



Finglas





Finglas Regeneration Strategy

Dublin City Council

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Introduction

Réamhrá

Finglas Village is located approximately six kilometres from the City Centre and serves a substantial and well-established residential community. Ballymun, 2.5 kilometres to the west, is its closest neighbour and is at the centre of a major regeneration programme providing for the integrated social, economic and physical renewal of the area.

The focus of the Finglas Regeneration Strategy is the historic village of Finglas, the commercial core located in and around Main Street/Church Street, Jamestown Road and Seamus Ennis Road and the historic core centred on Church Street west of the N2. The Plan also looks westwards to Mellows Road and the new Civic Centre and southwards towards the Clearwater Shopping Centre. While, the residential districts of Finglas East, West and South are not directly the subject of this Regeneration Plan, the forging of stronger physical, economic and social connections between these communities and the village centre is a major priority. (aerial photograph)

Finglas Village has long acted as a gateway to Dublin City and is recorded as one of the oldest settlements in the Dublin area. However, this is considered to be an opportune time to focus on the Village, as there is concern that it will become marginalised by a redeveloped and revitalised Ballymun Town Centre and nearby shopping centres such as Clearwater to the south of the Village.

The aim of the Regeneration Strategy is to re-establish Finglas Village as a vibrant and sustainable urban centre responsive to both the current and future needs of its predominantly residential hinterland. This presents a major challenge for Finglas Village, which at present, is characterised by a tired and neglected public domain, and an outdated and run down stock of buildings. The purpose of the Strategy is to meet this challenge in a planned and co-ordinated manner and to revitalise the village through the identification and unleashing of a range of opportunities in both the public

and private domain. To assist in this task, the Strategy sets down guidelines to direct both public and private investment over the next decade within the context of a coherent spatial structure.

Planning Context

A number of planning policies and relevant documents have informed the preparation of the Strategy - the Dublin City Development Plan 1999, A Platform for Change, Strategic Guidelines for the Dublin Region, Residential Guidelines for Planning Authorities, Managing Intensification and Change: A Strategy for Dublin Building Height. All of these plans advocate the development of more sustainable city and share many common objectives in particular the promotion of:

- The use of public transport
- Higher densities of development, in particular when associated with public transport
- Mixed uses
- Protection of the historic built heritage

The Draft Dublin City Development Plan 2005 – 2011 also includes a number of important objectives concerning the future role and development of Finglas Village.

It is an objective of the Draft Plan to develop Finglas as a Local Area Action Plan Centre in recognition of its capacity to develop as an important centre for the delivery of a wide range of services. It also acknowledges that it has the potential to provide increased residential, commercial and employment opportunities and to develop as a focal point providing a distinct spatial identity for a wide hinterland.



The Draft Plan has also identified 13 Framework Development Areas in the suburbs, areas designated for major redevelopment or regeneration scheduled to take place within the lifetime of the development plan. Finglas is one of the 13 designated Framework Development Areas. A set of development principles and strategies have been identified to guide the future development of the Finglas Framework Development Area .

Objectives of the Regeneration Strategy

The Regeneration Strategy is underpinned by four strategies that focus on developing the following:

- A strong and sustainable economic base in the village,
- A substantial residential population within Finglas Village capable of supporting a broad range of local services and facilities
- A wide range of leisure and community uses and
- A high quality and attractive physical environment.

To secure and facilitate the implementation of these key objectives, a Regeneration Strategy has been developed following an analysis of Finglas Village and an evaluation of its future needs. Part I of the Plan briefly provides the archaeological and historical context of Finglas Village, setting out an archaeological and conservation strategy for the area, and a profile of the village. Part II outlines the Regeneration Strategy, providing an integrated approach to the issues of spatial structure, land use, development opportunities and movement and traffic. Part III identifies proposals for the implementation and marketing of the Plan, for public and private development and physical interventions, for the prioritisation of works and for funding.



Finglas Village



Looking west towards the ruins of St. Canice's Church



The Historic Development of Finglas Village

An Comhthéacs Staire

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 the 6th century. The only surviving physical evidence of this early Christian settlement is the stone cross or Nether cross which can be found in the graveyard of St. Canice's Church. The existing remains of St. Canice's Church date from the 10th to the 12th century, there is no visible evidence of the earlier church or associated buildings above ground. Today, the site of St. Canice's Church, the surrounding lands and some lands on the east side of the N2 is designated a zone of archaeological interest, due to the probable presence of subsurface archaeological remains.

Finglas's important status was maintained into the Middle Ages with the establishment of a large and profitable manor in 1181 by Archbishop Comyn of Dublin. This manor remained one of the most valuable manors in the hands of the archbishop until the 17th century. During the 17th and 18th centuries, Finglas became a popular centre for the Dublin gentry, and many estate houses were developed in the area. Many of the prominent houses associated with Finglas can be traced back to this time – Rosehill, Farnham, Ashbrook, and St. Helena's. With increased investment and organisation coming from these country estates, Finglas Village developed into a small and thriving market town, with an R.I.C. barracks and 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 old pond. (extract from historic map)

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 Liffey became more fashionable, and then with increasing speed with the passing of the Act of Union. Many of the estate houses were either sold off as

asylums 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 converged. Even today, Jamestown Road still frames the old historic vista westwards of St. Canice's Church and the Dublin Mountains. (extract from historic map)

While vestiges of the historic street pattern has 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 remaining building stock and the severe erosion of the urban form. To compound problems, 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 centred on the medieval church of St. Canice and the Nethercross. (photograph)

Nowadays, three main routes traverse the village, the older historic routes of Church Street/Jamestown Road and Finglas Road/Main Street/North Road. The third route - Mellows Road/Seamus Ennis Road is of more recent origin, and provides the main entry points to the village from West Finglas and from Glasnevin Avenue and the Ballymun area.

Finglas Village may have lost much of its original fabric and its urban form may have been compromised over time, but much of merit still remains including





Finglas 1909



Finglas 1939



a wealth of archaeology underground. Given the archaeological and historic significance of Finglas Village, a strategic approach to the protection of this heritage is proposed.

Conservation Strategy

The aims of the Conservation Strategy are:

- To recognise, maintain and build upon the historic pattern of streets and open spaces to bring back a spatial coherence to the Village.
- To protect and have regard to existing and potential vistas of key monuments, sites and protected structures.
- To protect archaeological material in situ
- To have regard to the use of appropriate materials in new buildings on sensitive sites.
- To preserve historic graveyards as green spaces. (photo)
- To carry out archaeological investigation at an early stage in the planning process
- To raise public awareness of the archaeology of the area, both at a local level and through tourism.
- To identify and assess structures of archaeological, historical, cultural interest etc and to place them, as appropriate, on the Record of Protected Structures.



The remains of St. Canice's Church



Traditional Cottages and the Nethercross

An Analysis of Finglas Village

Anailís ar an Sráidbhaile

Since the construction of several major housing developments by Dublin City Council in the 1950's, 60's and 70's, Finglas has become the hub of a substantial residential community, providing these communities with a range of retail and commercial services as well as health and social welfare, community and leisure facilities. In more recent years, it has managed to maintain its role as a service provider for non-commercial uses and facilities. It has, however, been struggling to compete effectively on the commercial front as newer purpose built shopping centres have opened up within the wider area.

Finglas Village, at present, may lack a strong competitive edge and a distinctive physical character. However, by building on its historical legacy, it has significant potential to become a highly memorable and popular urban centre, catering for the varied needs of a large residential population. The greatest challenge facing Finglas now is how to exploit its inherent strengths to overcome the corrosive effects of the construction of the N2 and the unsympathetic commercial developments of the 1960's. Its strengths may be briefly summarised as follows:

Strengths

1. Finglas enjoys a prime location, situated approximately 6 kilometres from Dublin's City Centre. It is well connected by public transportation to the city centre by a quality bus corridor and a wide variety of bus routes. It also has a prime position on the N2 and has easy access to the M50 and Dublin Airport.
2. Located two kilometres east of Finglas Village, Dublin City University, one of the three main universities in the city of Dublin, provides a wide range of degree/diploma courses on Finglas's doorstep. Furthermore, the University

has expressed a commitment to the establishment of campus companies set in the context of an active programme of social development in which DCU wants to play an active role. This places Finglas together with Ballymun in a very advantageous position, which should be exploited.

3. Finglas is the primary hub of an established and increasingly prosperous residential hinterland. Recent developments are also helping to augment a falling population such as the major redevelopment of the old Premier Diary Site. Developed within walking distance of the Village, it will provide approximately 300 new residential units, increasing the local demand for services and facilities.



Contextual Map



The N2 acts as a major physical divide between East and West Finglas



Traffic dominates the centre of Finglas



An unsightly wirescape always detracts from the streetscape, and where opportunities arise should be placed underground.



Church Street - the combination of low grade buildings and extensive surface car parking has led to a lack of street level activity and a poor sense of place





4. In contrast to many inner city locations, which have lost their established or traditional industrial base, Finglas has retained a strong employment base in and around the Finglas area with a number of major industrial estates still located in and around the McKee Avenue and Jamestown Road area.
5. Finglas has the strong advantage of being in a position to offer significant development opportunities with easy access to the City Centre, Dublin Airport, DCU as well as the economic and employment opportunities opening up in Ballymun. Small infill sites are already available and are attracting interest, but critically many of the large building blocks within the Village have significant scope for major redevelopment. The redevelopment of these blocks for higher density mixed use schemes could tap into the existing pent up demand for residential units within the Finglas area, but also for complementary uses and facilities including retail and leisure.
6. The Village is well served by a wide range of community facilities and social infrastructure including schools, health facilities, social welfare centre, library, and churches. These facilities have recently been augmented by a major new community and leisure complex developed by Dublin City Council incorporating a sports facility, youth centre, childcare facility and regional offices on Mellows Road.

Weaknesses

Successful places, whether they be a village, a country town or a city quarter, come about when three key elements each working well - come together and successfully merge - i.e. the layout of the streets, spaces and buildings, their form and the uses they generate. In the case of Finglas, these three elements are not working well together, leaving Finglas unable to respond effectively to changing social, economic and market conditions.

1. LINKAGES AND CONNECTIONS

While Finglas may have retained remnants of its historic street pattern, this character was seriously undermined and damaged by the construction of the dual carriageway (N2). This cut Finglas Village into two parts, disconnecting the old medieval or historic core located to the west from the more modern and commercial core located to the east. It also weakened physical connections between the residential communities of East and West/South Finglas and between these communities and the Village. (photo)

Two of the main streets in Finglas, which serve as, the principal links between the east and west side of the village - Church Street and Seamus Ennis Road and Mellows Road were severed by the construction of the N2. Although both are "major connectors" or routes, their significance is weakened by a number of factors:

■ Church Street and the Pedestrian Bridge

A pedestrian bridge connects Church Street, separated now by the N2. The pedestrian bridge is of a rudimentary design, and has a poor relationship with Church Street - east and west of the N2, failing to form a satisfactory or coherent urban space(s) at either landing point. To the east of the N2, the bridge forms an undercroft on Church Street creating a strong physical and visual separation between the two sides of the street, and destroying the streetscape. As the bridge swings westwards across the N2, it runs parallel to the old stone boundary wall of St. Canice's graveyard, detracting from the setting of the graveyard and the north facing elevation of the church. The physical severance created by the road has also undermined the viability of the commercial units on the west side of the pedestrian bridge on Church Street.



■ Seamus Ennis Road/ Mellowes Road

The route along and across Mellowes Road and Seamus Ennis Road necessitates crossing a series of major roads and junctions including the slip roads to the N2. The extensive width and length of the road, traffic volumes and its elevated position combine to create a very hostile environment for pedestrians, exposing them to heavy traffic, a bleak physical environment and to the natural elements. (photo)

2. URBAN FORM

Much of the historic fabric of Finglas Village was destroyed, leaving only isolated remnants following the construction of a number of major commercial developments in the 1960's and 70's. The character of this new development was not sympathetic to the original character and significantly eroded the original urban pattern or form. These changes radically transformed Finglas Village from a rural village typified by fine grained building blocks that enclosed the streets to the current pattern of long low blocks set back behind surface car parks that front directly onto the street. The strong presence of the car parks combined with the low height and poor architectural quality of the new buildings (generally one and two storey in height) have very effectively destroyed any original coherent building line in the Village. It has also contributed to the lack of containment and low levels of activity generated directly onto the streets. (photo)

3. THE PUBLIC REALM

■ Streets and Pedestrian Routes

Finglas Village has a very simple and clear network of pedestrian and vehicular routes, making it relatively easy to move through the village. However other factors discourage pedestrian movement; the domination of the main streets by traffic, in particular by through traffic that clogs up the main streets and causes lengthy delays for pedestrians at the main signalled junctions. Away from the main streets, minor pedestrian only routes are poorly maintained and in some instances are perceived as unsafe.

■ Public Space

Finglas 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. Although, Finglas has a number of buildings and urban spaces of local significance, their potential has not been exploited e.g. St. Canice's Church(es) – new and old, the triangular space at the junction of Main Street and Church Street and the main entry points to the Village at the junctions with the N2. (photo)

■ Public Realm

Throughout the Village, the quality and maintenance of the public realm is poor - reflected in a degraded surface treatment and inadequate street furniture - lighting, benches, bins and cycle racks. (photo)

4. LAND USE

■ Residential

Land use surveys reveal that the Village of Finglas has no residential base, essential for building up a demand for and supporting a full range of retail and service outlets and establishing a better mix between day and night time uses. The development of a larger residential base will help build up a larger and potentially stronger customer base for the Village. It will also contribute to the development of a safer and more secure environment allowing for a passive policing of the Village for twenty-four hours of the day.

■ Commercial

Surveys and talks with the North Dublin Chamber of Commerce and other local business interests indicate that the range and mix of commercial units available for lease or let in the Village is limited in terms of the size and the quality of units available. This lack of availability would appear to have curtailed the growth of Finglas Village. It is important to note that no major commercial development has taken place in the village in recent years. This has severely



limited the actual number of commercial units available for rent or lease, but also the quality and range of units necessary to support a growing and thriving commercial centre.

5. POPULATION DECLINE IN THE HINTERLAND

Finglas Village is located at the centre of a number of long established but separate or distinct residential communities – Finglas East/West and South, with an average to high population density. However, although Finglas has a population of over 23,000, this population is declining throughout the area and aging.

In recent years, this decline in the population has been brought about largely by migration out of the area by people in their twenties and thirties. In addition to a declining population, there is also a high percentage of the population over 65, particularly in the case of estates built during or prior to the 1960's, in particular in Finglas East and parts of Finglas West. This problem has not yet emerged to the same extent in Finglas South and newer parts of Finglas West, where a high proportion of the population is in the slightly younger 45-64 age groups.

This case of the 'empty nest syndrome' with adult children leaving the family home has resulted in an under-occupation of dwellings. This is likely to have a strong impact on the vitality and economic viability of Finglas Village Centre, resulting in a reduced demand for local shopping, leisure and entertainment facilities, public amenities and community services. This decline will need to be balanced by the provision of residential infill developments that will help to increase the demand for local services and generate a more balanced age profile.



High quality paving and lighting can significantly improve the visual quality of a place





The Regeneration Strategy

An Straitéis Athghiniúna

The problems outlined in the previous section pose a threat to the commercial, social and civic viability of Finglas Village and its ability to compete effectively with other centres. It is essential to address these problems in order to ensure that Finglas Village has a future as a vibrant commercial centre and a civic focus for the wider community. This will require the re-establishment of Finglas as a major urban centre, characterised by a tight grain of new buildings, mixed uses and a strong supportive residential community. It will be guided by the following principles, which will help secure the implementation of the strategy's key objectives.

- The creation of a strong sense of local identity and community
- The provision of a vibrant mix of uses and facilities which work well together
- The development of a permeable village – easy to get to and move through.

A. Developing a Sense of Local Identity

An essential component of the plan is the development and implementation of a clear spatial strategy that will create a strong and legible spatial identity for the village, based on Finglas's historic network of streets, public spaces and buildings. It is intended to use this network to create a stimulating and legible sense of place to generate energy and activity in the village and provide a physical framework for future development.

The development of an integrated sequence of spatial elements will help promote and foster this identity, in particular, the re-modelling of the principle corridors of movement that link East Finglas/Finglas Village with west and

south Finglas. It is intended that the re-modelling of these corridors will encourage and facilitate pedestrian movement, assisted in part by the creation of a sequence of 'outdoor rooms' or points of interest along the way.

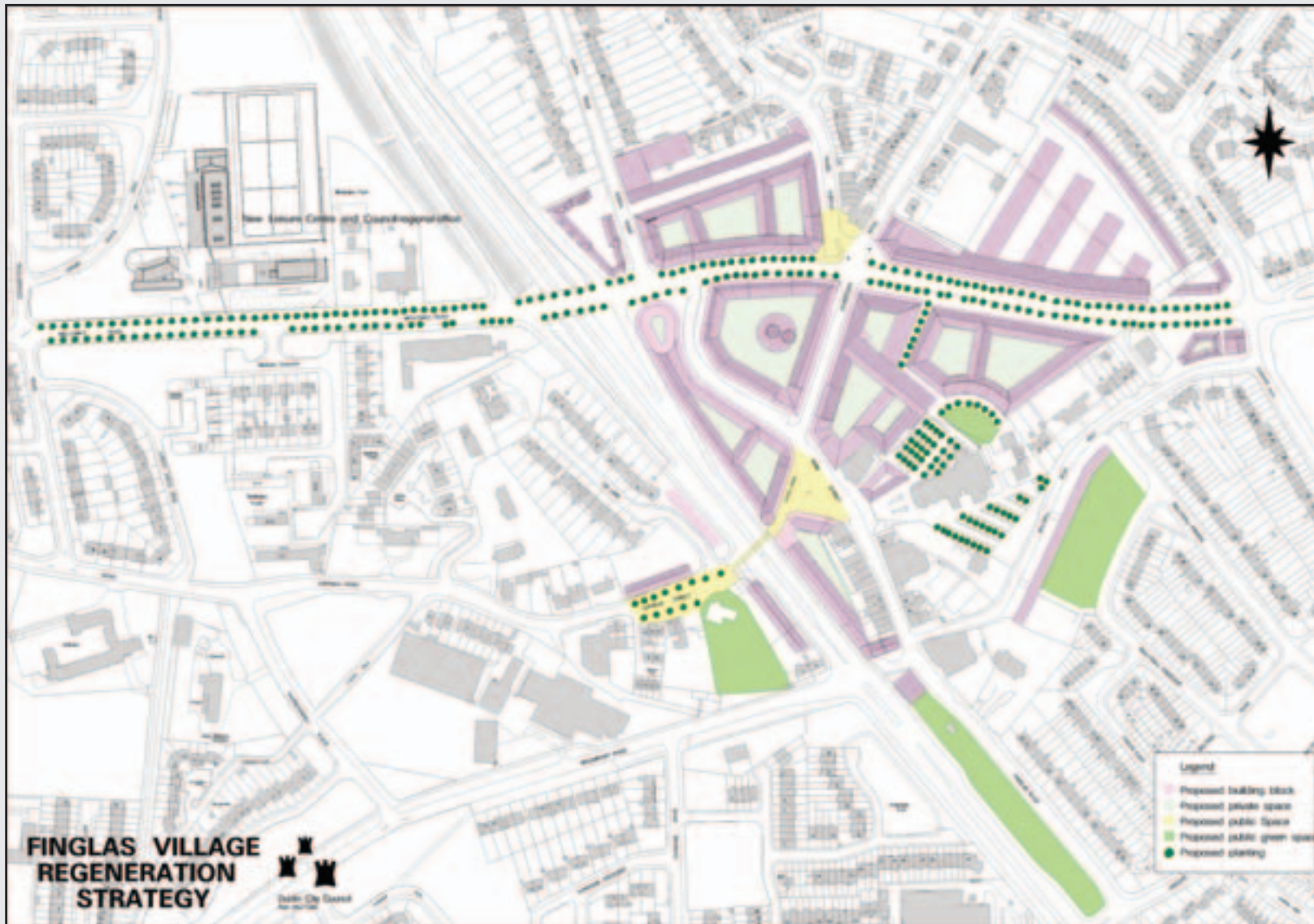
It is also proposed to focus on the development of a number of smaller public spaces to highlight local landmarks, buildings of interest, public spaces and vistas. These spaces will be developed in an integrated manner to generate a sense of place unique to the urban character of Finglas and to encourage movement.

THE KEY SPATIAL ELEMENTS

■ The Church Street /Jamestown Road Corridor

Church Street together with the pedestrian bridge is an important entry/exit point into Finglas Village and provides a critical connection between the commercial and historic cores. Together, they also mark the physical centre of the village where several of the main streets converge with the old triangular open space before continuing onto Jamestown Road. In order to overcome the major shortcomings associated with the existing bridge and its relationship to Church Street, it is proposed to develop a high quality pedestrian and cycle bridge.

The provision of this new bridge is one of the key elements of the Strategy and central to the development of a distinctive spatial identity for the Village. A well-designed and high profile bridge would provide an opportunity to highlight one of the main entry points into the village and create a visually distinctive focal point for the village, as well as facilitate pedestrian access and movement.



The Spatial Strategy for Finglas Village





All options for funding the replacement of the existing bridge will be explored in order to help realise this objective. In the event of funding becoming available, it is proposed that a design competition be held to secure an innovative approach to the design of the bridge and associated public open spaces. It is also suggested that the opportunity be taken to re-align the bridge in order to improve its relationship to Church Street and the old St. Canice's Church and to unlock the development potential of adjoining lands. The provision of a new bridge will be advanced in conjunction with the development of a sequence of public spaces along the Church Street corridor. The creation of these public spaces will encourage the movement of people through the village, and help develop a strong sense of place and local identity:

■ Lands adjoining the ruins of St. Canice's Church, Church Street

A new urban space will be developed in front of the church and graveyard - to provide a formal setting for the church (a national monument and protected structure) and a landscaped open space for local residents.

■ Junction of Church Street/Main Street

This space (The Triangle) will be redeveloped as the major focal point and civic space for the Village, a meeting point and an occasional market place.

■ Junction of Jamestown Road, Seamus Ennis Road and McKee Avenue

This secondary public space will be enhanced to signal the northern entry point to the Village.

■ Seamus Ennis Road/Mellowes Road Corridor

Seamus Ennis and Mellowes Road already function as a major corridor of movement for pedestrians and vehicles. However, the purpose of re-modelling this route is to increase and promote pedestrian flows between East and West Finglas, and between the Village and the new civic centre under construction at Mellowes Road.

This corridor will be developed as a pedestrian friendly boulevard. In this regard, consideration will be given to the widening of the public footpaths,

the provision of new surface treatment, public lighting, an integrated range of street furniture, tree planting and the installation of public art at critical points.

■ Public Plaza - St Canice's Church, Main Street

In addition to focusing on the two main movement corridors, the development of a plaza in front of St. Canice's Catholic Church on Main Street will be explored subject to the agreement of the Church Authorities. The purpose of this plaza is to frame and highlight the church's main elevation and entrance. It also has the potential to release lands in front of the grotto for a modest housing scheme for senior citizens, affordable housing or a community facility(ies).

IMPROVING THE PUBLIC REALM

■ Paving and Street Furniture

All new paving should be of a high quality with preference given to natural materials that are robust and easy to maintain. The design and detailing of the public domain should be modern and simple, and contribute to the area's distinctive character, likewise, all elements of street furniture should be good quality and functional. An integrated approach to the design of the paving and street furniture should be adopted to provide a distinct identity to each phase of the improvement of the public domain.

■ Car Parking and Servicing

Opportunities will be taken through the introduction of traffic management measures and environmental improvements to improve accessibility to the village. These measures will be introduced in conjunction with the provision of an appropriate balance of short; medium and long stay off-street and on-street car parking.

■ Wirescape

In addition to the poor quality public realm, Finglas Village is marred by the extensive and unsightly wirescape throughout the entire village. As part of the enhancement of the public realm and the redevelopment of key sites consideration will also be given to relaying services underground.



Creating an interesting streetscape



Active ground floor uses can create a lively street scene

B. Developing a Sustainable Urban Centre

A key objective of the regeneration plan for Finglas Village is the creation of a vibrant and economically sustainable village centre. To achieve this goal, it is necessary to increase the density of development and build up a critical mass of activity in the Village, increasing levels of retail, commercial, leisure, community and residential activities.

A significant increase in density can be achieved through the re-establishment of a strong and coherent building edge along the village streets and to the N2. The definition of a new building line(s) will allow for the development of a scale of buildings onto these streets with the potential to generate a level of activity and a sense of scale to reflect Finglas's importance as an important urban centre and community hub.

A number of building blocks/sites have been identified where major redevelopment will be sought to secure the appropriate scale of buildings to define and contain the streets, and generate appropriate levels of density and activity. The redevelopment of these blocks/sites will be instrumental in the development of a strong commercial core with a strong residential base, allowing Finglas to compete effectively with other established or planned district centres or hubs.

(Note: These sites have been identified and the main objectives regarding their redevelopment are outlined in the next part of the Strategy)

NEW DEVELOPMENT - Performance Criteria 1

There are a significant number of potential development sites within the Village and it is a priority to ensure that they are sensitively redeveloped in order to reinstate a coherent and properly defined urban form, as well as respect the historic urban pattern. In considering redevelopment proposals, building solutions will be sought that will enhance the physical quality of Finglas Village. In this regard, all development proposals will be assessed against a range of criteria that have been developed to ensure a high quality of design and the provision of a high quality environment. These criteria - will be applied in





addition to the normal development control standards of the Dublin City Development Plan 1999 .

1. New buildings and extensions should be designed to the highest architectural quality. All development proposals will be evaluated against their streetscape potential and overall environmental impact.

Developers proposing to submit a planning application are advised to engage an architect with relevant expertise to prepare planning applications.

2. The bulk, scale and massing of buildings should be sufficient to accommodate a rich mix of uses, but should also respect the width and scale of the adjoining street(s) and site. In general, large sites should be broken down into smaller and more fine grained developments that relate more closely to the scale of the village and its network of streets and spaces, avoiding the use of substantial and over-scaled commercial blocks.
3. Buildings should generally be between three and five storeys in height, depending on their location and context. Corner elements of buildings or important gateway sites may incorporate additional height to reflect the importance of street junctions and entry points to the Village, subject to demonstrating that it contributes to the architectural definition of the corner/ gateway and does not cause overshadowing or overlooking or detract from the general massing of the structure.
4. Private internal amenity space in the form of landscaped courtyards, raised decks or gardens will be required to serve all mixed use developments. Careful consideration should be given to the location, orientation, scale and layout of these private spaces to ensure that they receive good light and sunlight throughout the day and provide a high level of amenity. These spaces should be so designed to ensure that all residential units have direct physical access to these spaces and that the majority of the residential units directly overlook this amenity space.

In order to contribute to and enhance the quality of the public domain, vistas should be created in an appropriate manner through to these internal spaces from the public street.

5. In order to accommodate a wide variety of uses and increase the level of activity onto public streets and spaces, multiple access points should be provided to each development from the street(s) frontage.
6. The ground floor of buildings units should be provided with a higher floor to ceiling height than the floors above and shall be constructed of high quality and durable materials. The minimum internal floor to ceiling height shall be 4 – 4.5 metres and the architectural design shall be sufficiently open and transparent to allow the ground floor use to illuminate and enliven the street. Ventilation ducting should be incorporated into the design and construction of building to allow for the use of ground and first floor units as cafes and restaurants.
7. All residential units should be carefully designed so that they receive adequate daylight and sunlight, in particular into their main rooms. In this regard, dual-aspect apartments will generally be favoured over single aspect apartments and floor to ceiling heights should generally be above the minimum height required.
8. Consideration should be given at the design and constructions stages to the incorporation of community facilities including laundries, communal meeting room and gym facilities into all new developments to meet the needs of both the residents of the proposed development and the wider community.
9. Buildings should incorporate a variety of materials and building techniques that are of good quality and durable, complement or counterpoint their surroundings and provide for visual interest. They should adhere to the principles of sustainability, expressed through the use of durable and renewable materials, energy efficient systems and minimisation of waste.



A new square for Finglas





Note: Due to the archaeological significance of the Finglas area, site investigations will be required prior to any development taking place.

LAND USE- Performance Criteria 2

It is an objective of the Regeneration Strategy to rebuild Finglas as a sustainable village, a strong gravitational force for its large residential hinterland. To ensure its future viability, all development proposals must provide a diversity of uses and facilities that interact well with each other. These uses must also demonstrate that they can contribute to the development of a lively public realm, a vibrant local economy and the establishment of a strong residential base in the Village. Given the proximity of major educational and economic engines operating in the area such as Dublin City University, the opportunity should be taken to develop uses that may be capable of creating a positive synergy with Finglas Village.

1. All buildings should be designed to incorporate a wide variety of different uses and/or be adapted to incorporate different uses in accordance with demand. The number and size of all units – residential and non-residential should be so designed to provide a degree of flexibility and adaptability, as well as contribute to daily activity in the area. Access to non-residential uses should be separate from the residential uses.
2. The ground floor level of all new developments should be clearly expressed and reserved for commercial use including retail, cafes/restaurants/bars, offices, community, youth facilities and child care facilities that principally serve visiting members of the public. Commercial uses including offices will also be given preferential treatment at first floor level, in order to build up the economic base in the Village and to act as a buffer between the residential uses on the upper floors and the commercial activity at ground floor level.

All ground floor units should be provided with adequate facilities for storage and ancillary facilities including kitchenettes, toilets and washing facilities. Provision should be made for easy access for servicing.

3. The residential component of developments should provide a mix and range of dwellings units that promote the establishment of a long-term integrated community. A reasonable proportion of these units should be in the form of larger two and three bedrooms units, and not more than 30% of the units should be one-bedroom units. Innovative ways of providing good quality private open space should be explored to encourage families with children to settle in the Village.
4. The standard requirement for the provision of social/ affordable housing will be applied in all developments with a residential component in accordance with Dublin City Council's Housing Strategy.



Seamus Ennis Road - looking east





Jamestown Road - Looking North

Development Sites

Láithreáin Forbraíochta

Outline briefs have been prepared for key development sites identified in Finglas Village. These sites are considered to have significant development potential that can be exploited to build up a strong economic and residential base within the Village. These outline briefs are intended for general guidance only – indicating the desired building line, the footprint of development on site, approximate heights and massing, relationship to adjoining sites and uses - it is recommended that they be read in conjunction with the Performance Criteria in the previous section and the Development Control Standards in the Dublin City Development Plan 1999 .

Site 1 - Finglas Main Centre

Finglas Main Centre is located at Main Street, Jamestown Road and Seamus Ennis Road in the heart of Finglas Village and has a boundary with St. Canice's Church to the rear. It comprises a mix of commercial and leisure uses in predominantly two storey structures, with the office element contained in a seven storey block on Jamestown Road. Given its central location and existing low density of development, this site offers significant development opportunities.

The site is zoned Z4 - "to provide for and improve mixed-services facilities in the 1999 Dublin City Development Plan. The Draft Dublin Development Plan 2005 – 2011 proposes no change to this zoning objective.

It is a primary objective of the Finglas Regeneration Strategy to secure the redevelopment of the Finglas Main Centre to deliver the levels of commercial and non-commercial activity together with the sense of enclosure and containment necessary to sustain a successful town centre. Redevelopment proposals should observe the following guidelines:



- The establishment of a new building line along the existing inside edge of the public footpath on Main Street and Jamestown Road.
- The development of a three/four storey block(s) on Main Street adjoining the Allied Irish Bank, five storey(s) with set back floors on Jamestown Road/Seamus Ennis Road. Building(s) should be broken down into smaller and more fine grained elements that relate to the scale of Finglas Village.
- The provision of a sustainable mix of uses - retail and complementary service uses at ground floor level, office, community and leisure uses at first floor and office and residential on the upper floors.
- The provision of an internal multi-storey, decked or underground car park(s) with access from Seamus Ennis Road/Jamestown Road to serve existing and proposed commercial and residential units and customer parking and servicing.
- The provision of a pedestrian route through the site of the Finglas Main Centre from Jamestown Road to St. Canice's Roman Catholic Church to provide easy access between the church and the commercial core of the Village. This route should be lined by active retail and other complementary uses such as cafes to animate this pedestrian only route.

In addition, options to relocate the Finglas Public Library to a more prominent location at ground floor level should be explored. These options may include the site abutting the boundary with St. Canice's Church which could be exploited to form a cluster of civic and community buildings focused around a semi-public landscaped square.

Site 2 - Iceland Shopping Centre

Iceland Shopping Centre is located on the west side of Main Street and Church Street. The centre comprises low grade one and two storey structures and surface car parking with access off Church Street and Main Street. The lands to the rear fall away sharply to the N2. The site has substantial development potential.

The site is zoned Z4 - "to provide for and improve mixed-services facilities in the 1999 Dublin City Development Plan. The Draft Dublin Development Plan 2005 - 2011 proposes no change to this zoning objective.

The redevelopment of the Iceland Centre would provide opportunities to deliver a new active street frontage within Finglas Village and to an enhanced public space on Church Street and to provide a properly modelled front facade onto the N2.



The grim rear elevation of the 'Iceland' Centre backing onto the N2





Redevelopment proposals should observe the following guidelines:

- The establishment of a new building line along the existing inside edge of the public footpath on Main Street and Church Street.
- The development of a four/five storey building(s) with set back floors to redefine a strong building line onto Main Street and Church Street. Building(s) should be broken down into smaller and more fine grained elements that relate to the scale of Finglas Village.
- The development of a properly modelled 'front' elevation onto the N2.
- The use of differences in ground levels to the rear of the site to allow for the provision of decked or multi-storey car parking on the lower floor levels on the N2 frontage, with access from the northern end of the site.
- The provision of retail and complementary uses at ground and first floor levels with residential uses at upper floor levels, laid out around a raised courtyard or private amenity space.
- The development of a ground floor frontage to Church Street that accommodates uses that physically relate to and animate the remodelled and raised public square immediately to the south.



The Drogheda Mall and associated car parking

Site 3 - Drogheda Mall

The Drogheda Mall is located on Seamus Ennis Road between the junctions with Main Street and Jamestown Road and consists of a single storey parade of shops separated from the street by a surface car park. The car park is in the ownership of the City Council.

The site is zoned Z4 - "to provide for and improve mixed-services facilities in the 1999 Dublin City Development Plan. The Draft Dublin Development Plan 2005 – 2011 proposes no change to this zoning objective.

The redevelopment of this combined site (shops and car park) provides an opportunity to redevelop a coherent streetscape, create a sense of enclosure and containment and generate activity directly onto the street. This site could be redeveloped in conjunction with properties on Main Street and Jamestown Road, where some development potential has also been identified. Redevelopment proposals should observe the following guidelines:

- The establishment of a new building line along the existing inside edge of the public footpath on Seamus Ennis Road Main Street and Jamestown Road.
- The development of a four/five storey building(s) with set back floors to redefine a strong building line. Building(s) should be broken down into smaller and more fine grained elements that relate to the scale of Finglas Village.
- The provision of retail and complementary uses at ground and first floor levels with residential uses at upper floor levels, laid out around a raised courtyard or private amenity space.
- In the event of this entire village block being redeveloped (the blocks on Seamus Ennis Road, Main Street and Jamestown Road), the development capacity of the backlands contained within / by the perimeter buildings should be assessed and their potential to accommodate an elegant and slender tower - a counter balance to the existing high office block in Finglas Main Centre should be determined.



Site 4 - Church Street

This site is located immediately to the south of Church Street and below the level of the existing pedestrian bridge. The lower part of the site abuts the N2 and provides surface car parking. The site consists of two buildings – the NIB and Power City.

The site is zoned Z4 - “to provide for and improve mixed-services facilities in the 1999 Dublin City Development Plan. The Draft Dublin Development Plan 2005 – 2011 proposes no change to this zoning objective.

In conjunction with the alignment of the pedestrian bridge, the redevelopment of this combined site (NIB and Power City) is critical to the development of the new civic space for Finglas - immediately to the north, a key element of the Spatial Strategy for Finglas Village. The site also has significant development potential to provide both additional commercial floor space, residential units and off-street car parking. Redevelopment proposals should observe the following guidelines:

- The establishment of a new building line along the existing inside edge of the public footpath on Church Street.
- The development of a five/six storey building(s) to redefine a strong building line. Building(s) should be broken down into smaller and more fine grained elements that relate to the scale of Finglas Village.
- The provision of retail and complementary uses at ground and first floor levels with residential uses at upper floor levels, laid out around a raised courtyard or private amenity space.
- The development of a properly modelled ‘front’ elevation onto the N2.
- The use of differences in ground levels to the rear of the site to allow for the provision of decked or multi-storey car parking on the lower floor levels on the N2 frontage, with access from Main Street to the east.
- The development of a ground floor frontage to Church Street that accommodates uses that physically relate to and animate the remodelled and raised public square immediately to the north.

Site 5 – Church Street - West Side

This site is located on the north side of Church Street, opposite the pedestrian bridge and old St. Canice’s Church. It consists of a two storey parade of six shops with overhead accommodation on Church Street and a funeral undertakers located to the rear of no. 6 with access off The Lawn.



Church Street /The Lawn

The site is zoned Z3 - “to provide for and improve neighbourhood facilities” in the Dublin City Development Plan 1999. It has been zoned Z4 - “to provide and improve mixed-services facilities” in the Draft Dublin City Development Plan 2005 - 2011.

The existing parade of shops was built in the 1950’s and has little architectural merit, some of the units are vacant and a number are poorly maintained. The parade makes little contribution to the quality of the street or as a visual backdrop to St. Canice’s Church. The shop units are serviced from Church Street, although, vehicular access is also available from a rear laneway that opens onto The Lawn, a small residential development located immediately to the north. This lane is sometimes the scene of anti-social behaviour. Nos 1- 6





Church Street together with the rear laneway forms a substantial site with an extensive street frontage onto Church Street and a more limited frontage onto The Lawn. The combined sites have significant development potential, that could be exploited to create a well-designed scheme to enhance the visual and environmental quality of Church Street. Redevelopment proposals should observe the following guidelines:

- The development of a three/four storey building(s) onto Church Street - with scope for a corner feature and additional set back floors at the junction of Church Street and The Lawn. Any replacement building (s) should be scaled down in height where the site directly adjoins the rear gardens of adjoining residential properties i.e. to the side and rear of nos. 1 and 2 Church Street and along the approach road into The Lawn. Building(s) should be broken down into smaller and more fine grained elements that relate to the scale of Finglas Village.
- The provision of retail and other commercial premises serving primarily visiting members of the public at ground level with residential uses at upper floor levels, served by high quality communal and private amenity space.
- The provision of adequate off-street car parking to meet the requirements of the commercial and residential elements of any development.



The fuel Depot – Church Street/N2

Site 6 - Fuel Yard – Junction of Church Street/N2

The site is located at the junction of the N2 and Church Street. It is currently used as a fuel depot. The site immediately abuts the site of St. Canice's Church and the old graveyard. Vehicular access to the site is from Church Street under the pedestrian footbridge.

The site is zoned Z1 - ' to protect, provide and improve residential amenities in the Dublin City Development Plan 1999. It is zoned Z4 - "to provide for and improve mixed-services facilities in the Draft Dublin City Development Plan 2005 - 2011.

The current use is inappropriate given the close proximity of the site to a National Monument and Protected Structure. The redevelopment of this site together with the provision of a high quality and re-aligned footbridge would provide an opportunity to provide a more appropriate urban setting and physical context to the church. Any redevelopment proposal, however, will have to acknowledge the exceptional sensitivity of this site, in terms of site layout, height and massing, uses and architectural design and materials. The specific archaeological requirements of the site must also be met.

Site 7 – McKee Avenue, Seamus Ennis Road and North Road

This site comprises a number of separate land holdings – occupied by Superquinn Supermarket, the ESB, a small petrol filling station, the Gardai, and a vehicle repair workshop/cleared site. The buildings are single and two storeys in height and of little architectural merit. In visual and land use terms, the site is critical, located at two important entry points into the Village – from the west and the north. The layout and design of the existing buildings on site fail to acknowledge or reflect the site's significance.

The principal zoning of the site is zoning objective Z4 - "to provide for and improve mixed-services facilities in the Dublin City Development Plan 1999. The lands to the north are covered by the zoning objective Z1 – "to protect,

provide and improve residential amenities". No changes to these zoning objectives are proposed in the Draft Dublin City Development Plan 2005 – 2011.



Superquinn, Finglas – junction of Seamus Ennis Road and McKee Avenue

A comprehensive redevelopment of these lands providing a mixed use development is sought, which, may be carried out on a phased basis. Redevelopment proposals should observe the following guidelines:

- The development of a strong and coherent building line along the Seamus Ennis Road, North Road and McKee Avenue street frontages.
- The development of a four/five storey building(s) with set back floors to redefine a strong building line onto Seamus Ennis Road, stepping down on North Road and McKee Avenue. Building(s) should be broken down into smaller and more fine grained elements that relate to the scale of Finglas Village. Consideration may be given to the development of strong corner elements at the junction of Seamus Ennis Road and North Road and Seamus Ennis Road and McKee Avenue, which may incorporate additional height to mark major entry points into Finglas Village.

- The development of a mixed use development will be sought incorporating commercial uses at ground floor level with private residential units above.
- The provision of multi-storey or decked car parking to serve both the commercial and residential elements of the development.
- The incorporation of designated high quality public and semi-public routes through the site to ensure good pedestrian circulation between McKee Avenue, Seamus Ennis Road and North Road.

Site 8 - Seamus Ennis Road – site of Credit Union, Health Board, An Post/Eircom and Dublin City Council depot.

This site comprises a number of smaller sites accommodating state, semi-state and private agencies, sharing a number of similarities - including a poor physical relationship to the main road and an under-utilisation of their sites.

The site is zoned Z4 - "to provide for and improve mixed-services facilities in the 1999 Dublin City Development Plan. The Draft Dublin Development Plan 2005 – 2011 proposes no change to this zoning objective.



Looking west along Seamus Ennis Road



The City Council will encourage the various stakeholders to develop an integrated proposal for the redevelopment of this substantial block of land and the establishment of a coherent and continuous street frontage along a new building line. Redevelopment proposals should observe the following principles:

- The development of a five storey block with set back floors to redefine a strong building line onto Seamus Ennis Road, stepping down to two and three storey on Jamestown Road and Clune Road to prevent overshadowing and overlooking of existing residential properties. Building(s) should be broken down into smaller and more fine grained elements that relate to the scale of Finglas Village.
- The design approach adopted for any proposed block(s) to the rear of existing dwellings on Jamestown Road and the Credit Union and Clune Road and the Health Board should be based on the need to protect the amenities of existing dwellings on Jamestown Road and in particular prevent any significant loss of amenity caused by overlooking or overshadowing.
- Active uses opening onto the street at ground level will be sought with commercial and residential uses overhead. Provision should be made to accommodate existing uses on site and for any necessary expansion.
- The provision of adequate off-street car parking to meet the requirements of the commercial and residential elements of any development.

This site backs onto the rear gardens of houses fronting onto Clune Road and Jamestown Road. The gardens on Clune Road are substantial in length and may also offer some development opportunities. However, they are currently landlocked, with no vehicular or pedestrian access. In order to prevent piecemeal development and unleash the development potential of these lands and safeguard existing residential amenities, the City Council will consider the preparation of a detailed development brief incorporating proposals for vehicular and pedestrian access to these lands. The provision of houses on a one-off basis and not part of any comprehensive and planned redevelopment will be discouraged.

Site 9 – Ballygall Road – public open space

This open space comprises a substantial area of green space, separating Ballygall Road West from Ballygall Crescent. It is not landscaped and has no facilities such as a playing pitch or a designated play area for children. It is underutilised because of the difficult relationship it has to Ballygall Road West.

The site is zoned Z9 - “To preserve, provide and improve recreational amenity and open space” in the Dublin City Development Plan 1999. It is covered by the zoning objective Z4 – “to provide for and improve mixed services facilities” in the Draft Dublin City Development Plan 2005 – 2011.

It is proposed to develop a new building edge along Ballygall Road to give definition and containment to this public space, developing it as a strong focal point for adjoining residential properties. It would also enable the space to be more directly overlooked, providing for passive policing of the area. The new development should be expressed in the form of a small-scale residential scheme that would take advantage of the differences in ground levels, while also relating to the scale and height of the existing houses. Redevelopment proposals should observe the following guidelines:

- The development of a three-storey structure with a fully articulated ‘front’ elevation to both Ballygall Road and the adjoining open space. Building(s) should be broken down into smaller and more fine grained elements that relate to the scale of Finglas Village.
- The provision of a residential development with a combination of larger two and three bedroom apartments and three storey town houses.
- The provision of adequate car parking to meet the needs of the residential development.
- The environmental upgrading of the remaining public space on Ballygall Road/Crescent.



The detailed design brief for this site will be developed in conjunction with local residents. The development of this site should take place in association with the physical enhancement and environmental upgrading of the existing open space at Ballygall Road/Crescent and the three public spaces at Ballygall Place and Finglas Place.



Open space at Ballygall Road





A New Church Square





McKee Avenue and Jamestown Road





Transportation & Movement

Iompar agus Gluaiseacht

Finglas village is the centre of a community of over 50,000 people. It is linked radially with the City centre and divided by the N2. Orbital linkage is via Mellowes Road, Seamus Ennis Road, and Collins Ave. across the north city. The M50 interchange provides for orbital movement around the city. The Finglas QBC has potential for additional capacity and there is a proposal for a radial QBC along the Collins Ave alignment to be developed by the Quality Bus Network (QBN) Project Office.

Existing Traffic Patterns

Substantial volumes of traffic are currently being channeled into and through the village by the existing street pattern. The prime attractors of traffic are the village itself and the residential and industrial areas to the north. Current traffic flows, both vehicular and pedestrian indicate that the village is operating at capacity at peak hours. This is primarily due to the concentration of traffic at the five arm junction at McKee Ave, Jamestown Rd, Seamus Ennis Rd.. Due to it's configuration this junction is inherently inefficient. In addition the approaches to the junction have in excess of 10% HGV traffic with Jamestown Rd. southbound having 20% HGV content.

Of the traffic heading north on Jamestown Rd, approximately 60% approaches from the west making a left turn at the 5 arm junction with 40% approaching from the south via Main Street. City bound traffic has a high probability to use the village as a through route to acces the N2 south of Mellowes Rd. rather than use the interchange facility that would have a lesser effect on the level of traffic in the village. To the east of the village a route seems to be developing using Clune Rd and Ballygall Rd. West, this route currently has a 10% HGV content. East west traffic along Seamus Ennis Rd. is consistently high with any traffic leaving the route being replaced by traffic turning onto the route at junctions.

Bus traffic accounts for up to 15% of the citybound traffic leaving Main St. Cumulative pedestrian traffic movements at the Church Rd, Main St. triangle are almost 500 per hour. The cumulative pedestrian volume at the McKee Ave, Seamus Ennis, Jamestown Rd junction is in excess of 600 per hour. Cycle traffic is generally low throughout the village.

Traffic Management

The development of Finglas village needs to attract additional external traffic with a destination in the village. It will also create a need to enhance the pedestrian environment. The development of the village will remove much of the existing surface level off street parking. It will be necessary therefore to consider how additional parking can be provided with minimum intrusion.



Currently much of the traffic in Finglas Village is through traffic. East-West through traffic will largely remain as no alternative exists to link Finglas West with Collins Avenue to the east except Seamus Ennis Road. North-south traffic through the village can be accommodated by alternatives which would focus traffic generated from the residential area onto the Finglas Road and would focus industrial traffic out of the village also onto the Finglas Road.

The five arm junction at McKee / Jamestown / Seamus Ennis Road is the focal junction in the village. It is currently at capacity. Because of its configuration it is extremely difficult to improve the junction performance. To allow Finglas village to develop it will be necessary to provide for additional parking and servicing, and to provide improved pedestrian and cycle movement. These needs will conflict with the current traffic movement patterns.

This report explores the potential to allow the village streets to be primarily used by activities generated in the Village. At the moment, buses account for up to 15% of inbound traffic on Main Street in the morning peak via the Finglas QBC. It will be necessary to reinforce bus priority to ensure that as many commuting trips as possible will be public transport based. It is also necessary that the future bus routes provide access via the centre of the village. East-west bus priority development is part of the Quality Bus Network programme. This will provide orbital linkage with Ballymun, D.C.U., Santry etc. The broad Traffic Management Strategy will be on a phased approach, based on the implementation of the following elements.

- a) Removal of Heavy Goods Vehicles and provision of alternative route for private cars.
- b) Reduction of the complexity at McKee / Jamestown / Seamus Ennis junction.
- c) Development of potential to create an orbital route to the east of the village.
- d) Potential to provide a “bank” of car parking which would have minimum intrusive effect on the village and would allow development of existing surface car parking area.
- e) Improving the linkage between east and west of the Finglas dual carriageway.

A. McKee Ave. and Jamestown Rd. link the industrial areas of north Finglas with the village. Currently large volumes of industrial traffic pass through the village on the way to and from industrial premises. Between 15% and 20% of traffic on both of these roads is currently made up of Heavy Goods Vehicles HGV (excluding buses). The removal of such vehicles from the village would significantly improve the environment and amenity in the village. A link road recently completed (in the Fingal area) linking these roads will provide an alternative to use of the village for industrial based traffic. Together with an improvement to Jamestown Rd this would allow for the removal of through HGV traffic from the village via the introduction of a HGV ban and a managed delivery system in the village. (See figure 2)



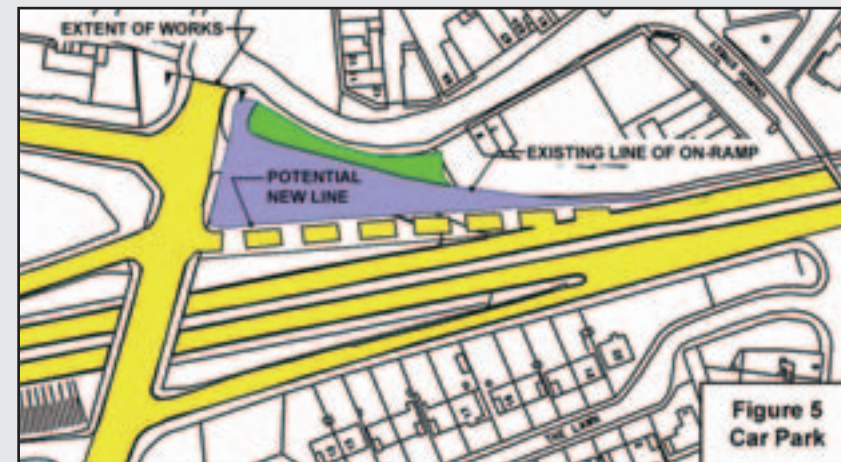
B. Traffic exiting from McKee Avenue has a detrimental effect on the junction performance. If traffic were only allowed to turn left into McKee Avenue this would allow a streamlining of the junction. It does necessitate southbound traffic from McKee Avenue to initially go north to either the Finglas Road or the new east-west road to the north. It would also require a right turn ban to prevent west bound traffic entering McKee Avenue (See figure 3).



C. There is potential to develop an orbital movement from Main Street via Ballygall Road and Clune Road. There is evidence that these roads are currently being used for this purpose. The creation of a route to specifically cater for this would require reconfiguration of junctions on Main Street, Glasanaon Road, Seamus Ennis Road and Jamestown Road. It would also require traffic management works to both Ballygall Road West and Clune Road. This would present an opportunity to limit and control the volumes and behaviour of traffic on these routes.



D. The city bound on ramp to the Finglas road at the Mellowes Rd over bridge could with clearance from the NRA be relocated closer to the main carriageway. There is a significant cost factor involved in this, in addition it has obligations arising from the CPO procedure. A much improved site would result between Main St and the Finglas Road particularly at the northern end of Main St. This would allow for the continuation of a building line along Main St, providing enclosure of the public realm. If the site was lowered to the level of the Finglas Rd dual carriageway some 6 metres lower than the bridge level it could accommodate two levels of underground car parking. This has a strategic potential for Park and Ride from a city wide perspective, being located so close to the N2. The Finglas QBC does have potential to provide additional capacity. In addition it has potential to be of benefit to Finglas village as it would provide additional customers for service and retail in the a.m. and p.m. peaks. However, the potential needs further examination as the cost of the provision will have to be met by the additional value it can provide to the site. Access to the site would be via the Main St close to the junction with Seamus Ennis Rd and the Finglas Rd intersection to provide both orbital and radial access with minimum intrusion into the village. (See figure 5)





E. The existing pedestrian over bridge has been struck by vehicles three times in the past number of years. It has been repaired recently. The width of the bridge is limited and will not accommodate large volumes of pedestrians. It is not wide enough to accommodate any cycle movement. There is an opportunity to replace the existing bridge on the same alignment to provide a much improved pedestrian and cycle link across the N2 at this location. The replacement should be incorporated into a design which will improve the amenity at either end of the bridge. This can be accommodated, while maintaining access to and from the N2, at a reconfigured junction to allow space to develop the pedestrian bridge and maintain access between Church Street and The Lawn.

Conclusion

Traffic congestion is recognised as one of the greatest impediments to the development of Finglas Village. The ameliorative measures proposed in this plan have the potential to greatly improve access to the village. The removal of unnecessary traffic and heavy goods vehicles will allow enhancements to the pedestrian environment, strengthening the appeal of the village centre. The removal of surface car parking will underpin the revitalisation of the village, improving visual amenity and providing development opportunities. Alternative underground car parking could form the basis of a park and ride facility attracting additional custom to the village and strengthening public transport links. The proposed interventions to the road network are modest and should not cause an undue amount of inconvenience. Each of the report's proposals would be individually beneficial, however, the greatest positive impact would result from the implementation of the full package of measures.



Active ground floor uses and an interesting corner treatment makes for a lively street scene





Implementation and Management

Feidhmiú agus Bainistiú

The Finglas Regeneration Strategy provides a physical framework for public and private development in the Village. Its purpose is to guide public and private investment towards the creation of a thriving commercial centre and civic focus for the wider community. The implementation of the regeneration strategy is part of an evolving process and will be the subject of an on-going dialogue with the local community and the various stakeholders in the Village from the public, semi-public and private sectors.

The main emphasis of the Finglas Regeneration Strategy will be on the physical and economic regeneration of Finglas Village. It is intended, however, to liaise closely with the City Council's local Community Development Team, local residents and community groups and other agencies to identify key elements of social infrastructure and facilities that would be best provided within the Village. In all instances, the policies and objectives of the Finglas Regeneration Strategy will be co-ordinated with the strategic priorities of these groups including the RAPID Programme operating in the West Finglas area.

Development Sites

The Strategy has identified a range of sites available for redevelopment within the Village, each with the potential to bring significant economic and environmental benefits to Finglas. The majority of these sites are in private ownership, but a small number are in the ownership of the City Council. To help jump start development, the City Council may consider disposing of a number of key sites in their ownership for mixed-use schemes to a high design qualification. Already, current land zonings and development plan objectives have been considered as part of the review of the Dublin City Development Plan. The Draft Dublin City Development Plan 2005 – 2011 reflects the key objectives of the Finglas Regeneration Strategy. In addition to these strategic changes, the City

Council will actively promote the redevelopment of these private sites through a series of initiatives including:

- Conduct meetings with local property owners to highlight and promote the redevelopment potential of each site
- Bring interested parties together to facilitate integrated rather than piecemeal development
- Facilitate, where appropriate and feasible, site assembly to ensure the comprehensive redevelopment of major sites

Environment Improvement Works

In conjunction with the promotion of private development, the City Council is committed to the implementation of a programme of environment works. The purpose of these works is to physically enhance the area, but also to inspire public confidence and interest in the area, and attract substantial private investment. These works have been prioritised and broken down into three phases; their phasing is based on their capacity to increase levels of activity and movement within and through the Village, as follows;

Phase 1 - The development of a high profile pedestrian bridge with cycle lane facilities across the N2, together with two interacting public spaces on each side of Church Street. This phase will incorporate the laying underground of existing overhead services on and in the immediate vicinity of the proposed public spaces and bridge.

Phase II - The physical enhancement of public footpaths and spaces within the Village core (Main Street and Jamestown Road) and the development of the 'Seamus Ennis Boulevard' including the provision of new surface materials, street furniture, planting, lighting, public art and laying underground of services.



Notes







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