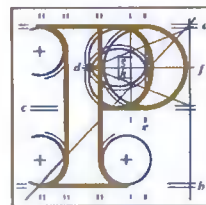


Our Case Number: ABP-313828-22

Planning Authority Reference Number: SD21A/0271



**An
Bord
Pleanála**

South Dublin County Council
Planning Department
County Hall
Tallaght
Dublin 24

Land Use Planning & Transportation

24 JUN 2022

South Dublin County Council

Date: 23 June 2022

Re: Demolition of existing building and construction of 5 storey over partial basement mixed use development comprising gastro pub/restaurant with off-licence, 2 retail units, 50 apartments, parking and associated site development works.
Lands at the Silver Granite pub, Palmerstown, Dublin 20

Dear Sir / Madam,

Enclosed is a copy of 4 appeals and a request for an oral hearing under the Planning and Development Act, 2000, (as amended).

Submissions of documents etc., to the Board. N.B. Copies of I-plans are not adequate, all drawings and maps should be to scale in accordance with the provisions of the permission regulations.

1. The planning authority is required to forward specified documents to the Board under the provisions of section 128 and section 37(1)(b) of the Planning and Development Act, 2000, (as amended). Please forward, **within a period of 2 weeks beginning on the date of this letter, the following documents:-**

- (i) a copy of the planning application made to the planning authority and a copy of any drawings, maps (including ordnance survey number) particulars, evidence, a copy of any environmental impact statement, other written study or further information received or obtained by your authority in accordance with regulations under the Acts. If practicable, the original of any drawing with coloured markings should be provided or a coloured copy,
- (ii) a copy of any technical or other reports prepared by or for the planning authority in relation to the application,
- (iii) a certified copy of the relevant Manager's Order giving the decision of the planning authority,
- (iv) a copy of the notification of decision given to the applicant,
- (v) particulars of the applicant's interest in the land or structure, as supplied to the planning authority,

Teil (01) 858 8100
Glaó Áitiúil 1890 275 175
Facs (01) 872 2684
Láithreán Gréasáin www.pleanala.ie
Ríomhphost bord@pleanala.ie

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64 Sráid Maoilbhríde 64 Marlborough Street
Baile Átha Cliath 1 Dublin 1
D01 V902 D01 V902

permission in accordance with section 48 and/or 49 of the 2000 Planning Act (Development / Supplementary Development Contributions) including any special condition which might be appropriate under section 48(2)(c) of the Act. Any such contingency submission, in circumstances which your authority decided to refuse permission, would be without prejudice to your authority's main submission in support of its decision.

Please quote the above appeal reference number in any further correspondence.

I hereby certify that the planning authority has complied with section 128 and section 37(1)(b) of the 2000 Act, (as amended), and that all material relevant to (ABP-313828-22) the request at 1 on page 1 of this letter has been forwarded.

Signed: _____

Print:(_____)

Date: _____

Yours faithfully,

PP Daniel O'Connor

Liam Halpin

Direct Line: 01-8737280

BP07

Teil
Glao Áitiúil
Facs
Láithreán Gréasáin
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64 Sráid Maoilbhríde
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64 Marlborough Street
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JEAN SHEAHAN

10 Oak Court Grove,

Palmerstown
DUBLIN 20
D20 E791

An Bord Pleanála
64 Marlborough Street
Dublin 1
D01 V902

13th June 2022

AN BORD PLEANÁLA	
LDG-	054587 -22
ABP-	
17 JUN 2022 o.k	
Fee: €	220 Type: cheque
Time:	By: deposit

Attention of The Planning Inspector for South Dublin County Council

Local Authority : South Dublin County Council

Local Authority Reference: SD21A/0271

Description: Demolition of the existing building on site and the construction of a 5-storey over partial basement, mixed-use development comprising a gastro pub/restaurant with off-licence, 2 retail units, associated bin stores, bike stores, 1 ESB sub-station, all at ground floor level; a small plant room at basement level; a total of 50 apartments (25 one beds and 25 two beds) on the upper floors, all provided with private balconies/terraces; communal roof gardens; car parking; motorcycle parking; bicycle parking; landscaping and upgrades to public realm including upgrades to existing pedestrian crossing on Kennelsfort Road Upper; and all associated engineering and site works necessary to facilitate the development on lands at The Silver Granite pub, junction of Kennelsfort Road Upper and Wheatfield Road, and at The Silver Granite car park adjoining Palmerstown Shopping Centre car park (accessed from Kennelsfort Road Upper via Palmerstown Park)

Applicant: Hollyville Investments Ltd.

Dear Sir / Madam

I wish to lodge an objection to the proposed development at the 'Silver Granite' site as described above at Palmerstown, Dublin 20, of South Dublin County Council on the following grounds:

I own and reside at No. 10 Oak Court Grove, a two-storey house located to the south east of the site, approximately 15m from the site boundary. My house is a private dwellinghouse as are the houses within the estate in which I live, I have a number of windows on the rear of my house that enjoy privacy and seclusion at present. The proposal to construct a 5-storey development within this location is not acceptable, my house will suffer from the shadow of the development and will be seriously overlooked, the apartments proposed on the second,

third and fourth floor plan will be able to look directly in the windows to the rear of my house and directly into my garden space. The garden space proposed on the development at fourth floor level will directly overlook my private amenity space. No consideration has been taken in the shadow plans for the existing levels of my house (or adjoining properties) relative to the proposed development, the floor levels of the houses are not even shown on the site maps, this can increase and reduce potential impacts and should have been factored into the plans and models.

South Dublin County Council Development Plan 2016 – 2022

Section 11.2.7. states The appropriate maximum or minimum building height of any building will be determined by:

➤ ***The prevailing building height in the surrounding area***

The prevailing building height in the area is 2 storeys, there are 2 storey houses to the north, east and south east of the site, a circle K garage to the south and a 2-storey commercial structure to the west, this does increase to a 3-storey structure along Palmerstown Park but is a stepped design from the predominantly 2 storey structure

➤ ***The proximity of existing housing – new residential development that adjoins existing one and / or two storey housing (backs or sides onto or faces) shall be no more than 2 storeys in height, unless a separation distance of 35 meters or greater is achieved***

There are numerous 2 storey houses located within a 35m radius of the site, No. 1, 5 and 7 Wheatfield Road, 170 & 172 Kennelsfort Road Upper, 215A, 215, 213 & 211 Palmerstown Avenue and 8, 9, 10, 11, 12, 13, 14 & 15 Oak Court Grove. All of these houses are within 35m of the site and therefore a development in excess of 2 storeys in height is a direct contravention of the County Councils Development Plan

➤ ***The formation of a cohesive streetscape pattern – including height and scale of the proposed development in relation to the width of the street, or area of open space***

The development proposed does not form a cohesive streetscape pattern, the proposed contiguous elevations shown on drawing No. PL-005 shows a variation in heights on Kennelsfort Road Upper from existing ridge level of house 8.337m, proposed development 18.1m and Circle K garage 5.343m, i.e., the proposed structure will be almost 10m higher than the adjoining house and almost 13m higher than the adjoining garage canopy

On Wheatfield road the house ridge level on the closest site is 8m, proposed development of 18.1m and the Palmerstown Centre across the road is 11.9m.

The contiguous Elevations show that the proposed development is not in accordance with a cohesive street pattern or streetscape in any manner and in fact is an over scaled proposed development to make economic benefit for the developer, way in excess of the suitable development for the site in accordance with the County Development Plan.

Section 5.1.5

Policy UC6 Objective 1 states ' *To encourage varied building heights in town, district, village, local and regeneration areas to support compact urban form, sense of place, urban legibility and visual diversity while maintaining a general restriction on the development of tall buildings adjacent to two storey housing*'

It is clear that the proposed development does not take account of the adjacent two storey structures and indeed totally overlooks same.

The building lifecycle report refers to an EAHF system, the plans provide no details regarding the siting, scale or size of the units and there is no doubt that they will be located to the rear or top of the units this creating a more undesirable elevation than that already proposed.

The Urban Design Manual also details the importance of preventing dead end areas and areas in which anti-social behaviour are likely to occur, it also outlines the importance of creating people friendly streets, places and communal areas, I do not believe that any of these principles have been considered as part of this design.

Deliveries and Refuse

It is proposed to have internal refuse storage within the centre of the development, refuse from 50 apartments will require substantial storage areas which are not provided, there is also a commercial bin storage area which is inadequate to service 3 commercial properties, I am seriously concerned that the alley way adjacent to my house and the houses of Oak Court Grove will become an alleyway full of bins and a haven for vermin and anti-social behaviour.

The developer's intention is to use this alleyway purely for servicing the development and deliveries etc, yet the design statement shows this area is a pedestrian connection, there are no proposals for limiting delivery times or numbers of units in order to maintain the laneway clear for pedestrians.

It is likely that deliveries will be brought to the commercial units from early morning to late night, particularly as one of the proposed units is a bar and off licence, staff will no doubt be putting out bottles after clean up and this will create substantial noise nuisance on our properties. Delivery vans will have to reverse to the delivery doors along the laneway, these vans and lorries can easily view the rears of our properties as the wall adjoining the rear garden of our houses is circa 1500mm high, most delivery drivers will be sitting above this height, this is a severe invasion of our privacy.

Delivery vans and lorries will access the laneway from Wheatfield road, most will need to reverse into the laneway off the public road or alternatively reverse onto the public road from the laneway. This junction is already a busy junction and traffic congestion is the norm, the proposed use of the laneway for deliveries will create a traffic hazard on a busy junction.

The vans and lorries have no sightline in an easterly direction as it is blocked by the vegetation of the adjoining residential gardens, the vans will have to traverse the public footpath to get a sightline, this is extremely dangerous for pedestrians.

Drg No. NRB – FI – 003 shows the sightline from the laneway onto Wheatfield Road, there is no allowance of the mature trees blocking the sightline in the location in which it is shown and the trees are excluded from the survey plan.



This image taken in May 2022 shows the trees blocking the sightline and shows the on street parking that will also block sightlines, such as the van parked on the Wheatfield Road, sightlines in this direction will not be possible.

Appendix C of South Dublin County Council's waste plan states '*Sufficient access and egress must be provided to enable bins to be moved easily from the storage area to an appropriate collection point on the public street nearby*'. In this design the bins must be removed from the building into a corridor accessed by all the above mentioned and then brought to the street for collection. There is no designated area for washing the bins and presumably this will also occur on the laneway.

It is important to note on the traffic autotrack plan for the refuse vehicle and the fire tender they both include considerable areas that are outside the constraints of the ownership of the applicant and no submission has been included to grant permission for them to apply for permission on this land. It is also essential that no other vehicles are parked along the laneway for the vehicles to be able to turn, it is highly unlikely that this will occur given that residents have had to erect a barricade on this laneway previously to stop anti social

behaviour and burnt out cars. The fire tender truck cannot pull onto the site without first reversing across the public road to pull into the site, it also shows the route traversing where the doors open outwards at the front of the site.

Sustainable Housing Design Standards for new apartments states '*Sufficient communal storage area to satisfy the three-bin system for the collection of mixed dry recyclables, organic waste and residual waste*' – there are 10 bins proposed servicing 50 apartments with no proposals for segregation of waste, there will not be sufficient space for the three-bin proposal system.

The revised site layout plan shows the bus stop area designated on top of the cycle lane and the pedestrian access instead of a designated area for bus pull in, this will further exacerbate traffic issues as the bus will be required to service this extra 50 housing units.



This image taken in 2022 shows a typical traffic scenario in the middle of the day at the junction of the Kennelsfort Road and Wheatfield Road, a number of pedestrians and young children on bicycles waiting to cross the road, people waiting on a bus, steady stream of traffic and fly parking on the side of the road, this is not a junction or situation with capacity for the increased loadings proposed on (a) pedestrian crossing and (b) traffic movements

Many submissions and photographs regarding traffic chaos at the junction and on Kennelsfort Road were submitted under the original planning submissions.

Parking and pull in areas

The development includes 4 parking spaces and sufficient space for 2 cars to pull in, all spaces are on the Wheatfield Road with no pull in area on the Kennelsfort Road Upper, all other spaces are across the road and are highly unlikely to be used when pedestrians must cross a busy public road. At the front of the site adjoining the Kennelsfort Road Upper a cycle lane commences at the site, there are traffic lights for a pedestrian crossing and a bus

stop. It is inevitable that the lack of pull in areas or parking bays on the same side of the road as the development will cause congestion and disruption to the existing lanes when cars pull in across the bus lane and the cycle lane to run into the shop, betting shop or off licence.

The applicant fails to address the reception of a number of existing bollards on the Wheatfield Road, these were erected to stop 'fly parking' or drop offs, including deliveries that served the existing public house and bookmakers, this practice will of course continue on removal of the bollards.

Given the close proximity of Palmerstown Community School it is inevitable that there will be high numbers of children pedestrians in the location and every proposal should consider same, a lack of pull in areas creates illegal parking and in turn blocks drivers sightlines behind illegally parked vehicles, it also encourages parking on public walkways often leading to children walking outside the car on the public roadway, no consideration has been given to this critical safety factor of the design.

It is clear that the applicant has designed the site in a manner in which parking was not really considered, the emphasis on the design was to reach maximum numbers of apartments rather than consider the parking they require. The parking proposal on land across the road from the site on a site already occupied by a shopping centre car park is not reasonable or acceptable. It is clear that residents that want to take something from their car will have no option other than to kerb crawl until they get a spot to fly park while they deliver shopping / goods etc to their units, particularly in wet weather when visibility is already reduced.

This junction and road section already has large traffic volumes and long pull out times from Kennelsfort Road, the use of a pedestrian crossing for residents of 50 further apartments along with inevitable illegal parking will have a huge negative impact on traffic and pedestrian safety.

There is no allowance for overflow of traffic from the reduced parking area to the shopping centre.



This image taken in May 2022 shows the car park at almost full capacity, the overflow from this car park must be accommodated elsewhere as this is to be designated for the proposed development

This extract from Buildings for Everyone details what should be considered as part of a parking plan : *Wherever car parking facilities are provided, they should consider the needs of all car users, including parents and carers with young children; people who need to load and unload goods and shopping; people who may not be able to walk very far or carry goods over a long distance; people with visual difficulties; people with 13 hearing difficulties; and people who use larger vehicles such as vans with rear hoists that enable wheelchair users to travel while seated in their wheelchair.*

Little regard has been given in this design for the people who cannot walk very far, have difficulties, young children, wheelchair users etc.

Ownership

The proposed development is partially contained on Folio DN5245 with Registered owner listed at Graham Kenny, there is no letter of consent on file from Graham Kenny to give permission to include the laneway as part of the development site, this area cannot therefore be included as part of the site area. The applicant has extended the site area to improve the site density calculations, it is not legal to include privately owned lands without consent, the laneway is not a public road.

The proposed taking in charge plan clearly shows the laneway to the rear of oakwood court to be taken in charge by the management company despite not owning the property.

Under the request for further information the applicant was requested to: *(1) provide a clearly labelled plan, indicating land within their ownership, as well as land where consent has been obtained to secure planning permission.*

The applicant submitted copies of 2 no. folios that show ownership of the lands within the blue line, not the extent of the red line, it is contended that the applicant cannot construct the development as they do not own the lands on which the following features are proposed:

- (i) Bicycle stand along Wheatfield road
- (ii) Tree planting along Wheatfield Road
- (iii) Disability parking along Wheatfield Road
- (iv) Landscaped areas along Wheatfield Road and Kennelsfort Road
- (v) Pedestrian crossing across Kennelsfort Road
- (vi) Services and access routes outside the ownership
- (vii) Part of the planter adjoining the bus stop along Kennelsfort Road

There was no letter of permission submitted from the owner of the remainder of the lands within the area outlined in red on the site layout plan

Quality of Design

The ground floor plan shows many features that are not feasible, for example the staff and patrons of the shop & pharmacy / bookmakers must share sanitary facilities with the kitchen staff from the gastropub, the toilets are accessed off the corridor that is used to bring the refuse from the residential units to presumably the rear laneway for collection, the corridor is also used for food deliveries for the kitchen, and all other deliveries, the corridor will also presumably provide a fire escape from the kitchen and the second means of escape from the pharmacy. From a sanitary and health point of view this design must be changed, the plan shows little regard for practical use of the site.

Section 6.13 of Sustainable Urban Housing Design Standards for New Apartments states ' Accordingly, planning applications for apartment development shall include a building lifecycle report which in turn includes an assessment of long term running and maintenance costs as they would apply on a per residential unit basis at the time of application, as well as demonstrating what measures have been specifically considered by the proposer to effectively manage and reduce costs for the benefit of residents.' The Building lifecycle report was submitted as part of the further information, it appears to be a generic document as opposed to a design specific report, it makes reference to car park ventilation and basement level refuse storage which are irrelevant to the site. A building lifecycle report should address:

Section 1- Assessment of Long Term Running and Maintenance Costs as they would apply on a per residential unit basis at the time of application – no such details are submitted

Section 2- Measures specifically considered by the proposer to effectively manage and reduce the costs for the benefit of residents – no such details are submitted

The submission from BPS on behalf of Kennnelfort Management Company clearly outlined many anomalies within the planning application, of great significance is the area calculation of the site, the number of units on site and the density of units is grossly misleading to demonstrate compliance with the development plan.

Good quality architecture and landscaping are very important elements in urban design, a small scale landscaping plan showing a tree contained within a benched seating area does not meet such criteria, it is noted further that the landscaping plan was not amended and submitted with the further information despite the fire truck autotrack requiring removal of a number of the landscape features.

New design should be an opportunity to provide shops, facilities and services that complement those already available in the neighbourhood and add to services that are already lacking in the area, no such provision has been included.

Lighting and services

The lighting of the development has not been evaluated or modelled, its impacts on adjoining residential properties has not been considered

Services from the kitchen and 50 apartments has not been considered for example where is it proposed to bring the extract fans from the cooking area, there is a children's playground proposed on top of this area and surely, they cannot discharge onto a boundary wall, will they be brought 5 storeys high and if so, what is the visual impact of this.

Where will the extract fans from the refuse areas be situated, will they also be brought five stories high or will the fumes be extracted at ground floor level and filtrate into the upper storey windows.

9

OVER ⇒

Fire Safety

The apartments located on the eastern side of the building, Apartments 8 to 11, 22 to 25 and 36 to 39 inclusive are all accessed through a lift lobby that extends to the plant room in the basement, in the event of a fire in the basement the lift shaft is open through floors and provides a smoke chimney to all upper floor levels, thus leaving the escape route from all these apartments inaccessible.

Services

No consideration has been to the lack of services already experienced in the area. At present it is not possible to get access to a GP if you are not already a patient, there are waiting list to get into a school, the creche has closed for applicants for next year and services are already under pressure.

Conclusion

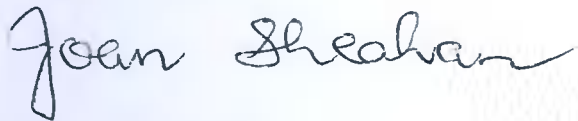
Based on the above reasons I respectfully request that An Bord Pleanala refuses planning permission as:

- (i) The proposed development would, having regard to the height and scale, and the use of materials, have an unduly overbearing relationship with adjoining properties and would seriously injure the visual amenities of the area. It is considered that the proposed design strategy as it relates to scale, mass and orientation of structures on the site does not provide the optimal design solution having regard to the site's locational context along Kennelsfort Road and established character and pattern of residential development along the northern boundary which are located within an existing traditional village setting. It is considered that the arrangement and overall design of the scheme contains unsympathetic proportions relative to the character of the properties located to the north and east of the site, ie principally two storey private dwellings.
- (ii) Notwithstanding the proposal to develop an existing commercial site for largely residential use, the proposed development would, having regard to its height, scale and design, be excessive in scale and form. The design of the proposed development shows insufficient regard for the sensitive and prominent nature of the site by reason of visual intrusion and overbearing design.
- (iii) It is considered that the traffic generated by the proposed development of 50 residential units and the provision of a single crossing to access parking on the opposite side of the road at the junction of Kennelsfort Road and Wheatfield Drive would endanger public safety by reason of increased traffic movements and would lead to conflict between road users, that is, vehicular traffic, pedestrians and cyclists.

- (iv) The location of the semi-private open space along the southern boundary overlooking a petrol court and car wash area in an area which is heavily trafficked would compromise the use and enjoyment of this area by future residents leading to poor quality living space and poor quality mental health and life quality.
- (v) The construction of this development would destroy the enjoyment of my private residence and that of my neighbours.

I enclose the required submission fee of €220 under Section A9, third party appeals, and I enclose herewith a copy of receipt for submission on the original planning file in the local authority.

Yours Sincerely,

A handwritten signature in cursive script that reads "Joan Sheahan". The signature is written in dark ink and is positioned above the typed name.

Ms. Joan Sheahan

**An Rannóg Talamhúsáide, Pleanála agus Iompair
Land Use, Planning & Transportation Department**

Telephone: 01 4149000 Fax: 01 4149104 Email: planning.dept@sdblincoco.ie

**Joan Sheahan
10, Oakcourt Grove
Dublin 20**

Date: 02-Nov-2021

Dear Sir/Madam,

Register Ref: SD21A/0271
Development: Demolition of the existing building on site and the construction of a 5-storey over partial basement, mixed-use development comprising a gastro pub/restaurant with off-licence, 2 retail units, associated bin stores, bike stores, 1 ESB sub-station, all at ground floor level; a small plant room at basement level; a total of 50 apartments (25 one beds and 25 two beds) on the upper floors, all provided with private balconies/terraces; communal roof gardens; car parking; motorcycle parking; bicycle parking; landscaping and upgrades to public realm including upgrades to existing pedestrian crossing on Kennelsfort Road Upper; and all associated engineering and site works necessary to facilitate the development on lands at The Silver Granite pub, junction of Kennelsfort Road Upper and Wheatfield Road, and at The Silver Granite car park adjoining Palmerstown Shopping Centre car park (accessed from Kennelsfort Road Upper via Palmerstown Park).

Location: Lands at the Silver Granite pub, Palmerstown, Dublin 20
Applicant: Hollyville Investments Ltd.
Application Type: Permission
Date Rec'd: 01-Oct-2021

I wish to acknowledge receipt of your submission in connection with the above planning application. The appropriate fee of €20.00 has been paid and your submission is in accordance with the appropriate provisions of the Planning and Development Regulations 2001(as amended). The contents of your submission will be brought to the attention of the Planning Officer during the course of consideration of this application.

This is an important document. You will be required to produce this document to An Bord Pleanála if you wish to appeal the decision of the Council when it is made. You will be informed of the decision in due course. Please be advised that all current applications are available for inspection at the public counter and on the Council's Website, www.sdblincoco.ie.

You may wish to avail of the Planning Departments email notification system on our website. When in the *Planning Applications* part of the Council website, www.sdblincoco.ie, and when viewing an application on which a decision has not been made, you can input your email address into the box named **"Notify me of changes"** and click on **"Subscribe"**. You should automatically receive an email notification when the decision is made. Please ensure that you submit a valid email address.

Please note: If you make a submission in respect of a planning application, the Council is obliged to make that document publicly available for inspection as soon as possible after receipt. Submissions are made available on the planning file at the Planning Department's public counter and with the exception of those of a personal nature, are also published on the Council's website along with the full contents of a planning application.

Yours faithfully,

M. Furney
for **Senior Planner**



Payments Office
South Dublin County Council
County Hall, Tallaght, Dublin 24
Phone 4149121
Monday to Thursday 9.00am to 4.00pm
Friday 9.00am to 3.30pm
02/11/2021 11:32:33

Receipt No T4/07689250

SD21A0271
Joan Sheahan

PLANNING OBJECTION FEE	20.00
GOODS	20.00
VAT Exempt/Non-variable	

Total:	20.00 EUR
	15.75 IEP

Tendered	
Cheque	20.00
0001502	

Change	0.00
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Issued By: Tracy O'Reilly
From: Tallaght Lodgement Area 4
Vat reg No IE9509806P

JOAN SHEAHAN

10 Oak Court Grove,

Palmerstown,

Dublin 20

D20 E791

An Bord Pleanála,
64 Marlborough Street,
Dublin 1
D01 V902
20th June 2022

AN BORD PLEANÁLA	
LDG-	054611-22
ABP-	
20 JUN 2022	
Fee: €	50
Type:	CLG
Time:	13:00
By:	hand

Attention of the Planning Inspector for South Dublin County Council

Local Authority: South Dublin County Council

Local Authority Reference: SD21A/0271

Oral Hearing request

Description: Demolition of the existing building on site and the construction of a 5-storey over partial basement, mixed use development comprising a gastro pub/restaurant with off-licence, 2 retail units, associated bin stores, bike stores, 1 ESB sub-station, all at ground floor level; a small plant room at basement level; a total of 50 apartments (25 one beds and 25 two beds) on the upper floors, all provided with private balconies/terraces; communal roof gardens; car parking; motorcycle parking; bicycle parking; landscaping and upgrades to public realm including upgrades to existing pedestrian crossing on Kennelsfort Road Upper; and all associated engineering and site works necessary to facilitate the development on lands at The Silver Granite pub, junction of Kennelsfort Road Upper and Wheatfield Road, and at The Silver Granite car park adjoining Palmerstown Shopping Centre car park (accessed from Kennelsfort Road Upper via Palmerstown Park)

Applicant: Hollyville Investments Ltd.


Dear Sir/Madam,

I wish to apply for an Oral Hearing for the objection I have already lodged with you re:SD21/0271.

I enclose a cheque for £50, the required Oral Hearing Fee.

I await your response,

Yours sincerely,


Joan Sheahan.