

FINGLAS STRATEGY

Baseline Analysis Report

Planning and Property Development Department
Dublin City Council

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Foreword

The Finglas Strategy (the Strategy) is a non-statutory high-level study prepared by Dublin City Council's (DCC) Planning and Property Development Department to address opportunities for urban regeneration and placemaking in Finglas. The Strategy is a framework for integrated, plan-led solutions, but does not give planning consent for specific projects. The Strategy has been informed by this Baseline Report, which identified the key assets of the area, and was subject to consultation with the elected members. The Strategy was formulated with input of internal DCC Departments. In December 2020, the recommendations of the Strategy were presented to the elected members.

The Strategy's recommendations fall into two categories:

1. Policy.
2. Projects.

POLICY

This Strategy is a background paper that articulates planning policy options for Finglas to inform the Dublin City Development Plan 2022-2028 (the new DCDP). The Strategy has not been subject to detailed assessment in compliance with EU Directives concerning Strategic Environmental Assessment (SEA), Habitats (Appropriate Assessment – AA), or Strategic Flood Risk Assessment (SFRA). Nor has the Strategy been subject to extensive public consultation.

The Strategy sets out the context and rationale for recommendations for rezoning within a policy framework that supports brownfield consolidation and creates a policy platform to encourage urban regeneration. All Strategy recommendations incorporated into the new Development Plan will be subject to compliance with EU Directives. The new Development Plan, and planning policy concerning Finglas, will be subject to comprehensive public consultation. As a result, the Strategy's recommendations may change and evolve from those articulated in this document.

On the 14th of June 2021, the elected members of DCC adopted Variation No. 33 of the Dublin City Development Plan 2016-2022 to re-zone c. 43 hectares of lands between Jamestown Road and St Margaret's Road / McKee Avenue from Z6 "Employment / Enterprise" (EE) to Z14 "Strategic Development and Regeneration Area" (SDRA). The SDRA contains guiding principles to inform the preparation of a non-statutory masterplan which must be submitted to the planning authority for agreement before the lodgement of any planning applications. The publication of the Strategy was delayed awaiting the outcome of the Variation process. The Strategy was updated to include the new zoning and SDRA.

PROJECTS

The Strategy identifies public realm and placemaking projects. The Strategy enables DCC to submit these projects to National Government for funding. If DCC is awarded funding it will be enabled to undertake further detailed studies and assessments of the projects before advancing to the planning consent process, detailed design, and construction.

All the projects identified in the Strategy will be subject to statutory planning consent under the Planning and Development Act 2000 (as amended). All projects will be subject to environmental assessment as part of the planning consent process. This includes compliance with the EU Environmental Impact Assessment, Flood Risk, and Habitats Directives. DCC will assess the impact of projects on the existing natural environment, built heritage, and archaeology. The preferred design option will mitigate these impacts before being brought forward

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01 Introduction

1.1 Purpose of Report

The Finglas 2021 Strategy (the Strategy) is a non-statutory spatial planning study based upon an evidence-based evaluation and assessment of Finglas, which contains a strategic vision and establishes an urban design framework which contains a series of recommendations and actions. The Strategy will inform:

- (i) The Dublin City Development Plan 2022-2028 (the new DCDP).
- (ii) Strategic Development and Regeneration Areas (SDRA) for Finglas.
- (iii) Future applications for funding.

PLATE 1: FINGLAS VILLAGE



The purpose of the Strategy is to:

- Set out a baseline evaluation and analysis of Finglas in order to provide an evidence-based rationale that underpins all recommendations in the report.
- Establish a strategic vision and cohesive spatial strategy within an urban design framework for Finglas, which sets out recommendations that will inform the preparation of the new Development Plan and a new Strategic Development and Regeneration Area (SDRA) for Finglas.
- Identify a number of existing development sites and make recommendations in relation to their potential to accommodate future housing, based on an identified need.
- Recommend a number of zoning changes that should be considered as part of the review of the current Development Plan.
- Provide an area-based analysis and framework that can underpin future applications for funding for projects within the area.

1.2 Extent of Study Area

The Strategy covers an area of c. 634ha, with the boundary centred on the village of Finglas and its natural hinterland. The boundary extends north to the administrative boundary with Fingal County Council (FCC) and south to Tolka Valley Park. The study boundary is aligned to the Census of Population Electoral Divisions to aid population and housing analysis (Chapter 3).

FIGURE 1: STUDY AREA MAP



1.3 Rationale and Policy Context

The rationale for this study stems from the statutory planning context as set out in the National Planning Framework (NPF) the Regional Spatial and Economic Strategy (RSES), and the Development Plan. These statutory plans place an emphasis on the need to consolidate the urban form and prevent further low-density sprawl; to support the provision of sustainable modes of travel, support social regeneration where needed and to create quality places and spaces where people choose to live and work. With proposals for a new Luas extension to Finglas and for enhanced Bus Connects corridors it is timely to conduct a detailed study of the Finglas area, identifying opportunities and scope for consolidation of the urban form. In identifying opportunities for new housing, the report also examines the social and community infrastructure available within the area, to ensure that adequate supports and facilities are in place to support existing and future populations.

1.3.1 Project Ireland 2040 - National Planning Framework

The NPF is a high-level strategy that is intended to guide development in Ireland. It identifies 10 National Strategic Outcomes (NSOs) that underpin growth and development in Ireland up to 2040. The NPF sets out the strategic role that Dublin has in achieving compact growth by focusing development on key regeneration and significant greenfield sites that can be connected into existing built-up areas and communities, and in doing this, its role in supporting climate change and placemaking. One of the key principles set out in the NPF is the use of strategic land banks and in particular, state owned land, for re-imagining urban areas for new homes and communities, all underpinned by exceptional urban design which fosters enhanced liveability.

The NPF contains a number of National Strategic Outcomes (NSOs) which are relevant:

- **NSO 1 Compact growth**

Compact sustainable urban growth is encouraged and in particular on lands within the Dublin metropolitan area along public transport corridors and adjacent to transport interchanges.

- **NSO 4 Sustainable mobility**

Investments in public transport, walking and cycling are encouraged in order to reduce reliance on private vehicles. Compact growth in appropriate locations is required in order to support such investments.

- **NSO 7 Enhanced amenities and heritage**

Maximising the potential of existing amenities and capitalizing on existing heritage assets is supported in order to foster placemaking.

- **NSO 8 Transition to a low carbon future**

Along with the National Policy on Climate Change, the NSOs in the NPF supports compact urban growth, within key regeneration areas and urban infill sites, enhanced urban design, integrated public transportation and improved walking and cycling routes. These measures will support the transition to a low carbon society.

Therefore, in accordance with the NPF and having regard to future public transportation investments, the availability of DCC owned land, location within the metropolitan area and proximity to the city centre, it is considered that Finglas is an area of strategic importance, in terms of implementing the National Planning Framework.

1.3.2 Regional Spatial and Economic Strategy 2019-2031

The Eastern and Midland Regional Assembly (EMRA) RSES is a strategic plan for the region that contains a number of Regional Policy Objectives (RPOs) to support the implementation of Project Ireland 2040.

The RSES contains the Dublin Metropolitan Area Strategic Plan (MASP) which identifies a number of guiding policies and principles, including:

- Dublin acting as a global gateway
- Promoting compact sustainable growth and accelerated housing delivery
- Integrating transport and land use
- Increasing employment density in the right places
- Aligning population and employment growth with enabling infrastructure
- Addressing social regeneration
- Identifying future development areas
- Promoting Metropolitan scale amenities
- Coordinating active land management

The MASP identifies a number of strategic residential and employment development corridors in order to foster the creation of sustainable and compact regional growth to achieve the target that at least 50% of all new homes be located within or contiguous to the existing built-up area of Dublin. Finglas is located within the 'City Centre within the M50 (multi modal) corridor. The proposed Luas extension is cited as a key catalyst for unlocking the development potential of key land banks in this area.

The MASP also identifies the Dunsink lands, to the immediate west of the study area, as lands that have long-term potential to deliver a new residential and district centre, subject to site conditions and feasibility.

1.3.3 Climate Action

The National Climate Action Plan (CAP) 2019-2024 acknowledges the role that compact, urban development and effective land use planning can have in addressing the impacts of climate change in Ireland. DCC is committed to climate action and recently adopted a Climate Change Action Plan. Furthermore, DCC has used the UN Sustainable Development Goals as a blueprint for developing its goals and priorities set out in its Corporate Plan.

1.3.4 Transport Strategy for the Greater Dublin Area 2016-2035

The National Transport Authority's (NTA) *"Transport Strategy for the Greater Dublin Area 2016 – 2035* (NTA Strategy) sets out a framework for sustainable transport investment for the greater Dublin metropolitan area. Three key projects for the DCC administrative area include:

- Bus Connects, Core Bus Corridor Project.
- Luas Finglas, extension of the Luas green line from Broombridge to Charlestown.
- Metrolink train providing a link from the City Centre to the Airport and Swords.

The Finglas area will benefit from significant investments in public transportation projects including Luas Finglas and Bus Connects. In 2020 the NTA published the preferred route for Finglas Luas, which identified a number of stops that will serve Finglas. In addition to providing key connections between communities in Finglas, the Luas will significantly reduce commuting times into Dublin City Centre. This, coupled with the proposed Core Bus Corridor project along Finglas Road, re-enforces the strategic location of Finglas within the Dublin metropolitan area. Chapter 6 provides further detail of public transportation proposals that will serve Finglas and outlines a number of key recommendations.

1.3.5 Dublin City Development Plan 2016-2022

Dublin City Development Plan 2016-2022 (the current DCDP) seeks to achieve a compact city with attractive mixed-use neighbourhoods, exemplary public realm, with a variety of housing typologies. The current Development Plan identifies eight Key District Centres (KDCs), situated in strategic locations outside the city centre, that can act as mixed-use urban hubs with commercial, community, residential and other uses permissible. Finglas Village is one these KDCs with the Plan recognizing the potential to build on its role as a gateway entrance to the city through high quality landmark buildings, structures and civic spaces and by facilitating a comprehensive range of commercial and community services.

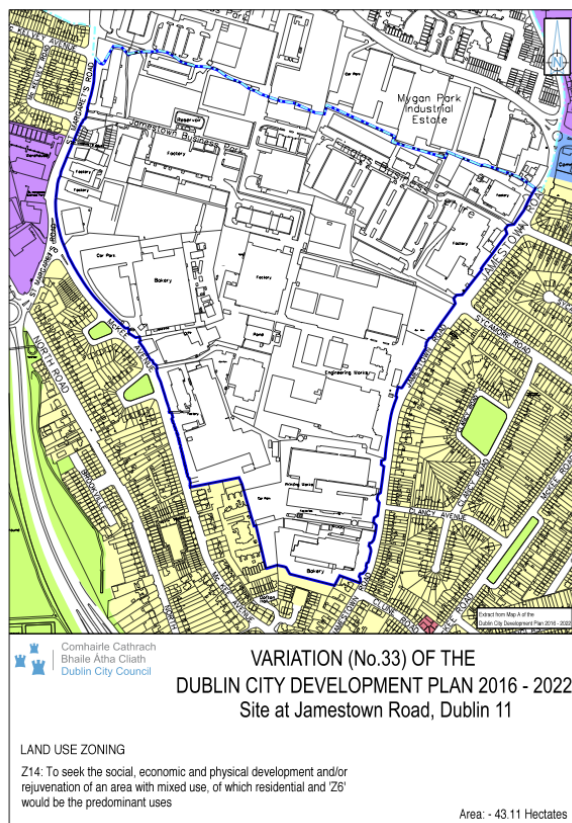
Outside Finglas village, the area is served by a number of local neighbourhood centres, including Cappagh Shopping Centre on Cardiffsbridge Road, Mellows Road / Cardiffsbridge Road and Barry Road.

1.3.6 Variation No. 33 to the DCDP 2016-2022

On the 14th June 2021 the members of DCC amended the current DCDP (the Variation) by rezoning a large tract of industrial lands between Jamestown Road and McKee Avenue / St Margaret's Road, from "Z6" industrial use to "Z14" Strategic Development and Regeneration Area. The Variation included provision for

a new Strategic Development Regeneration Area within the DCDP with high level guiding principles setting the framework for a Masterplan for these lands. The purpose of this rezoning is to change the character of these lands from an under-performing, underutilised industrial warehousing zone to a new vibrant mix-use urban quarter providing for residential (50% of land), employment (30% of land), public open space (10%) and new community/educational uses (10%). Further details on this area are set out in Chapter 9: Urban Design Framework.

FIGURE 2: EXTRACT FROM DCDP 2016-2022 ZONING MAP A - VARIATION No. 33



1.3.7 Dublin City Development Plan 2022-2028

On the 15th December 2020, DCC commenced the review of the Development Plan. The new DCDP will be completed in two years and will set out the strategic vision and land use policies and objectives for the period between 2022-2028.

DCC is committed to achieving sustainable development by ensuring that the City's land is used efficiently, in order to deliver new housing, enhanced walking and cycling infrastructure, while providing and enhancing community and social facilities.

It is anticipated that this strategy will inform the preparation of the draft DCDP insofar that it relates to Finglas.

1.4 Report Structure

The Strategy report is set out in chapters detailing an analysis of various themes and characteristics of the area with recommendations made under each heading. This is followed by a proposed Urban Design Framework, which identifies future development sites (some subject to rezoning), and provides an urban design framework for key sites including Finglas Village. The report is set out under the following key themes:

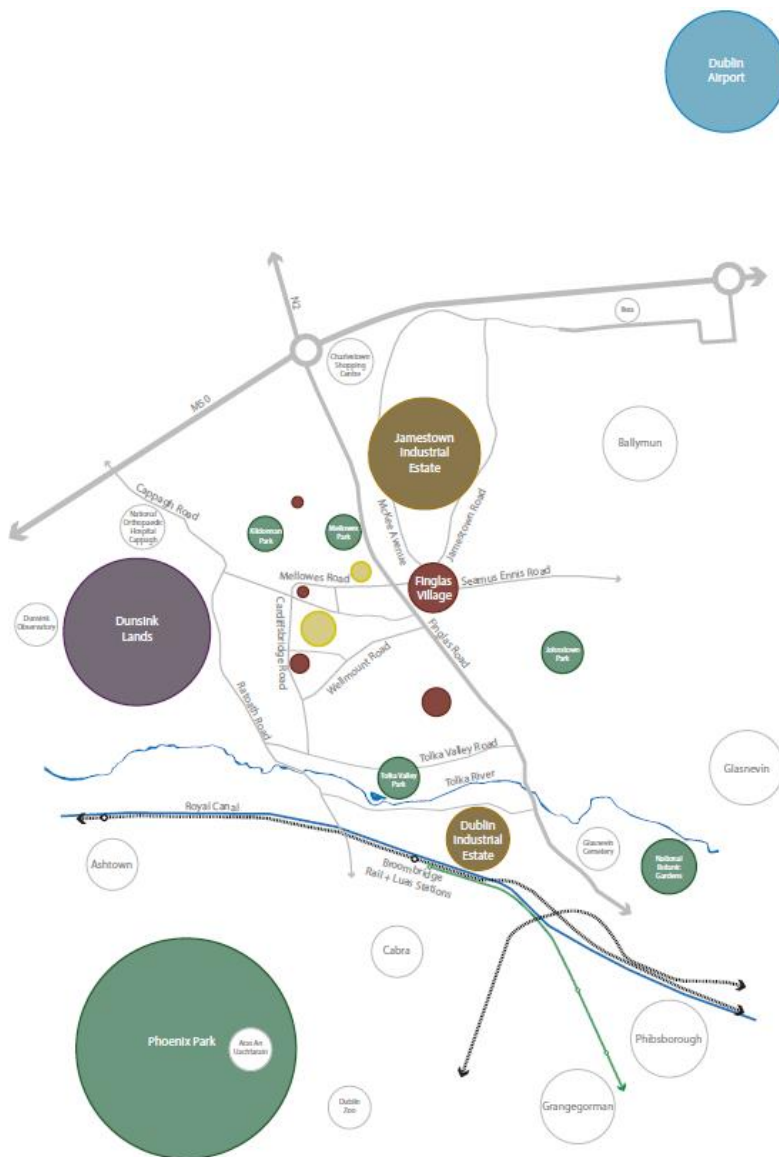
- Area Context
- Population and Housing
- Open Space and Green Infrastructure
- Community and Social Infrastructure
- Movement and Access
- Drainage and Flood Prevention
- Archaeology, Heritage and Conservation
- Urban Design Framework
- Next Stages and Conclusion

02 Area Context

2.1 Area Context

Finglas village and environs forms a large suburb located approximately 6km from Dublin City Centre, north of the Phoenix Park and south-west of Dublin Airport, with easy access to the M50 and national road network. Settlement patterns within the area can be traced back to an early 6th century monastic site, with the village later developing as a thriving market town in the 17th and 18th Centuries. The majority of the surrounding areas of Finglas owe their origins to suburban developments from the 1950s to 1970s, which also brought significant changes to the area and the village of Finglas.

FIGURE 3: EXISTING CONTEXT



The construction of the Finglas Road dual carriageway from the old Royal Oak public house at Tolka valley to Mellows Road, in the early 1970s, effectively severed the area in two and in particular separated the commercial core of Finglas Village from the older historic setting of St Canice’s Graveyard and Church Street. This intervention has had a significant impact on the pattern of development in the area and has resulted in poor or non-existent east-west routes across the dual carriageway (particularly for pedestrians/cyclists). It has also hindered the Village’s ability to act as a key urban focal point, as the first

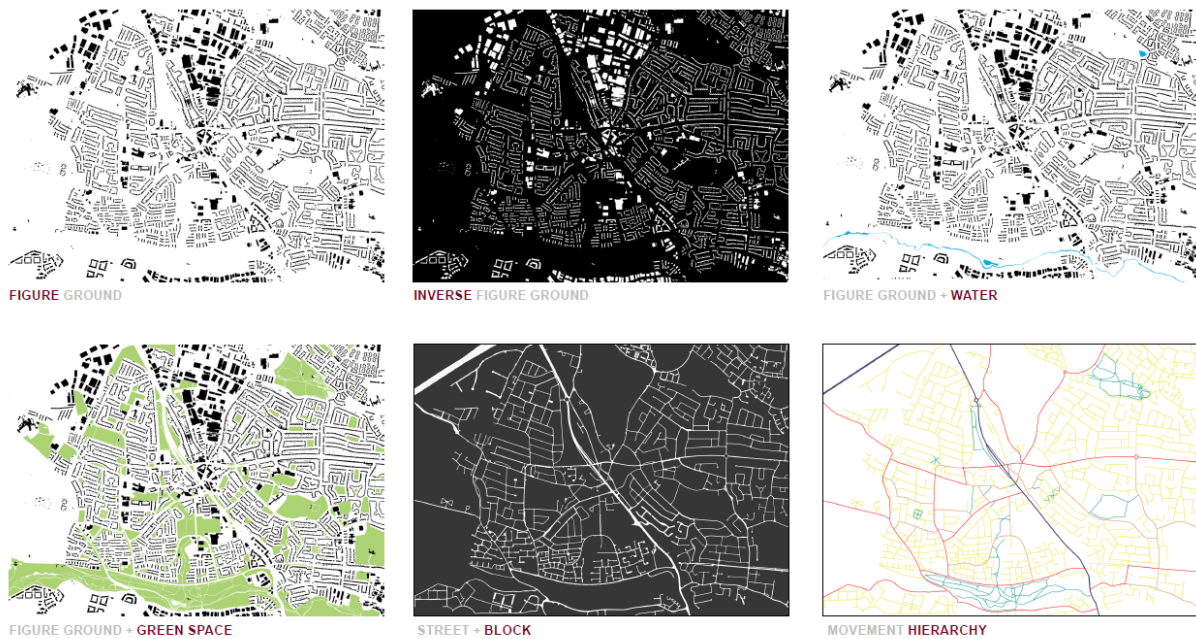
urban town on entering the City boundary from the N2. The dual carriage effectively encourages car traffic to pass quickly through the area, rather than providing opportunities to stop.

Despite these challenges, Finglas is strategically placed inside the M50 and in close proximity to the City Centre and thus has an important role to play in the wider consolidation of the Dublin metropolitan region. The Dunsink strategic land bank is situated to the west of Finglas, in the FCC administrative area. The RSES designates Dunsink as a strategic development site. Furthermore, the proposed Luas Finglas and Bus Connects projects will greatly enhance public transport connectivity to the area.

2.2 Urban Structure

Finglas is largely defined by low density suburban terraced housing, which is illustrated in the figure ground analysis (see figure 4). In addition to the village, a number of local neighbourhood centres are situated throughout the area. The Finglas environs contain large amounts of open space, which in many cases is poorly defined and/or is not overlooked. Recent decades have witnessed the gradual decline of the core retail and commercial function of Finglas village, as a result of more intense commercial uses developing at Charlestown to the north and Clearwater to the south.

FIGURE 4: URBAN STRUCTURE ASSESSMENTS



2.3 Barriers

The urban design appraisal identified a number of barriers or challenges which require addressing in order to improve the village and environs area. These include:

- Urban structure divided by the Finglas Road, which severs the commercial and historic core of the village and impedes pedestrian and cycle movement.
- Poor permeability characterised by cul de sacs.
- Poor quality public realm which contains street and visual clutter.
- Lack of passive surveillance throughout the public realm, as a result of poorly defined public space, barriers and building set-backs.
- Building façades which contain limited or no overlooking, providing limited opportunities for animation and limiting passive surveillance.
- A number of key public spaces contain no enclosure.

FIGURE 5: BARRIERS



2.4 Opportunities

Overall, it was found that the urban form and character of the Finglas area is fragmented, requiring significant interventions and investment in order to repair this. Despite the above barriers, a number of opportunities exist to introduce improvements:

- Proposed Luas Finglas and Bus Connects projects.
- Underutilised strategic lands at Jamestown Industrial Estate.
- Capitalise on existing built and cultural heritage in order to foster a strong identity for Finglas.
- Improved pedestrian links.
- Opportunities to enhance the public realm by reconfiguring existing spaces.
- Opportunities to create improved public realm at the proposed Luas stop on Mellowes Road, at a key nodal point between east and west and to encourage connections to the village.

FIGURE 6: OPPORTUNITIES



2.5 Density of Dwellings

Density is a tool frequently used in planning policy to guide future development and to achieve sustainable towns and cities. Planning policy at national, regional and local level all clearly articulate the need for sustainable densities. This means there is a need to ensure there are sufficient people living in an area to support local services and importantly to support the provision of high-quality public transport provision. Dublin needs to transition to a low-carbon sustainable city and the sprawling nature of suburban development needs to be checked with consolidation of the existing urban areas and increased densities of development along key public transport routes.

Finglas is in general characterized as a low-rise, low-density suburb dominated by two-storey housing and with large tracts of land provided for schools, community infrastructure and open space. The use of distributor roads flanked by open spaces throughout Finglas South further reduces density within the area.

Two examples are provided below demonstrating residential density of two schemes in Finglas; one dating from the 1960's and the other a modern apartment development. "Net density" figures are used which relate only to those areas used for housing and directly associated uses, such as access roads, private gardens, car parking, incidental open space and children play areas; but excludes major and local distributor roads, schools, churches, shopping centres, open spaces and significant landscape buffer zones. In the example below net density is shown for (i) 2-storey housing either side of Abbotstown Road and (ii) an apartment development at Prospect Hill. These two examples clearly show the divergent densities achievable by different forms of housing.

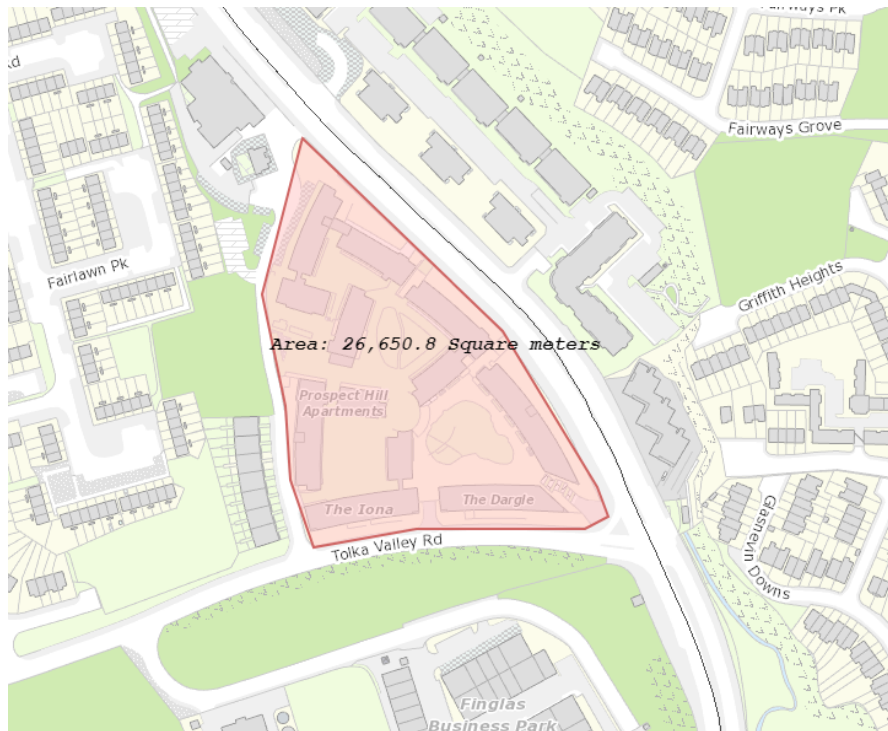
- i. The first example shows an area of c. 14 ha between Cappagh road and Ratoath Avenue and between Ratoath Drive and Cardiffsbridge Road. This area is characterised by 2-storey terraced housing. With 458 units (as per GeoDirectory), this gives a net density of **33 uph**.

FIGURE 7: SITE ALONG ABBOTSTOWN ROAD, DENSITY OF 33 UPH



- ii. The second example is at Prospect Hill on the Finglas Road. This is a modern apartment development of c. 442 apartments (as per GeoDirectory), on a site measuring 2.66 ha. This gives this scheme a density of **166 uph**.

FIGURE 8: PROSPECT HILL, DENSITY OF 166 UPH

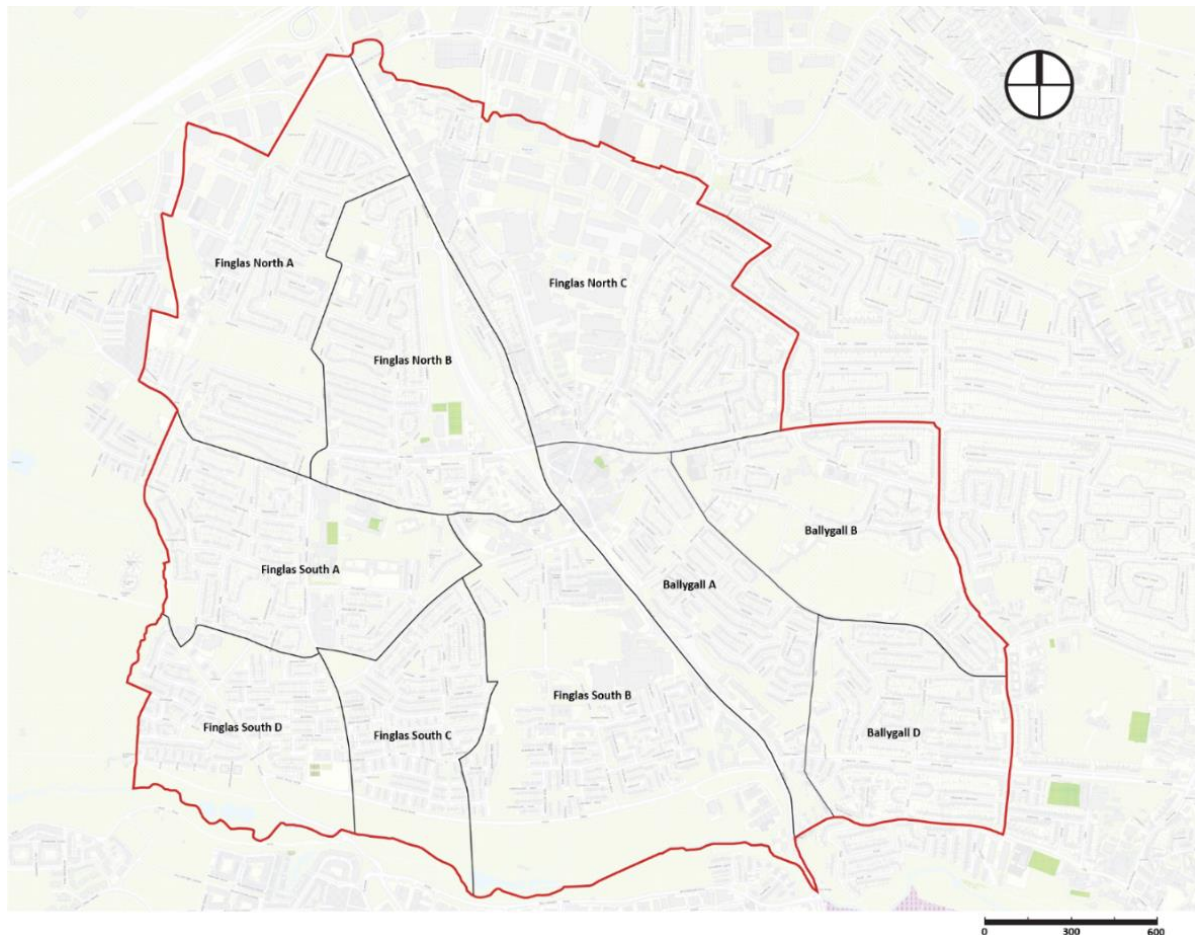


The densities that can be achieved in any new development are dependent on numerous factors including the location and size of the site, the surrounding environment and the mix of dwelling types proposed. It however is important that future development sites should be maximised in order to achieve compact development, while ensuring quality of design and ensuring that residential amenity is prioritised. Within suburban locations such as Finglas densities in the order of 50 units per hectare (uph) should be achievable on most development sites. For sites close to neighbourhood centres, the village and along public transport routes (both future Luas line and Bus Connects), densities in the order of 100 uph and higher should be provided.

03 Population and Housing

This chapter provides an overview of the existing population and housing provision within Finglas, helping to identify gaps in provision and proposing objectives to meet existing and future needs. The information provided is largely based on the 2016 Census of Population figures, unless stated otherwise. The Strategy's study area follows the boundaries of the following Electoral Divisions (EDs) of the Census of Population (see figure 9).

FIGURE 9: FINGLAS STUDY AREA, ELECTORAL DIVISIONS



3.1. Population Analysis

3.1.1 The Growth of Finglas over the years

Up until the late 1940's Finglas was a largely agricultural area with a small but thriving market village. It had c. 500 households and a population of less than 8,000 people. Between 1946 and 1980 the population exploded with the construction of c. 6,700 new houses. By 1979 the population peaked at 53,812 people. This was followed by a period of steep decline and by 2002 the population had fallen to 27,431.

FIGURE 10: FINGLAS 1937, OS 6" SERIES

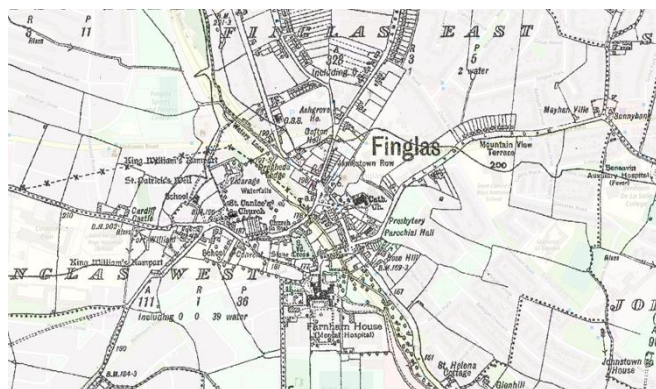


PLATE 2: FINGLAS 1964

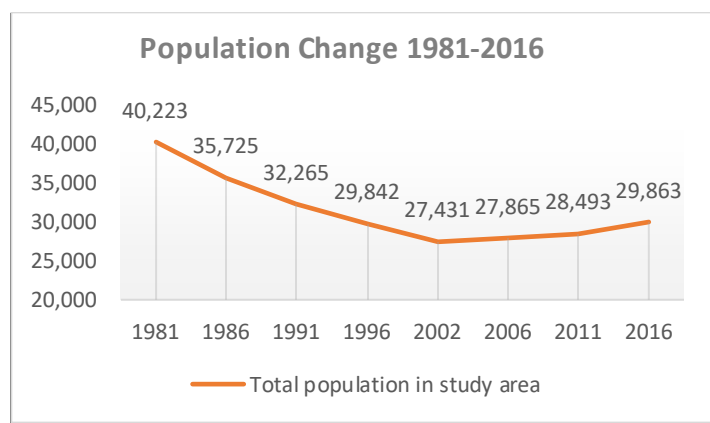


PLATE 3: NEW APARTMENTS AT PROSPECT HILL, FINGLAS ROAD



The Celtic Tiger period drove a second but lesser period of construction, which brought new development and in particular new apartment schemes along the Finglas Road. This period of growth stemmed the population decline, and brought a gradual increase in population, which today stands at **29,863 persons** within the Finglas study area.

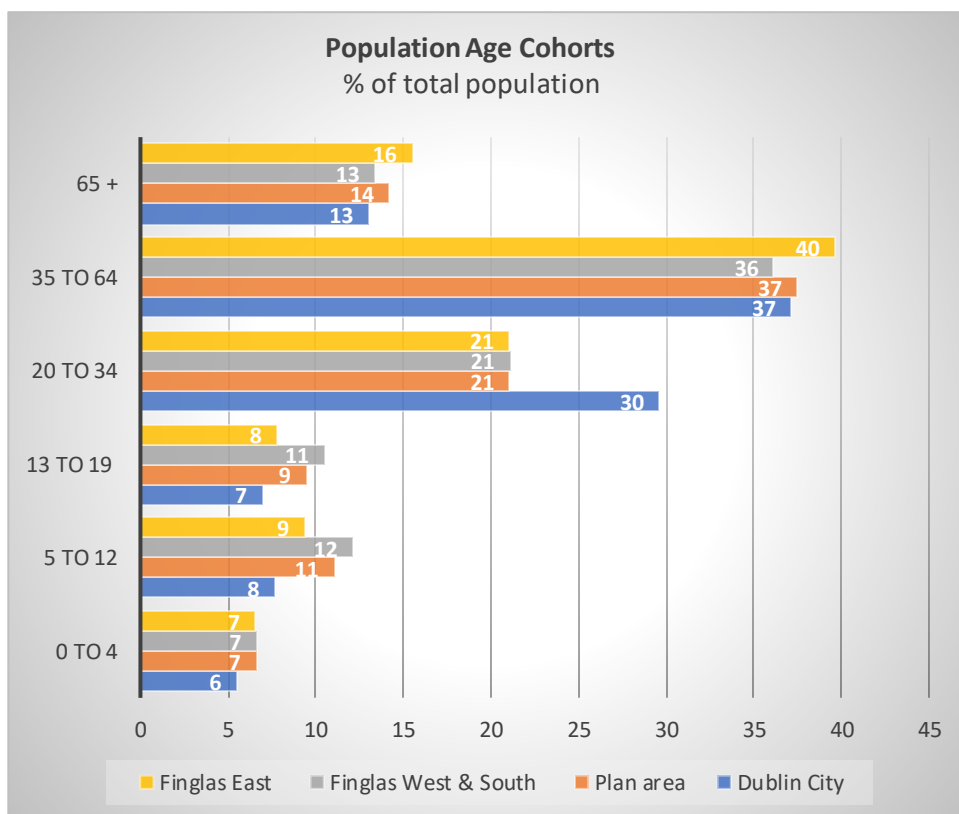
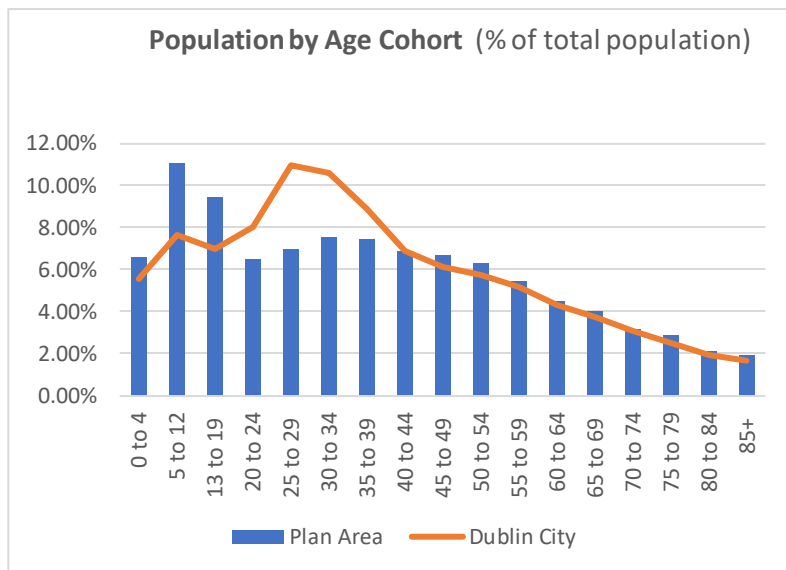
FIGURE 11: POPULATION CHANGE 1981-2016



3.1.2 Population Age Comparison

The population of Finglas has a high proportion of young people under the age of 19, at 27% of the total population, compared to 21% for the City as whole. Within this age category, we can also detect differences between east and west Finglas, with the West having higher percentages of school age children compared to the East. Conversely, the area has a much lower percentage of adults between the ages of 20-34, at only 21% compared to 30% in the City. At the other end of the age pyramid, Finglas has an older population comparable to the rest of the Dublin City with 14% over the age of 65, rising to 16% to the east of the N2 (see figure 12).

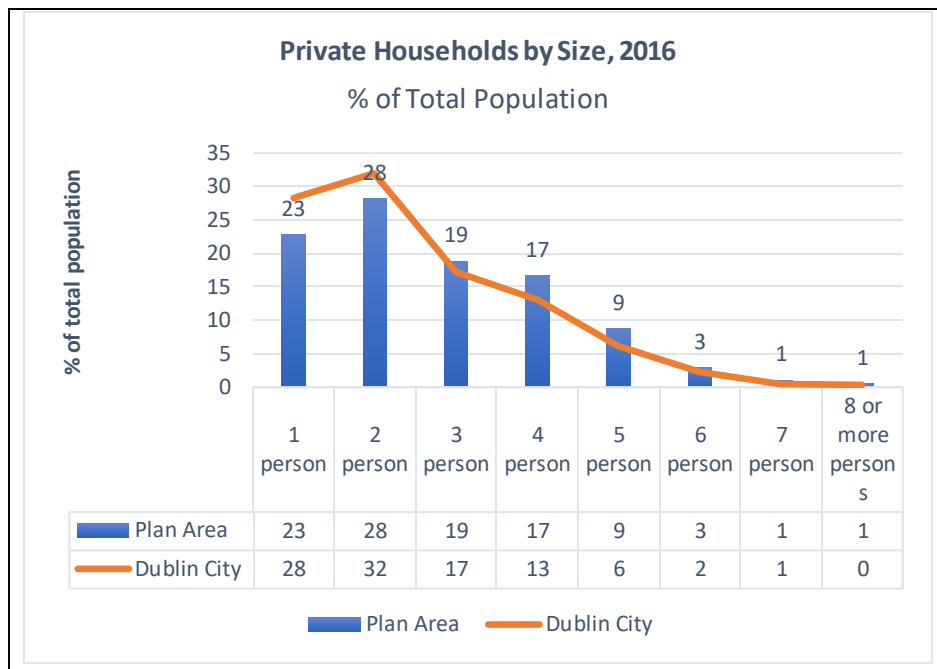
FIGURE 12: POPULATION AGE COMPARISON



3.1.3 Household size and family type

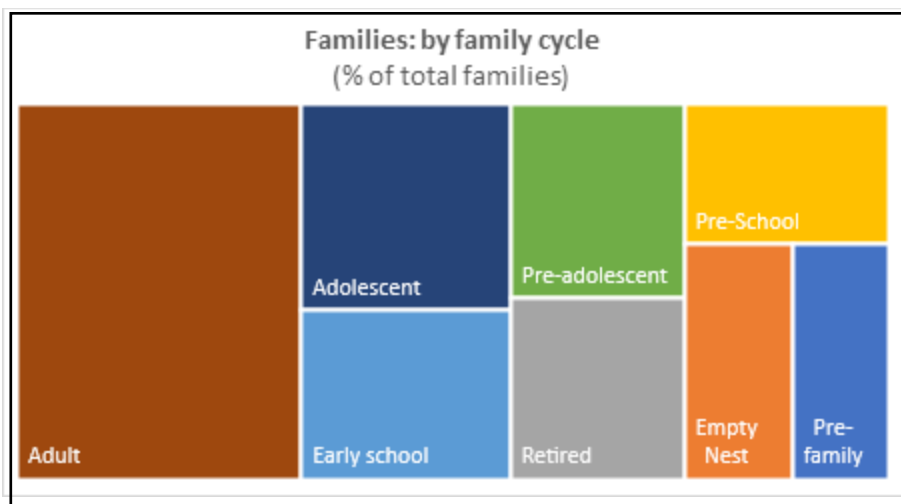
Over half, 51%, of all households in the Finglas area are made up of 1 and 2 person households; with 23% 1 person households and 28% 2 person households. Only 14% of households comprise of 5 or more persons (see figure 13).

FIGURE 13: PRIVATE HOUSEHOLDS BY SIZE, 2016



The largest family type is that of the adult family (33% of total families), followed by early school families (11%), pre-adolescent (10%), retired (10%), pre-school (9%), empty nest (8%) and pre-family (7%) (see figure 14).

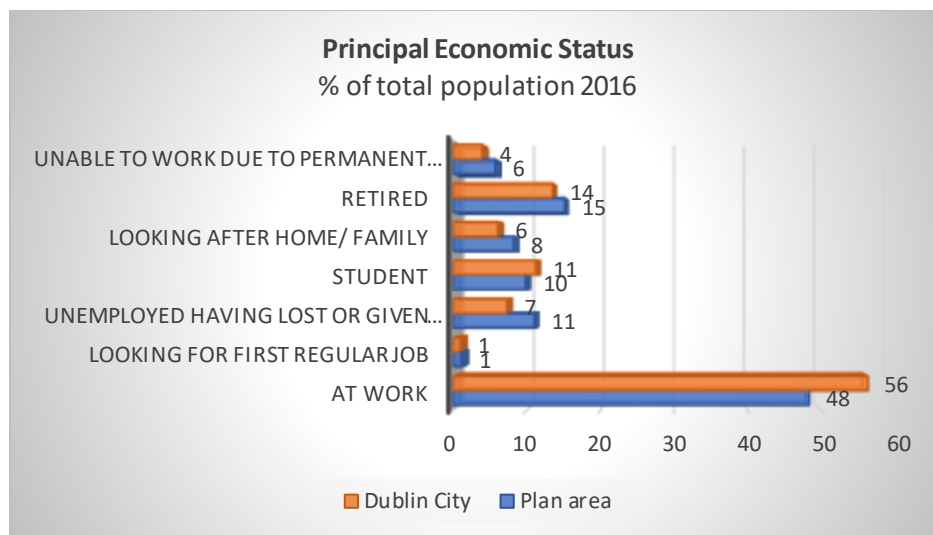
FIGURE 14: FAMILIES BY FAMILY CYCLE



3.1.4 Economic Status of Population

The 2016 Census records classify 48% of the total population as at work with a further 1% looking for their first job. Unemployed, having lost or given up their previous job accounts for 11% of the study area population, a figure higher than 7% for the City as a whole. These figures are important when we consider land uses in the area, and access to employment and training opportunities, and supports required to cater for those in the community.

FIGURE 15: PRINCIPAL ECONOMIC STATUS

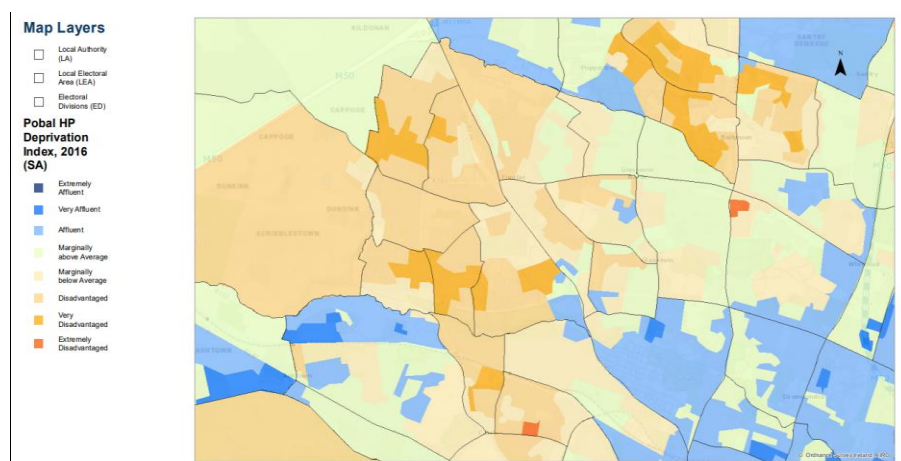


3.1.5 Pobal HP Deprivation Index

The Pobal HP Deprivation Index measures and maps the relative affluence or disadvantage of a particular geographical area using Census data and looking at a number of key indicators including: the proportion of skilled professionals, education levels, employment levels, and single parent households found.

Based on the 2016 Census, West Finglas is largely identified as ‘Disadvantaged’, with pockets of ‘Very Disadvantaged’ and a small pocket of ‘Affluent’. To the east of the Finglas Road the categorisation ranges from ‘Disadvantaged’ to ‘Affluent’, with no areas of ‘Very Disadvantaged’ identified (see figure 16 for a detailed visualisation by Small Electoral basis).

FIGURE 16: POBAL DEPRIVATION INDEX



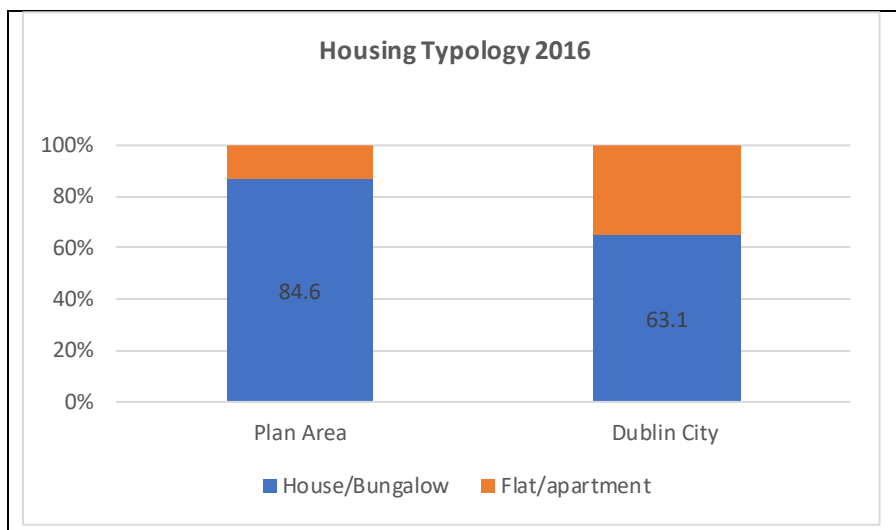
Source: Dublin Housing Observatory Airo Maps

3.2 Housing typology and tenure mix

3.2.1 Housing typology

The majority of housing units in the study area, at 84.6%, is made up of houses and bungalows, with only 13% comprising apartments/flats. The distribution of the 13% stock of apartment/ flat units is largely confined to the electoral divisions of Finglas South B and Ballygall A; both of which adjoin the N2 Finglas Road, where new apartment schemes have been completed in the past 10-15 years. Other areas including Finglas South A and C and Finglas North A contain only 2% of units classified as apartments/flats. This indicates narrow housing options available in those areas.

FIGURE 17: HOUSING TYPOLOGY 2016



The Census also provides information on the size of housing stock in terms of the number of rooms available in a household, including living room, kitchen etc. Within the study area the housing stock is dominated by 5 and 6 room households, representing 3 and 4 bedroom houses, and these account for 52% of the housing stock.

PLATE 4: GLASANAON ROAD



3.2.2 Tenure Mix

Tenure mix and tenure diversity are terms frequently used in housing policy with the aim of achieving “sustainable communities”. It is policy of DCC, as set out in the Housing Strategy and the DCDP to achieve sustainable communities which contain a mix of housing types and also variety of housing tenure.

Having a mix of housing tenures has been proven to have many benefits, including promoting tolerance of social difference, broadening educational influences amongst children, exposing people to alternative ways of life and ensuring that an area has sufficient disposable income to support the provision of good quality retail and other services.

The 2016 Census of Population shows owner occupancy to be the dominant tenure form in the area, accounting for 64% of total households (31% with a mortgage, and 33% with no mortgage), a figure higher than that for the City as a whole which stands at 50% owner occupancy. Local Authority housing accounts for 17% of the housing stock; a figure also higher than the City’s local authority provision at 12%. The area however has a much lower figure for households renting from private landlords, at 12%, compared to 30% for the City.

FIGURE 18: TENURE MIX

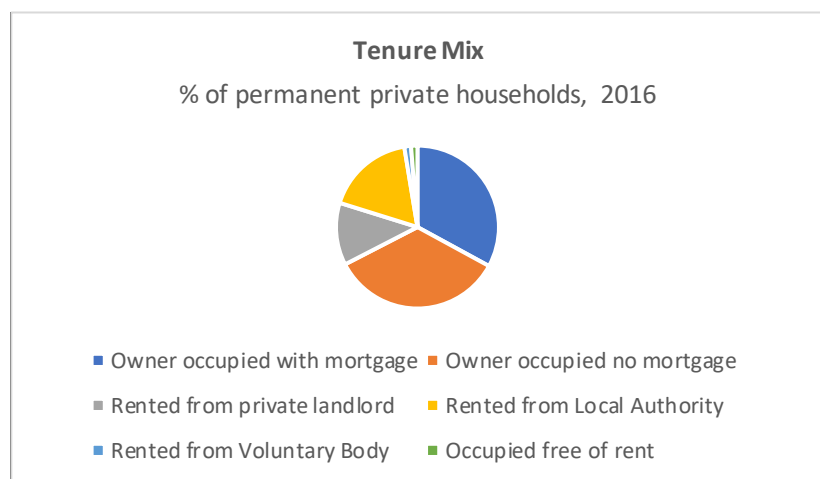


TABLE 1: PERMANENT PRIVATE HOUSEHOLDS BY TYPE OF OCCUPANCY

Permanent private households by type of occupancy : Finglas and Dublin City, Census 2016				
	Plan Area No.	Plan Area %	Dublin City No.	Dublin City %
Owner occupied with mortgage	3,386	31	48,209	23
Owner occupied no mortgage	3,545	33	57,064	27
Rented from private landlord	1,273	12	62,865	30
Rented from Local Authority	1,808	17	24,654	12
Rented from Voluntary Body	137	1	3,274	2
Occupied free of rent	130	1	2,761	1
Not stated	476	4	12,764	6
TOTAL	10,755	100	21,1591	100

Hidden social in the private rental sector

Using the Census on its own to understand tenure can however mask a hidden element of social housing catered for within the private rental market. In order to understand the degree of social housing “hidden” within the Finglas private rental market, figures were obtained in relation to HAP tenancies, RAS and rent supplement, which between them provide for c. 530 households in the private rental market. If we adjust the 2016 census figures to take account of this, we can assume the following tenure breakdown of **64% private housing, 23% social, and 7% private rental.**

The limited availability of private rental housing in the area is important as it indicates a lack of flexibility in the local housing market to accommodate those in the rental market, and also those in need of shorter-term housing requirements.

Voluntary Housing

The voluntary housing sector is active in Finglas for specific housing need groups and more so for general social housing needs. DCC’s current figures for 2020 show that the voluntary sector has 183 no. units in the area, and is managing a further 78 no. units on behalf of DCC. Current voluntary housing operators in the area include Cluid, Oaklee, Tuath, Arlington Novas, iCare, Focus, Circle, Housing Association for Integrated Living, Peter McVerry Trust, Respond, and Co-Operative Housing Ireland.

Outside of general housing provision, the following specific housing need groups are catered for by the Voluntary Sector:

- Focus provides 38 no. units for persons in need and for homeless.
- Other homeless provision is provided by Circle (x 3 no. units) and Housing Association of Integrated Living (x 1 no. unit).
- Respond and Tuath provide 27 no. units for the elderly (Respond providing 26 no. units).
- 4 no. units are provided for care leavers by Focus Ireland, (x 3 no. units) and Peter McVerry Trust (x 1 no. unit).

Just outside the plan boundary, FOLD provide significant provision for the elderly at Ballygall Road East. Also, outside the area, Tuath Housing provide and maintain a significant numbers of housing units (191 no.) to the north of Finglas in Hampton Wood. Plans are also underway for Co-Operative Housing Ireland to acquire a further 32 no. units for general housing need at the Parochial House site on Ballygall Road West (not yet constructed).

3.3 Housing and Care provision

Accessing housing for the majority of people is linked to family ties, workplace and affordability to rent or purchase. As a housing authority DCC has a responsibility to provide housing for those in need; and while for many this involves access to affordable housing, for others the provision is more complex requiring a holistic approach with other care providers. Sheltered housing is a lifeline for many people in our community from differing backgrounds including the elderly, homeless, disabled, refugees, people suffering from mental health issues and for women in need of support. While the charity and voluntary housing sector is frequently active in providing housing for such persons, DCC has a duty of care to provide housing directly or indirectly to ensure the needs of our citizens are met. This provision should be provided in every community throughout the City, thus ensuring that community and social ties are maintained wherever possible. For the purposes of this study three categories of people who frequently require a care/intervention approach to housing are examined, notably:

- The Elderly
- The Disabled
- Homeless

3.3.1 The Elderly

The percentage of the national population aged 65 and over increased from 11.7% in 2011 to 13.3% in 2016 (Census), and the Central Statistics Office (CSO) has predicted that this segment of the population will increase to 22% of the total population by 2046. In Finglas the percentages of older persons is higher, with 14% of the 2016 population over the age of 65, and increasing to 16% for Finglas East. With the statistics pointing in one direction, there is a strong need for housing provision to meet the needs of an ageing population over the coming years.

In order to fully address the housing needs of this cohort it is important to have a range of housing options including sheltered own-door housing, assisted living apartments and nursing home care, supported by a range of community and medical facilities. Located throughout our communities these facilities will allow people the opportunity to maintain their independence and remain close to friends and family and wider social network. The level of oversight required for each typology will vary from:

- Full-service nursing home – 24/7 full oversight.
- Assisted living – daily oversight.
- Sheltered housing – minimal oversight.

Each of these housing models is required in the area to best serve the needs of the population. Within Finglas the following accommodation needs are currently provided for the elderly:

(i) Nursing Home Accommodation

There are three private nursing homes and one Health Service Executive (HSE) nursing home currently serving the plan area; two in the study area and two just outside the plan boundary. These are First Care Beneavin Campus, Frist Choice Finglas Road, Clearbrook Nursing Home, Finglas West and the HSE's Clarheaven and Seanchara at St Canice's Road. Between them these facilities provide c. 580 bed spaces for the elderly and fail. In addition, it is noted that planning permission was granted in August 2018 for a new 155-bed Nursing Home within the grounds of Gaelscoil Ui Earcain in Finglas East, albeit this development is not yet on site.

PLATE 5: FIRST CARE'S BENEAVIN CAMPUS



(ii) Assisted Living

The assisted living model provides accommodation for those who are struggling to live independently but do not require the full 24/7 care of a nursing home. In general people have independent apartments/houses with access to on-site clubs, activities, meals if they wish, community alarms and on-site wardens/

staff. While there are good examples of this typology, it is still very much an under-provided model in Ireland.

One good example of this model is that provided by FOLD at Anam Cara on St Canice’s Road. Opened in 2007 this facility provides 28 no. units of accommodation specifically for dementia care and 28 no. units for older people in need of care and support. Each unit is provided with its own kitchenette and independent front door access, while having access to care and support plans. Respond also provide added care for the elderly at their Nethercross Day Care centre at Tolka Valley View. This centre was provided in tandem with 26 homes for the elderly and aims to help relieve the social isolation amongst the elderly by providing a range of recreational and educational activities, as well as providing a basis for health / hygiene services

PLATE 6: THE NETHERCROSS DAY CARE CENTRE



(iii) Sheltered Housing: Purpose built senior citizen housing for independent living

DCC has a total of 298 no. purpose built senior citizen housing units in the Finglas study area, located in the following schemes.

TABLE 2: DCC SHELTERED HOUSING FOR THE ELDERLY

Scheme	No. of units
Brookville Court	42
Mellowes Court	58
Kilshane Court	33
Merville Court	45
Deanstown Court	22
Kildonan Court	16
Glasanaon Court	41
Glasaree Court	08
Griffith Crescent	33

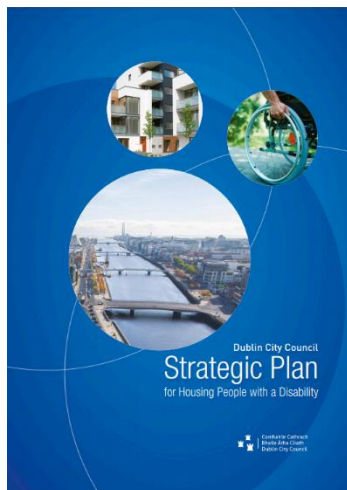
These purpose-built housing schemes are largely modern built developments, with the exception of Mellows Court and Glasanaon Court. These latter two schemes which were largely comprised of studio units, are now the subject of refurbishment and redevelopment proposals. In addition to the above, just outside the study area, FOLD manage 50 units at Ballygall Road East. This DCC senior citizen complex was recently refurbished, upgrading the existing senior citizens and providing an additional 11 no. new homes on site, bringing the total today to 50 units, together with an adjoining community centre.

3.3.2 The Disabled

According to the 2016 census of population, 18% of the total population in the Finglas study area has a disability; a figure higher than that for the City as a whole at 15%.

DCC's *Strategic Plan for Housing People with a Disability* (Disability Plan) examines pathways to housing for those with a disability with a focus on allowing people to move out of institutional settings to local community and independent living with supports in place. In the Disability Plan the term 'disability' is used to refer to persons in one or more of the following categories of disability: sensory disability, mental health disability, physical disability and intellectual disability. This covers a broad range of ability and disability and therefore the response must be varied in its approach.

FIGURE 19: DUBLIN CITY COUNCIL STRATEGIC PLAN FOR HOUSING PEOPLE WITH A DISABILITY



The Disability Plan identifies three key routes to housing which include:

- Social housing tenancy (renting a home from the Council or an approved housing association);
- Adapting rental housing in the private sector;
- Adapting the owner's home to meet their needs.

Measures such as encouraging universal design within new developments and compliance with Part M of the Building Regulations (all public and private buildings must have provision for suitable access and use for all persons) are helping to meet the needs of those with a physical disability in particular.

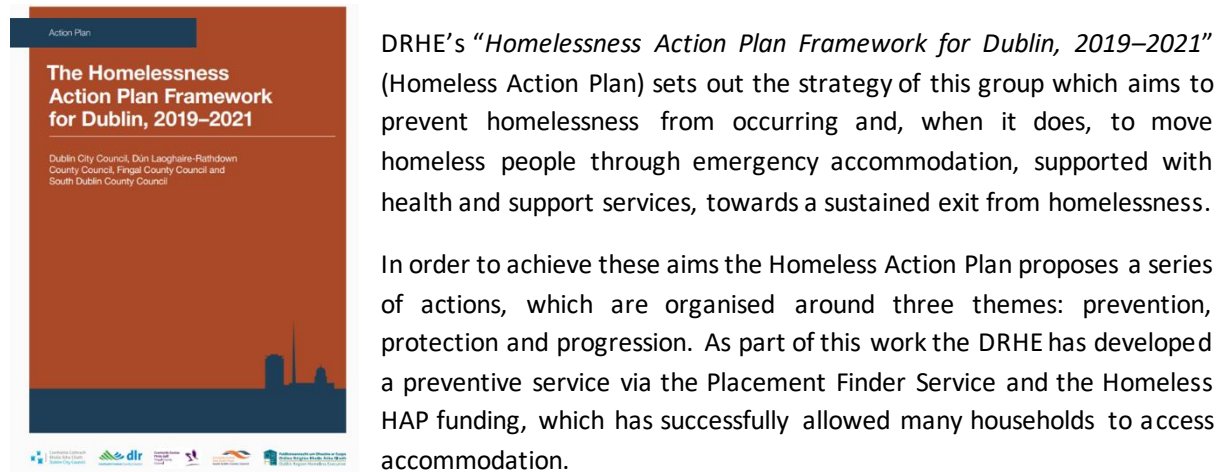
Through DCC, persons with a disability can apply for a number of grants to partly fund necessary improvements to their home. The Housing Adaptation Grant for People with a Disability Scheme provides grant aid to applicants to assist them with carrying out works that make their house more suitable for the accommodation needs of a person with a disability. The Mobility Aids Grant Scheme provides grant aid to applicants to carry out works designed to address mobility problems that they may have. Both of these grants are available to applicants in owner-occupied housing, houses being purchased from a local authority under the tenant purchase scheme, private rented accommodation, accommodation provided under the voluntary housing Capital Assistance and Rental Subsidy schemes and accommodation occupied by persons living in communal residence.

DCC's Housing waiting list includes information on those with a disability who may require specific or priority housing. We know for example that there are currently 25 people on the Housing List for Area "E" who have a priority medical need for housing. However, there is no combined housing database of people with a disability, and in particular for those with an intellectual or neurological disability who require daily care provision; combining data for example from DCC, the HSE and charities such as St Michael's House or Daughters of Charity, thus making it difficult to fully understand the full disability need or provision currently in the area.

3.3.3 Homelessness

The Dublin Region Homeless Executive (DRHE) is responsible for providing a coordinated approach to tackling homelessness across the four Dublin local authorities.

FIGURE 20: THE HOMELESSNESS ACTION PLAN FRAMEWORK FOR DUBLIN, 2019-2021



As of November 2020, there are c. 3,100 single adults living in emergency accommodation in Dublin. This figure alone highlights a clear demand for one-bed housing unit provision. However, in a similar manner to housing for the elderly, housing to address homelessness is also often about the care and support needs that can be provided alongside the housing unit. To meet the demands of this sector, there is an identified need for emergency accommodation, for step-up/ step-down accommodation, and finally long-term accommodation.

Within Finglas the voluntary housing sector is currently providing accommodation for homeless persons, with housing supplied by the following operators:

- Focus provides 38 no. units for persons in need and for homeless.
- Circle provides 3 no. units
- Housing Association of Integrated Living provide 1 no. unit.
- Additionally, there are 4 no. units are provided for care leavers; provided as an essential step in preventing homeless. These are provided by Focus Ireland, (x 3 no. units) and Peter McVerry Trust (x 1 no. unit).

The Abigail Women’s Centre at Kildonan provides temporary accommodation to homeless women who require supported accommodation. Opened in December 2014 the centre is run by Novas, a charity organisation. They operate a harm reduction policy, seeking to reduce the harm in the behaviour of clients and ultimately stem the patterns that led to homelessness for them. The Abigail lands have been acquired by DCC for the purposes of redevelopment, and options for the relocation of Abigail Women’s Centre are being explored by DCC’s Housing Department.

As part of the redevelopment of the Kildonan lands it is proposed to provide a new 15-bed unit for Tus Nu. This is a new service in Ireland, co-funded by the Irish Government and the European Social Fund as part of the “Programme for Employability, Inclusion and Learning 2014-2020”. Established by De Paul the service works to assist women released from prison in their transition to independent living in the community; to prevent women from becoming homeless, and to reduce the risk of re-offending by supporting women to recognise their short-term and long-term needs upon leaving prison. The support

offered includes learning life skills and identifying opportunities, assisting women to live independently and to play a positive role in their community.

3.4 DCC Housing Stock and Housing List

3.4.1 DCC Housing Stock

DCC records show that as of 2020 DCC has a total of 6,393 housing units within the North-West area, which includes Finglas and surrounding suburbs. For the purposes of this report this information has been distilled further to provide figures for the Finglas study area only (table 3).

TABLE 3: DCC UNITS IN STRATEGY AREA

TYPOLOGY	NUMBER OF UNITS	%
Studios	114	5.2%
1-bed units	254	11.7%
2-bed units	507	23.3%
3-bed units	1,211	55.7%
4-bed units	87	4.0%
5+ bed units	2	0.01%
TOTAL	2,175	100

As is evident from these figures the majority of DCC's housing stock in Finglas (and also within the wider north-west area), is made up of 3-bed units, accounting for 55.7% of DCC housing stock in Finglas.

Of the 368 no. studio and one-bed units 298 no. of these can be attributed to senior citizen housing. Of the two-bed units, 122 no. can be attributed to the "Maisonette" schemes, at Ballygall Parade (31 units), Collins Place (48 units), Finglaswood Road (36 units) and Cappagh Drive (7 units). While these units provide much needed 2 bed accommodation in the area, their form and layout make them unattractive and unappealing to tenants.

PLATE 7: BALLYGALL PARADE MAISONETTES



3.4.2 DCC Housing Waiting List

The DCC administrative area is broken down into 10 subareas for the purposes of managing the housing waiting and transfer lists. The Finglas Study area falls within Area E, which includes all of Finglas and parts of Cabra, Whitehall and Glasnevin.

DCC prioritises people on the waiting list according to their housing need, categorised into the following housing bands:

- Band 1 All priority cases (Medical, Welfare, Homeless, and Traveller)
- Band 2 All overcrowded cases and those with previously awarded medical or welfare points.
- Band 3 All remaining qualified households.

The current waiting list for Area E, has **2,537 persons** listed as having a housing need in the area, with a further 2,444 on the transfer list (transferring from existing social housing or social housing support e.g. HAP, welfare payments). The breakdown of those on the waiting list is set out in table 4.

TABLE 4: SEPTEMBER 2020 HOUSING WAITING LIST

Sept 2020 Housing Waiting List	Area E
Band 1 Housing	228
Traveller Priority	13
Housing Medical Priority	25
Housing Medical priority older person	10
Welfare priority	5
Homeless priority	161
Homeless priority older person	14
Band 2 Housing	1130
Housing list	1067
Older persons	63
Band 3 Housing	1179
Housing list	1041
Older persons	138
TOTAL	2,537

From the list above we can see that there are a total of 35 no. persons with a medical priority awaiting accommodation, and a further 175 no. homeless persons on the list. Within this figure are 10 older persons with a medical priority and 14 older persons with a homeless priority; in addition to a further 201 persons seeking older persons accommodation.

The transfer list for Area E includes an additional 752 persons within Band 1 priority cases, 440 in band 2 and 1252 in Band 3. Of these 38 no. have a medical priority and 236 are older persons (of which 17 have a medical priority).

3.4.3 Unit Types Needed

The Housing Waiting list can also be assessed in terms unit type required; e.g. one-bed, two-bed etc. Of those on the Housing Waiting List, the over-riding demand is for 1-bed units, accounting for 60% of all units sought and a further 27% requiring 2-bed units.

TABLE 5: BED SIZE REQUIREMENTS DCC HOUSING LIST

DCC Housing List:	Area E
Bed size requirements	
1 Bed	60%
2 Bed	27%
3 Bed	12%
4 Bed	1%
5 Bed	0.1%

Based on the figures set out above, we can see that there is an evident mismatch between the existing DCC housing stock, made up of mainly 3-bed units, and the demand from those currently on the DCC waiting list, where the demand is overriding for one and two bed units.

3.5 Traveller Accommodation

The Finglas study area has a traveller population of 354 people under the 2016 census, (1.19% of the total population) who identify as Irish Travellers and there are a further 185 persons just outside the study area within Fingal County Council.

The majority of the Traveller population in Finglas is accommodated in traveller specific housing concentrated along the western edge of Finglas in the estates of Avila Estate (49 no. units), St Mary’s Park (10 no. units) and St Joseph’s Park (14 no. units), with the latter two outside the study area, along Dunsink Lane in Fingal County Council’s administrative area. Issues of overcrowding are evident in all three estates. The Traveller Accommodation Programme 2019-2020 proposes to provide a number of new units within the Avila estate and St Mary’s Park to help alleviate this. Within the Avila Estate two new units are proposed for the site of the disused community building.

Proposals are currently being investigated for a new housing scheme to be located closer to the entrance to Dunsink Lane from the Ratoath Road, which would cater for families currently occupying St Joseph’s Park and would result in the decommissioning of this Park. This project has agreement in principle from the local Travellers and the Finglas Travellers Development Group. Further design and analysis of this project is required prior to any decision being reached. In the interim, some remedial works are proposed on the current site for the safety and comfort of the residents of St Joseph’s Park.

PLATE 8: AERIAL IMAGE OF AVILA PARK

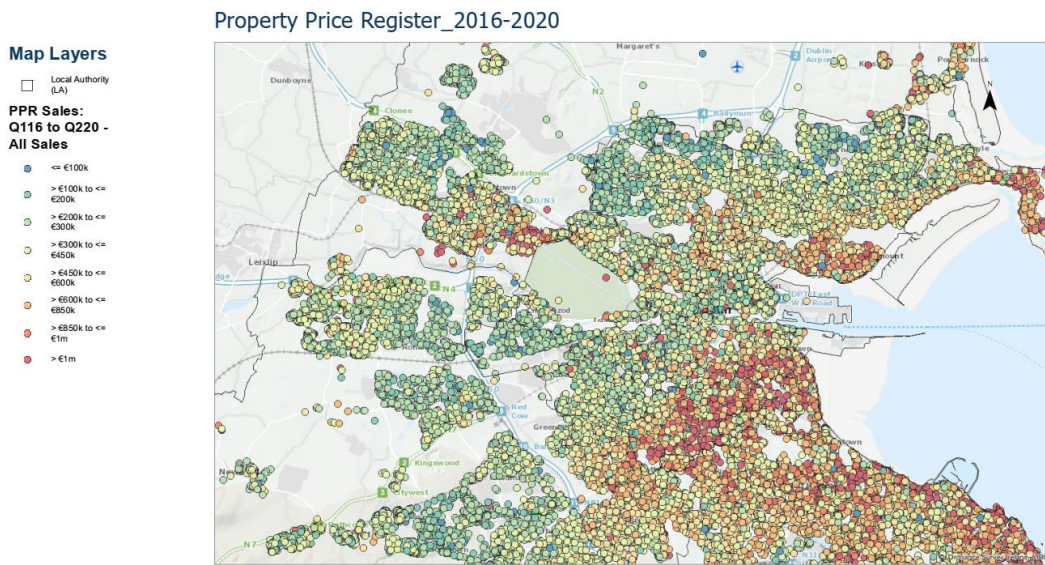


Source: Google Maps

3.6 Housing Market

For a housing market to work effectively and allow for movement of people there needs to be a supply of new and second-hand homes available for purchase, and a supply of rental properties, all at a price that is accessible for those who need it. Figure 21 is a snap shot of figures from the Property Price Register for the period 2016-2020 (Q2), showing house sales for the City, categorised by price bracket. This shows that Finglas is relatively affordable within the context of the greater Dublin area, and proximity to Dublin City Centre. Other results from the Property Price Register show that house sales in Finglas for this period were dominated by the second-hand market, with limited new homes available during that period. The second map shown here, figure 22 shows the average rent paid in Dublin in the first quarter of 2020, which also shows Finglas as “affordable” in comparison to the rest of the City.

FIGURE 21: HOUSE SALES IN DUBLIN BY PRICE, 2016-2022 (Q2)

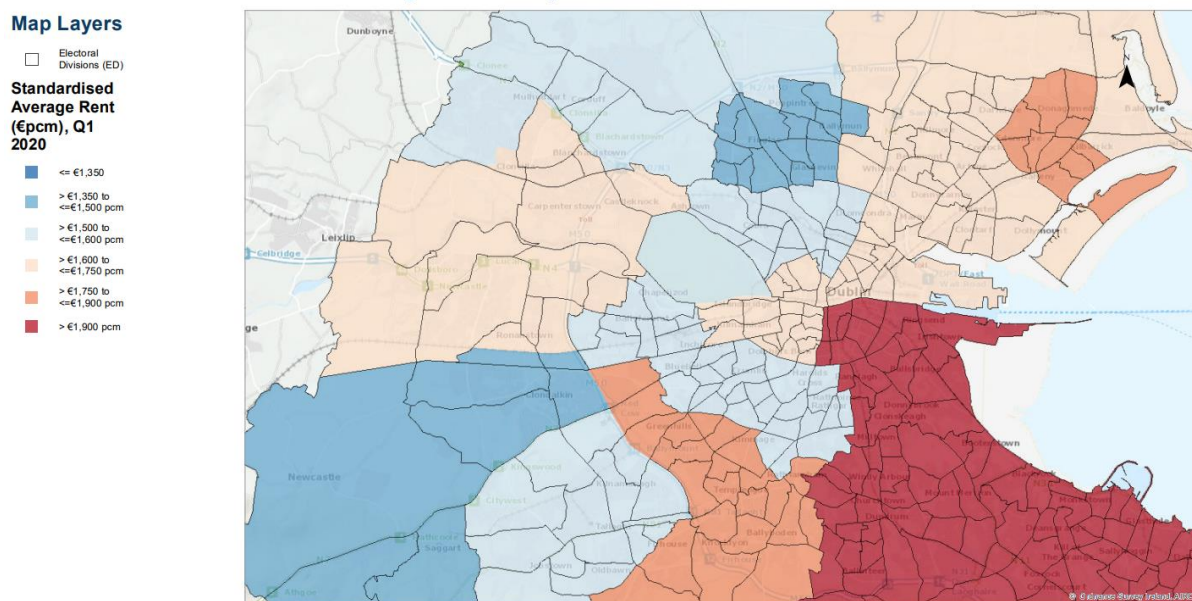


Author: AIRO
Date: Monday, June 14, 2021



Source: Dublin Housing Observatory Airo Maps

FIGURE 22: AVERAGE RENT PAID IN DUBLIN, Q1 2020



Source: Dublin Housing Observatory Airo Maps

3.7 Vacancy

The 2016 Census of Population showed relatively low vacancy rates in the Finglas area, at 5% compared to 8% for the City.

Of the dwellings categorised as vacant the highest rates were shown within the ED of Finglas South B which had 156 vacant units in 2016. This figure can be largely attributed to units constructed in Prospect Hill, which at the time were subject to on-going development agreements between the developer and DCC.

TABLE 6: VACANCY RATES

Vacancy	Plan Area	% of Total	Dublin City	% of Total
Occupied	10,773	93	213,224	89
Temporarily absent	233	2	7,883	3
Unoccupied holiday homes	5	0	1,022	0
Other vacant dwellings	600	5	18,424	8
Total	11,611		240553	

- Highest rate shown for Finglas South B with 156 vacant dwellings.

3.8 Recommendations

3.8.1 Summary of findings

Aging building stock – predominantly 3 bed terrace housing

Over the past 40 years the population of Finglas has declined significantly; it has aged and the demand for housing extends far beyond the typical 3-bed terraced family home which dominates the area. The changing dynamic of the population places different demands on housing, and there is a need to address this need to cater for the existing and future population.

Demand for small units

There is a clear need to provide a significant number of one and two-bed residential units. This is vital to address DCC's current housing waiting list, the issue of homelessness, to provide starter homes and to allow people to down-size and general flexibility within the housing sector. Finglas is under represented by the 20-34 age cohort, and this may be in part attributed to the housing options available locally. The provision of smaller unit typologies will also help to increase the residential densities in the area, and in turn support greater and more varied provision of social and retail amenity and support public transport provision in the area.

Demand for sheltered housing

Sheltered housing is needed to cater for not just the elderly but also for all sectors of our society to truly allow for social inclusion and integration of communities. There is a particular need to provide "housing with care" for the elderly, the homeless, and the disabled. In order to fully understand the needs of this latter sector there is a need for further research and analysis of the disability-housing sector and its needs.

Infill housing sites

As part of this study, an audit of all open spaces within Finglas was carried out (see Chapter 4). This allowed a detailed understanding in terms of open space, amenity and sports provision, and also allowed for these spaces to be assessed if appropriate for in-fill housing opportunities. Some of these open spaces are already zoned for mixed use (Z4) or residential (Z1) uses in the DCDP, but currently remain undeveloped. Other spaces are zoned for open space "Z9" but on analysis are considered better suited for housing. There are also sites suitable for regeneration and/or redevelopment such as at the old Abigail facility, older senior citizen complexes, the maisonette schemes, and also redevelopment opportunities within the Village of Finglas itself.

In-fill housing sites in Finglas should be targeted to addresses the existing deficiencies and imbalances in the housing stock. This is key not just in terms of housing provision but also fundamentally for the community; to allow communities and social networks to remain intact; to allow the elderly for example to continue to access the same shops, clubs, neighbours when downsizing to smaller units is important not just from a housing perspective but for mental health and community engagement.

Larger housing sites

A different approach will be required when dealing with larger sites such as envisaged for the re-development of the Jamestown industrial lands. Here the focus is not about addressing shortfalls, but rather ensuring that a new community has from the outset the necessary accommodation suitable and appropriate for all society, inclusive of family type homes, 1-bed units, purpose built sheltered housing etc., while acknowledging changing household trends and family composition across the City.

Variation No. 33 of the DCDP as came into effect on the 15th June 2021 provides specific guidance for these lands via the SDRA No. 19 Framework. The approach for this c. 43 ha site is to provide residential uses across 50% of the rezoned lands, and specifically:

- *A range of housing typologies will be required throughout the SDRA, to serve the existing and future population of the area. All character areas shall avoid the over-proliferation of any single housing typology. Having regard to the size, scale, and location of the subject lands, this is to ensure that the future development of sites are sustainable and contains mixed communities.*

The future redevelopment of these lands must be accompanied by an agreed Masterplan, that will include a Housing Needs Demand Assessment (HNDA) which identifies parameter that address (i) mix, (ii) affordability; (iii) social/ affordable housing, and (iv) housing for vulnerable groups.

3.8.2 Recommendations

Meeting the needs of all sectors of society is the challenge and the requirement for sustainable planning and housing provision. The following recommendations are made for housing in Finglas:

HO1: Prioritise the provision of 1 and 2 bed residential units on in-fill housing sites.

HO2: Provide new “sheltered accommodation” to cater for the vulnerable in our society, and identify sites for this provision.

HO3: Support further research into the needs and provision of housing for those with a disability, in particular for those in need of significant care levels.

HO4: Seek upgrades in line with the Traveller Accommodation Programme 2019-2020.

HO5: Seek the regeneration of DCC’s maisonette housing schemes and senior citizen complexes at Mellows Court and Glasanaon Court.

HO6: Under Variation No. 33 of the DCDP a HNDA must be prepared in conjunction with future development proposals of the “Jamestown Industrial lands”.

04 Open space and Green Infrastructure

4.1 Introduction to Open Space and Strategy Audit

Parks and open spaces provide a fundamental element within our communities, providing space for nature and biodiversity, for recreation and sport, a place to socialise and enjoy the many benefits of being in nature. According to the Dublin City Parks Strategy 2017-2022 (The Parks Strategy), the most common form of exercise enjoyed in our public parks is that of walking, with people particularly favouring walking through and around parks, along rivers and canals, and the coast.

The Strategy area is abundantly served with open space, many in the form of parks, others as incidental / left over open space. In order to fully understand the nature of this space, an audit of public open space was carried out, examining 131 no. green spaces in Finglas and the immediate hinterland (see figure 23 overleaf). This audit covered large district parks right down to small strips of green space, and reviewed all areas zoned “Z9” open space in the City Development Plan. The purpose of this exercise was to fully understand the level of open space provided, the amenity provision therein and the appropriateness of the spaces (i.e. are they safe and overlooked? Do they provide amenity to all sectors of society including the young, the old, less able-bodied? Do they contribute to a biodiversity reserve in the city?).

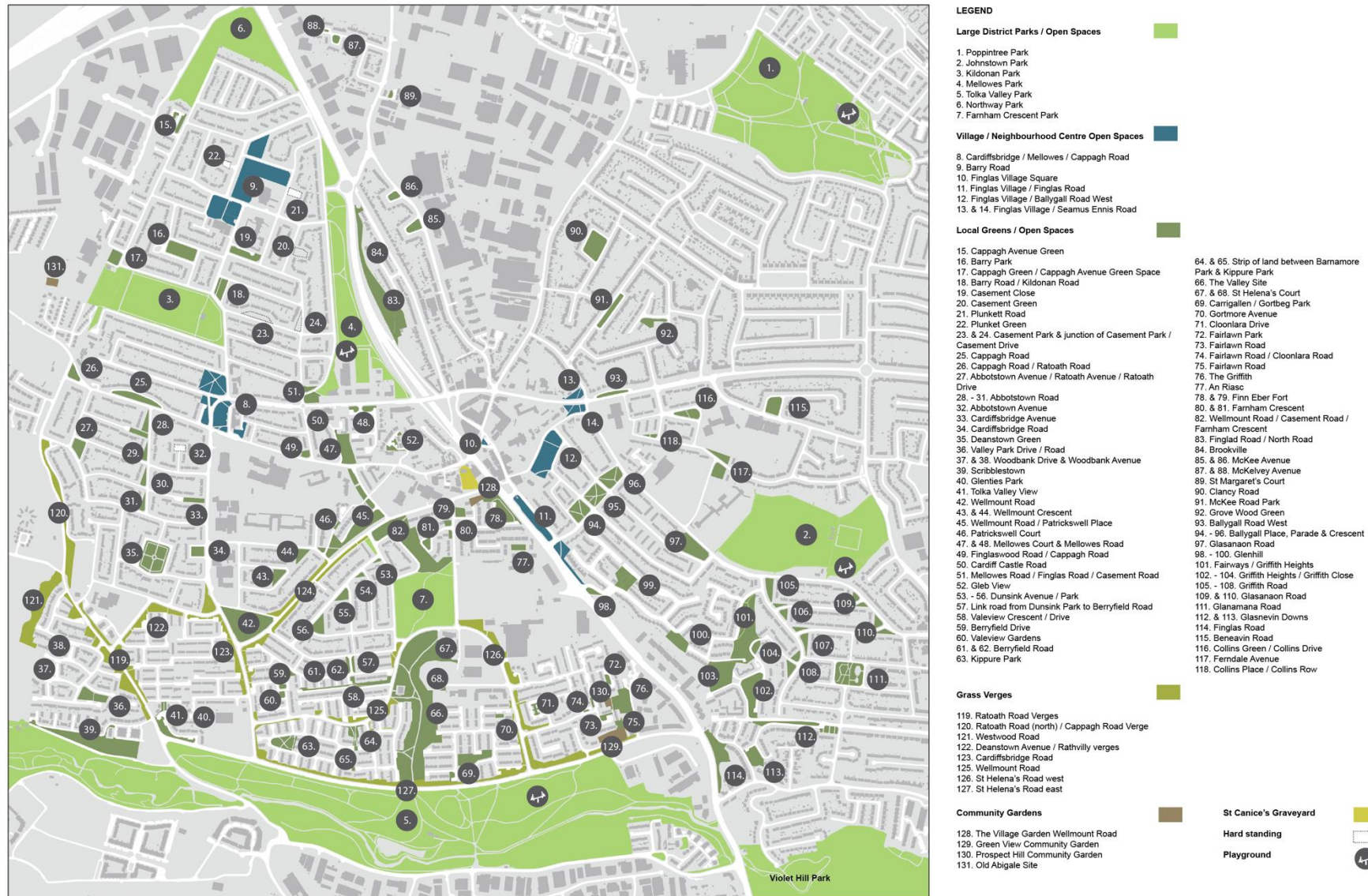
A summary of the audit and the recommendations stemming from it, is provided here, based on the following categories of open spaces:

- Large District Parks / Open Spaces
- Village / Neighbourhood Centre Parks and Open Spaces
- Local Greens / Open Spaces
- SLOAPS: Space Left Over After Planning
- Allotments
- Playgrounds
- Graveyards

The provision of the public open spaces outlined here should be considered alongside the provision of private sporting clubs whose premises also provide significant open space and amenity within the area (outlined in Chapter 5).

Green infrastructure refers to the interconnected nature of open spaces; how they connect, do they provide opportunities for flora and fauna movement throughout the area? The final section of this chapter identifies a number of key green infrastructure corridors recommended for enhanced planting and connectivity to support our natural ecosystems.

FIGURE 23: FINGLAS OPEN SPACE AUDIT



4.2 District Parks / Open Spaces

The area benefits from a number of large public parks and open spaces that generally serve a larger catchment beyond their immediate hinterland, in addition to a proliferation of smaller local greens and spaces. The larger parks serving the area include:

1. Poppintree Park
2. Johnstown Park
3. Kildonan Park
4. Mellows Park
5. Tolka Valley Park
6. Northway Park
7. Farnham Crescent Park

Each of these parks is described below, along with recommendations for enhancement where appropriate.

TABLE 7: POPPINTREE PARK


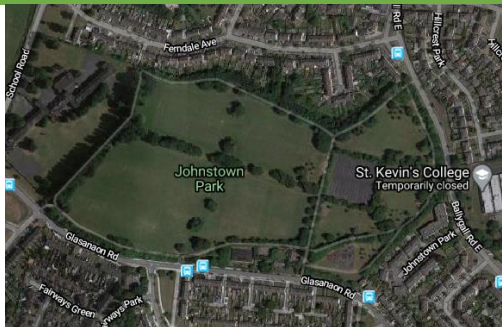
1. Poppintree Park	18.5 ha
	<p>This “Green Flag” park is just outside the study area, serving the populations of Finglas, Ballymun and Glasnevin North. It contains a playground, outdoor gym, 5 no. pitches (1 x GAA; 4 x soccer), a cricket crease and new changing facilities. There is also a pond and natural wet land which act as an important biodiversity reserve. The park is a known bat foraging area.</p>
<p>Recommendations include: provision of a permanent depot facility. Consider providing public toilets and/or a café to the north west of the park, either in the park or in the adjoining Parkview extension lands fronting the park.</p>	

TABLE 8: JOHNSTOWN PARK

2. Johnstown Park	12.6 ha
	<p>This large park in Finglas East has a significant sporting focus with 5 no. pitches (1 x GAA, 4 x soccer), 10 no. tennis courts, new changing facilities, a parks depot and park warden’s house. The more passive eastern end of the park contains a playground.</p>
<p>The park is locked as per seasonal opening hours.</p>	

Recommendations include: explore options to cater for car parking on match days. Also, examine use of pitches in conjunction with pitches in nearby school grounds and consider future use of park warden’s house for café/ public toilets.

TABLE 9: KILDONAN PARK

3. Kildonan Park	6.8 ha
	<p>Located in Finglas West Kildonan Park is predominantly a soccer park with 5 no. public soccer pitches and land to the western end under the control of Finglas United FC who have another full-size soccer pitch and a 5-side all-weather pitch with flood lighting. There are two changing facilities: one for Finglas United and one to serve the public pitches. There is limited planting within this park.</p>
<p>Recommendations include: The Parks Strategy identifies Kildonan Park as a future Community Grade 1 park. Design and consultation has commenced to redevelop this park and the proposals to date include for the reorientation of pitches, the inclusion of a new all-weather pitch, alongside 7-side pitches, a MUGA (multi-use games area), playground and a skatepark, whilst also linking to the west to the new Kildonan redevelopment site, with possibilities for a bowling green and allotment area, see below. New planting areas are also proposed to bring nature and biodiversity into the park. This concept design received a lot of positive feedback and it is hoped to bring proposals forward for planning in the near future. The Park is also identified for the location of a new public sculpture as part of the Sculpture Dublin 2020 proposals.</p>	
<p>Kildonan Park, Image from Public Consultation on park redesign.</p>	
	

TABLE 10: MELLOWES PARK



4. Mellows Park	6.4 ha
	<p>This long linear park in Finglas North contains one soccer pitch and a playground. At the northern end there is a pedestrian footbridge over the N2 and a memorial garden with a bronze statue of Liam O'Maoiliosa, with both opening onto Casement Road (and not into the park). The park adjoins DCC's sports centre and 6 no. 5-aside all-weather pitches.</p> <p>The existing proposed Luas Finglas route runs along the eastern edge of this park, with a Luas station currently proposed to the south and north of the park.</p> <p>There is a disused park warden's house to Mellows Road and a parks depot to the rear of this house.</p> <p>This park is locked as per seasonal opening hours.</p>
<p>Recommendations include: Ongoing consultation with Transport Infrastructure Ireland (TII) is required regarding the Luas line, the impact on the park and the proposed stations. The old park warden's house next to the proposed Luas station should be examined for redevelopment opportunities, and possibly providing a new entrance into the park, next to the Luas stop. The existing entrance, to the east of the Fire Station to be examined for development opportunities. Recommend rezoning these spaces onto Mellows Road to "Z4 neighbourhood centre" as part of the review of the DCDP. Consider the provision of a MUGA or skatepark within this park/ next to DCC's Sports Centre.</p>	

TABLE 11: TOLKA VALLEY PARK

5. Tolka Valley Park	40ha
 <p>Located in Finglas South, Tolka Valley Park is the largest park in the area, running east-west following the route of the River Tolka. This park extends west of the study area to</p>	<p>The park contains 3 no. pitches (1 GAA, 2 soccer), new changing facilities, a playground and is also home to the Parkrun on weekends. There is also a golf course to the south of the park (of c. 4.6 ha).</p> <p>The park contains a number of water attenuation ponds and an integrated</p>

<p>Ashtown, and east of the Finglas Road to Violet Hill Park/ Glasnevin Cemetery and Botanic Gardens. A floodlit cycle and pedestrian path follows the route of the river.</p>	<p>constructed wetland to help reduce pollution flowing into the River Tolka.</p> <p>The Park is home to a number of national monuments and a Protected Structure in the form of Wood Bridge.</p> <p>The proposed Luas Finglas crosses through the park.</p>
<p>Biodiversity within Tolka Valley Park:</p> <p>Tolka Valley Park is immensely important in terms of biodiversity within the City.</p> <p>The River Tolka has status under the Water Framework Directive as well as the EU Birds and Habitats Directives. It includes spawning grounds for fish, including salmon and trout, protected salmonid species under the EU Habitats Directive. In addition, several protected species listed in the annexes of the EU Habitats Directive are found: four species of bats, otter, lamprey, frog, hedgehog. Furthermore, the River Tolka is a habitat for kingfisher, an Annex 1 species in the EU Birds Directive. Therefore, the River and its habitats has protected status under three EU Directives. Article 10 of the EU Habitats Directive also applies in terms of the requirement to maintain connectivity of habitats.</p> <p>DCC commissioned a city-wide survey of otter (Macklin, R., Brazier, B. & Sleeman, P. 2019) which found that the River Tolka supports a healthy population of otter due to its high degree of naturalness in contrast with the other rivers in the City. Evidence of otter were found in Tolka Valley Park and throughout the River Tolka, including its estuary. Otter is protected under Annex IV of the EU Habitats Directive and connectivity of habitat must be maintained under Article 10.</p> <p>Tolka Valley Park is a known resting place by Brent geese despite the distance of the Park from the Dublin Bay Special Protection Area (SPA) and Natura 2000 site. This could be considered as a sign of pressures on the species and the SPA in terms of feeding resources available. Other important bird species identified within the Park include the Arctic Tern which is a Species of Conservation Interest for the South Dublin Bay and River Tolka SPA for birds. All sites for feeding and breeding are protected under the EU Birds and Habitats Directive.</p> <p>All species of bats are protected under the EU Habitats Directive and so are their habitats. Daubenton’s bats in particular rely on the riparian corridors and water features of the River Tolka and the Royal Canal proposed Natural Heritage Area (pNHA). These bats are already under pressure from other urban development in Dublin City and the River Tolka is one of the main strongholds for these species.</p>	
<p>Recommendations include:</p> <p>Sports: DCC is exploring the options of providing an all-weather pitch within this park. It is recommended to also explore options of providing a running or cycle track and an outdoor gym within the park to provide diversity in sporting provision within the area and to increase use of the park.</p> <p>Luas: There is a need for on-going engagement with TII regarding the Luas Finglas proposals and potential effects on the park, in particular biodiversity impacts.</p>	

Greenway: The Strategy proposed a new greenway for pedestrian and cycle movement and for enhanced landscaping linking Mellows Park to the Royal Canal, via Tolka Valley Park, in association with the proposed Luas line.

Finglaswood Stream: As part of the above proposed greenway, “daylighting” the Finglaswood Stream, through the “Valley Site”, through Tolka Valley Park, down as far as the River is to be explored.

Safety: Personal safety and fear of crime is an issue for this Park, in particular as one moves away from the visible northern boundary and south towards the river. Increasing use of the Park and supervision of it are a means by which to address this. In addition to proposing increased sporting use and the proposed Luas line, it is recommended that consideration be given to rezoning lands to the north-east of the Park at Finglas Business Park to facilitate passive surveillance over the park.

Biodiversity: All proposals must be considered in terms of their potential impact on the protected flora and fauna within this park.

TABLE 12: NORTHWAY PARK


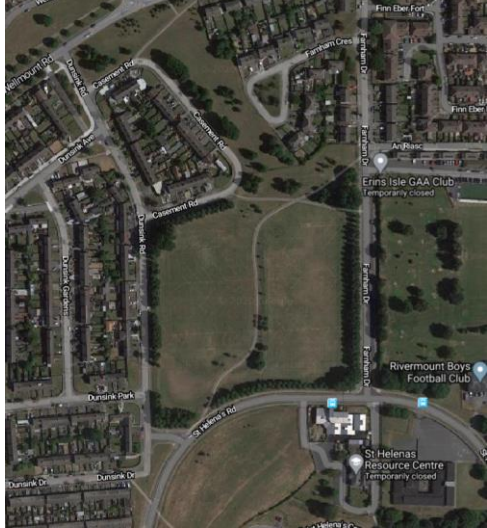
6. Northway Park	4.4 ha
	<p>This park is located in Finglas North between main North Finglas Road, an industrial estate and next to the Northway Estate, with one section backing onto rear garden walls of houses. The Park contains one soccer pitch but no changing facilities. Access is provided from the Northway Estate only and is not universally accessible.</p> <p>Planting is limited to some perimeter trees.</p>
<p>Recommendations include: Rezone part of this Park for residential development next to the Finglas Road and provide a smaller landscaped local park with enhanced planting, amenity and access.</p>	

TABLE 13: FARNHAM CRESCENT PARK

7. Farnham Crescent Park	4.1 ha
	<p>This Park is dominated by two pitches (1 GAA, 1 soccer) used exclusively by the adjoining clubs of Erin's Isle and Rivermount Boys FC. Changing and toilet facilities are provided nearby in the two club-houses. Planting is provided around the perimeter and along the north-south path.</p> <p>The current proposed Luas Finglas route runs through the middle of this park.</p>
<p>Recommendations include: Additional amenities, planting and paths would be a welcome addition to this park to cater for other sectors of the community, including for example a local playground and benches. Creating a green infrastructure network with the lands to the north and south of this park will be a key recommendation in the development of adjoining residentially zoned lands. On-going consultation with TII is required to fully assess and address impacts on the Park.</p>	

4.3 Village / Neighbourhood Centre Parks and Open Spaces

There are a number of open spaces both within the village of Finglas and in the smaller neighbourhood centres of Finglas West and Barry Road, where the open space does, or has the potential to play a key role in reinforcing the identity of the centre. These spaces are different in their typologies and layout but they each offer opportunities, subject to amendments for local greens to play a greater role in the creation of identity and space. Six “village” open spaces have been identified, including four in and around Finglas Village.

Finglas Village was a small but thriving market town during the 17th and 18th Centuries. When the population of the area exploded in the late 1940s so too did the village change and grow, with some unsympathetic interventions in the 1960s and 70s resulting in significant loss of the historic fabric and building form. While it is still possible to trace some of the original settlement pattern, the later construction of the dual carriageway further eroded the village centre, splitting it in two. Today the village lacks a strong physical focus, a focus normally provided by a landmark building or a strong and well-defined urban space. Such foci help to build up a distinctive local or civic identity for a centre. The village does however have four underutilised and/or under-performing public spaces within and next to the main village, which could provide opportunities for creating new and enhanced local landmarks. The urban design section of this report looks in more detail at these four spaces and how they could be reconfigured to promote a new and attractive urban form for Finglas. The four open spaces identified within the Village are (i) Finglas Village square, (ii) Finglas Road, (iii) Ballygall Road West and (iv) Seamus Ennis Road.

TABLE 14: FINGLAS VILLAGE OPEN SPACES	
<p>1. Village Square</p> 	<p>In the heart of the village, this triangular space was once the location of the Finglas May Pole, now home to the McKee monument. The space is cluttered and uninventing.</p> <p>Recommend examining this space as part of an urban design proposal whilst exploring the possibility of replacing the pedestrian flyover bridge with an at-grade crossing linking the east and west sides of the village.</p>
<p>2. Finglas Road</p> 	<p>This is a long linear open space, well planted with a path running through, and bookended by the “Woodlands Lodge” (a protected structure). Currently in use as a physiotherapy clinic, a more community focused use of this building is desirable.</p> <p>At the far end on the corner with Finglas Place is a small open space backing onto gables and rear gardens. It should be examined for in-fill development potential, and rezoned if suitable.</p>
<p>3. Ballygall Road West</p> 	<p>This large area of open space (0.8 ha) is grassed with a low railing surrounding it. At the edge of the village it has great potential to provide an attractive and safe route into the village from this location. Zoned Z4 and Z9, this site should be brought forward for redevelopment that enhances the village, the adjoining residential estates and provide a smaller well planted local park.</p>
<p>4. Seamus Ennis Road</p> 	<p>Demarcating the entrance to the village from the East, these spaces are attractive, well planted and maintained. It is considered that they could be used to help provide a more active entrance into the village; along a stretch of road that has little passive supervision outside daytime working hours. It is recommended to rezone these lands to allow for a new development that will provide a new strong edge to the street.</p>

In addition to the Village the smaller local neighbourhood centres of Cardiffsbridge and Barry Road in Finglas West also provide opportunities to reimagine their open spaces and enhance the local setting.

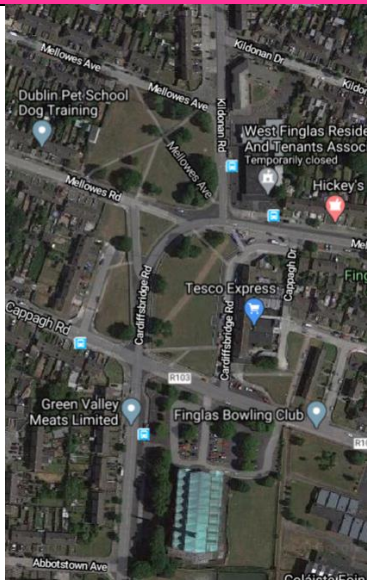
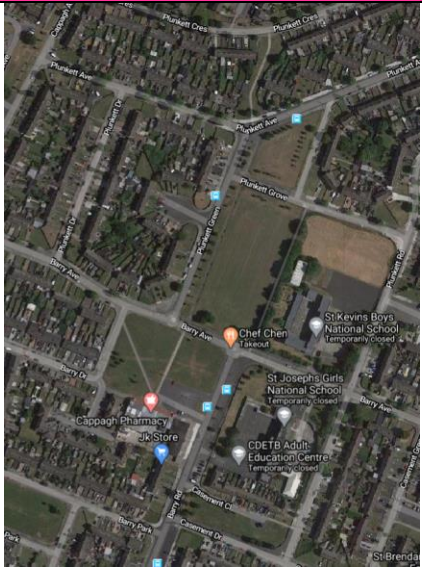
TABLE 15: CARDIFFSBRIDGE ROAD / MELLOWES ROAD / CAPPAGH ROAD	
	<p>With proposals to demolish the existing Church of Annunciation, the long-standing landmark feature of this centre will be changed irrevocably.</p> <p>The existing WFTRA (West Finglas Tenants and Residents Association) hall is a single-storey community building which while providing a good size hall has limited other spaces for community use.</p> <p>The open spaces are located next to main roads which limits their potential for recreational use; with some spaces backing onto exposed rear/ garden walls.</p> <p>The roadway at this location is the subject of road amendment proposals in the DCDP.</p>
<p>Recommend:</p> <ul style="list-style-type: none"> (i) Reconfigure this space to create a local village green; reduce the land take by roads and secure exposed rear/ gable walls through the provision of new development. (ii) Create a space for local market/ Christmas tree, a place for schools, sports teams to come and celebrate etc. (iii) Re-zone some of the lands to “Z4, neighbourhood centre” to allow a comprehensive design response. (iv) Provide senior citizen/ step down housing for the elderly that is close to shops, church and amenities. (v) Consider replacing the WFTRA hall with a new community centre next to the local shops, and then reuse the WFTRA site to expand the existing Odinswood scheme, a day care centre for senior citizens, with perhaps new additional senior citizen housing. 	

TABLE 16: BARRY ROAD	
	<p>The Barry Road neighbourhood centre comprises a series of local shops, a pub, two primary schools (boys & girls) and a CDETB adult education centre, along with a series of green spaces, linking these facilities. The green spaces comprise 3 no. public open spaces and a fourth under the control of St Kevin's Boys NS.</p> <p>The largest of the open spaces is laid out as a football pitch used exclusively by Valley Park United. There is no netting for balls and the pitch adjoins the roadway on three sides. The club has a steel container on the site, used for changing/ storage. There are no toilet facilities connected to this pitch.</p> <p>These spaces form vast areas of grass with very limited planting and limited function. The openness, lack of clear defined boundaries and lack of purpose for some of the space, creates an uninviting and bleak atmosphere in the heart of this local community.</p>
<p>Recommend:</p> <ul style="list-style-type: none"> (i) Reconfigure the spaces to create a local village green, overlooked by new residential development. (ii) Liaise with the school and the football club to consider a pitch that can be used by both; that is secured and has changing facilities. (iii) Retain / provide some local parking for the shops. (iv) Consider senior citizen housing / step down housing for the elderly in the heart of this neighbourhood centre. (v) Consider provision of a small playground for young children. 	

4.4 Local Greens / Open Spaces




The Open Space Audit describes a further 103 no. public open spaces (67 no. on the West side of the N2 and 35 no. to the East), with recommendations provided for each space. While the majority of small corner sites are considered well planted, many of the local parks would benefit from additional planting. Issues of accessibility arise in a number of situations, with access to the open space inhibited by either lack of perimeter paths, dished kerbs, and in some cases restrictive kissing gates. Ensuring that open spaces are accessible and usable by all members of society should be a priority.


A number of existing open spaces are zoned “Z1” for residential development in the DCDP but remain undeveloped to date. In most cases, the recommendation for these sites is to progress the development of these sites either as a priority or to prepare further urban design analysis to better serve the area. The need for further urban design analysis arises in a number of situations particularly along the proposed Finglas Luas line, where it is acknowledged that until the exact line is approved under a Railway Order, that there may be changes made to it. On-going consultation and liaison with TII is the recommendation for most open spaces along the proposed route. In a small number of cases, the open space is considered unsafe due to lack of supervision and location adjoining exposed rear garden walls. In these cases, recommendations for rezoning are proposed, to protect boundary walls and to provide passive supervision of the open space. There are also a number of examples in Finglas East in particular, e.g. Glenhill and Griffith Heights, where the high level of open space provision, coupled with the lack of mixed housing options in the area, has led to recommendations for rezoning to provide in particular step-down housing for the elderly within communities.




The Strategy also flags a number of sites that are zoned “Z9” open space in the City Development Plan, but where the local green has been replaced with hardstanding areas for car parking. These areas should be rezoned accordingly. Conversely there are also a number of local greens which are recommended for rezoning to “Z9”.




A summary description of these spaces and their recommendations is set out in the table below.



TABLE 17: LOCAL GREENS / OPEN SPACES – WEST OF FINGLAS ROAD



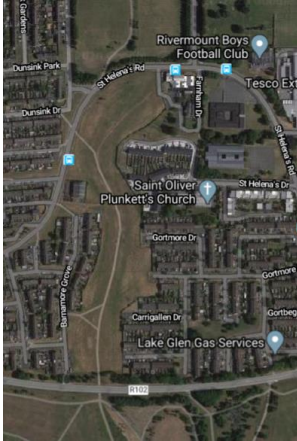
Open Space	Map Ref.	Summary of space	Recommendations
Cappagh Avenue Green Space	15	Local green of 0.2 ha, grassed with perimeter path and some planting. Zoned Z9.	Recommend additional tree and bulb planting; dishing of footpaths, and enhance linkage to Northway Park.
Barry Park	16	Large local green of 0.4 ha zoned Z9. Grass area with limited planting.	Consider additional amenity uses, planting & paths. Also planting of a “feature tree” in the alcove of 33-59 Barry Park.
Cappagh Green/ Cappagh Avenue Green Space	17	Green grassed area of 0.2 ha, zoned Z9, adjoining Kildonan Park and the Abigail site. 	Recommend rezoning from Z9 to Z1 to allow for residential development in association with the adjoining DCC Abigail site.
Barry Road / Kildonan Road	18	Green space of 0.2 ha, zoned Z9. Grass space with paths and good tree line to Barry Road. 	Recommend rezone from Z9 to Z1 to allow for limited small-scale in-fill housing, whilst retaining tree line.
Casement Close	19	Local park of 0.2 ha, zoned Z1. Grassed railed area with limited tree planting. 	Recommend additional planting and pedestrian gate into park. Recommend rezoning from Z1 to Z9.
Casement Green	20	Green space replaced by hard standing area. Zoned Z9.	Recommend rezoning. Consider tree planting.
Plunkett Road	21	Green space replaced by hard standing area. Zoned Z9.	Recommend rezoning. Consider tree planting.
Plunkett Green	22	Green space replaced by hard standing area. Zoned Z9.	Recommend rezoning. Consider tree planting.
Casement Park & junction of	23, 24	Two green spaces replaced by hard standing area. Zoned Z9.	Recommend rezoning. Consider further tree planting.




Casement Park / Casement Drive			
Cappagh Road	25	Local green of 0.3 ha zoned Z9. Grassed area railed in with tree planting to Cappagh Road.	On-going landscape management.
Cappagh Road / Ratoath Road	26	Small green area of 1,400 sq.m. grassed and railed, with tree planting. Zoned Z9.	On-going landscape management Potential future rezoning, subject to redevelopment of adjoining lands.
Abbotstown Avenue / Ratoath Avenue / Ratoath Drive	27	Local green of 02.ha zoned Z9. Grass area, railed in, very limited planting. 	Consider amending entrances to aid accessibility, in addition to additional planting and on-going landscape management
Abbotstown Road	28, 29, 30 & 31	Series of 4 triangular green spaces along Abbotstown Road, zoned Z9. Grassed spaces with some tree planting.	Recommend a landscape analysis of the northern triangle (no. 28) to improve this space.
Abbotstown Avenue	32	Green space replaced by hard standing area. Zoned Z9.	Recommend rezoning. Consider tree planting.
Cardiffsbridge Avenue	33	Small green pocket park of c. 1,000 sq.m. zoned Z9. Grass area with some tree planting and railing to Cardiffsbridge Road.	On-going landscape management, possibly a bench next to the bus stop.
Cardiffsbridge Road	34	Local green of c. 1,400 sq.m. zoned Z9. Grass area with some tree planting.	On-going landscape management, possibly a bench next to the bus stop
Deanstown Green	35	Local park of 0.8 ha, zoned Z9. Formally laid out with perimeter and diagonal paths, railing and tree planting. .	On-going landscape management. Consider provision of a pedestrian access from the east and west sides.
Valley Park Drive / Road	36	Local park of 0.4 ha zoned Z9. Grass area with good tree planting and footpaths around.	On-going landscape management.

Woodbank Drive & Woodbank Avenue	37, 38	Two streets once lined with median tree/green strips; one now removed, limited planting on one remaining, both zoned Z9.	Recommend rezoning. Consider additional tree planting.
Scribblestown	39	<p>Large local park of 1.3 ha, zoned largely Z9 with some Z1. Grass area, railed, with some tree planting. Current pedestrian access is not fully accessible. Located immediately north of Tolka Valley Park.</p> 	<p>Park should be fully accessible for all, with appropriate entrance and footpaths.</p> <p>Consider additional housing and/or crèche facility on remaining Z1 lands.</p>
Glenties Park	40	Two green strips, grassed with limited tree planting, small strip zoned Z9 and larger strip zoned Z1.	<p>Recommend rezone current Z1 strip to Z9.</p> <p>On-going landscape management / street tree planting.</p>
Tolka Valley View	41	<p>Public open space of Tolka Valley View, c. 0.2 ha, zoned Z1. Large grass area with tree line to Tolka Valley Road. Limited access/permeability.</p> 	<p>Recommend rezoning public open space from Z1 to Z9.</p> <p>Enhanced pedestrian permeability would be desirable, in addition to on-going landscape management.</p>
Wellmount Road	42	<p>Large triangular grassed area of 1.2 ha, zoned largely Z1 with some Z9.</p> 	<p>Site ready and zoned for development. Recommend commencing design & development of new residential scheme with local park (possibly incl. play facilities), and SUDS management.</p>
Wellmount Crescent	43, 44	Two triangular open green spaces of c. 1000-1500 sq.m. each, zoned Z9, with tree planting.	On-going landscape management.

Wellmount Road / Patrickswell Place	45	<p>Large area of open green space or varying character, zoned Z9. Is impacted on by proposed Finglas Luas line.</p> 	<p>On-going engagement with TII re Luas.</p> <p>Recommend an urban design analysis of this area to enhance open spaces and security, with possible in-fill residential development to the western end, (subject to rezoning).</p>
Patrickswell Court	46	<p>Tiny pocket park in this small residential estate, zoned Z9. Is impacted on by proposed Finglas Luas line.</p>	<p>On-going consultation with TII</p>
Mellowes Court and Mellowes Road	47, 48	<p>Two areas of open space: one large local green and the second comprising two small areas of incidental open space to Mellowes Road, all zoned Z9, and all potentially impacted upon by the proposed Luas line.</p> 	<p>On-going consultation with TII.</p> <p>Recommend rezoning the open space to Cardiff Castle Road to Z1 to allow for a fully integrated redevelopment proposal that takes account of the Luas and which provides for a revised and accessible new open space.</p>
Finglaswood Road / Cappagh Road	49	<p>Small area of open space at road junction, c. 560 sq.m. zoned Z9, very limited planting.</p> 	<p>Recommend rezone from Z9 to Z1 to allow for redevelopment opportunities of the adjoining maisonette housing.</p>
Cardiff Castle Road	50	<p>Small pocket of open space with tree planting, of c. 260 sq.m. zoned Z9.</p>	<p>On-going landscape management</p>
Mellowes Road / Finglas road / Casement Road	51	<p>Corner open space of c. 2000 sq.m. largely zoned Z4 with smaller section zoned Z9, divided by a roadway.</p>	<p>Recommend extending the Z4 zoning to the entire site and preparing a design brief for this entire key corner site.</p>
Gleb View	52	<p>This estate contains 3 no. small pocket parks, well landscaped, all zoned Z1.</p>	<p>Recommend rezone all three spaces from Z1 to Z9.</p>

Dunsink Avenue/ Park	53, 54 & 55, 56	Dunsink Avenue contains 4 no. triangular local greens, all grassed with some tree planting, ranging in size from c. 160 sq.m. to c. 1850 sq.m. All zoned Z9.	Landscape management to consider a themed approach to these spaces, e.g. edible parks. Also consider play area and SUDS measures for larger park.
Link road from Dunsink Park to Berryfield Road	57	Zoned Z1 in the Development Plan, this space is a link road of 35m across, with wide grass verges, against gable/ rear walls of houses. 	Examine potential of this site / road for in-fill housing. If not feasible then provide landscaping to grass verges. .
Valeview Crescent / Drive	58	Long linear open space to rear gardens with significant level differences, zoned Z1. There is some tree planting to the western end.	Examine potential for small scale in-fill housing next to No. 66 Berryfield Road and No. 100 Berryfield Road. Consider rezoning long strips of open space from Z1 to Z9. Recommend tree and bulb planting.
Berryfield Drive	59	Two small areas of open space both zoned Z1. Planning permission granted for housing on the larger green, Reg. Ref. 2306/20.	Recommend rezone the small open space from Z1 to Z9. Pedestrian linkage with the open space to the south in Valeview Gardens should be explored.
Valeview Gardens	60	Small local green of c. 340 sq.m. with some planting, zoned Z1. 	Recommend rezone from Z1 to Z9. Pedestrian linkage with the open space to the north in Berryfield Drive should be explored. Additional tree planting also recommended.
Berryfield Road	61, 62	Two small green spaces of c. 200 sq.m. each to the front of houses, zoned Z1.	Recommend rezone from Z1 to Z9. On-going landscape management.
Kippure Park	63	Local park of c. 0.31 ha zoned Z9. Park is bounded by gable/ rear walls and gardens; no overlooking. It is a grassed area with limited tree planting.	Recommend exploring the potential for one strip of houses to the east of the open space to provide over-looking to the park. This would require a rezoning from Z9 to Z1.

			
Strip of land between Barnamore park and Kippure Park	64, 65	This is a longer linear strip of open space (c. 0.2 ha), running along the rear gardens of houses in a north-south direction, with a road frontage of c. 30m to St Helena’s, Zoned Z9. Parts of it have been incorporated into private gardens. 	Recommend rezone entire strip from Z9 to Z1 to allow for residential in-fill development: including (i) northern end of open space, (ii) land now in private gardens, and (iii) space between cul-de-sacs (explore options to link roads with new houses fronting onto the street).
The Valley Site	66	Large open space of c. 4.45 ha running north-south between St Helena’s and Tolka Valley Road, zoned Z1. Location of proposed new Luas route & stop. 	On-going engagement with TII. Recommend preparation of an urban design study taking into account Luas proposals, soil analysis, Finglaswood River culvert and potential for in-fill residential development.
St Helena’s Court	67, 68	Three new open spaces delivered with the rapid build housing, all zoned Z1.	Integrate this site with the adjoining Valley Site study. Following outcome rezone areas of local parks from Z1 to Z9.
Carrigallen / Gortbeg Park	69	Neighbourhood park of c. 0.42 ha zoned Z9. Well landscaped and maintained space. There is a small additional pocket of green space at the corner of Carrigallen Park and Carrigallen Road that is zoned carriageway.	On-going landscape management of park. Examine small area of open space at the corner of Carrigallen Park and Carrigallen Road for a potential in-fill house.
Gortmore Avenue	70	Small pocket park of c. 340 sq.m., zoned Z1.	Recommend rezone from Z1 to Z9

			
Cloonlara Drive	71	Local green that has been significantly modified to provide car parking, zoned Z9.	On-going landscape management. Consider amending Z9 zoned area to reflect current provision.
Fairlawn Park	72	Local green that has been significantly modified to provide car parking, zoned carriageway. Two grass strips with very limited planting.	Recommend tree planting. Recommend rezoning the remaining open space Z9.
Fairlawn Road	73	Local green modified to provide car parking, zoned carriageway.	Recommend tree planting. Recommend rezoning the remaining open space Z9, or reconfigure space to provide more usable open space.
Fairlawn Road / Cloonlara Road	74	Two roadside grass strips zoned Z9.	Recommend tree planting.
Fairlawn Road	75	Open space of c. 740 sq.m. zoned Z1, with frontage between Nos. 74-75 Fairlawn Road. Backs onto allotments on Tolka Valley Road also zoned Z1. 	Explore housing options for this site either on its own or in conjunction with the adjoining Z1 allotment site to Tolka Valley Road.
The Griffith	76	DCC open space zoned Z1, previously part of the Prospect Hill development. Adjoins an allotment site (also Z1). 	Resolve access arrangements and develop site for residential use.











An Riasc	77	Newly provided local park, as part of Riasc development, zoned Z1.	Recommend rezoning open space to Z9.
Finn Eber Fort	78, 79	<p>Small pocket park at entrance and large local park of c. 0.47 ha, both zoned Z1. Mature tree planting to perimeter.</p> 	<p>Consider northern section of open space (behind tree line) for residential development.</p> <p>Recommend rezoning remaining open space to Z9.</p>
Farnham Crescent	80, 81	<p>Small triangular pocket park zoned Z9 with good tree planting.</p> <p>Two green spaces at entrance to estate zoned Z1.</p> 	<p>Consider providing small in-fill housing development on corner site, zoned Z1.</p>
Open space between Wellmount Rd, Casement Rd & Farnham Crescent	82	<p>Large area of open space, c. 1.22 ha, zoned 50/50, Z1 and Z9. Sections well planted with trees. The proposed Luas to Finglas runs through this space.</p> 	<p>Prepare an Urban Design Study of this space, to consider optimal location for housing / open space, taking account also of the proposed Luas. Potential for rezoning following study.</p>

TABLE 18: LOCAL GREENS / OPEN SPACES - EAST OF FINGLAS ROAD

Open Space	Map Ref.	Summary of space	Recommendations
Open space between Finglas Rd & North Rd	83	Fenced off area of mature forest zoned Z9. Location also of Finglas River.	Explore potential for pedestrian / cycle path along edge in association with Bus Connects proposals.
Brookville	84	Small local green with good tree planting of c. 630 sq.m. zoned Z9.	On-going landscape management.
McKee Avenue	85, 86	Two local greens of c. 800 and 1350 sq.m. both zoned Z9.	On-going landscape management, with tree planting.
McKelvey Avenue	87, 88	A fenced-in local green (c. 500 sq.m.) and small pocket park (c. 80 sq.m.), both zoned Z9. Grass areas only, no planting. Also: entrances into this estate are flanked by over-sized front gardens.	Landscape management and tree planting for local greens. Explore feasibility for in-fill development in large front/side gardens at entrance into estate; and/or tree planting.
St Margaret's Court	89	Small pocket park of c. 230 sq.m. zoned Z14. Current Luas Finglas proposals recommend using this space for car parking.	On-going engagement with TII regarding car parking and open space. Part of wider Z14 lands rezoned as part of Variation no. 33 of the DCDP.
Clancy Road	90	Large local green of c. 0.47 ha, with good tree planting, zoned Z9.	Consider additional footpath provision around space in addition to on-going landscape management.
McKee Road park	91	Local green of c. 0.19 ha, zoned Z9 with good tree planting.	On-going landscape management
Grove Wood green	92	Local green space with some limited planting, zoned Z1. 	Recommend rezoning open space from Z1 to Z9. Additional planting also recommended as part of landscape mgt.
Ballygall Road West	93	Crescent shaped green strip with tree planting, of c 980 sq.m. zoned Z9.	On-going landscape management.

<p>Ballygall Place, Parade & Crescent</p>	<p>94, 95, 96</p>	<p>Three local railed parks of c. 0.33 ha each, identical in form and function, all zoned Z9. Limited tree planting in each space.</p> 	<p>Recommend rezoning one of these spaces to Z1 for residential development</p> <p>Consider allotment provision and play area in remaining two spaces.</p>
<p>Glasanaon Road/ Ballygall Parade</p>	<p>97</p>	<p>Local green park of c. 0.59 ha, recently re-moulded to provide flood water attenuation. Zoned Z1.</p> 	<p>Recommend rezoning open space from Z1 to Z9.</p> <p>Enhanced landscaping and alterations to access points recommended.</p>
<p>Glenhill</p>	<p>98, 99, 100</p>	<p>3 areas of open space, (i) small landscaped entrance, (ii) central local green of c. 3500 sq.m., (iii) second local green of c. 2680 sq.m. All zoned Z9.</p> 	<p>Recommend rezoning open space No. 100 to Z1 for step down housing, and pedestrian connectivity with adjoining Fairways estate.</p> <p>Enhance connection between community centre and central local green.</p>
<p>Fairways / Griffith Heights</p>	<p>101</p>	<p>Large local green of c. 1.1 ha, well landscaped to perimeter, zoned Z9.</p> 	<p>Recommend enhanced pedestrian/ cycle connectivity to the east and south.</p> <p>Ongoing landscape management of remaining space.</p>

<p>Griffith Heights / Griffith Close</p>	<p>102, 103, 104</p>	<p>Two large local greens of c. 0.59 ha and 0.56ha, and a small pocket park of c. 1500 sq.m. all zoned Z9.</p> 	<p>Recommend rezoning open space No. 103 on map, from Z9 to Z1 for residential development.</p> <p>Enhance pedestrian/ cycle connectivity with adjoining estates.</p>
<p>Griffith Road</p>	<p>105, 106, 107, 108</p>	<p>Series of small triangular pocket parks at road junctions, ranging in size from c. 1,000 sq.m. to 1700 sq.m. All tree planted, all zoned Z9.</p>	<p>On-going landscape management.</p>
<p>Glasanaon Road</p>	<p>109, 110</p>	<p>Two series of triangular pocket parks at road junctions, measuring c. 900 and 1,500 sq.m. Tree planted and zoned Z9.</p>	<p>On-going landscape management, with maybe a bench next to the bus stop.</p>
<p>Glanamana Road</p>	<p>111</p>	<p>Large local green of c. 0.67 ha, bounded by low wall. Zoned Z9.</p>	<p>On-going landscape management with review of entrance points and consider provision of play area.</p>
<p>Glasnevin Downs</p>	<p>112, 113</p>	<p>Series of open spaces along entrance from Griffith Avenue zoned Z9 and Z1, with mature tree planting. Large local park of c. 2740 sq.m. zoned Z9.</p> 	<p>Access into park from western side should be universally accessible.</p>
<p>Finglas Road</p>	<p>114</p>	<p>Fenced off mature forest area, with Finglas River running through, zoned Z9.</p>	<p>Examine possibility of providing pedestrian/ cycle route along edge of space, in conjunction with Bus Connects proposals.</p>

Beneavin Road	115	Large local green with pockets of mature trees of c. 2,500 sq.m. zoned Z9.	Recommend landscape enhancements taking account of adjoining nursing home.
Collins Green / Collins Drive	116	Local green measuring c. 1900 sq.m. with some mature tree planting, zoned Z9.	On-going landscape management, with additional tree planting,
Ferndale Avenue	117	Two area of open spaces of c. 1100 sq.m. and 1900 sq.m. with some tree planting, zoned Z9.	On-going landscape management.
Collins Place / Collins Row	118	Triangular grass area of c. 300 sq.m. to edge of maisonettes, classified as roadway.	Recommend rezoning to Z1.

4.5 SLOAPS: Space Left Over After Planning

Open spaces Nos. 119 – 127 in the Open Space Audit are referred to as SLOAPS – Space Left Over After Planning. All located in Finglas South, where the topography noticeably falls from north to south, these spaces are essentially roadside verges to distributor roads. In general, these spaces do not relate well to the neighbourhoods next to them with open spaces abutting rear and gable walls of houses. In some cases, the open space has been railed in to help provide an amenity space for community use. The lack of housing fronting onto these roads makes them feel unsafe, bus stops are exposed with no passive supervision, and traffic is not encouraged to slow down. The open spaces are of varying sizes and shapes, and many contain services running underneath them.

The following roads in particular are considered to have poor roadside open space layouts:

1. Ratoath Road
2. Deanstown Avenue
3. Rathvilly Road
4. Cardiffsbridge Road
5. St Helena’s Road
6. Tolka Valley Road

PLATE 9: RATOATH ROAD



PLATE 10: ST HELENA'S ROAD



The recommendation for these spaces is to carry out a multi-disciplinary design review that explores the potential in-fill development; to provide an urban edge to the streetscape in places, providing passive supervision and helping to traffic calm these streets. In some cases, it may be beneficial to realign the roadway to make sufficient space to provide well designed residential and amenity space. Other spaces may provide for off-road cycle facilities. Where spaces are not suitable for development, then an extensive planting regime should be implemented to allow these spaces to act as green infrastructure corridors.

FIGURE 24: DUBLIN CITY DEVELOPMENT PLAN 2016-2022, ZONING MAP EXTRACT



There is also an area of open space west of Westwood Road which is backed onto by houses, and that is overgrown. This open space abuts land owned by, and within the jurisdiction of FCC. DCC will liaise with FCC regarding the long-term proposals for the adjoining land at this location (and the wider Dunsink lands).

4.6 Allotments

There are five allotment plots within the Strategy area, each set out in the table below. In addition, DCC has nearby allotments at St Margaret’s just north of the M50 and at De Courcy Square in Glasnevin. However, the former is full with a waiting list to join and the latter is available only to residents of the surrounding square.

TABLE 19: EXISTING ALLOTMENT PROVISION IN FINGLAS

Location	Ref.	Description	Recommendation
Finglas Forest Garden @ St Joseph’s NS		Located at St Joseph’s girls NS, Finglas West.	Support where needed.
The Village Garden, Wellmount Road	128	DCC site zoned Z1; currently used by the adjoining Finglas Addiction Support Service.	Retain and support use.
Green View Community Garden @ Tolka Valley Rd	129	DCC site zoned Z1, in use for allotments. Managed by the Dublin North West Area Partnership.	Recommend: relocate allotments and develop site for residential use.
Prospect Hill Community Garden	130	DCC site zoned Z1 in use for allotments.	Engage with design of adjoining Z1 lands to the east, whilst retaining local allotment provision.
At the Old Abigail Site, at Kildonan	131	DCC site zoned Z12 for redevelopment. Currently used by the Men’s Shed.	New allotments to be provide in Kildonan Park or as part of redevelopment of these lands.

As can be seen from the table above, many of the existing allotment sites are located within sites zoned or ear-marked for residential development. In order to accommodate the demand for allotments locally it is recommended that one of the three open spaces in Ballygall Place be redeveloped for allotments, with priority lettings given to existing users of the Green View Community Garden.

In addition, the existing Finglas Forest Garden within St Joseph’s NS is considered a good example that could be replicated within other school grounds. These spaces are mutually beneficial for both school and community: with the community gaining secure allotment areas and the school children having accesses to a new biodiversity and educational resource. The majority of schools in Finglas have extensive areas of open space that could cater for local need.

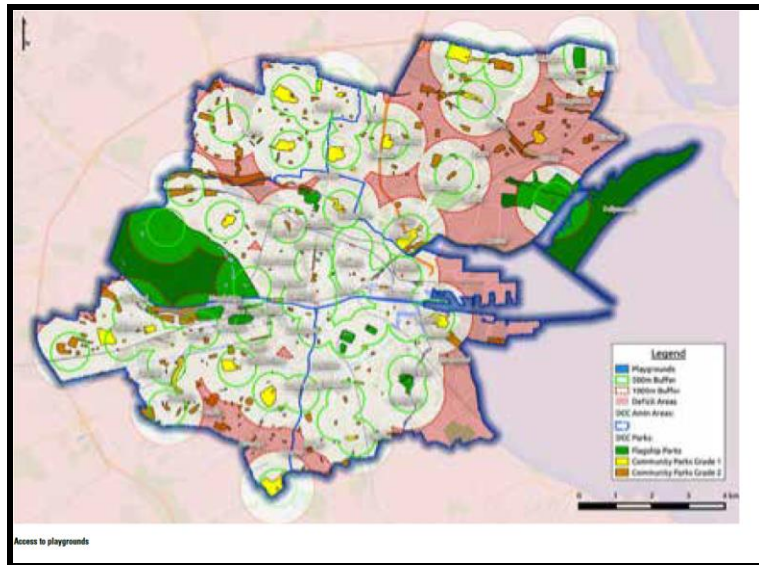
As part of the redevelopment of the former Abigail site and also proposals for Kildonan Park, it is proposed to cater for the exiting allotment users and to provide a new facility within these grounds. It is also recommended that Tolka Valley Park be examined for potential to provide new allotments to cater for need and to bring more people into this park.

4.7 Playgrounds

Playgrounds are recognised in the Park’s Strategy as an important resource for children, promoting their physical and cognitive development and encouraging socialisation. There are currently three playgrounds

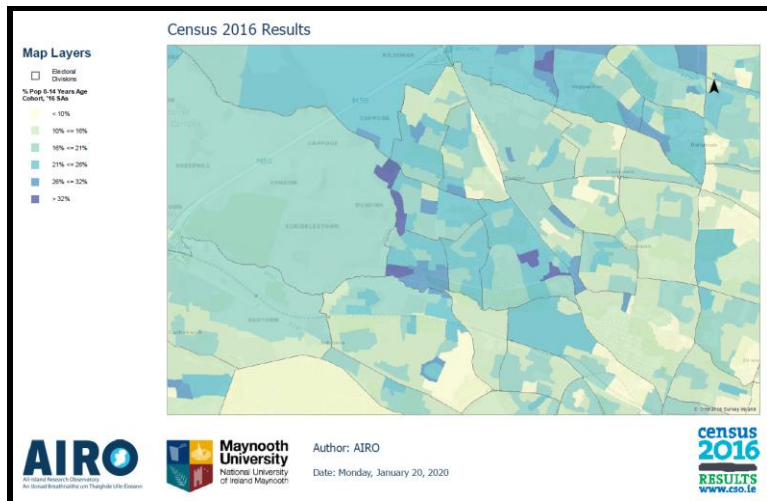
in the Strategy area, located in the larger district parks of Johnstown Park, Tolka Valley Park and Mellows Park, and a fourth just outside the Strategy area in Poppintree Park. The Park’s Strategy recognises that this represents an under provision, and that there are deficits in some areas, as per figure 25 below. To help address this deficit there are currently proposals to install a new playground in Kildonan Park as part of its upgrade to a Community Grade 1 park.

FIGURE 25: ACCESS TO PLAYGROUNDS, EXTRACT FROM THE DUBLIN CITY PARKS STRATEGY 2017-2022



From an analysis of the existing population (Chapter 3), we know that Finglas has a high proportion of young children in the 5 – 19 age group (27% of the total population). Higher percentages again can be found on an ED / area basis, within Finglas West and South (see figure 26 below).

FIGURE 26: % OF POPULATION 0-14 YEARS OF AGE BY ED, 2016 CENSUS



Source: Airo Maps

Given the high percentage of young children in the area, it is recommended that additional playgrounds / play areas are provided. A number of open spaces have been identified within the Strategy as potentially suitable, including:

- Northway Estate park (subject to redevelopment and passive supervision provided), and/or Barry Road neighbourhood park
- Deanstown Green and / or Cardiffsbridge Road / Wellmount Road (as part of redevelopment of this site)
- Farnham Crescent Park or open space immediately north thereof (following Luas line agreement and redevelopment proposals)
- Scribblestown Park
- The Griffith
- Clancy Road (or nearby Willow Park Crescent outside study area but serving same catchment, close to a local neighbourhood centre)
- One of the three small parks in Ballygall / Finglas Place
- Glenhill (although close to Ballygall, there is currently no link between these estates, apart from via the main Finglas Road).
- Griffith Heights (subject to partial redevelopment and increased density of development)
- Glanamana Road park

Not all of the above sites may be suitable, and not all playgrounds need to be formal play spaces. Some may benefit from creative use of earth mounding, use of tree logs, natural play elements etc. to create places of interest for children to explore and use their imagination.

4.8 Graveyards

St Canice's graveyard is located immediately west of the Finglas Road, between Church Street and Wellmount Road. This site was once the location of a monastery, founded by St Canice in 560 A.D. While the original abbey was likely destroyed by the Vikings, the site retained its religious use and was the location for the Church of St Canice, dating back to the c. 10th century, and which remained in use until 1841. The church is now in ruins and sits among the old walled graveyard, which along with a number of mature trees provides a local biodiversity asset.

PLATE 11: THE NETHERCROSS, ST CANICE'S GRAVEYARD



4.9 Green Infrastructure Corridors / Routes

Green Infrastructure is defined in the DCDP as *“an interconnected network of green space that conserves natural ecosystem values and functions that also provides associated benefits to the human population. It is a strategically planned network of natural and semi natural areas with other environmental features designed and managed to deliver a wide range of ecosystem services.”*

The River Tolka and the Royal Canal form two key strategic green corridors within DCC area. It is policy of the DCDP to develop and protect these key corridors. Using these corridors as anchors or hubs for biodiversity, the aim is to connect others areas of open space within Finglas to these key routes. To the immediate north-east of the study area, Poppintree Park also serves as an important biodiversity reserve in the area. Although man-made, this park with its recent addition of wetland areas and ponds serves as an important hub for biodiversity.

enhance green infrastructure within this area, the SDRA requires that the culvert be examined for possible de-culverting as part of a wider green infrastructure strategy. Linking the future green infrastructure for these lands to the adjoining Poppintree Park and Mellows Park, will significantly enhance the green infrastructure network in the area.

Kildonan / Abigail lands

The Abigail lands at Kildonan are the subject of redevelopment residential proposals by DCC. Based on DCC's GIS records, these lands may include a watercourse along the eastern edge of the site. This should be investigated further as part of these redevelopment proposals, with provision made to retain this natural wetland and incorporate it into a green infrastructure strategy for these lands, linking to Kildonan Park.

FIGURE 28: POTENTIAL WATERCOURSE WITHIN ABIGAIL LANDS, KILDONAN



Source: DCC GIS

B. Secondary Green Corridors

Other “green” corridors identified in Figure 27, include streets where additional street planting is sought. This planting should include generous tree provision with shrub planting around the base of the trees.

- Tolka Valley to the Royal Canal
- Barry Neighbourhood Centre east to Mellows Park and south to Cardiffsbridge Road and Tolka Valley Park
- Ratoath Road
- Seamus Ennis Road / Ballygall Road West / Glasnevin Avenue
- Wellmount Road
- Poppintree Park to Johnstown Park

4.10 Recommendations

4.10.1 Summary of findings

Quality v. Quantity

What is clear from the open space audit is that Finglas has an abundance of open space. In particular, the provision of larger district parks is a wonderful assist to the area. The presence of water bodies in Tolka Park and Poppintree Park further enriches the biodiversity value of these parks and both are known to be bat foraging areas. Some of the larger parks however are particularly focused on the provision of football pitches to perhaps the detriment of other users of the park and to the detriment of local biodiversity provision. The proposed redevelopment of Kildonan Park and the examination of the open spaces to the north and south of Farnham Park provides an opportunity to address some of these imbalances. A number of key green infrastructure corridors have been identified in this report with a focus on connecting existing green areas with the biodiversity rich zones of Tolka Valley Park and Poppintree Park. Significant gains for biodiversity can be delivered in particular along the “Valley site” and within the Jamestown lands where opportunities exist to de-culvert existing streams within existing or new green corridors.

Tree Planting

Local parks are also very well provided for throughout the area, and the majority have good levels of tree planting. Those that are not well planted should be targeted for landscape and biodiversity improvements as set out in the recommendations above.

Rezoning of underutilised open space

Two areas stand out for having particularly high levels of open space, resulting in an under usage of these spaces and residential densities that are not considered sustainable in such an urban setting. These are Finglas North and parts of Finglas East/ Glasnevin. It is proposed to rezone some of these open spaces or parts thereof to provide for residential development, with a particular focus of senior-citizen housing in areas dominated by 3-bed 2-storey housing. In the case of Finglas East there is also the possibility to better link these open spaces with the larger parks of Johnstown Park and Violet Hill / Tolka Valley through the provision of a “green link”, with provision for safe and attractive walking/ cycling routes through the area (see also section on Transport and movement).

Deficits in Children Play Areas

Parts of Finglas South are considered lacking in the provision of quality local greens for children’s play. The area of Hazelcroft/ Fairlawn / Cloonlara has seen most of the open spaces reconfigured to provide hard standing areas for car parking. While addressing one need the spaces are now largely devoid of planting and amenity use. There may be opportunities to address some of these spaces again in the future, for example in examining the verges of St Helena’s Road and Tolka Valley Road and in examining open space sites nos. 75 and 129 on Fairlawn Road, Tolka Valley Road respectively. An extensive tree planting regime in this area would significantly “soften” the hard landscape and help bring some biodiversity back to the area.

The Strategy area is also considered to be lacking in the provision of children’s play grounds / play areas, and a number of sites have been identified as suitable sites to be considered. The development of a number of sites for example at Wellmount Drive and north and south of Farnham Park will provide opportunities to provide new play facilities in tandem with new residential development.

Redesign of existing open space to provide for passive surveillance

There are some areas of open space where the design is counter-intuitive to providing safe amenity areas of open space largely due to the lack of adequate supervision. One such example is the area of open space between Barnamore Park and Kippure Park which runs along the rear of back gardens. The location of this

open space only serves to create opportunities for anti-social behaviour, and in this case it is recommended that the open space be rezoned for residential use. Another example is in the adjoining Kippure Park where the open space is bounded by gable walls on all sides. Here the recommendation is to provide a strip of housing on one side with houses overlooking the park, thus increasing passive supervision and safety of the space. A similar response is recommended for Northway Park where rezoning part of the park is proposed to secure the exposed back gardens of houses and create a local park overlooked by housing.

Allotments

The provision of allotments needs to be addressed in order to allow for sites at Kildonan and Tolka Valley Road to be developed for housing as per their zoning. It is considered that opportunities exist within the area to provide new allotment zones, including within Kildonan Park / redevelopment site, Tolka Valley Park, and also at Ballygall Place. Additionally, it is considered that a number of school sites should be considered for joint allotment ventures, and that land for allotments should be retained at the Griffith (either as per existing layout or as part of an overall redevelopment proposal).

The Village and Neighbourhood Centres

The existing open spaces within the Village and the neighbourhood centres are somewhat less successful. The village “triangle” does not articulate its use as a village green / a destination point, while many of the other spaces are not adequately enclosed in terms of urban form and lack a particular use and focus. It is considered that there are real opportunities in these spaces to reconfigure some of the open spaces and the uses surrounding them to create “village greens” and spaces for communities to come together in times of celebration and events. A co-ordinated urban design response is proposed for these areas, see Chapter 9 Urban Design Framework.

4.10.2 Recommendations

- OS1:** Continue to support and balance the community and sporting use of the larger district parks, alongside the need to protect and provide a biodiversity reserve within the City.
- OS2:** On-going landscape management of local parks to be assisted by enhanced local planting and street tree planting.
- OS3:** Reimagine the open spaces within the Village and the local neighbourhood centres of Barry park and Cardiffsbridge to provide strong local focal points and places of interest.
- OS4:** Ensure that all local parks are universally accessible to all members of the community.
- OS5:** Provide new local playgrounds
- OS6:** Provide permanent sites for allotments at Kildonan Park and Ballygall Place.
- OS7:** Prepare an urban design analysis along the Finglas Luas line to optimise in-fill and open space amenity.
- OS8:** Prepare a multidisciplinary study of the SLOAP lands in Finglas South.
- OS9:** Provide and enhance green corridors where possible, in particular (i) Linking Johnstown Park and Violet Hill Park, (ii) linking Mellows Park and Tolka Park, (iii) linking Poppintree Park and Mellows Park (via Jamestown lands), and (iv) linking the new development at Abigail with Kildonan Park.
- OS10:** Recommend rezoning a number of open spaces within the context of the DCDP to protect areas of open space and to allow for development opportunities on sites suited for development.

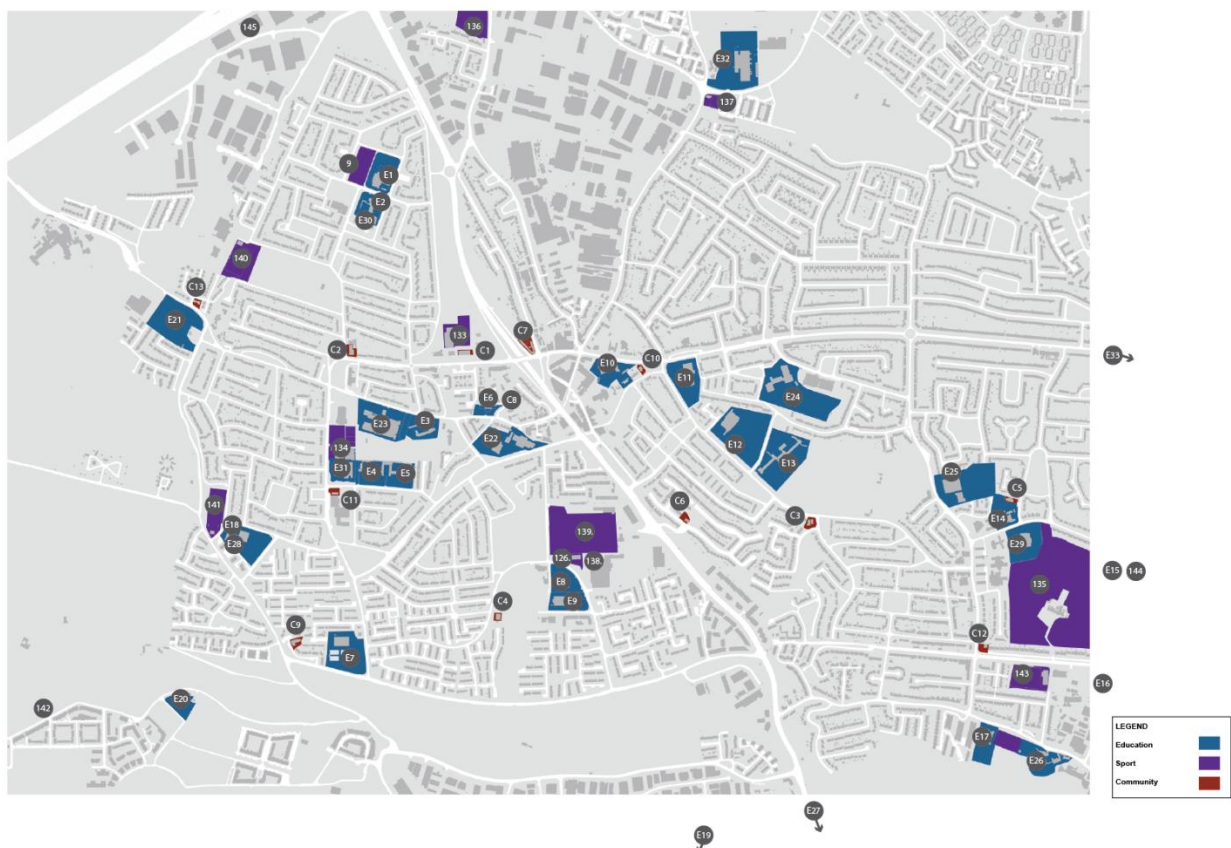
05 Community and Social Infrastructure

Community and social infrastructure can be “hard” or “soft” infrastructure, relating to buildings and spaces that serve a community, but also importantly to programmes and services run from these spaces. While the purpose of this report is largely land use based it is important to view the two aspects simultaneously. Are there sufficient spaces available to provide the necessary services the community needs? Are some services over-provided for? What are the gaps in service and community infrastructure? Based on a Community and Social Infrastructure Audit, this section seeks to answer some of these questions with recommendations made for future development.

The following aspects of community and social infrastructure are covered below:

1. Sports and Recreation
2. Community and Youth Facilities
3. Education Facilities
4. Childcare Facilities
5. Arts and Cultural Amenities
6. Health Facilities and Social Services
7. Religious Facilities
8. Civic and Commercial Amenities

FIGURE 29: FINGLAS COMMUNITY AUDIT



5.1 Sports and Recreation

According to figures produced by Sport Ireland (Irish Sports Monitor, Annual Report 2019), approximately 1.7 million adults participate in sport at least once a week, with personal exercise being the most popular activity for adults at 16%, followed by swimming (9%), running (7%) and cycling (4%). The 2019 report also found that sports played on an individual basis remain more popular than team-based sports; with 42% of all adults playing this type of sport compared to 8% playing a team sport. Those from lower socio-economic groups were found to be less likely to be highly active and more likely to be sedentary. On a more positive note, the gender gap in active participation continues to decline and is now at 3% compared to 16% in 2007 when the 'Irish Sports Monitor' was first introduced.

The most recent statistics for children's participation in sport can be found in the 2019 publication by Sport Ireland, Sport Northern Ireland and Healthy Ireland, published in the *Children's Sport Participation and physical Activity* study. This study found that only a small minority of children (14%) are active enough to meet the physical activity guidelines of 60 minutes or more of moderate to vigorous activity per day; with numbers declining as children get older. Boys were found to be more likely to meet the Guidelines than girls at all ages, with 23% of primary school boys meeting the Guidelines (down from 27% in 2010) and only 13% of primary school girls meeting the Guidelines. At post primary school 14% of boys and 7% of girls met the Guidelines. Despite the majority of children not meeting the recommended guidelines, 80% of primary and 58% of post primary school pupils reported participating in community sport at least once a week.

Continuing to promote and provide opportunities for sports and recreation is considered essential for both physical and mental health.

5.1.1 Gyms, swimming, running and cycling

As outlined in the research by Sports Ireland the most popular sports among adults are personal fitness, swimming, running and cycling.

Finglas has a high number of gyms / fitness centres, with many based in industrial and retail units, and with classes also taking place in schools and community and sports centres. The availability of large affordable floor plates in old industrial units is a consideration when examining future uses for these areas. It will be important to be able to retain some of these uses, in the case of future redevelopment of these lands. DCC has provided outdoor gyms within Mellows Park and Poppintree Park, and it is recommended that consideration also be given to providing such a facility within Tolka Valley Park to support the sporting uses there.

Finglas has benefited from having a public swimming pool since the early days of its development. The old 1970s swimming pool was replaced within the new modern Finglas Leisure Centre on Mellows Road, where it continues to provide lessons for children and adults alike, along with fitness classes, steam room, sauna and a gym.

Running has become one of the most popular sports in the country at the moment; with no need for expensive equipment or club membership fees, it is a cheap and accessible form of exercise. Recent years has seen the establishment of a Park Run within Poppintree Park and Tolka Valley Park, with people meeting alongside the new changing facilities provided in the latter in 2017. This park is ideal as a running base with the ability to run along the "Tolka greenway" from Ashtown to Violet Hill Park, and in the future hopefully on to the coast linking with the S2S Sutton to Sandycove route at Fairview Park; and also the ability to connect to the Royal Canal's greenway. Dublin residents currently have access to a 400m athletics tract at Santry and at Irishtown, with a smaller facility at Chapelizod managed by Donore Harriers. The latter example perhaps provides a good model for Finglas, to be considered for Tolka Valley Park next to

the changing facilities. An alternative option would be to consider a cycle facility similar to that at Sundrive Park. Building a strong running and/or cycling sports base in this park would encourage greater use of the “greenway”. The park is currently under-utilised and fear of anti-social activity is preventing its use as a key amenity site. By encouraging more people into the park for active sports would help to change perceptions of this amenity.

It is also noted that the future redevelopment of the Dunsink lands by FCC will provide opportunities for other sporting provision in the wider area with a large tract of land likely designed for recreational use on lands previously used as landfill. The City council will work closely with FCC on the future redevelopment proposals for this area in order to maximise the provision of diversity in sporting and amenity provision locally.

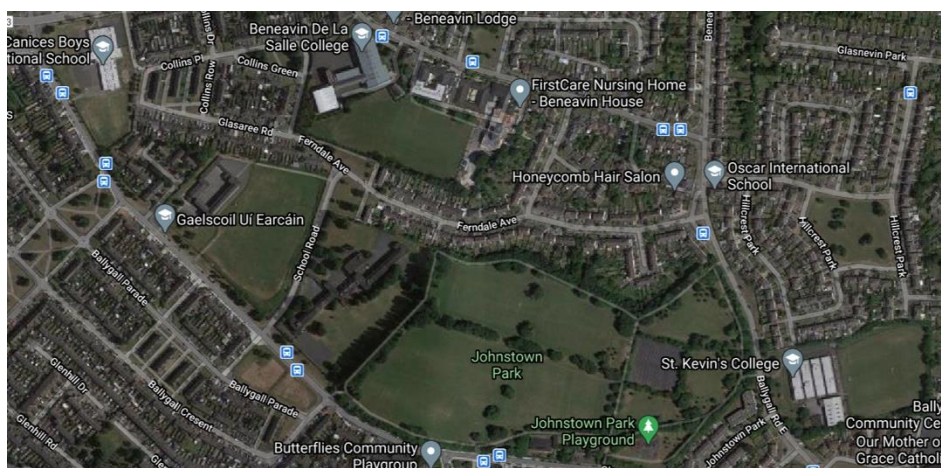
5.1.2 Field Sports

Sports and recreational amenities overlap considerably with the provision of open space in an area, particularly when it comes to field sports, and as detailed for Finglas in Chapter 4 previously. The area’s key public parks of Poppintree, Johnstown, Mellows, Kildonan, Farnham, Northway and Tolka Valley Parks, and the local green at Barry Avenue, all provide playing pitches within the public parks. Additionally, DCC’s Leisure Centre in Finglas also provides 6 no. outdoor 5 aside pitches.

The provision of land and amenities for field sports definitely dominates the sporting provision within Finglas. In addition to pitches within the public parks, the area also has a significant number of sports clubs who have their own private sports grounds, providing both indoor and outdoor sporting amenities. Football clubs with their own grounds include McKelvey Celtic, Willows FC, Erin’s Isle GAA, Finglas United Youth FC, Finglas Celtic FC, Phoenix FC, Tolka Rovers FC and Rivermount FC. With the exception of Rivermount FC, all of these clubs have their own private clubhouses and pitches, many with all-weather capabilities. While Rivermount FC has a private club house/ hall they use the public pitches in Farnham Park and Tolka Valley Park.

The provision for field sports is also provided for within many of the educational institutions in the area particularly at Colaiste Ide’s Leisure Point (CDVEC) who provide outdoor 5-aside pitches and at DCU’s nearby sports campus on Ballymun Road. Local schools with pitches include New Ross College, Beneavin De La Salle College, Gaelscoil ui Earcain, St Kevin’s College, St Canice’s Boys NS, St Finian’s NS and Scoil Sinead Pelletstown / St Pauls YEP, the latter whose pitch is also the home ground of Patrician Celtic FC. The prevalence of land for pitches is particularly noticeable in the Finglas East area when examining the provision within Johnstown Park and also the surrounding local schools. Plate 12 clearly shows that the public park’s sporting provision represents only one element of local provision; yet the booking and management and availability of these pitches is locally managed by each individual school.

PLATE 12: JOHNSTOWN PARK AND ENVIRONS



Source: Google Maps

All of the secondary schools, bar one, have excellent outdoor and indoor sports facilities, many of which are used by the community outside of school hours, although it is considered that greater use of these facilities could and should be provided. The one exception within the area is Colaiste Eoin, a secondary school on Cappagh Road in Finglas West. This secondary school has very limited outdoor activity space. The City Council is currently working with the CDVEC, on proposals for Fergal’s Field to the rear of this school. A feasibility and urban design study have been prepared, as set out in Chapter 9 for this wider site, which includes provision for a new Primary Care Centre. Part of the proposal seeks to provide a new all-weather pitch behind the school, for its use and for the wider community use, in keeping with the City Council’s Parks Strategy:

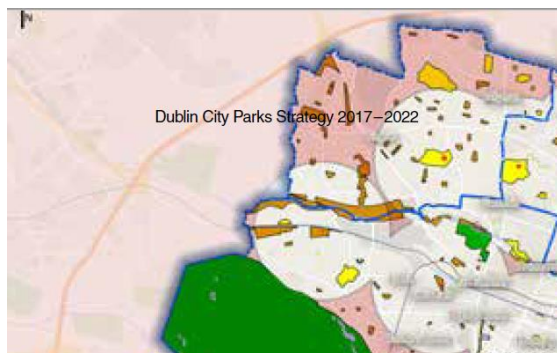
“...Dublin City Council has committed to identifying opportunities for development of all-weather training facilities closely associated with schools” (Dublin City Parks Strategy 2017-2022, p. 61).

The objective to install an all-weather pitch within Fergal’s Field, is one of two proposals for Finglas West/South; the second being to examine provision for an all-weather pitch in Tolka Valley Park. It is considered that these proposals should in turn allow for the “freeing up” of park space within Kildonan Park to provide for other community users. Indeed, this use of land for field sports represents a considerable land take within the area, and while it provides an important focus and role within the community, it needs to be acknowledged that it largely caters for one cohort of the community, in the form of able-bodied mainly youthful sports people. Other sports and recreational amenities are less well provided for, and attempts need to be made to address this imbalance, particularly within the public parks where the focus is on providing amenity to the wider population.

5.1.3 Tennis and Basketball

DCC supports the development of public courts and community tennis clubs, with tennis courts provided in numerous courts across the City. While Finglas East benefits from the courts in Johnstown Park and private courts are located off Ballymun Road and Glasnevin Road, the majority of north Finglas, and Finglas West and South does not have access to this amenity, see figure 30 below. Two tennis courts are located within St Michael’s School but they are not used outside of school hours.

FIGURE 30: PROVISION AND DEFICIT OF EXISTING TENNIS COURTS ACROSS DUBLIN



Source: *Dublin City Parks Strategy 2017-2022* (page 64)

Basketball is considered to be one of the top 6 participatory sports in the country and the number one indoor sport for females under 16 years old (DCC Sports Strategy p. 63). Largely an indoor sport, it is considered a non-core facility within public parks, with 20 courts provided across the city. Sometimes it is catered for as part of a MUGA (multi-use games area). In order to encourage more children to engage in this sport, it is considered that access should be provided for within outdoor spaces for informal practice and games; either within public parks or school grounds. There is currently no such facility within the Finglas area, see figure 31 below. It is however acknowledged that a new MUGA facility is proposed for the redevelopment of Kildonan Park.

FIGURE 31: PROVISION AND DEFICIT OF BASKETBALL COURTS ACROSS DUBLIN



Source: *Dublin City Parks Strategy 2017-2022*

5.1.4 Sports for the Elderly (Boules/ petanque/lawn bowls etc)

With the population ageing, the sporting and recreational needs of the area are also changing. Sports such as boules, pentanque and lawn bowls are generally associated with older persons providing a sporting use that is accessible and provides opportunities for social engagement as well as physical activity. Indoor bowls are currently played in the Parochial Church of Ireland hall on Church Street, in Tolka Rovers and in the Poppintree Community and Sports Centre. An outdoor small gravel piste or playing surface is provided in Albert College Park on Ballymun Road for boules/ pentanque. It is considered that more could be done locally in Finglas to engage the elderly in active outdoor pursuits, in particular in proximity to sheltered housing schemes for senior citizens.

5.1.5 Other Sports

There are a number of other sporting clubs and facilities available in Finglas and the immediately adjoining areas, including for example the Botanic Hockey Club in St Mary's Secondary School in Glasnevin; the

Finglas Cricket Club who were provided with a new cricket crease in Poppintree Park (summer 2020), Awesome Walls in North Park Business Park and the Tolka Valley Pitch & Putt course in Tolka Valley Park, Ballyboggan Road.

Boxing and martial arts feature strongly, active in community centres, schools and also in the industrial estates. There is however no dedicated boxing centre. As part of the urban design study of Cardiffsbridge/ Mellowes Road neighbourhood centre, it is proposed that consideration be given to providing a new West Finglas Tenants and Residents Association (WFTRA) facility across the road from the existing centre, to provide a modern purpose-built centre. Such a move would allow for the possibility of a dedicated boxing/ martial arts centre that would remove the need for the existing West Finglas Boxing Club to set up and take down the boxing ring for training. An alternative option would be to provide such a facility as part of the redevelopment of Kildonan Park.

The final point raised in relation to sports and recreation facilities is to explore the possibilities of providing a skate park as part of Mellowes Park, thereby allowing supervision and supports by the adjoining Leisure Centre.

5.1.6 Recommendations

CS1: Carry out further analysis with local schools to ascertain use of pitches outside of school hours. Explore the capabilities of expanding the DCC pitch lettings to include local school pitches to better serve local sports clubs.

CS2: Provide a new (preferably all-weather) pitch within Fergal's Field.

CS3: Provide a new all-weather pitch and outdoor gym equipment within Tolka Valley Park.

CS4: Explore options to provide a running track or cycle facility within Tolka Valley Park.

CS5: Seek to retain gym / community sporting space in the future redevelopment of industrial lands.

CS6: Work with FCC on proposals for Dunsink lands to encourage diversity and synergies in the provision of sports facilities.

CS7: Identify site(s) for tennis and basketball/ MUGA facilities in the area.

CS8: Identify opportunities for sports of the elderly.

CS9: Consider options for a permanent boxing centre, as part of a redevelopment of the WFTRA Hall or the redevelopment of Kildonan Park.

CS10: Consider options for a skatepark, possibly within Mellowes Park.

5.2 Community and Youth Facilities

Finglas has a number of community and youth facilities scattered throughout the area, who provide a home to a wide range of clubs and societies and also to various sports clubs and activities. With the exception of the modern Finglas Youth Resource Centre most are small centres with halls and minor other facilities, constructed during the 1960s-1980s boom.

To the East of the N2 the area has the Griffith Community Centre and Pigeon Club on Glasanaon Road, with the former used by two childcare providers Monday to Friday. An extension to upgrade the childcare use is currently nearing completion. There is also the Fr. Moloney Hall on Drapier Road, the Glenhill Lodge Community Centre (also home to a childcare provider), the 75th / 95th Scout Den on Ballygall Road East and

the 1st Dublin Scout Den on Griffith Avenue; and the communal room of the Brookville Court Senior Citizen complex. There is no community centre within the Village or serving the north-east of Finglas (Clancy, McKee, Sycamore estates). These areas were once served by an old community centre on Jamestown Road, with the site now home to Willows FC. It is noted that the SDRA for the Jamestown Industrial Lands (Variation No. 33 of the DCDP) requires the provision of community facilities as part of a Masterplan approach to these lands. A new community centre at this location would also serve the existing population of Finglas East.

To the West of the N2, Finglas benefits from the new Finglas Youth Resource Centre on Mellows Road; the WFTRA hall, also on Mellows Road; the Den/ Finglas Youth Service centre on St Helena's Road; the 76th/ 122nd Scout Den on Wellmount Avenue; the St Canice's Church of Ireland Parish Hall, the Nethercross Day Care centre for the elderly and the Bungalow in Avila Park. The Bungalow is however no longer in use and there are plans to demolish it to make way for a new (traveller) residential development. This area is also home to St Helena's centre, listed below under social supports but which provides a strong local community base. On examining the level of provision currently available and in particular in looking at the urban design of the Finglas West neighbourhood centre, it is considered that a detailed feasibility study should be carried out exploring the potential to provide a new WFTRA community centre within the local neighbourhood centre, and in turn using the existing site to expand services for senior citizens, see Chapter 9 below on Urban Design Framework.

5.2.1 Recommendations

CS11: Provision should be made for a new community centre as part of any future redevelopment of the Jamestown Industrial lands.

CS12: Prepare a detailed feasibility study of Finglas West neighbourhood centre, based on the urban design parameters set out in this report, and including options to provide a new WFTRA community centre.

CS13: Provide a dedicated boxing / martial arts centre, (potentially as part of a new WFTRA or adjoining Kildonan Park or Mellows Park).

5.3 Education Facilities

Finglas and its immediate hinterland boasts a total of 20 primary schools, 7 secondary schools, two special education schools, along with third level institutions, see figure 29. The majority of these schools were constructed in the late 1960s/ early 1970s to cater for the exploding population that accompanied the mass building projects of Finglas at that time. The schools were all English-speaking parish based, linked to local Catholic Churches, with the one exception of the Finglas Parochial School, which is the Church of Ireland parish school.

Over the years a number of amalgamations and school closures have occurred, providing opportunities for the introduction of alternative school ethos's, e.g. the closure of De la Salle on Glasanaon Road and the reuse of the school for the areas first and only Irish speaking school Gaelscoil Ui Earcain; the amalgamation of Patrician College with Matter Christi (to form New Ross College), and the reuse of the Patrician College campus for St Pauls YEP and Scoil Sinead Pelletstown, with the latter providing the only Education Together school within Finglas.

This predominance of Catholic based schools is an important consideration in examining whether the school provision adequately caters for the existing population. According to the 2016 census of population, 81% of the study area is classified as Catholic. Currently the only non-religious school is Scoil Sinead

Pelletstown, temporarily located in Finglas South. With c. 20% of the population considered “non-Catholic”, there would appear to be a need for a permanent non-religious school in the area.

Another consideration is that of pupil numbers. The number of pupils in most of the schools has fallen considerably in recent years, in line with the decline in population. The main exception to this is that of St Canices’s Boys and Girls schools in the village, which are now catering for the population to the north of Finglas in the new estates of Charlestown, Lanesborough, Meakstown and Hampton Wood.

Table 20 below provides a list of the schools, the reference number for the accompanying map, along with a snapshot of pupil numbers for 2019/2020.

TABLE 20: LIST OF SCHOOLS AND PUPIL NUMBERS 2019/2020

Map Ref	Primary Schools	Pupil Nos. 2019/20	Map Ref	Secondary Schools	Pupil Nos. 2019/20
E-1	St Kevin's Boys NS	169	E-21	New Cross College	199
E-2	St Josephs Girls NS	169	E-22	St Michael's Secondary School	623
E-3	St Fergals Boys NS	153	E-23	Colaiste Eoin	180
E-4	St Brigids Senior Girls NS	222	E-24	Beneavin De La Salle College	509
E-5	St Brigids Infant NS	232	E-25	St Kevin's College	534
E-6	Finglas Parochial NS	62	E-26	St Mary's Secondary School	811
E-7	St Finian's NS	249	E-27	St Vincent's Glasnevin	363
E-8	St Malachy's NS	148			
E-9	St Oliver Plunkett NS	142		Special Education Schools	
E-10	St Canice's Girls NS	486	E-28	Youth Encounter Project	18
E-11	St Canice's Boys NS	408	E-29	Scoil Chiarain Special School	139
E-12	Gaelscoil Ui Earcain	344			
E-13	Mother of Divine Grace	491		Adult Education	
E-14	Sacred Heart Boys NS	457	E-30	CDETBS Adult Education Finglas	
E-15	North Dublin NS Project (NDNSP)	226	E-31	Colaiste Ide	
E-16	Glasnevin Education Together NS	341	E-32	Finglas Training Centre CDETBS	
E-17	St Brigid's Convent	469	E-33	DCU	
E-18	Scoil Sinead Pelletstown	30			
E-19	Broombridge Education Together	119			
E-20	Pelletstown Educate Together	260			

In acknowledgement of the existing pressure on St Canice's Boys and Girls schools in Finglas Village and in consultation with the Department of Education and Skills (DES), the recently approved rezoning and SDRA for the Finglas Jamestown lands, includes provision for a new primary school to serve this area and also the lands to the north of Finglas, i.e. the areas of Charlestown, Lanesborough, Meakstown and Hampton Wood. A new school at this location will in turn ease the traffic pressure on the Village.

The recommendation from the DES is that there is also a need for a new secondary school to serve the area to the north of Finglas. DCC will continue to liaise with the DES and FCC to identify an appropriate location for this facility.

Elsewhere within Finglas the area is very well served by school provision, to the extent of possible over-provision in some areas and with changing family patterns and household formation, it is unlikely that the child population will return to the 1970s peak levels. Diversification of some of the school lands to alternative community or housing uses may be appropriate in some circumstances. One example of this is the permitted nursing home development for lands within the grounds of Gaelscoil Ui Earcain in Finglas East. DCC is also examining the use of "Fergal's Field" in Finglas West, with a view to providing land for school sporting use, but also for a new Primary Care Centre and residential uses (see Chapter 9 below).

Other good examples of community use for school grounds include the use of the GAA pitch within Gaelscoil Ui Earcain by Erin's Isle, the soccer pitch within Scoil Sinead Pelletstown / YEP for Patrician FC; and the Finglas Forest Garden at St Joseph's NS. Such provisions should be encouraged and supported where possible.

Diversification of school ethos is also important in order to serve the wider community. While the location of Scoil Sinead Pelletstown was originally a temporary move, the retention of such a use at this location provides an important and alternative option for children in Finglas West and South.

5.3.1 Recommendations

CS14: To continue to liaise with the Department of Education and Skills and FCC to identify new school sites for the Finglas North areas of Charlestown, Lanesborough, Meakstown and Hampton Wood.

CS15: To identify a school site within the Masterplan for the Jamestown lands as required under SDRA no. 19.

CS16: To optimise the lands at "Fergal's Field" for both school and community use.

CS17: To encourage and support community uses within school grounds.

CS18: To rezone the lands at Scoil Sinead Pelletstown / YEP from residential Z1 to Z15, institutional use.

5.4 Childcare Facilities

Details of childcare provision were obtained from the Dublin City Childcare Committee website, as set out in table 21 below. This shows a total of 25 no. childcare providers in the area; 15 community and 10 no. private operators. Of the list only seven provide full day care childcare provision, and four are based within schools.

TABLE 21: FINGLAS CHILDCARE PROVISION

	Service Name		Community / Private	Service Type
1	<u>ABC Childcare & Montessori, 478</u>	478 Griffith Ave	Private	Full Day Care
2	<u>Apple Of My Eye</u>	Meakstown Commercial centre	Private	Full Day Care
3	<u>Ballygall Community Playgroup</u>	Ballygall Community Centre	Community	Sessional
4	<u>Barnardos Finglas Early Years' Service</u>	St Oliver Plunkett Jnr school	Community	Part Time
5	<u>Barons Playschool</u>	82a Northway Estate	Private	Part Time
6	<u>Bizzys Bees Afterschool Services</u>	36 Ferndale Ave, Finglas East	Private	Sessional
7	<u>Butterflies Community Playgroup</u>	Griffith Area Community Hall	Community	Sessional
8	<u>Fine & Dandy Limited</u>	St Malachy's NS, St Helena's Rd	Private	Sessional
9	<u>Finglas Childcare Ltd Centre</u>	1a, 2a, 3a Church Street	Community	Part Time
10	<u>Finglas Childcare Ltd Oaktree Creche</u>	Rear 5 Cardiffsbridge Road	Community	Part Time
11	<u>Finglas Childcare Ltd. Fionn Ghlas Early Years Hub</u>	2a North Road, Finglas Village	Community	Full Day Care
12	<u>Finglas Childcare Ltd. Walnut</u>	WFTRA, Mellows Road	Community	Part Time
13	<u>Finglas Childcare Ltd. Willow Tree Creche</u>	St Kevins College, Ballygall Rd East	Community	Full Day Care
14	<u>Glenhill Community Playgroup</u>	Glenhill Lodge, Glenhill Road	Community	Sessional
15	<u>Griffith Community Playgroup</u>	Griffith Childcare Centre, Griffith Rd	Community	Sessional

16	<u>Hope Afterschool C/O Scoil Sinead National School</u>	Scoil Sinead NS, Deanstown Avenue	Private	School Age Childcare
17	<u>Little Monkeys Playschool</u>	272 Glasnevin Avenue	Private	Sessional
18	<u>Mellow Spring Childcare Centre</u>	Mellowes Road	Community	Full Day Care
19	<u>Mother of Divine Grace Community Playgroup</u>	Riversale Sports club, Glasnevin Ave	Community	Sessional
20	<u>Naionra ui Earcain</u>	WFTRA Hall, Mellowes Road	Community	Sessional
21	<u>Rose Cottage</u>	Old Finglas Road	Private	Sessional
22	<u>Ruth Boal</u>	523 Griffith Ave	Private	Childminding
23	<u>St Bridgets (Finglas Childcare Service)</u>	Wellmont Avenue	Community	Full Day Care
24	<u>St Helenas Childcare Centre</u>	St Helenas Road	Community	Full Day Care
25	<u>The Wind in the Willows</u>	Willows FC Clubhouse, Jamestown Rd	Private	Sessional
	In schools		Full day care	

The geographical distribution of these centres is shown in figure 32 below. This shows a lack of facilities in parts of the Finglas South (to the south-west) and also in Finglas East, east of Jamestown Road. Opportunities for increasing childcare provision in these areas should be explored, including future opportunities within the Jamestown Industrial estate lands and also in Scribblestown.

5.4.1 Recommendations

CS19: There is a current lack of childcare provision to the south-west and north-east of Finglas which should be addressed as part of future development opportunities. In particular the future redevelopment of the Jamestown Industrial lands shall be required to provide new childcare facilities. Explore also opportunities for new childcare provision within Scribblestown.

FIGURE 32: CHILDCARE FACILITIES DISTRIBUTION



Source: Dublin Housing Observatory Airo maps

5.5 Arts and Cultural Amenities

5.5.1 Community Arts

Finglas has a vibrant local community with a wide range of clubs and societies many of whom come together to celebrate in festivals during the year. It does not however have any dedicated arts or cultural space to provide a hub or focus for the arts. This lack of dedicated arts space is considered a key missing piece of the jigsaw within the Finglas community and social facilities. It is recommended that a study be undertaken to explore the feasibility of providing a dedicated arts centre for Finglas. Ideally located within the heart of the village to help bring life and vitality back to the village spaces. Potential sites for such a facility could include redevelopment opportunities within the village; in addition to synergies with the new library proposals and also examining the site along Ballygall Road West to the rear of St Canice’s Church.

Despite the lack of a physical cultural base, the **Finglas Maypole Arts Festival** has emerged as a new community driven arts, music and sports festival which aims to showcase all that is positive in Finglas. The Finglas Historical Society, The Finglas Tidy Towns Committee, Dublin County Council and the newly formed Finglas Maypole Festival Committee have worked together to bring back the once thriving Mayday festival which was a feature of Finglas village during the early 19th century. In 2019 the Finglas Maypole Festival was celebrated after 175 years of absence. The Festival Committee also sought to celebrate and commemorate Finglas-born Ard Ri Uileann Piper, Seamus Ennis, with a blue plaque erected at the former Ennis Homestead on Jamestown Road, Finglas.

FIGURE 33: THE FINGLAS MAYPOLE FESTIVAL



Using public houses, schools, the library, churches and various sports centres, the festival is hoping to reinvigorate business in the area and bring back a local landmark in the process. With a new “pole” sourced from an old fishing vessel in Howth the question is where should the pole be permanently located? According to the festival committee, the only other Maypole on the island of Ireland is located in Hollywood Co. Down (located there since the mid-17th century).

The original “village green” in Finglas, which today houses the monument to IRA volunteer Dick McKee, was once the location where the Finglas maypole stood. The large crowds and antics however of the original 19th century festival were considered to have got so out of hand that in 1845 the maypole was taken down upon requests from the local churches. Today’s festival organisers recognise the maypole as a symbol of rebirth, renewal and regeneration and are keen to reassert its significance as Finglas reinvents and regenerates itself, whilst holding onto some of the old traditions such as the “Queen of the May” and live music performances.

Another successful local festival is that of **Finglas Fight Night** run as part of DCC's Halloween celebrations. Despite the lockdown of 2020, the entertainment still went ahead with on-line performances from Aslan, The Brilliant Trees, Martin McDonnell, Soundstrand, Just Dave, Colm Dawson Magic and others.

The CDET in Finglas runs adult education courses in art and art appreciation. The former Finglas Art Squad ran successfully in Finglas from 1990 until 2015 bringing art to children and adults alike. Originally a voluntary project, the group subsequently received sponsorship from the CDEVC and then funding by the Department of Social Protection. Its closure has been a loss to the area.

5.5.2 Public Art

Finglas is home to a number of pieces of public art, including the bronze "Mother and child" statue, (officially called **Let the Life Flow Through**), located in the open space at the junction of Finglas road and Finglas Place, and "the hands" statue, (officially called **The Spirit of Finglas**), located outside Supervalu in the Village. There are also two memorial statues; (i) the **Dick McKee Memorial** erected in the village square in 1951 and the **Liam Mellows Memorial** statue erected in Mellows Park in 2019. A large religious crucifixion depiction scene is also located to the front of St Canice's Roman Catholic Church in the Village.

PLATE 13: 'LET THE LIFE FLOW THROUGH' STATUE



Proposals for new Public Art

DCC has plans to invest €600,000 in the commissioning of 6 new sculptures for parks and public spaces across the City within the next two years. The '**Sculpture Dublin**' project was launched in July 2020 and is designed to put sculpture at the heart of communities. Sites identified for new public art installations include Kildonan Park in Finglas, also Ballyfermot Park, Bushy Park, Smithfield Square Lower, St Anne's Park, and at City Hall.

143 artists submitted proposals under the project with three artists now shortlisted for the Kildonan Park art work. The next stage of the process will involve public engagement in the form of a creative exploration and consultation process facilitated by DCC Culture Company. Each artist will work with the local community over an 8-week period to develop ideas for their stage two submissions. One artist will be awarded the commission in 2021.

5.5.3 Recommendations

CS20: Explore the feasibility of providing a dedicated arts centre for Finglas. It is recommended that part of the land at Ballygall Road East be reserved until this feasibility study is complete.

CS21: Identify a permanent site for the Finglas May Pole in collaboration with the local community.

CS22: Install a new public art piece in Kildonan Park as part of '*Sculpture Dublin*'.

5.6 Health Facilities and Social Services

Finglas is reasonably well catered for in relation to health and social services provision. Located just to the west of the area is **Cappagh Hospital**, the National Orthopaedic Hospital for Ireland. Within Finglas itself the Health Service Executive has two **Health Centres** at Wellmount Park and Seamus Ennis Road. It is widely recognised that these two facilities, while providing a wide range of services are not adequate to cater for the full needs of the existing population. It is a priority project for the HSE to establish a new Primary Care Centre in Finglas. DCC is currently engaged in a feasibility exercise with the HSE and the CDVEC exploring the possibilities of locating this new facility along Cardiffsbridge Road, see Chapter 9. It is the expressed intention of the HSE to retain the existing HSE clinics when a new facility is provided.

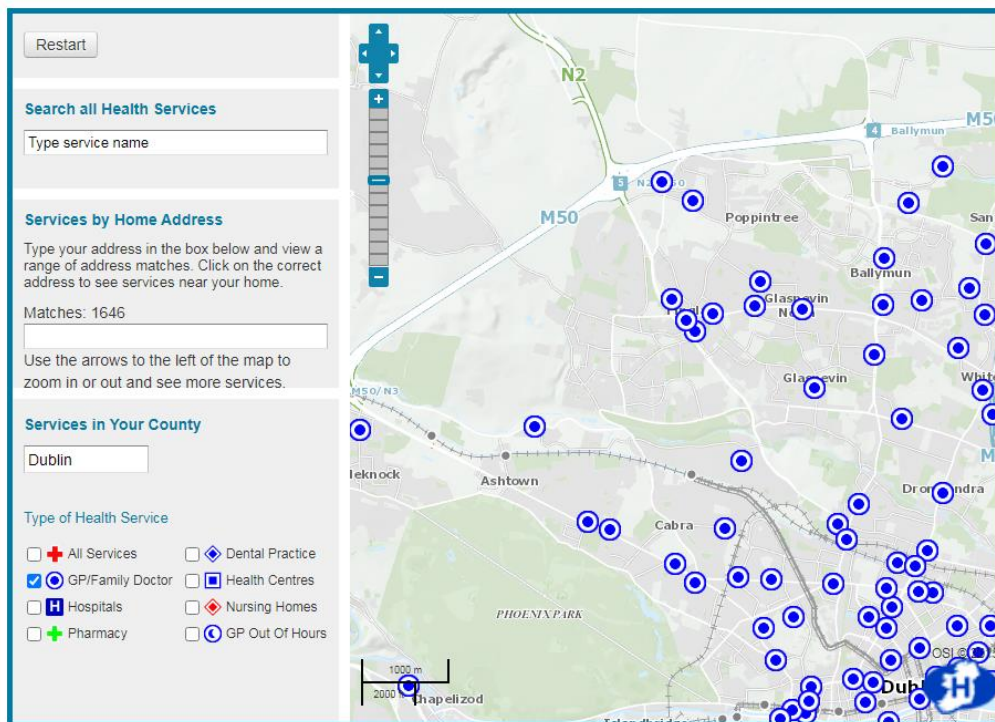
There are a number of **GP practices** operating in the area, the location of which is mapped in figure 34 below. As can be seen from this map the majority of GPs are located in and around the village and to the east of Finglas. There is a gap in services within Finglas West and South.

According to the 2018-2021 Strategic Plan *Building Community Resilience*, prepared by the **Finglas Cabra Local Drug and Alcohol Task Force**,

“The lack of community G.P.’s in the Task Force area generally and particularly in the Finglas West area is a long-standing problem that is impacting on the quality of patient mental health care. The Task Force should seek to increase the number of Community G.P.’s practicing in the Finglas West area.”

If the new Primary Care Centre is provided along Cardiffsbridge Road, then there is the potential for this new facility to provide additional GP facilities, subject to agreement and space requirements.

FIGURE 34: GP PRACTICES IN FINGLAS ENVIRONS



Source: HSE website

The Finglas Cabra Local Drug & Alcohol Task Force, whilst based in Cabra was established by the government in 1997 as a multi-sectoral interagency partnership whose main function is to develop, implement, and coordinate community-based responses to drug and alcohol use in Finglas and Cabra. Other support services for tackling drug and alcohol addiction are provided by the **Finglas Association Support Team (FAST)** who moved into a new purpose-built building on Wellmount Road in 2011.

Another key service in the area is **St Helena's Family Resource Centre** who provides family support services, support for parent and toddler groups, for domestic violence and for new communities. It is also home to the Finglas Counselling Service, Alcoholics Anonymous, Finglas Mental Health Association. Cross Care provide dedicated youth services at "**the Den**" on St Helena's Road, with this centre also home to various support groups including the LEAPP (Local Education & Prevention Programme) and the Garda Youth Diversion Project.

Oden's Wood Day Care Centre (HSE) and **the Nethercross Day Care Centre** (Respond) provide day care for the elderly, targeting in particular those at risk of isolation due to poor mobility or other health issues. At the other end of the age pyramid **Bernardos** run programmes out of The Finglas Centre and also at St Oliver Plunket's School providing supports to children in the area.

The Finglas Centre, Cardiffsbridge Road (formally the Fingal Centre) is a non-profit organisation which provides community, family and employment support with the aim to promote equality and empowerment amongst the people of Finglas.

Finglas also has an **Intro Centre** on Mellows Road, providing a single point of contact for the government's employment and income supports.

5.6.1 Recommendations

CS23: Support the proposals by the HSE for a new Primary Care Centre for Finglas.

CS24: Support the provision of further GP provision within Finglas West and South.

5.7 Religious Facilities

Finglas is well served by places of worship, including:

- St Canice’s Catholic Church, Main Street Finglas
- Our Mother of Divine Grace Catholic Church, Ballygall Road East
- Church of the Annunciation Catholic Church, Cappagh Road
- Church of St Oliver Plunkett Catholic Church, St Helena’s Drive
- St Canice’s Church of Ireland, Church Street
- Kingdom Hall of Jehovah’s Witnesses, Cappagh Road
- Jamestown Road Baptist Church
- The Church of Jesus Christ of Latter-day Saints, The Willows/ Finglas Road (just south of study area).

The majority of these are located within purpose-built places of worship, with the exception of the Kingdom Hall of the Jehovah’s Witnesses and the Baptist Church.

In January 2020 planning permission was granted to demolish the existing Church of the Annunciation in Finglas West and to construct a new much smaller church on the grounds of the existing Church car park. This proposal is reflective of the changing parish congregation numbers. The images below show the somewhat iconic existing church and computer generated image of the proposed new church.

PLATE 14: CHURCH OF THE ANNUNCIATION, EXISTING AND PROPOSED



5.8 Civic and Commercial Amenities

5.8.1 Civic Buildings

Finglas has a number of civic institutions and buildings predominantly located within the Village and its immediate hinterland.

The Finglas library is currently located within the Finglas Shopping mall, Jamestown road, situated at first floor level above retail units. In 2020 DCC acquired the old An Post sorting office on Seamus Ennis Road for the purposes of providing a new library for Finglas on this site. Initial proposals are to retrofit this space to provide a new library, with future options to extend and redevelop the site desirable from an urban design perspective as well as providing functional library space.

Outside of the historic village core a new Civic function has emerged for Mellows Road over the past 20 years. West of the N2, this strip is now home to the Intreo Centre Finglas, a new Finglas Garda Station, DCC's Area Office and the Finglas Fire Station.

5.8.2 Commercial Uses in Finglas

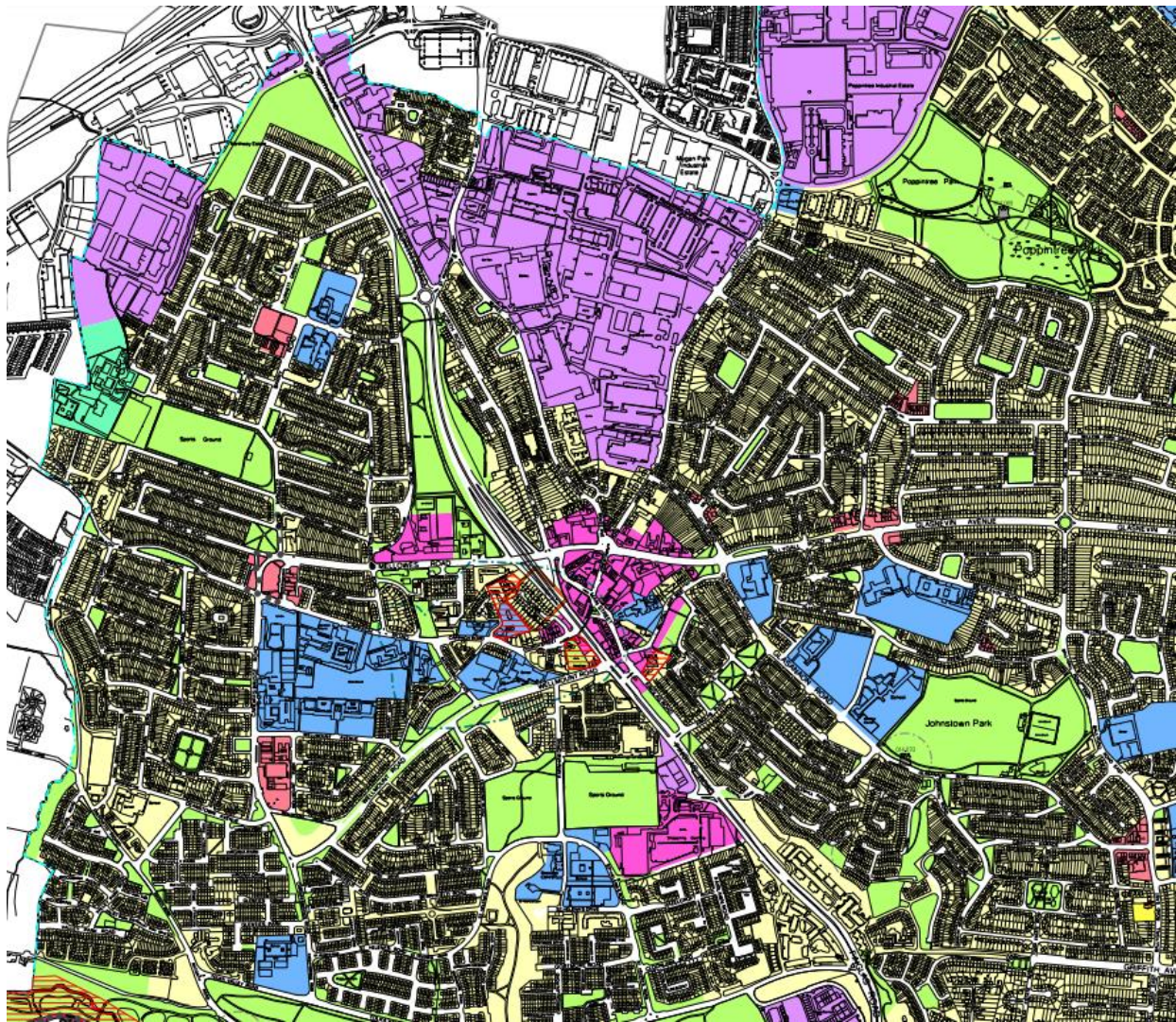
Finglas Village retains its original market town function providing retail, banking and entertainment uses, but its "draw" and catchment has altered over the years. Anchor retail uses including SuperValu and Iceland along with Bank of Ireland, AIB, EBS, Permanent TSB and Finglas Credit Union all provide destination points within the area, alongside local schools, the Church and the HSE Health Centre, doctors and dentists alike. The Village however struggles to compete commercially with the nearby Clearwater shopping centre, c. half a km to the south of the Village and home to Tesco; and also with Charlestown Shopping Centre to the north. With its large modern floor plates, Charlestown is home to Dunnes Stores and the Odeon Cinema and bowling alley. Since the development of these two large centres the Village has struggled to retain a vibrant retail market. Despite a previous Regeneration Strategy prepared for Finglas in 2005, the village has failed to attract any significant commercial investment over the past few decades. Further large-convenient stores are provided at Dunnes Store in Finglas West and also by Lidl and Aldi in Finglas North, off St Margaret's Road.

Elsewhere within the study area, local neighbourhood centres are scattered throughout the area, largely captured by the "Z3" local neighbourhood centre zoning within the Dublin City Development Plan, see Fig 33. These centres are generally comprised of single or 2-storey terraces of buildings with c. 6-12 shops in each centre. While most residential areas are located within c. 600m of a local shop, there are parts of Finglas South (Scribblestown, Valley Park etc) where the travel distance to the nearest shop is c. 1km.

The local shops on the eastern end of Church Street once formed part of the Village of Finglas, but with the construction of the dual carriageway in the early 1970's these shops effectively were cut off from the village, and now serve a more local neighbourhood centre function.

The list of neighbourhood centres serving the area is set out overleaf.

FIGURE 35: LOCAL NEIGHBOURHOOD CENTRES (ZONE Z3)




Finglas West/ South

- Barry Avenue
- Cardiffsbridge Road – Mellows Road
- Cardiffsbridge Road – Cappagh Shopping Centre
- Church Street (eastern end)

Finglas East:

- Clune Road – McKee Road interchange
- Sycamore Road – Willow Park Crescent interchange
- Ballygall Road West – Glasnevin Avenue interchange
- Glasanaon Road – Ballygall Road East

 Zone Z3: To provide for and improve neighbourhood facilities

5.8.3 Recommendations

CS25: Support the provision of a new library for Finglas.

CS26: Support the commercial nature of Finglas village as the “heart of the community”.

CS27: Limit future large-scale retail outside of the Village area.

CS28: Limit future retail uses within the Jamestown Industrial Lands to neighbourhood centre retail only, in keeping with SDRA 19 of the current DCDP.

06 Movement and Access

This chapter provides an overview of the existing movement hierarchy in the Finglas environs and outlines current proposals for public transportation projects such as Bus Connects and the Finglas Luas that will impact on the Strategy area. It will set out a number of actions and recommendations for projects that will enhance movement and access throughout the Finglas area.

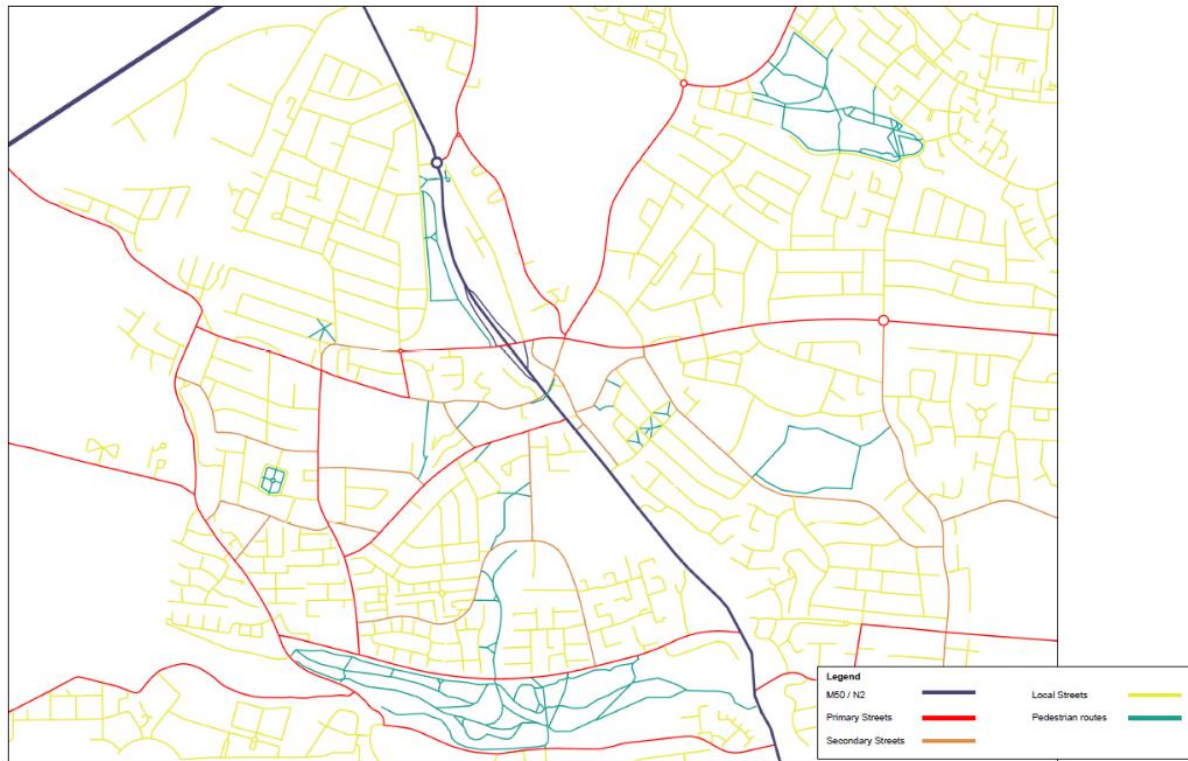
6.1 Context

Finglas is strategically positioned to the north-west of the city centre, north of the Phoenix Park and south-west of Dublin Airport, with easy access to the M50 and national road network. The area is currently served by a number of bus routes, with Broombridge train station and Luas Terminus situated in the Tolka Valley to the south. Proposals for Finglas Luas, Bus Connects and the Tolka Valley Greenway will further enhance Finglas's strategic importance as a key growth area within the context of the Dublin Region. However, despite the potential, there are a number of key challenges that must be equally addressed relating to limited pedestrian connectivity and permeability throughout the area.

6.2 Existing movement hierarchy and challenges

20th century interventions have largely defined the road and street network that characterises Finglas today, which were the result of a paradigm which prioritised the private car at the expense of pedestrian movement. The Finglas Road dual carriageway forms an arterial route from the M50/N2 interchange to the City Centre, which effectively severed the historic core of Finglas Village when constructed. This intervention has had the most significant and lasting effect on the historic urban structure of Finglas and indeed on the urban morphology of the wider area. As a result, poor or non-existent east-west pedestrian connections cut off the expanding communities in Finglas west and south from the village centre east of the dual carriageway, necessitating the need for new services, with a focus on Mellows Road and Cardiffsbridge Road. This, coupled with the proliferation of low-density suburban housing and newer, more intense commercial uses developing at Charlestown and Clearwater, placed enhanced pressures on the commercial viability of Finglas village.

FIGURE 36: EXISTING MOVEMENT HIERARCHY



Where east-west connections exist at Seamus Ennis Road and Mellows Road, traffic congestion occurs, further detracting from the village core. To the south, Church Street forms an important historic connection between the medieval settlement, focused on St Canice’s Graveyard, to the village centre, which has also been severed by the Finglas Road dual carriageway. The division is further accentuated by the presence of the pedestrian bridge. To the west of the dual carriageway, the landing of the bridge fails to create a coherent urban structure and separates the historic St Canice’s graveyard from Church Street. To the east, the bridge divides the public realm and detracts from the streetscape and pedestrian experience.

The development of Jamestown Industrial Estate to the north of Finglas Village, formed a large impermeable wedge, which, due to the lack of east-west permeability, also results in enhanced traffic movements south into Finglas Village, which hinders the pedestrian experience and detracts from the streetscape.

Furthermore, the proliferation of cul-de-sacs throughout the Strategy area accentuates the lack of permeability throughout Finglas, which is illustrated in figure 36. Despite having ample green and open spaces throughout the area, there is limited connections between these spaces. Where connections exist, they tend to be fragmented and non-intuitive. Overall, the quality of the urban design in the area does not support sustainable mobility.

Analysing the existing movement hierarchy in the context of a wider urban design appraisal has identified a number of urban design challenges, but has also outlined a range of opportunities to carry out select interventions, which will help re-connect and re-imagine Finglas, ensuring that the Village remains the commercial heart of the area into the future. Thus, this Strategy sets out a cohesive, coordinated, project and action-led approach, that endeavours to repair and re-fragment the urban structure of the Finglas environs.

6.3 Strategic Principles

DCC will endeavour to support the following high level strategic principles in fostering a transition to sustainable mobility patterns and in improving pedestrian and cycle permeability and connectivity:

- (i) Support re-development opportunities on appropriate sites that encourage a fine urban grain that supports enhanced pedestrian permeability.
- (ii) Actively explore opportunities to create new pedestrian and cycling 'green' routes by strategically linking existing green public open spaces.
- (iii) Liaise with Transport Infrastructure Ireland and the National Transport Authority relating to proposals for Luas Finglas and Bus Connects, to identify opportunities to improve the pedestrian environment.
- (iv) Identify and implement projects that will improve the public realm and enhance pedestrian and cycling permeability and accessibility.

6.4 Proposed Public Transport Projects

6.4.1 Bus Connects

The National Transport Authority's (NTA) Bus Connects programme is an ambitious plan to improve Dublin City's bus network as set out in the following documents:

- National Development Plan 2018-2027;
- Transport Strategy for the Greater Dublin Area 2016-2035; and
- Climate Action Plan 2019.

Furthermore, it will enable the policies relating to compact urban growth and climate action to be delivered as set out in the following documents:

- Project Ireland 2040: National Planning Framework.
- EMRA RSES.
- Dublin Metropolitan Area Strategic Plan (MASP).

16 Core Bus Corridors are proposed on key radial routes into the City Centre which will involve 230km of continuous bus priority and 200km of cycle routes (NTA, 2020).

FIGURE 37: BUS CONNECTS CORE BUS CORRIDORS



Source: National Transport Authority (NTA), www.busconnects.ie

The aim of Bus Connects is to enhance bus infrastructure by improving speed, efficiency and reliability along the 16 corridors, while providing enhanced walking and cycling facilities through the provision of dedicated cycle lanes that are separated from traffic as much as possible. The overall objective of the Bus Connects project is to support the development of a sustainable and integrated public transport system in the Dublin Region that enables the delivery of compact urban growth that is sustainable and supports a low carbon future.

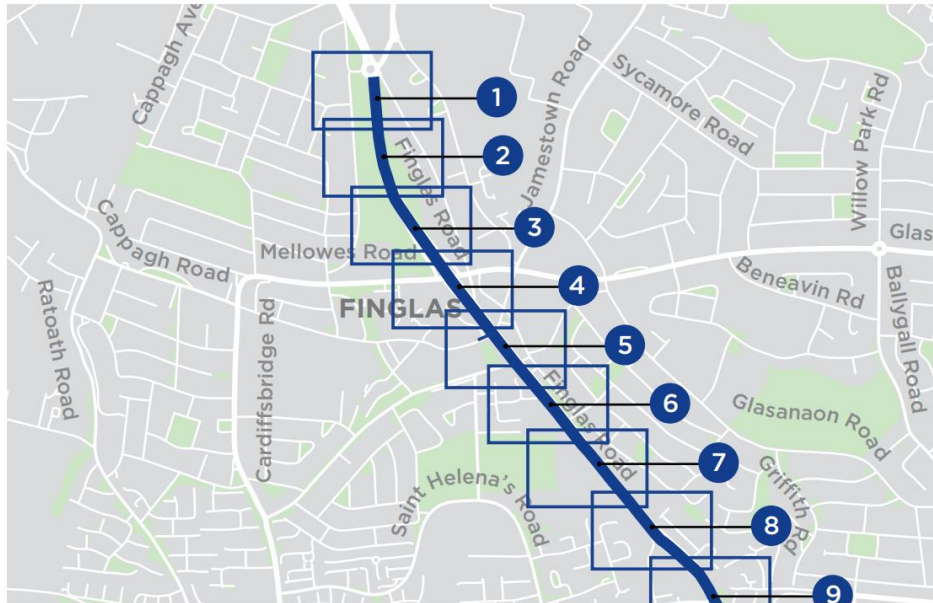
A third round of public consultation commenced in the fourth quarter of 2020 on the updated preferred routes for the core bus corridors. DCC has provided input into the preferred route options for the Core Bus Corridors and it is anticipated that the NTA will submit a planning application to An Bord Pleanála for the Core Bus Corridors in 2021.

Finglas to Phibsborough Core Bus Corridor 4 (CBC 4)

The Finglas to Phibsborough Core Bus Corridor (CBC) preferred route commences on the Finglas Road at the junction between Finglas Road and St Margaret’s Road and continues along the Finglas Road to Hart’s Corner in Phibsborough, before joining the Ballymun CBC from Hart’s Corner to Arran Quay. The c. 4km CBC provides priority for buses along the entire route, consisting of dedicated bus lanes in both directions. It also provides for c. 3.1km of continuous segregated cycle tracks from Mellows Road to Hart’s Corner. The approximate

stated journey time for buses upon completion would be 12 minutes, compared to the present 25 minutes (approximate).

FIGURE 38: FINGLAS TO PHIBSBOROUGH CORE BUS CORRIDOR 4, FINGLAS ROAD



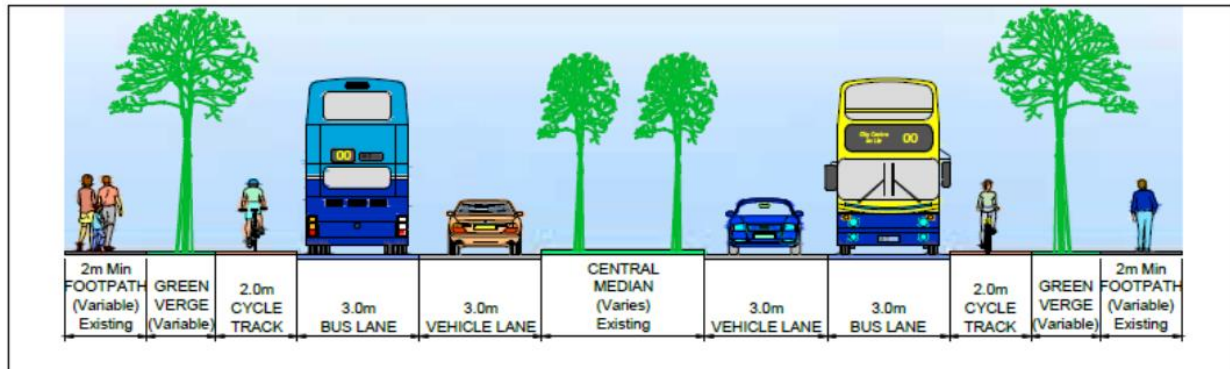
Source: National Transport Authority (NTA), www.busconnects.ie

The proposed CBC 4 is intended to integrate with existing and proposed public transport in Finglas including:

- Finglas Luas, green line extension from Broombridge, with integration at the start of the CBC on Finglas Road.
- Future interconnection with Orbital Bus Corridor N4 at Mellowes Road.
- Future interconnection with Orbital Bus Corridor N2 at Ballyboggan Road and Old Finglas Road.
- Interconnection with CBC 3 from Ballymun to the City Centre at Hart's Corner in Phibsborough.

DCC supports the provision of improved and interconnected public transport and cycling network that will serve Finglas and its surrounding area. It is also committed to providing high quality public realm and fostering exemplary urban design practices. As a statutory consultee, DCC endeavours to ensure that urban design, including pedestrian and cycling facilities is maximised and as such will work with the NTA is ensuring that best practice solutions are maximised.

FIGURE 39: ALTERNATIVE PROPOSED CROSS SECTION ON FINGLAS ROAD, REDUCING ENCROACHMENT ONTO GRASS VERGES



Source: National Transport Authority (NTA), www.busconnects.ie

This Strategy has explored opportunities to refine the detail of the preferred route option for this Core Bus Corridor, integrating it with wider public realm and permeability actions, in order to maximise opportunities for Finglas. For instance, opportunities exist to improve pedestrian permeability on Church Street, across the Finglas Road dual Carriageway, through the removal of the existing pedestrian bridge, see further detail below and in Chapter 9: Urban Design Framework.

6.4.2 Luas Finglas

Transport Infrastructure Ireland (TII) in collaboration with the National Transport Authority (NTA) published details of the emerging preferred route for Luas Finglas, the proposed extension of the Luas Green Line from Broombridge to Charlestown, in autumn 2020 (see figure 40 overleaf). The proposed extension will include **four new stops** along the **3.9 km extension**, with three of these stops located within DCC’s administrative area. These include stops at St Helena’s, Finglas Village (Mellowes Road) and Mellowes Park within DCC, with the terminus and associated park and ride facility for approximately 600 vehicles at Charlestown, located within Fingal County Council.

The line will largely be constructed using **grass track** and will also include the provision of a parallel cycle path along much of the route. Most of this 3.9 km route will be designed for higher speeds than are on the current Luas network, with **journey times between Finglas and Trinity College** reducing from approximately 44 minutes to **30 minutes**, during the morning rush hour.

The proposed stop at Finglas Village, situated on Mellowes Road immediately to the east of Finglas Youth Resource Centre and adjacent to DCC’s Area Office and Finglas Sport and Fitness Centre provides opportunities for enhanced public realm and new connections to Mellowes Park. While the stop is centrally located, providing access to communities to the east and west of the Finglas Road, it also provides opportunities for new public realm improvements, including walking and cycling infrastructure along Mellowes Road and Seamus Ennis Road. The adjacent site also has potential for new commercial activities that can capitalise on the benefits of the Luas. These opportunities will be discussed further in the Urban Design Framework.

Further north the proposals include the removal of the pedestrian bridge that crosses the Finglas Road between Casement Road and the North Road. In its place a new signal control junction is proposed, with enhanced pedestrian and cycle connectivity.

As part of the on-going consultation with TII on the Finglas Luas proposals DCC is seeking the connection of the Tolka Valley Cycle route to the Royal Canal greenway, via the new Luas line linking Broome Bridge to Ballyboggan Road. Such a connection would greatly enhance the cycle connectivity within the wider area.

FIGURE 40: LUAS FINGLAS EMERGING PREFERRED ROUTE



Source: Transport Infrastructure Ireland 2020, www.luasfinglas.ie

6.5 Cycling

With the exception of sections along the Finglas Main Road there is currently no other dedicated cycle facilities in the Finglas area. The NTA's Cycle Network Plan for the Greater Dublin Area (see figure 41) identifies a network of cycling routes through Finglas broadly coinciding with existing and proposed public transport routes.

FIGURE 41: CYCLE NETWORK FOR THE GREATER DUBLIN AREA



The following key radial routes into the City Centre are proposed to pass through the area:

- Route 4B along Ratoath Road from Navan Road to Tolka Valley Road;
- Route 3B along the Finglas Road, to Glasnevin, Finglas and Charlestown via Finglas Village, McKee Avenue and St Margaret’s Road.
- Radial Route 3D: new route through Ballymun West / Finglas East to join up with the Broadstone Greenway

Orbital routes are designed to provide cross-links between the radial routes and give access to destinations within an area. The following orbital routes are proposed:

- NO2: From Glasnevin and Finglas via Ashtown along the Royal Canal Greenway to Blanchardstown and along the Tolka Valley greenway.
- NO3 along Griffith Avenue from Philipsburgh Avenue to Finglas Road.
- NO4 along Castle Avenue and Seafield Road on Collins Avenue from Killester to Whitehall and on Glasnevin Avenue from Ballymun Road to Finglas Road;
- NO5: Finglas West to Blanchardstown via Ratoath Road, Cappagh Road, Ballycoolin Road, and Snugborough Road. This route then continues southward via Porterstown to cross the River Liffey

Valley and connect to Lucan via a new greenway link and bridge over the river about 1km west of the high-level M50 West Link bridge.

Improved cycling facilities are proposed as part of the proposed Bus Connects Core Bus Corridor project along Finglas Road, and as part of the Luas Finglas, where a dedicated parallel cycle and walking track is proposed. As part of the current emerging route option for Bus Connects, cycle lanes will continue north from Church Street to Mellows Road, with the potential to link to the Proposed Luas cycle/pedestrian track. The cycle-track proposed along the Luas line will be largely off-road within a “Green corridor”. As noted above, as part of this proposal DCC is seeking to link the Tolka Valley cycle route, with the cycle route along the Grand Canal, thus potentially providing an extensive off-road, safe cycle network for this area.

DCC is also currently seeking upgrades to Mellows Road and Seamus Ennis Road either side of the Village, and at two roundabouts in Finglas East which will provide for improved cycle infrastructure.

6.6 Recommendations

This chapter has outlined the key challenges and opportunities relating to sustainable movement and permeability throughout the Finglas environs. The objectives and actions identified seek to enhance the sustainable modes of travel in the area, in particular in relation to Luas, Bus Connects, Cycle and pedestrian movement, creating an environment that is safe and enhances the streetscape, whilst reducing reliance on private car travel and in turn helping to reduce CO2 emissions. The following actions are identified for improving pedestrian and cycle connectivity and road improvements to the road network. The Urban Design Framework, explores some of these actions in more detail.

T1: Explore/provide a new green route linking Johnstown Park to Violet Hill Park

In order to address the lack of permeability and connectivity in Finglas East and to capitalise on the existing parks and green spaces in the area, it is proposed to conduct a feasibility study into creating a new walking route through these green spaces, enhancing permeability through the area, supporting green infrastructure and enhancing biodiversity.

Not only would such a project provide an enhanced amenity value for local communities, but it would provide an attractive and safe walking / cycling route towards Tolka Valley Park and the proposed Tolka Valley Greenway.

T2: Provide a green route linking Mellows Park to the Royal Canal

As part of the Finglas Luas proposals a new pedestrian / cycle route is proposed, linking Mellows Park to Tolka Valley Park. It is a further objective of this Strategy, and as sought for by DCC in consultations with TII, to seek this connection further south to the cycle and pedestrian way along the Royal Canal.

It is also recommended that options to link into this “green route” are explored as part of the Jamestown Lands proposed redevelopment; providing a new east-west green link towards **Poppintree Park**, thus extending this connection and serving a wider community.

T3: Provide a green route along Barry Road / Kildonan Road / Cardiffsbridge Road

Opportunities existing to carry out public realm improvements from Barry Road, along Kildonan Road (linking to Kildonan Park), and through to a proposed new civic plaza / green at Cardiffsbridge Road neighbourhood

centre, to Tolka Valley Park. Enhanced tree planting and improved pedestrian and cycle connectivity would provide an important north-south connection to the Finglas Road. Please refer Chapter 4 Open Space and to the Urban Design Framework, which comprehensive addresses the spatial re-configuration of this space.

T4: Carry out public realm improvements at Mellows Road / Seamus Ennis Road (5-arm junction)

In order to enhance east-west connectivity across the Finglas Road dual carriageway, improve linkages between Finglas village and the proposed Luas stop at Mellows Road and in order to encourage increased sustainable mobility patterns in the area it is proposed to improve the public realm along the Mellows Road / Seamus Ennis Road corridor. The aim of this project is to carry out public realm works to improve pedestrian and cycling connectivity, while improving the visual amenity of the area. Consultation and design of this project has commenced.

T5: Remove pedestrian over-bridge at Finglas Road / North Road / St Margaret’s Road interface

As identified above, it is a proposal from TII as part of the Luas works to remove the existing pedestrian over-bridge at the Finglas Road / North Road / St Margaret’s Road interface and to provide a safer and traffic calmed interface at grade with dedicated pedestrian and cycle crossings.

T6: Explore/remove pedestrian over-bridge at Church Street / Finglas Road

As with the above proposal, DCC wish to explore the possibility of also removing the pedestrian bridge at Church Street / Finglas Road and to provide a traffic calmed pedestrian crossing at grade, thus allowing opportunities to enhance the public realm in the village core. This proposal should be examined in conjunction with the NTA’s Bus Corridor proposals and stop locations.

T7: Realign Cardiffsbridge Road / Mellows Road junction

To actively pursue the Cardiffsbridge Road / Mellows Road re-alignment, as indicated in the Dublin City Development Plan zoning map, to unlock existing zoned land for development, while providing a new public civic plaza and open market space to enhance the local neighbourhood centre. This will re-enforce the viability of the existing neighbourhood centre. This proposal will be explored in more detail in the context of the Urban Design Framework, which sets out the urban design strategy and actions for the Cardiffsbridge Road neighbourhood centre.

T8: Redesign/upgrade Finglas Area Roundabouts at (i) St Margaret’s Road / McKee Avenue, and (ii) Jamestown Road / Melville Road

DCC’s Environment and Transportation Department have proposed upgrade works to the above two roundabouts, in advance of any works as part of the Finglas Luas / Bus Connects projects.

A non-statutory public consultation process was conducted in the autumn of 2020. The key objectives of the project are to:

- Maximise priority for cyclists and pedestrians;
- Improve safety and accessibility for all road user;
- Address the lack of facilities for the mobility impaired;
- Provide a linkage to the orbital cycle routes; and
- Reduce traffic speeds.

T9: Re-alignment of Cardiffscastle Road / Finglaswood Road junction

To explore the re-alignment of Cardiffscastle Road and Finglaswood Road, to maximise the development potential of zoned land on a key site on Mellowes Road.

T10: Carry out a study of the Finglas South Distributor Road network

As identified previously in this report, Finglas South contains a network of distributor roads, bounded by open spaces of varying characteristics. Adjoining houses tend to abut the road with rear and gable walls, limiting passive supervision of these key pedestrian and cycle thoroughfares. The open nature of these roads also encourages speeding of traffic within this suburban setting. It is a recommendation of this strategy to carry out a detailed analysis of this distributor road network to explore opportunities to provide in-fill housing along these roads, in addition to cycle and pedestrian footpaths and enhanced landscaping. Potential for minor road realignments to facilitate a safer network in keeping with the principles of DMURS (Design Manual for Urban Roads and Streets) should be explored.

07 Drainage and Flood Prevention

This Strategy highlights sites currently available for redevelopment and also identifies a number of sites suitable for future development, subject to rezoning. All rezoning proposals will be subject to Strategic Flood Risk Assessment (SFRA) in accordance with *The Planning System and Flood Risk Management - Guidelines for Planning Authorities* (Department of the Environment, Heritage and Local Government and Office of Public Works, 2009) and Department of the Environment, Community and Local Government Circular PL 2/2014. New proposals will also have to comply with the need for pollution reduction to watercourse goals under the Water Framework Directive S.I. 272/2009. S.I. 9/2010.

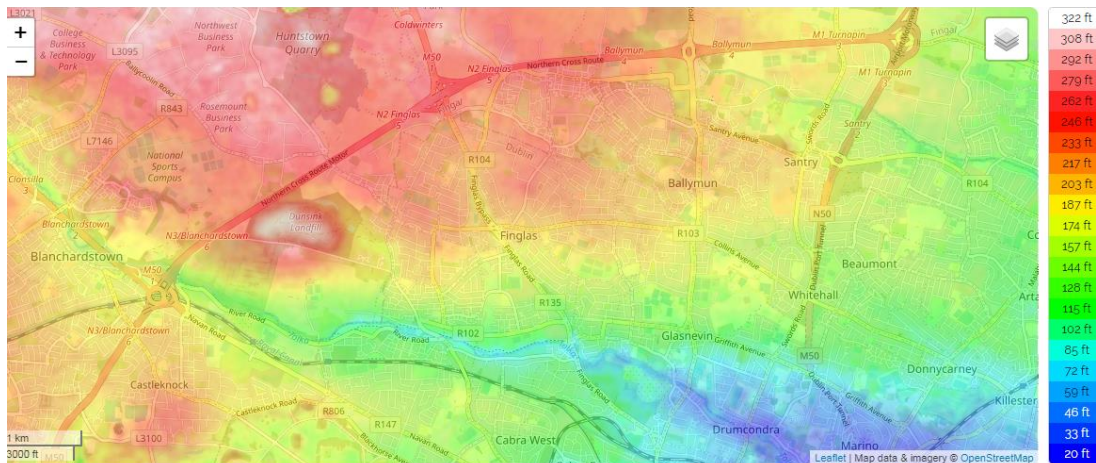
This section highlights some important considerations in relation to the natural drainage provision in the area and opportunities for enhancing local water courses and surface water drainage management.

7.1 Ground Conditions

7.1.1 Topography

Finglas is a relatively high lying area in relation to the City, with the land falling gradually towards the Tolka Valley and on to Dublin Bay, see figure 42 below. Towards the northern parts of Finglas the land lies c. 200 feet above sea level, dropping to c. 100 feet at the edge of Tolka Valley Park, and c. 70ft along the rivers edge.

FIGURE 42: TOPOGRAPHY OF FINGLAS



Source: <https://en-ie.topographic-map.com/maps/qb/Dublin/>

7.1.2 Water Attenuation

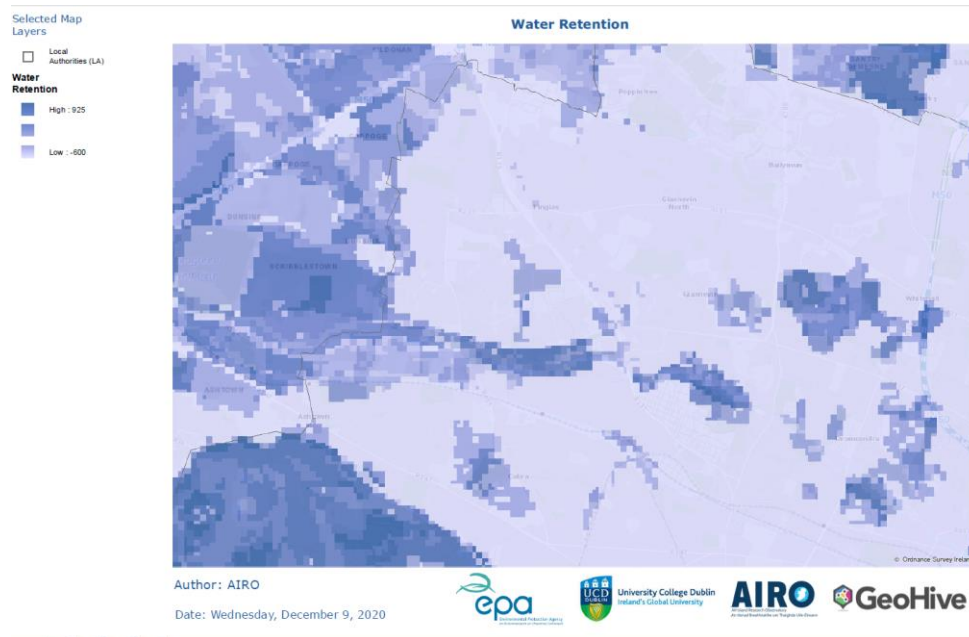
Linked to topography and also ground conditions is the rate at which water is retained within an area. As can be seen in figure 43 overleaf, Finglas has in general a low water retention value, with limited opportunities for water to be held locally, before it reaches the Tolka Valley. Retaining water locally can greatly help to reduce flood and water pollution issues downstream. The darker colours shown on the map represent areas that temporarily store water, slowing down overland flow and therefore contribute to flood control. The lighter colours indicate areas where water is moving quickly through the environment contributing to flood risk at the downstream parts of the catchment. All new developments within the City are required to demonstrate how they can reduce the water run-off from each individual site, preferably through the use of natural water retention measures. An example of this locally is the recently completed open space within An Riasc in Finglas

West. Also in recent years DCC reconfigured an open space at Glasanaon Road/ Ballygall Parade to provide for stormwater attenuation in times of heavy rainfall, thus reducing the likelihood of flooding in the area. There are also significant areas of water attenuation provided for within Tolka Valley Park, including an integrated constructed wetland (see below).

PLATE 15: GLASANAON ROAD / BALLYGALL PARADE OPEN SPACE



FIGURE 43: WATER RETENTION



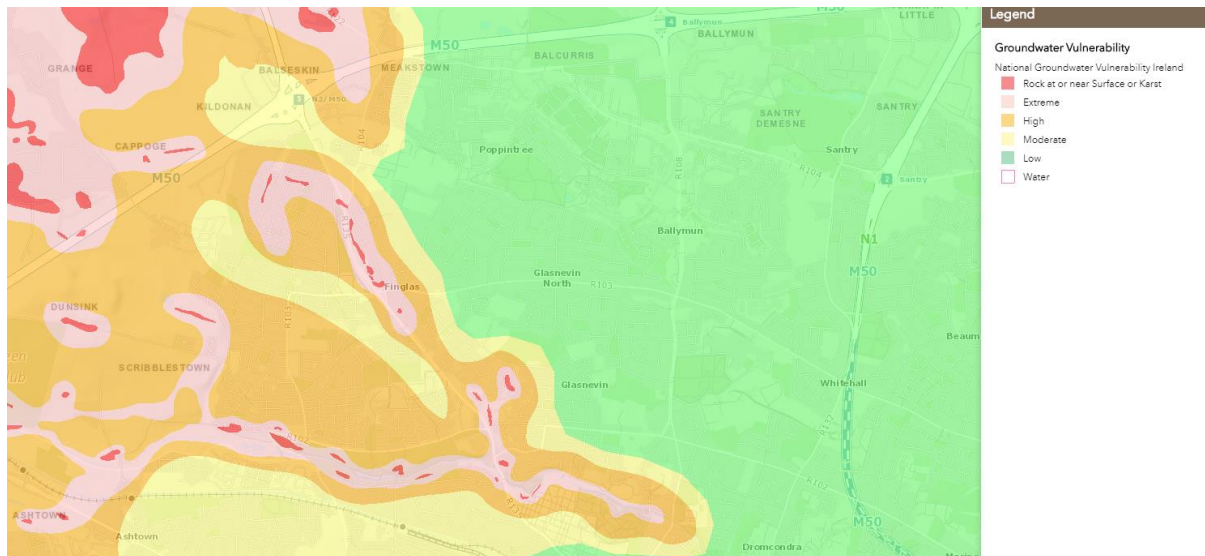
Source: National Parks and Wildlife Service (2016), GeoHive Directory.

7.1.3 Groundwater Vulnerability

Groundwater Vulnerability is a term used to represent the natural ground characteristics that determine the ease with which groundwater may be contaminated by human activities. It is based on the concept of whether water and contaminants can move within the subsurface materials (soil and subsoil) and get down to groundwater easily. The vulnerability category assigned to an area is thus based on the relative ease with which infiltrating water and potential contaminants may reach groundwater in a vertical or sub-vertical direction. As all groundwater is hydrologically connected to the land surface, it is the effectiveness of this connection that determines the relative vulnerability to contamination. Groundwater that readily and quickly receives water (and contaminants) from the land surface is considered to be more vulnerable than groundwater that receives water (and contaminants) more slowly, and consequently in lower quantities. Also, the slower the movement and the longer the pathway, the greater is the potential for attenuation of many contaminants.

In areas where water moves quickly or at times of flooding, then higher quantities of contaminants will have access to groundwater. Due to the fact that water tends to move quickly in Finglas there is a high risk of ground water contamination. The ground water vulnerability map published by the Geological Survey of Ireland (GSI) and as shown below in figure 44, shows that most of Finglas has a high to extreme ground water vulnerability, and as such any development in this area will require considered surface water management strategy. The eastern edge of the study area is shown to have low ground water vulnerability.

FIGURE 44: GROUND WATER VULNERABILITY



Source: Geological Survey Ireland

7.2 Flood Risk Indicators for Finglas

The key causes of flooding of note for the Strategy area are:

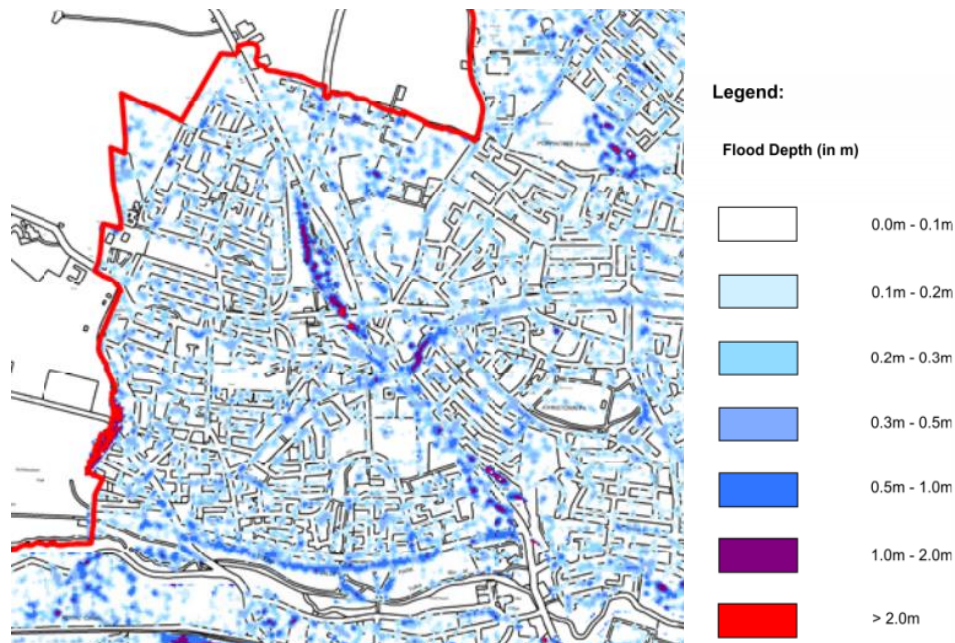
- Pluvial flooding resulting from water run-off and ponding in low spots following intense rainfall, and
- Fluvial or river flooding due to the river banks overtopping and / or flood defence collapse.
- Surface water flooding due to locally overloaded drainage network.

7.2.1 Pluvial Flood Risk (Monster Rain)/Storm (Surface) Water Flooding

Pluvial Flooding results when heavy, often sudden rainfall, causes flooding before it can infiltrate the ground, or enter a natural or man-made drainage system or a watercourse or a conveyance system (e.g. canal) because the system is already full to capacity. Pluvial flooding is associated with storm (surface) water flooding, which is a combination of true pluvial flooding, sewer flooding (due to heavy rainfall), groundwater flooding and flooding from urban watercourses.

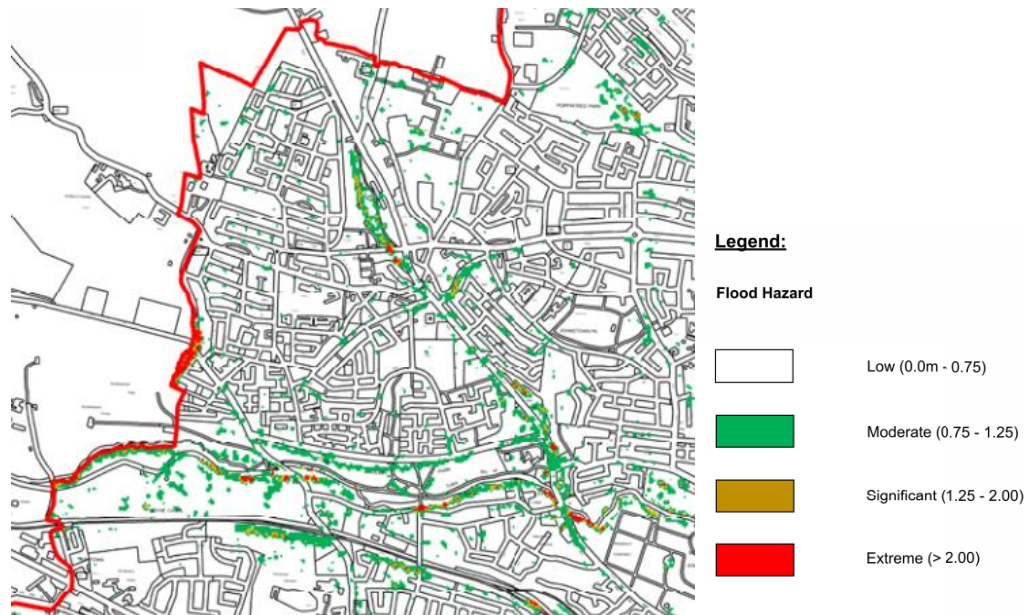
Extracts from the Dublin City Development Plan 2016-2022 Strategic Flood Risk Assessment for pluvial flooding in the Strategy area are illustrated below, showing the main flood risk areas in the vicinity of the local river systems and to the south of the Village.

FIGURE 45: TYPE 1 PLUVIAL FLOOD DEPTH MAP (1% AEP EVENT - 3 HR DURATION MODEL)



Source: DCDP 2016

FIGURE 46: TYPE 1 PLUVIAL FLOOD HAZARD MAP (1% AEP EVENT - 3 HR DURATION MODEL)

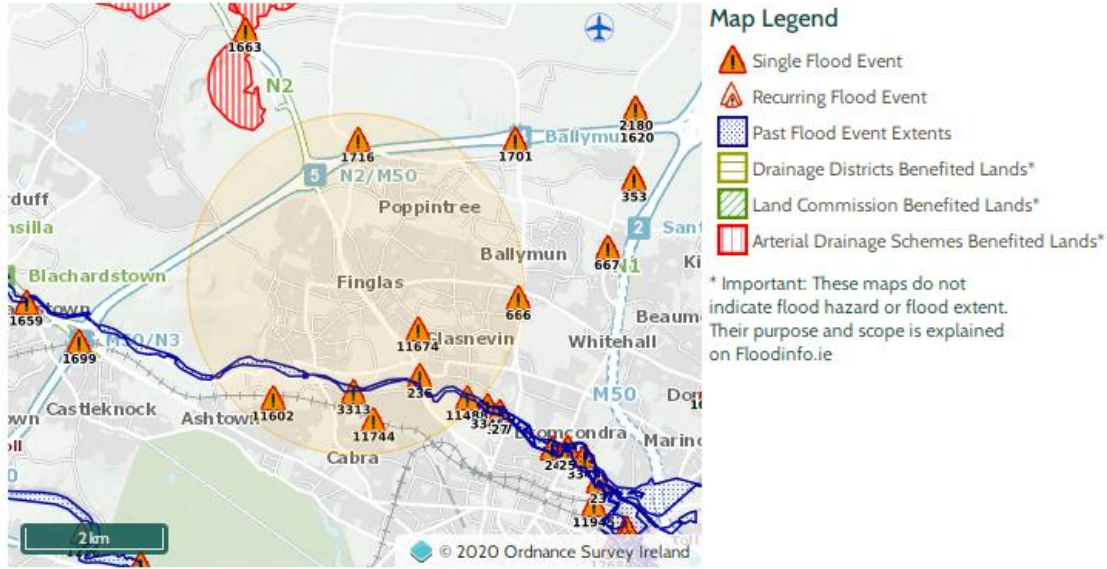


Source: DCDP 2016

7.2.2 Fluvial or river flooding

Due to the topography and the fast nature at which water flows through the area, the majority of flood events in this area happen within the immediate vicinity of the Tolka River, see information from the OPW Flood maps below. The one exception is a flood event dating from 2011 within Ballygall Crescent and Fairways Green, which predates the installation of the new flood retention measures at Glasanaon Road.

FIGURE 47: FLOOD EVENTS



10 Results

Name (Flood_ID)	Start Date	Event Location
1. Tolka November 2002 (ID-5) Additional Information: Reports (143) Press Archive (13)	13/11/2002	Area
2. Tolka and Finglas Rivers August 1984 (ID-236) Additional Information: Reports (2) Press Archive (0)	26/08/1984	Exact Point
3. Wad River Ballymun Dec 1954 (ID-666) Additional Information: Reports (1) Press Archive (0)	08/12/1954	Exact Point
4. Finglas November 1965 (ID-675) Additional Information: Reports (1) Press Archive (2)	25/11/1965	Approximate Point
5. Dubber Cross Meakstown Swords Area Nov 2002 (ID-1716) Additional Information: Reports (1) Press Archive (0)	14/11/2002	Exact Point
6. Tolka Ballyboggan Road Nov 2000 (ID-3313) Additional Information: Reports (1) Press Archive (0)	05/11/2000	Approximate Point
7. Flooding at Broombridge Railway Station on 24th October 2011 (ID-11744) Additional Information: Reports (1) Press Archive (0)	24/10/2011	Exact Point
8. Tolka River 24th Oct 2011 Botanic Gardens (ID-11488) Additional Information: Reports (1) Press Archive (0)	24/10/2011	Approximate Point
9. Flooding at Glendhu Park, Cabra, Dublin 7 on 24th Oct 2011 (ID-11602) Additional Information: Reports (1) Press Archive (0)	24/10/2011	Approximate Point
10. Flooding at Ballygall Crescent and Fairways Green, Finglas, Dublin 11 on 24th Oct 2011 (ID-11674) Additional Information: Reports (1) Press Archive (0)	24/10/2011	Exact Point

Source: OPW website

7.3 Rivers in Finglas

7.3.1 The Tolka River and Tolka Valley

The River Tolka rises near Culmullin Cross Road in Co. Meath, flows through, Dunboyne, Clonee, and Blanchardstown, and then enters the Finglas study area at Tolka Valley Park, flowing through Finglas and then Glasnevin. It continues in a southeasterly direction discharging to Dublin Bay east of the Dart line at Fairview Park in North DCC.

With falling topography and the rapid rate of water flowing into the River Tolka, it is not unexpected that the Tolka Valley is identified as a flood zone within the Strategic Flood risk Assessment of the DCDP. The river runs along the parkland setting of Tolka Valley Park from Ashtown in the west, under the Ratoath Road through the main park towards the Finglas Road and on into Violet Hill Park. The park provides a natural flood plain for the river.

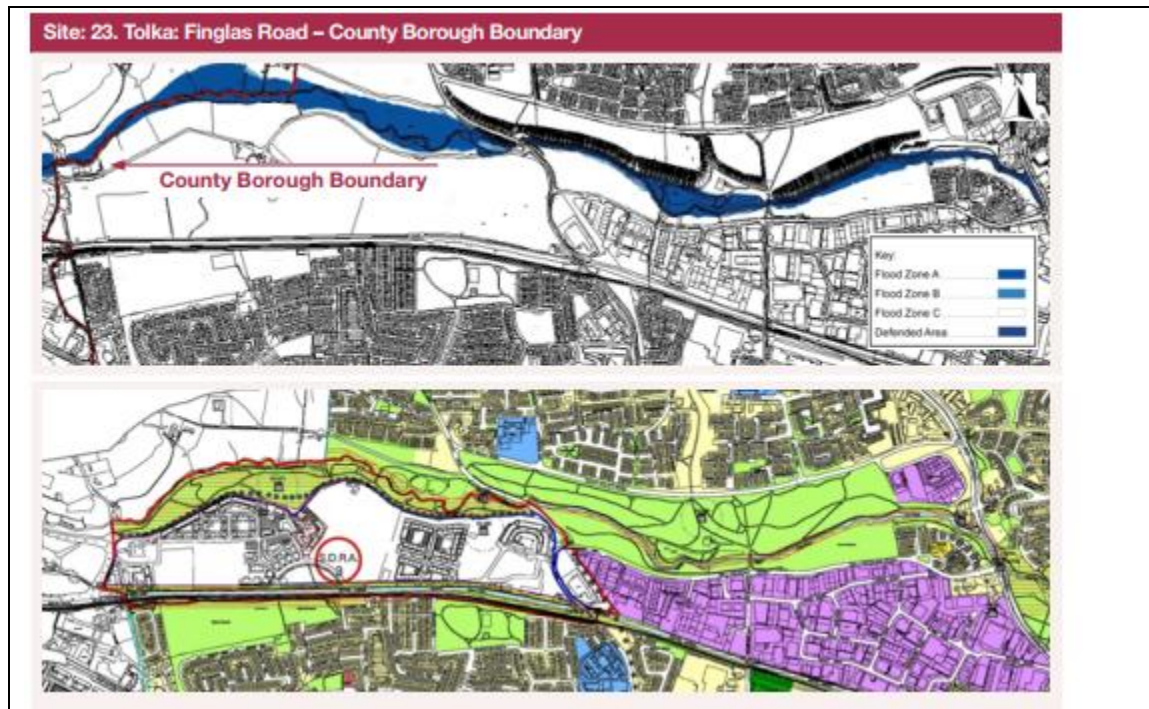
There are three types or levels of flood risk zones defined for the purposes of *'The Planning System and Flood Risk Management Guidelines for Planning Authorities and Technical Appendices* and for the Development Plan. These are determined on the basis of the probability of river and coastal flooding occurring. Flood Risk is the likelihood of a particular flood happening (probability), e.g. the 1% annual exceedance probability (AEP) flood has a roughly 1 in 100 year chance of occurring. This does not mean that they only happen every 100 years, in betting terms the odds of such an event happening would be 100/1 in any year.

Flood zones are geographical areas within which the likelihood of flooding is in a particular risk range and they are a key tool in flood risk management within the planning process as well as in flood warning and emergency planning. The three flood zones used for the purposes of land use planning are:

- **Zone A:** High probability of flooding – Where the estimated average probability of flooding from rivers and sea is highest (greater than 1% annually or more frequent than 1 in 100 years for river flooding or greater than 0.5% annually or more frequently than 1 in 200 years respectively for coastal flooding). Most forms of development are deemed to be inappropriate here, only water compatible development would normally be allowed.
- **Zone B:** Moderate probability of flooding – Flood risk is between 0.1% (or 1 in 1000 years) and 1 % (or 1 in 100 years) annually for river flooding, and between 0.1% (or 1 in a 1000 years) and 0.5% (or 1 in 200 years) annually for coastal flooding. Highly vulnerable development including hospitals, residential care homes, Garda buildings, car parks, fire and ambulance stations, dwelling houses and primary strategic transport and utilities infrastructure would generally be considered inappropriate unless the requirements of the justification test are met. Less vulnerable development such as retail, commercial and industrial uses should only be considered in this zone if adequate lands or sites are not available in Zone C and subject to a flood risk assessment to the appropriate level of detail to demonstrate that flood risk to and from the development can or will be adequately managed.
- **Zone C:** Low probability of flooding – Areas where the risk of flooding is less than 0.1% annually (or 1 in 1000 years) for both rivers and coastal flooding. Development is appropriate from a flood risk perspective (subject to flood hazard from sources other than rivers and coast meeting normal proper planning considerations).

With the exception of lands within the Tolka Valley Park the Finglas study area lies within Flood zone C where the probability of flooding from rivers and the sea is low. Lands within Tolka Valley Park, adjoining the river are located within Flood Zone A. Maintaining Tolka Valley Park as a natural flood zone is essential for this area.

FIGURE 48: FLOOD ZONES IDENTIFIED IN THE DUBLIN CITY DEVELOPMENT PLAN 2016-2022



A number of tributaries flow into the Tolka River, most notable for the study area, the Finglas River, the Finglaswood Stream, Scribblestown Stream and Claremont Stream described further below. The Finglaswood Stream flows into Tolka Valley Park, south of the “Valley Site”. Where it meets the River Tolka, DCC installed an Integrated Constructed Wetland (ICW) in 2000 to reduce nutrient loading from the Finglaswood Stream to the River Tolka by pathway interception of pollutants. The wetland is composed of two cells - a single primary cell and a secondary cell with a length/width ratio of 4:1. Of importance is the flow regime through the cells. It is vital that the flow is distributed evenly throughout the cells to avoid dry areas and to get maximum benefit from the available area.

The Tolka is described as a river ‘At Risk’. It had Poor Biology and Ecological Status in 2009 as a result of invertebrate status, and again in the 2013-2015 cycle. The 2013-2014 chemistry data has shown elevated levels of phosphate. These worrying trends have all continued to be evident in the latest monitoring cycle 2013-2018. From data analysis over the last 3 years the ICW is on average reducing phosphorous inputs from the Finglaswood stream by 50%. It is important that any development up-stream does not further damage the water quality of this river rather that we need to find ways to continue to improve the water quality.

The River Tolka is identified as an important fisheries amenity with a well-established and long running angling club. Six fish species were recorded at the eight sites surveyed on the Tolka River Catchment in 2017. Minnow was the most abundant species and was captured at all sites surveyed. Four age classes of brown trout were present. The Inland Fisheries Ireland have identified spawning habitat throughout most of the Tolka system for brown trout. Fish ecological status is a classification component of the Water Framework Directive and mitigation measures will also have to be implemented as part of new developments to ensure protection of such spawning habitat and prevent deterioration in fish ecological

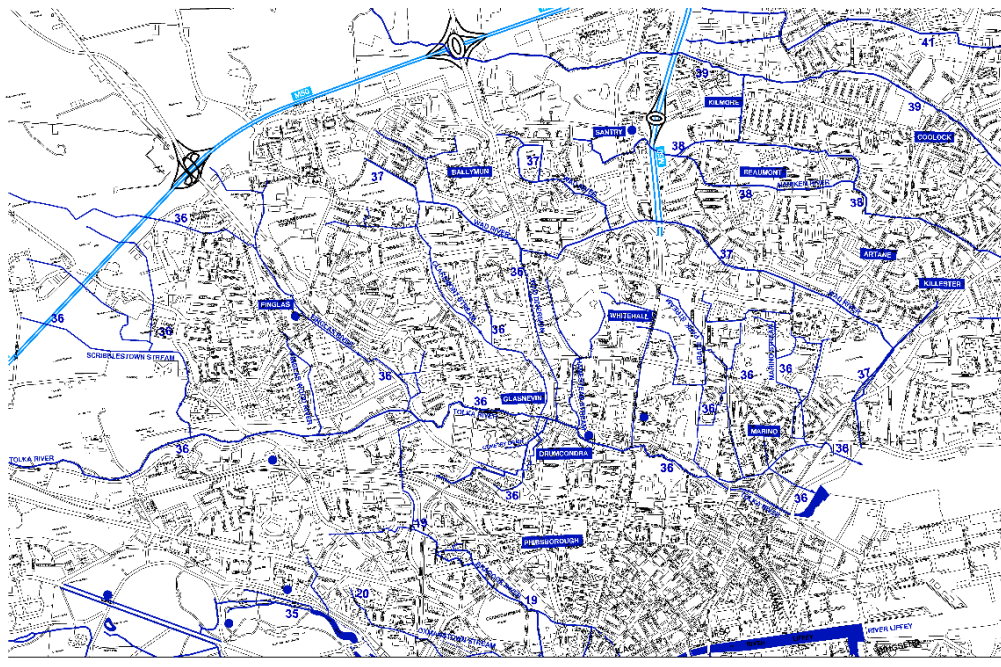
status (for further information on ecology and the Tolka River, see Chapter 4 Open Space and Green Infrastructure).

7.3.2 Tributaries of the River Tolka

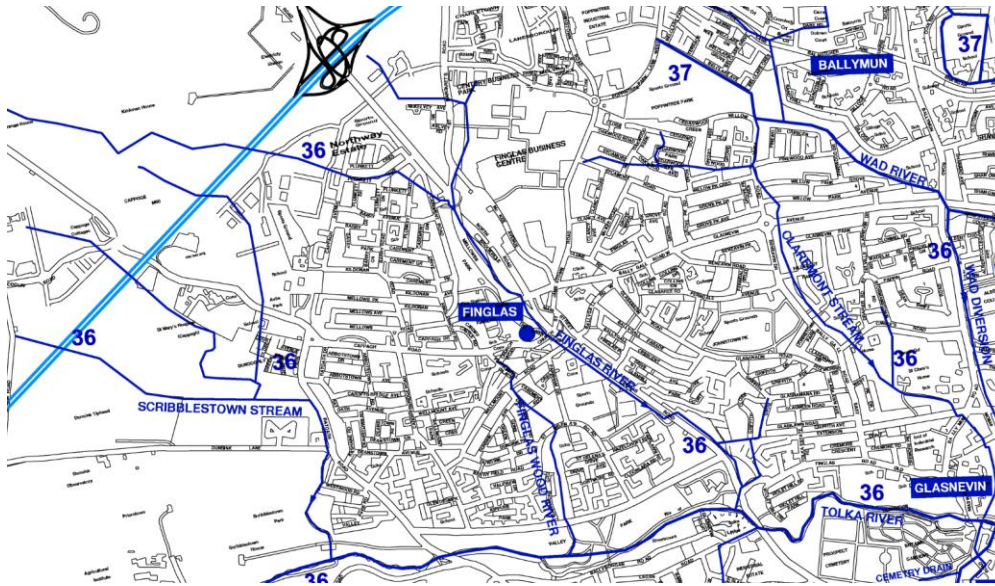
The River Tolka has seven main tributaries, with four located within or bounding the Strategylands as follows:

- The Finglaswood Stream,
- The Finglas River
- The Claremont Stream.
- Scribblestown Stream

FIGURE 49: TRIBUTARIES OF THE RIVER TOLKA



Zoomed in:



Source: *The Rivers of Dublin* by Claire Sweeney, as revised by Gerard O’Connell & Michael Curtis (2017)

- (i) **The Finglas River;** The Finglas River or “Fionnglas”, meaning the clear stream is believed to have given Finglas its name. Rising the far side of the M50, it enters the study area along Cappagh Avenue and makes its way south-east via a culvert towards the roundabout where St Margaret’s Road meets the North Road. Here it is joined by a branch stream flowing south from the Charlestown area and the merged river continues south now in an open channel to the east of the N2 within a heavily wooded strip of land to the west of Brookville/ North Road along an area once known as Watery Lane (see Open space no. 83). Piped surface water outfalls from housing areas join it here and elsewhere along its course. The river re-enters a piped culvert, under the N2 and continues south along the western edge of the Finglas Road. On approaching Prospect Hill it crosses back to the east side of the Finglas Road and enters an open channel for c. 230metres (open space no. 114). Here it is joined by two small tributaries flowing from Griffith Road and Glasnevin Downs. It then crosses back to the west side of Finglas Road at the Old Finglas Road junction, where it enters the Tolka River.
- (ii) **Finglaswood Stream.** This is a small stream named after Finglaswood House, an ancient structure dating to Anglo Norman times. The stream is culverted along its entire length from Cappagh Road, south through the “Valley Site” and into Tolka Valley Park where it discharges into the Tolka River, upstream of Finglas Wood Bridge.
- (iii) **Scribblestown Stream:** this stream has a number of branches all rising on the far side of the M50. One of the branches crosses under the M50 to the west of the North Park Business Park, and runs along/ close to the Abigail site at Kildonan. Further analysis of this water course at the Abigail site is required.
- (iv) **Claremont Stream:** this stream rises to the east of Jamestown Road and travels east via a culvert across the Sycamore, Oakwood, Cedarwood area, towards Willow Park road, where it turns south parallel to Ballygall Road East, and into the grounds of St Clare’s Hospital where it enters into an open channel. South of these grounds it re-enters a channel and continues south until it discharges into the Tolka at Glasnevin Bridge.

7.4 Existing Surface Water Infrastructure

Along with the culverted tributaries identified above, a storm water piped network crosses the area, draining to the River Tolka. There are very few open channel watercourses remaining in the study area, with most having been culverted progressively over time as development spread. However, there are open channels at Kildonan, along the Finglas Road and at St Clare's Nursing Home (outside area) that should be preserved and extended where possible.

The existing primary surface water infrastructure within the study lands is indicated on figure 50. Most of the land within Finglas is serviced with a separate foul and surface water system, apart from the Jamestown Industrial Estate lands.

The sub catchment of Finglaswood Stream drains the steep sided Tolka Valley Park via the Finglaswood Stream along with smaller piped systems to the lower reaches. The head of the stream/main surface water infrastructure drains eastwards via road drainage, joining the original stream at Wellmount Avenue/Dunsink Avenue junction in a 600mm dia culvert. The culvert discharges to a 1050mm dia culvert in Tolka Valley Park. The stream outfalls from a box culvert to a small wetland at the base of the Tolka Valley Park, adjacent the Tolka River, which provides attenuation and a water quality function. Runoff collected in this wetland, overflows via a sewer to the Tolka River.

FIGURE 50: SURFACE WATER INFRASTRUCTURE NETWORK



The sub-catchment between the Wad River and Finglas River is drained via the culverted Claremount Stream. This sub catchment comprises of well-established urban areas with a good proportion of institutional lands and sports fields in the middle and lower reaches of the Claremount Stream.

The culverted stream drains southwards in a 600mm-900mm dia culvert from Hillcrest Park to Ballygall Road East before discharging into an open channel of St Clare's home. The stream continues southeast and under Griffith Avenue via several sized culverts. The stream finally outfalls to the Tolka at St Mobhi Drive. The surrounding areas of the catchment drain a network of surface water sewers, with outfalls of 300mm dia - 450mm dia directly to the Tolka.

A network of surface water sewers feed into the main strategic infrastructure (as illustrated in figure 50). This network is well developed, however there is a lack of existing surface water infrastructure in the Jamestown Industrial Estate lands at the northern boundary of the study lands.

7.5 Area Constraints

Based on a high-level assessment of the information outlined in the preceding paragraphs, a number of constraints have been highlighted in relation to the existing surface water drainage network within the Strategy area. These constraints are summarised as follows:

- (i) The existing surface water drainage infrastructure within Finglas would be susceptible to more and larger pluvial flooding unless the management of new development is carefully managed in a sustainable way through the use of SuDS. This will require careful planning and consideration of land use.
- (ii) The Jamestown Industrial estate lands (subject to Variation No. 33 of the DCDP) will require new surface water sewer infrastructure separating surface water runoff from the combined sewer system. Most of the current drainage network is at or near capacity. In order to develop some sites, additional surface water infrastructure will be required, and potentially upgrades of the existing network, pending a more detailed assessment of the capacity and condition of the existing infrastructure.
- (iii) Any development must take cognisance of the impact on downstream receiving watercourses, the Tolka River and its tributaries and groundwater requiring the implementation of an appropriate SuDS treatment train. The downstream Tolka Flood Alleviation Scheme is not designed to take any significant increase in flood flows.
- (iv) Climate change which is estimated to add between 20% and 30% to design rainfall flood events had to be taken into account in the surface water management of all future proposed developments.

7.6 Opportunities and Proposals within the Strategy Area

A fundamental pillar of any water management strategy is the provision of adequate levels of treatment of the surface water at source in order to reduce flood risk through appropriately planned development. The surface water management strategy for new development shall also protect and enhance water quality by reducing the risk of pollution by means of treating surface water at source and including a minimum 2 stage treatment train prior to discharge to existing watercourses.

Due to issues of topography, ground water vulnerability and capacity constraints within the existing network all future development sites will ideally be designed to cater for the 10 year flood on site and to intercept the first 25mm rainfall in over ground SuDS/Green Infrastructure features. Sites closest to the Tolka River, for example at Scribblestown and the Finglas Business Park will require even more stringent SuDS measures, as there is no second line of pollutant defence or diluting factors before effluent from these sites reaches the river.

In order to address the constraints outlined above in relation to the surface water drainage network, a number of opportunities have been identified with respect to the development of the lands in Finglas.

7.6.1 Streams / Rivers

There are a number of sites within the Study area where there are opportunities to protect and enhance existing streams and rivers through the creation of “green corridors”. For example, at the Abigail site in Kildonan, the Jamestown Industrial lands and also the Valley Site. The preservation of existing riparian strips should be sought in all cases, with opportunities to create new ones where existing streams are ‘daylighted’. Within Finglas it is considered that both the Jamestown industrial lands and the Valley Site offer opportunities

to 'daylight' existing culverted streams and rivers; to help reduce and slow the flow of surface water into the River Tolka, and to provide planting to filter pollutants, whilst providing an attractive green amenity within these areas. While the width of this corridor should be determined by the available land and topographical constraints, where possible, and particularly where there is greenfield land adjacent to the river, a 'green corridor' of c. 15m in width should be retained on either side of rivers and streams. This will have a number of benefits, including:

- Retention of the natural floodplain to the estimated 1,000 year flood extent plus an allowance for climate change (20-30% increase in design flood flows);
- Potential opportunities for amenity, including riverside walks and public open spaces;
- Maintenance of the connectivity between the river and its floodplain, encouraging the development of a full range of habitats;
- Natural attenuation of flows will help ensure no increase in flood risk downstream;
- Allows access to the river for maintenance works.
- Opportunities to reduce pollution to waterbodies.

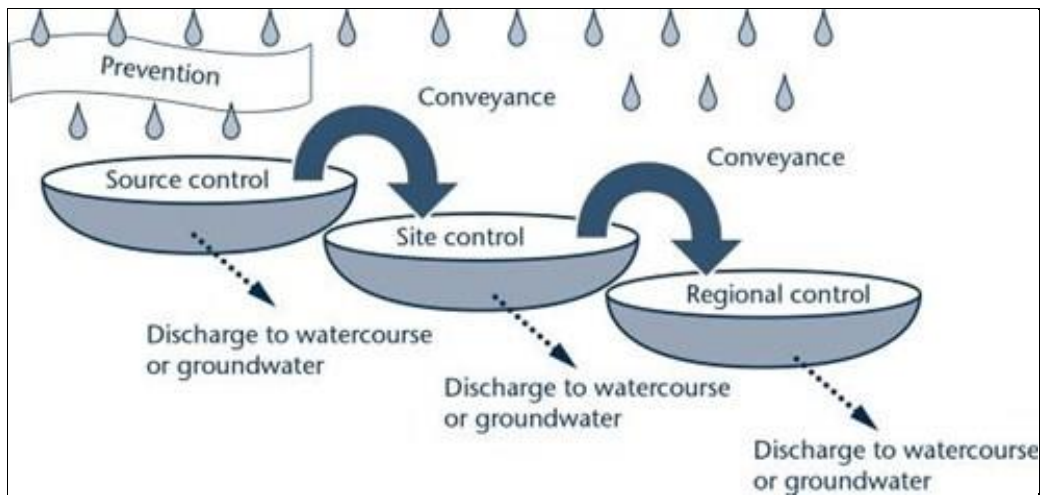
7.6.2 SuDS Infrastructure

In recent years in Ireland, there has been a move away from the traditionally designed hard engineering drainage solutions such as concrete underground attenuation tanks and piped drainage systems in favour of multi-function, sustainable solutions for the management of storm (surface) water in urban environments. The use of SuDS provides the additional benefits of improving the aesthetic character of the urban environment, enhancing biodiversity and improving air and water quality. Sustainable drainage solutions that are visible to the public also allow for a stronger connection between the public and the natural environment, and therefore a greater awareness of water management issues.

The development of lands within Finglas affords the opportunity to implement best practice SuDS features in order to reduce the volume and increase the water quality of outflows from the public open spaces, roads and paved areas. A variety of sustainable drainage components, such as swales, retention ponds, constructed wetlands, permeable surfacing, green roofs, soakaways and rainwater harvesting systems, must be included within new development proposals.

In order to address issues of surface water management and treatment, DCC recommends the use of a SuDS treatment train approach for all new development sites. This treatment train approach consists of four steps, which are illustrated below and expanded on further below.

FIGURE 51: SUDS TREATMENT TRAIN



DCC requires this softer engineered approach to be used to manage surface water at source, as it is a greener, more environmentally effective approach for managing storm water on developed lands. Over ground, soft engineering solutions are necessary and a minimum 2 staged treatment approach in accordance with best Suds practice would be the preferred

Management of surface water at source is the priority and ideally, only overflow in extreme weather events shall be directed to main surface water infrastructure.

Potential Public Realm SuDS Locations

SuDS features should also be incorporated within open spaces where appropriate to reduce the volume and increase the quality of runoff from these areas, as well as to improve their landscape and amenity value.

A number of open spaces exist within the LAP lands that afford the opportunity to implement area-based Suds enhancement features, including:

- Barry Park
- Wellmount open space (as part of development)
- Dunsink Park open space
- Glenhill Court open space (as part of development)
- Griffith Heights
- Glasmeen Open space

These areas afford the opportunity to implement larger Suds features such as detention basins to collect runoff from public roads and public open spaces. Based on site-specific investigation, infiltration trenches and basins could also be implemented in locations where the required infiltration rates can be achieved as well as swales to convey runoff through the open spaces.

Tree planting and landscaping should take place in public parks and along streets, with each tree planted reducing flood flows and helping to reduce pollution entering the watercourses. The open space audit carried out with this report identifies numerous open spaces that would benefit from additional tree planting.

SuDS Features within the Public Road Cross-Section

A number of the existing roads within the study area contain cross sections, which include trees and grassed verges. This affords the opportunity to retrofit SuDS features such as tree pits, street planters and swales where appropriate within the cross-sections of these roads as a source control measure. The incorporation of these features would serve to reduce the volume of runoff from public roads as well as to improve the landscape and amenity value of these areas.

7.7 Recommendations

The falling topography and the existing surface water infrastructure within Finglas means that water tends to travel quickly through the area towards the Tolka Valley. This in turn increases the opportunities for ground water contamination and for localised and downstream flooding. To combat this DCC has carried out a number of interventions over recent years including the installation of new surface water attenuation basins in parks and the construction of a wet-land in Tolka Valley Park. However, based on a high-level assessment of the information outlined in the preceding sections, and the need to factor in climate change impacts, the following constraints remain that need to be addressed:

- The existing surface water drainage infrastructure within Finglas would be susceptible to increased pluvial flooding unless the management of new development is carefully managed sustainably through the use of SuDS.
- The Jamestown Industrial estate lands (as per variation No. 33 of the DCDP) will require new surface water sewer infrastructure separating surface water runoff from the combined sewer system. Most of the current drainage network is at or near capacity. An opportunity exists to incorporate green infrastructure and surface water management into the development at an early stage.
- Any future development must take cognisance of the impact on downstream receiving watercourses and groundwater, requiring the implementation of an appropriate SuDS treatment measures.
- Climate change which is estimated to add between 20% and 30% to design rainfall flood events had to be taken into account in the surface water management of all future proposed developments.

The following recommendations for surface water infrastructure are proposed.

W1: All new development shall implement a SuDS approach, which would deliver benefits for the whole community in terms of biodiversity, climate management, learning, wellbeing and recreation to provide resilient communities in this urbanised area. Therefore, managing surface water in a sustainable way will contribute to providing quality places to live and sustainable communities.

W2: New development shall implement green infrastructure in an integrated way and take advantage of opportunities such as green roofs.

W3: The build-out of development sites, public open spaces and roads affords the opportunity to implement source control and site control techniques to reduce the volume and increase the quality of surface water outflow through careful planning of these multifunctional spaces.

W4: Development of private external spaces, streets and public places shall take the opportunity to make sustainable design such as green infrastructure and sustainable drainage an integral part of design.

W5: The development of sites shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, plus 20%30% addition for climate change for any proposed development.

W6: Opportunities to de-culvert or 'daylight' existing watercourses including the Finglas River and Finglaswood Stream shall be investigated as part of new development proposals.

W7: The development of new sites shall afford the opportunity to build further resilience into the surface water drainage network.

W8: In order to service the proposed development plots at Jamestown Industrial lands additional surface water, mainly green infrastructure will be required.

08 Archaeology, Heritage and Conservation

This section provides an overview of the historical development of Finglas and the historic legacy within the landscape. Many aspects of our history are passed down in folklore, in festivals, songs etc. Other elements are passed down through history via the remains of old street patterns, buildings, and features in the landscape. The contribution of any features which give identify, enhance and make a locality unique should be given recognition. Finglas has a long history as a settlement dating back to the 6th century, and this rich history has left an imprint on the landscape, particularly in the vicinity of the Village. Celebrating and enhancing historical landmarks is a feature of this Strategy, recognising that these elements should be protected and embraced alongside plans for new development.

8.1 Historic Development

Historic records reveal that Finglas was one of the earliest Christian settlements in the City of Dublin with the founding of a monastic settlement by St Canice in c. 560 AD, on grounds reputed to have been sanctified by Saint Patrick. The patron saint of Finglas, St Canice was born in 516 AD in County Derry. By the 8th century, the monastery had gained great power and its abbots are frequently mentioned in the Annals of the Four Masters. The monastery at St Canice, and a second at Tallaght, became the most influential monasteries in the country and were often referred to as the 'two eyes of Ireland'. The original Abbey was likely destroyed by the Vikings who between 795 and 832 AD were firmly established in Dublin. The monastery's position along a tributary of the Tolka River would have made it vulnerable to Viking raids. There is no visible evidence of the monastery above ground today but it is believed to have stood to the northeast of the existing St Canice's graveyard, possibly where the later St Canice's parish church stood. The only surviving physical evidence of this early Christian settlement is the stone cross or Nethercross which can be found today in the graveyard of St Canice's (see below).

The Church of St Canice's (in ruins) was likely built on the grounds of the original monastery. Present since medieval times the building has varying architectural styles reflective of periods from the 10th to the 17th centuries. The parish continued to exist until 1841, when a new church was erected nearby and opened in 1843, and the old St Canice's Church fell into ruin.

Throughout the Middle Ages Finglas was noted for its settlements. In 1181 a large and profitable manor was established by Archbishop Comyn of Dublin. This manor remained one of the most valuable manors in the hands of the archbishop until the 17th century. Later during the 17th and 18th centuries, Finglas became a popular centre for the Dublin gentry, and many estate houses were developed in the area, including Rosehill, Farnham, Ashbrook, and St Helena's, whose names are remembered in the various new estates throughout Finglas. With increased investment and organisation coming from these country estates, Finglas Village developed into a small and thriving market town, with a Royal Irish Constabulary barracks, a school and a market held twice weekly.

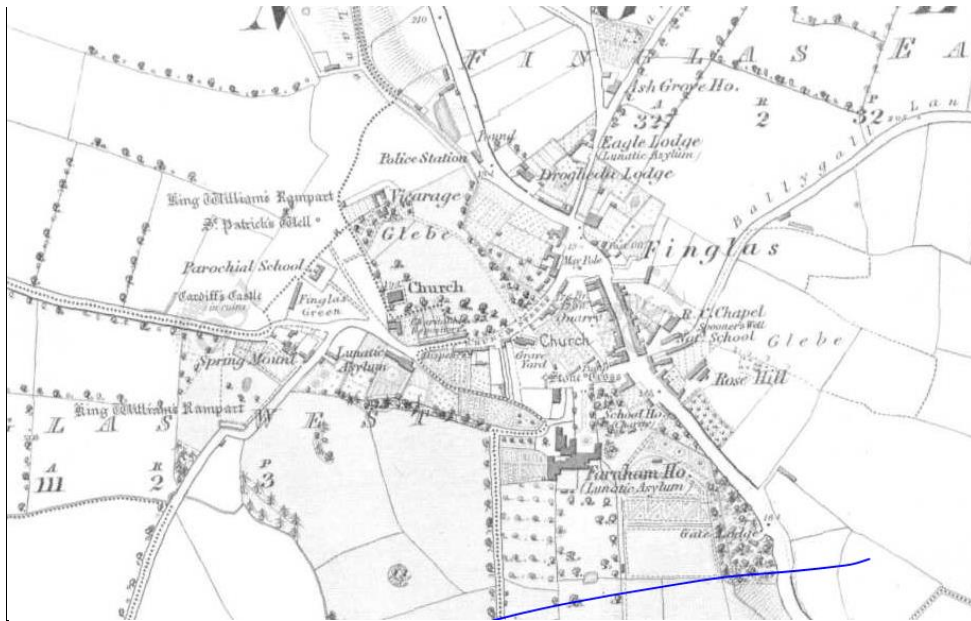
Towards the end of the 18th century, a Mayday festival was organised and a maypole erected on the site of the village 'pound' where lawbreakers were placed in stocks. The Mayday celebration included festivities such as the maypole dancing, sack races, greasy pig and pole competitions and chasing the bell ringer. It was an annual fair up until 1840. There are no traces today of the original Maypole, with the location now occupied by the Dick McKee memorial, which was unveiled by President Eamon De Valera in 1951. In 2019 however, a local committee came together to reinvent the Finglas Maypole festival, see Chapter 5 above on Community & Social infrastructure.

By the end of the 18th century, Finglas was declining in popularity. This decline was initially the result of local estate owners relocating, as lands south of the River Liffey became more fashionable, and then with increasing speed with the passing of the Act of Union in 1801. Many of the estate houses were sold off as asylums either for the infirm or mentally ill or fell into ruins. The Village however survived and retained the character of a country village until the 1950's with the streets and lanes mirroring the original settlement pattern. Even today, it is possible to trace from 18th / 19th century cartographic sources such as Roque's and the early Ordnance Survey maps, the historic footprint of the Village's main streets and spaces (e.g. Main Street, Church Street and Jamestown Road and the old triangular space where these streets converge).

While vestiges of the historic street pattern have managed to survive, unfortunately the Village's building stock and urban form fared less well following major redevelopment in the centre of the Village in the 1960/70's. These developments resulted in the loss of much of the building stock and the severe erosion of the urban form. These unsympathetic interventions were followed by the construction of the dual carriageway that cut the village in two – an eastern section forming the main commercial heart of the village and a western section containing the medieval church of St Canice and the Nethercross.

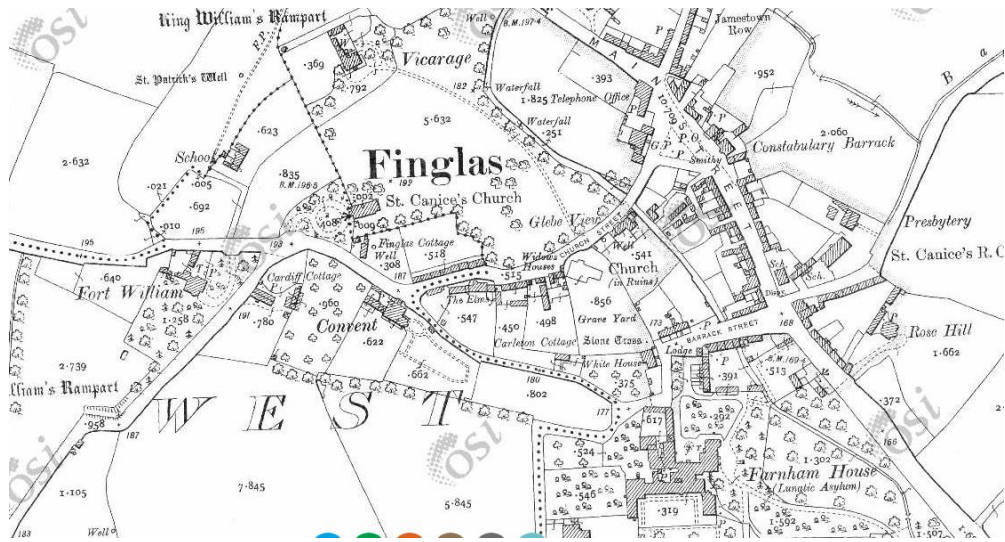
Finglas Village may have lost much of its original fabric and its urban form may have been compromised over time, but much of its heritage still remains including a wealth of archaeology standing above and underground and a number of protected buildings and structures reflective of its long history as a settlement. Given the archaeological and historic significance of Finglas Village, a strategic approach to the protection of this heritage is proposed.

FIGURE 52: HISTORIC STREET PATTERN 1829-41 (OS 6 INCH B7W 1829-41)



Source: Heritagemaps.ie

FIGURE 53: HISTORIC STREET PATTERN 1897-1913 (OS 25 INCH B7W 1897-1913)



Source: heritagemaps.ie

8.2 Archaeological and Historical References

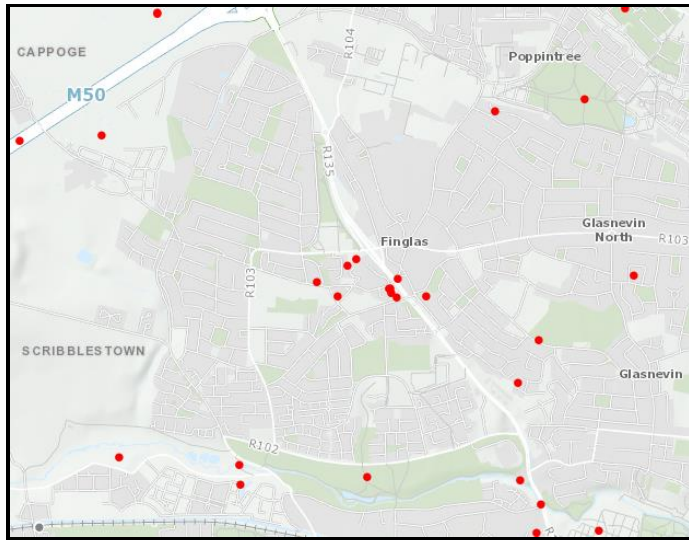
The following were assessed and referenced as part of an archaeological baseline survey for the study area:

- Record of Monuments and Places (RMP)
- Sites and Monuments Record (SMR) on the Historic Environment Viewer (HEV)(www.archaeology.ie)
- Dublin County Archaeology – Licensed Excavations and National Museum of Ireland Topographical Files (<https://www.heritagemaps.ie/WebApps/DublinArchaeologyProject/index.html>)
- Dublin City Industrial Heritage Record (DCIHR)
- Dublin City Development Plan 2016-2022
- Finglas Heritage Trail, <https://finglasheritagewalk.wordpress.com/>
- DRAFT DCC St Canice's Conservation Plan, Archaeology Section 2016.
- High Cross Report 2017 by Carrig Ltd., commissioned by the DCC Archaeology Section.

8.3 Archaeological Sites

A National Monument is a structure or a site, the preservation of which has been deemed to be of national importance, and worthy of state protection. Recorded Monuments are protected under Section 12 of the National Monuments (Amendment) Act 1994. Protected sites listed are listed in the Record of Monuments and Places (RMP). Additionally, the Sites and Monuments Record (SMR) provided by the National Monuments Service includes information on records of the Archaeological Survey of Ireland database. Within the study area there is a concentration of sites within the village of Finglas and along the Tolka Valley that are Recorded National Monuments, see figure 54.

FIGURE 54: SITES AND MONUMENTS RECORD (SMR)

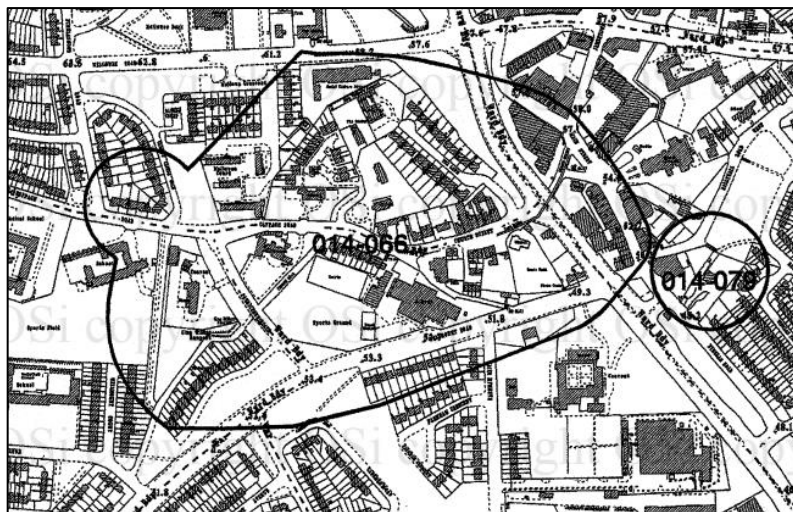


Source: maps.archaeology.ie

8.3.1 Finglas Village (DU014-066 (town))

The historic Village area represents the largest Record of Monuments and Place zone within the study area (figure 55). This RMP designation is mirrored in the Dublin City Development Plan 2016-22 as a Zone of Archaeological Interest and represents the area defining the monastery founded c.560 AD by St Canice, and the subsequent use and expansion of this settlement in the medieval and post-medieval periods. Upstanding Monuments from the historic past include St Canice's church and graveyard (with associated high cross) and two sections of 'King William's Rampart' fortifications, reputedly erected by the Duke of Ormonde in 1649.

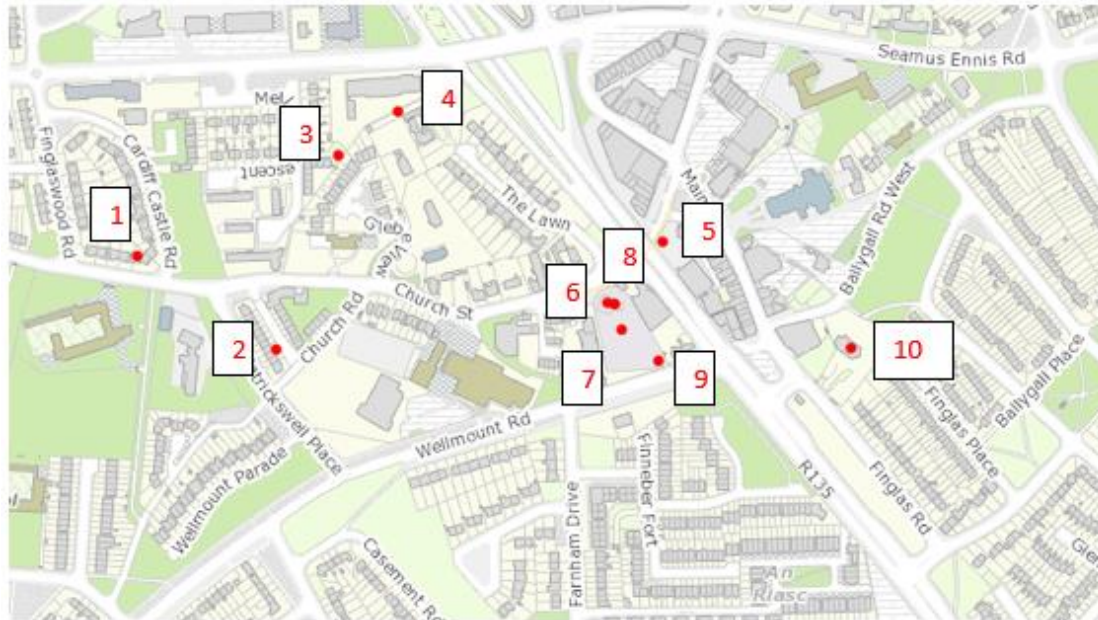
FIGURE 55: RMP MAP SHOWING FINGLAS SETTLEMENT (DU014-066)



The Zone of archaeological interest as defined in the DCC Development Plan 2016-22 mirrors the RMP designation.

There is a cluster of RMP and SMR listed sites within the larger Finglas village (DU014-066) RMP designation figure 56).

FIGURE 56: RECORD OF MONUMENTS AND PLACES, FINGLAS VILLAGE



No 1: House-17th-century: (DU014-066003): Named on the 1st edition OS 6-inch map (1837) as ‘Cardiff castle in ruins’. The OS 6-inch map shows an L-shaped building north of the road. This area has since been developed and the ruins are not visible at ground level.

No 2: House-16/17th-century, (DU014-066005): This is believed to be the site of the manor established by Archbishop Comyn in 1181. In 1228 Archbishop Luke established an episcopal residence on the site. During 1317-1319 it was known as the Court. This house is no longer visible above ground.

No. 3: St Patrick’s Well (DU014-066002): This holy well, located in Mellowes Court is a natural spring that has been revered as having curative powers and is still venerated today. The well was developed as a spa in the 1760’s. The waters were thought to cure sore eyes and ulcers.

No. 4: King William’s Ramparts: (DU014-066008 Town Defences),

On July 5th 1690, King William of Orange after the victory of the Boyne took up position in Finglas and mustered his army, amounting to more than 30,000 men before entering Dublin. Two large structures in Finglas popularly known as King Williams Ramparts, were said to be part of the encampment. Others believe that a stone structure the size of the ramparts would have been unlikely to have being built during the 4-day camp stay. Archaeological investigations carried out in 1991 suggest that these stone structures may have formed part of the Duke of Ormonde’s earlier defensive lines around Dublin, dating from the 1640s, or part of the boundary of the nearby St Canice’s Church or the medieval manor.

PLATE 16: KING WILLIAM'S RAMPART



There are two sections of these 'Ramparts' upstanding today. The northern section of 'King William's Rampart' forms a boundary wall to the present Vicarage garden and of the car park. Both faces are faced with stone walling. In the western end of the rampart is a vaulted chamber entered from a round-arched opening lit by slit windows. The southern portion of 'King William's Rampart' lies south of Cappagh Road. This earthwork comprises a continuous section of flat-topped bank, the southern side of which was formerly faced by a buttressed wall.

Source: *duchas.ie*

No. 5: The Maypole, (DU014-066012): This monument was assessed in relation to its provision in the statutory record of Monuments and Places. However, the evidence suggests that the monument has been totally removed (both above and below ground archaeology), resulting in a recommendation that it is not included in the next revision of the RMP.

PLATE 17: ST CANICE'S CHURCH (IN RUINS)



No. 6: St Canice's Church (in ruins) (DU014-066009 Church), and the old graveyard sit to the immediate west of the Finglas Road dual carriageway. Dating back to medieval times, the construction, refurbishment and the continuity of use indicates local importance of the site. There are varying styles of architecture dating from the 10th – 17th centuries visible in the ruined church, including for example a bell tower typical in Norman architecture and windows showing examples of Romanesque and gothic styles. The Church fell into ruin following the construction of a new church in 1843, when the current St Canice's Church of Ireland was built.

PLATE 18: ST CANICE'S GRAVEYARD



No. 7: The Graveyard (DU014-066017 (Graveyard)).

There are almost a thousand people interred in St Canice's Graveyard, with the earliest recorded gravestone dating from 1647. Two 17th century grave slabs are also Recorded Monuments: (**No. 8 on the map, DU014-066015; DU014-066016**). There are also nine memorials dating from the 17th century. Other memorials commemorate those who fought or died in battle during the War of Independence 1919 to 1921.

The graves here commemorate both Catholics and Protestants. There was originally two entrance gates into the graveyard, with separate gates for Protestant and Catholic parishioners, with the original Catholic gate to the south cut off as part of the construction of the dual - carriageway and Wellmount Road.

A public enquiry held at Finglas Parochial Hall in 1955 allowed for the reopening of the graveyard to those whose family claims are confirmed.

PLATE 19: THE NETHERCROSS



No. 9: High Cross (DU014-066010): The Nethercross or High Cross from St Canice's is of national significance. It is arguably the only high cross still standing in Dublin and is the sole surviving trace of the early monastery of St Canice's. The designs, although weathered, date the piece to the 9th or 10th century. The decorative motifs include concentric spirals in relief possibly representing St Patrick banishing the snakes from Ireland, while the eastern face shows a relief of a cross outline and two raised ribs forming a ring. The cross is located in the south-eastern corner of St Canice's graveyard and stands nearly ten feet high (3.048m). The cross is believed to have been buried in 1649 to protect it from Cromwell's army following the Siege of Drogheda. In 1816 it was unearthed from the Glebe field by the curate of St Canice's Church. He had been told of its whereabouts by a local man whose grandfather had been present at the time of burial. Re-erected it sits on a granite base in the graveyard today.

Just outside the Graveyard the remains of a high-status Viking female burial were unearthed in 2004 as part of an archaeological investigation associated with a new residential development. The investigation uncovered a shallow grave containing the remains of a 25 – 30 year old aristocratic Viking woman buried in Scandinavian dress. Several personal artefacts were discovered with the remains including a bronze object, antler/ bone comb and a brooch. The brooch made of a copper alloy gilded in gold and silver is believed to have been imported from Norway or Sweden. The brooch was the first to be discovered in Ireland since 1902 and is in the current care of the National Museum of Ireland. The findings indicate this site's

importance as an ancient burial site, and perhaps a Viking rural settlement in the 9th century.

PLATE 20: VIKING BROOCH

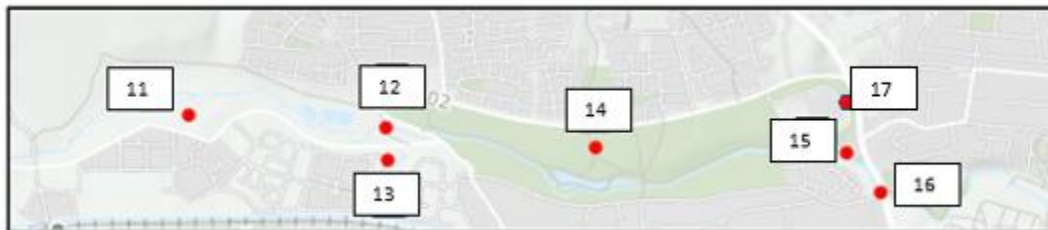


No. 10: Rosehill House (DU014-078): see below under Protected Structures. This house dating from the 17th century is still standing.

8.3.2 The Tolka Valley

The Record of Monuments and Places (RMP) is also represented in the southern environs of the study area. These sites are partly industrial in nature and are associated with the river Tolka, which flows east to west along the southern boundary of the study area. The RMP sites include the following:

FIGURE 57: RECORD OF MONUMENTS AND PLACES, TOLKA VALLEY



No. 11: Castle: (DU014-074) The Civil survey (1654-6) mentions a castle at Ashtown, situated on the South bank of the River Tolka. All that remains is a kidney-shaped mound of collapsed rubble. There are traces of an embankment running east-west of these remains.

No. 12: Bridge: (DU014-075): Spanning the River Tolka south of Finglas, is a four-arched bridge with three round arches close together and one on the south bank. The parapet walls are of coursed limestone masonry with granite coping. The stonework changes in character in the lower portion of the walls indicating an earlier building phase which maybe of medieval date.

No. 13: Burial site (DU03765): During topsoil monitoring in 2003, 3 no. unenclosed inhumation burials were discovered; and a further 2 no. were discovered in a subsequent excavation. A provisional date of the 2nd – 7th century has been proposed for these burials.

No. 14: Finglaswood House: (DU014-076001): Formerly the home of the Seagrave family, the Finglaswood tower house was a square tower defended by gun loops with fine hammer-dressing on the entrance doorway. The building was demolished before the early 1970s and the castle is no longer visible at ground level.

No. 15: Mill: (DU018-001): Description: The Civil survey (1654-6) mentions a mill at Finglas Bridge. Seventeenth century depositions mention a William Baily who was driven from his mill at Finglas Bridge. The 1837 OS 6-inch map shows a paper mill probably on the site of this 17th century mill. A factory now occupies the site.

No. 16: Finglas Bridge: (DU018-002) The Civic survey (1654-6) mentions Finglas Bridge on the site of the present Tolka Bridge. It is marked on Rocque's map of Co Dublin (1760) and spanned the Tolka River north of Glasnevin cemetery.

No. 17: Mound possible (DU014-077).

8.3.3 Finglas East

There are a further two RMP recorded sites are within Ballygall, notably:

No. 18: Enclosure Site (DU-14-071): An aerial photograph taken in 1965 shows crop mark evidence for an enclosure. This had been removed through quarrying by 1973 leaving no visible trace at ground level.

No. 19: Dwelling Site, 16th/ 17th century House (DU014-070): The Civic survey of 1654-6 mentions the old house at 'Johnstowne', that had four chimneys and was occupied by Mr. Dowlings and Hugh Broxton in 1664. A sketch of this dwelling is marked on the Down Survey (1655-6) maps in the area marked 'Johnstown House' on the 1937 OS 6-inch map. It was considered the best house in the parish in the late 17th century. There is no visible surface trace today.

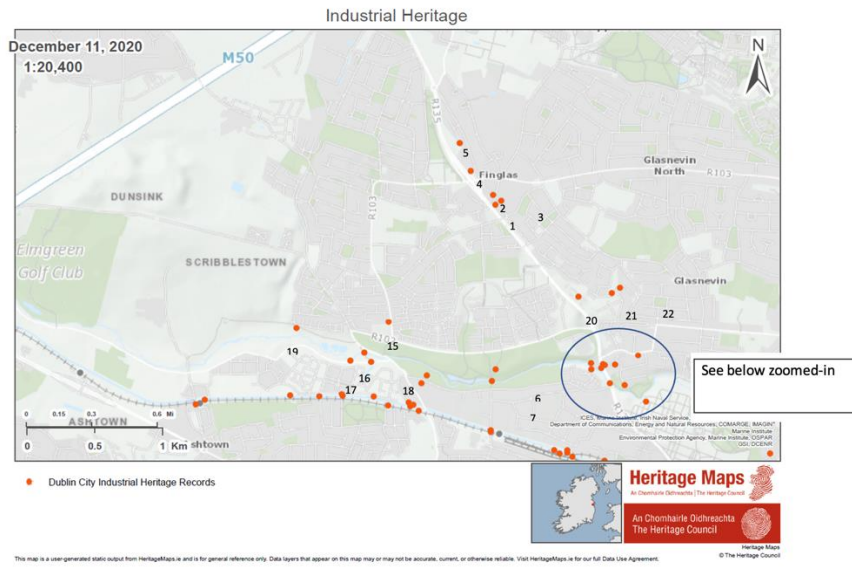
FIGURE 58: RECORD OF MONUMENTS AND PLACES, BALLYGALL



8.4 Industrial Heritage

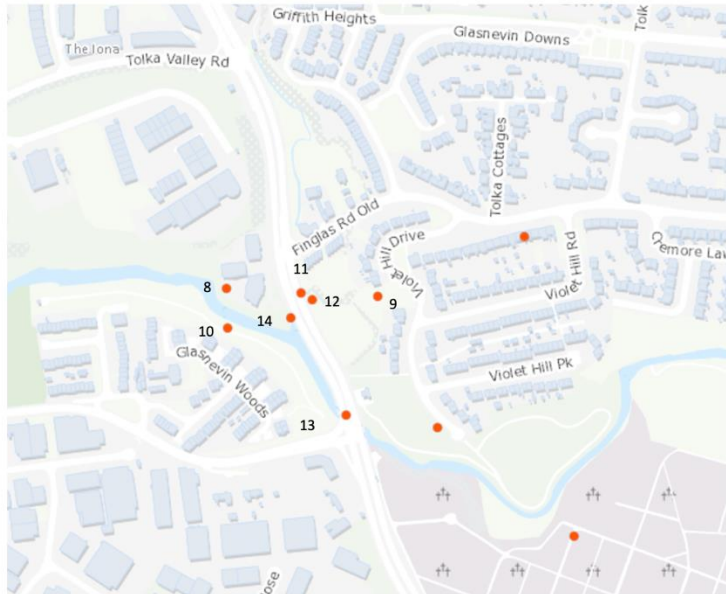
Between 2004 and 2009 DCC in conjunction with the Heritage Council commissioned a comprehensive survey of industrial heritage within the City, culminating in the Dublin City Industrial Heritage Record (DCIHR). The majority of sites listed for Finglas have no remains visible on site, with the exception of a weir at the Tolka River and two bridges over this river. Figure 59, 60 and table 22 below set out those records within the Finglas area.

FIGURE 59: DUBLIN CITY INDUSTRIAL HERITAGE MAP - FINGLAS ENVIRONS




Source: heritagemaps.ie

FIGURE 60: DUBLIN CITY INDUSTRIAL HERITAGE MAP - TOLKA RIVER / FINGLAS ROAD



Source: heritagemaps.ie

TABLE 22: DUBLIN CITY INDUSTRIAL HERITAGE LIST

Map ref. No.	DCIHR Ref.	Description	Details
Within Finglas Village			
1	14_14_11	Quarry	OSI 1865. No remains identified.
2	No number	Telephone Exchange	OSI maps 1910. No remains on site.
3	No number	Smithy	OSI 1865 Forge; OSI 1910 Smithy. No remains on site
4	14_14_13	Quarry	OSI 1865. No remains.
5	14_10_01	Quarry	OSI 1865. No remains.
Vicinity of Tolka Valley			
6	18_02_27	Quarry	OSI 1865. Unknown remains.
7	18_02_028	Finglaswood Bridge 	In Situ: Double-arch stone road bridge, built c. 1800, carrying road over the Tolka river. Now a pedestrian bridge in the Park.
8	18_02_029	Paper mill. (OSI 1847 paper mill) (OSI 1865 Pin Mill, sluice, weir) (OSI 1940 ice cream factory).	In situ is a single-stage stone weir, built c. 1820, straddling the river Tolka and associated with a mill which previously occupied the site to the north. This weir is the only remains of the old mill in situ.
9	18_02_34	Quarry	OSI 1940. Disused quarry.
10	18_02_031	Pumping house	OSI 1940 Private pimming house. No remains identified.
11	18_02_032	Finglas Bridge	OSI 1865. Original bridge replaced with a late 20 th century concrete bridge as part of road widening scheme.
12	18_02_033	Smithy	OSI 1865. No remains identified.

13	18_02_035	Tolka Bridge	OSI 1847 Tolka Bridge. Original bridge replaced with a late 20 th century concrete bridge as part of road widening scheme.
14	18_02_036	Pumping station	OSI 1940. No remains identified.
15	14_14_007	Gravel Pit	OSI 1910 (disused). No remains identified within school grounds.
16	14_14_008	Cardiff's Bridge	In situ: Triple-arch stone road bridge, built c. 1820, carrying Ratoath Road over the R. Tolka. Now functions as a pedestrian bridge
17	14_14_009	Mill race/sluice	In park. Slight dip in ground may be a result of the mill race.
18	14_14_10	Forge	OSI 1865. No remains identified.
19	14_14_014	Gravel pit	OSI 1865. No remains identified.
East of the Finglas Road			
20	no number	Merville Dairy	OSI 1940. No remains on site.
21	14_1_12	Windmill	OSI 1865. No remains.
22	14_15_002	Quarry	OSI 1910/ No remains.

8.5 Architectural Heritage

The Record of Protected Structures is a list of over 8,500 structures (or part thereof) within the City that are afforded “protection” under the Planning and Development Act 2000 (as amended), as they form an important part of the architectural heritage of the City. Structures on the list must be of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest. Within the Finglas Study area there are a number of protected structures associated with the archaeological history above and also a number of buildings linked to later centuries, listed below.

1. St Canice’s ruined church, graveyard and stone cross, (RPS Nos. 1552).
2. King William’s Ramparts (at the Lawn (RPS Ref. 8734) and Patrickswell Court (RPS No. 8733))
3. St Patrick’s Well, Mellows Crescent/ Court (RPS No. 8735)
4. Tolka Bridges: Wood Bridge (RPS Ref. No. 906)
5. St Canice’s Church of Ireland Church on Church Street (RPS No. 1554)
6. St Canice’s Roman Catholic Church, Main Street, Finglas (RPS No. 4851)
7. Nos. 4 and 5 Barrack Lane (RPS Ref. Nos. 8729 & 8730), cottages at entrance to St Canice’s old graveyard.
8. Red brick Cottage, Woodlands Lodge (Towson’s Cottage) (RPS no. 4849)
9. Rose Hill House, Main Street Finglas (the Partnership) (RPS No. 4850)
10. Nos. 11-14 (inclusive) Farrelly’s Cottages on the old Finglas Road (RPS Ref Nos. 2746-2749 incl.)

11. St Helena's House, St Helena's Road (RPS Ref. No. 7575)
12. The Elms, (boundary wall, stone entrance porch and front of house). RPS No. 1553
13. Also, just outside the boundary is the old Tolka Lodge house (RPS Ref. No. 475) along Ballyboggan Road, within the Tolka Valley.

PLATE 21: ST CANICE'S ROMAN CATHOLIC CHURCH



St Canice's Roman Catholic Church was built in 1922 and extended in 1955, replacing the Barn Church which stood further south for c.100 years.

PLATE 22: ST CANICE'S CHURCH OF IRELAND



St Canice's Church of Ireland Church on Church Street

Built in 1843, St Canice's Church of Ireland Church was built to replace the original St Canice's Church, now in ruins in the old Graveyard.

PLATE 23: WOODLANDS LODGE TOWSON'S COTTAGE



Woodlands lodge Towson's Cottage, end of green space along Finglas road

This cottage was once a gate lodge of Farnham House which stood on the grounds of what is now the Finn Eber housing estate. The main house was built before 1760 by John Maxwell, the First Lord of Farnham. It was later used as a hospital, established in 1814 and was ultimately demolished in 1959. The gate lodge is one of two gate lodges associated with the house, the second, now demolished stood on the site of Tesco Clearwater.

PLATE 24: ROSE HILL HOUSE



Rose Hill House was built in the early 1700s. While the earliest occupants of the house are unknown, it was home to many influential families over the years. The building itself has been attributed to Edward Lovett Pearce or one of his followers as it features many of the architectural characteristics associated with his style. Among its striking features is an octagonal reception hall and the bowed half-moon staircase to the south-east of the building, the lunette windows on the east and west gables and the arched windows in the 'tower'. Today the building is occupied by the North-West area Partnership.

PLATE 25: ST HELENA'S HOUSE



St Helena's House: Dating from the 18th century, the house may have been constructed by architect George Semple. It was constructed as a retirement home for the parents of Lord Farnham. By 1812 the house was taken over by Dr. William Harty, who opened it as an asylum in 1929. Subsequently converted into a house again, it was lived in by the Craigies from 1917-1969, during which time the family established the Merville Dairy near Finglas Bridge. In 1969 Dublin Corporation at that time, bought the house and the surrounding lands for a new housing development. St Helen's is now a community resource centre for the community.

PLATE 26: THE ELM HOUSE



The **Elm House** was lived in by a family called the Johnston's for most of the 20th century. The house which fell into disrepair was more recently refurbished and is now a residential property. Due to a number of unusual characteristics it has been suggested by archaeologist Patrick Healy that Elm House may once have been an old castle which was modernized and renovated.

Nos 4 and 5 **Barrack Lane** (RPS Ref. Nos. 8729 & 8730), cottages at entrance to St Canice's graveyard.

PLATE 27: NOS 4 AND 5 BARRACK LANE



Nos. 11-14 (inclusive) **Farrelly's Cottages**, reflecting Finglas' rural past.

PLATE 28: FARRELLY'S COTTAGES



There are also a number of buildings and structures within the area that while not Protected Structures, are of merit and should be considered for recording and/or protection. It is recommended that a register be compiled of locally significant and 20th century structures for consideration. This list should consider the following:

- Glenhill House in the estate of Glenhill (plate 30). The house today forms a community building within the heart of this estate.
- AIB Bank, Finglas Main Street.
- Dick McKee Monument
- St Michael's Secondary School
- Colaiste Eoin, Cappagh Road
- St Fergal's NS, Cappagh Road
- St Kevin's NS, Barry Avenue
- Finglas Parocial NS, Cappagh Road
- Milestown, North Road
- St Canice's Presbyteries, Ballygall Road
- Former Casino Cinema, Seamus Ennis Road

- Ashgrove House, 1 McKee Avenue
- Post Boxes (numerous)
- FAS Training Centre (just outside Study, at Poppintree Industrial Estate).

PLATE 29: GLENHILL HOUSE



8.6 Recommendations

This Strategy seeks to protect and maintain important monuments, sites, protected structures and street patterns, while capitalising on these unique assets as a key component to a coordinated and coherent urban design strategy for Finglas.

In recent years a number of initiatives have helped bring awareness to the rich history of Finglas, including for example:

- In 2012 St Canice's Graveyard in Finglas was included within the **Historic Graves Nationwide Roadshow**. As part of this the graveyard was surveyed by a combination of Archaeologists, local heritage activists, and Local Authority Heritage and Conservation specialists. The local community and students were involved in documenting and publishing stories and folklore of St Canice's. Supported by the Department of Arts, Heritage & the Gaeltacht, the Local Authorities and Historic Graves, the roadshow combined training in heritage conservation, archaeology, local history and genealogy for community groups and schools in a number of communities.
- In 2013 the **Finglas Heritage Trail** was launched with the support of local community groups in Finglas and provides a wonderful source of information locally on the history of Finglas. Information panels and plaques are located at key historical points around the area detailing stories of famous storytellers, memorials, King William's ramparts, St Patricks Well and St Canice's Graveyard. The trail captures the history of Finglas and is a wonderful local amenity.
- In 2019 the **Finglas Maypole Arts Festival** was launched, bringing back the once thriving Mayday festival which was a feature of Finglas village during the early 19th century. After 175 years of absence, a new "May Pole" was erected for the festival to help celebrate all that is positive in Finglas in the arts, music, sports and history.

These events have helped to bring awareness to the rich history of the area and to celebrate this history. DCC has also prepared a draft Conservation Plan for St Canice's and it is proposed to develop this plan further and to seek funding to implement the key recommendations going forward. This draft plan recognizes the overall importance of St Canice's as a unique historical resource, stating:

St Canice's is a very important example of an early medieval ecclesiastical Foundation. It combines both upstanding early medieval structures, Viking burial and historic memory. Finglas has continued to have an interesting history spanning Celtic times, the Anglo-Norman invasion, Tudor and Stuart times, the

Rebellion, the Restoration, the Revolution, and the Union till the present day. While the quality and significance of the High Cross would be sufficient in itself to lend this level of significance to the site as a whole, the complex in its entirety is a highly integrated and well-preserved, historic cultural entity, with the evident connections between its elements increasing its cultural significance overall.

To address the historic significance of this site and its significance for Finglas, the following key actions and objectives are proposed:

Arc1: Prepare and implement a conservation plan for the St Canice's site.

Arc2: Create a new civic plaza on Church Street in order to improve the setting of the National Monument, improve legibility and enhance the pedestrian connections to Finglas village.

Arc3: Actively explore the removal of the pedestrian bridge over the Finglas Road in consultation with key stakeholders, in order to improve pedestrian permeability and enhance the setting of St Canice's heritage sites.

Arc4: Prepare a feasibility study for the development of a heritage centre for St Canice's, while safeguarding the setting of the site.

Arc5: Continue to protect and explore future uses for the various protected cottages within Finglas, including nos. 4 and 5 Barrack Lane, Red Brick Cottage (Woodlands Lodge) and nos. 11-14 Farrelly's Cottages.

Arc6: Investigate additions to the Record of Protected Structures, including Glenhill House, the former Casino Cinema (Seamus Ennis Road) and the FAS Training Centre (Poppintree Industrial Estate).

Arc7: Ensure all new developments respect the archaeological, industrial and Protected Structures within the Finglas area to allow a better understanding and appreciation for the rich heritage of this area.

Arch8: Investigate King William's Ramparts to ascertain date of construction, nature and extent underground.

Arch9: Compile a register of locally significant 20th century structures.

09 Urban Design Framework

9.1 Introduction

The Urban Design Framework for Finglas sets out the long term, strategic spatial strategy for the Finglas area which encapsulates the following high-level themes:

- Quality Placemaking
- Capitalising on existing assets
- Facilitating New Housing & Supporting Ageing
- Investing in Community
- Improving access to public transport
- Supporting enhanced walking & cycling facilities
- Supporting mixed use and commercial activity in Finglas Village
- Consolidating employment within the Village and the existing enterprise lands

The Urban Design Framework provides a spatial representation of the key concepts developed as part of the Finglas Strategy and as such brings together these findings into a series of solutions and actions.

The purpose of the Framework is to:

- Provide a design and spatial response to the findings of the area-based assessment, which previous chapters have outlined.
- Illustrate a number of recommendations, which have previously been outlined, in a cohesive and coordinated manner.
- Provides an important design-based analysis which will form part of the preparation of the new Development Plan and inform the preparation of a Strategic Development and Regeneration Area (SDRA) for Finglas.
- Illustrate how small and incremental changes can have a positive impact on the built environment, support placemaking and foster the creation of a more vibrant and active townscape.
- Underpin future applications for funding in the area.

9.2 Urban Design Framework

9.2.1 Strategy

The overall urban design strategy and vision for Finglas is to capitalise and build on existing assets in order to develop a distinct spatial and cultural identity for the village. Underpinning this strategy for Finglas is recognising that the village has a major role to play in the consolidation and growth of the wider Finglas environs. As such, the Framework identifies a number of key development opportunity sites which would play a key role in the creation of a viable commercial centre. Central to this overall strategy is the recognition that new residential development and a greater diversity in residential typologies is required, in order to maintain and grow the critical mass necessary to support the continued economic viability of the village.

The Urban Design Framework prepared for Finglas encapsulates a number of core principles set out below and responds to the appraisal and analysis that has been set out in this Strategy. The framework incorporates a number of recommendations for public realm interventions and looks at a number of key areas, which are considered to have the potential to create improvements to the public realm.

The aim of the Urban Design Framework is to promote compact, sustainable development in proximity to proposed public transport corridors. A consolidated area has been defined, which is considered will foster the economic revitalisation of the village. New landmark civic spaces are proposed which will act as catalysts for re-imagining Finglas and encourage further investment, while enhancing legibility. A key underpinning aspect of this strategy is maximising the potential of existing assets, including architectural, archaeological and cultural heritage, important for defining a unique identity for Finglas.

Outside of Finglas village the Strategy proposes interventions and actions to help a number of local neighbourhood centres and areas along the proposed Luas line, including refinements to area layouts, new buildings and enhanced linkages.

There are clear overlaps in the below recommendations and actions and those already set out in this strategy under the various chapter headings. It is hoped that the below will provide a spatial representation of the Finglas Strategy.

9.2.2 Urban Design Objectives

The following urban design objectives have been developed in response to the challenges identified in the appraisal.

Identity

To capitalise on existing cultural, community and built environment assets in order to solidify a unique identity for Finglas.

Image

To portray a positive image for Finglas through quality urban design initiatives and management of the public realm.

Accessibility

To encourage enhanced pedestrian movement through Finglas, in particular on key routes into the village and neighbourhood centres.

Function

To encourage a diversification of land uses in the village, in order to define and re-enforce Finglas as a key commercial centre that will serve the existing environs.

Safety

To ensure that the existing and proposed public realm, including the street network and public open spaces are designed to provide passive surveillance, which will enhance perceptions of safety.

9.2.3 Urban Design Principles

The following urban design principles encapsulate the findings of the appraisal and expands on the objectives above and underpin the urban design framework which has been prepared for the area.

Village Gateways and arrival points

The creation of key village gateways or arrival points is one of the fundamental urban design strategies proposed for Finglas village. These gateways will reinforce the function and status of the village, enhance the townscape and improve the overall image of Finglas. The use of gateways is proposed as a tool to help re-define the village core. The urban design framework will identify specific actions and propose a number of projects which expand this principle (will be explored below).

Improving townscape and legibility

The legibility of a place is a measure of how easy it is to understand and navigate, based on the principle that the built environment is comprised of a network of routes, intersections and landmarks. Therefore, improving the public realm and pedestrian environment is key to ensuring the viability of the village core, and indeed the wider Finglas environs. As such public realm proposals are outlined in the urban design framework below, which are intended to improve the legibility of the area, which respond to a number of existing important landmarks. Improving the overall legibility and townscape is considered vital to ensure that Finglas maintains identity as future lands are developed in the coming years.

Encourage pedestrian activity in parks and throughout the public realm

Encouraging increased pedestrian activity in public spaces, streets and parks is considered a priority. In order to achieve this, a diversification of land use is required. Enhanced pedestrian activity provides natural surveillance in the public realm, which will make spaces more comfortable and enjoyable for all users. Therefore, a number of re-configurations of spaces are proposed in the urban design framework in response to this principle.

Streetscape and Public Realm

The appearance of the streetscape and public realm is a vital component to how people experience public space. Street clutter, an uncoordinated approach to street furniture and 'pop-ups', poor quality pavement and materials and extensive unsightly wirescape, all detract from the visual amenity of Finglas village and reduces accessibility for those with limited mobility. Improvements to the streetscape and public realm will be actively encouraged and the Framework below identifies a number of actions to address this.

Improvements to accessibility and movement

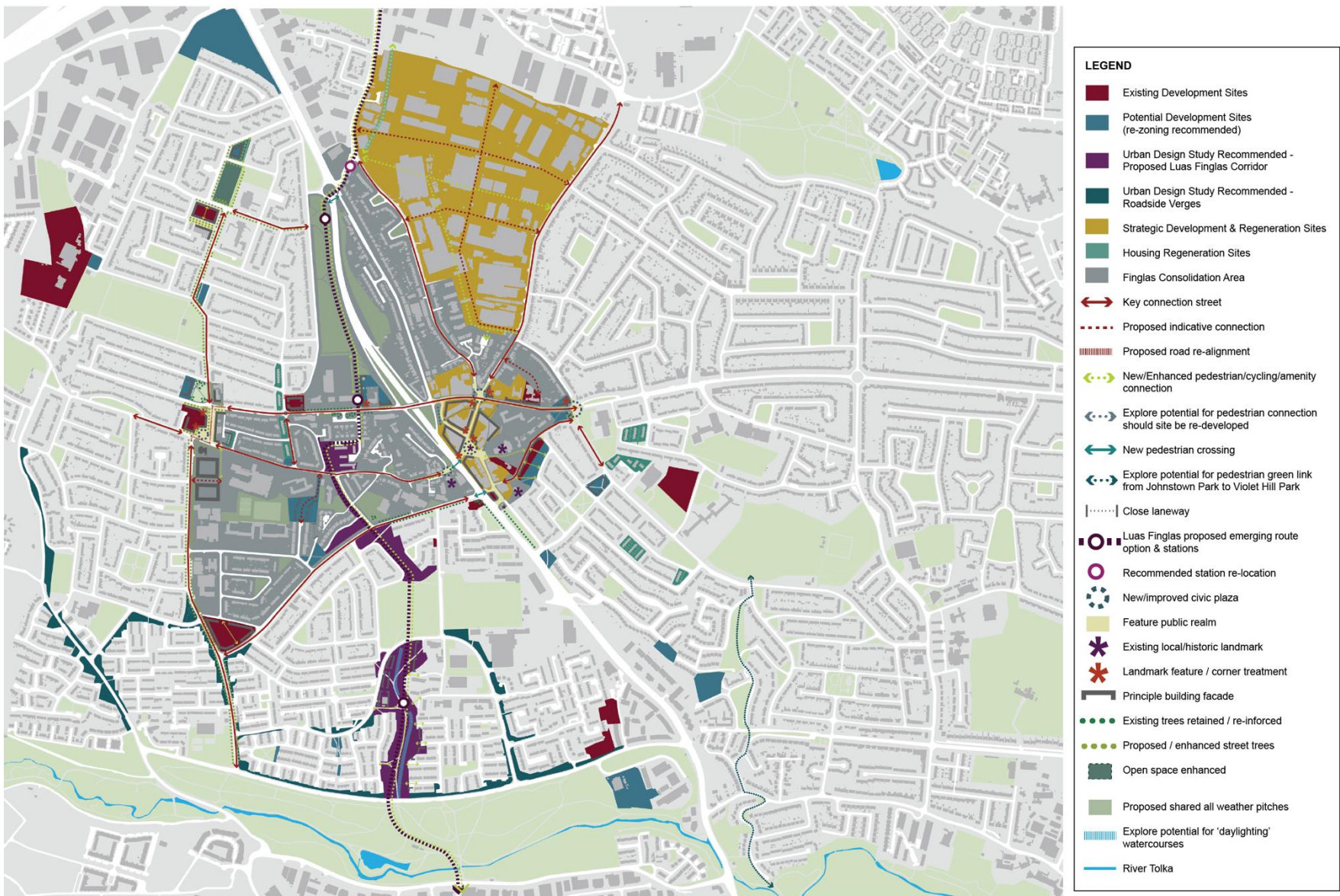
Enhanced pedestrian movement and accessibility underpin the urban design strategy prepared. Proposed enhancements to routes and proposed new connections should respond to desire lines. As such, barriers to such movement, including existing pedestrian bridges over the Finglas Road are considered significant challenges to achieving a cohesive urban structure. The removal and replacement of these bridges will also

create a safer environment by eliminating a route with no option of avoidance once entered. As such, the feasibility of replacing such pedestrian bridges with at-grade crossings will be actively explored.

Green infrastructure – daylighting rivers and green links to parks

All opportunities to enhance existing green infrastructure will be explored. The provision of green linkages forms a core part of the framework prepared for Finglas and a number of projects have been identified, including a proposed new route from Johnstown Park to Violet Hill Park. Additionally, where possible, the strategy proposing de-culverting existing watercourses, forming integrated constructed wetlands. It is considered that opportunities exist in the Valley Site and in the Jamestown Road industrial landbank.

9.2.4 Urban Design Framework



9.2.5 Design Guidelines

- New developments in the village and neighbourhood centres should create enclosure and form active frontages with the streetscape. As such, re-development opportunities should explore creating new street frontages, particularly in situations where existing developments are set-back from the street edge behind walls or railings or where no active facades exist. Active facades may include windows that provide passive surveillance.
- Where illustrated, corner feature elements, including additional height and/or alternative architectural treatments should be encouraged in order to enhance legibility.
- The bulk, scale and massing of buildings should respect and respond to the site-specific context, including historic building stock and archaeological features.
- Particular focus should be given to the roofscape when considering new development opportunities throughout the area. Monolithic heights should be avoided in future redevelopments. Roofscapes can also have a vital role in enhancing the legibility of the area.
- Building heights should respond to the existing scale and grain of the building stock, relate to the width of streets and respond to unique site characteristics such as site topography and aspect. Height should also relate to function and as such should be considered as part of the wider environs. While it is acknowledged that additional building height plays an important part in the overall urban design strategy for the area, in terms of enhancing legibility, creating landmark corner treatments and creating enclosure to new civic plazas, it is recommended that height be addressed in a more comprehensive manner as part of the proposed Strategic Development and Regeneration Area proposed for the area.
- High quality architecture, including materials and finishes should be actively encouraged.

9.3 Detailed Design Guidance

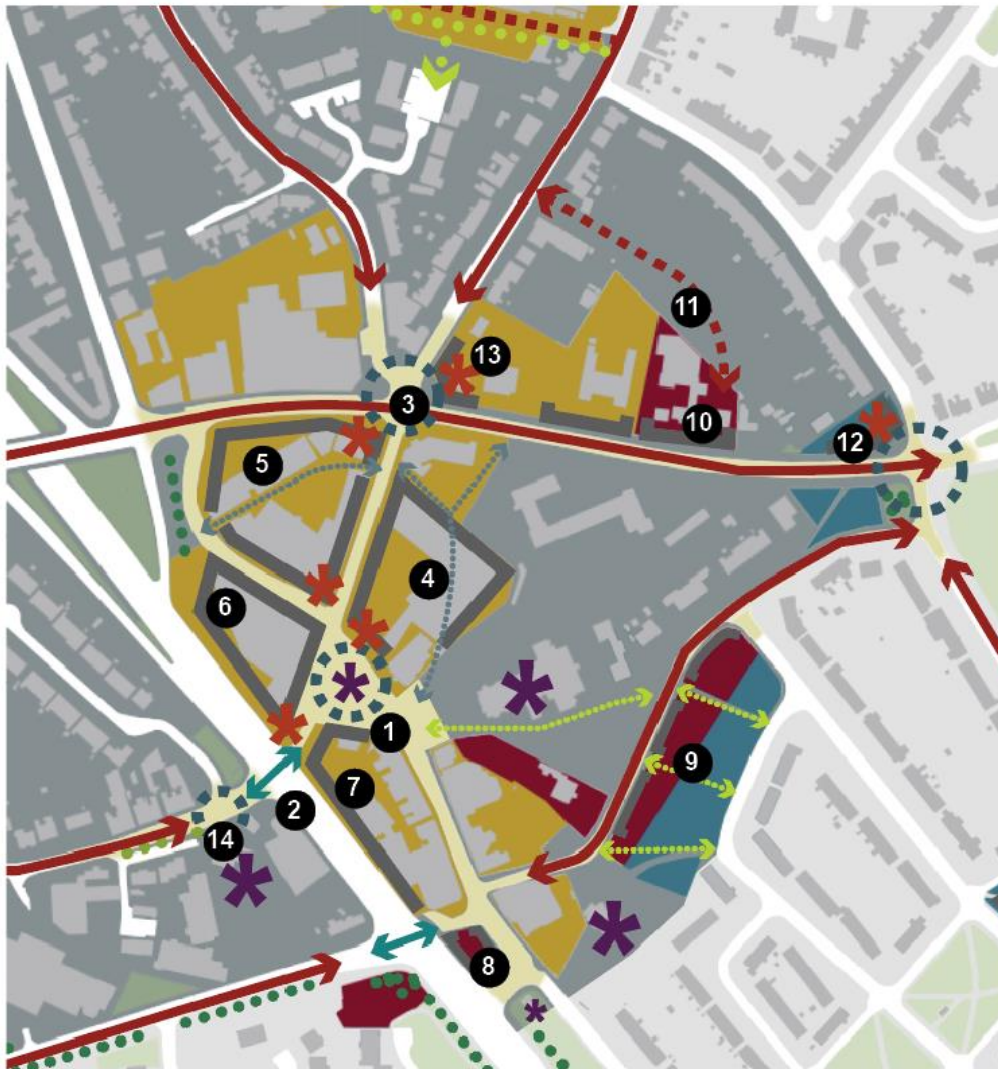
9.3.1 Finglas Village

Vision

To consolidate Finglas Village by creating an exemplary network of pedestrian dominant key civic spaces, maximising existing assets, improving east-west connections and links across Finglas Road.

The below actions set out a number of proposals for enhancing the public realm, improving the image of Finglas and refining the streetscape. It is also acknowledged that re-developing a number of key opportunity sites in Finglas Village will play a significant role in its future diversity and economic viability. As such, a number of these sites have been identified in the Framework and accompanying actions below, which sets out high level urban design principles, which will be actively encouraged.

FIGURE 61: URBAN DESIGN FRAMEWORK - FINGLAS VILLAGE EXTRACT



Recommendations

UD 1: To develop “The Triangle” as a primary new civic plaza and focal point of the village and explore the feasibility of re-instating the historic May Pole tradition in this location.

UD 2: Actively explore the removal of the Church Street pedestrian footbridge over Finglas Road in consultation with key stakeholders, in order to improve pedestrian permeability and enhance the setting of St Canice’s heritage site.

The urban design appraisal has demonstrated that the Finglas Road (dual carriageway) has had a detrimental impact of the urban structure and character on the historic core of Finglas village. This division is further exaggerated by the Church Street pedestrian bridge. While the bridge itself is not in keeping with good practice urban design, the design and configuration of the associated landing points to the east and west further detract from the public realm. The removal of this structure and its replacement with an at-grade crossing will be actively pursued as a priority. As part of the proposed Bus Connects Core Bus Corridor along Finglas Road, there is an opportunity to align designs to facilitate the removal of the bridge.

UD 3: Develop a secondary civic plaza at the junction of Seamus Ennis Road and Jamestown Road, to form a northern gateway to the village.

UD 4: Encourage the redevelopment of the Finglas Main Shopping Centre site, as a mixed-use commercial development in order to re-enforce the commercial function of Finglas village. The redevelopment of this key site should create enclosure along the street and provide active frontages, framing the proposed “Triangle” civic square and also responding to St Canice’s Church to the rear with new pedestrian connections.

UD 5: To actively encourage the redevelopment of Drogheda Mall, including the car park along Seamus Ennis Road, in order to create enclosure and a new building line along Seamus Ennis Road.

UD 6: To encourage the redevelopment of the Iceland Shopping Centre site on Main Street / Finglas Road. Any redevelopment should provide active frontages along Finglas Road and create a vibrant streetscape.

UD 7: To encourage the redevelopment of the Power City site / Church Street.

UD 8: To encourage the redevelopment of the car park to the front of Woodlands Lodge/ Towson’s Cottage, while respecting the sensitive setting and arrival point to the village.

UD 9: Facilitate the provision of DCC social/affordable housing and/or arts space.

UD 10: Facilitate the development of a new Library for the village.

UD 11: Actively support a coordinated back land development, appropriate to its context.

UD 12: Develop an eastern gateway to Finglas village by facilitating new development alongside an enhanced public realm.

UD 13: To actively encourage the redevelopment of the north east corner of the Seamus Ennis Road / Jamestown Road junction, to create a sense of arrival and enclosure, while fostering the creation of an active and vibrant streetscape.

UD 14: Create a new civic plaza on Church Street in order to improve the setting of the St Canice's National Monument, improve legibility and enhance the pedestrian connections to Finglas village.

Additional recommendations proposed include:

Public Realm Plan

UD 15: To prepare and implement a Public Realm Plan for Finglas to set out a coordinated approach to public realm and streetscape improvements, lighting, street furniture and art.

Wirescape

UD 16: Extensive unsightly wirescape exists throughout the village and significantly detracts from the visual amenity. As part of public realm enhancements and as part of any potential redevelopment of key sites in the village, consideration will be given to the relaying of services underground.

Placemaking Fund

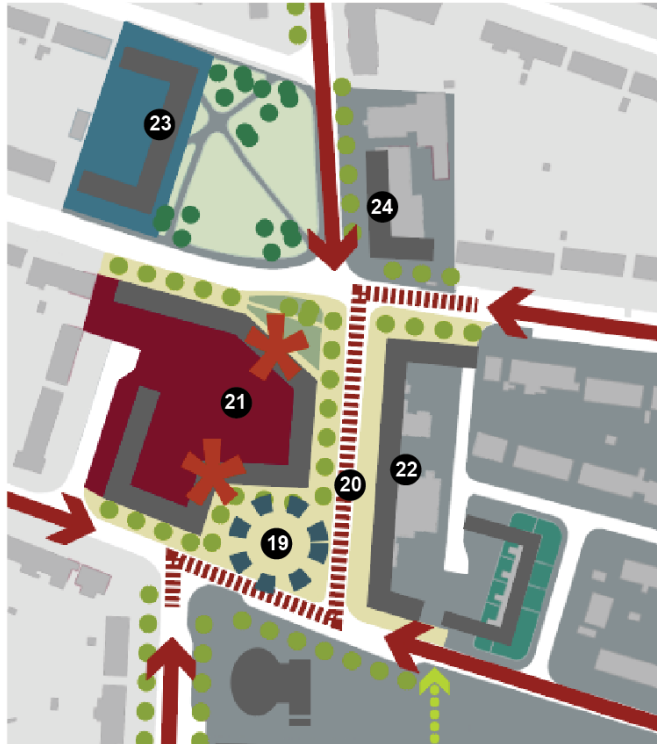
UD 17: To give consideration to the establishment of a placemaking fund to help communities and businesses to fund projects which will improve the visual amenity of Finglas village.

Seamus Ennis Road / Mellows Road Corridor

UD 18: To Enhance and encourage pedestrian and cycle movement along the Seamus Ennis Road / Mellows Road corridor. Enhanced tree planting and improvements to the public realm will be prioritised. This corridor will become a key link between east and west, particularly when the proposed Luas Finglas is operational.

9.3.2 Cardiffsbridge Road Neighbourhood Centre

FIGURE 62: URBAN DESIGN FRAMEWORK - CARDIFFSBRIDGE ROAD NEIGHBOURHOOD CENTRE EXTRACT



Recommendations

UD 19: To develop a new civic plaza as part of the wider re-development of the site and road re-alignment. This plaza would also function as a space to hold outdoor markets, re-enforcing the existing neighbourhood centre.

UD 20: Actively explore the re-alignment of Cardiffsbridge Road / Mellows Road to unlock the development potential of land and facilitate new public space.

UD 21: Encourage the redevelopment of this central neighbourhood site in order to enhance legibility and create a new active streetscape. This site could possibly accommodate a new community/ WFTRA facility, thus allowing the existing premises to remain in situ during construction works.

UD 22: Encourage the redevelopment of the existing parade of shops, along with the housing site to the rear, as part of the wider regeneration of the neighbourhood centre.

UD 23: Explore the feasibility of providing a book-end residential development to provide passive surveillance over the open space. This would require a re-zoning.

UD 24: Actively encourage the re-development of the WFTRA site. Should this facility relocate in accordance with UD21, then an extension to the adjoining senior citizen scheme could be examined.

9.3.3 Fergal's Field

Key Challenges

- Addressing the long-term educational need on this site with reference to the identified future need for the wider area and examining whether amalgamation of schools is possible in the long term.
- Addressing access and connections through the site to unlock residential opportunities in Fergal's Field.
- Addressing passive surveillance, animation and active frontages as part of any development in Fergal's field.

FIGURE 63: URBAN DESIGN FRAMEWORK - FERGAL'S FIELD EXTRACT



Recommendations

UD 25: Facilitate the provision of a DCC housing for older persons scheme as part of the redevelopment of the Church of the Annunciation Site.

UD 26: Encourage the development of a new primary care centre on this site.

UD 27: Re-locate existing all-weather pitches and provide new shared all weather pitches on Fergal's Field.

UD 28: Encourage new residential development on the eastern part of Fergal's Field, closing up the southern part of the existing laneway and encouraging new connections through the site.

9.3.4 Barry Road Neighbourhood Centre

FIGURE 64: URBAN DESIGN FRAMEWORK - BARRY ROAD NEIGHBOURHOOD CENTRE EXTRACT



Recommendations

UD 29: Actively encourage the redevelopment of this site in order to re-define the Barry Road neighbourhood centre, creating a new enhanced public realm interface with the retail units.

UD 30: Encourage the development and enhancement of the existing retail units.

UD 31: Enhance the existing open space with increased planting, and possible playground.

UD 32: Proposed development which will provide active surveillance over the open space.

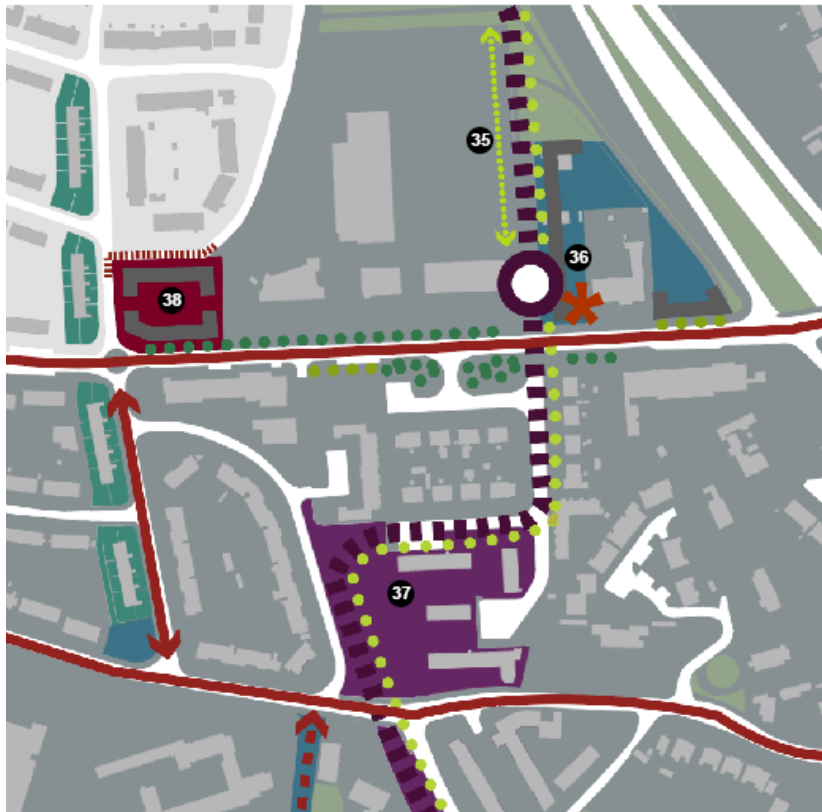
UD 33: Carry out public realm improvements to improve pedestrian connectivity and accessibility to the proposed Luas Stop, for all users.

UD 34: Explore options for utilising the school grounds for out of hours community use, e.g. shared and secure football pitch with access to changing facilities.

9.3.5 Luas Corridor / Finglas Village Stop

Mellowes Road is an important gateway linking the village to the proposed Luas, and forms an important east-west connection across the Finglas Road. The framework identifies this area along the proposed Luas Finglas corridor as requiring further analysis. As such, DCC will work with TII as the emerging route is refined and proposals for the Luas finalised.

FIGURE 65: URBAN DESIGN FRAMEWORK - LUAS CORRIDOR / FINGLAS EXTRACT



Recommendations

UD 35: Explore provision of a new entrance into Mellowes Park, located next to the Luas station.

UD 36: Recommend rezoning the lands either side of the Fire Station from “Z9” to “Z4” to allow for development along this key east-west connector road, and to allow for development adjoining the Luas station. (These lands include the disused park warden’s house).

UD 37: DCC are exploring options to redevelop the existing Senior Citizen Housing at Mellowes Court. As part of this process DCC is liaising with TII in relation to the proposed Luas Finglas route. In order to enable a comprehensive redevelopment scheme it is proposed to rezone the lands at Cardiff Castle Road to allow for a comprehensive redevelopment proposal that will include provision for new public open space.

UD 38: To encourage the development of the site between Mellowes Road and Finglaswood Road, to involve the realignment of Cardiff Castle Road.

9.3.6 Luas Corridor: 'The Valley' Site

Urban Design Principles

1. Luas Finglas

Accommodate Luas Finglas, the proposed Green Line extension from Broombridge to Charlestown and the associated parallel walking and cycling track.

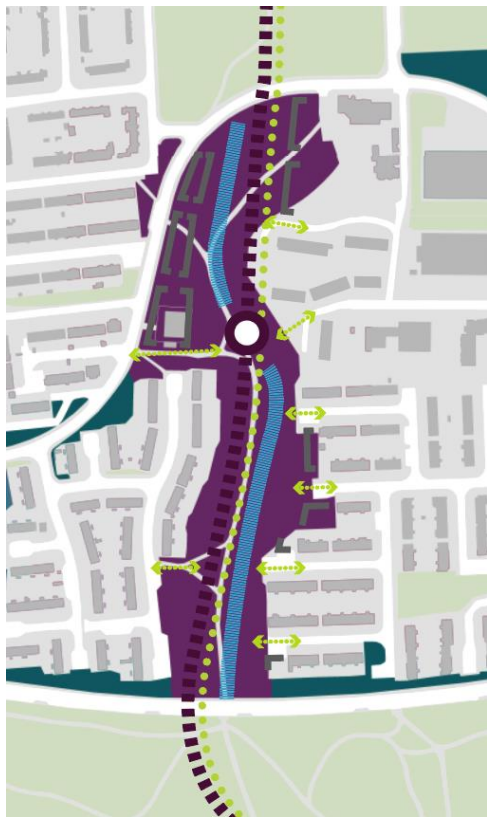
2. Integrated Constructed Wetlands

Explore the feasibility of developing an Integrated Constructed Wetland as part of a “day-lighting” of the existing culverted Finglaswood River, in line with best practice principles. This should extend down as far as the Tolka River, through Tolka Valley Park.

3. Housing

Explore the feasibility of developing small infill housing schemes, book-ending existing cul-de-sacs and developing new residential development in order to improve passive surveillance over the site and create enclosure.

FIGURE 66: URBAN DESIGN FRAMEWORK - 'THE VALLEY' SITE EXTRACT



Recommendations

UD 39: Establish a multi-disciplinary working group to explore the feasibility of achieving the above three urban design principles, while facilitating the development of Luas Finglas.

9.4 Consolidation of Core and Strategic Development and Regeneration Area (SDRA) identification

The Urban Design Framework identified a ‘consolidated area’ for Finglas which was based on a comprehensive spatial analysis, including an assessment of proposed walking catchments from public transport nodes (figure 67). Having regard to the need to protect and revitalise the village, the opportunities presented by investment in key public transport corridors, and the availability of key opportunity sites to consolidate the urban form, it is recommended that this area forms an extended Strategic Development and Regeneration Area (SDRA) for Finglas, including the Jamestown lands identified in SDRA 19 of the current Development Plan (Variation No. 33).

FIGURE 67: STRATEGIC CONCEPT - WALKING CATCHMENT FROM PROPOSED LUAS AND BUS CONNECTS AND DEFINING CONSOLIDATION AREA



9.4.1 Existing Strategic Development and Regeneration Area (SDRA) 19 Jamestown Road, St Margaret's Road and McKee Avenue, Finglas

On the 14th June 2021 DCC amended the DCDP 2016-2022, by way of Variation No. 33. This Variation rezoned c. 43.1 ha of land between Jamestown Road and St Margaret's Road / McKee Avenue from "Z6" (employment/enterprise) to "Z14" (Strategic Development and Regeneration Area). The variation also included the addition of a new Strategic Development and Regeneration Area (SDRA) framework for these lands.

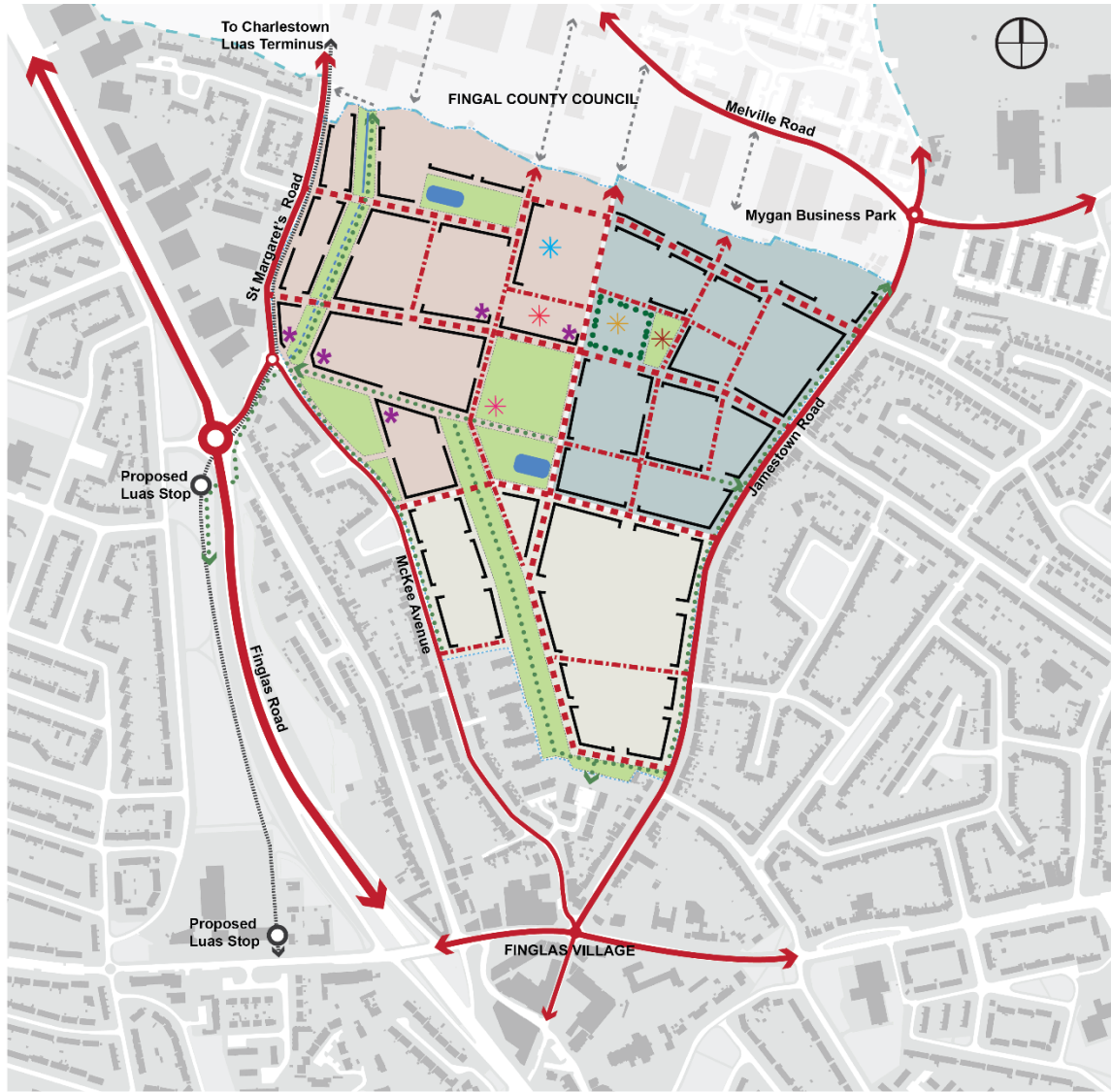
The lands are identified as having significant potential for regeneration and providing new brownfield redevelopment within the City, proximate to existing services and planned high quality public transport investment.

Guiding Principles for the SDRA

A number of guiding principles have been established which will inform the future development of these lands. These principles are listed and subsequently described below:

1. Urban Structure.
2. Land Use & Activity.
3. Height.
4. Design.
5. Green Infrastructure.
6. Climate Change.

FIGURE 68: SDR 19 FRAMEWORK PLAN (FIGURE 38A IN DUBLIN CITY DEVELOPMENT PLAN 2016-2022)



SDRA FRAMEWORK PLAN

LEGEND			
	SDRA Boundary		Existing Key Links
	DCC Boundary		Proposed Key Links
	Improve existing watercourse		Proposed Local Links
	'Daylight' culverted watercourse		Proposed Pedestrian/Cycle/Amenity Route
	Existing Reservoir/Pond		Indicative Connectivity
	Proposed Emerging Preferred Route Luas Finglas		Indicative Key Building Frontage
			Potential for higher corner features
			Proposed Primary School Site
			Proposed Community/Civic Centre
			Proposed Community Garden
			Existing Substation
			Proposed Play Space
			Improved/Proposed Landscaped Buffer
			New Open Space / Amenity
			CHARACTER AREAS
			Village
			Luas
			Jamestown

Indicative Map Only

1. Urban Structure

- The proposed urban structure provides a strategic blueprint for the future development of the SDRA, identifying key connections, public open spaces, and building frontages that will inform an urban design-led approach to the regeneration of this strategic area.
- The **movement framework** and **street structure**, as illustrated in the SDRA Framework Plan (figure 68 - figure 38A in current DCDP), introduces permeability through the lands, based on proposed key east-west and north-south links and several proposed local access streets. A strategic pedestrian/cycle amenity link crosses the lands, which is aligned with key desire lines to the proposed Luas extension and forms part of the green infrastructure network, providing a key link between proposed open spaces.
- All proposed streets shall comply with the Design Manual for Urban Roads and Streets (DMURS), DTTaS and DECLG, (2019).
- The movement framework provides a structure for **urban blocks** and **open spaces**. The proposed urban block structure provides a coherent framework for future developments that can respond to a range of uses and activities. In accordance with best practice principles, urban blocks shall generally be between 60m-80m in size but shall not be more than 100m in width/length to ensure that an optimal level of permeability is achieved at an appropriate scale.
- The SDRA Framework Plan identifies indicative **key building frontages**, within the proposed urban block structure. In general, built form shall limit the use of set-backs on the key internal links, are required to provide a tree planted verge and quality footpath, and, where appropriate, privacy strips, to form an edge with the streetscape, provide animation and passive surveillance. Exceptions shall apply, where required to facilitate the Luas and also for the existing boundary roads at Jamestown and McKee Avenue / St Margaret's Road, where the set-back shall be provided to (i) protect the amenities of the single and two storey houses opposite; (ii) to provide for an enhanced urban realm with tree planting along the full extent of the boundary and (iii) to accommodate an off road cycle track to link to the village and other amenities and services. Building frontages shall respond to the movement framework and street hierarchy and address all key streets, which will enhance legibility and ensure that a strong sense of enclosure with tree lined streets is achieved throughout the SDRA.

2. Land Use & Activity

- The area will primarily support residential and employment-generating uses, complemented by community, education, and public open space, and shall be developed at an approximate ratio (gross) of:
 - 50% residential;
 - 30% employment/commercial;
 - 10% public open space and;
 - 10% community/education.
- Assuming an average density of 100 units per hectare this land bank has the potential to deliver an indicative c. 2,220 residential units.
- Having regard to the lands' proximity to Finglas Village and Charlestown, and the overall aim to support the revitalisation of commercial activity in the village, retail development will be limited throughout the SDRA lands. Retail will only be considered, at an appropriate scale to support local communities, in proximity to the Luas corridor, to the north-west of the lands.

- A range of housing typologies will be required throughout the SDRA, to serve the existing and future population of the area. All character areas shall avoid the over-proliferation of any single housing typology. Having regard to the size, scale, and location of the subject lands, this is to ensure that the future development of sites are sustainable and contains mixed communities.
- The SDRA Framework Plan has identified three character areas, based on the above analysis.

The Village

- The village character area is contiguous to Finglas village and is adjacent to existing residential properties. This character area shall be developed at an approximate ratio of 70% residential (gross) and 30% employment/commercial (gross) to foster the creation of a sustainable community that can support the economic revitalisation of Finglas village.
- The scaling of development in this area must be sympathetic to the adjoining housing, lower in scale and net density (range of 60-90 units per hectare), and accommodate a range of unit types.

Luas

- The lands to the north-west are situated within the walking catchment of the proposed Luas green line extension (Luas Finglas) and proposed Bus Connects Core Bus Corridor.
- These lands shall be developed at an approximate ratio of 70% residential (gross) and 30% employment/commercial (gross), complemented by education, community, and open space, at an appropriate scale and density (with a net density range of 80-120 units per hectare) to support and avail the proposed public transport infrastructure and the development of a sustainable and compact urban form.

Jamestown

- The lands situated to the north-east, along Jamestown Road, shall be developed at an approximate ratio of 70% employment/commercial (gross) and 30% residential (gross), to support the continuation of a sustainable working community in the area. Net densities for residential plots will have a range of 80-100 units per hectare.

Note: deviations in use mix and in relation to density ranges of up to 10% within individual sites and quarters to meet design requirements will be accepted if the change supports overall compliance with the Guiding Principles, and where a joint agreement is proposed between landowners to accommodate certain uses within a particular area, such will be considered where the overall Principles are retained and the use and typology mix is delivered.

3. Height

- The SDRA Framework Plan identifies opportunities for additional building height on corners/façades of certain proposed urban blocks, as a tool to enhance urban design and legibility. A masterplan shall be required for the subject lands which will establish and detail an overall height strategy.

- Notwithstanding this, in general, building heights in the range of 4-6 storeys will be encouraged in order to provide a coherent street of structure, with an appropriate sense of enclosure.
- Where opportunities for additional height are identified, this shall be to enhance the overall urban structure in a coherent way, e.g. at prominent corners, to close vistas, or as features, and shall not apply to the overall block. This is to avoid the proliferation of monolithic 'slab' blocks. Additional height, where appropriate, shall be no more than 1/3 of the overall length/width of the urban block.
- Height shall respond to the existing context and respect existing residential properties along McKee Avenue, Jamestown Road and St Margaret's Court. Having regard to the proposed Luas, in general, there is potential for additional building height towards the north-west of the lands, subject to design and amenity safeguards.
- Opportunities for additional height also exist to frame the proposed centrally located open space and to enhance the legibility of the built environment.

4. Design

- High-quality public realm (in compliance with the Street Palette of the *Construction Standards for Road and Street Works in Dublin City Council*) will be required and shall be applied to the network of streets and public spaces.
- All vehicular streets shall be designed to taken in charge standards (lighting, pavements, footpaths and tree lined verges).
- The existing established residential amenity of properties along Jamestown Road, McKee Avenue, and St Margaret's Road shall be respected. As such the masterplan will be required to demonstrate integration with the surrounding streetscapes. Opportunities exist to upgrade the streetscape along Jamestown Road, McKee Avenue, and St Margaret's Road, by providing a high-quality public realm and landscaping.
- The masterplan shall also address the interface to the adjoining FCC employment lands to the north of the lands, in terms of protecting and enhancing visual and residential amenity. Opportunities for additional connections shall be explored.
- High-quality architectural design and quality will be encouraged throughout the SDRA. Architectural design and form shall respond to the identified character areas to enhance legibility and provide visual interest. As such DCC will strongly encourage architectural variety in terms of design, materials, and finishes. It shall be a requirement of the masterplan that architectural design, materials, and finishes be detailed, and correspond to the identified character areas in the SDRA.

5. Green Infrastructure

- The green infrastructure and open space network forms a key structuring element to the SDRA Framework. As such, a Green Infrastructure Strategy must be prepared and agreed with DCC prior to any permission being lodged. This Strategy must provide for the retention of existing open watercourses with an appropriate riparian zone and include the de-culverting of existing watercourses as part of the design
- The Plan must address the integration of Sustainable Urban Drainage Systems (SuDS), utilising an integrated nature-based solutions response and not rely on hard infrastructure (storage) as the dominant solution.

- The Plan must set out a play strategy, setting out what active sports and play will be provided for within the larger open space, and how the needs of younger children will be accommodated within each local area.
- All vehicular streets and green links shall be planted with an avenue of trees along their length, and on the landscaped set-back for Jamestown and McKee Roads
- Planting and landscaping must be framed on a policy of promoting biodiversity, with a high proportion of native species and those which support this aim, and specific areas of parkland identified for biodiversity purposes

6. Climate Change

- To promote sustainable development and encourage the transition to a low carbon future, a range of measures are promoted, including, sustainable urban drainage systems (SuDS), cycling and walking, and the use of only sustainable energy and heating, in accordance with DCCs Climate Change Action Plan.
- All multi-unit buildings utilising a combined heating system and all larger scale commercial buildings (over 1,000 sq.m) will be encouraged to be district heating enabled.
- All private residential parking must be provided with electrical charging points.

Requirement for Masterplan

To ensure that the development of the subject lands occurs in a sustainable and coherent manner, a masterplan shall be prepared for the entire SDRA by all major landowners, which complies with the guiding principles above, to be agreed with the Planning Authority, before the lodgement of any planning application. Consultation on the masterplan shall take place with key stakeholders including Fingal County Council, the Eastern and Midland Regional Assembly, the National Transport Authority, Transport Infrastructure Ireland, Irish Water, the Department of Education and Skills, and others as necessary to ensure that supporting infrastructure delivery for these lands and the immediate surrounding area is coordinated sustainably and comprehensively. The Masterplan will be presented to the North West Area Committee and made available for public comment.

All planning applications in the SDRA will be required to comply with the Masterplan and the Principles outlined above. Minor deviations will only be considered where the change supports the implementation of the Principles and provides an improved solution.

This Masterplan shall detail how it will deliver the guiding principles above, and will not be limited to, but shall include the following details:

- Agreed approach to the public realm and street design, including details on how the development will integrate with the existing streetscape along St Margaret's Road / McKee Avenue and Jamestown Road.
- Agreed approach for housing delivery on the lands.
- Prepare a local Housing Needs Demand Assessment (HNDA) for the SDRA which identifies parameters that shall address:
 - Mix.
 - Affordability.
 - Social/affordable housing.

- Housing for vulnerable groups.
- Demonstrate the incorporation of a range of housing typologies, and avoid the over-proliferation of a single housing tenure in any one character area, to create a sustainable community.
- A Green Infrastructure Strategy that provides for i) retention of existing open watercourses with an appropriate riparian zone ii) explores opportunities to de-culvert existing watercourses and their incorporation into the Masterplan where possible, (iii) provides for extensive tree planting and street avenues; (iv) biodiversity planting; and (v) play.
- An Integrated Surface Water Management Strategy for the entire development lands shall be prepared to ensure necessary public surface water infrastructure and nature-based SuDS solutions are in place to service new development and shall include a modelling exercise to determine the extent of existing flood zones.
- Future developments on the subject lands shall allow for the control of outflow to the River Tolka, with surface water discharges limited to 0-2l/s/ha for the 1 in 100-year storm event, including an additional 20-30% to allow for climate change.
- A Mobility Management Strategy (MMS) shall be prepared for the subject lands and inform the preparation of the masterplan. The MMS shall:
 - (i) Promote the principle of filtered permeability to provide a competitive advantage for users of sustainable modes and restrict private cars through trips.
 - (ii) Identify the location of a number of modal filters to enable pedestrians, cyclists, and public transport access, but restrict private car access.
 - (iii) Seek high quality, well-lit and safe pedestrian/cycling link connecting the Jamestown lands to Finglas Village via Gofton Hall.
- The Planning Authority will engage with the NTA concerning the planning and design of Luas Finglas. This ongoing engagement shall inform the Masterplan for these lands.
- The requirement for a Traffic Impact Assessment will be determined on a case-by-case basis by the Planning Authority, in respect of planning applications lodged for the subject lands.
- All new multiple unit and commercial developments are encouraged to be district heating enabled and must demonstrate how they comply with National and Development Plan policies on climate change and renewable energy.
- Each planning application shall submit a statement demonstrating how the proposal accords with the Guiding Principles established in the SDRA **and** how it complies with the Masterplan.
- It is anticipated that the re-development of the subject lands will occur incrementally and over an extended period. As such all development proposals shall occur sequentially and contiguous to existing residential development.
- The masterplan shall include detailed information on the delivery of the new community facilities identified in the SDRA. The community space shall extend over the entire ground floor of the designated block and shall be completed to full fit out standard so it is enabled for immediate use for community purposes. Proposed uses for the space shall be agreed with DCC, informed by a community audit.

9.5 Other Development Opportunity Sites

While the key development opportunities within Finglas exist within the consolidate area of the Village and the Jamestown industrial lands, other opportunities exist within the wider Finglas area to further consolidate the urban form and to provide sites suitable for future development / housing opportunities. These sites were identified following review of the open spaces and remaining industrial lands within Finglas and also having regard to the National Planning Framework (NPF) target to meet 50% of future population and employment growth within the built-up area, and to make better use of under-utilised land.

The recommendations of this Strategy have been prepared within the context of the National, Regional and City Planning Policy contexts. The area has been examined to explore the potential for in-fill and redevelopment opportunities, whilst affording the opportunity to analysis and provide a holistic response to the needs of the community.

Due to the high quantity of land under the ownership of DCC, it is the intention of this report to inform Council decisions regarding the typologies of housing suitable for the area, and also to make recommendations for rezoning, where considered appropriate. All rezoning recommendations will be subject to a statutory consultation process and environmental assessment as part of the City Development Plan review process.

Future Development Sites identified are shown in figure 69, which include the following categorisation:

- (i) Existing Development Sites
- (ii) Potential Development Sites (re-zoning recommended)
- (iii) Urban Design Study recommended
- (iv) Strategic Development and Regeneration Sites
- (v) Housing Regeneration Sites

FIGURE 69: FUTURE DEVELOPMENT SITES



9.5.1 Existing Development Sites identified

These are sites which are already zoned for residential and/or mixed-use development and are available for development. They can provide an immediate response to the need for housing in the area. It includes the following:

Kildonan / Abigail lands

DCC acquired this large land bank (5.6ha) from the OPW for the purposes of providing an interagency initiative to provide residential and day care services for vulnerable women experiencing homelessness, along with social and affordable housing. The City Council has prepared a preliminary design and feasibility study of these lands showing a new residential quarter with a mix of houses and apartments, new senior citizen housing, a unit for Tus Nua (as described above), and also with potential for a “Men’s Shed” with allotments.

This site is currently largely zoned “Z12” in the DCDP 2016-2022, with the northern end zoned “Z6” for industrial use. The Z12 zoning seeks *“to ensure that existing environmental amenities are protected in the predominantly residential future use of these lands.”* This zoning objective requires the provision of 20% public open space as part of any redevelopment proposal. In the context of the location of this site next to an existing district park at Kildonan Park (subject of future investment), it is a recommendation of this Strategy that the zoning categorisation be changed to “Z1”, residential, with a requirement for 10% open space. This would allow the opportunity to achieve an increased number of residential units, providing much needed housing and consolidate the site in keeping with sustainable planning policy and practice. It is however also acknowledged that this site may abut part of the Scribblestown Stream, and further investigation of this is required. Should an open channel run along the side of the site, then this will increase the open space requirement to provide a green corridor along the stream. Achieving the best outcome to meet both the housing need whilst also protecting the natural environment should be the priority.

Finglas Village / Ballygall Road West

Located on the edge of the Village, this site is currently laid out as a grassed area, (open space no. 12 in the Open Space Audit), and is under the ownership of DCC. It is zoned a mix of “Z4” Mixed use” and “Z9” open space in the DCDP 2016-2022. This site has been identified as a key village space within the urban design framework, and also as a potential “artscentre” as part of the Community Audit. As a large site of 0.8 ha, and is also considered suitable for an element of new residential development. Options to consider include sheltered housing, one-and two-bed units and /or a possible “artists” co-operative housing scheme alongside a new arts centre.

Tolka Valley Road / Fairlawn Road (Open space audit nos. 75, 129) and, The Griffith, Prospect Hill (open space audit nos. 76, 130)

These two areas of open space areas are owned by DCC and are zoned “Z1” for residential development in the DCDP 2016-2022. They are laid out as open space with some land in use for allotments. While it is recommended that some space is retained for allotments, these lands are ideally located within 250 metres of the Finglas Road and next to Tolka Valley Park. They are excellent residential sites, located next to public transport, open space, local schools, shops etc. and can provide much needed housing in the area.

Wellmount Road

This is a large triangular open space (no. 42 in open space audit), owned by DCC, and currently zoned largely “Z1” residential, with a section zoned “Z9” for open space. Ideally located next to the Cappagh Shopping Centre, on the edge of the Finglas West neighbourhood centre, this site is within easy walking distance of all local

amenities. It should be considered for sheltered housing in addition to the provision of one- and two-bed apartments, alongside a new local park.

Barry Road and Cardiffsbridge Road Neighbourhood Centres

These two areas are identified as Neighbourhood Centre open spaces and are examined in more detail within the context of the urban design framework exploring the potential for re-imagination and redevelopment of these spaces. Currently zoned a mix of “Z3” neighbourhood centre, “Z15” institutional and community, and “Z9” open space, these sites have the potential to deliver new residential development, some subject to rezoning in part, and with an emphasis on “sheltered housing” for the elderly in particular.

Finn Eber Fort (open space no. 78)

The existing open space within the Finn Eber Fort development is zoned “Z1” which allows for residential development. It is recommended that a small section to the north of the open space is used for residential development at the junction of Wellmount Road and Finglas Road to provide for one- and two-bed apartments. The remainder of the open space should be considered for “Z9” open space zoning.

Gaelscoil Ui Earcain

This school site is zoned “Z15” for institutional and community use under the DCDP 2016-2022. In August 2018 planning permission was granted for the construction of a new 155-bed Nursing Home and 18 no. apartments within the grounds of the school, (Planning Reg. Ref. 4161/16). This development is not yet on site. A key benefit from this proposal, in addition to providing additional housing within the area, is that the proposed scheme provides much need “eyes on the street” for School Road, currently flanked along its entire length by a high wall and railing.

9.5.2 Potential Development Sites

These are sites which are largely laid out as open space and zoned “Z9” open space in the City Development Plan. They have been appraised in terms of their form and function, the density of the area and in terms of housing need. It is recommended that these sites are considered for rezoning as part of the review of the DCDP, to allow for new residential development. The following sites are identified in this Strategy:

- **Northway Park:** (open space no. 6): Recommend rezoning part of this park from “Z9” to “Z1”, to allow for residential development onto the Finglas Road securing rear exposed gardens; whilst retaining and landscaping a local park fronting onto existing housing on Northway Estate.
- **Cappagh Green / Cappagh Avenue:** (open space no. 17). Recommend rezoning this space from “Z9” to “Z1” to allow it be developed in conjunction with the adjoining Abigail/ Kildonan lands.
- **Barry Road / Kildonan Road** (open space no. 18): Recommend rezoning this space from “Z9” to “Z1” to allow for low-scale in-fill development (consider sheltered housing), next to Kildonan Park, whilst retaining the tree line to Barry Road.
- **Fergal’s Field,** north of Wellmount Court: Recommend rezoning lands from “Z15” to “Z1”, to allow for residential development (and the extinguishment of the existing laneway at this location). See Urban Design section.
- **Wellmount Road / Wellmount Avenue:** Recommend rezoning from “Z9” to “Z1” to allow for new residential development, to secure exposed rear and gable walls (and as part of the extinguishment of the existing laneway as at above).
- **Between Barnamore Park and Kippure Park:** (open space no. 64/65): Recommend rezoning from “Z9” to “Z1” to allow for residential development to protect exposed rear garden walls.
- **Kippure Park** (Open space no. 63): Recommend rezoning a strip of land from “Z9” to “Z1”, to the east of the park to allow for a row of houses fronting onto the park to provide supervision of the space.

- **Finglas Road / Finglas Place:** corner site at entrance to the Village (at end of Open space no. 11). Recommend rezoning from “Z9” to “Z1” with potential for landmark residential building.
- **Ballygall Place / Ballygall Parade:** (open space no. 96): recommend rezoning one of three identical open spaces at this location, from “Z9” open space to “Z1” for residential use. Possibility to use this site as a rehousing opportunity for redevelopment of the nearby maisonettes thereby retaining the existing community in situ.
- **Glenhill** (open space no. 100): recommend rezoning one of the open spaces within the Glenhill estate to “Z1” residential to specifically allow for step-down senior citizen housing.
- **Griffith Heights:** (open space no. 103): recommend rezoning from “Z9” to “Z1” to allow for residential development with a mix of unit typologies.
- **Finglas Business Park,** Tolka Valley Road. Recommend rezoning part of this site from “Z6” to “Z1” or “Z10” to allow for mixed-use and/or high-density residential development overlooking Tolka Valley Park. The western edge of this Business Park is significantly underutilised / vacant, and it is considered that the provision of residential uses at this location has the potential to enhance the safety of Tolka Valley Park by providing “passive supervision” and greater use of this space.

9.5.3 Urban Design Study Recommended

There are two key areas where further analysis and study is required prior to determining the potential for in-fill residential development. These are (i) along the **proposed Luas line** and (ii) along the **road verges** throughout Finglas South.

The current preferred Luas to Finglas route passes through the Valley Site, along Casement Road, Patrickswell Place, around Mellows Court and on to Mellows Park. The route is largely through open green spaces, some zoned for residential use, others areas zoned Z9 for open space. It is considered that there is potential to enhance the spaces along the route and to provide in-fill housing opportunities in places. DCC will continue to work with Transport Infrastructure Ireland in relation to the Finglas Luas route options, and to provide detailed urban design analysis of the spaces surrounding the line and stations.

Of particular note here in relation to residential lands is the “Valley Site”. Currently zoned “Z1” residential use, this open space is currently ear marked for the Luas line, and it is also a recommendation of this report to de-culvert the Finglaswood River which runs along this space, to assist in enhancing water quality and also to provide a green amenity in this location. These proposals will limit the amount of residential development which this site can delivery.

The second area, with potential for small-scale in-fill development, is the roadside verges in Finglas South, referred to as SLOAPS – Space left over after planning, in the open space audit. These are open spaces that do not relate well to the surrounding residential estates. It is recommended that these spaces are explored for potential in-fill development; to provide an urban edge to the streetscape, providing passive supervision and helping to traffic calm these streets. In some cases, it may be beneficial to realign the roadway to make sufficient space to provide well designed residential and amenity space. The following roads in particular are considered to have poor roadside open space layouts:

- Ratoath Road
- Deanstown Avenue
- Rathvilly Road
- Cardiffsbridge Road
- St Helena’s Road

- Tolka Valley Road

9.5.4 Housing Regeneration Sites

DCC has a number of existing housing development sites within Finglas that are suitable for future refurbishment and /or redevelopment. These include the older senior citizen complexes at Mellows Court and Glasanaon Court; and also the Maisonette developments at Ballygall Parade, Collins Place, Finglaswood Road, and Cappagh Drive. Dated in terms of energy efficiency, form and function these schemes would benefit from redevelopment opportunities.

9.5.5 Strategic Development and Regeneration Sites

This categorisation includes the Jamestown Z14 lands, subject to Variation No. 33 and also includes potential regeneration sites that are identified in the village centre, that have the potential to revitalise and regenerate Finglas. The Urban Design Framework has developed high level principles that will guide future development on these lands. The availability of potential development and regeneration sites underpins the rationale for extending the SDRA to include Finglas village and its environs.

9.6 Recommendations

Having regard to the urban design analysis and recommendations set out in this report and as represented in the urban design framework, the opportunities presented by investment in public transportation and the potential for significant regeneration of the village, it is recommended that the SDRA for the Jamestown lands be extended to include the 'consolidation area' identified in this strategy. The aforementioned recommendations, particularly the urban design recommendations, will form the basis for the SDRA and guiding principles.

10 Next Steps and Conclusion

10.1 Strategic Recommendations

The Strategy is a non-statutory high-level study prepared by DCC Planning and Property Development Department to address opportunities for urban regeneration and placemaking in the Finglas area. The Strategy will inform the preparation of the new Development Plan, setting out the context and rationale for recommendations for rezoning and consolidation.

As a key land owner within the area, DCC is positioned to ensure that lands within its ownership are appropriately developed to serve the needs of its citizens. Public lands that are zoned for residential development should be brought forward as a priority to ease the housing crisis and to address existing deficiencies in housing provision. In tandem with new residential developments, investment is also required in the community and sporting infrastructure provision of Finglas.

Feasibility studies and urban regeneration of the public spaces within the village and the neighbourhood centres should be carried out as resources (personnel and financial) permit, with funding sought where necessary to support their delivery.

SR01: Dublin City Development Plan 2022-2028

The current Development Plan is currently under review. The new Development Plan will be adopted in November 2022. The Strategy makes a number of recommendations for the review process:

- a) **Extension of the SDRA designation for Finglas** to include the Village and environs, along with expanded “Guiding Principles” and Urban Design Framework Plan.
- b) **Rezoning the land use objective** of the following sites¹ to allow for urban consolidation and to create safe spaces that are overlooked and well used:
 - Northway Park (part of)
 - Cappagh Green / Cappagh Avenue
 - Barry Road / Kildonan
 - Fergal’s Field
 - Wellmount Road/ Wellmount Avenue
 - Between Barnamore Park and Kippure Park
 - Kippure Park (part of)
 - Finglas Road / Finglas Place
 - Ballygall Place / Ballygall Parade (1 no. open space)
 - Glenhill (1 no. open space)
 - Griffith Heights (part of)
 - Finglas Business Park, Tolka Valley Road (part of)

¹ See Chapter 9 “Potential Development Sites”. All sites proposed for rezoning in the Dublin City Development Plan 2022-2028 process will be subject to public consultation and environmental assessment.

SR02: Prioritising Future Housing Sites

There are a number of sites within Finglas that are zoned for residential and/or mixed use that are readily available for development. DCC owns the majority of these sites. It is recommended that the development of these sites are prioritised and progressed in accordance with the Strategy's recommendations in order to deliver much needed housing supply. It is recommended that phase one of development should be focussed on sites within the "consolidated area" of Finglas Village and future Luas stops.

a) Available sites include:

- Kildonan / Abigail lands
- Wellmount Road
- Tolka Valley Road / Fairlawn Road
- The Griffith, Prospect Hill
- Barry Road Neighbourhood Centre
- Finn Eber Fort (part of)
- Gaelscoil Ui Earcain (site of private nursing home and apartments)
- Mellows Road / Finglaswood Road (residential or mixed-use development)
- Finglas Village / Ballygall Road West: (requires feasibility study for a new arts centre)
- Cardiffsbridge Road Neighbourhood Centre (requires feasibility study for a new WFTRA/ community centre)

b) Refurbishment and/or redevelopment of DCC housing developments:

- Mellows Court - senior citizen complex
- Glasanaon Court - senior citizen complex
- Ballygall Parade – maisonettes
- Collins Place – maisonettes
- Finglaswood Road – maisonettes
- Cappagh Drive – maisonettes

10.2 Conclusion

The vision for Finglas is to ensure that the urban regeneration of the area caters for all sectors of our society, with accommodation, amenity and supports suited to all needs, accessible via sustainable modes of movement, with green links and sustainable water systems, and where the history of the area is protected and celebrated.

The Strategy promotes the efficient use of finite urban land in accordance with National, Regional and City planning policy and to maximise the return of the State's considerable planned investment in sustainable transport modes and social & community infrastructure.

Finglas has the capacity to delivery much needed housing in the city in a location on key public transport routes and within easy walking / cycle commutes of major employment zones. It has well-established community with robust social infrastructure, with many services/amenities in need for an increase in population to support their on-going delivery. An increase in population will also help to act as a boost to the village and support commercial as well as amenity provision. Some gaps in community and social infrastructure have been identified and these should be addressed in tandem with the development of new sites.

The Strategy was prepared to provide an overview of the capacity for change within Finglas. This was informed by an analysis of the following:

- Housing
- Open space / green infrastructure
- Community and social infrastructure
- Movement and access
- Drainage and flood prevention
- Archaeology, heritage and conservation
- Urban design

The Strategy's recommendations fall into two categories:

- Policy
- Projects

Policy

The Strategy sets out the context and rationale for recommendations for rezoning within a policy framework that supports brownfield consolidation and creates a policy platform to encourage urban regeneration. All Strategy recommendations incorporated into the new Development Plan will be subject to compliance with EU Directives. The new Development Plan, and planning policy concerning Finglas, will be subject to comprehensive public consultation. As a result, the Strategy's recommendations may change and evolve from those articulated in this document.

Projects

The Strategy identifies public realm and placemaking projects informed by planning policy. The Strategy enables DCC to submit these projects to National Government for funding. If DCC is awarded funding it will be enabled to undertake further detailed studies and assessments of the projects before advancing to the planning consent process, detailed design, and construction.

The finalising of the Finglas Strategy coincides with proposals to invest in the areas public transport modes (i.e. Bus Connects and the Luas Finglas). These public transport projects have the potential to be transformative and provide opportunities for the urban regeneration of the area.