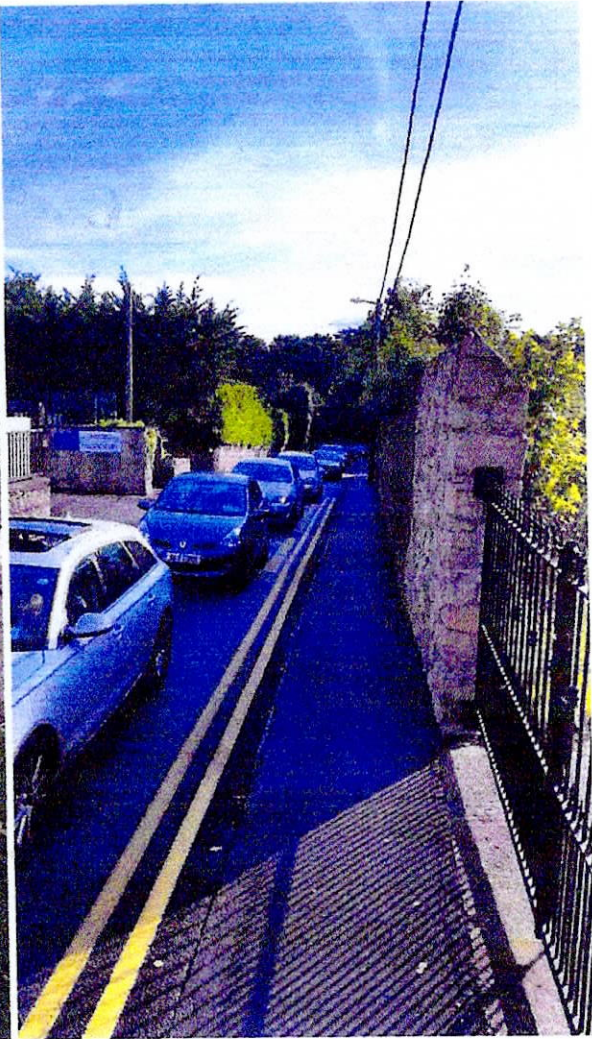
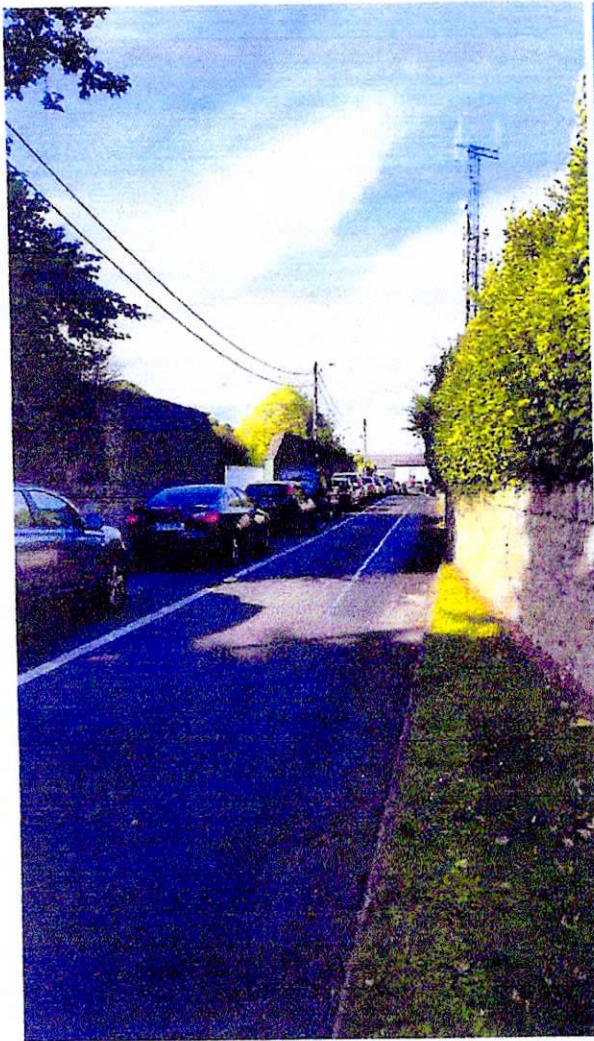
Pictures included

Enclosed is 50 Euro Fee





Photograph 1 Brennanstown Road



Traffic Brennanstown Road AM



Traffic Brennanstown Road PM