

4.4.4 Plot Ratio

Plot ratio is a tool to help control the bulk and mass of buildings. It expresses the amount of floorspace in relation (proportionally) to the site area, and is determined by the gross floor area of the building(s) divided by the site area.

Plot ratios can determine the maximum building floorspace area or volume on a given site, but on their own cannot determine built form. The same area or volume can be distributed on a site in different ways to generate very different environments.

As a Local Area Plan tool, Plot ratio is particularly useful as a measure of 'density' for commercial and mixed use areas. For purely residential developments, 'units per hectare' would generally be a more appropriate measure of development intensity. However, in cases where a mixed-use development is proposed – including, for example, retail, commercial and residential all on the same site – plot ratio can be a useful tool for guiding the overall bulk and mass of the development.

Plot ratios will be used to guide development on the larger 'District Centre' zoned sites, where a mixed-use redevelopment is likely. Existing plot ratios on the key redevelopment sites in Stillorgan are relatively low, by virtue of the relatively low site coverage usually associated with expansive areas of car parking. For example, the existing plot ratio for the Shopping Centre is 1:0.4 and for the LeisurePlex site, also 1:0.4.

Proposals for plot ratio for each site will be based on assumptions regarding site coverage, building heights and development constraints. The plot ratios suggested for each site are indicative and it is not intended that planning permission be refused for reason of plot ratio alone. What is more important is that development proposals should seek to create urban edges and strong corner features to better define and enclose some of the streets in Stillorgan – it is an Objective of the Plan to create streets that have a sense of place to be realised through local distinctiveness and sensitivity in design.

4.5 Key Development Sites – Site Development Frameworks

In order to realise the Local Area Plan 'Vision' which seeks the "high-quality regeneration and redevelopment of key sites in Stillorgan District Centre ..in tandem with a radically improved public realm", it is proposed to set out development guidance for the main development sites, identified in the map below.

The high quality redevelopment and regeneration of these sites, in combination with significantly upgraded public realm, forms the central Objective of the LAP. The redevelopment of these sites has the potential to reinforce and renew Stillorgan's function as a District Centre, serving the retail/leisure needs of the wider catchment and also has the potential to deliver new residential development along with social, community and cultural facilities.

Broad development objectives for each site are outlined, with more specific proposals in relation to land use, design guidance, building height, public realm and signage. Possible constraints impacting on the development of each site are also outlined.

Key Development Sites	
•	Stillorgan Shopping Centre
•	LeisurePlex, Library and Environs
•	Blakes/Esmonde Motors
•	Overflow Carpark
•	Millhouse
•	Stillorgan Mall



Map 16: Site Development Frameworks

4.5.1 Stillorgon Shopping Centre

4.5.1.1 Site Description and Characteristics

Modern Stillorgon is in many ways defined by the shopping centre development which first opened in 1966. Dublin's first custom-built out-of-town shopping centre, it provided a model for a new form of car-based retailing with extensive carparking arranged around semi-enclosed malls.

The site is approximately 2.9 hectares in area and is zoned "Objective DC" 'to protect, provide for and or improve District Centre facilities'. The site is located within the 'Retail Core' of Stillorgon and holds a pivotal position at the centre of Stillorgon. The site is bounded by the Old Dublin Road to the east, the Kilmacud Road Lower to the south; the Lenehan's



Map 17: Stillorgon Shopping Centre

Buildings, Nos. 10 and 11 Beaufield Park, Nos. 26 and 27 Beaufield Park to the west, and an unnamed right-of-way (south of No. 37 and 50 Woodlands Drive), a commercial property, and a laneway to the north.

The existing Shopping Centre is popular and widely used. It serves extensive residential areas within its immediate environs, as well as a wider catchment population. The Shopping Centre is built with two main malls, meeting at a central open square, consisting of c.8,000sq m of net retail floorspace. The Shopping Centre itself has a relatively small floor area given the wider population it serves.

There is an extensive planning history on the Shopping Centre site. There have been numerous proposals to extensively redevelop the shopping centre site in the last 20 years, none have which have been realised. From the mid -90's various applications were submitted for a comprehensive redevelopment of the lands, with some proposals for a very significant scale of development – an application in 1997 for almost 75,000sqm . Finally, an application in 2005 for a redevelopment comprising c.40,000sq.m was permitted by An Bord Pleanala, but never implemented and has now expired.

The earlier attempts to redevelop the site were refused permission generally on grounds of overdevelopment of the site. The largest proposal would have seen a gross floor area of almost 75,000 sq.m and a plot ratio of almost 1:3. The issue of large quantum of higher-order comparison retailing, inappropriate for a District Centre location, was also a key element of concern in many of the early proposals. The

publication of the Retail Strategy for the Greater Dublin Area in 2008 and the subsequent retail policies of the County Development Plan have provided clearer policy guidance on the scale of retailing that is appropriate in Stillorgon. The Site Development Framework, developed for this LAP, has been informed by this policy framework in terms of intensity of development, building heights, plot ratios.

Subsequent to these comprehensive redevelopment proposals not proceeding, a number of planning applications were granted for a series of more minor, incremental extensions to the retail floor area of the centre (D15A/0392 and D16A/0293) along with refurbishment and a relatively minor reordering of the layout of the shopping centre.

There have been piecemeal incremental improvements in the Centre in recent years, rather than the comprehensive redevelopment that had been previously mooted for many years. Recent development has created a greater presence to the street and improved pedestrian access in and around the centre. The Local Area Plan must provide guidance on the possibility of a comprehensive redevelopment of the site, while acknowledging that this outcome is uncertain over the lifetime of the Plan. The Stillorgon Village Area Movement Framework Plan presents both a medium and long term proposal for the village core, which effectively offers guidance on access/public realm issues in the scenario were a comprehensive redevelopment to occur in the longer term but also in a more incremental, medium-term scenario.

The long term vision for Stillorgon is to facilitate the creation of an active and animated village centre, based around a vibrant street network, with buildings that animate the street with a radically improved pedestrian environment. The continued operation of the main shopping centre in the village as an enclosed mall surrounded by a vast surface car park obviously presents a challenge in realising this vision, in the medium term.

The guidance in relation to the Shopping Centre site is provided on the basis that a substantial redevelopment may or may not be advanced during the lifetime of the Local Area Plan. The County Development Plan states as an objective in relation to Stillorgon to "encourage potential redevelopment as higher density, urban mixed-use centre in accordance with general provisions of the adopted Local Area Plan." P.86. Any further incremental developments on site, in the absence of a comprehensive redevelopment being advanced should also adhere to the principles set out below.



Figure 6: Stillorgon Shopping Centre – Long Term Proposal

4.5.1.2 Stillorgan Shopping Centre – Site Development Framework

Zoning	<ul style="list-style-type: none"> Zoning Objective 'DC' 'To protect, provide for and/or improve mixed-use district centre facilities'.
Development Objectives	<ul style="list-style-type: none"> Redevelopment should include a mix of uses - predominantly retail, retail services, leisure and commercial office. Some residential development, ancillary to the core commercial function, may be considered. In the longer term, to create a building line that enhances a vital street frontage onto the Lower Kilmacud Road and the Old Dublin road Rationalise and relocate vehicular accesses to the site, in accordance with the Village Area Movement Framework Plan In the longer term, restricted access to the site from the Old Dublin Road
Retail Uses	<ul style="list-style-type: none"> Substantial redevelopment proposals to include a Retail Impact Assessment, in accordance with requirements of Retail Strategy for the GDA (2008). Retail figures to be expressed in terms of lettable retail floorspace. Floor plan drawings should clearly distinguish between gross retail floor area and net retail sales area. Retail service units to be clearly identified on floor plans.
Design Guidance	<ul style="list-style-type: none"> High quality architecture – Design to be high quality, distinctive, legible and robust. Layout should be legible and permeable. Creation of a new building line with attractive streetscape along the Lower Kilmacud Road/Old Dublin Road. Removal of surface level car parking in front of the centre Avoid the development of blank frontages.
Building Height/ Plot Ratio	<ul style="list-style-type: none"> Building Height: Benchmark of 5 storeys – graduated in height from the boundary of adjacent housing estates at Beaufield and Woodlands Indicative Plot Ratio of 1:2
Public Realm	<ul style="list-style-type: none"> Public Realm Strategy to be submitted as part of any redevelopment proposal. Provision of high quality public space/plaza at Lower Kilmacud Road/Old Dublin Road junction Tree planting to be provided along the both Lower Kilmacud Road and Old Dublin Road in accordance with the Village Area Movement Framework Plan High quality public lighting to be provided Consideration should be given to how any new development supports the achievement of an 'Age Friendly' environment providing safe, accessible and walkable spaces
Signage	<ul style="list-style-type: none"> High quality of design and finish for new shopfronts and signage that enhances the local streetscape and public realm.
Constraints	<ul style="list-style-type: none"> Adjacent two-storey residences require to be considered in the context of building heights. Proximity of the site to Recorded Monument 023-007 (Ecclesiastical Site) may require archaeological testing as part of any redevelopment. Any redevelopment proposal must have regard to the overall 25,000sq.m net retail sales area cap for Stillorgan and the necessity to accommodate additional retail/retail services development, not just at the Shopping Centre, but also on the other District Centre lands.

4.5.2 LeisurePlex, Library and Environs

4.5.2.1 Site Description and Characteristics

The site is approximately 1.5 hectares and is located at a prominent position on the corner of the N11 and the Kilmacud Road Lower and at the junction of the Kilmacud Road Lower and Old Dublin Road at the heart of Stillorgan. The lands comprise the 'Leisureplex', Council housing, some private housing, a number of smaller retail units and the Council Library, housed in an aging prefabricated building. The site is elevated with levels falling, eastward towards the N11. The site is zoned 'Objective 'DC' - 'To protect, provide for and/or improve mixed-use district centre facilities'.

The LeisurePlex site, previously the 'Stillorgan Bowl' has been in operation as a leisure facility for a considerable period of time, opening as Ireland's first bowling alley in 1963. The building is predominantly single storey, comprising approximately 3500sq.m of floorspace, with approximately half of the site area devoted to surface level car parking. It is likely that the site will be redeveloped in time, having been the subject of a number of redevelopment proposals in the past. A redevelopment presents an opportunity to create a new streetscape to the Old Dublin Road, in particular, and to improve the public realm in the form of a public space/plaza at the corner of the Old Dublin Road/Lower Kilmacud Road. An opportunity also exists to improve permeability through the site from this corner public space to the N11 bus stop and the pedestrian underpass – both key pedestrian destinations.

The Council-owned lands to the east of Leisureplex comprise Stillorgan library, a single storey prefab building and grounds and a number of maisonette units. The Council proposes to redevelop the site to provide a modern library facility and housing scheme and to enhance permeability and accessibility to the new Library site.

As the lands are in separate ownership, the overall redevelopment of the site may proceed in an incremental manner. The Council intend to progress the redevelopment of the Council-owned lands to provide a modern library facility and an apartment scheme for Council housing. The redevelopment of the site offers the opportunity to provide both a modern state-of-the-art library and cultural facility for Stillorgan, but also to substantially increase the provision of Council housing on the site.

The remainder of the lands are in private ownership and are located within the 'Retail Core' of Stillorgan. The redevelopment of these lands will be promoted for a mixed-use development, to provide a new, vibrant streetscape to the Old Dublin Road, with retail and leisure facilities. The Stillorgan Village Area Movement Framework Plan also provides for a public plaza/civic space at the corner of the site at the Lower Kilmacud Road/Old Dublin Road junction and the rationalisation of access to the site from St Laurence's Park, with a potential 'left-in/left-out' access from Lower Kilmacud Road.

The site has been identified in the LAP as being suitable for a landmark building of up to nine storeys in height. Key considerations in the redevelopment of the site will be the protection of residential amenities of adjacent dwellings at St Laurence's Park and also the preservation, where

possible, of the tree-belt at the N11 boundary to the site. The redevelopment of the site provides the opportunity to create a strong urban edge to enclose the streets that bound the site and a landmark corner feature. The facilitation of pedestrian permeability through the site is also particularly important, given the pedestrian 'desire line' to the N11 underpass which is located adjacent to the library at St. Laurence's Park.



Map 18: LeisurePlex, Library and Environs

The Leisureplex site was the subject of a major planning application in 2004 comprising 40,000sq.m of development including c. 300 residential units, retail offices and leisure. This application was refused planning permission by for a number of reasons including excessive height and scale.

The Site Development Framework below has sought to provide a level of guidance on the redevelopment potential of the site, in terms of proposed building heights and plot ratio, which will facilitate an appropriately scaled development on the LeisurePlex site. The location for a taller building on the site is identified in Figure 7 (grey star). The Draft LAP provides for two locations for taller buildings – up to nine storeys – at opposite sides of Lower Kilmacud Road at the junction with the N11. As these two buildings will form an important 'gateway' feature to Stillorgan, it is crucial that the relationship between the two buildings is carefully considered. The design statement that will be prepared for each landmark building will assess the coherence of approach in terms of its massing, bulk and form with any permitted or completed taller building opposite and both design approaches will consider the wider 'set piece' created by the increased building height at this important entrance to Stillorgan.

Also, due to the visual prominence of a taller building at this location, the use of high quality, robust materials will be of critical importance.

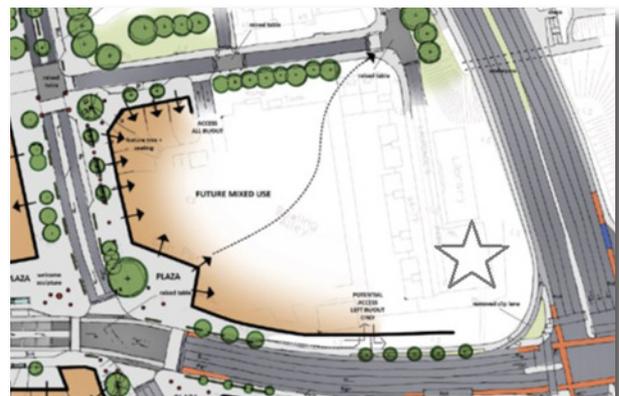


Figure 7: Leisureplex, library and Environs Long Term Proposal – Landmark building location identified

4.5.2.2 Leisure Plex, Library and Environs - Site Development Framework

Zoning	<ul style="list-style-type: none"> • Zoning Objective 'DC' 'To protect, provide for and/or improve mixed-use district centre facilities'.
Development Objectives	<ul style="list-style-type: none"> • Redevelopment should include a mix of uses – commercial, retail, community, cultural and residential • Council housing to be provided • Redevelopment of a public library on site • Create a building line that enhances a vital street frontage onto the Old Dublin Road and also Lower Kilmacud Road • Facilitate pedestrian permeability through the site and improved accessibility to the N11 pedestrian underpass • Longer-term, to restrict access directly from the Old Dublin Road and to provide access via St Laurence's Park, with a potential 'left-in/left-out' at Lower Kilmacud Road
Retail/Leisure Uses	<ul style="list-style-type: none"> • The site falls within the retail core of Stillorgan. As such, redevelopment proposals shall incorporate a mix of uses, including evening uses, which enhance the vitality and viability of the area. • Retail Impact Assessment to be submitted. • Retail figures to be expressed in terms of lettable retail floorspace. • Floor plan drawings should clearly distinguish between gross retail floor area and net retail sales area.
Design Guidance	<ul style="list-style-type: none"> • High quality architecture – Design to be high quality, distinctive, legible and robust. • Use of high quality, robust materials, which is particularly important of the more prominent taller buildings where maintenance and weathering must be considered. • Layout should be legible and permeable. • Creation of a new building line with attractive streetscape along the Old Dublin Road. • Design and layout should respect and protect residential amenity of neighbouring properties at St. Laurence's Park.
Building Height/ Plot Ratio	<ul style="list-style-type: none"> • Benchmark height of five storeys across the site, with a landmark building of up to nine storeys at the corner of the N11/Lower Kilmacud Road junction • The transition between the landmark height (9 storeys) and the benchmark height (5 storeys) must be designed to ensure that excessive massing or bulk in the overall design does not detract from the 'landmark' nature of the nine storey element. • Height should graduate downward at mutual boundaries with adjoining two-storey properties. • Indicative Plot Ratio of 1:2.5
Public Realm	<ul style="list-style-type: none"> • Provide for pedestrian/cycle permeability through the site • Provides a high quality public plaza/civic space at the corner of Old Dublin Road/Lower Kilmacud Road • Re-align Lower Kilmacud Road/ Old Dublin Road junction to tighten corners and increase pavement/ public space • Establish strong pedestrian link along upgraded streetscape from shopping centre eastwards directly to QBC bus stop on N11. • Consideration should be given to how any new development supports the achievement of an 'Age Friendly' environment providing safe, accessible and walkable spaces
Signage	<ul style="list-style-type: none"> • Any redevelopment proposals shall include a coherent and cohesive signage strategy. • New shopfronts should make a positive contribution to the creation of an attractive streetscape.
Constraints	<ul style="list-style-type: none"> • Have regard to the tree-belt at the N11 boundary. Any application for redevelopment must include a tree survey indicating trees to be protected. • Careful consideration of potential impacts on residential amenity of adjacent residences in St Laurence's Park. • Fragmented landownership

4.5.3 Blakes/Esmonde Motors

4.5.3.1 Site Description and Characteristics

The lands are bounded by the N11, Lower Kilmacud Road and the Hill, and currently consist of the former Blakes restaurant complex, the former Esmonde Motors site, a small parcel of Council-owned land and a number of private dwellings. The lands are zoned Objective 'DC' - *'To protect, provide for and/or improve mixed-use district centre facilities'*. The lands comprise approximately 1.3 hectares. The site is sloping with general ground levels falling to the east and the southeast.

West of the site, on The Hill, are single and two storey cottage type buildings which house a series of small shops, and the Orchard Café and Bar. East of the site, across the N11, is a predominantly residential area of low rise, low density estates and culs-de-sac.

An area of the site is identified in the Eastern CFRAMS flood maps as being in Flood Zone 'A' and 'B' and is therefore at risk of flooding. This issue is addressed in detail in the Strategic Flood Risk Assessment that accompanies this Draft LAP. Any application for development on the site will require to submit a site-specific flood risk assessment.

As part of the lands are located within the 'Retail Core' of Stillorgan, specifically the area fronting the corner of the Lower Kilmacud Road/The Hill, any redevelopment proposals should provide an active street frontage at this location with retail/retail services/leisure uses to ensure animation of the streetscape.

Outside of the Retail Core area, the site is suitable for residential development and has been identified in the LAP as being suitable for a landmark building of up to nine storeys in height.

Redevelopment proposals for the site will have to pay particular consideration to the provisions of the Stillorgan Village Area Movement Framework Plan, specifically, the proposal to remove the left hand slip lane from the Lower Kilmacud Road to The Hill and the provision of a public space/plaza at this location. The objective to improve pedestrian permeability through the site is also considered a key element of the Movement Framework Plan and consideration should be given to enhancing community/residential amenity and supporting an age friendly environment.

The Blakes/Esmonde Motors site has been the subject of a number of redevelopment proposals over the last 10-15 years, none implemented to date. A large-scale application in was granted planning permission in 2004 on the Blakes site for a mixed use development of c. 200 apartments, retail and leisure up to 12 storeys in height.

Separately, the Esmonde Motors site was the subject of a large-scale application in 2006 for a mixed use development, comprising commercial, retail and apartments, which was refused planning permission. The two sites have recently been the subject of a joint application, a 'Strategic Housing Development' (SHD) pre-planning application for a mixed-use scheme comprising a purpose-built student accommodation block and an apartment scheme.

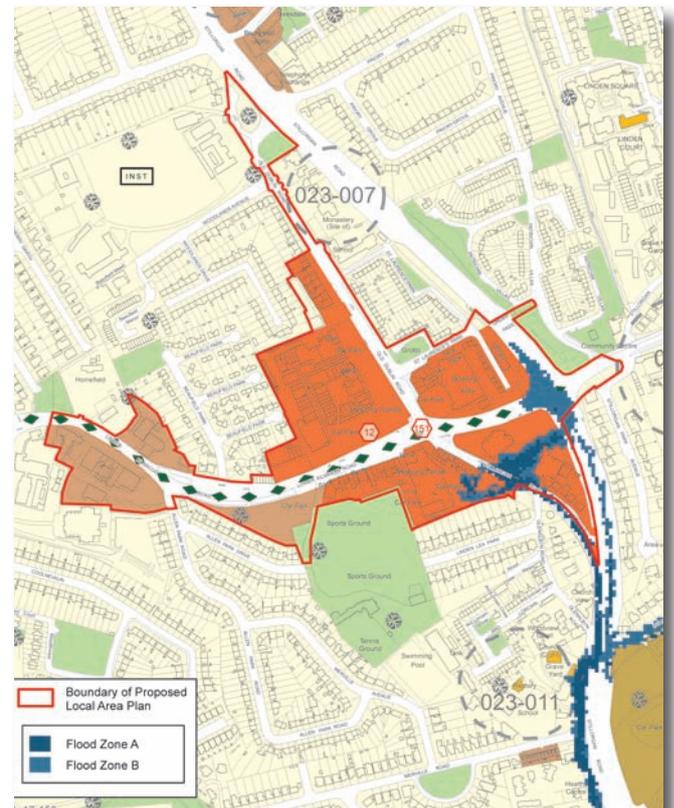
The Site Framework Strategy for the site sets out building

height and plot ratio guidance. The subsequent identification of a large area of the site as being at risk of flooding (see Map 20 below) is a key factor in this determining its capacity and layout.

As referred to in the previous Section, it is crucial that the relationship between the two taller buildings proposed for both the Blakes and Leisureplex/Library sites is carefully considered, as these two buildings will form an important 'gateway' feature to Stillorgan. The design statement that will be prepared for each landmark building will assess the coherence of approach in terms of its massing, bulk and form with any permitted or completed taller building opposite and both design approaches will consider the wider 'set piece' created by the increased building height at this important entrance to Stillorgan.



Map 19: Blakes/Esmonde Motors



Map 20: Eastern CFRAMS Flood Zones A and B



Figure 8: Blakes Esmonde Motors Long Term Proposal (location for taller building identified)

4.5.3.2 Blakes/Esmonde Motors - Site Development Framework

Zoning	<ul style="list-style-type: none"> Zoning Objective 'DC' 'To protect, provide for and/or improve mixed-use district centre facilities'.
Development Objectives	<ul style="list-style-type: none"> Redevelopment should include a mix of uses – commercial, retail and community at the 'Retail core' and predominantly residential on the balance of the site. Create a building line that enhances a vital street frontage onto The Hill/Lower Kilmacud Road. Facilitate pedestrian permeability through the site. Any application for redevelopment to submit a Flood Risk Management Plan . Provide a publicly accessible community room .
Design Guidance	<ul style="list-style-type: none"> Create a building line that enhances a vital street frontage onto The Hill/Lower Kilmacud Road. Provide for pedestrian/cycle permeability through the site. High quality design/placemaking. Protect residential amenity of adjacent residents at The Hill. Use of high quality, robust materials, which is particularly important of the more prominent taller buildings where maintenance and weathering must be considered.
Building Height/ Plot Ratio	<ul style="list-style-type: none"> Benchmark height of five storeys across the site, with a landmark building of up to nine storeys at the corner of the N11/Lower Kilmacud Road junction. The transition between the landmark height (9 storeys) and the benchmark height (5 storeys) must be designed to ensure that excessive massing or bulk in the overall design does not detract from the 'landmark' nature of the nine storey element. Indicative Plot Ratio of 1:2.5
Public Realm	<ul style="list-style-type: none"> Provides a high quality public plaza/civic space at the corner of The Hill/Lower Kilmacud Road. High quality design/placemaking. Tree planting at Lower Kilmacud Road. Consideration should be given to how any new development supports the achievement of an 'Age Friendly' environment providing safe, accessible and walkable spaces
Movement	<ul style="list-style-type: none"> Remove the left-hand slip from Lower Kilmacud Road to The Hill . Rationalisation of road cross-sections at both Lower Kilmacud Road and the Hill adjacent to the site. Provision of cycle tracks on Lower Kilmacud Road adjacent to site.
Constraints	<ul style="list-style-type: none"> Flood Zones 'A' and 'B' are indicated on the lands. Wayleaves relating to underground services exist at the north-eastern corner of the site.

4.5.4 Overflow Car Park

4.5.4.1 Site Description and Characteristics

The overflow car park for the Stillorgan Shopping Centre is situated along the southern boundary of the Plan area. It is triangular in shape and extends to an area of approximately 0.6 hectares. It is bounded by the Kilmacud Road Lower to the north, the rear of the houses at Allen Park Drive to the south and Glenabyn Sports Centre and Kilmacud Crokes to the east.

Unlike the sites located at the core of Stillorgan, the Overflow Car Park site is zoned 'Neighbourhood Centre' and is, therefore, at a lower order of priority in terms of the scale of development which can be permitted. It is appropriate, therefore, that the scale of any redevelopment proposal respects this zoning in terms of uses, scale and height. Redevelopment proposals will have to sensitively address the relationship between the site and the adjacent residences at Allen Park Drive.

The site presently provides a carparking facility for the Shopping Centre. Any redevelopment proposals for the Overflow Car Park will have to carefully consider the overall

carparking requirements of the Shopping Centre and the Overflow Car Park itself. The long-term proposal outlined in the Stillorgan Village Area Movement Framework Plan envisages the creation of a new building line to the Lower Kilmacud Road with the provision of a small public space at the entrance to the carpark and a feature tree/sculpture to provide a focus. Redevelopment proposals would also have to seek to protect the treebelt at the Allen Park Drive boundary, which provides an important buffer to the residential area. Public realm enhancements will also provide opportunities for creating an 'Age Friendly' environment.

In terms of the planning history on the lands, an application was submitted in 2005 for a mixed-use three storey retail and residential building, which was subsequently withdrawn.

The relative lack of planning activity on the site over the years may be as a result of possible development constraints related to underground services, specifically wayleaves associated with number of surface water drains (both a 1200mm and a 750mm drain) in the vicinity of the site. Any future redevelopment proposals will have to address this issue.



Map 21: Overflow Carpark



Figure 9: Overflow Car Park Long Term Proposal

4.5.4.2 Overflow Car Park - Site Development Framework

Zoning	<ul style="list-style-type: none"> Zoning Objective 'NC' 'To protect, provide for and/or improve mixed-use neighbourhood centre facilities'.
Development Objectives	<ul style="list-style-type: none"> Redevelopment should include a mix of uses – commercial, retail and residential. Create a building line that enhances a vital street frontage onto Lower Kilmacud Road. Wider car parking requirements of the Shopping Centre site to be considered in any redevelopment.
Mix of Uses	<ul style="list-style-type: none"> Redevelopment should include a mix of uses – commercial, retail and residential, in accordance with the 'lower order' neighbourhood centre zoning of the site.
Design Guidance	<ul style="list-style-type: none"> High quality architecture – Design to be high quality, distinctive, legible and robust. Creation of a new building line with active street frontage along the Lower Kilmacud Road. Location of any surface car parking to the rear of the site.
Building Height	<ul style="list-style-type: none"> Guideline height of between two and four storeys. Height should graduate to a maximum of two- storeys along mutual boundaries with adjoining two-storey properties. The maximum height limits shall only be considered at the building line adjoining Lower Kilmacud Road.
Movement	<ul style="list-style-type: none"> Southern side of street developed as stronger footpath / urban space to encourage greater east-west pedestrian movement, with the introduction of a new pedestrian crossing point that corresponds to established desire lines. Incorporation of pavement facility along re-aligned access to Kilmacud Crokes.
Public Realm	<ul style="list-style-type: none"> Pedestrian crossing adjacent to the site on Lower Kilmacud Road to be upgraded to toucan crossing. Tree planting to be provided along the Lower Kilmacud Road boundary. High quality public lighting to be provided. High quality attractive paving materials. Consideration should be given to how any new development supports the achievement of an 'Age Friendly' environment providing safe, accessible and walkable spaces
Signage	<ul style="list-style-type: none"> Any redevelopment proposals shall include a coherent and cohesive signage strategy. New shopfronts should make a positive contribution to the creation of an attractive streetscape.
Constraints	<ul style="list-style-type: none"> Wayleaves relating to a number of surface water drains (both a 1200mm and a 750mm drain) may affect the site. There are two separate County Development Plan Objectives to "To protect and preserve Trees and Woodlands" along the boundaries of the site. Any redevelopment will have to incorporate proposals for the wider car parking requirements of the Shopping Centre site