

FINGLAS STRATEGY

SUMMARY OF KEY RECOMMENDATIONS

2021



Comhairle Cathrach
Bhaile Átha Cliath
Dublin City Council

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Planning and Property Development Department
Dublin City Council

SEPTEMBER 2021



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1 Introduction

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 the Finglas area. The Strategy provides a framework for integrated, plan-led solutions, but does not give planning consent for specific projects. The Strategy has been informed by the 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:

- Policy
- 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 Development Plan). As a result, 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 designation of the lands as an SDRA includes 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 taking account of the outcomes of the Variation. The Strategy was updated to include the new zoning and SDRA.

Study Area



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.

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 for planning consent. The projects will be subject to public consultation as part of the statutory planning process.

2 Appraisal

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. The construction of the Finglas Road dual carriageway from the old Royal Oak public house at Tolka valley to Mellowes Road in the early 1970s, effectively severed the area in two and in particular separated the commercial core of the 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 and cyclists). It has also hindered the village's ability to act as a key urban focal point to serve the surrounding area and as the first urban town on entering the City boundary from the N2. The proliferation of low density cul-de-sac terraced housing and the presence of larger impermeable industrial lands further impedes legibility and impact permeability throughout the area (as illustrated right).

Figure Ground



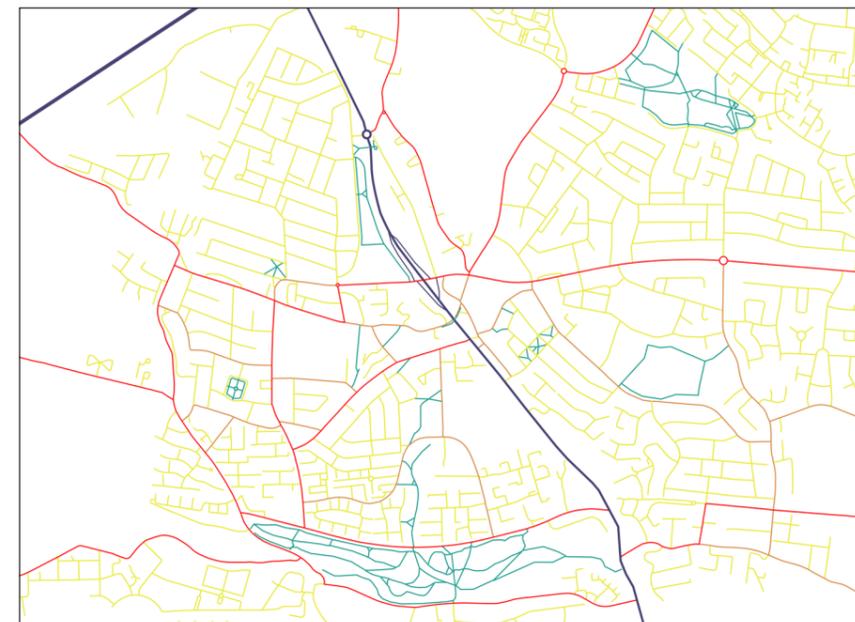
Inverse Figure Ground



Street and Block



Movement Hierarchy



Legend

M50 / Finglas Road		Local Streets	
Primary Streets		Pedestrian Routes	
Secondary Streets			

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.

Barriers

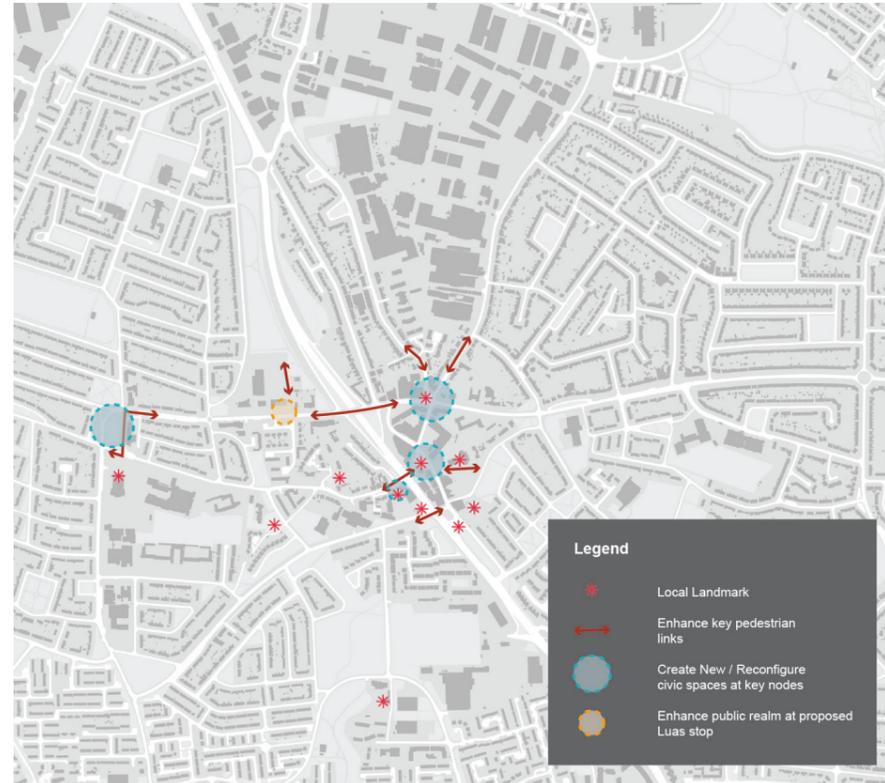


Opportunities

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 identified 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.

Opportunities



Recommendation by Theme

A comprehensive baseline analysis report was prepared which addressed each of the below themes. The below constitutes a summary of the key recommendations.

Population and Housing

Finglas Village and environs

Housing typology

The dominant housing typology in the Finglas environs is the 3 bed terrace. The Strategy recommends providing a range of housing typologies, to include smaller units in appropriate locations, in response to the changing population trends over the past number of decades. This is vital to address DCCs housing waiting list, address homelessness and to provide a range of housing options in the area that can support mixed communities.

Sheltered Housing

The Strategy has identified a particular need to provide 'housing with care' for the elderly, the homeless and the disabled. The Strategy acknowledges that further research is required to support this.

Infill housing sites

Opportunities for development on a number of infill housing sites have been identified in the Strategy. This was based on an audit of all open spaces in the Finglas environs. Many of these undeveloped sites are currently zoned for development under the current Dublin City Development Plan (the current Development Plan). Other sites are recommended for re-zoning as part of the new Development Plan.

Jamestown Lands

The Strategy acknowledges that a tailored approach will be required for larger strategic sites, such as the Jamestown Lands. Variation No. 33 of the current Development Plan came into effect on the 14th June 2021. This provides specific guidance for the Jamestown lands by way of guiding principles and a Framework, as set out in SDRA 19. Specifically, the SDRA states:

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 parameters that address (i) mix, (ii) affordability, (iii) social/affordable housing, and (iv) housing for vulnerable groups.

Open Space and Green Infrastructure

Improving the biodiversity value and diversifying the function of open spaces

The Strategy has identified that an abundance of open spaces exist in the Finglas environs, with a preoccupation on providing for sports. Opportunities exist to enhance biodiversity including opportunities to restore rivers in the Jamestown lands and in the 'valley' site and for enhanced tree planting, while continuing to support community and sporting uses.

Rezoning of underutilised open space

The Strategy recommends a number of re-zonings in the context of the new Development Plan, to provide for suitable development opportunities, while improving safety by maximising passive surveillance.

Play Spaces

Opportunities exist to improve the quantity and quality of play spaces. It is recommended that such spaces be considered as part of any redevelopment proposals.

Allotments

It is recommended that suitable permanent sites be identified for providing allotments.

Finglas Village and Neighbourhood Centres

Opportunities exist to re-configure open spaces within the village and the local neighbourhood centres at Barry Park and Cardiffsbridge Road to provide strong local focal points.

Community and Social Infrastructure

Sports and Recreation

The Strategy encourages the provision of additional and the consolidation of existing sports facilities within the area, in accordance with the needs identified in the audit and in association with the Area Office.

Community and Youth Facilities

A new community facility is required as part of the redevelopment of the Jamestown lands. The required masterplan will be required to detail how community facilities will be provided. It is also recommended that consideration be given to providing a new community building as part of any detailed feasibility study prepared for the Finglas West neighbourhood centre at Cardiffsbridge Road.

Education

A new school site is identified in the Jamestown lands SDRA (Variation No. 33). The Strategy recommends that DCC continue to liaise with the Department of Education and Skills (DES) and Fingal County Council (FCC) to identify a suitable site for a new post primary school to serve the north Finglas area.

Childcare

It is recommended that additional childcare facilities be provided, where appropriate, as part of future development opportunities, in accordance with National and Development Plan standards.

Arts and Culture

The Strategy recommends that consideration be given to providing a dedicated arts centre for Finglas. It also supports the provision of a new library for Finglas.

Additionally it is recommended that DCC continue to work and collaborate with community groups to support arts and cultural initiatives and projects.

Health and Social Services

DCC supports proposals by the Health Service Executive (HSE) for a new Primary Care Centre for Finglas.

Retail

To continue to support the consolidation and revitalisation of Finglas village as the commercial core of the area and to limit future large-scale retail outside the village.

Movement and Access

Green Routes

To explore opportunities to provide new green routes between Johnstown Park and Violet Hill Park; Mellowes Park and the Royal Canal; Barry Road / Kildonan Road / Cardiffsbridge Road.

Public Realm

Support public realm improvements at Mellowes Road / Seamus Ennis Road (5 arm junction).

Recommend the re-alignment of Cardiffsbridge Road / Mellowes Road in order to re-configure the open space and facilitate the re-development of zoned lands.

Pedestrian over-bridges

Explore the removal of the pedestrian bridge at Church Street / Finglas Road in conjunction with the National Transport Authority (NTA) Core Bus Corridor project.

Support the removal of the pedestrian bridge at Finglas Road / North Road / St Margaret's Road, as proposed as part of the Luas Finglas.

Further study

Recommend that a further study be conducted of the distributor road network south of Finglas, in order to comply with the Design Manual for Urban Roads and Streets (DMURS).

Drainage and Flood Prevention

SuDS and Green Infrastructure

It is recommended that all new developments utilise a green infrastructure and a SuDS approach to managing surface water. This would deliver wide ranging benefits for biodiversity, climate management and sustainability.

Surface Water

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

Furthermore, 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.

River Restoration

It is recommended that opportunities to de-culvert or 'daylight' existing watercourses including the Finglas River and Finglaswood Stream be investigated as part of new development proposals.

Jamestown Lands

A Green Infrastructure Strategy and Integrated Surface Water Management is a requirement of the masterplan for the Jamestown lands (SDRA 19 of the current Development Plan).

Archaeology, Heritage and Conservation

St Canice's and Church Street

Support the preparation and implementation of a conservation plan for the St Canice's site.

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.

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

Pedestrian Bridge Removal

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.

Built Heritage

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.

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).

Compile a register of locally significant 20th century structures.

King William's Ramparts

Recommend that King William's Ramparts be investigated to ascertain the date of construction and the nature and extent of underground features.

3 The 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** along with a **consolidated area** in order to foster **compact growth** and **sustainable development** in order to maintain and grow the critical mass necessary to support investment in public transport and the continued economic viability of the village.

Development Opportunity Sites

While the key development opportunities within Finglas exist within the consolidated 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 and 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 analyse and provide a holistic response to the needs of the community.

Due to the high quantity of land under the ownership of DCC, the recommendations of this Strategy will 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 new City Development Plan review process.

Future Development Sites are categorised as follows:

- Existing Development Sites
- Potential Development Sites (re-zoning recommended)
- Urban Design Study recommended
- Strategic Development and Regeneration Sites
- Housing Regeneration Sites

Development Opportunity Sites



Strategy Concept

Compact Growth

The comprehensive spatial analysis conducted defined a consolidated area for Finglas (illustrated), which takes into account a number of factors including:

- Historic village core
- Extended village and neighbourhood centre west of Finglas Road
- Development opportunity sites
- Walking catchments to proposed public transport nodes

This 'consolidated area' underpins the urban design framework prepared. 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 SDRA for Finglas, including the Jamestown lands identified in SDRA 19 of the current Development Plan (Variation No. 33).



4

Urban Design Framework

The Urban Design Framework provides a long term strategic spatial strategy for Finglas village and environs and proposes a number of recommendations. The framework incorporates a number of recommendations for public realm interventions and projects.

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.

The purpose of the Framework is to:

- Provide a design and spatial response to the findings of the Strategy.
- Illustrate a number of recommendations 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 Village and environs.
- Illustrate how small and incremental changes can have a positive impact of the built environment, support placemaking and foster the creation of a more vibrant and active townscape.
- Underpin future applications for funding in the area.

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.

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.

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, 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.

Urban Design Framework

Streetscape and Public Realm

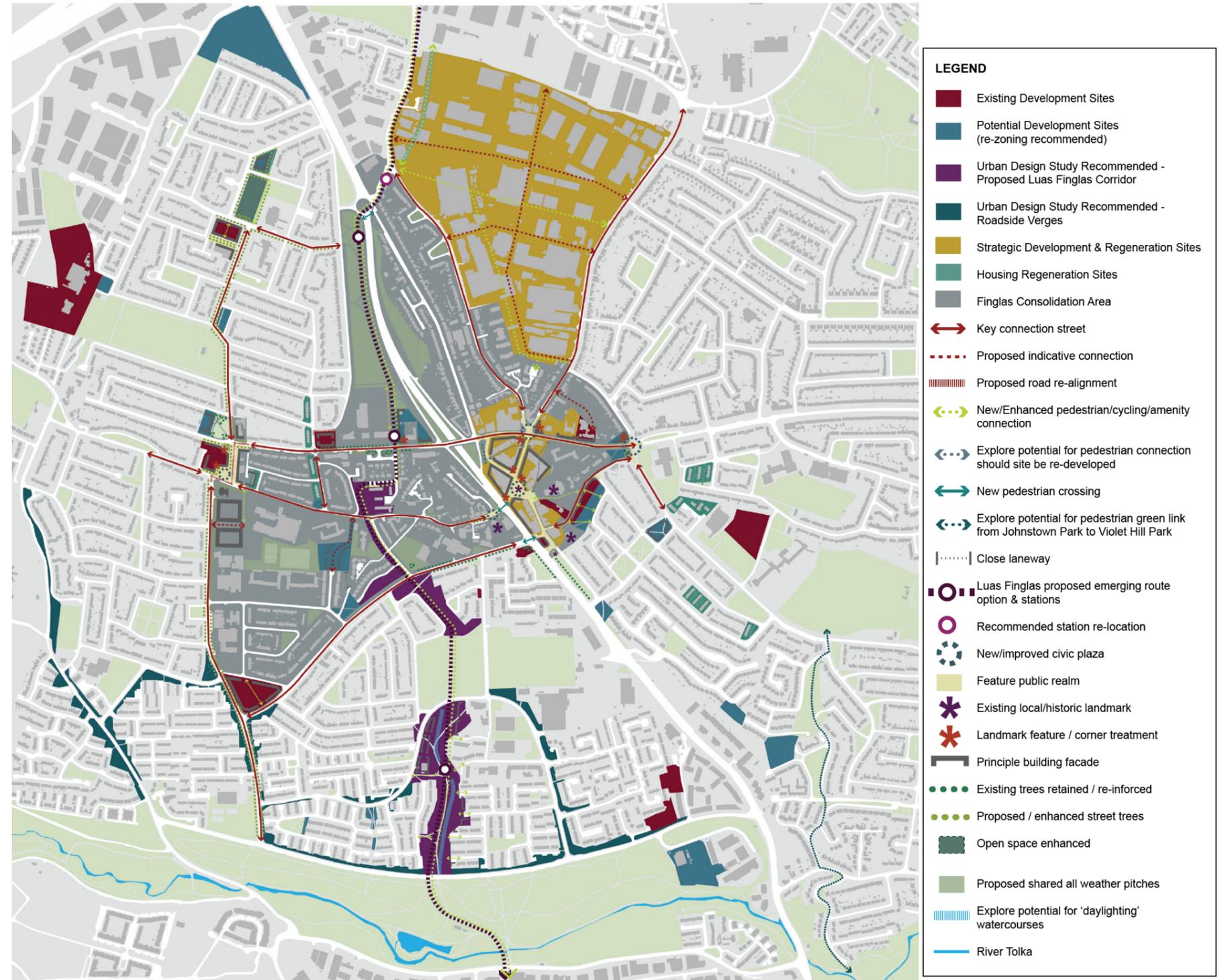
The appearance of the streetscape and public realm is a vital component to how people experience public space. Street clutter, an uncoordinated approach to street furniture and 'pop-ups', poor quality pavement and materials and extensive unsightly wirescape, all detract from the visual amenity of Finglas village and reduces accessibility for those with limited mobility. Improvements to the streetscape and public realm will be actively encouraged and the Framework 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 proposes 'daylighting' a number of existing culverted watercourses, forming integrated constructed wetlands. It is considered that opportunities exist in the Valley Site and in the Jamestown lands.



5 Design Guidelines

General Guidelines

Urban Structure

- 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 façades exist. Active façades may include windows that provide passive surveillance.
- Corner feature elements (where illustrated), including additional height and/or alternative architectural treatments should be encouraged in order to enhance legibility.

Scale and Massing

- The bulk, scale and massing of buildings should respect and respond to the site-specific context, including historic building stock and archaeological features.

Roofscape and Height

- 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 Strategic Development and Regeneration Area and the new Development Plan.

Materials and Detail

- High quality architecture, including materials and finishes should be actively encouraged.

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 recommendations 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, recommendations for a number of these sites have been included below, which sets out high level urban design principles, which will be actively encouraged.

Recommendations

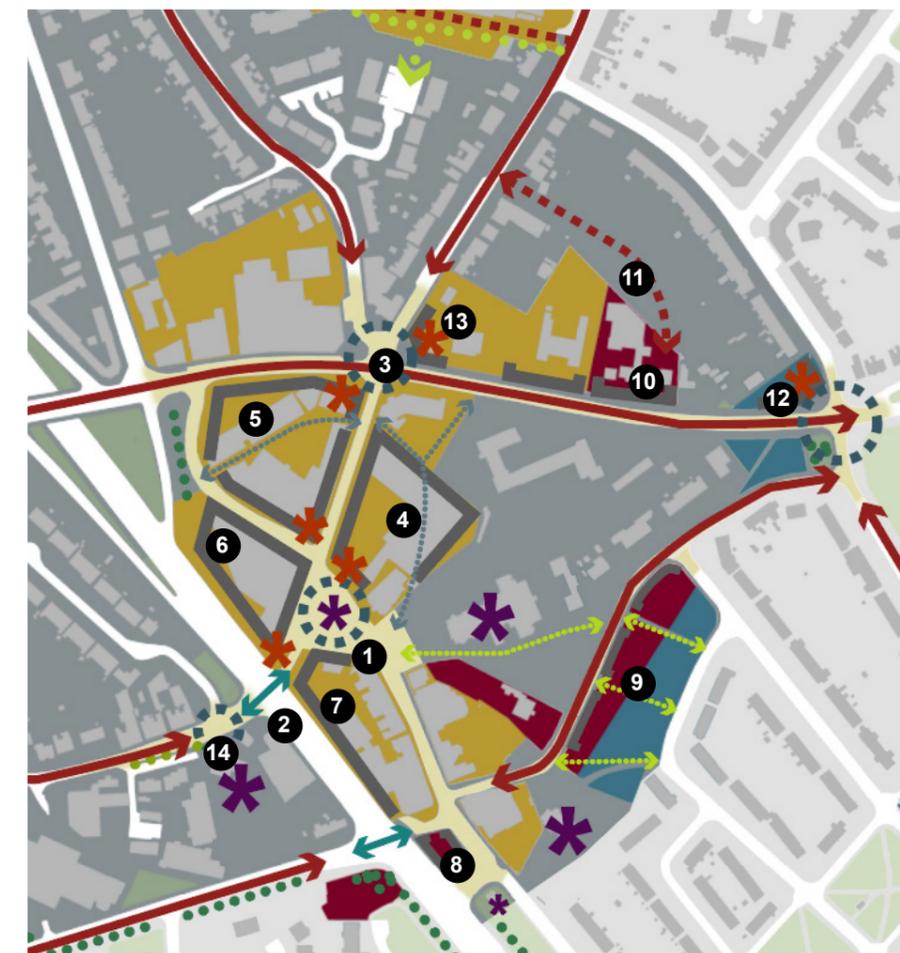
UD 1: To develop “The Triangle” as a primary new civic plaza and focal point of the village and explore the feasibility of re-instating the historic May Pole tradition in this location.

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.

Finglas Village (extract from Urban Design Framework)



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

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.

Cardiffsbridge Road Neighbourhood Centre

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.

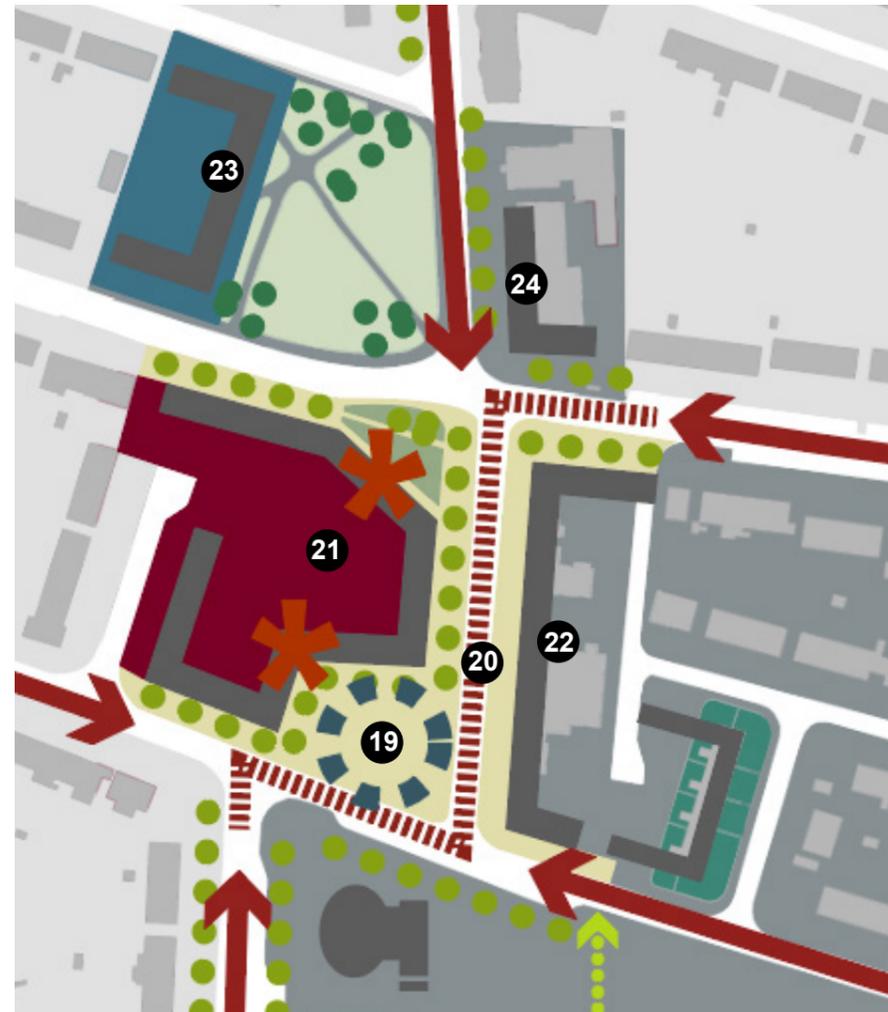
UD 21: Encourage the redevelopment of this central neighbourhood site in order to enhance legibility and create a new active streetscape. This site could possibly accommodate a new community/WFTRA facility, thus allowing the existing premises to remain in situ during construction works.

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 UD 21, then an extension to the adjoining senior citizen scheme could be examined.

Cardiffsbridge Road Neighbourhood Centre (extract from Urban Design Framework)



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.

Recommendations

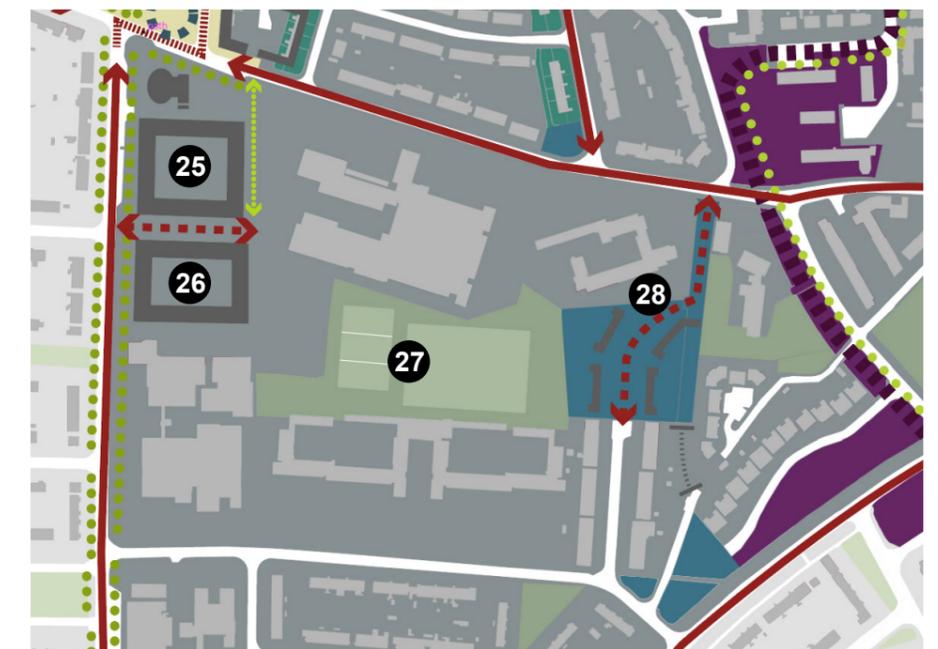
UD 25: Facilitate the provision of a DCC housing for older persons scheme as part of the redevelopment of the Church of the Annunciation Site.

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.

Fergal's Field (extract from Urban Design Framework)



Barry Road Neighbourhood Centre

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.

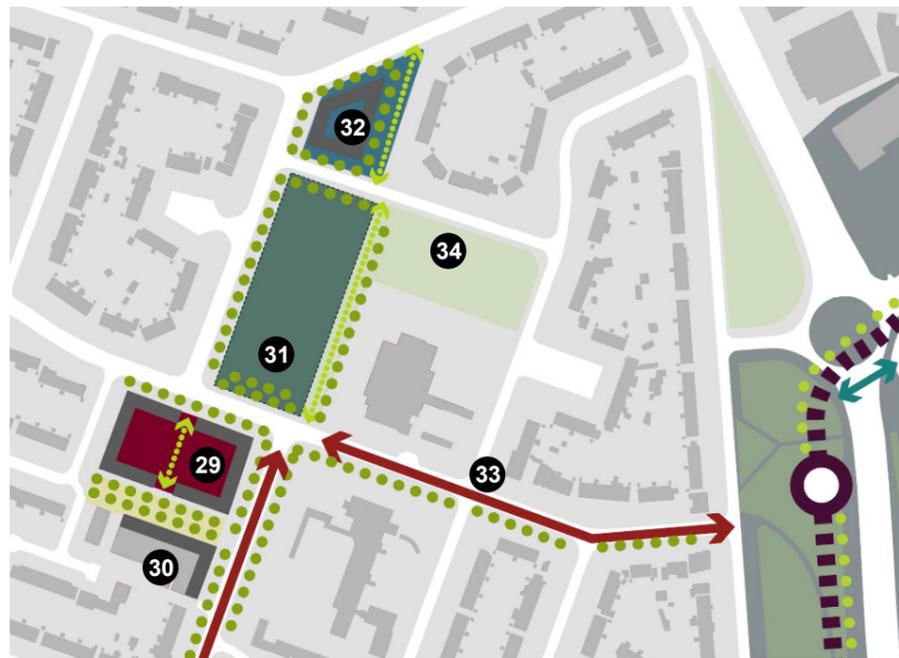
UD 31: Enhance the existing open space with increased planting, and possible playground.

UD 32: Proposed development which will provide passive surveillance over the open space (requires rezoning).

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.

Barry Road Neighbourhood Centre (extract from Urban Design Framework)



Mellowes Road / Village Luas 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 Transport Infrastructure Ireland (TII) as the emerging route is refined and proposals for the Luas finalised.

Recommendations

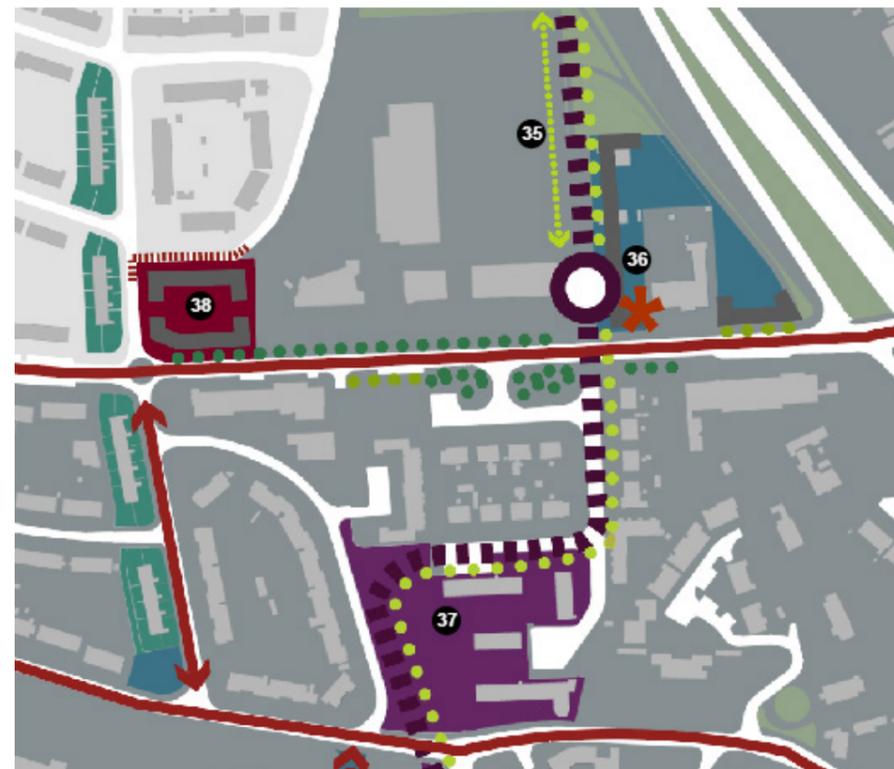
UD 35: Explore provision of a new entrance into Mellowes Park, located next to the Luas line.

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.

Mellowes Road / Village Luas Stop (extract from Urban Design Framework)



‘The Valley’ site / Luas Corridor

Urban Design Principles

Luas Finglas

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

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.

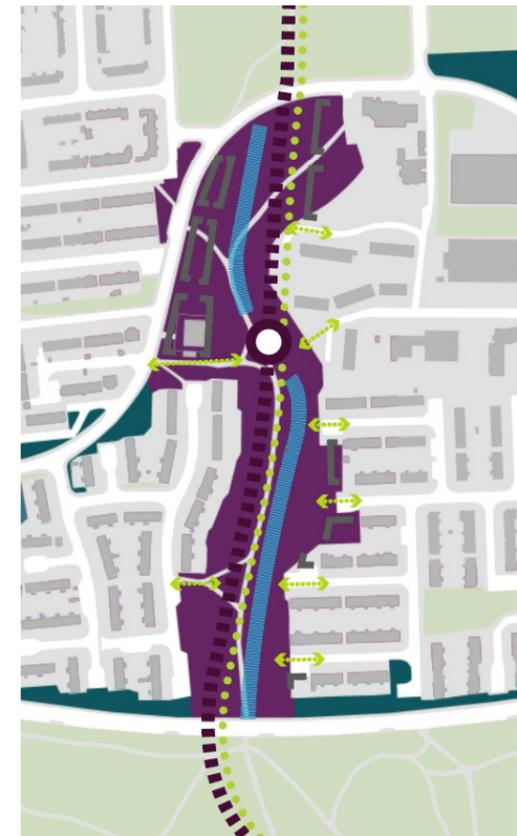
Housing

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.

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.

‘The Valley’ site (extract from Urban Design Framework)



6 Policy

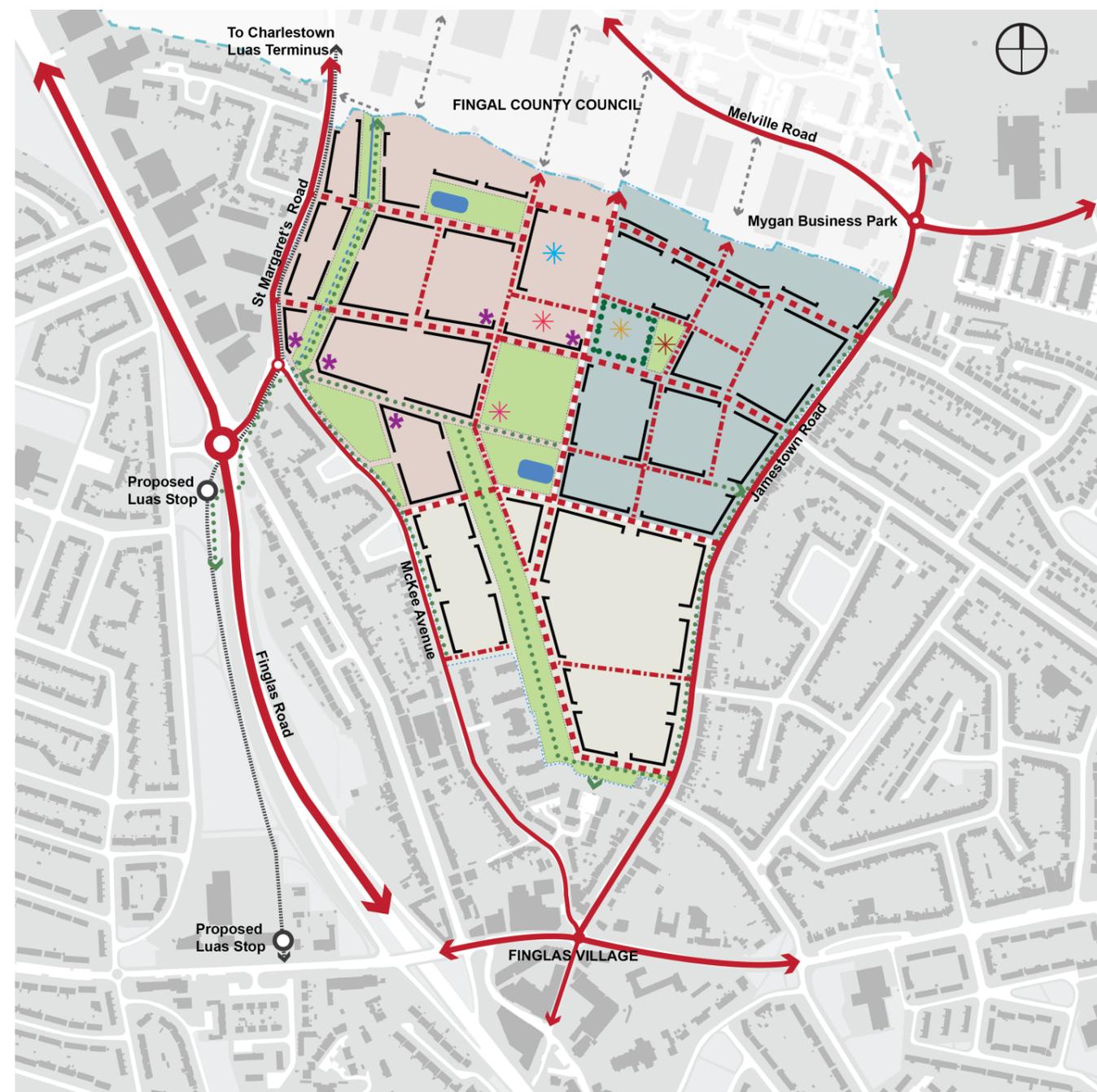
Variation No. 33 - SDR 19 Jamestown Lands

On the 14th June 2021, at its Monthly Council Meeting, the elected members of DCC resolved to adopt Variation No. 33 (the Variation) of the Dublin City Development Plan 2016-2022. The Variation became effective as of the 14th June 2021.

The Variation included the following changes to the current Development Plan:

- Re-zoning of 43.11 hectares of lands situated north of Finglas village, between Jamestown Road and St Margaret's Road / McKee Avenue from Z6 (Employment / Enterprise) to Z14 (Strategic Development and Regeneration Area).
- A new designation for the subject lands (SDRA 19), including a new Section to Chapter 15 of the Development Plan.
- The new SDR 19 sets out a number of Guiding Principles, including a Framework Plan (right), which establishes a strategic blueprint for the future development of the lands.
- Update to Core Strategy Table C and E.

SDRA 19 Framework Plan, Dublin City Development Plan 2016-2022 (Variation No. 33)



SDRA FRAMEWORK PLAN

LEGEND			
SDR 19 Boundary	Existing Key Links	Indicative Key Building Frontage	Improved/Proposed Landscaped Buffer
DCC Boundary	Proposed Key Links	Potential for higher corner features	New Open Space / Amenity
Improve existing watercourse	Proposed Local Links	Proposed Primary School Site	CHARACTER AREAS
'Daylight' culverted watercourse	Proposed Pedestrian/Cycle/Amenity Route	Proposed Community/Civic Centre	Village
Existing Reservoir/Pond	Indicative Connectivity	Proposed Community Garden	Luas
Proposed Emerging Preferred Route Luas Finglas		Existing Substation	Jamestown
		Proposed Play Space	

Requirement for Masterplan

The Variation introduces a requirement that a **masterplan** be prepared by all major landowners for the entire SDRA lands, which complies with the principles set out in the SDRA, prior to the lodgement of any planning application. This masterplan must be approved by the Planning Authority, prior to the granting of any planning permission.

It is a requirement of the SDRA that consultation on the masterplan takes place with key stakeholders including FCC, the Eastern and Midland Regional Assembly (EMRA), the NTA, TII, Irish Water (IW), the DES, and others as necessary to ensure that supporting infrastructure delivery for these lands and the immediate surrounding area is coordinated sustainably and comprehensively.

As such, having regard to the required consultation, DCC anticipate that the masterplan process will involve (but not necessarily be limited to):

- i. Preparation of Baseline Evaluation
- ii. Development of Options which comply with the SDRA Guiding Principles / Framework
- iii. Environmental Reports – SEA, AA, SFRA
- iv. Development of preferred option
- v. Draft Masterplan presented to the North West Area Committee and made available for public comment
- vi. Final Masterplan agreed with the Planning Authority

This masterplan must be agreed with the Planning Authority before the lodgement of any planning application. All planning applications in the SDRA will be required to comply with the agreed Masterplan and the Principles outlined in the SDRA. Minor deviations will only be considered where the change supports the implementation of the Principles and provides an improved solution.

Recommendations

Having regard to (i) the urban design analysis and recommendations set out in the Strategy, as represented in the urban design framework; (ii) the opportunities presented through investment in public transportation; (iii) the potential for significant regeneration of the village; it is recommended that the SDRA for the Jamestown lands be extended to include the 'Finglas Consolidation Area' identified in this Strategy. The aforementioned recommendations, particularly the urban design recommendations, will form the basis for the SDRA.

7

Next Steps and Conclusion

Strategic Recommendations

The Strategy is a non-statutory high-level study prepared by DCC Planning & 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 under review. The new Development Plan will be adopted in November 2022. The Strategy makes a number of recommendations for the review process:

1. Extension of the SDRA designation for Finglas to include the Village and environs, along with expanded 'Guiding Principles' and Urban Design Framework Plan.
2. Rezone the land use objective of the following sites 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)

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 identified Finglas 'consolidation area' focused on the Village and future Luas stops.

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)

Refurbishment and/or redevelopment of Dublin City Council housing developments:

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

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 & social infrastructure
- Movement and access
- Drainage & 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 area's 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.

