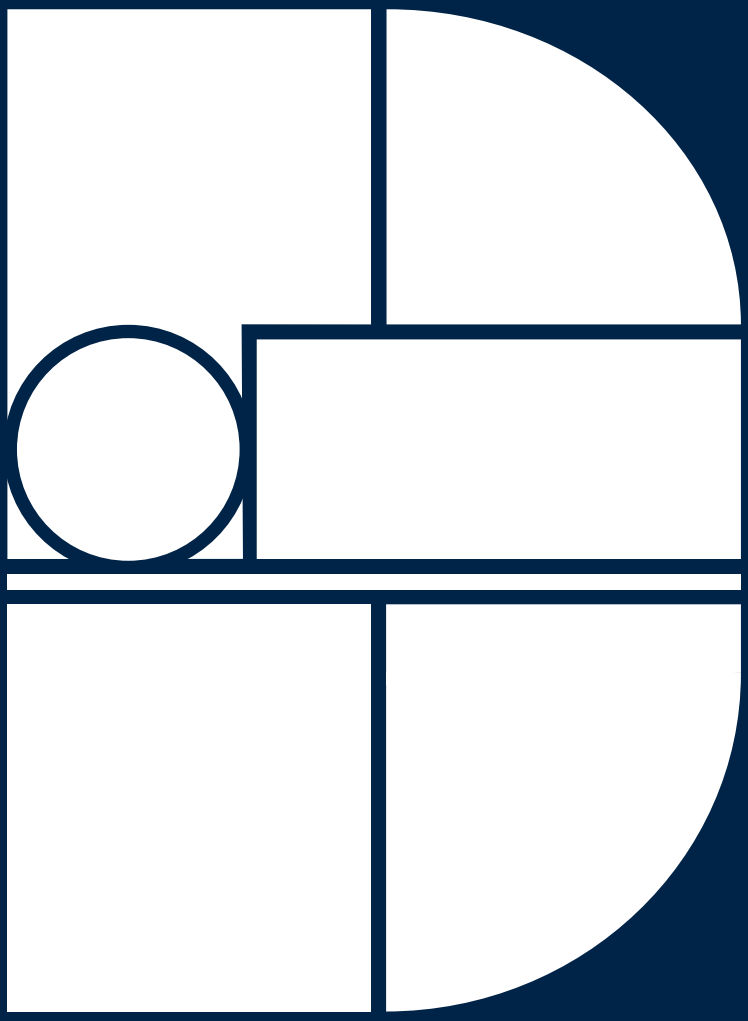
Dublin City Development Plan 2016–2022

Appendices



Comhairle Cathrach Bhaile Átha Cliath
Dublin City Council

Dublin City Development Plan 2016–2022

Appendices

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Contents

Appendix 1

National, Regional and Local Guidance

1.1 Introduction

The development plan has been prepared in the context of a systematic hierarchy of strategic plans operating from national level down to local level. The Planning and Development Act 2000 (as amended) seeks consistency between development plans and higher level plans, policies and strategies. In effect, this ensures appropriate policy responses to many national and regional issues raised at EU level and above. Planning policies in this plan also take into account statutory guidance on various planning policy areas as published by the Department of Housing, Planning, Community and Local Government. It is through the co-ordinated implementation of regional and national level strategies and guidance that Dublin city can transition towards a more sustainable and economically resilient capital.

1.2 National Level Plans/Strategies

A. National Climate Change Strategy 2007–2012

The National Climate Change Strategy aimed to reduce energy consumption to meet its target under the Kyoto protocol, i.e. to limit greenhouse gas emissions to 13% above 1990 levels by 2012. Since then, Ireland has agreed to reduce national greenhouse gas emissions by 20% compared to 2005 emissions levels by 2020, as part of the EU Climate and Energy Package for the post-Kyoto period 2013–2020.

B. National Climate Change Adaptation Framework – Building Resilience to Climate Change (2012)

This provides the policy framework for a strategic national adaptation response to climate change. It seeks the preparation for local and sectoral adaptation plans and recommends a format and process for this work, with reference to relevant information and advice.

C. National Development Plan 2007–2013

The National Development Plan (NDP) recognised the importance of supporting a strong and competitive Greater Dublin Area that continues to drive its own development and that of the State through improved public-transport-based mobility, development of more compact and sustainable communities and high-quality international and domestic transportation connections.

The NDP set out investment priorities for the Dublin gateway, including implementation of the key public transport elements of Transport 21; completion of the M50 motorway upgrade; a comprehensive study of the role of Dublin Port; further investment in environmental services infrastructure; development of tourism, sport and cultural facilities on a PPP basis (such as the Convention Centre Dublin, the new National Theatre and the new National Concert Hall) or by direct grant (Lansdowne Road Stadium); continuing investment in urban renewal and enhancement of the physical fabric of the gateway (e.g. the regeneration of Ballymun). Whilst some of the above priorities have been achieved, the economic contraction resulted in some key projects outlined in the plan being curtailed.

In 2015, Building on Recovery: Infrastructure and Capital Investment 2016–2021 (DPER) was launched, and includes investments being made in public transport.

D. National Spatial Strategy 2002–2020 and the National Planning Framework

The National Spatial Strategy (NSS) is a twenty-year planning framework designed to achieve a better balance of social, economic, physical development and population growth between regions. The NSS envisages creating a better quality of life for all people, a strong competitive economy and an environment of the highest quality.

The NSS recognises that much of Ireland's prosperity has been generated in the Greater Dublin Area (GDA) and that the performance of the GDA will remain pivotal to the overall economic well-being of Ireland. Dublin as the capital city plays a vital national role that needs effective strategic planning and management of the strong development pressures within it to secure and consolidate that role for the future. The physical consolidation of Dublin, supported by effective land-use

policies for the urban area itself, is required for Dublin to grow in population and output terms without spreading physically into surrounding counties. Consolidation and investment in public transport will assist in promoting a more efficient and competitive Greater Dublin Area.

Central Government has indicated its intention to develop an updated strategy, which would guide regional level planning and growth. This 'National Planning Framework' will distinguish between the role of the larger cities and our regional towns and also establish a clear policy framework within which there will be more dynamic participation by rural areas in overall regional development.

E. Smarter Travel – A Sustainable Transport Future (2009)

(see also Chapter 8)
The government's Smarter Travel – A Sustainable Transport Future, 2009 is the transport policy for Ireland for the period 2009–2020. The policy recognises the vital importance of continued investment in transport to ensure a competitive economy, but it also sets out the necessary steps to ensure the use of more sustainable transport modes such as walking, cycling and public transport. It is a response to the unsustainable growth in demand for road transport with regard to congestion, local air pollution, climate change, security of energy supply, and quality of life. The over-arching aim is that by 2020 future population and economic growth will occur predominantly in sustainable compact urban and rural areas.

The main objectives are to reduce dependency on car travel and long-distance commuting, increase public transport modal share and encourage walking and cycling, improve quality of life and accessibility for all, improve economic competitiveness through increased efficiency of the transport system, reducing greenhouse gas emissions and dependency on fossil fuels.

F. Construction 2020 Strategy (2014)

This is the government's construction sector strategy which sets out a focused programme of action to deliver a sustainable, competitive and innovative approach to construction and housing. It addresses issues including:

- a strategic approach to the provision of housing, considering demographic trends and housing demand
- continuing improvement of the planning process, striking the right balance between current and future requirements
- the availability of financing, and also access to mortgage finance
- ensuring a fit-for-purpose sector supported by a highly skilled workforce
- ensuring opportunities are provided to the unemployed.

Dublin City Council is part of the Housing Task Force set up to advance the Construction 2020 Strategy, particularly with regard to the supply of housing.

G. Irish Water: Water Services Strategic Plan

Irish Water is a state-owned utility with responsibility for providing and managing public water and wastewater services on a national basis. The company published a draft of the first integrated plan for the delivery of water services in Ireland in February 2015. This plan is called the Water Services Strategic Plan (WSSP) and will apply for the next 25 years. The document addresses six key themes:

- Customer service
- Clean safe drinking water
- Effective management of wastewater
- Protect and enhance the environment
- Supporting social and economic growth
- Investing in our future.

The WSSP is an essential part of ensuring the availability of safe drinking water. It will ensure that we have an environment that is protected from the impacts of wastewater discharges, and that we have efficient modern systems that meet the needs of customers, contribute to economic growth and development, and provide value for money. The draft WSSP sets out the challenges we face as a country in relation to the provision of water services and identifies strategic national priorities. It includes Irish Water's short-, medium- and long-term objectives and identifies strategies to achieve these objectives.

H. Rebuilding Ireland – Action Plan for Housing and Homelessness

Rebuilding Ireland – Action Plan for Housing and Homelessness, is a government initiative, launched in 2016, designed to accelerate housing supply in the state. The core objectives of Rebuilding Ireland include addressing the level of households in emergency accommodation, moderating rental and purchase price inflation, and delivering housing in a way that meets current needs while contributing to wider objectives, such as sustainable urban and rural development and communities.

1.3 Regional Policy & Guidelines

A. Regional Planning Guidelines for the Greater Dublin Area 2010–2022, and forthcoming Regional Spatial and Economic Strategies.

The Greater Dublin Area (GDA) incorporates the Dublin Regional Authority and the Mid-East Regional Authority and the geographical areas covered by Dublin City, Dún Laoghaire–Rathdown, Fingal, South Dublin, Kildare, Meath and Wicklow. Regional Planning Guidelines (RPGs) for the GDA set out a strategic framework for planning and development of the region up to 2016 and the implementation of the strategic planning framework set out in the National Spatial Strategy (NSS) published in 2002. A comprehensive 'Regional Indicators Report' was produced in 2013, and following that, an RPG implementation report was published in 2014.

More recently, the structure of the regions has been revised, and the Eastern and Midland Regional Assembly was established in 2015 as one of three new regions (the others being the Northern and Western Regional Assembly, and the Southern Regional Assembly). The aim of the new assemblies is to co-ordinate, promote or support strategic planning and sustainable development and promote effectiveness in local government and public services. In relation to the status of current guidance, the new assembly emphasises that the RPGs remain in place pending adoption

of new Regional Spatial and Economic Strategies, which will follow an update to the 2002 National Spatial Strategy (the National Planning Framework).

B. The National Transport Authority's Transport Strategy for the Greater Dublin Area 2016–2035.

This strategy contains important transport proposals for the city and surrounding area, including public transport proposals which can significantly influence local planning and land-use policy. An Integral Implementation Plan is to be prepared, setting out investment priorities and proposals for the subsequent six years. Successive Integrated Implementation Plans will deal with the remaining years of the strategy.

C. The Retail Planning Strategy for the Greater Dublin Area 2008–2016 (RSGDA) – www.rpg.ie

The RSGDA, prepared by the Dublin and Mid-East Regional Authorities in conjunction with the local authorities, details a retail hierarchy for each council area based on an overall integrated vision for the region. It aims to ensure an adequate supply of retailing in appropriate locations including within newly developing areas, and supports access to these centres by means of public transport and active travel. It is likely that the RSGDA will be succeeded by content of the forthcoming Regional Spatial and Economic Strategy to be adopted by the Eastern and Midland Regional Assembly.

Appendix

2A

Housing Strategy

2.1 Executive Summary: Housing Strategy

2.1.1 Introduction

Quality, affordable housing provision plays a key role in underpinning and maintaining economic growth and competitiveness for Dublin city. Significantly, there is a pressing need to ensure a speedy, effective and sustainable step-up in future housing supply to catch-up with the overheating segments of Dublin's housing market and thereby reduce price inflation in owner-occupied and rental housing tenures. Additionally, the scale of unmet housing needs has grown over the period of the previous city development plan and requires an increase in housing output for social rental. The experience of homelessness in Dublin has also broadened over the period as the extent of demand for emergency accommodation deepens and strengthens.

The provision of Dublin's housing also requires attention to the policies and core strategy of the previous development plan. These policies advanced the delivery of quality dwellings at higher densities to help create and help maintain a consolidated urban form that fosters the development of compact city neighbourhoods. In turn compact neighbourhoods help ensure a critical mass that contributes to the viability of local residential infrastructure, particularly as it relates to local social, economic, amenity, cultural and transport infrastructures.

2.1.2 Core principles and objectives

The Dublin Housing Strategy 2016–2022 has three core principles that inform and guide the overall core strategy of the development plan related to housing. These are:

1. To ensure the provision of good quality housing across owner-occupied and rental housing tenures in sustainable communities,
2. To ensure the planning and building of housing and residential space in the city contributes to sustainable and balanced development, and
3. To ensure adequate provision of social rental housing for households unable to afford housing from their own resources.

These will support the implementation of the core strategy of the development plan. Section 2.2 contains the full statement of objectives under the housing strategy and how these will be implemented and reviewed. It recommended that this housing strategy be reviewed periodically in accordance with the provisions of the Planning and Development Act 2000 (as amended).

2.1.3 Legislative and policy context for Dublin's housing strategy

Section 2.3 identifies the key legislative and policy instruments relevant to the delivery of Dublin's housing strategy. The key elements of planning and development legislation recently enacted are reviewed here alongside the relevant national planning and housing policy frameworks. Of significance here are the recent changes to Part V of the Planning and Development Act 2000 (as amended) and the introduction of a vacant site levy, both of which are set out in the Urban Regeneration and Housing Act 2015, and also the proposed introduction of a Planning Regulator. Also of note is the proposed introduction of a vacant site levy and a 'use it or lose it' approach to planning permissions. The National Planning Policy Statement is noted and the importance of the Social Housing Strategy 2020 is also stressed. The specific target for Dublin city to produce 3,347 new dwelling units for social housing provision under a funding allocation of over €292 million (at an estimate average cost of €185k per unit) is noted. Also noted are opportunities for cost-rental models of housing provision and the opportunities for introducing high quality modular housing typologies to generate new housing production that is speedy and cost-effective.

2.1.4 Dublin's changing population trends

Section 2.4 reviews the changes in Dublin's population and includes findings on the change in Dublin population over the period since 1991 to the present. It notes that while Dublin city's overall share of the population in the Greater Dublin Area (GDA) has declined, the inner city of Dublin has seen strong population growth. It notes that Dublin has a higher old-age dependency ratio than the GDA average and the lowest young-age dependency ratio. Also noted is the fact that Dublin has a smaller average household size than the GDA average while approximately one third of Dublin's households are comprised of child dependents.

2.1.5 Dublin's changing housing trends

Section 2.5 reviews changes in Dublin's housing tenure patterns and notes how owner-occupation is in decline while a parallel growth in the number of households who rent is underway. The dynamics of housing supply over the period since 2000 are also considered as too are changes in Dublin's mortgage market during the period up the great financial crisis in 2008 and the subsequent post-crisis period to present. The continued impact of unsustainable and distressed mortgage debt on effective housing demand is then considered within the context of newly adopted macro-prudential monetary policy affecting mortgage lending. Changes in Dublin's private and social rental sectors are reviewed within this context and the inter-tenurial transfer of demand from owner-occupation to rental is again noted.

Analysis of the trends in zoned land and planning permissions for new housing supply in Dublin follows. This finds that there were 440.01 hectares of zoned and serviced land available for residential development. Based on a density level of 120 units per hectare, zoned land holds development potential for a total of 51,801 residential dwelling units. As further detailed in Section 2.7, the total projected demand for residential dwelling units over the lifetime of the Dublin housing strategy is 29,517. Therefore, there is sufficient land zoned to provide for housing for the period of the strategy and for more than the equivalent three years beyond the date on which the current plan ceases to have effect.

Furthermore, in Dublin city at the end of quarter 1 2015 there was planning permission in place for the development of 4,656 residential dwelling units. There were decisions pending on a further 1,494 residential units. Between the second quarter of 2014 and the first quarter of 2015 there was a 49 percent increase in the number of units with final grant of planning permission in Dublin city.

2.1.6 Projection of new housing requirements for Dublin, 2016–2022

Section 2.6 contains the projected housing demand in Dublin city over the lifetime of the development plan. This is based on data derived from the Regional Planning Guidelines for the Greater Dublin Area 2010–2022 as well as data from the CSO and other relevant sources. An enhanced version of the standard housing affordability model established under DHPCLG guidelines is relied on to provide projections for net social housing requirements. A full technical note on the model and data used is provided separately. Table 1 below summarises the findings in relation to projected population growth, household size and the number of new dwellings required per annum over the period 2016–2022. A total of 29,517 new dwelling units are required to meet projected changes in population and household size over the period 2016–2022.

Table 1: Population and Household Size Projections

	Projected population in 2022	Population increase 2016–2022	Projected yearly population increase	Projected occupancy rate	Number of units required per annum 2016–2022
Dublin City	606,110	50,604	8,434	2.0	4,215

This section then goes on to examine the projected increase in social housing need over the period. It examines projected changes in disposable income and its distribution, projected changes in house prices and house price affordability as well as projections of new housing supply per income decile over the period 2016 to 2022. It then considers the projected new social housing need based on the following criteria and using the calculations set out in the affordability model:

- The number of dwellings required in each income decile
- The housing affordability position with relation to house purchase by each income decile
- The house price band position for each household
- The price bands (upper values) for dwellings
- The number of dwellings required within each house price band
- The projected number of new dwellings to be provided for each house price band
- The actual 'market shortfall' for households who have an affordability problem and whose housing needs are required to be met by social housing (also expressed as a percentage of the total dwellings required per annum).

This calculation is then made for each year of the development plan and the findings per year are set out in tabular form. Table 2 below sets out the summary projection of new dwelling units required for future use as social housing. It is important to note that this provision is additional to the scale of housing supply sufficient to address the current extent of unmet housing need as assessed by the number of applicant households on Dublin city's social housing waiting list (this issue is considered again in Section 2.7). Table 2 therefore gives the net annual increase projected for the social housing waiting list in Dublin city.

In total, of the projected 29,517 new dwelling units required to meet the housing needs of Dublin's population from 2016 to 2022, a total of 4,600 dwelling units are required to meet projected net annual social housing need over the same period. This is approximately 18 percent of the total of all projected new dwellings required to meet projected population growth in Dublin city between 2016 and 2022.

Table 2: Summary of Projected Social Housing Need – Dublin City, 2016–2022

	2016	2017	2018	2019	2020	2021	2022
New dwellings required for new household formation	4,217	4,217	4,217	4,217	4,217	4,217	4,215
New dwellings required for net annual increase in social housing	645	645	649	654	657	669	681
Net new social housing as a % of total dwellings required	16.22	16.22	16.38	16.59	16.70	18.55	18.95

This housing strategy needs to ensure that a mixture of dwelling types and sizes is developed to match the needs of different households in the city. Various housing typologies can be deployed in larger developments, including for example studios, maisonettes, condominiums and duplexes. Each of these variations will be considered as per the requirements of the development plan. As a general guide, and based on the analysis of population growth and household formation, Table 3 below sets out an estimate of the distribution of dwelling size per bedroom required to meet projected demand.

Table 3: Estimate of the Distribution of Dwelling Size per Bedroom Required to Meet Projected Demand

	Estimate of distribution of dwelling size per bedroom, 2016–2022				
Number of bedrooms per dwelling unit	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed
Estimate of distribution of dwelling size per bedroom	20%	40%	30%	10%	5%

2.1.7 Extent of social housing requirements and options for delivery in Dublin, 2016–2022

Section 2.7 contains details on the extent of social housing requirements and options for delivery. The extent of social housing required in Dublin is illustrated by the number of households who have been assessed as being eligible for social housing under Dublin City Council's scheme of letting priorities. Demand for social housing in Dublin continues to strengthen. By mid-year 2015, the number of eligible households on Dublin's social housing waiting list has grown to 21,592 households. This is in line with model projections set out in Section 2.6.

This section contains a 'stock-flow' analysis that estimates how the provision of new dwellings can be combined with casual lettings from within existing stock to illustrate how the projected extent of unmet social housing need is impacted by future planned new housing supply. This analysis is produced for the period 2015–2017 and is based on the known capital and current investment of €292m specifically for social housing provision in Dublin. Figure A below presents the projected extent of unmet social housing need in Dublin for the period 2015 to 2017 if no provision of social housing is made over this period.

Figure B below presents the total of new social housing tenancies created in Dublin for the period 2015 to 2017 as a result of new dwelling construction adding to the extent of Dublin's social rental stock combined with the mean rate of casual vacancies per annum arising from within current existing stock.

Figure A: Projected extent of unmet social housing need in Dublin for the period 2015 to 2017 if no provision of social housing is made

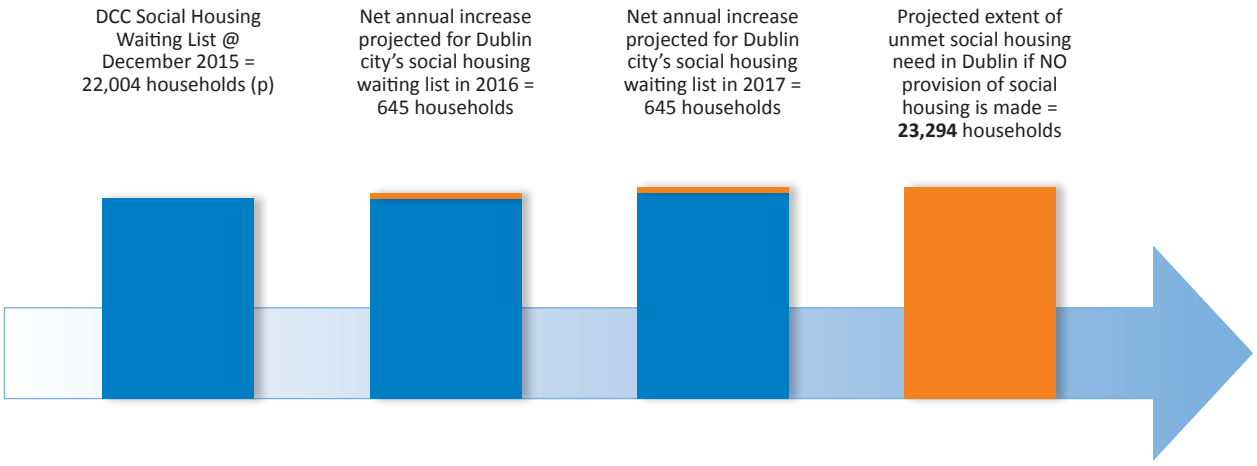


Figure B: Total of new social housing tenancies created in Dublin for the period 2015 to 2017

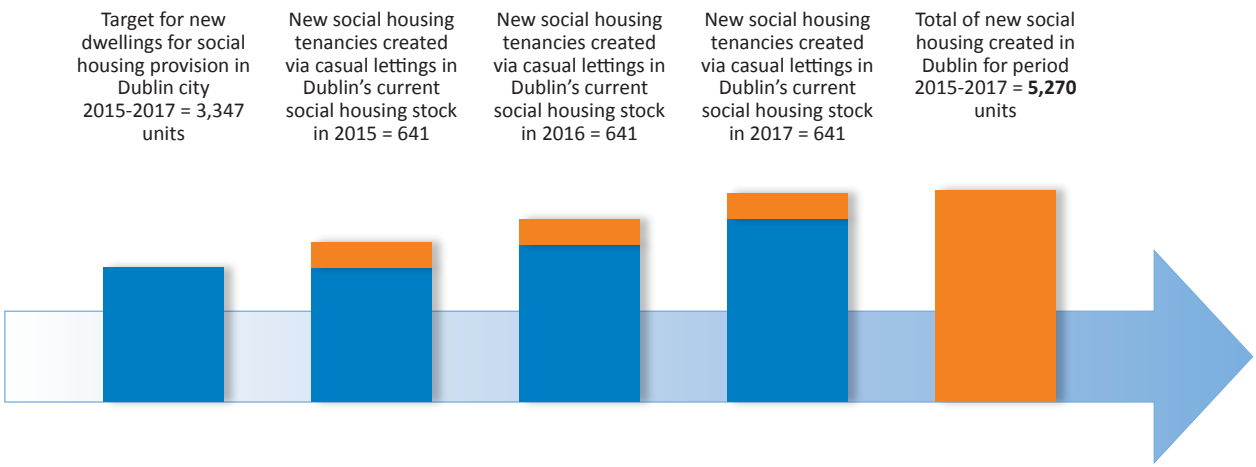


Figure C below gives the projected reduction in the extent of eligible households on Dublin's social housing waiting list by end of 2017 as the targets for provision of new dwelling units are met over this period.

The projection finds a reduction of 5,270 households (i.e. 23 percent) from the social housing waiting list for the period 2015–2017

Figure C: Projected reduction in the extent of eligible households on Dublin's social housing waiting list by end of 2017

One key assumption underpinning this projection is there is no significant reduction in the mean rate of casual lettings observed in Dublin city over the period 2012 to 2014 inclusive. Another key assumption is that the capital and current expenditure to provide new dwellings for use as social housing is forthcoming over the period.

Table 4 gives the estimated distribution of the dwelling types required by bedroom size for the target 5,270 units to be produced for social housing over the period 2015 to 2017. This is based on the current pattern of demand arising from households assessed as eligible for social housing at July 2015.

Table 4: Dwelling Type by Size of Bedroom Required for Target Social Housing Output, 2015–2017

Dwelling type by size of bedroom required for target social housing output, 2015–2017	Total	Percentage
1 Bed	2,951	56
2 Bed	1,740	33
3 Bed	474	9
4 Bed	79	1.5
5 Bed	26	0.5
Total Households	5,270	100

This section concludes by noting the options available to Dublin city to deliver social housing over the lifetime of the development plan and housing strategy. These are:

a) The construction of new dwellings (including regeneration schemes, renovation and renewal of unoccupied or vacant public housing stock)

b) The provision of new dwellings for social housing under Part V arrangements

c) The purchase and acquisition of new or secondhand dwellings

d) Casual vacancies arising from within existing Dublin city social housing stock

e) The leasing of dwellings under the CALF (Capital Advance Leasing Facility) scheme

f) The Rental Accommodation Scheme

g) The Housing Assistance Payment Scheme.

Full details on the operation of each of these options is available elsewhere on www.environ.ie and on www.dublincity.ie

2.2 Principles and Key Objectives of Dublin's Housing Strategy

2.2.1 Introduction

It is important that Dublin has housing that is affordable and attractive to all who want to live in the city. Quality, affordable housing provision plays a key role in underpinning and maintaining economic growth and competitiveness for Dublin city. Significantly, there is a pressing need to ensure a speedy, effective and sustainable step-up in future housing supply to catch-up with the overheating segments of Dublin's housing market and thereby reduce price inflation in owner-occupied and rental housing tenures. Additionally, the scale of unmet housing needs has grown over the period of the previous city development plan and requires an increase in housing output for social rental. The experience of homelessness in Dublin has also broadened over the period as the extent of demand for emergency accommodation deepens and strengthens.

The provision of Dublin's housing also requires attention to the policies and core strategy of the previous development plan. These polices advanced the delivery of quality dwellings at higher densities to help create and help maintain a consolidated urban form that fosters the development of compact city neighbourhoods. In turn compact neighbourhoods help ensure a critical mass that contributes to the viability of local residential infrastructure particularly as it relates to local social, economic, amenity, cultural and transport infrastructures.

Dublin's planning for the production of compact, quality, accessible and affordable residential neighbourhoods must therefore ensure the realisation of the following key criteria for successful spaces and places to live and make a home:

- High-quality spacious dwelling units with good levels of amenity in terms of green open space, daylight and sunlight
- Affordable dwellings for social rental to ensure a mixed income profile that will reduce undue social segregation in any compact neighbourhood
- Adaptable and flexible dwelling units that readily provide for changing needs over time and the life-cycle, including the needs of families with children and elderly households
- Dwellings with high quality, well designed communal areas
- Dwelling with good property management
- The agreed phasing of larger developments to ensure appropriate infrastructure is provided in tandem with residential development
- Sustainable building designs which are energy efficient and utilise renewable energy sources.

2.2.2 Key principles of Dublin's housing strategy, 2016–2022

The Dublin Housing Strategy 2016–2022 has three core principles that inform and guide the overall core strategy of the development plan related to housing. These are:

1. To ensure the provision of good quality housing across owner-occupied and rental housing tenures in sustainable communities
2. To ensure the planning and building of housing and residential space in the city contributes to sustainable and balanced development
3. To ensure adequate provision of social rental housing for households unable to afford housing from their own resources.

Furthermore, the Dublin housing strategy will support the implementation of the core strategy of the development plan by:

- Supporting the regional settlement strategy which seeks to re-balance future growth in the region and consolidate development in the metropolitan area
- Providing for an appropriate quantity and quality of residential accommodation incorporating sustainable densities and designs
- Engaging in active land management through the Dublin Housing Supply Co-ordination Taskforce and working closely with key stakeholders, including NAMA
- Providing for a variety of housing typologies and tenures which are adaptable, flexible and meet family needs and the changing needs of people throughout their lives
- Providing for the right quantity of appropriate housing in the right locations that is accessible and affordable for all residents of the city through the implementation of the housing strategy
- Providing for the creation of attractive mixed use sustainable neighbourhoods which benefit from the phased delivery of supporting infrastructure.

2.2.3 The objectives of Dublin's Housing Strategy

The following are the policies and objectives to be achieved under the Dublin Housing Strategy 2016–2022:

QH1: To have regard to the DECLG Guidelines on 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007); 'Delivering Homes Sustaining Communities – Statement on Housing Policy' (2007), 'Sustainable Urban Housing: Design Standards for New Apartments' (2015) and 'Sustainable Residential Development in Urban Areas' and the accompanying 'Urban Design Manual: A Best Practice Guide' (2009).

QH2: To have regard to the Regional Planning Guidelines for the Greater Dublin Area and make provision for the scale of population growth and housing allocations outlined in these guidelines taking account of the Central Statistics Office Regional Population Projections 2016–2031 and to have regard to any Regional Spatial and Economic Strategy that replaces the Regional Planning Guidelines.

QH3: (i) To secure the implementation of the Dublin City Council Housing Strategy in accordance with the provision of national legislation. In this regard, 10 percent of the land zoned for residential uses, or for a mixture of residential and other uses, shall be reserved for the provision of social and/or affordable housing in order to promote tenure diversity and a socially inclusive city.

(ii) To engage in active land management including the implementation of the vacant levy on all vacant residential and regeneration lands as set out in the Urban Regeneration and Housing Act 2015.

QH4: To support proposals from the Housing Authority and other approved housing bodies and voluntary housing bodies in appropriate locations subject to the provisions of the development plan.

QH5: To promote residential development addressing any shortfall in housing provision through active land management and a co-ordinated planned approach to developing appropriately zoned lands at key locations including regeneration areas, vacant sites and under-utilised sites.

QH6: To encourage and foster the creation of attractive mixed-use sustainable neighbourhoods which contain a variety of housing types and tenures with supporting community facilities, public realm and residential amenities, and which are socially mixed in order to achieve a socially inclusive city.

QH7: To promote residential development at sustainable urban densities throughout the city in accordance with the core strategy, having regard to the need for high standards of urban design and architecture and to successfully integrate with the character of the surrounding area.

QH8: To promote the sustainable development of vacant or under-utilised infill sites and to favourably consider higher density proposals which respect the design of the surrounding development and the character of the area.

QH9: To require that larger schemes which will be developed over a considerable period of time are developed in accordance with an agreed phasing programme to ensure that suitable physical, social and community infrastructure is provided in tandem with the residential development and that substantial infrastructure is available to initial occupiers.

QH10: To support the creation of a permeable, connected and well-linked city and discourage gated residential developments as they exclude and divide established communities.

QH11: To ensure new developments and refurbishments are designed to promote safety and security and avoid anti-social behaviour in accordance with the Safety and Security Design Guidelines contained in Appendix 14.

QH12: To promote more sustainable development through energy end-use efficiency, increasing the use of renewable energy, and improved energy performance of all new development throughout the city by requiring planning applications to be supported by information indicating how the proposal has been designed in accordance with the development standards set out in the development plan.

QH13: To ensure that all new housing is designed in a way that is adaptable and flexible to the changing needs of the homeowner as set out in the Residential Quality Standards and with regard to the Lifetime Homes Guidance contained in Section 5.2 of the Department of Environment, Heritage and Local Government 'Quality Housing for Sustainable Communities – Best Practice Guidelines for Delivering Homes Sustaining Communities' (2007).

QH14: To support the concept of independent living and assisted living for older people, to support the provision of specific purpose-built accommodation, and to promote the opportunity for older people to avail of the option of 'downsizing'. To support the promotion of policies that will:

- Encourage/promote full usage of dwellings units
- Incentivise property owners of under-utilised dwellings to relocate to smaller age friendly dwellings.
- Actively promote surrendering larger accommodation/financial contribution schemes without compulsion.

QH15: To require compliance with the City Council's policy on the taking-in-charge of residential developments.

QH16: To promote efficient and effective property management in order to secure the satisfactory upkeep and maintenance of communal areas and facilities in the context of the Multi-Unit Developments Act 2011, the Property Services (Regulation) Act 2011 and the establishment of the Property Services Regulatory Authority.

QH17: To support the provision of purpose-built, managed, high-quality private rented accommodation with a long-term horizon.

QH18: To promote the provision of high-quality apartments within sustainable neighbourhoods by achieving suitable levels of amenity within individual apartments, and within each apartment development, and ensuring that suitable social infrastructure and other support facilities are available in the neighbourhood, in accordance with the standards for residential accommodation.

QH19: To promote the optimum quality and supply of apartments for a range of needs and aspirations, including households with children, in attractive, sustainable mixed-income, mixed-use neighbourhoods supported by appropriate social and other infrastructure.

QH20: To ensure apartment developments on City Council sites are models of international best practice and deliver the highest quality energy efficient apartments with all the necessary infrastructure where a need is identified, to include community hubs, sports and recreational green open spaces and public parks and suitable shops contributing to the creation of attractive, sustainable, mixed-use and mixed-income neighbourhoods.

QH21: To ensure that new houses provide for the needs of family accommodation with a satisfactory level of residential amenity, in accordance with the standards for residential accommodation.

QH22: To ensure that new housing development close to existing houses has regard to the character and scale of the existing houses unless there are strong design reasons for doing otherwise.

QH23: To discourage the demolition of habitable housing unless streetscape, environmental and amenity considerations are satisfied, and a net increase in the number of dwelling units is provided in order to promote sustainable development by making efficient use of scarce urban land.

QH24: To resist the loss of residential use on upper floors and actively support proposals that retain or bring upper floors above ground floor premises into residential use in order to revitalise the social and physical fabric of the city through measures such as the Living City Initiative and allowing scope for the residential development standards to be relaxed for refurbishment projects subject to the provision of good quality accommodation as outlined in the development standards. To proactively promote and market the Living City Initiative in Dublin city in order to attract and encourage investment in the city's valuable building fabric within the designated Living City Initiative area.

QH25: To encourage the re-introduction of residential use into the historic areas of the city, where much of the historic fabric remains intact (e.g. the Georgian and Victorian areas), provided development is consistent with the architectural integrity and character of such areas.

QH26: To promote the transformation of the key regeneration areas into successful socially integrated neighbourhoods including those on the Main Inner City Regeneration Areas Map and promote area regeneration in parts of the city which require physical improvement and enhancement in terms of quality of life, housing and employment opportunities, including the Docklands. It is recognised that the nature of some housing regeneration initiatives may warrant the demolition of existing dwellings before proposals for new or replacement dwellings are agreed.

QH27: To recognise the separate identity, culture, tradition and history of the Travelling people and to reduce the levels of disadvantage that Travellers experience.

QH28: To provide a range of accommodation options for Travellers who normally reside in the Dublin city area and who wish to have such accommodation in accordance with the Dublin City Council Traveller Accommodation Programme 2014–2018 and as updated during the life of the plan.

QH29: To support the implementation of the Homeless Action Plan Framework for Dublin and support related initiatives to address homelessness.

QH30: To ensure that all proposals to provide or extend temporary homeless accommodation or support services shall be supported by information demonstrating that the proposal would not result in an undue concentration of such uses nor undermine the existing local economy, resident community or regeneration of an area. All such applications shall include: a map of all homeless services within a 500 m radius of the application site, a statement on the catchment area identifying whether the proposal is to serve local or regional demand, and a statement regarding management of the service/facility.

QH31: To support the provision of high-quality, professionally managed and purpose-built third-level student accommodation on campuses or in appropriate locations close to the main campus, in the inner city or adjacent to high-quality public transport corridors and cycle routes, in a manner which respects the residential amenity and character of the surrounding area, in order to support the knowledge economy. Proposals for student accommodation shall comply with the 'Guidelines for Student Accommodation' contained in the development standards.

QHO1: To undertake a study to examine the potential for existing low- to medium-density residential development to accommodate additional residential development in a manner which optimises residential density whilst respecting residential amenities.

QHO2: To undertake a review of the Dublin City Council Housing Strategy as part of the mandatory 2-year review process.

QHO3: To instigate the design of a prototype block of age-friendly apartments for older people based on age-friendly design principles in conjunction with other bodies, as appropriate, in order to inform a model of good practice.

QHO4: To undertake a review of private rented sector models serving various population cohorts to inform future planning policy and standards.

2.2.4 Implementing Dublin's housing strategy objectives

The implementation and achievement of the stated objectives of the Dublin Housing Strategy will have regard to the provisions of the development plan and its core strategy. This allows for a potential relaxation of residential standards only where appropriate and to facilitate distinct components that are developing within the housing market. Therefore, subject to the provision of good quality accommodation, having regard to the proper planning and development of an area the standards for residential accommodation may be relaxed in relation to proposals for:

- The refurbishment of existing buildings and the provision of residential accommodation on upper floors
- Residential accommodation for older people aged 55 and over
- Residential accommodation for the Housing Authority or Approved Housing Bodies and Voluntary Housing Bodies where a specific need has been identified.

Opportunities for cost-rental provision by the Housing Authority or approved housing bodies and voluntary housing bodies will also be considered.

Proposals for long-term build-to-let rental accommodation for mobile workers of over 50 units shall be considered within 500 m (walking distance) of centres of employment. These schemes shall allow for the provision of 'studio' units as set out in Section 16.10.1 of the development plan. These centres are identified within Figure W, based on the 2011

Figure W

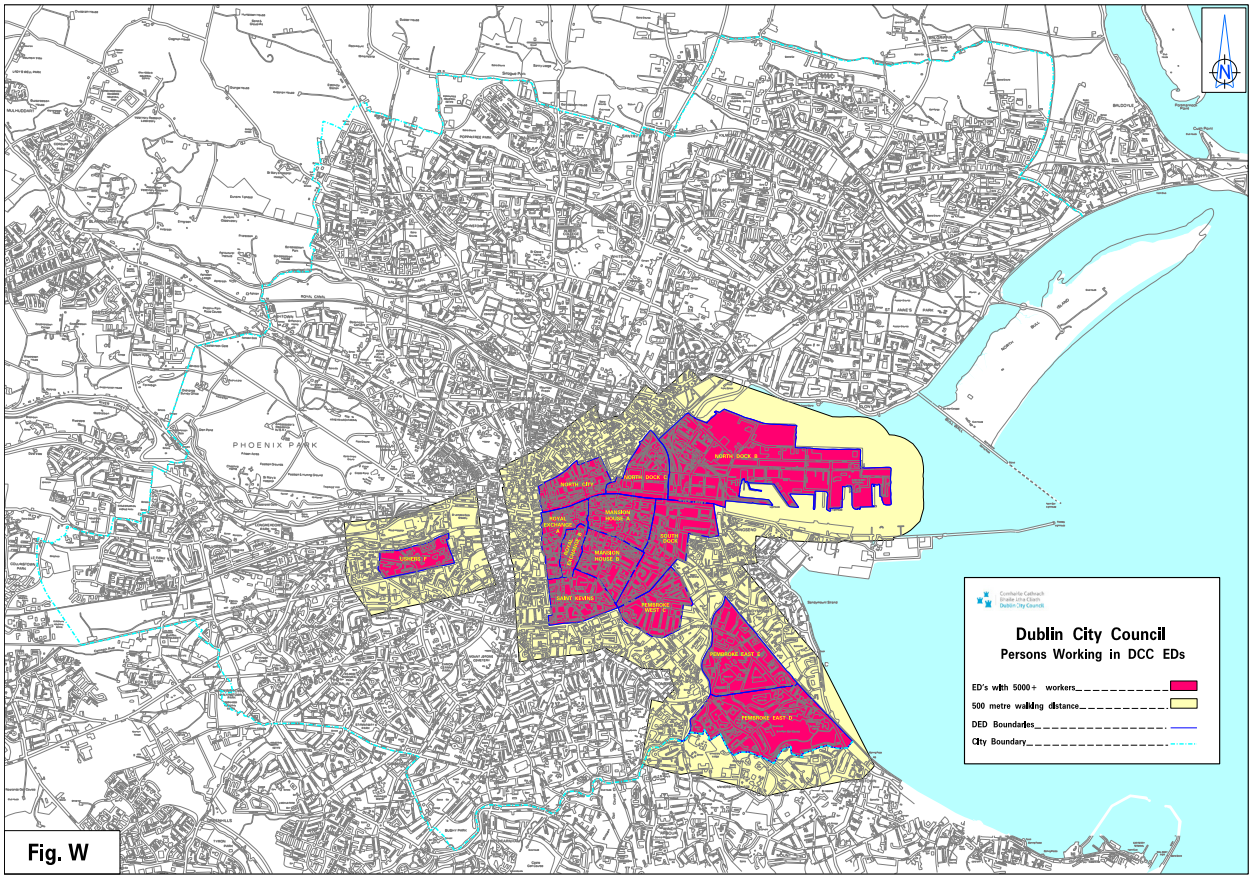


Fig. W

Census of Population (POWSCAR records) which identifies electoral districts that have 5,000 people or more working within them. Provision has also been made to include Beaumont Hospital (3,000 plus employees) as a key employment zone. Opportunities for cost-rental provision by the Housing Authority or approved housing bodies and voluntary housing bodies will also be considered.

2.2.5 Student Accommodation:

The Higher Education Authority *Report on Student Accommodation*: Demand and Supply (2015) sets out how there has been unprecedented growth in participation in higher education in recent years and this is set to continue. Currently Dublin has about 80,000 students in higher education. Participation in higher education brings many benefits to the individual, society and the economy. However, it also places pressure on existing infrastructure including an increasing demand for suitable student accommodation. The report sets out the estimated supply and demand for student accommodation and related issues and concludes that there is a significant need for more purpose-built student accommodation in Dublin. Development plan policy CEE19 sets out the following:

(i) To promote Dublin as an international education centre/student city, as set out in national policy, and to support and encourage provision of necessary infrastructure such as colleges (including English language colleges) and high quality, custom-built and professionally-managed student housing.

(ii) To recognise that there is a need for significant extra high-quality, professionally-managed student accommodation developments in the city; and to facilitate the high-quality provision of such facilities.

Policy on student accommodation is also set out in the housing chapter and in the development standards chapter. The provision of purpose-built student accommodation results in an increase in housing availability as it frees up standard housing for others. http://www.hea.ie/sites/default/files/student_accommodation_report_310815.pdf

2.2.6 Reviewing and amending Dublin's housing strategy

It is essential that the housing strategy is kept up-to-date to reflect any emerging trends in the housing market. Therefore, in accordance with the Planning and Development Act (as amended) it is necessary to review the Housing Strategy periodically.

The Chief Executive of Dublin City Council must undertake this review within two years of the authority making the development plan, however if significant changes take place in the housing market or in spatial planning policy this review should take place sooner.

Where this review indicates that new or revised housing needs have been identified, the Chief Executive may recommend that the Housing Strategy be amended and the development plan varied accordingly.

2.3 Legislative and Policy Context for Dublin's Housing Strategy

2.3.1 Introduction

The provision of quality homes which provide for the needs of the city's population and which contribute to the production and maintenance of sustainable, affordable, accessible and connected neighbourhoods is a key priority of Dublin's development plan. The social and economic context for the delivery of this key priority has changed and evolved over the period since 2008. Consequently, so too has the relevant legislative basis and policy framework. This section identifies the key legislative and policy instruments relevant to the delivery of Dublin's housing strategy.

2.3.2 Legislative basis and context for Dublin's housing strategy

Dublin's housing strategy has been prepared to meet statutory requirements set out under the Planning and Development Act 2000 (as amended) and in particular Part V of said Act. Part V of the Planning and Development Act (as amended) requires each planning authority to prepare a housing strategy which will cover the period of its development plan. The Act specifies that:

> *'…each housing strategy should have regard to the proper planning and sustainable development of an area and should be concerned with the overall supply of housing within the planning authority.'*

In meeting the requirements of the Planning and Development Act 2000, the housing strategy shall take into account:

- The existing need and the likely future need for housing
- The need to ensure that housing is available for persons who have different levels of income
- The need to ensure that a mixture of house types and sizes is developed to match the needs of different households in the city
- The need to counteract undue segregation in housing between persons of different social backgrounds.

It is also a requirement of the Planning and Development Act 2000 for each housing strategy to be consistent with requirements set by higher level strategic plans such as the National Spatial Strategy and the Regional Planning Guidelines (RPGs). The Planning and Development Act 2010 (as amended) legislates for the closer alignment of the National Spatial Strategy (NSS) with Regional Planning Guidelines, development plans and local area plans. Also, a local authority's development plan must now be consistent with the population projections and the settlement strategy as outlined by the relevant RPGs.

2.3.3 New legislative context for Dublin's housing strategy

Recent legislation that impacts on the context for Dublin's housing strategy and overall development plan is the Urban Regeneration and Housing Act 2015. The Act provides reforms which:

a) Require developers to provide up to 10% of the land zoned for residential use, or for a mixture of residential and other uses, for social and affordable housing and remove the ability of developers to account for their social housing commitments through cash payments to local authorities, or through providing sites or land elsewhere

b) Ensure that the social housing units will be located predominantly on the site of the original developments

c) Introduce a vacant site levy whereby local authorities will have the power to apply levies to property owners who leave their sites vacant and under-utilised. An annual levy at a rate of 3 percent of the market value will be applied to the site if the owner does not take steps to develop the site. Local authorities will have the power to apply such levies to vacant sites in areas designated for priority development under their respective local development plans

d) Enable developers to avail of reduced development contributions in respect of existing planning permissions that have yet to be activated.

A further significant change to Part V of the Act is that social and affordable housing obligations have been disapplied in respect of developments consisting of 9 or fewer houses, whereas previously, the obligations were disapplied in the case of development consisting of 4 or fewer houses. Also, a number of Part V options have been removed under the Act of 2015.

Secondly, the main provision of the Planning and Development Bill (No. 2) relates to the establishment of the Office of the Planning Regulator, which will be independent and whose primary functions will include the assessment and evaluation of local area plans, local development plans and regional spatial and economic strategies, the provision of education and research on planning related matters, as well as investigative powers to review the organisation, systems and procedures applied by planning authorities and An Bord Pleanála in the performance of their planning functions.

In addition, this legislation provides for the placing on a legislative footing of the development of a new National Planning Framework (NPF) to replace the existing National Spatial Strategy 2002–2020. The new NPF will set an overarching national framework for regional and local development, including strategic investment in critical infrastructure in transport, housing, water services, communications and other necessary infrastructure to facilitate economic development and growth at the national, regional and local level.

2.3.4 The planning policy context for Dublin's housing strategy

A number of important planning policy frameworks, strategies and guidelines must be taken into account by Dublin's housing strategy. These are noted below.

2.3.4.1 The National Planning Policy Statement, 2015

Adopted in January 2015, this non-statutory policy statement sets out 10 key principles that are to be observed by planning authorities, public bodies and all those that engage with the planning process. The statement reaffirms the role of planning legislation in Ireland as ensuring, in the interests of the common good, the proper planning and sustainable development of urban and rural areas. Among its key principles, it stresses, inter alia, the need for planning to be 'plan-led' and 'evidence-based'; that planning must 'proactively drive and support sustainable development' and that it is 'about creating communities and further developing existing communities in a sustainable manner'. Above all, the statement requires that 'planning will be conducted in a manner that affords a high level of confidence'.

2.3.4.2 The National Spatial Strategy, 2002–2020

The National Spatial Strategy (NSS) 2002–2020, is a strategic planning framework that promotes the balanced social, economic and physical development of Ireland. The NSS recognises that Dublin, as the capital city and national gateway, plays a fundamental national role and that the performance of its economy is essential to the success and competitiveness of the national economy.

2.3.4.3 The Regional Planning Guidelines (RPGs) for the Greater Dublin Area, 2010–2022

The Regional Planning Guidelines (RPGs) for the Greater Dublin Area 2010–2022, translate the national planning strategy to a regional level. The RPGs aim to direct the future development of the Greater Dublin Area. Each Dublin local authority development plan must be consistent with targets set out in the RPGs.

2.3.5 The housing policy context for Dublin's housing strategy

In response to the post-crisis scenario of meeting the housing needs of Ireland's growing economy and changing demography through a substantial increase in the supply of housing, the policy context for the production, exchange and consumption of housing in Ireland is increasingly detailed and substantive. Relevant policy objectives and actions on housing are established across a range of policy frameworks including national social and economic strategies, national planning and development strategies, national strategies on social inclusion and national architectural and design strategies. Beginning with the most recent and relevant, these are considered here in brief.

2.3.5.1 *Rebuilding Ireland: An Action Plan for Housing and Homelessness*

Rebuilding Ireland: an Action Plan for Housing and Homelessness is an initiative of the Government of Ireland. The overarching aim of this action plan is to ramp up the delivery of housing from its current undersupply across all tenures to help individuals and families meet their housing needs.

2.3.5.2 *Social Housing Strategy 2020 Support, Supply and Reform*

Adopted in November 2014, the *Social Housing Strategy 2020: Support, Supply and Reform* sets out a framework for the delivery of new social housing and for changes to aspects of social housing assessment, delivery and financing. The Social Housing Strategy is based on three pillars:

- Pillar 1: Provide 35,000 new social housing units, over a 6 year period, to meet the additional social housing supply requirements
- Pillar 2: Support up to 75,000 households through local authority provision via the private rented sector using the Housing Assistance Payment (HAP) and Rental Accommodation Scheme (RAS)
- Pillar 3: Reform social housing supports to create a more flexible and responsive system.

The strategy has also established a Dublin social housing delivery taskforce to respond to the current housing supply difficulties and to focus on the delivery of social housing supply. This has led to the adoption of a target for the provision of new housing units for the Dublin region over the period to end of 2017.

In total, 6,168 units of new housing are to be provided by the Dublin local authorities under a combined current and capital allocation of over €434 million. The specific target for Dublin city is to produce 3,347 new dwelling units for social housing provision under a funding allocation of over €292 million (at an estimate average cost of €185k per unit). Table 5 gives more details.

Table 5: Provisional Funding Allocation and Housing Targets for Dublin Local Authorities, 2015–2017

Local Authority	Provisional Funding Allocation (€, Current and Capital)	Targets for Housing Units 2015–2017
Dublin City Council	€292,194,455	3,347
South Dublin County Council	€73,255,580	1,445
Fingal County Council	€81,041,413	1,376
Dún Laoghaire–Rathdown County Council	€61,030,770	681
Total	€434,266,638	3,347

2.3.5.3 National Economic and Social Council (NESC) Report No.138 *Social Housing at the Crossroads*

In June 2014, the NESC published a major study and report on the challenge of creating an effective and interconnected combination of finance, supply and cost-rental housing and recommended new institutional arrangements to do so. The report argues for actions related to investment and finance, rent policy and influences on the supply of new dwellings.

Firstly, it considers how low-cost finance could be provided to fund the quantity and quality of housing we require and in such a way that it does not add to government debt. Secondly, it examines how renting could be made more affordable and attractive and by extension how this could stabilise Ireland's wider housing sector. It describes the practice of cost rental, common in many European countries, and

the importance of improved regulation. It also provides practical examples that show how cost rental could be applied in Ireland. Thirdly, it argues there needs to be more direct public policy influence on housing supply and urban development. It states that if, as government wishes, housing provision is no longer to be developer-led, it will have to be led by some other identifiable actor or actors. The analysis suggests the need to resume supply by local authorities or an equivalent body, such as a national housing trust. Notably, the *Social Housing Strategy 2020* commits to supporting the development of cost-rental housing.

2.3.5.4 *Construction 2020 A Strategy for a Renewed Construction Sector*

In May 2014, Construction 2020: *a Strategy for a Renewed Construction Sector* was published by the government. It commits to a detailed, time-bound set of actions to support the return of Ireland's construction section to sustainable levels. The central aim of the strategy is to provide homes for people by tripling housing output by 2020 and adding 60,000 jobs to the construction sector in the same period. Key commitments include:

- a new national framework for housing supply and annual statement of projected supply and demand
- the establishment of a housing supply co-ordination task force for Dublin
- The establishment of a high level working group dedicated to issues of sustainable bank and non-bank development financing
- supporting ex-construction workers on the live register
- ensuring a fit-for-purpose, flexible, effective and community-led planning system.

2.3.5.5 *The National Homeless Policy Statement, 2013*

Launched in February 2013, this policy statement substantially reframes homeless policy in Ireland based on research evidence and consultation and makes explicit the adoption of a housing-led approach to ending long-term homelessness in Ireland. This reorientation of policy seeks to ensure homelessness is tackled in a more planned and strategic way by providing housing and supports rather than on managing people in emergency facilities.

The policy statement ensures convergence with the housing-led approach previously adopted in Dublin in 2009 with the establishment of the Pathway to Home mode of service delivery. Pathway to Home emphasises the prevention and effective resolution of homelessness and rough sleeping through the provision of effective and integrated information and advice, emergency accommodation, housing and supports and care as required.

2.3.5.6 *The National Housing Strategy for People with a Disability, 2011–2016*

The National Housing Strategy for People with a Disability 2011–2016 sets out a framework for the delivery of housing for people with disabilities through mainstream housing policy. The strategy is under pinned by the following nine strategic aims:

1. To promote and mainstream equality of access for people with a disability to the full range of housing options available suited to individual and household need
2. To develop national protocols and frameworks for effective interagency co-operation which will facilitate person-centred delivery of housing and relevant support services

3. To support people with a disability to live independently in their own homes and communities, where appropriate
4. To address the specific housing needs of people with an intellectual and/or physical disability, moving from congregated settings in line with good practice, including through the development of frameworks to facilitate housing in the community
5. To address the specific housing needs of people with a mental health disability, including through the development of frameworks to facilitate housing in the community, for people with low and medium support needs moving from mental health facilities, in line with good practice
6. To consider good practice in the design, co-ordination and delivery of housing and related supports
7. To facilitate people with a disability to access appropriate advice and information in respect of their housing needs
8. To improve the collection and use of data/information regarding the nature and extent of the housing needs of people with a disability
9. To provide a framework to support the delivery, monitoring and review of agreed actions.

2.3.5.7 *The National Statement on Housing Policy, 2011*

Launched in June 2011, the policy statement sets out a vision for the future of the housing sector in Ireland 'based on choice, fairness, and equity across tenures and on delivering quality outcomes for the resources invested'. The overall strategic objective of policy was reformulated as enabling 'all households to access good quality housing appropriate to their household circumstances and in their particular community of choice'. The primary measures outlined in the document are:

1. Deliver a more equitable treatment of housing tenure
2. Maximise the delivery of social housing supports within the resources available
3. Transfer of responsibility for long-term recipients of rent supplement to local authorities
4. Adopt new mechanisms for the delivery of permanent social housing
5. Stand down all affordable housing schemes
6. Formally review Part V of the Planning and Development Act, (2000 and as amended)
7. Publication of Housing Strategy for People with Disabilities
8. Delivery of housing supports for households with special needs
9. Create an enabling regulatory framework to support the increasingly prominent role of the voluntary and cooperative sector in housing delivery
10. Implement measures to tackle anti-social behaviour across all housing tenures.

2.3.5.8 *Memorandum on the Preparation, Adoption and Implementation of Local Authority Traveller Programmes, 2009*

The Memorandum covers the various provisions of the 1998 Act which govern the local authority's duties in relation to preparation, adoption and implementation of accommodation programmes and related matters under the Housing (Traveller Accommodation) Act, 1998. These provisions:

- Require relevant housing authorities, in consultation with Travellers, to prepare and adopt by a date to be specified, accommodation programmes to meet the existing and projected accommodation needs of Travellers in their areas
- Allow for public input to the preparation and amendment of such programmes
- Oblige relevant housing authorities to take appropriate steps to secure implementation of programmes
- Require planning authorities to include objectives concerning Traveller accommodation in their county/city development plans.

2.3.6 The quality standards and design policy framework for Dublin's housing strategy

According to best practice, the successful design of a good quality sustainable housing project depends on the balance struck between a range of factors. Issues such as accessibility, security, safety, privacy, community interaction, availability of appropriate services and the provision of adequate space, should be given due weight. The needs and reasonable expectations of residents are of fundamental importance.

The typical family dwelling will be required to meet the needs of infants, young children, adults and older people, either separately or in combination, at various stages of its lifecycle. The design should be sufficiently flexible and adaptable to meet such demands over the foreseeable life of the building. In addition, it will normally be necessary to plan and design the scheme within a defined time period and to ensure that it can be constructed within acceptable time and cost parameters.

It is clear that the achievement of a successful outcome presents a significant architectural challenge and the success of any housing project is largely dependent on the quality of planning and design input and how this is followed through in practice, at the construction stage.

2.3.6.1 Modular Housing Typologies

Recently, and given the imperative to generate new housing supply, there is increased interest in housing provision based on modular construction methodology. A considerable body of international literature exists on the design, production, assembly, maintenance, use, occupation and socio-spatial and socio-economic impacts of housing provision based on modular construction methods. It is not intended to provide a summary of this literature here. However, set out below, in general terms are the advantages of modular construction methods when compared to more 'traditional' construction methods. Key advantages of modular construction methods include the following:

- Factory-assembled components allow for greater accuracy, quality assurance and consistency
- The construction process is speeded up with first-fix elements completed in the factory

- Generally, site works are minimised to just simple foundation systems and the provision of access roads, services and landscaping
- Concentration of various trades to the factory build can minimise disputes and co-ordination errors which can otherwise occur on-site
- Generally, cost-efficiencies are achieved with repetitive mass produced elements, predictable timelines and reduction in waste of materials
- The reduced amount of site time allows for a safer working environment.

More specifically, modular housing construction has certain distinct advantages when compared to more traditionally-established standard housing construction and development. These relate to (a) the production of tender documentation, (b) the procurement of contactors, (c) the design stage, (d) obtaining statutory consents, (e) the construction stage, and (f) the certification and completion stage. These are summarised below.

Figure D illustrates the task-driven timeframe for projects using standard project management processes. The tasks are sequential and risks are minimised between tasks. A restricted procurement procedure is followed, building design is by employer and constructed by contractor methods with standard GCCC forms of contract employed.

Figure E illustrates the task-driven timeframe for projects using modular construction design and build project management processes. Tasks are sequential. Building design and construction becomes part of procurement of the contractor. Therefore the programme reduces marginally due to procurement timeframe savings. Some risks are taken on by employer on quality control and design control. A negotiated procurement procedure is followed. Building designed by contractor and constructed by contractor methods with standard GCCC forms of contract employed.

Notably, there are no significant differences in the costs between new build and high-end system build construction methods. The potential for cost savings between traditional and modular construction relates primarily to development associated with the stages set out above and to site resourcing (i.e. serviced sites with appropriate access and additional land-use specification that accompany housing development). In short, the use of modular housing typologies can simply save time in the overall production of quality housing.

Figure D: Timeframe for projects using restricted procurement procedure for standard construction

20 Unit Standard Housing Development Programme		Restricted Procurement Procedure												3 Years			
	Time in weeks	2015				2016				2017							
		Quarter One	Quarter Two	Quarter Three	Quarter Four	Quarter One	Quarter Two	Quarter Three	Quarter Four	Quarter One	Quarter Two	Quarter Three	Quarter Four				
Site Identification	20	Project Brief															
Procure Design Team	12			Procure Team													
Design Stage	26				Design Stage												
Statutory Consents	18					Consents											
Tender Documents	20						Tender Documents										
Procure Contractor	26							Procure Contractor									
Construction Stage	52									Construction Stage							
Certification and Completion	1																

Figure E: Timeframe for projects using a negotiated procedure for modular construction (design and build)

20 Unit Design Build Modular Housing – Development Programme		Negotiated Procurement Procedure	1.25 Years

	Time in weeks	2015				2016				2017			
		Quarter One	Quarter Two	Quarter Three	Quarter Four	Quarter One	Quarter Two	Quarter Three	Quarter Four	Quarter One	Quarter Two	Quarter Three	Quarter Four
Tender Document Production	13	Project Brief											
Procure Contractor	5			◄ Procure Contract									
Design Stage	13			Design Stage									
Statutory Consents	18					◄ Consents							
Construction Stage	30				Construction Stage								
Certification and Completion	1												

2.3.6.2 'Sustainable Urban Housing; Design Standards for New Apartments – Guidelines for Planning Authorities'

In 2015, the Department of Environment, Community and Local Government updated the 'Sustainable Urban Housing: Design Standards for New Apartments' (2007). The 2015 guidelines set out specific planning policy requirements which must be applied by planning authorities in the exercise of their functions.

2.3.6.3 Sustainable Residential Development in Urban Areas

In 2009 the Department of Environment, Heritage and Local Government published the *Guidelines for Planning Authorities on Sustainable Residential Development in Urban Areas (Cities, Towns and Villages).* They are statutory guidelines designed to assist planning authorities, developers, architects and designers in delivering quality residential development. They revise and update the 1999 *Guidelines for Planning Authorities on Residential Density.*

2.3.6.4 *The Government Policy on Architecture 2009–2015*

The Government Policy on Architecture 2009–2015 contains forty-five actions and is divided into six sections: Introduction; Strategy for Architecture: the Need for Evidence and Research Capacity; Leading by Example; Architecture and the Wider Environment; Developing the Demand for Quality; and Implementation and Review. The policy complements reform policy on public sector construction procurement, which is aimed at obtaining greater cost certainty at tender stage, better value for money and more efficient delivery of projects. The policy recognises the place of architecture in society as an expression of cultural, aesthetic, and social values, both past and present, and the challenges and expectations of the future in shaping a sustainable quality environment. It also recognises the government's policy on design and build, and the importance it plays as a standard procedure in the procurement of public works, including the provision of housing by local authorities and approved housing bodies.

2.3.6.5 *Sustainable Urban Housing: Design Standards for New Apartments*

In 2007, the Department of Environment, Heritage and Local Government published guidelines for planning authorities on *Sustainable Urban Housing: Design Standards for New Apartments.* The main aim of these guidelines is to promote successful apartment living by addressing the need for well-designed apartments. They provide minimum floor areas for different types of apartments and address issues surrounding storage space.

2.4 Dublin's Population Trends

2.4.1 Introduction

In this section the key population trends in Dublin city are examined. It focuses on:

- Population changes in Dublin city
- Population structure in Dublin city
- Household composition in Dublin city

2.4.2 Population change in Dublin city

Population growth in Dublin city over the period 1991 to 2011 has lagged significantly behind national population growth and growth in the other Greater Dublin Area (GDA) local authorities. Table 6 shows that population growth in Dublin city over the period 1991 to 2011 has lagged behind national population growth and growth in the other GDA local authorities. In the State the population increased by 30 percent from 1991 to 2011, but by only 10.3 percent in Dublin city. Fingal County Council, by contrast, witnessed a population increase of 79.4 percent over the same period.

Table 6: Inter-Censal Population Percentage Change

	1991–1996	1996–2002	2002–2006	2006–2011	1991–2011
Dublin city	0.7	2.9	2.1	4.2	10.3
Dún Laoghaire–Rathdown	2.5	0.9	1.2	6.3	11.2
Fingal	9.8	17.1	22.2	14.2	79.4
South Dublin	4.8	9.2	3.4	7.4	27.1
Dublin Region	3.2	6.1	5.7	7.2	24.2
Kildare	10.1	21.4	13.7	12.9	71.5
Meath	4.1	22.1	21.5	13.1	74.8
Wicklow	5.6	11.7	10.0	8.3	40.5
Mid East Region	6.8	18.8	15.2	11.7	63.3
Greater Dublin Area	4.1	9.2	8.3	8.5	33.6
State	2.8	8.0	8.2	8.2	30.1

Source: CSO

Since 1991, Dublin city's share of the region's population has declined from 47 to 41 percent (Table 7). By contrast, however, Fingal has seen its share of the region's population increase from 15 to 22 percent over the same period. South Dublin's share of the population has increased from 20 to 21 percent while Dún Laoghaire–Rathdown's share has fallen from 18 to 16 percent.

Table 7: Dublin Region Population Percentage Share

	1991	1996	2002	2006	2011
Dublin city	46.7	45.5	44.2	42.6	41.4
Dún Laoghaire–Rathdown	18.1	18.0	17.1	16.3	16.2
Fingal	14.9	15.8	17.5	20.2	21.5
South Dublin	20.4	20.7	21.3	20.8	20.8
Dublin Region	100	100	100	100	100

Source: CSO

Table 8 examines the share of Dublin city's population in the context of the Greater Dublin Area. The same shrinkage in share of population can be seen. In 1991 Dublin city had 35 percent of the GDA population but this had decreased to 29 percent by 2011, once again reflecting the growth of population and housing in counties such as Fingal, Meath and Kildare.

Table 8: Greater Dublin Area Population Percentage Share

	1991	1996	2002	2006	2011
Dublin city	35.4	34.3	32.3	30.4	29.2
Dún Laoghaire–Rathdown	13.7	13.5	12.5	11.7	11.4
Fingal	11.3	11.9	12.8	14.4	15.2
South Dublin	15.5	15.6	15.6	14.9	14.7
Kildare	9.1	9.6	10.7	11.2	11.7
Meath	7.8	7.8	8.7	9.8	10.2
Wicklow	7.2	7.3	7.5	7.6	7.6
Greater Dublin Area	100	100	100	100	100

Source: CSO

In contrast to the dispersion of population described above, the inner city of Dublin has seen strong population growth. Table 9 summarises population change in Dublin city between 1991 and 2011. In that inter-censal period the population of Dublin city increased by 10.3 percent.

In the inner city there was an increase of 63.2 percent in the same period. This increase reflects the high level of apartment building in the inner city from the late 1980s onwards, due in large part to tax and other fiscal incentives aimed at stimulating urban regeneration. While the inner city saw a significant increase in population, in the rest of the city there was a decrease of 1 percent from 1991–2011, with many electoral divisions seeing a loss of population.

Given strong national and regional increases in population in this period, this loss of population is striking. Without undertaking more extensive analysis of age structure and household type at electoral division level, it is not possible to be definitive as to the reasons for this, but clearly we are dealing with households which are at a later stage of the life cycle (empty nesting etc). The 2011 Census results show continuing growth in the inner city with a slight decline in the outer areas.

Table 9: Population Change in Dublin City 1991–2011

	Persons 1991	Persons 1996	Persons 2002	Persons 2006	Persons 2011	Change 1991–2011	%change 1991–2011
Dublin City	478,389	481,854	495,781	506,211	527,612	49,223	10.3%
Total Inner City	84,055	94,112	112,044	124,036	137,142	53,087	63.2%
Total rest of city	394,334	387,742	383,737	382,175	390,470	-3,864	-1.0%

Source: CSO

2.4.3 Dublin's population structure

Table 10 displays dependency ratios for the different areas of the GDA. With regard to the old-age dependency ratio we can see that while the average for the GDA is 15.1 percent, giving a ratio of 6.6 persons at or below 65 years of age for every 1 person over 65 years of age. Dublin City Council's rate is higher at 17.4 percent (i.e. a ratio of approximately 1 in 6 persons is aged over 65 years of age) and Dún Laoghaire–Rathdown stands at 21.5 percent (a ratio of approximately 1 in 5 persons is aged over 65 years of age).

However, Fingal has the lowest old-age dependency ratio at 10.6 percent (a ratio of approximately 1 in 10 persons is aged over 65 years of age) with Kildare and South Dublin at 11.7 percent (a ratio of approximately I in 9 persons) and 12.7 percent (a ratio of approximately 1 in 8) respectively.

In reverse, the average young-age dependency ratio for the GDA is 30.1 percent (a ratio of approximately 3 persons under the age of 14 years for every person age 15 years or older). By contrast Dublin City Council has the lowest young-age dependency ratio at 21 percent (a ratio of approximately 1 person under the age of 14 years for every 5 persons aged 15 years or older).

Table 10: Age Dependency Ratios 2011

	0–14 years	15–64 years	over 65 years	Young age ratio	Old age ratio	Total dependency ratio
	N	N	N	%	%	%
Dublin City	80,029	381,093	66,490	21.0	17.4	38.4
Dún Laoghaire–Rathdown	37,535	138,854	29,872	27.0	21.5	48.5
Fingal	66,407	187,723	19,861	35.4	10.6	46.0
South Dublin	61,281	180,871	23,053	33.9	12.7	46.6
Dublin Region	245,252	888,541	139,276	27.6	15.7	43.3
Kildare	51,568	142,088	16,656	36.3	11.7	48.0
Meath	46,466	121,347	16,322	38.3	13.5	51.7
Wicklow	31,172	90,467	15,001	34.5	16.6	51.0
Greater Dublin Area	374,458	1,242,443	187,255	30.1	15.1	45.2
State	979,590	3,073,269	535,393	31.9	17.4	49.3

Source: CSO

Table 11 confirms that average household size has decreased over the past decade. Nationally, average household size had reduced from 3.14 persons per household in 1996 to 2.73 in 2011. Average household size is smaller in Dublin city, reducing from 2.67 in 1996 to 2.4 in 2011.

Table 11: Average Household Size

	Average number of persons per private household			
	1996	2002	2006	2011
Dublin City	2.67	2.59	2.50	2.40
Dún Laoghaire–Rathdown	3.01	2.9	2.77	2.67
Fingal	3.46	3.18	2.95	2.92
South Dublin	3.50	3.21	3.03	2.93
Dublin Region	2.99	2.86	2.73	2.65
Kildare	3.39	3.18	3.01	2.95
Meath	3.41	3.17	2.99	2.97
Wicklow	3.22	3.06	2.89	2.83
Greater Dublin Area	3.07	2.93	2.80	2.73
State	3.14	2.94	2.81	2.73

Source: CSO

2.4.4 Household Composition

Table 12 examines household composition or type in 2011. The most obvious result from this table is that Dublin city has a higher than average proportion of one-person households than other counties. Over 30 percent of households in Dublin city are one person households compared with 17 percent in Fingal and South Dublin.

By contrast, Dublin city has a much lower rate of households comprised of husband and wife with children. Only 19 percent of households in Dublin city were husband and wife with children compared with 31 percent in Dún Laoghaire, 36 percent in Fingal, 34 percent in South Dublin and almost 40 percent in Meath and Kildare.

Approximately one-third of households in the city have children compared to Kildare, Wicklow and Meath which all have over 50 percent of households with children.

Table 12: Household Composition in 2011

	Dublin Region	Dublin City	Dún Laoghaire–Rathdown	Fingal	South Dublin	Kildare	Meath	Wicklow	State
One person	24.2	30.7	23.0	17.2	17.3	17.8	18.2	20.2	23.7
Husband and wife	13.4	11.8	16.7	13.7	13.8	14.0	14.4	15.1	14.5
Cohabiting couple	5.7	6.7	5.1	5.5	4.3	4.9	4.5	4.4	4.4
Husband and wife with children (of any age)	27.0	18.6	31.1	35.7	33.7	37.7	39.6	34.8	31.6
Cohabiting couple with children (of any age)	3.0	2.4	2.1	4.0	4.2	4.2	4.3	4.1	3.3
Lone mother with children (of any age)	10.0	9.8	8.0	10.0	12.3	9.1	8.2	10.2	9.4
Lone father with children (of any age)	1.3	1.3	1.2	1.3	1.5	1.4	1.5	1.6	1.5
Husband and wife with other persons	0.9	0.9	0.7	1.0	1.0	0.8	0.8	0.8	0.8
Cohabiting couple with other persons	0.8	0.9	0.6	0.8	0.6	0.6	0.5	0.5	0.5
Husband and wife with children (of any age) and other persons	1.6	1.2	1.5	1.9	2.0	1.9	2.0	1.7	1.6
Cohabiting couple with children (of any age) and other persons	0.3	0.2	0.2	0.4	0.3	0.3	0.3	0.3	0.3
Lone mother with children (of any age) and other persons	1.2	1.3	0.8	1.1	1.3	0.9	0.8	0.9	0.9
Lone father with children (of any age) and other persons	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
Two family units with or without other persons	1.5	1.5	1.0	1.4	2.0	1.3	1.2	1.2	1.1
Three or more family units with or without other persons	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Non-family households containing related persons	2.8	3.7	2.3	2.0	2.0	1.7	1.7	1.8	2.4
Non-family households containing no related persons	6.1	8.7	5.4	3.7	3.4	3.2	1.9	1.9	3.8
Households with children	44.5	35.1	45.2	54.7	55.5	55.6	56.9	54.0	48.7
Total private households	100	100	100	100	100	100	100	100	100

Source: CSO

2.5 Dublin's Changing Housing Trends

2.5.1 Introduction

In this section the key changes in housing trends in Dublin city are examined. The analysis is based on data gathered from the Central Spastics Office (CSO), the Private Residential Tenancies Board (PRTB) and the Department of the Environment, Community and Local Government's (DECLG) annual housing statistics.

2.5.2 Changes to Dublin's housing tenure

The Census 2011 results indicate that owner occupation remains the dominant housing tenure in Ireland. Table 13 shows that 69 percent of Irish households owned their home (35 percent with a mortgage) in 2011, while 19 percent were private renters and 9 percent were social renters.

However, there is considerable geographic variability in housing tenure patterns at the local authority level. The commuter counties display significantly higher owner-occupation rates, particularly among those households with mortgages, while in Dublin city private rental is the most common tenure form. Only 52 percent of households in Dublin city are owner-occupiers (26 percent with a mortgage) while the proportionate share of private renters is much larger, accounting for one-third of all households. The share of households renting from the social sector is also significantly higher at 13 percent.

Table 13: Housing Tenure by Local Authority, Census 2011

	Owner – Mortgage		Outright Owner		Rented Private		Social Rented		Other		Total
	n	%	n	%	n	%	n	%	n	%	n
Dublin City	53,054	26	54,498	26	66,613	32	26,677	13	7,005	3	207,847
South Dublin	37,405	42	25,310	28	15,141	17	10,251	11	1,770	2	89,877
Fingal	43,811	47	21,450	23	20,029	22	5,614	6	2,047	2	92,951
DLR	26,305	35	27,261	36	15,152	20	5,010	7	2,058	3	75,786
Kildare	32,476	46	19,514	28	12,178	17	4,456	6	1,880	3	70,504
Meath	29,817	48	18,724	30	84,89	14	3,169	5	1,723	3	61,922
Wicklow	19,234	40	15,471	33	7,087	15	4,400	9	1,387	3	47,579
GDA	242,102	37	182,228	28	144,689	22	59,577	9	17,870	3	646,466
State	583,148	35	566,776	34	305,377	19	143,975	9	50,132	3	1,649,408

Source: CSO

2.5.2.1 Private Rented Sector

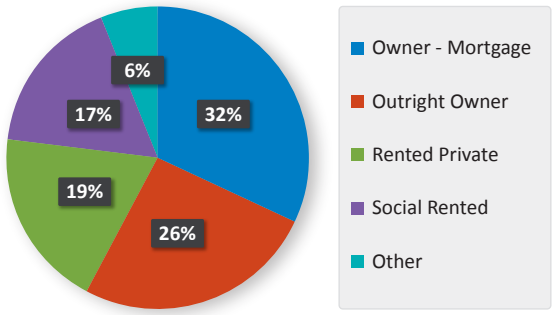
The proportion of households in owner-occupied housing with mortgages is declining and the number of outright owners is increasing at a gradual rate. In comparison, the number of those in private rental accommodation is rising quite dramatically.

At the State level, the number of owners with a mortgage declined by 2 percent between 2006 and 2011, while the number of those in outright ownership increased by 24 percent. However, the number of households in the private rental sector increased by 110 percent in comparison, while those in the social rented sector declined by 8 percent. Within Dublin city the decline in mortgaged households was more pronounced (-13 percent), while the increase in private renters was 82 percent.

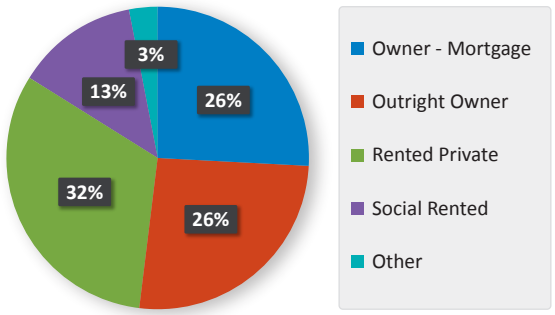
In 2006, the private rented tenure accommodated just under one-fifth (19 percent) of all households in Dublin city (see Figure F). By 2011, households renting privately had increased to just under one-third (32 percent) of all households. The proportionate share of owners with mortgages declined from 32 percent to 26 percent, while the share of outright owners remained stable at 26 percent. The social rented sector also declined in its proportionate share, falling from 17 percent of all households to 13 percent.

Figure F: Change in housing tenure in Dublin City Council 2006–2011

Dublin City - 2006



Dublin City - 2011



Source: CSO

Figure G illustrates the geographic distribution of Dublin city households by their housing tenure from Census 2011. The maps highlight the percentage share of each of the four main tenure types by electoral division area, with the lighter shades indicating a lesser share and the darker shades a higher proportionate share.

The greatest concentrations of owners with a mortgage are found in the new suburbs that were built on the northern and southern fringes of the City Council's functional area during the 2000s. For example, in the electoral division 'Grange A' near Donaghmede, some 56 percent of households are owner occupiers with a mortgage while in 'KIlmore A' near Santry, 49 percent of households are mortgaged.

Stronger concentrations of outright owners tend to be found in the older, more settled residential suburbs. For example, 61 percent of households in the 'Beaumont A' electoral division and 58 percent in 'Beaumont E' are outright owners. Private renters are clustered in the city centre, the Docklands and the South-East suburbs. Over 70 percent of households in the EDs of 'North City,' 'Mansion House' and 'Arran Quay C' are private renters, while the suburban EDs around Rathmines and Ballsbridge display private renter rates above 50 percent. A small number of clusters of social renters are evident in the some of the inner-city electoral divisions and on the suburban fringe in Cherry Orchard and Ballymun.

Figure H outlines the change in the numbers of households across these same housing tenures between Census 2006 and Census 2011 by electoral division. The numbers of mortgaged households declined across the city as some households transitioned into outright ownership. Some small increases are noted in the Docklands area and in the north fringe. In 'Ballymun A,' for example, there were 140 new mortgaged households between 2006 and 2011.

While the number of outright owners increased modestly across Dublin city, there was exceptional growth in new households in the private rented sector, particularly in the Docklands area and South-East suburbs. The 'Mansion House B' electoral division saw an increase of 1,058 in private renting households, while there were increases of over 700 households in 'Pembroke East E,' 'Clontarf West D' and 'Terenure C' respectively.

The number of social rented households declined across the city with a small number of increases registered in some inner-city locations and on the western and northern fringes. The number of social households in 'Ballymun C' increased by 753 between 2006 and 2011, while 'Ballymun B,' 'Ballymun D' and 'Cherry Orchard C' saw increases in excess of 500 households respectively.

Figure G: Housing tenure by Dublin City Council electoral division, Census 2011

Source: CSO, DECLG

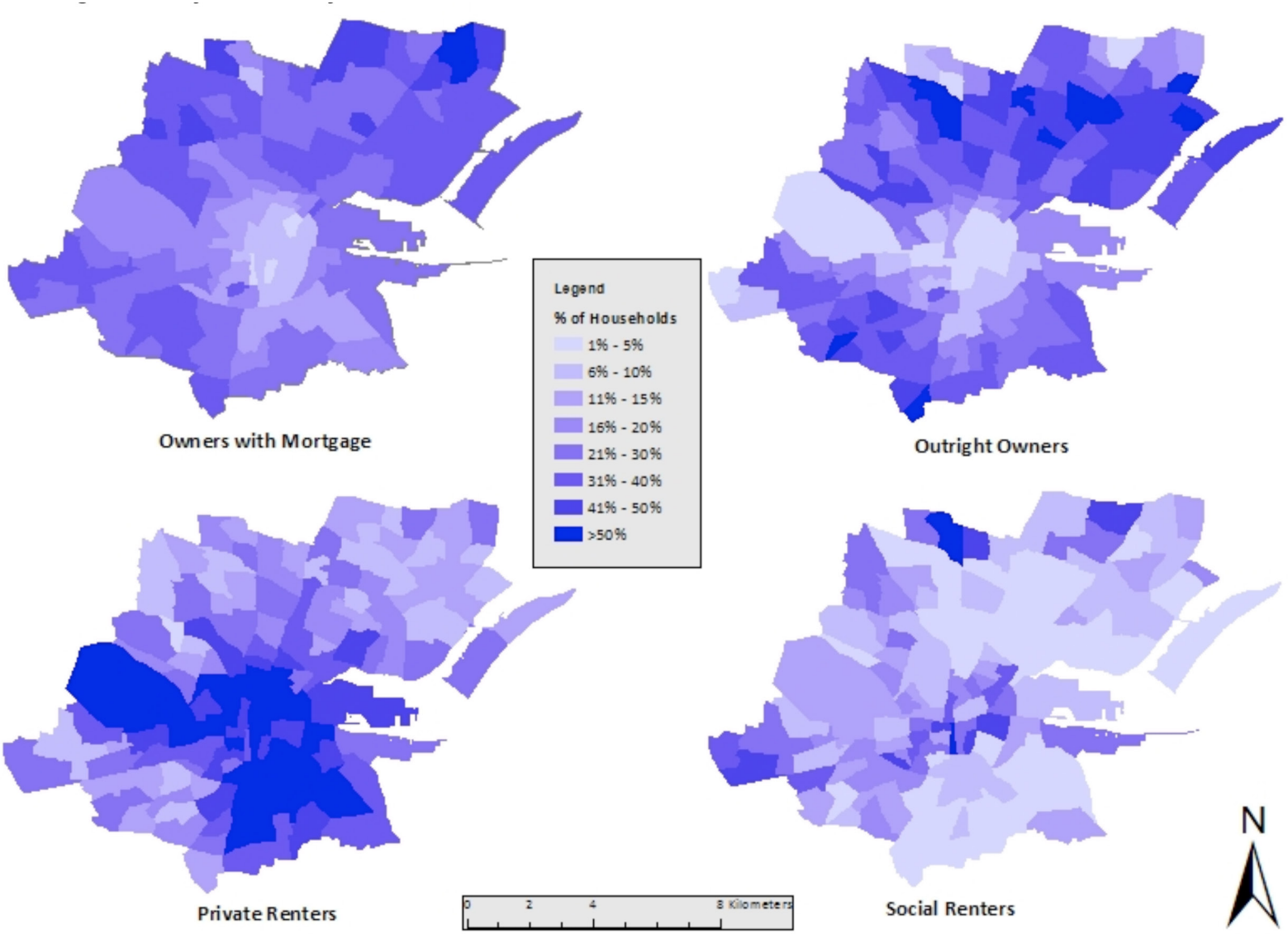
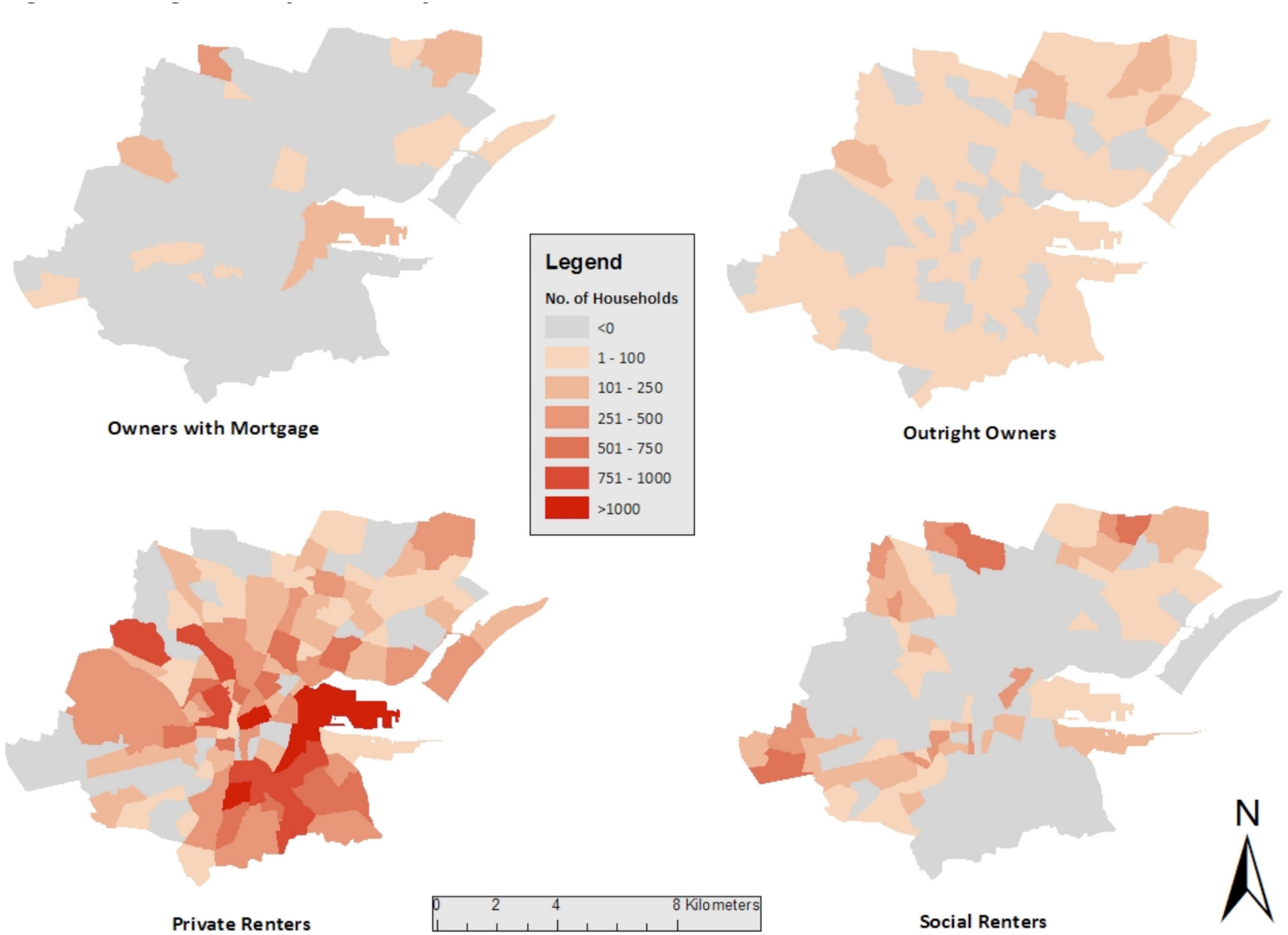


Figure H: Change in housing tenure by Dublin City electoral division, 2006–2011

Source: CSO, DECLG



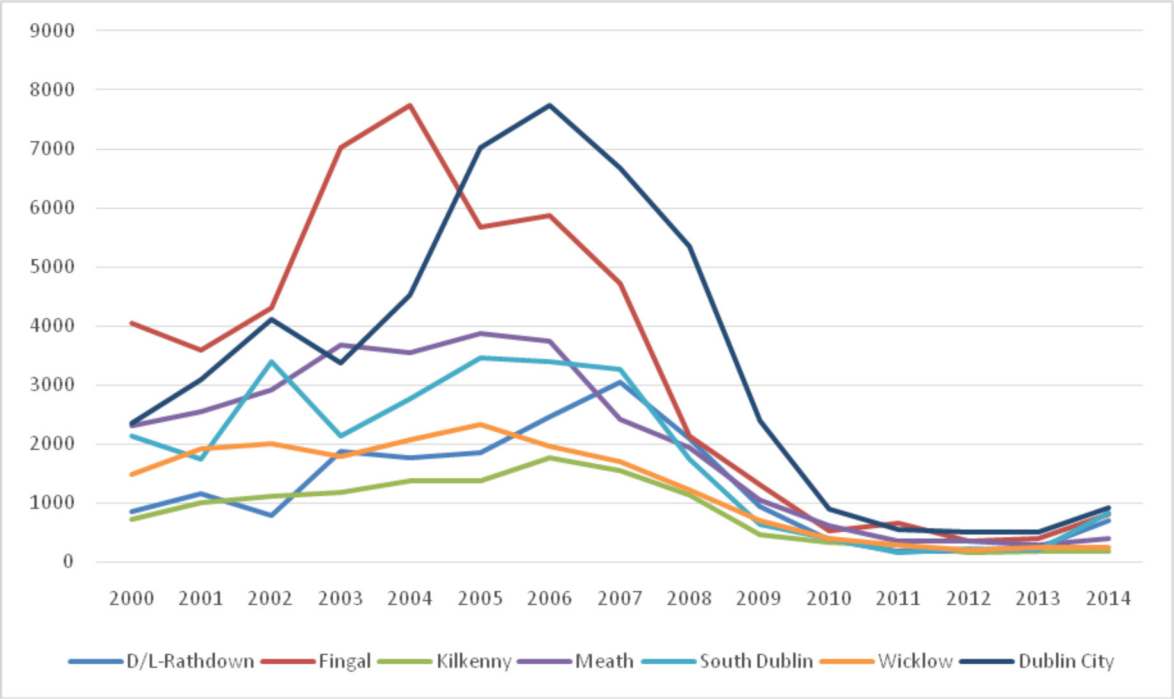
2.5.3 Changing dynamics of housing supply in Dublin

2.5.3.1 House Completion Rates in Dublin

Some 480,258 housing units were built in Ireland in the six years to 2006, representing 26 percent of the estimated total housing stock in 2006. Over the period 2000 to 2006, house completions nationally increased from approximately 49,812 to a peak of over 93,000 in 2006. Annual completions in the Greater Dublin Area increased from 13,928 to 30,135 over the same period.[1] As Figure I indicates, there was significant geographic variation in housing output in the early 2000s, with the majority of housing units in the Greater Dublin Area provided in the functional areas of Fingal County and Dublin City Council.

Between 2000 and 2006 the number of units constructed in Dublin city increased by 228 percent, from 2,362 to 7,746 units per annum. By 2006 Dublin city was accounting for almost 10 percent of total housing output nationally. However, since the peak of the construction bubble, housing output has contracted sharply. Nationally, the number of annual completions fell by 91 percent to 8,301 units in 2013, while output in Dublin city fell by 94 percent to 502 units. A modest increase has been noted since 2014, when 914 units were produced.

Figure I: Housing production in the Greater Dublin Area by local authority, 2000–2015

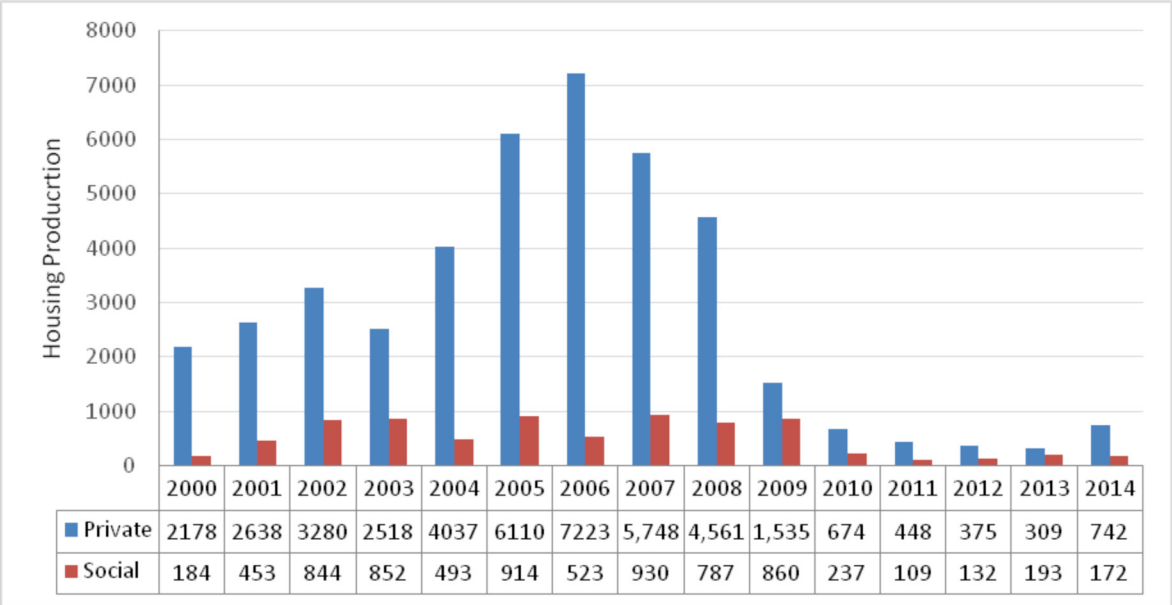


Source: CSO, DECLG.

1 In 2006 the DECLG estimate that the total housing stock, including vacant dwellings, was 1,841,000.

As Figures J and K outline, the majority of housing units produced in Dublin city from 2000 were units for the private market, with a much more limited number of units provided for the social sector. Between 2000 and 2006, a total of 27,984 housing units were constructed for the private market compared to 4,263 social housing units. Typically, 85 to 90 percent of housing units provided in each year were delivered for the private sector. Since 2009, there has been a substantial reduction in the number of private and social housing units being delivered. Between 2009 and 2014 some 4,083 private units and 1,703 social units have been constructed.

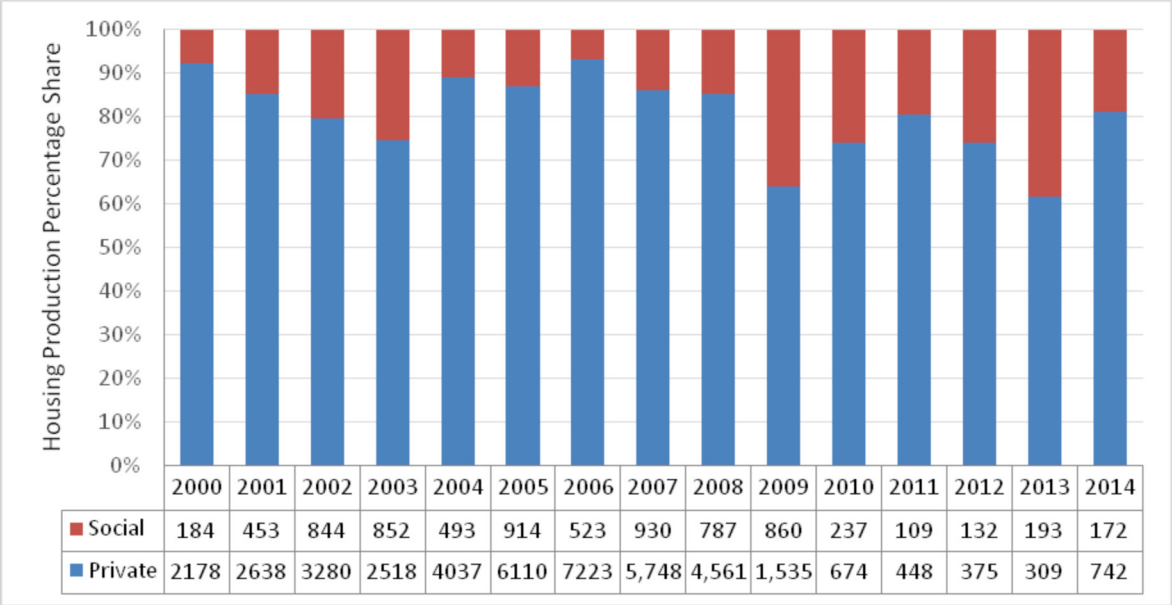
Figure J: Housing production in Dublin City by provision (no. of units), 2000–2015



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Private	2178	2638	3280	2518	4037	6110	7223	5,748	4,561	1,535	674	448	375	309	742
Social	184	453	844	852	493	914	523	930	787	860	237	109	132	193	172

Source: DECLG

Figure K: Housing production in Dublin City by provision (percentage share), 2000–2015



	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Social	184	453	844	852	493	914	523	930	787	860	237	109	132	193	172
Private	2178	2638	3280	2518	4037	6110	7223	5,748	4,561	1,535	674	448	375	309	742

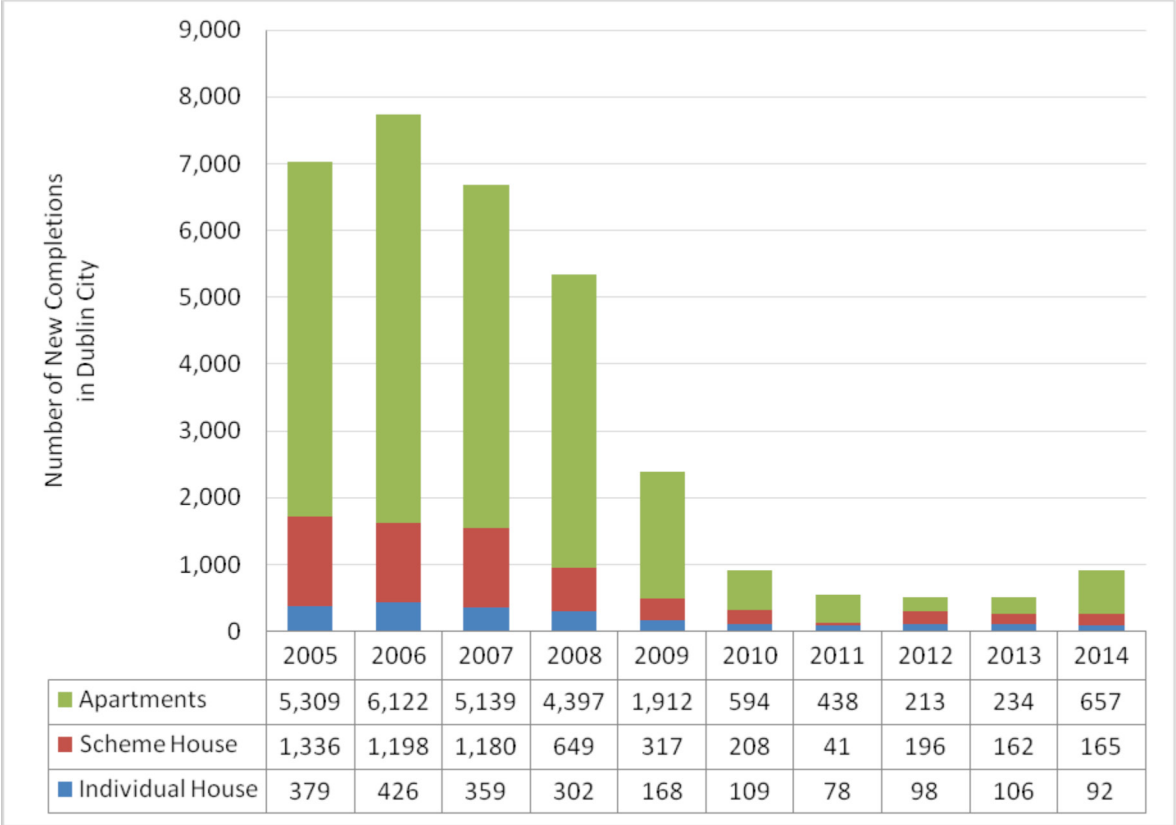
Source: DECLG

2.5.3.2 Dwelling Type

Figures L and M detail the trends in residential construction by dwelling type. Between 2005 and 2009, some 22,879 apartment units and 4,680 houses were added to the Dublin city housing stock. Apartments accounted for 78 percent of total housing output over this time. However, with the collapse in the property market, apartment construction contracted by 97 percent to just 213 completed units in 2012.

A small upturn in apartment construction is noted in 2014 when 657 units were produced and it is likely this trend will continue owing to strong demand for private rental housing in the city and rapidly rising rents. The number of houses constructed fell from 1,336 in 2005 to just 41 units in 2011, but since 2012 there has been a modest increase in output with 523 units completed between 2012 and 2014.

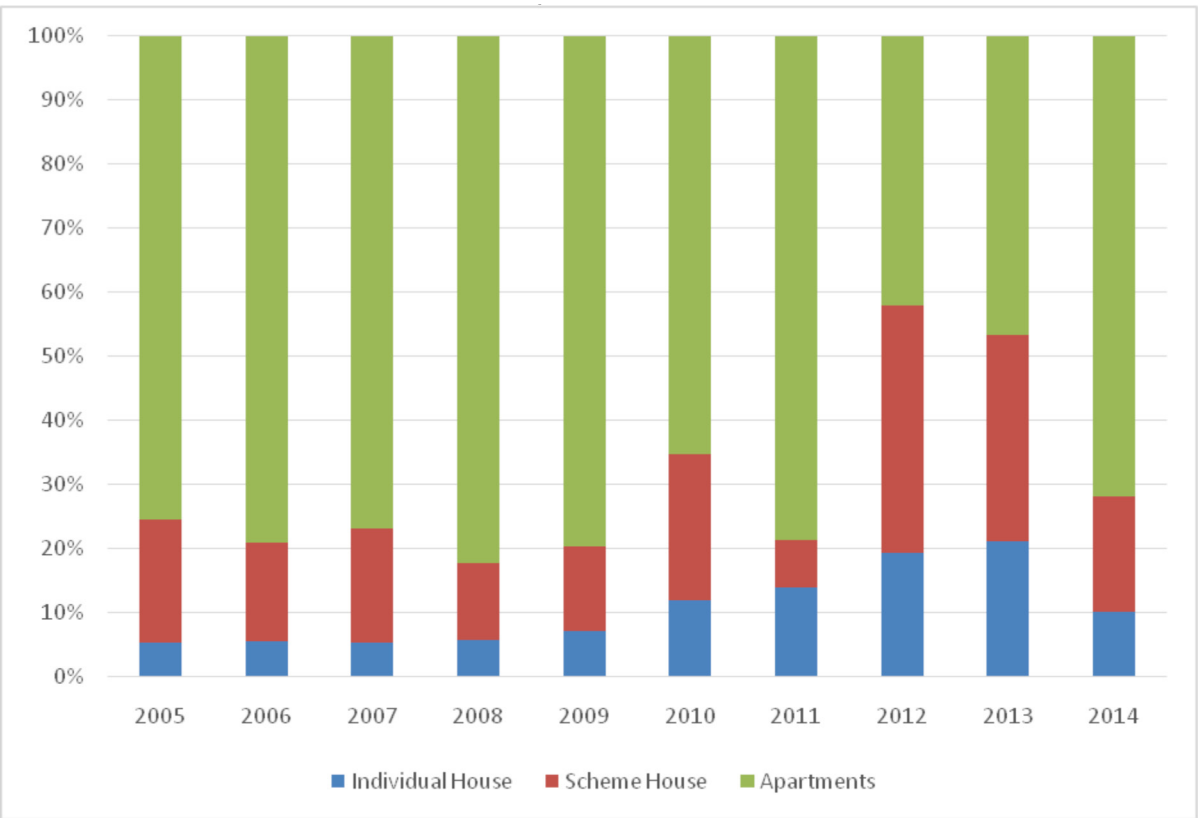
Figure L: New house completions in Dublin city by housing type (no. of units), 2005–2014



	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Apartments	5,309	6,122	5,139	4,397	1,912	594	438	213	234	657
Scheme House	1,336	1,198	1,180	649	317	208	41	196	162	165
Individual House	379	426	359	302	168	109	78	98	106	92

Source: DECLG

Figure M: New house completions in Dublin city by housing type (percentage share), 2005–2014



Source: DECLG

2.5.4 House prices and mortgage market trends

The Department of the Environment, Community and Local Government's house price data (Table 14), itself derived from the mortgage loan approvals of lending agencies, details that new nominal house prices across Ireland increased by 344 percent (€72,732–€322,634) between 1994 and 2007, while secondhand house increased by 441 percent (€69,877–€377,850).

However, the rate of house price inflation in the capital was more pronounced as new house prices in Dublin rose by 408 percent (€81,993–€416,225) between 1994 and 2007, while the rate of growth for secondhand houses was stronger at 499 percent (€82,772–€495,576).

With the collapse of the property market from 2007, the value of new and secondhand homes across Ireland and in Dublin fell sharply. By 2012 the value of new Dublin homes had fallen by one-third to €265,633, while secondhand values fell to €320,947[2].

2 However, it is noted that the DECLG data is derived from loans approved by the lending agencies rather than loans actually drawn down and as such the data should be interpreted with caution. This data series will also exclude any transactions resulting from cash purchases which were more common after 2008 as a result of the restricted credit environment.

Table 14: Average House Prices (including apartments) by Location, Year and Purchase Type

Year	New Houses		Secondhand Houses	
	Dublin area	Ireland	Dublin area	Ireland
1994	€81,993	€72,732	€82,772	€69,877
1995	€86,671	€77,994	€88,939	€74,313
1996	€97,058	€87,202	€104,431	€85,629
1997	€122,036	€102,222	€131,258	€102,712
1998	€160,699	€125,302	€176,420	€134,529
1999	€193,526	€148,521	€210,610	€163,316
2000	€221,724	€169,191	€247,039	€190,550
2001	€243,095	€182,863	€267,939	€206,117
2002	€256,109	€198,087	€297,424	€227,799
2003	€291,646	€224,567	€355,451	€264,898
2004	€322,628	€249,191	€389,791	€294,667
2005	€350,891	€276,221	€438,790	€330,399
2006	€405,957	€305,637	€512,461	€371,447
2007	€416,225	€322,634	€495,576	€377,850
2008	€370,495	€305,269	€444,207	€348,804
2009	€260,170	€242,033	€345,444	€275,250
2010	€251,629	€228,268	€344,891	€274,125
2011	€290,668	€230,303	€330,894	€260,387
2012	€265,633	€220,415	€320,947	€249,132
2013	€300,466	€228,216	€350,239	€255,912
2014	€333,720	€246,378	€347,700	€261,634

Source: DECLG

Given concerns about accurate house price data, the Central Statistics Office (CSO) has provided a monthly residential property price index to measure the change in the average level of prices paid for residential properties sold in Ireland. The index is mix-adjusted to allow for the fact that different types of property are sold in different periods.

Crucially, the data is derived from mortgage drawdowns provided on a monthly basis by 8 of the main mortgage lending institutions under Section 13 of the Housing Act (2002). Figure N documents that from their peak in February 2007, Irish residential property values fell by 50 percent by August 2012. The fall in values was more pronounced in Dublin, where residential property prices fell by 57 percent, but the impact was most severe in the Dublin apartment sub-market, which fell by 63 percent from peak to trough.

Figure N: Residential property price index, Dublin and national levels, 2005–2015

Source: CSO

Table 15 outlines the trend in the number of residential mortgages drawn down by borrowers by year and mortgage type, while Table 16 details the total value of residential mortgage borrowing by year and mortgage type. Both data series are drawn from the Irish Banking Federation's quarterly series on mortgage market activity and are at a national level.

At the peak of the residential property bubble in 2006, almost 204,000 residential mortgages were drawn down at a total value of almost €40bn. In 2006 first time buyers account for 18 percent of the mortgage market, while mover purchasers accounted for a further 22 percent. Mortgages for residential investment accounted for 14 percent of the market, while re-mortgages and top-ups loans accounted for a further 13 percent and 33 percent respectively.

Table 15: Total Number of Residential Mortgage Loans by Year and Type (National Level), 2005–2014

	FTB Purchase		Mover Purchase		RIL Purchase		Re-mortgage		Top-up		Total
	No.	%	No.	%	No.	%	No.	%	No.	%	No.
2005	37,879	19	46,760	23	25,856	13	25,944	13	64,821	32	201,260
2006	37,064	18	45,585	22	28,141	14	26,565	13	66,598	33	203,953
2007	30,469	19	32,864	21	20,861	13	25,937	16	47,967	30	158,098
2008	19,946	18	20,444	19	13,226	12	21,374	19	35,315	32	110,305
2009	12,684	28	9,395	21	3,018	7	5,774	13	14,947	32	45,818
2010	10,619	39	6,533	24	1,161	4	2,722	10	6,631	24	27,666
2011	6,300	44	4,241	30	509	4	1,137	8	2,005	14	14,273
2012	8,648	53	4,921	32	591	4	455	3	1,266	9	15,881
2013	7,535	49	5,340	36	597	4	292	2	1,221	9	14,985
2014	11,476	52	7,649	35	1,030	5	503	2	1,461	7	22,119

Source: Irish Banking Federation

The Irish banks were particularly exposed following the financial crisis of 2008 and the ensuing credit crunch, which has resulted in a pronounced contraction in the scale of mortgage lending. The number of total drawdowns in the Irish mortgage market contracted by 93 percent to just 14,985 loans in 2013 (Table 15) at a loan value of €2.4bn (Table 16).

A substantial shift has also occurred in the type of mortgage loans being advanced, as first time buyers and mover purchasers now account for 52 percent and 35 percent of the mortgage market respectively in 2014. As further evidence of the macro-prudential impacts of the monetary regime that has entered the lending environment, lending for residential investment, re-mortgaging and top-up loans now only account for 14 percent of the market combined.

Table 16: Total Value of Residential Mortgage Loan by Year and Type (National Level), 2005–2014

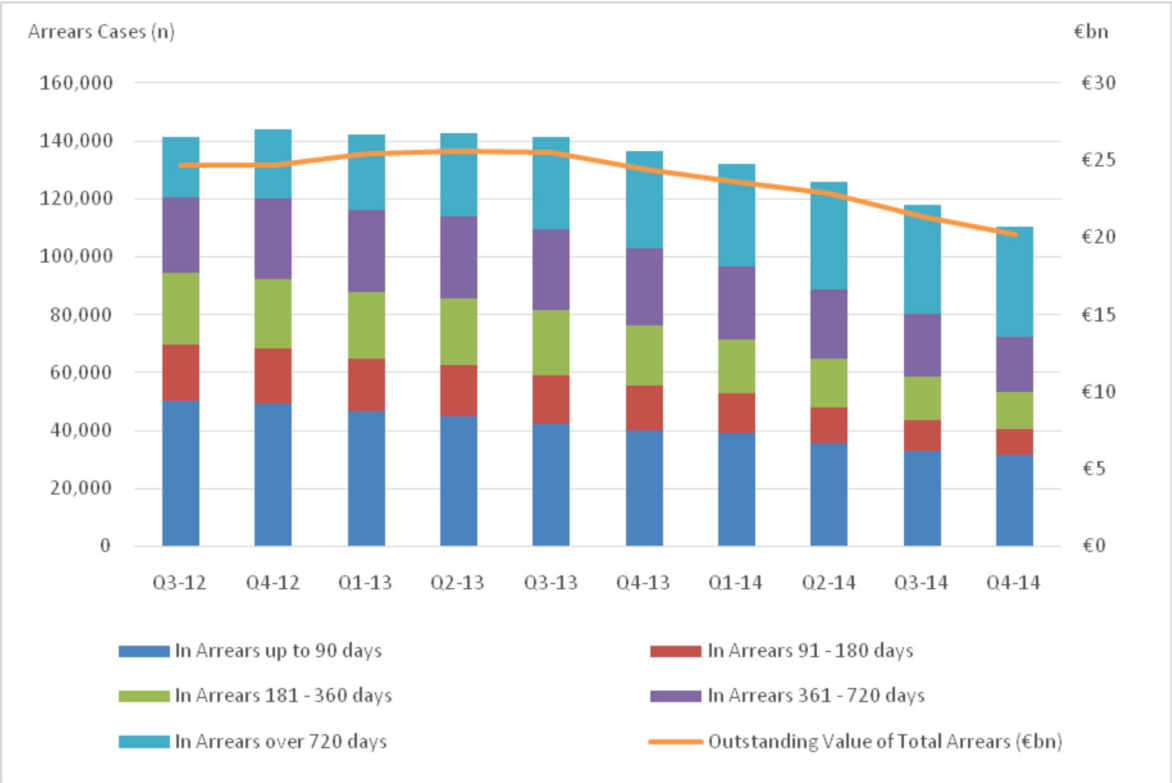
	FTB Purchase	Mover Purchase	RIL Purchase	Re-mortgage	Top-up	Total Drawdowns
	€m	€m	€m	€m	€m	€m
2005	€7,717	€10,359	€6,283	€5,038	€4,717	€34,114
2006	€8,448	€11,368	€7,950	€6,067	€6,039	€39,872
2007	€7,250	€8,687	€6,512	€6,675	€4,684	€33,808
2008	€4,833	€5,572	€4,096	€5,295	€3,253	€23,049
2009	€2,671	€2,355	€798	€1,129	€1,123	€8,076
2010	€2,037	€1,539	€216	€461	€493	€4,746
2011	€1,100	€916	€78	€174	€195	€2,463
2012	€1,351	€1,032	€84	€64	€105	€2,636
2013	€1,154	€1,133	€70	€51	€87	€2,495
2014	€1,877	€1,665	€115	€102	€99	€3,855

Source: Irish Banking Federation

Figure O depicts the trends in residential mortgage arrears at the national level between Q3 2012 and Q4 2014 by the length of time individual mortgages have been in arrears on payments. By December 2014, 15 percent (n=110,366) of total residential mortgages were behind on their mortgage commitments. Crucially, over half of all arrears cases (n=57,095) are behind on payments more than one year and represent the most financially stressed households. The total value of arrears owed by households is some €2.4bn. This equates to an average arrears value of €19,780, although this rises to over €40,000 for households in arrears more than one year.

Under the Mortgage Arrears Resolution Strategy (MARS) long-term forbearance arrangements are being introduced and the lending institutions covered by the State's Financial Measures Programme (FMP) are subject to meeting annual targets set by the Irish Central Bank for restructuring distressed residential mortgages and ensuring the viability of forbearance measures. This is resulting in a decline in overall mortgage arrears from a peak in 2013. Nonetheless, a large number of mortgages remain unsustainable and there is a notable increase in long-term arrears. Of the total 757, 175 residential mortgages in Ireland in Quarter 1 of 2015, 104,693 (or 14 percent) are in arrears with 37,033 (5 percent) in arrears for over 720 days. This is likely to increase the demand for alternative housing options, including social housing, among households with long-term arrears who are proceeding through or now face foreclosure on their residential mortgage.

Figure O: Mortgage arrears cases by quarter, value and time in arrears (national)



Source: CSO

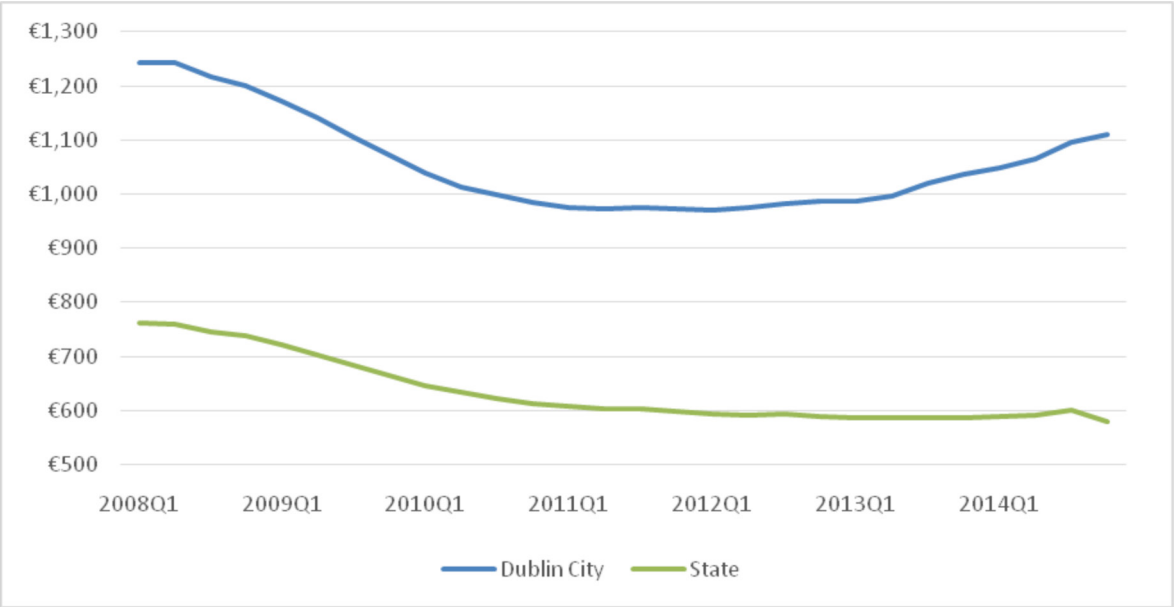
2.5.5 Changes in Dublin's private rental market

Owners of residential accommodation for private rental are required to register with the Private Residential Tenancies Board (PRTB) and provide a registration of all tenancies under the Residential Tenancies Act, 2004. This Register of Tenancies provides information regarding the dwelling, leasing arrangements and information about the tenant and landlord. From this the PRTB have produced a dataset of average rents for a number of locations, including the county and city levels, across Ireland and it is this data that underpins the following analysis.

The PRTB dataset on average rents allows geographic examination of rental trends across all property types from Q1 2008 for Dublin city, the Greater Dublin Area and the national level.

Figure P details that at the national level, private rents declined by 23 percent from a peak of €763 in Q1 2008 to €585 in Q2 2013, while in Dublin city private rents fell by 22 percent from €1,244 to €972 by Q1 2012. While average private rents have remained stable at the national level since 2013, rents in the capital have risen 14 percent to €1,110 by the end of 2014. Indeed, rental inflation in Dublin city is being driven by a number of factors including continued economic expansion, employment and wage growth, weak housing supply levels, lower vacancy rates in urban/commuter locations, increased demand for private rental accommodation and continued population growth which is fuelling housing demand.

Figure P: Average private rents by location and year (all properties, all bedrooms)



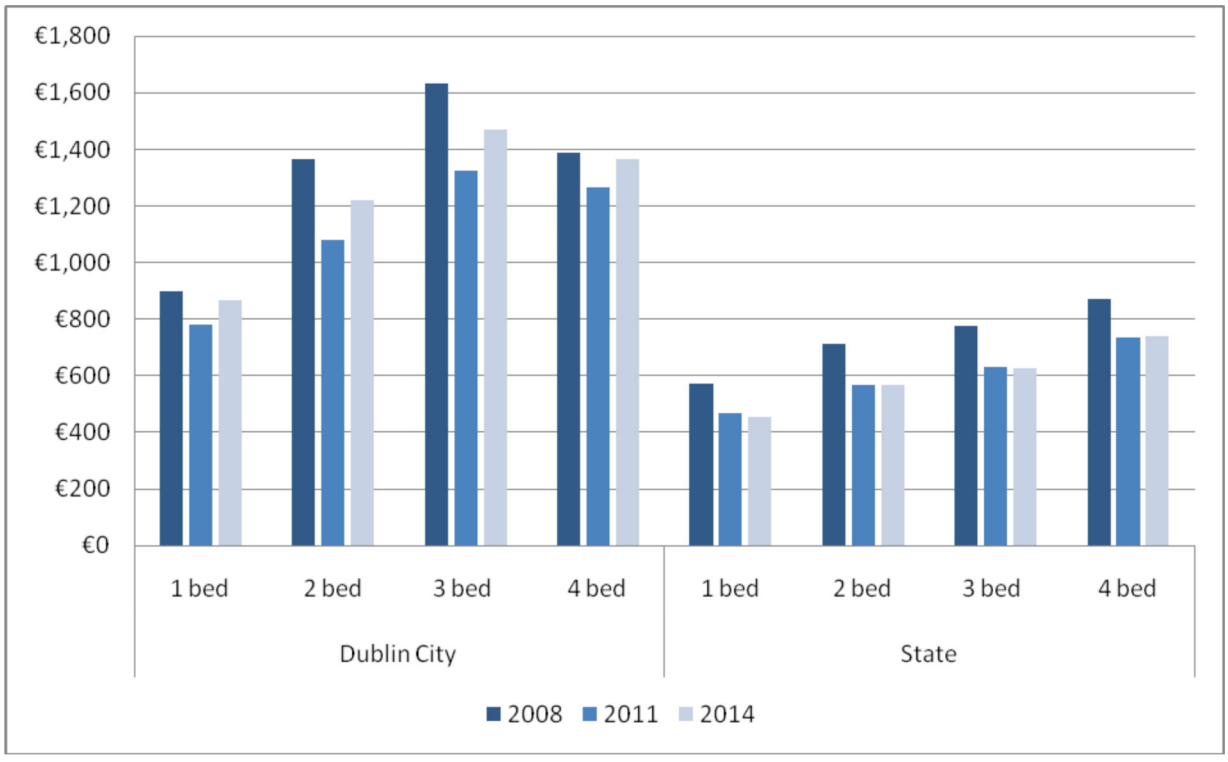
Source: PRTB

Figure Q details the trends in average rents by number of bedrooms for both the national and Dublin city levels. It is immediately clear that rents for each of the sub-classes are more expensive in Dublin city.

Furthermore, rental levels in 2014 for 1-bedroom and 4-bedroom properties in Dublin city have almost fully recovered to their pre-crash levels. In 2008, the average rent for a 1- bedroom rental unit in Dublin city was €901, which declined to €771 by 2012, before recovering to €868 in 2014. At the national level, private rents across all property sizes are still significantly lower than their pre-crash average. For example, the average rent for a 3 bedroom unit nationally in 2008 was €777, which has declined to €629 in 2014.

The PRTB dataset disaggregates average rental values for each of the city's postal districts and significant geographic variations in private rents are observable between 2008 and 2014 (Table 17). The most expensive rents are observed in Dublin 4 (Sandymount, Ballsbridge, Donnybrook). In this area, rents declined by 16 percent (€1,503 to €1,270) between 2008 and 2012, before rebounding sharply (11 percent) by 2014 (€1,270 to €1,410). The Dublin 9 area (Whitehall) to the north fringe has witnessed the largest increase in rental values from 2012 (18 percent) and the average rent in 2014 was €1,123. The cheapest rents are found in Dublin 10 (Ballyfermot) to the south western fringe of the city area where average rents were €915 in 2014. This area also witnessed among the lowest rent inflation levels since 2012 (7 percent). The inner-city areas of Dublin 1 and Dublin 2 have witnessed strong rental inflation (11 percent and 13 percent respectively) since 2012 and average rents in 2014 in these areas are between €1,042 and €1,295.

Figure Q: Average monthly rent by number of bedrooms (Dublin city and national level)



Source: PRTB

Table 17: Average Private Rents in Dublin City by Area and Year, 2008–2014

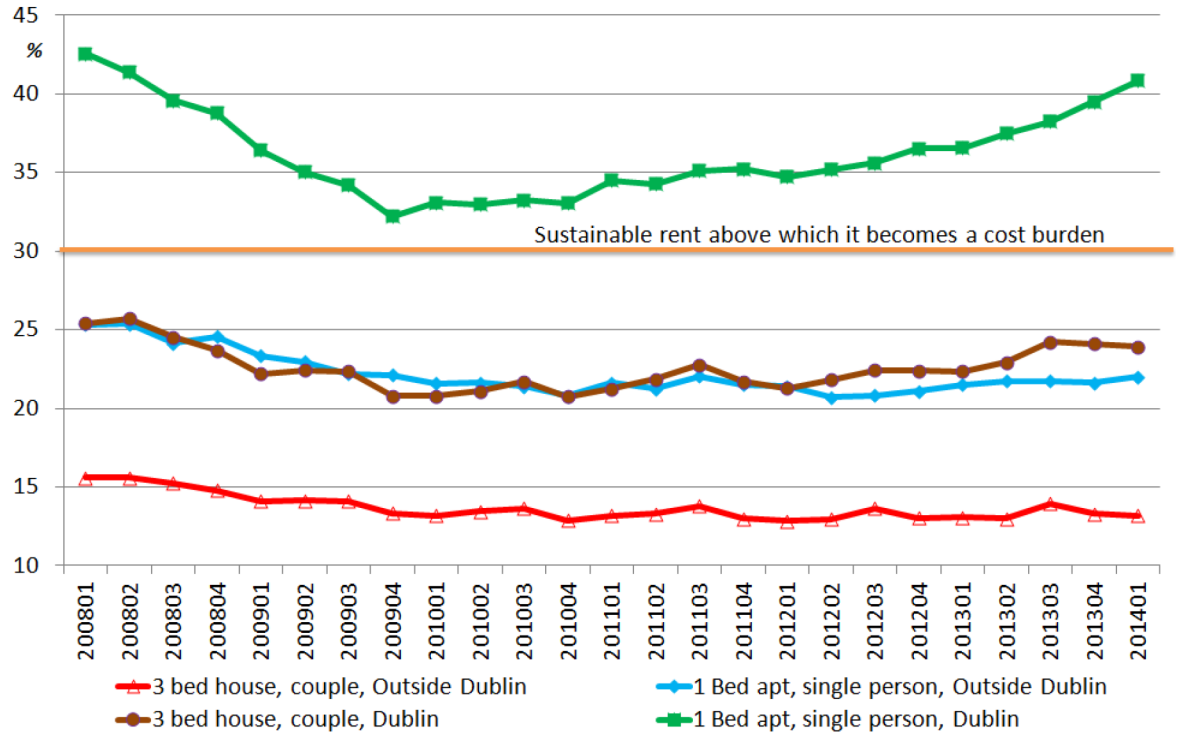
	2008	2009	2010	2011	2012	2013	2014	% Change 2008–2012	% Change 2012–2014
Dublin 1	€1,174	€1,096	€978	€940	€935	€965	€1,042	-20%	11%
Dublin 2	€1,393	€1,278	€1,154	€1,112	€1,145	€1,208	€1,295	-18%	13%
Dublin 3	€1,167	€1,070	€978	€942	€944	€978	€1,039	-19%	10%
Dublin 4	€1,503	€1,377	€1,257	€1,236	€1,270	€1,321	€1,410	-16%	11%
Dublin 5	€1,290	€1,180	€1,054	€1,018	€1,022	€1,038	€1,094	-21%	7%
Dublin 6	€1,072	€1,023	€956	€919	€938	€978	€1,030	-12%	10%
Dublin 6W	€1,259	€1,185	€1,107	€1,081	€1,070	€1,104	€1,183	-15%	11%
Dublin 7	€1,037	€982	€911	€865	€852	€872	€929	-18%	9%
Dublin 8	€1,092	€1,019	€931	€892	€899	€930	€990	-18%	10%
Dublin 9	€1,084	€1,082	€980	€940	€956	€1,041	€1,123	-12%	18%
Dublin 10	€1,120	€1,035	€923	€865	€852	€880	€915	-24%	7%
Dublin 11	€1,152	€1,051	€949	€900	€904	€916	€973	-22%	8%
Dublin 12	€1,241	€1,120	€997	€952	€946	€975	€1,030	-24%	9%

Source: PRTB

2.5.5.1 Changing Rental Affordability

Housing affordability is an essential element of any housing market and the ability to pay rent is a function of income. Thus one simple measure of affordability is the ratio of rent to net income. Combining data from the PRTB Rent Index with data on disposable incomes from the EBS/DKM Housing Affordability Index, a measure of rental affordability has been calculated for 1-bed and 3-bed homes at the Dublin and national levels (Housing Agency, 2012). Under this scenario, households are considered to have a housing affordability problem if their housing costs exceed 30 percent of net household income.

Figure R: Affordability in the private rental sector



Source: The Housing Agency 2012

As Figure R outlines, significant variations are evident in the affordability of rental accommodation by house size and geographic location. Assuming gross earnings for a single person of €36,000 and monthly rent of €957 for a one-bed apartment in Dublin, the affordability rate would be 41 percent.

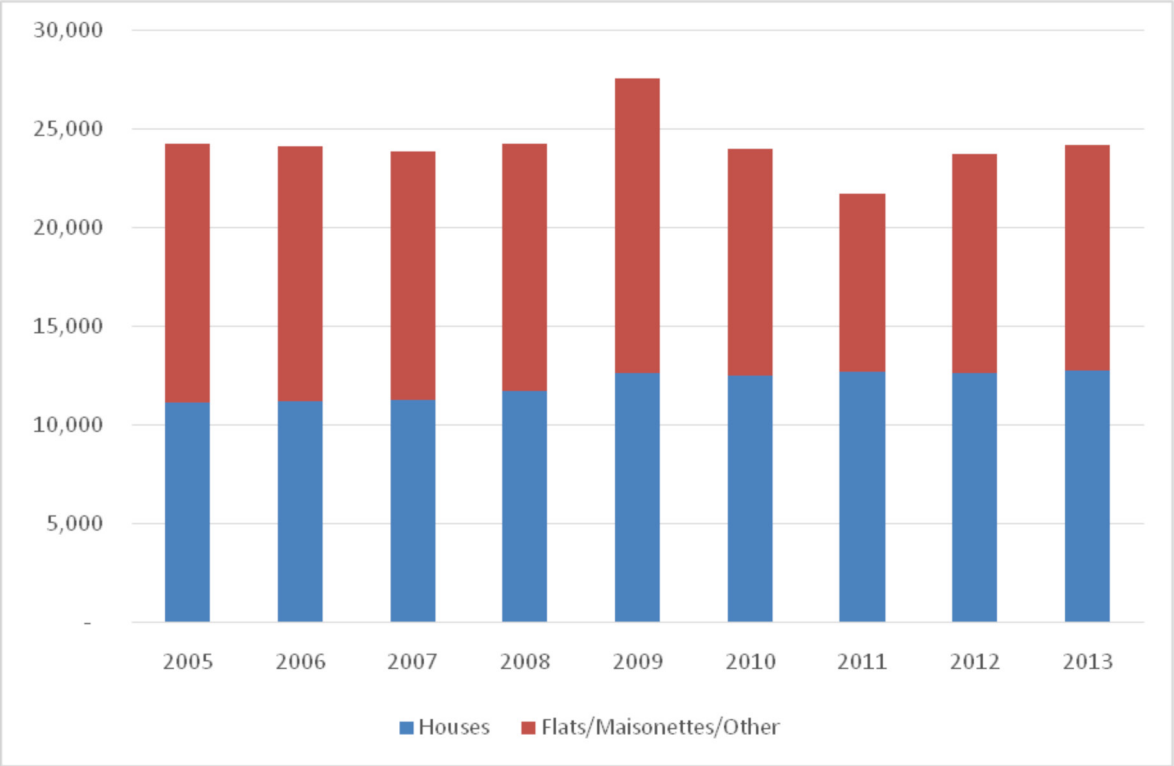
A revised scenario where gross earnings are 70 percent below the average for a single person (€25,000), the affordability measure would decline to closer to 55 percent of income. Where a couple are renting a three-bedroom house in Dublin with a joint gross income is €80,000, an affordability rate of 24 percent would be achieved.

However, households earning below the average income will display a housing affordability problem in the Dublin area. Moreover, low-income workers face competition in the rental market from medium- and high-income workers in supply constrained areas. As economic recovery continues apace and a housing supply–demand imbalance is likely in the immediate future, it is likely this trend regarding declining rental affordability for lower income households will continue. Indeed, the inter-tenurial dynamics of Dublin's metropolitan housing market under the enduring supply-side constraints that are apparent is leading to a substantially negative impact on overall housing stress and insecurity among low-income and welfare-dependent private renter households.

2.5.6 Changes in Dublin's social housing tenure

Local authorities are the largest providers of socially rented housing in Ireland, with approximately 133,668 social housing units across the State as of 2013[3]. Since 2005 there has been a 20 percent increase in the social housing stock (111,350 to 133,668). Dublin city is the largest provider of social housing units among the Irish local authorities, accounting for almost one-fifth (24,244) of the State's social housing stock in 2014. At the national level, houses are the most common type of social housing unit provided, typically accounting for 80 percent of all social units. However, as Figure S details, Dublin city's social housing stock is more evenly proportioned between housing units and flats/maisonettes/other.

Figure S: Dublin city local authority rented dwellings by type and year, 2005–2013



Source: DECLG

Table 18 details the supply of new social housing units at the Dublin city and national levels by the provider (i.e. the local authorities or the voluntary sector), the type of provision (i.e. new build by completion or acquisition from a third party) and the year.

Clearly, there has been a sustained decline in the level of new social housing provision since 2007. Nationally, the total number of new social housing units provided has declined from 8,673 units in 2007 to just 642 in 2014, a reduction of some 93 percent.

3 This figure includes dwellings which are leased from private sector landlords under the Rental Accommodation Scheme, approximately 28,000 dwellings in 2013.

In Dublin city, the number of units has declined by 87 percent from 1,256 in 2007 to 157 in 2014. The data also demonstrate the increasing role of the voluntary housing sector in delivering social housing units. At the national level the number of voluntary units provided has declined from 1,607 to 357, but as a proportion of total social housing output the voluntary sector accounted for 55 percent of all social units in 2014, up from 26 percent in 2004.

Similarly, in Dublin city the number of units provided by the voluntary sector declined from 215 to 86 between 2004 and 2014, but the proportionate share of total output was 54 percent in 2014 compared to 30 percent in 2004.

Table 18: New Social Housing by Provider, Type and Year (Dublin City and National)

	Dublin City				State			
	Local Authority		Voluntary	Total	Local Authority		Voluntary	Total
	completions	acquisitions	completions		completions	acquisitions	completions	
2004	278	219	215	712	3,539	971	1,607	6,117
2005	583	116	331	1,030	4,209	918	1,350	6,477
2006	436	194	87	717	3,968	1,153	1,240	6,361
2007	577	326	353	1,256	4,986	2,002	1,685	8,673
2008	618	85	169	872	4,905	787	1,896	7,588
2009	378	111	482	971	3,362	727	2,011	6,100
2010	96	162	141	399	1328	850	741	2,919
2011	38	124	71	233	494	325	745	1,564
2012	56	103	76	235	363	351	677	1,391
2013	183	75	10	268	293	253	211	757
2014	61	10	86	157	102	183	357	642

Source: DECLG

Table 19 details the trend in social and affordable housing units provided through the Part V mechanism of the Planning and Development Acts 2000. Between 2002 and 2013, Part V has delivered 15,395 units of social and affordable housing (Table 19). Of this total figure some 9,502 units of affordable housing were delivered (62 percent of total), while a further 3,893 social housing units were provided by local authorities (25 percent of total) and 2,000 voluntary sector units were provided (13 percent of total).

Table 19: Total Housing Units Acquired under Part V by Year and Type (National Level)

Year	Affordable Housing	Social Housing:-		Total Output under Part V
		Local Authority	Voluntary and Co-operative	
2002	46	0	0	46
2003	88	75	0	163
2004	374	135	82	591
2005	962	203	206	1,371
2006	1,600	508	90	2,198
2007	2,063	790	393	3,246
2008	3,081	1,075	362	4,518
2009	827	535	552	1,914
2010	254	311	107	672
2011	98	92	172	362
2012	99	117	4	220
2013	10	52	32	94
Total	9,502	3,893	2,000	15,395

Source: DECLG

In Dublin city, a total of 2,246 housing units were delivered through the Part V mechanism between 2002 and 2013 (Table 20). This represents approximately 15 percent of the national total acquired under Part V arrangements.

While 60 percent of these units (1,363) have been delivered for affordable housing purposes, i.e. discounted home ownership, reflecting the trend at the national level, a greater proportion of voluntary housing units for social were delivered in Dublin city. Under this mechanism some 601 voluntary units were produced as a result of the Part V scheme.

A further 313 units were delivered as social housing for Dublin city. Dwelling for social rental totalled 914 units over the period, 40 percent of the total local authority share of the housing development as per Part V output.

Table 20: Total Housing Units Acquired under Part V by Year and Type (Dublin City)

Year	Affordable Housing	Social Housing:		Total Output under Part V
		Local Authority	Voluntary and Co-operative	
2002	1	0	0	1
2003	4	0	0	4
2004	30	2	0	32
2005	138	7	60	205
2006	280	53	60	393
2007	467	127	188	782
2008	334	62	68	464
2009	67	13	164	244
2010	42	2	0	44
2011	0	0	61	61
2012	0	1	0	1
2013	0	16	0	16
2014	0	30	0	30
Total	1,363	313	601	2,276

Source: DECLG, Dublin City Council.

2.5.7 Trends in zoned land and planning permission for new housing supply in Dublin

The 2012 Housing Land Availability Return examined the amount of undeveloped land in Dublin city. It concluded that there were 440.01 hectares of land zoned and available for residential development.

Based on a density level of 120 units per hectare, these 440.01 hectares of zoned land hold development potential for a total of 51,801 residential dwelling units. The total projected demand for residential dwelling units over the lifetime of the Dublin housing strategy is 29,517.

Therefore, in line with the statutory requirement from the Department of Environment, Communities and Local Government guidance document Development Plans – Guidelines for Planning Authorities there is sufficient land zoned to provide for housing for the period of the strategy and for more than the equivalent three years beyond the date on which the current plan ceases to have effect.

Furthermore, in Dublin city at the end of Quarter 1 2015 there was planning permission in place for the development of 4,656 residential dwelling units. There were decisions pending on a further 1,494 residential units. Between the second quarter of 2014 and the first quarter of 2015 there was a 49 percent increase in the number of units with final grant of planning permission in Dublin city (see Table 21).

Table 21: Number of Units with Planning Permissions/at Application Stage Q2 2014– Q1 2015 in the Administrative Area of Dublin City Council

Dublin City Council	No. Units with Planning Permission	No. Units in Current Planning Applications
2015 Q1	4,656	1,494
2014 Q4	3,553	1,253
2014 Q3	3,319	1,072
2014 Q2	3.124	1,051

The rate of new residential dwelling supply is therefore contingent on continued economic recovery and growth sufficient to return the capital investment required to activate the building and development of all residential dwelling units with planning permission and/ or at the application stage.

2.6 Projection of New Housing Requirements for Dublin 2016–2022

2.6.1 Introduction

In this section the projected housing demand in Dublin city over the lifetime of the development plan is established and, building on the affordability model set out by the DECLG in A Model Housing Strategy and Step by Step Guide (2000), the projected need for social housing is estimated. A full technical note on the model and the data used here is provided as a separate annex to this housing strategy.

2.6.2 Projected population growth, household size and new dwelling units required, 2016–2022

To begin with, the projected demand for housing for Dublin city is established by using the population projections and estimated household size derived from the Regional Planning Guidelines (RPGs) for the Greater Dublin Area 2010–2022. These RPGs allow for an estimate that residential units in Dublin city will have an occupancy rate of 2.0 persons per unit over the lifetime of the housing strategy. This is based on an average of the RPGs 2016 projections which indicate that 265,519 dwellings would accommodate a population of 563,512 people (2.1 persons per unit) and the RPGs 2022 figures which indicate that 319,903 dwellings would accommodate a population of 606,110 people (1.9 persons per unit).

Secondly, using the population targets set out in the RPGs ensures that the housing strategy is based on robust long-term projections. The population of Dublin city is projected to increase by 75,902 from 530,208 in 2013 to 606,110 in 2022. This 2013 figure is derived from the Central Statistics Office's (CSO) preliminary population estimates for the Dublin region for April 2013. By applying the projected household size of 2.0 persons per unit to the projected population increase, it is possible to estimate that there is a need to construct 4,217 new residential dwelling units each year over the lifetime of the strategy. This is summarised in Table 22. In addition to this the City Council under the housing strategy aims to provide 3,347 social housing units to the end of 2017. With continued funding together with estimated 4,217 units, this could lead to 7,500 additional units per year during the lifetime of the strategy.

Table 22: Population and Household Size Projections

	Projected population in 2022	Population increase 2016–2022	Projected yearly population increase	Projected Occupancy Rate	Number of units required per annum 2016–2022
Dublin City	606,110	50,604	8,434	2.0	4,217

2.6.3 Projected increase in social housing need, 2016–2022

In this section the population and household size projections for Dublin city, established in Section 2.6.2 above, are used along with available data on house prices and disposable income to estimate the annual increase in social housing need for the period of the development plan.

2.6.3.1 Disposable Income Projections

Disposable income is the amount of income a household has available for spending or saving after income taxes have been deducted. The level of disposable income that a household has directly impacts their ability to afford to purchase their own home.

The current estimates for income projection are derived from the CSO Household Budget Survey 2009–2010 (July 2012). These projections are made for each of the 10 income deciles that account for the income distribution in Ireland in any one year. Households are categorised into one of each of the ten income deciles according to their income with the lowest income households in the first income decile and the highest in the tenth income decile.

An inflator rate for income growth of 1.119 has been taken from the CSO publication County Incomes and Regional GDP 2011 (April 2014) and then applied to adjust the national calculations to reflect the situation in Dublin specifically.

These calculations are set out in Table 23 below for the reference year of 2011. This table therefore illustrates the estimated distribution of household disposable incomes for 2011 for the 10 household income deciles based on the weekly and annualised disposable incomes at national level and the adjusted Dublin city level based on the application of an inflator rate of 1.119.

Table 24 shows the calculation of estimated distribution of household disposable incomes on an annual basis from 2016 to 2022 for the 10 household income deciles. This is based on the estimated distribution of household disposable incomes for 2011 and a forecast growth rate. The forecast growth rate is based on the annual percentage change of the gross national product (GNP) derived from Economic and Social Research Institute's (ERSI) Medium Term Review 2012–2020.

Table 23: Estimated Distribution of Weekly and Annual Household Disposable Incomes Dublin City, 2011

Income Range	Average Weekly Disposable Income (State) (€) (2004–2005)	Average Weekly Disposable Income (State) (€) (2009–2010)	Percentage Change from 2004–2005 to 2009–2010	Assumed Annual Percentage Income Increase from 2005 to 2010	Adjusted Average Weekly Disposable Income (State) (€) (2011)	Percentage of Households in Each Category (State)	Average Annual Disposable Income (State) (€) (2011)	Dublin City Inflator	Average Annual Disposable Income (Dublin City) (€) (2011)	Number of Households in Dublin City (2011)
1st Decile	158.99	188.91	18.8%	3.76%	196.02	11.57%	10,193.05	1.119	11,409.47	24,067
2nd Decile	244.65	300.98	23.0%	4.60%	314.84	10.54%	16,371.68	1.119	18,325.45	21,924
3rd Decile	359.12	431.28	20.1%	4.02%	448.61	9.48%	23,327.82	1.119	26,111.73	19,719
4th Decile	488.30	549.20	12.5%	2.49%	562.90	9.60%	29,270.75	1.119	32,763.89	19,969
5th Decile	628.31	669.46	6.5%	1.31%	678.23	9.74%	35,267.91	1.119	39,476.74	20,260
6th Decile	779.53	802.56	3.0%	0.59%	807.30	9.56%	41,979.71	1.119	46,989.51	19,886
7th Decile	950.84	972.03	2.2%	0.45%	976.36	9.81%	50,770.85	1.119	56,829.78	20,406
8th Decile	1,167.54	1,183.82	1.4%	0.28%	1,187.12	9.58%	61,730.31	1.119	69,097.13	19,927
9th Decile	1,420.76	1,472.66	3.7%	0.73%	1,483.42	9.78%	77,137.80	1.119	86,343.33	20,343
10th Decile	2,232.01	2,289.38	2.6%	0.51%	2,301.15	10.34%	119,659.74	1.119	133,939.79	21,508
Total						100.00%				208,008

Table 24: Average Annual Household Disposable Income Distribution for Dublin City (€), 2016–2022

Average Annual Disposable Income – Dublin City – 2011–2025 (€)							
Year	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**
% Growth	**3.6%**	**4.0%**	**3.4%**	**3.2%**	**3.6%**	**2.2%**	**2.2%**
1st Decile	12,953	13,471	13,929	14,374	14,892	15,220	15,554
2nd Decile	20,804	21,636	22,372	23,088	23,919	24,445	24,983
3rd Decile	29,643	30,829	31,877	32,897	34,082	34,831	35,598
4th Decile	37,195	38,683	39,998	41,278	42,764	43,705	44,666
5th Decile	44,816	46,609	48,193	49,735	51,526	52,659	53,818
6th Decile	53,345	55,479	57,365	59,201	61,332	62,681	64,060
7th Decile	64,516	67,097	69,378	71,598	74,175	75,807	77,475
8th Decile	78,442	81,580	84,354	87,053	90,187	92,171	94,199
9th Decile	98,021	101,942	105,408	108,781	112,697	115,177	117,710
10th Decile	152,055	158,137	163,514	168,746	174,821	178,667	182,598

2.6.3.2 Projection of house prices, 2016–2022

In order to conduct an assessment of Dublin's house prices and calculate the house price projections for the period of the development, current house prices must first be determined. To do this, data on house prices in Dublin is derived from a number of sources including the CSO House Price Index 2008–2014, along with data from the Davy report Property Price Outlook 2015–2017 and data from the Goodbody report in 2015 Irish Housing Market: From the ground up. These latter sources take account of the changed macro-prudential lending regime in operation in Ireland by the Irish Central Bank in 2015. Using this data, it is projected that there will be a minimum 5 percent price increase in house prices in 2016 and a 4 percent increase annually for remainder of the strategy. Table 25 gives the projected house price bands for Dublin city for each year between 2008 and 2025.

Table 25: Calculation of Projected House Price Bands – Dublin City – 2016–2022

Year	1st Band – Not exceeding	2nd Band		3rd Band		4th Band		5th Band		6th Band		7th Band		8th Band - exceeding
2016	106,424	106,425	141,899	141,899	177,373	177,374	212,848	212,849	248,323	248,323	283,797	283,798	354,747	354,747
2017	110,681	110,682	147,575	147,575	184,468	184,469	221,362	221,363	258,256	258,256	295,149	295,150	368,937	368,937
2018	115,108	115,109	153,478	153,478	191,847	191,848	230,216	230,217	268,586	268,587	306,955	306,956	383,694	383,694
2019	119,713	119,713	159,617	159,618	199,521	199,522	239,425	239,426	279,329	279,330	319,233	319,234	399,042	399,042
2020	124,501	124,502	166,001	166,002	207,502	207,503	249,002	249,003	290,502	290,503	332,003	332,004	415,004	415,004
2021	129,481	129,482	172,641	172,642	215,802	215,803	258,962	258,963	302,123	302,123	345,283	345,284	431,604	431,604
2022	134,660	134,661	179,547	179,548	224,434	224,435	269,321	269,322	314,207	314,208	359,094	359,095	448,868	448,868
% of Dublin City Housing Units within each band	1.00%		3.00%		7.00%		15.00%		17.00%		15.00%		17.00%	25.00%

2.6.3.3 Projections on House Price Affordability, 2016–2022

To determine the projected house price affordability for the period of the development plan, the projections for household income to 2022 (given in section 2.6.3.2) are applied to the annuity formula set out in the DECLG model that determines the maximum affordable house price for each of the ten disposable income decile ranges. The key variables used in the annuity formula include:

- An affordability threshold of a maximum of 35 percent expenditure of household income on mortgage costs
- A loan-to-value ratio of 80 percent
- An annual interest rate (APR) of 3.95 percent
- A loan maturity term of 25 years.

Based on this annuity formula, Table 26 shows the approximate affordable house price for Dublin city in each income decile up to 2022.

Table 26: Calculation of House Price Affordability for Dublin City – 2016–2022

Income Decile	% of House-hold in Each Category	Approximate Affordable House Price for Dublin City, 2016–2022 (€)						
Year		2016	2017	2018	2019	2020	2021	2022
1st Decile	11.57%	89,935	93,532	96,712	99,807	103,400	105,675	108,000
2nd Decile	10.54%	144,450	150,228	155,336	160,306	166,077	169,731	173,465
3rd Decile	9.48%	205,825	214,058	221,336	228,419	236,642	241,848	247,168
4th Decile	9.60%	258,260	268,591	277,723	286,610	296,928	303,460	310,136
5th Decile	9.74%	311,174	323,621	334,624	345,332	357,764	365,635	373,679
6th Decile	9.56%	370,393	385,209	398,306	411,052	425,850	435,219	444,793
7th Decile	9.81%	447,959	465,877	481,717	497,132	515,029	526,360	537,939
8th Decile	9.58%	544,656	566,442	585,701	604,444	626,204	639,980	654,060
9th Decile	9.78%	680,599	707,823	731,889	755,309	782,500	799,715	817,309
10th Decile	10.34%	1,055,776	1,098,007	1,135,340	1,171,670	1,213,851	1,240,555	1,267,848
	100.00%							

2.6.3.4 Projections of New Housing Supply required by Income Decile, 2016–2022

Section 2.6.2 estimated that there is a need to construct 4,217 new residential dwelling units each year over the lifetime of the housing strategy. Table 27 gives the distribution of these new dwelling units for each income decile over the period to 2022.

Table 27: Distribution of New Dwellings Required in Dublin per Income Decile, 2016–2022

Income Range	% of House-holds in Each Category	Total Additional dwellings – Dublin City 2016–2022						
	Year	2016	2017	2018	2019	2020	2021	2022
1st Decile	11.57%	488	488	488	488	488	488	488
2nd Decile	10.54%	444	444	444	444	444	444	444
3rd Decile	9.48%	400	400	400	400	400	400	400
4th Decile	9.60%	405	405	405	405	405	405	405
5th Decile	9.74%	411	411	411	411	411	411	411
6th Decile	9.56%	403	403	403	403	403	403	403
7th Decile	9.81%	414	414	414	414	414	414	414
8th Decile	9.58%	404	404	404	404	404	404	404
9th Decile	9.78%	412	412	412	412	412	412	412
10th Decile	10.34%	436	436	436	436	436	436	436
		4,217	4,217	4,217	4,217	4,217	4,217	4,215

2.6.4 Overall housing affordability and projections of future new social housing supply required, 2016–2022

A central part of this housing strategy is to identify the number of households who, over the life time of the strategy, can be classified as having a housing affordability problem. That is they will not be in a position to afford owner-occupied housing, and by implication private rental housing, from within their own income resources. As such these households will require the provision of social housing options over the period of the strategy. A range of calculations are used to develop projections for the anticipated number of new social housing units required to be supplied in Dublin city per annum over the lifetime of the development plan and housing strategy. The projected new social housing need is based on the following criteria and using the calculations set out in section 2.6.5:

- The number of dwellings required in each income decile
- The housing affordability position with relation to house purchase by each income decile
- The house price band position for each household
- The price bands (upper values) for dwellings
- The number of dwellings required within each house price band
- The projected number of new dwellings to be provided for each house price band
- The actual 'market shortfall' for households who have an affordability problem and whose housing needs are required to be met by social housing (also expressed as a percentage of the total dwellings required per annum).

This calculation is then made for each year of the development plan and the findings per year are set out below in the respective Tables 28 to 32. For example, in 2016 there is a projected requirement for 4,217 new units of housing (based on population growth and household composition). Of these, 687 new housing units are required by households in the first income decile who have an upper price value they can afford of €89,935. However, the model estimates that no more than 42 units of housing will be provided by the market at this value. This leaves a shortfall of 645 units of housing required for this income decile. This shortfall will need to be met by social housing provision.

Therefore of the 4,217 new units required in 2016, 645 (15.2 percent) units are required to be socially provided via the available social housing mechanisms of new build, renovation and renewal and including revenue funded options such as leasing and income supports to private renters. The annual 'shortfall' is calculated for each year of the development plan and is highlighted in bold in each of the Tables 28 to 32 below. Table 33 provides the summary position for the period 2016–2022.

Table 28: Housing Affordability and Future New Social Housing Supply Required, 2016

Year	Income Decile	No. of Households Required	Running Total	Afford-ability by each Decile	House-hold Band Position	House Prices Bands – Upper Value	No. of Dwellings Required within each Band	% of Dwelling Units Projected to be Provided within each Band	No. Dwelling Units Projected to be Provided within each Band	'Market Shortfall' i.e. No. of Households Meeting Afford-ability Criteria	'Market Shortfall' as a % of Total Dwellings Required
2016	1st Decile	488	488	89,935	1st Band	106,424	687	1.00%	42	645	15.29%
	2nd Decile	444	932	144,450	2nd & 3rd Bands	177,373	461	10.00%	422	39	0.93%
	3rd Decile	400	1,332	205,825	4th Band	212,848	284	15.00%	633	-349	-
	4th Decile	405	1,737	258,260	5th & 6th Bands	283,797	527	32.00%	1,349	-822	-
	5th Decile	411	2,148	311,174	7th Band	354,747	484	17.00%	717	-233	-
	6th Decile	403	2,551	370,393	8th Band	None	-	25.00%	1,054	-	-
	7th Decile	414	2,965	447,959							
	8th Decile	404	3,369	544,656							
	9th Decile	412	3,781	680,599							
	10th Decile	436	4,217	1,055,776							
		4,217						100.00%	4,217		16.22%

Table 29: Housing Affordability and Future New Social Housing Supply Required, 2017

Year	Income Decile	No. of Households Required	Running Total	Affordability by each Decile	House-hold Band Position	House Prices Bands – Upper Value	No. of Dwellings Required within each Band	% of Dwelling Units Projected to be Provided within each Band	No. Dwelling Units Projected to be Provided within each Band	'Market Shortfall' i.e. No. of Households Meeting Afford-ability Criteria	'Market Shortfall' as a % of Total Dwellings Required
2017	**1st Decile**	488	488	93,532	1st Band	110,681	687	1.00%	42	645	15.29%
	2nd Decile	444	932	150,228	2nd & 3rd Bands	184,468	461	10.00%	422	39	0.93%
	3rd Decile	400	1,332	214,058	4th Band	221,362	284	15.00%	633	-349	-
	4th Decile	405	1,737	268,591	5th & 6th Bands	295,149	527	32.00%	1,349	-822	-
	5th Decile	411	2,148	323,621	7th Band	368,937	484	17.00%	717	-233	-
	6th Decile	403	2,551	385,209	8th Band	None	-	25.00%	1,054	-	-
	7th Decile	414	2,965	465,877							
	8th Decile	404	3,369	566,442							
	9th Decile	412	3,781	707,823							
	10th Decile	436	4,217	1,098,007							
		4,217						100.00%	4,217		16.22%

Table 30: Housing Affordability and Future New Social Housing Supply Required, 2018

Year	Income Decile	No. of Households Required	Running Total	Affordability by each Decile	House-hold Band Position	House Prices Bands – Upper Value	No. of Dwellings Required within each Band	% of Dwelling Units Projected to be Provided within each Band	No. Dwelling Units Projected to be Provided within each Band	'Market Shortfall' i.e. No. of Households Meeting Afford-ability Criteria	'Market Shortfall' as a % of Total Dwellings Required
2018	1st Decile	488	488	96,712	1st Band	115,108	691	1.00%	42	649	15.38%
	2nd Decile	444	932	155,336	2nd & 3rd Bands	191,847	464	10.00%	422	42	1.00%
	3rd Decile	400	1,332	221,336	4th Band	230,216	285	15.00%	633	-347	-
	4th Decile	405	1,737	277,723	5th & 6th Bands	306,955	530	32.00%	1,349	-819	-
	5th Decile	411	2,148	334,624	7th Band	383,694	487	17.00%	717	-230	-
	6th Decile	403	2,551	398,306	8th Band	None	-	25.00%	1,054	-	-
	7th Decile	414	2,965	481,717							
	8th Decile	404	3,369	585,701							
	9th Decile	412	3,781	731,889							
	10th Decile	436	4,217	1,135,340							
		4,217						100.00%	4,217		16.38%

Table 31: Housing Affordability and Future New Social Housing Supply Required, 2019

Year	Income Decile	No. of Households Required	Running Total	Affordability by each Decile	House-hold Band Position	House Prices Bands – Upper Value	No. of Dwellings Required within each Band	% of Dwelling Units Projected to be Provided within each Band	No. Dwelling Units Projected to be Provided within each Band	'Market Shortfall' i.e. No. of Households Meeting Afford-ability Criteria	'Market Shortfall' as a % of Total Dwellings Required
2019	**1st Decile**	488	488	99,807	1st Band	119,713	696	1.00%	42	654	15.51%
	2nd Decile	444	932	160,306	2nd & 3rd Bands	199,521	467	10.00%	422	46	1.08%
	3rd Decile	400	1,332	228,419	4th Band	239,425	287	15.00%	633	-345	-
	4th Decile	405	1,737	286,610	5th & 6th Bands	319,233	534	32.00%	1,349	-815	-
	5th Decile	411	2,148	345,332	7th Band	399,042	491	17.00%	717	-226	-
	6th Decile	403	2,551	411,052	8th Band	None	-	25.00%	1,054	-	-
	7th Decile	414	2,965	497,132							
	8th Decile	404	3,369	604,444							
	9th Decile	412	3,781	755,309							
	10th Decile	436	4,217	1,171,670							
		4,217						100.00%	4,217		16.59%

Table 32: Housing Affordability and Future New Social Housing Supply Required, 2020

Year	Income Decile	No. of Households Required	Running Total	Affordability by each Decile	House-hold Band Position	House Prices Bands – Upper Value	No. of Dwellings Required within each Band	% of Dwelling Units Projected to be Provided within each Band	No. Dwelling Units Projected to be Provided within each Band	'Market Shortfall' i.e. No. of Households Meeting Afford-ability Criteria	'Market Shortfall' as a % of Total Dwellings Required
2020	1st Decile	488	488	103,400	1st Band	124,501	699	1.00%	42	657	15.57%
	2nd Decile	444	932	166,077	2nd & 3rd Bands	207,502	469	10.00%	422	47	1.13%
	3rd Decile	400	1,332	236,642	4th Band	249,002	289	15.00%	633	-344	-
	4th Decile	405	1,737	296,928	5th & 6th Bands	332,003	536	32.00%	1,349	-813	-
	5th Decile	411	2,148	357,764	7th Band	415,004	493	17.00%	717	-	-
	6th Decile	403	2,551	425,850	8th Band	None	-	25.00%	1,054	-	-
	7th Decile	414	2,965	515,029							
	8th Decile	404	3,369	626,204							
	9th Decile	412	3,781	782,500							
	10th Decile	436	4,217	1,213,851							
		4,217						100.00%	4,217		16.70%

Table 33: Housing Affordability and Future New Social Housing Supply Required, 2021

Year	Income Decile	No. of Households Required	Running Total	Affordability by each Decile	House-hold Band Position	House Prices Bands – Upper Value	No. of Dwellings Required within each Band	% of Dwelling Units Projected to be Provided within each Band	No. Dwelling Units Projected to be Provided within each Band	'Market Shortfall' i.e. No. of Households Meeting Afford-ability Criteria	'Market Shortfall' as a % of Total Dwellings Required
2021	1st Decile	488	488	105,675	1st Band	129,481	711	1.00%	42	669	15.87%
	2nd Decile	444	932	169,731	2nd Band	172,641	240	3.00%	127	113	2.68%
	3rd Decile	400	1,332	241,848	3rd & 4th Bands	258,962	531	22.00%	928	-396	-
	4th Decile	405	1,737	303,460	5th & 6th Bands	345,283	546	32.00%	1,349	-804	-
	5th Decile	411	2,148	365,635	7th Band	431,604	502	17.00%	717	-215	-
	6th Decile	403	2,551	435,219	8th Band	None	-	25.00%	1,054	-	-
	7th Decile	414	2,965	526,360							
	8th Decile	404	3,369	639,980							
	9th Decile	412	3,781	799,715							
	10th Decile	436	4,217	1,240,555							
		4,217						100.00%	4,217		18.55%

Table 34: Housing Affordability and Future New Social Housing Supply Required, 2022

Year	Income Decile	No. of Households Required	Running Total	Affordability by each Decile	House-hold Band Position	House Prices Bands – Upper Value	No. of Dwellings Required within each Band	% of Dwelling Units Projected to be Provided within each Band	No. Dwelling Units Projected to be Provided within each Band	'Market Shortfall' i.e. No. of Households Meeting Afford-ability Criteria	'Market Shortfall' as a % of Total Dwellings Required
2022	1st Decile	488	488	108,000	1st Band	134,660	723	1.00%	42	681	16.16%
	2nd Decile	444	932	173,465	2nd Band	179,547	244	3.00%	126	117	2.78%
	3rd Decile	400	1,332	247,168	3rd & 4th Bands	269,321	540	22.00%	927	-387	-
	4th Decile	405	1,736	310,136	5th Band	314,207	297	17.00%	717	-419	-
	5th Decile	411	2,147	373,679	6th & 7th Bands	448,868	667	32.00%	1,349	-681	-
	6th Decile	403	2,550	444,793							
	7th Decile	414	2,963	537,939	8th Band	None	-	25.00%	1,054	-	-
	8th Decile	404	3,367	654,060							
	9th Decile	412	3,779	817,309							
	10th Decile	436	4,215	1,267,848							
		4,215						100.00%	4,215		18.95%

2.6.4.1 Summary Projection of New Dwelling Units Required for Future Use as Social Housing, 2016–2022

Based on the above model, Table 35 sets out the summary projection of new dwelling units required for future use as social housing.

It is important to note that this provision is additional to the scale of housing supply sufficient to address the current extent of unmet housing need as assessed by the number of applicant households on Dublin city's social housing waiting list. This issue is considered again in Section 2.7.

Table 34 therefore gives the net annual increase projected for the social housing waiting list in Dublin city. In total, of the projected 29,517 new dwelling units required to meet the housing needs of Dublin's population from 2016 to 2022, a total of 4,215 dwelling units are required to meet project net annual social housing need over the same period. This is approximately 18 percent of the total of all projected new dwellings required to meet projected population growth in Dublin city between 2016 and 2022.

Table 35: Summary of Projected Social Housing Need – Dublin City – 2016–2022

	2016	2017	2018	2019	2020	2021	2022
New dwellings required for new household formation	4,217	4,217	4,217	4,217	4,217	4,217	4,215
New dwellings required for net annual increase in social housing	645	645	649	654	657	669	681
Net new social housing as a % of total dwellings required	16.22	16.22	16.38	16.59	16.70	18.55	18.95

2.6.4.2 Mix of dwelling types and sizes for projected new dwelling units

This housing strategy needs to ensure that a mixture of dwelling types and sizes is developed to match the needs of different households in the city. Various housing typologies can be deployed in larger developments, including for example studios, maisonettes, condominiums and duplexes. Each of these variations will be considered as per the requirements of the development plan.

The final configuration of any new residential development scheme, particularly those above 15 units in size, must correspond to the design, density, building height and other required standards set out in the core strategy of the development plan. These relate to the following criteria:

- Minimum floor areas
- Aspect, natural lighting, ventilation and sunlight penetration
- Mix of residential units
- Provision of public communal and private open space.

Minimum standards for residential mix and unit size shall be in accordance with the residential standards set out in Chapter 16: Development Standards of the development plan. The mix of unit sizes may vary for social housing schemes where a particular housing need has been identified.

As a general guide, and based on the analysis of population growth and household formation, Table 36 sets out an estimate of the distribution of dwelling size per bedroom required to meet projected demand. Section 2.7 contains a more derived estimate for social housing provision based on an analysis of current demand for social housing as assessed by the Dublin city social housing waiting list.

Table 36: Estimate of the Distribution of Dwelling Size per Bedroom Required to Meet Projected Demand.

Estimate of distribution of dwelling size per bedroom, 2016–2022					
Number of bedrooms per dwelling unit	1 Bed	2 Bed	3 Bed	4 Bed	5 Bed
Estimate of distribution of dwelling size per bedroom	20%	40%	30%	10%	5%

2.7 Extent of Social Housing Requirements and Options for Delivery in Dublin, 2016–2022

2.7.1 Extent of required social housing in Dublin, 2015

The extent of social housing required in Dublin is illustrated by the number of households who have been assessed as being eligible for social housing under the Dublin City Council's scheme of letting priorities. In January 2014, a total of 17,138 households were assessed as being eligible for social housing provision in Dublin. As a consequence of supply-side restrictions on the provision of new housing stock overall and combined with a deterioration in the affordability of rental housing in Dublin, by January 2015 this total had risen to 21,015 households (a 23 percent increase) (see Table 37).

Table 37: Number of Households on Dublin City Social Housing Waiting List, 2014–2015

	January 2014	January 2015
Band 2 Housing List	5,804	7,050
Band 2 Housing Elderly	273	331
Band 3 Housing List	9,415	11,205
Band 3 Housing Elderly	445	657
Traveller Accommodation	140	191
Housing Medical Priority	130	161
Housing Medical Priority Elderly	26	35
Housing Welfare	55	97
Housing Welfare Elderly	6	12
Homeless	817	1,231
Total	17,138	21,015

Source: Dublin City Council.

Demand for social housing in Dublin continues to strengthen. By mid-year 2015, the number of eligible households on Dublin's social housing waiting list has grown to 21,592 households. This is in line with model projections set out in the Section 2.6.

2.7.2 Dwelling types by bedroom size required to meet social housing demand in Dublin, 2015

Analysis of the dwelling type by bedroom size required to meet effective demand for social housing in Dublin in 2015 (July data) is given in Table 38. Notably, the largest proportion of assessed need is for single bedroom units with over half of all eligible households (56 percent) requiring this dwelling type. Approximately one third of eligible households require dwelling units with two bedrooms (33.5 percent).

Table 38: Dwelling Type by Size of Bedroom Required to Meet Assessed Social Housing Need (July 2015)

Dwelling type by size of bedroom required to meet assessed social housing need (July 2015)	Total	Percentage
1 Bed	12,071	56
2 Bed	7,191	33
3 Bed	2,103	9
4 Bed	194	1.5
5 Bed	33	0.5
Total Households	21,592	100

2.7.3 Estimate stock flow analysis for social housing provision in Dublin, 2015–2017

An estimate of the provision of new social housing stock combined with casual lettings from within existing stock can be produced to illustrate how the extent of unmet social housing need will be impacted by future planned new housing supply and dedicated capital investment for the construction of dwelling units specifically for social housing provision. Using data from Section 2.2 and 2.5, Table 39 sets out this estimate as a function of the following criteria:

a) The projected extent of unmet social housing need in Dublin city as determined by the projected number of eligible households on the social waiting list at December 2015 (projection is based on the observed rate of monthly increase between January and July 2015)

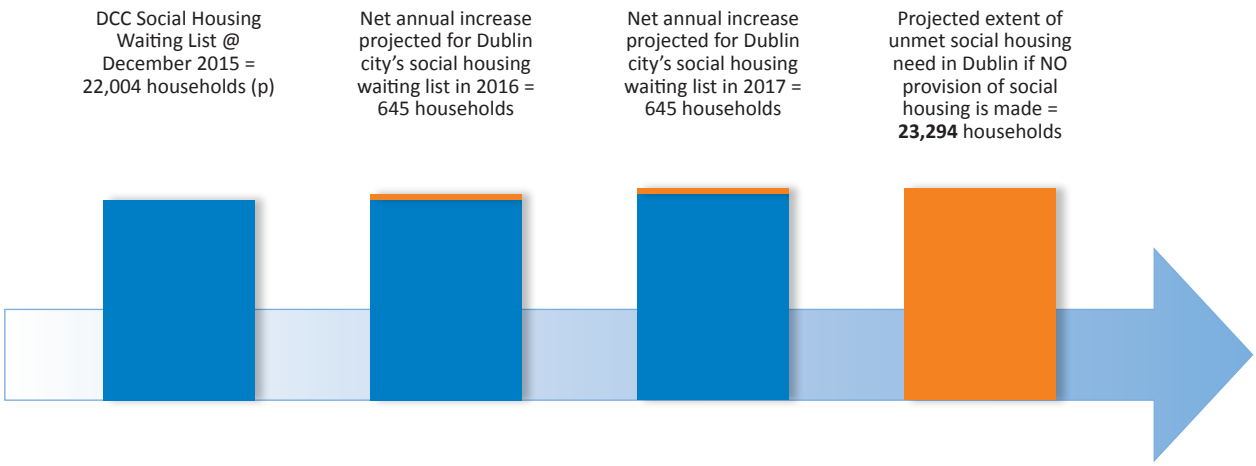
b) The net annual increase projected for the social housing waiting list in Dublin city

c) The mean annual number of casual lettings arising from current social housing stock in Dublin city for the period 2012 to 2014 (a casual letting is taken as being equivalent to a dwelling unit)

d) The estimated number of new dwelling units for social housing produced under current and capital expenditure over the period 2015–2017. This is set at 3,347 units for the period. Notably, this includes all current options for delivery of social housing in Dublin (these are noted in Section 2.7.4).

Using data for (a) and (b) above, Figure T below presents the projected extent of unmet social housing need in Dublin for the period 2015 to 2017 if no provision of social housing is made over this period.

Figure T: Projected extent of unmet social housing need in Dublin for the period 2015 to 2017 if no provision of social housing is made



Using data for (b) and (c) above, Figure U below presents the total of new social housing tenancies created in Dublin for the period 2015 to 2017 as a result of new dwelling construction adding to the extent of Dublin's social rental stock combined with the mean rate of casual vacancies per annum arising from within current existing stock.

Figure U: Total of new social housing tenancies created in Dublin for the period 2015 to 2017

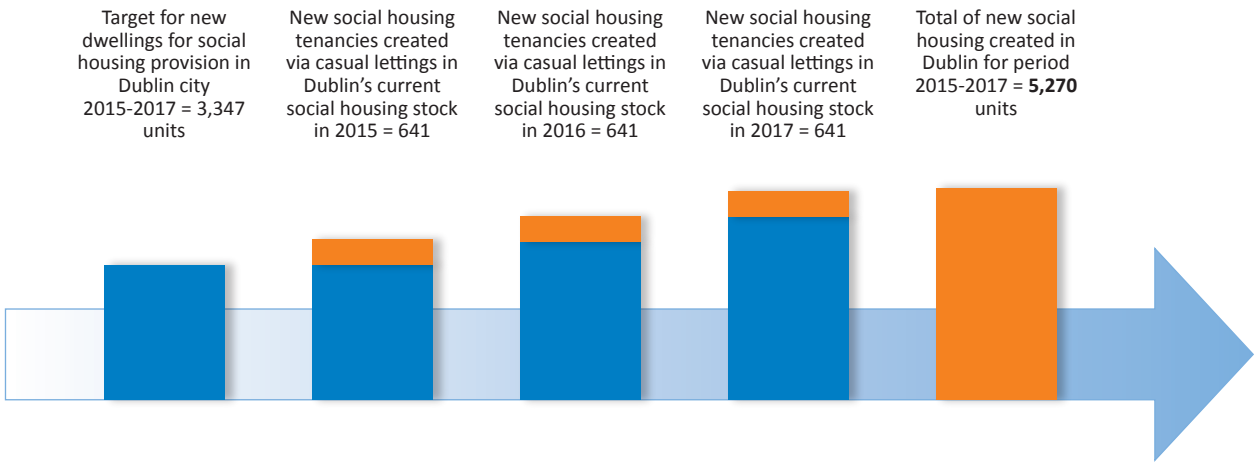
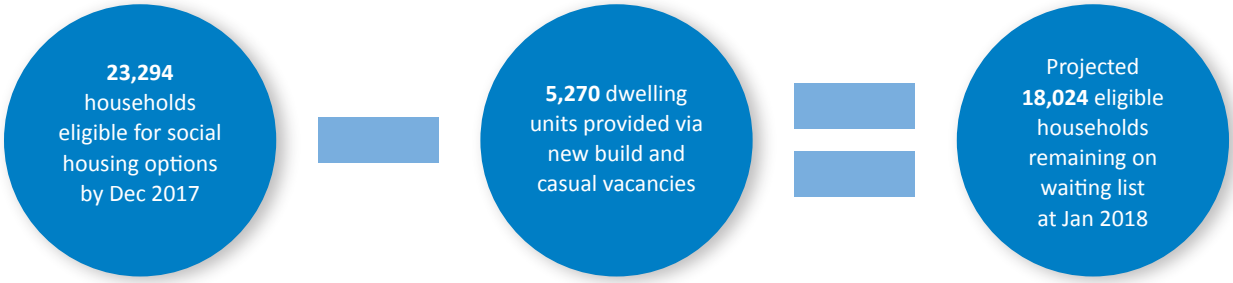


Figure V gives the projected reduction in the extent of eligible households on Dublin's social housing waiting list by end of 2017 as the targets for provision of new dwelling units are met over this period. The projection finds a reduction of 5,270 households (i.e. 23 percent) from the social housing waiting list for the period 2015–2017.

Figure V: Projected reduction in the extent of eligible households on Dublin's social housing waiting list by end of 2017



One key assumption underpinning this projection is there is no significant reduction in the mean rate of casual lettings observed in Dublin city over the period 2012 to 2014 inclusive. Another key assumption is that the capital and current expenditure to provide new dwellings for use as social housing is forthcoming over the period.

Table 39 gives the estimated distribution of the dwelling types required by bedroom size for the target 5,270 units to be produced for social housing over the period 2015 to 2017. This is based on the current pattern of demand arising from households assessed as eligible for social housing at July 2015.

Table 39: Dwelling Type by Size of Bedroom Required for Target Social Housing Output, 2015–2016

Dwelling type by size of bedroom required for target social housing output, 2015–2016		
	Total	Percentage
1 Bed	2,951	56
2 Bed	1,740	33
3 Bed	474	9
4 Bed	79	1.5
5 Bed	26	0.5
Total Households	5,270	100

2.7.4 Options for Social Housing Delivery

The following are options available to Dublin city to deliver social housing over the lifetime of the development plan and housing strategy.

a) The construction of new dwellings (including regeneration schemes, renovation and renewal of unoccupied or vacant public housing stock)

b) The provision of new dwellings for social housing under Part V arrangements

c) The purchase and acquisition of new or secondhand dwellings

d) Casual vacancies arising from within existing Dublin city social housing stock

e) *The leasing of dwellings under the CALF (Capital Advance Leasing Facility)* scheme

f) The Rental Accommodation Scheme

g) The Housing Assistance Payment Scheme.

Full details on the operation of each of these options is available elsewhere on www.environ.ie and on www.dublincity.ie.

2.7.5 Social housing provision for vulnerable and marginalised groups

Coherent with national social housing policy objectives, Dublin city recognises how the housing needs for distinct cohorts and categories of households require special attention under the city's housing strategy.

2.7.5.1 Households Experiencing Homelessness and Rough Sleeping

Dublin City Council is the lead local authority for the Dublin region responsible for the provision of emergency accommodation, housing and support service to persons experiencing homelessness and rough sleeping. Under the provisions of Chapter 6 of the Housing Act, 2009, Dublin City Council has established a statutory management group with the Health Service Executive to fund and provide emergency accommodation, housing, support and care services to persons experiencing homelessness and rough sleeping.

Additionally, Dublin city, alongside all of Dublin's local authorities, prepares and adopts a triennial statutory homeless action plan for the provision of services. The current plan for the period to end of 2016, Sustaining Dublin's Pathway to Home 2014–2016, is available at www.homelessdublin.ie. It builds on the work underway in Dublin since 2009 to reconfigure all relevant statutory and voluntary sector service providers under the Pathway to Home model of service. The five strategic aims of the statutory plan Sustaining Dublin's Pathway to Home are given in Table 40. Successor plans will be proposed and adopted over the period of the development plan.

Notably, for each year of the homeless action plan, a business plan is issued that sets out the key actions to be achieved to meet the overall strategic aims of the business plan. This business plan sets an annual target for the provision of housing to ensure exits to independent living with support (as required) for all households experiencing homelessness and rough sleeping.

The challenge of delivering sufficient dwellings required to achieve the national government policy objectives of eliminating long-term homelessness and the need to sleep rough must remain coherent with the core strategy of the development plan and this housing strategy.

Table 40: The Strategic Aims of Dublin's Statutory Homeless Action Plan, *Sustaining Dublin's Pathway to Home, 2014–2016*

Aim 1:	Address the unmet housing need of people experiencing homelessness through a substantial increase in the provision of housing units alongside improved access to a wider range of affordable and secure housing options with support and care as required.
Aim 2:	Stop the occurrence of an episode of homelessness by delivering comprehensive preventative support services in housing, health and welfare alongside relevant, accurate and timely housing information and advice.
Aim 3:	Ensure the delivery of effective services for homeless people that meet their identified housing, health and welfare needs and produce the sought-after, person-centred outcomes set out in Pathway to Home.
Aim 4:	Simplify and speed up an appropriate exit from emergency accommodation and rough sleeping in order to reduce the length of time people experience homeless to less than 6 consecutive months in any one episode prior to a departure to independent living.
Aim 5:	Eliminate the need for people to sleep rough through an expansion of the housing first approach to address all aspects of habitual and long-standing rough sleeping and homelessness, including episodic and prolonged use of temporary emergency accommodation.

2.7.5.2 Meeting the Housing and Accommodation Needs of the Travelling Community

Dublin City Council's policy is to recognise the identity, culture, tradition and history of the Travelling people and to work to reduce the levels of disadvantage that Travellers experience. Dublin City Council is committed to the provision of quality Traveller accommodation, where possible in accordance with the aspirations and desires of the majority of Traveller families identified in the annual assessment of needs. In accordance with the provisions of the Housing (Traveller Accommodation) Act 1998, Dublin City Council prepared and adopted a five year Traveller Accommodation Programme (TAP) for 2014–2018 to meet the existing and projected accommodation needs of Travellers in its administrative area. This details a comprehensive housing programme and includes a commitment to examine the city's landholding to identify new sites for development. Dublin city intends to develop Traveller-specific accommodation in each of its five administrative areas and to ensure the needs of Traveller households considered as part of any new development. Table 41 details the current programme for Traveller Accommodation Projects over the lifetime of the programme to end of 2018. This aims to produce 41 new units, 89 day-house refurbishments, 2 house refurbishments, 5 extensions, 59 electrical upgrades and 2 community centre refurbishments.

Table 41: List of Traveller Accommodation Projects, 2014–2018

Project	No. of Units	Timeframe
Kylemore Grove rebuilds	3	2014
St Margaret's Park electrical upgrade	30	2014
House refurbishments	2	2014
St Dominic's Park	15	2014
Avila Park Community Centre refurbishment	1	2014
Special Needs Adaptations/Overcrowding extensions: Cara Estate	5	2015
St Oliver's Park electrical upgrade	15	2015
St Joseph's Park electrical upgrade	14	2015
St Joseph's Park Community Centre refurbishment	1	2015
Grove Lane	5	2015
Bridgeview/Northern Close/Avila Park	3	2015
St Margaret's Park Day-house upgrade	30	2015
Grand Canal Harbour	5	2015
St Oliver's Park Day-house upgrade	15	2016
Tara Lawns	10	2016
St Joseph's Park Day-house upgrade	14	2016
Pigeon House Road	6	2016
Labre Park Redevelopment	24	2017/2018

2.7.5.3 Meeting the Housing Needs of Persons with Disabilities

Dublin City Council is committed to implementing the framework for the delivery of housing for persons with disabilities set out under the 'National Housing Strategy for People with Disability 2011–2016'. In the strategy the term 'disability' is used to refer to persons in one or more of the following categories of disability: sensory disability, mental health disability, physical disability and intellectual disability.

Dublin City Council is committed to implementing universal design models to all new developments and encouraging private developers to incorporate them in their designs. In line with Part M of the Building Regulations (as amended) all public and private buildings must have provision for suitable access and use for all persons.

Through the Council, persons with a disability can apply for a number of grants to partly fund necessary improvements to their home. The Housing Adaptation Grant for People with a Disability Scheme provides grant aid to applicants to assist them with carrying out works that make their house more suitable for the accommodation needs of a person with a disability. The Mobility Aids Grant Scheme provides grant aid to applicants to carry out works designed to address mobility

problems that they may have. Both of these grants are available to applicants in owner-occupied housing, houses being purchased from a local authority under the tenant purchase scheme, private rented accommodation, accommodation provided under the voluntary housing Capital Assistance and Rental Subsidy schemes and accommodation occupied by persons living in communal residence.

2.7.5.4 Meeting the Housing Needs of Older Persons

The Dublin City Age Friendly Strategy 2014–2019 recognises that there is insufficient life-cycle appropriate, alternative accommodation for older persons (including sheltered accommodation and nursing homes) in local communities. In this context, the provision of specific accommodation for older people is supported by the objectives of this housing strategy to provide alternative residential choices for older people not requiring access to a nursing home.

Appendix

2B

Housing Strategy

The methodology used to derive the estimate of the required projected supply of social housing provision for Dublin city for 2016 to 2022 is based on the Department of Housing, Planning, Community and Local Government model and application of *Part V of the Planning and Development Act, 2000, Housing Supply: A Model Housing Strategy and Step-by-Step Guide* (December, 2000).

The following sets out the principal steps involved in the development and application of this model and the associated calculation, determination and summary output tables:

- **Step 1:** Based on the Regional Planning Guidelines for the Greater Dublin Area 2010–2022, the annual population projections for the period 2016–2022 for Dublin city are determined.
- **Step 2:** The average household size and the number of additional housing units required to cater for the additional population is determined for the period of the strategy.
- **Step 3:** The estimated distribution of household disposable incomes is calculated based on the ten decile income ranges set out in the CSO Household Budget Survey (2012).
- **Step 4:** The average annual household disposable income distribution (2012–2025) is calculated; this is based on the ESRI 'Medium-Term Review – 2013–2020' (July 2013).
- **Step 5:** The average monthly household disposable income distribution for 2012–2025 for the 10 household deciles is calculated based on the calculation of the average annual household disposable incomes 2012–2025.
- **Step 6:** The annual income distribution of total households between the ten household deciles for 2012 to 2025 is determined.
- **Step 7:** The income distributions of annual additional households required for Dublin city from 2016 to 2022, based on the ten income decile ranges, is determined.
- **Step 8:** The projected house price bands for Dublin city must be calculated for the years 2016 to 2022, based on the percentage split of the 8 price bands and a projected house price annual increase or decrease 2012 to 2025.
- **Step 9:** The 'annuity formula' based on the determination of an 'affordability threshold', a 'loan to value ratio', an 'annual percentage rate (APR) – interest rate', the determination of a 'monthly percentage rate (MPR) – interest rate', and the determination of a 'loan term (years/months)', must be applied.
- **Step 10:** The housing affordability for Dublin city must be calculated based on the calculated household disposable income distribution and the application of the annuity formula.
- **Step 11:** The anticipated social housing need for Dublin city can now be calculated based on the number of households required, housing affordability, household band position, number of houses required in each band, and the percentage and number of houses projected to be provided in each band.
- **Step 12:** The projected social housing need for Dublin city 2012–2025 is summarised.

Step 1 – Determination of Annual Population Projections for Dublin City, 2012–2025

Determination Method: determination of annual population based on fixed population increase.

Key Information Inputs: data input from Dublin City Council.

Table 1: Annual Population Projections for Dublin City, 2012–2025

Year	Dublin City Population – Total	Percentage Increase	Annual Population Increase During Year	Total Population Increase 2013–2022	Total Population Increase 2015–2022
1996	481,854	-	-		
2002	495,781	2.89%	-		
2006	506,211	2.10%	-		
2011	527,612	4.23%	1,298		
2012	528,910	0.25%	1,298		
2013	530,208	0.25%	8,434		
2014	538,642	1.59%	8,434		
2015	547,076	1.57%	8,434		
2016	555,510	1.54%	8,434		
2017	563,944	1.52%	8,434		
2018	572,378	1.50%	8,434		
2019	580,812	1.47%	8,434		
2020	589,246	1.45%	8,434		
2021	597,680	1.43%	8,434		
2022	606,110	1.41%	8,434	75,906	59,038
2023	614,544	1.39%	8,434		
2024	622,978	1.37%	8,434		
2025	631,412	1.35%	-		

Step 2 – Determination of Average Household Size and Additional Households Required for Dublin City, 2012–2025

Determination Method: determination of annual household increase based on the application of an average household size for the projected population.

Key Information Inputs: data input from Dublin City Council.

Table 2: Average Household Size and Additional Households Required for Dublin City, 2012–2025

Year	Number of Households (Private Permanent)	Average Household Size	Additional Houses Required Per Annum	Total Additional Houses Required – 2013–2022	Average Additional Houses Required Per Annum – 2015–2022
1996	173,085	2.78	-	-	-
2002	180,852	2.59	-	-	-
2006	190,984	2.50	-	-	-
2011	208,008	2.40	-	-	-
2012	251,862	2.10	43,854	-	-
2013	265,104	2.00	13,242	-	-
2014	269,321	2.00	4,217	-	-
2015	273,538	2.00	4,217	-	-
2016	277,755	2.00	4,217	-	-
2017	281,972	2.00	4,217	-	-
2018	286,189	2.00	4,217	-	-
2019	290,406	2.00	4,217	-	-
2020	294,623	2.00	4,217	-	-
2021	298,840	2.00	4,217	-	-
2022	303,055	2.00	4,215	51,193	33,734
2023	307,272	2.00	4,217		
2024	311,489	2.00	4,217		
2025	315,706	2.00	4,217		

Step 3 – Calculation of Estimated Distribution of Household Disposable Incomes, 2011

Calculation Method: calculation of estimated distribution of household disposable incomes for 2011 for the 10 household deciles based on the weekly and annualised disposable incomes at national level and the adjusted to city level based on application of 'inflator' rate.

Key Information Inputs: information/data inputs from DoE&LG *Part V of the Planning and Development Act, 2000, Housing Supply: A Model Housing Strategy and Step-by-Step Guide* (December, 2000), CSO *Household Budget Survey 2009–2010* (July 2012), CSO *County Incomes and Regional GDP 2011* (April, 2014).

Table 3: Estimated Distribution of Weekly and Annual Household Disposable Incomes for Dublin City, 2011

Income Range	Average Weekly Disposable Income (State) (€) (2004–2005)	Average Weekly Disposable Income (State) (€) (2009–2010)	Percentage Change from 2004–2005 to 2009–2010	Assumed Annual Percentage Income Increase from 2005 to 2010	Adjusted Average Weekly Disposable Income (State) (€) (2011)	Percentage of Households in Each Category (State)	Average Annual Disposable Income (State) (€) (2011)	Dublin City Inflator	Average Annual Disposable Income (Dublin City) (€) (2011)	Number of Households in Dublin City (2011)	Disposable Income Per Person - State (2011)	Disposable Income Per Person - Dublin (2011)	Dublin City Inflator
1st Decile	158.99	188.91	18.8%	3.76%	196.02	11.57%	10,193.05	1.119	11,409.47	24,067	-	-	-
2nd Decile	244.65	300.98	23.0%	4.60%	314.84	10.54%	16,371.68	1.119	18,325.45	21,924	-	-	-
3rd Decile	359.12	431.28	20.1%	4.02%	448.61	9.48%	23,327.82	1.119	26,111.73	19,719	-	-	-
4th Decile	488.30	549.20	12.5%	2.49%	562.90	9.60%	29,270.75	1.119	32,763.89	19,969	-	-	-
5th Decile	628.31	669.46	6.5%	1.31%	678.23	9.74%	35,267.91	1.119	39,476.74	20,260	-	-	-
6th Decile	779.53	802.56	3.0%	0.59%	807.30	9.56%	41,979.71	1.119	46,989.51	19,886	-	-	-
7th Decile	950.84	972.03	2.2%	0.45%	976.36	9.81%	50,770.85	1.119	56,829.78	20,406	-	-	-
8th Decile	1,167.54	1,183.82	1.4%	0.28%	1,187.12	9.58%	61,730.31	1.119	69,097.13	19,927	-	-	-
9th Decile	1,420.76	1,472.66	3.7%	0.73%	1,483.42	9.78%	77,137.80	1.119	86,343.33	20,343	-	-	-
10th Decile	2,232.01	2,289.38	2.6%	0.51%	2,301.15	10.34%	119,659.74	1.119	133,939.79	21,508	-	-	-
Total						100.00%				208,008	19,055	21,329	1.119

Step 4 – Calculation of Average Annual Household Disposable Income Distribution, 2012–2025

Calculation Method: calculation of estimated distribution of household disposable incomes for 2012–2025 for the 10 household deciles based on the estimated distribution of household disposable incomes for 2011 and a forecast GNP growth rate.

Key Information Inputs: information/data inputs from DoE&LG *Part V of the Planning and Development Act, 2000, Housing Supply: A Model Housing Strategy and Step-by-Step Guide* (December, 2000), *ESRI Medium-Term Review – 2013–2020* (July 2013).

Table 4: Calculation of Average Annual Household Disposable Income Distribution for Dublin City, 2012–2025

Average Annual Disposable Income – Dublin City – 2011–2025 (€)														
Year	**2012**	**2013**	**2014**	**2015**	**2016**	**2017**	**2018**	**2019**	**2020**	**2021**	**2022**	**2023**	**2024**	**2025**
% Growth	**3.3%**	**1.2%**	**0.5%**	**4.3%**	**3.6%**	**4.0%**	**3.4%**	**3.2%**	**3.6%**	**2.2%**	**2.2%**	**2.2%**	**2.2%**	**2.2%**
1st Decile	11,786	11,927	11,987	12,502	12,953	13,471	13,929	14,374	14,892	15,220	15,554	15,897	16,246	16,604
2nd Decile	18,930	19,157	19,253	20,081	20,804	21,636	22,372	23,088	23,919	24,445	24,983	25,532	26,094	26,668
3rd Decile	26,973	27,297	27,434	28,613	29,643	30,829	31,877	32,897	34,082	34,831	35,598	36,381	37,181	37,999
4th Decile	33,845	34,251	34,422	35,903	37,195	38,683	39,998	41,278	42,764	43,705	44,666	45,649	46,653	47,680
5th Decile	40,779	41,269	41,475	43,259	44,816	46,609	48,193	49,735	51,526	52,659	53,818	55,002	56,212	57,449
6th Decile	48,540	49,123	49,368	51,491	53,345	55,479	57,365	59,201	61,332	62,681	64,060	65,469	66,910	68,382
7th Decile	58,705	59,410	59,707	62,274	64,516	67,097	69,378	71,598	74,175	75,807	77,475	79,180	80,921	82,702
8th Decile	71,377	72,234	72,595	75,717	78,442	81,580	84,354	87,053	90,187	92,171	94,199	96,271	98,389	100,554
9th Decile	89,193	90,263	90,714	94,615	98,021	101,942	105,408	108,781	112,697	115,177	117,710	120,300	122,947	125,651
10th Decile	138,360	140,020	140,720	146,771	152,055	158,137	163,514	168,746	174,821	178,667	182,598	186,615	190,721	194,916

Step 5 – Calculation of Average Monthly Household Disposable Income Distribution, 2012–2025

Calculation Method: calculation of estimated distribution of household disposable incomes for 2012–2025 for the 10 household deciles based on the calculation of the average annual household disposable incomes 2012–2025.

Key Information Inputs: information/data inputs from DoE&LG *Part V of the Planning and Development Act, 2000, Housing Supply: A Model Housing Strategy and Step-by-Step Guide* (December, 2000).

Table 5: Calculation of Average Monthly Household Disposable Income Distribution for Dublin City, 2012–2025

Range	Year / Percentage of Households in Each Category (Dublin City)	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
		Average Monthly Disposable Income – Dublin City – 2012–2025 (€)													
1st Decile	11.57%	982	994	999	1,042	1,079	1,123	1,161	1,198	1,241	1,268	1,296	1,325	1,354	1,1384
2nd Decile	10.54%	1,578	1,596	1,604	1,673	1,734	1,803	1,864	1,924	1,993	2,037	2,082	2,128	2,175	2,222
3rd Decile	9.48%	2,248	2,275	2,286	2,384	2,470	2,569	2,656	2,741	2,840	2,903	2,966	3,032	3,098	3,167
4th Decile	9.60%	2,820	2,854	2,869	2,992	3,100	3,224	3,333	3,440	3,564	3,642	3,722	3,804	3,888	3,973
5th Decile	9.74%	3,398	3,439	3,456	3,605	3,735	3,884	4,016	4,145	4,294	4,388	4,485	4,583	4,684	4,787
6th Decile	9.56%	4,045	4,094	4,114	4,291	4,445	4,623	4,780	4,933	5,111	5,223	5,338	5,456	5,576	5,698
7th Decile	9.81%	4,892	4,951	4,976	5,190	5,376	5,591	5,781	5,966	6,181	6,317	6,456	6,598	6,743	6,892
8th Decile	9.58%	5,948	6,019	6,050	6,310	6,537	6,798	7,029	7,254	7,516	7,681	7,850	8,023	8,199	8,379
9th Decile	9.78%	7,433	7,522	7,560	7,885	8,168	8,495	8,784	9,065	9,391	9,598	9,809	10,025	10,246	10,471
10th Decile	10.34%	11,530	11,668	11,727	12,231	12,671	13,178	13,626	14,062	14,568	14,889	15,216	15,551	15,893	16,243
		100%													

Step 6 – Determination of Annual Income Distribution of Total Households for Dublin City, 2012–2025

Determination Method: determination of annual income distribution of total household disposable incomes between the 10 household deciles for 2012–2025.

Key Information Inputs: information/data inputs from DoE&LG *Part V of the Planning and Development Act, 2000, Housing Supply: A Model Housing Strategy and Step-by-Step Guide* (December, 2000).

Table 6: Determination of Annual Income Distribution of Total Households for Dublin City, 2012–2015

Range	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
	Total Households - Dublin City - 2012–2025													
1st Decile	29,140	30,673	31,160	31,648	32,136	32,624	33,112	33,600	34,088	34,576	35,063	35,551	36,039	36,527
2nd Decile	26,546	27,942	28,386	28,831	29,275	29,720	30,164	30,609	31,053	31,498	31,942	32,386	32,831	33,275
3rd Decile	23,877	25,132	25,532	25,931	26,331	26,731	27,131	27,530	27,930	28,330	28,730	29,129	29,529	29,929
4th Decile	24,179	25,450	25,855	26,260	26,664	27,069	27,474	27,879	28,284	28,689	29,093	29,498	29,903	30,308
5th Decile	24,531	25,821	26,232	26,643	27,053	27,464	27,875	28,286	28,696	29,107	29,518	29,928	30,339	30,750
6th Decile	24,078	25,344	25,747	26,150	26,553	26,957	27,360	27,763	28,166	28,569	28,972	29,375	29,778	30,181
7th Decile	24,708	26,007	26,420	26,834	27,248	27,661	28,075	28,489	28,902	29,316	29,730	30,143	30,557	30,971
8th Decile	24,128	25,397	25,801	26,205	26,609	27,013	27,417	27,821	28,225	28,629	29,033	29,437	29,841	30,245
9th Decile	24,632	25,927	26,340	26,752	27,164	27,577	27,989	28,402	28,814	29,227	29,639	30,051	30,464	30,876
10th Decile	26,043	27,412	27,848	28,284	28,720	29,156	29,592	30,028	30,464	30,900	31,336	31,772	32,208	32,644
	251,862	265,104	269,321	273,538	277,755	281,972	286,189	290,406	294,623	298,840	303,055	307,272	311,489	315,706

Step 7 – Determination of Annual Income Distribution of Total Households for Dublin City, 2012–2025

Determination Method: determination of annual income distribution of new additional household disposable incomes between the 10 household deciles for 2012–2025.

Key Information Inputs: information/data inputs from DoE&LG *Part V of the Planning and Development Act, 2000, Housing Supply: A Model Housing Strategy and Step-by-Step Guide* (December, 2000).

Table 7: Determination of Annual Income Distribution of Additional Households for Dublin City, 2012–2025

Income Range	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
	Total Additional Houses – Dublin City – 2012–2025													
1st Decile	5,074	1,532	488	488	488	488	488	488	488	488	488	488	488	488
2nd Decile	4,622	1,396	444	444	444	444	444	444	444	444	444	444	444	444
3rd Decile	4,157	1,255	400	400	400	400	400	400	400	400	400	400	400	400
4th Decile	4,210	1,271	405	405	405	405	405	405	405	405	405	405	405	405
5th Decile	4,271	1,290	411	411	411	411	411	411	411	411	411	411	411	411
6th Decile	4,192	1,266	403	403	403	403	403	403	403	403	403	403	403	403
7th Decile	4,302	1,299	414	414	414	414	414	414	414	414	414	414	414	414
8th Decile	4,201	1,269	404	404	404	404	404	404	404	404	404	404	404	404
9th Decile	4,289	1,295	412	412	412	412	412	412	412	412	412	412	412	412
10th Decile	4,534	1,369	436	436	436	436	436	436	436	436	436	436	436	436
	43,854	13,242	4,217	4,217	4,217	4,217	4,217	4,217	4,217	4,217	4,215	4,217	4,217	4,217

Step 8 – Calculation of Projected House Price Bands for Dublin City, 2008–2025

Calculation Method: calculation of projected house price bands based on the percentage split of the 8 price bands and a projected annual price increase or decrease for 2008–2025.

Key Information Inputs: information/data inputs from DoEC&LG *Database Direct for Housing Statistics ('Dublin Area' 'Ranges of house prices')*: http://www.housing.gov.ie/housing/statistics/house-prices-loans-and-profile-borrowers/house-price-statistics (December, 2011), CSO *House Price Index – 2008–2014* (2015), Davy *Property Price Outlook – 2015–2017* (September, 2013), Goodbody Economic Research *Irish Housing Market - From the ground up* (February, 2015).

Table 8: Calculation of Projected House Price Bands for Dublin City, 2008–2025

Year	1st Band – not exceeding X1	2nd Band – X1–X2		3rd Band – X2–X3		4th Band – X3–X4		5th Band – X4–X5		6th Band – X5–X6		7th Band –-X6–X7		8th Band – exceeding X7
2008	150,000	150,001	200,000	200,001	250,000	250,001	300,000	300,001	350,000	350,001	400,000	400,001	500,000	500,000
2009	114,840	114,841	153,120	153,121	191,400	191,401	229,680	229,681	267,960	267,961	306,240	306,241	382,800	382,800
2010	96,948	96,949	129,264	129,265	161,580	161,581	193,896	193,897	226,212	226,212	258,528	258,528	323,160	323,160
2011	83,288	83,289	111,051	111,051	138,813	138,814	166,576	166,576	194,339	194,339	222,101	222,102	277,627	277,627
2012	71,894	71,895	95,859	95,859	119,824	119,824	143,788	143,789	167,753	167,754	191,718	191,718	239,647	239,647
2013	77,200	77,200	102,933	102,934	128,667	128,667	154,400	154,400	180,133	180,134	205,867	205,867	257,333	257,333
2014	92,987	92,988	123,983	123,984	154,979	154,980	185,975	185,975	216,970	216,971	247,966	247,967	309,958	309,958
2015	101,356	101,357	135,142	135,142	168,927	168,928	202,712	202,713	236,498	236,499	270,283	270,284	337,854	337,854
2016	106,424	106,425	141,899	141,899	177,373	177,374	212,848	212,849	248,323	248,323	283,797	283,798	354,747	354,747
2017	110,681	110,682	147,575	147,575	184,468	184,469	221,362	221,363	258,256	258,256	295,149	295,150	368,937	368,937
2018	115,108	115,109	153,478	153,478	191,847	191,848	230,216	230,217	268,586	268,587	306,955	306,956	383,694	383,694
2019	119,713	119,713	159,617	159,618	199,521	199,522	239,425	239,426	279,329	279,330	319,233	319,234	399,042	399,042
2020	124,501	124,502	166,001	166,002	207,502	207,503	249,002	249,003	290,502	290,503	332,003	332,004	415,004	415,004
2021	129,481	129,482	172,641	172,642	215,802	215,803	258,962	258,963	302,123	302,123	345,283	345,284	431,604	431,604
2022	134,660	134,661	179,547	179,548	224,434	224,435	269,321	269,322	314,207	314,208	359,094	359,095	448,868	448,868
2023	140,047	140,048	186,729	186,730	233,411	233,412	280,094	280,094	326,776	326,777	373,458	373,459	466,823	466,823
2024	145,649	145,650	194,198	194,199	242,748	242,749	291,297	291,298	339,847	339,848	388,396	388,397	485,495	485,495
2025	151,475	151,476	201,966	201,967	252,458	252,459	302,949	302,950	353,441	353,442	403,932	403,933	504,915	504,915
% of Dublin City Housing Units within each Band (2008) - based on "Dublin Area"	1.00%		3.00%		7.00%		15.00%		17.00%		15.00%		17.00%	25.00%

Step 9 – Application and Variables of the Annuity Formula

Application Method: apply the 'annuity formula' based on the determination of an 'affordability threshold', a 'loan to value ratio', an 'annual percentage rate (APR) – interest rate', the determination of a 'monthly percentage rate (MPR) - interest rate', and the determination of a 'loan term (years/ months)'.

Key Information Inputs: information/data inputs from DoE&LG *Part V of the Planning and Development Act, 2000, Housing Supply: A Model Housing Strategy and Step-by-Step Guide* (December, 2000).

Table 9: Application and Variables of the Annuity Formula

Affordability Threshold	Loan to Value Ratio	Annual Percentage Rate (APR) - Interest Rate	Therefore Monthly Percentage Rate (MPR) - Interest Rate	Loan Term (Years)	Therefore Term Loan (Months)
35.00%	0.80	0.0395	0.003292	25	300

Step 10 – Calculation of Housing Affordability for Dublin City, 2012–2025

Calculation Method: based on the application of the annuity formula, calculate the housing affordability for each of the 10 household deciles for 2012–2025.

Key Information Inputs: information/data inputs from DoE&LG *Part V of the Planning and Development Act, 2000, Housing Supply: A Model Housing Strategy and Step-by-Step Guide* (December, 2000).

Table 10: Calculation of Housing Affordability for Dublin City, 2012–2025

Range	Year / Percentage of Households in Each Category (Dublin City)	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
		Approximate Affordable House Price - Dublin City - 2012–2025 (€)													
1st Decile	11.57%	81,835	82,817	83,231	86,810	89,935	93,532	96,712	99,807	103,400	105,675	108,000	110,376	112,804	115,286
2nd Decile	10.54%	131,440	133,017	133,682	139,430	144,450	150,228	155,336	160,306	166,077	169,731	173,465	177,281	181,182	185,168
3rd Decile	9.48%	187,287	189,534	190,482	198,673	205,825	214,058	221,336	228,419	236,642	241,848	247,168	252,606	258,164	263,843
4th Decile	9.60%	235,000	237,820	239,009	249,286	258,260	268,591	277,723	286,610	296,928	303,460	310,136	316,959	323,933	331,059
5th Decile	9.74%	283,148	286,545	287,978	300,361	311,174	323,621	334,624	345,332	357,764	365,635	373,679	381,900	390,302	398,888
6th Decile	9.56%	337,033	341,078	342,783	357,523	370,393	385,209	398,306	411,052	425,850	435,219	444,793	454,579	464,580	474,800
7th Decile	9.81%	407,613	412,504	414,566	432,393	447,959	465,877	481,717	497,132	515,029	526,360	537,939	549,774	561,869	574,230
8th Decile	9.58%	495,600	501,548	504,055	525,730	544,656	566,442	585,701	604,444	626,204	639,980	654,060	668,449	683,155	698,184
9th Decile	9.78%	619,299	626,731	629,864	656,949	680,599	707,823	731,889	755,309	782,500	799,715	817,309	835,290	853,666	872,447
10th Decile	10.34%	960,686	972,214	977,075	1,019,089	1,055,776	1,098,007	1,135,340	1,171,670	1,213,851	1,240,555	1,267,848	1,295,740	1,324,246	1,353,380
	100.00%														

Step 11 – Calculation of Projected Social Housing Need for Dublin City, 2012–2025

Calculation Method: based on the determination of additional households required, the projected house price bands and the housing affordability, calculate the number of households not meeting the affordability criteria for 2012–2025.

Key Information Inputs: information/data inputs from DoE&LG *Part V of the Planning and Development Act, 2000, Housing Supply: A Model Housing Strategy and Step-by-Step Guide* (December, 2000), *Database Direct for Housing Statistics ('Dublin Area' 'Ranges of house prices')* (December, 2011).

Table 11: Calculation of Projected Social Housing Need for Dublin City, 2012–2025

Year	Range	No. of Households Required	Running Total	Affordability by each Decile	Household Band Position	House Prices Bands – Upper Value	No. of Houses Required within each Band	% of Housing Units Projected to be provided within each Band	No. Housing Units Projected to be provided within each Band	Housing Shortfall – i.e. No. of Households Meeting Affordability Criteria	Housing Shortfall as a % of Total Households Required
2012	1st Decile	5,074	5,074	81,835	1st & 2nd Bands	95,859	7,071	4.00%	1,754	5,317	12.12%
	2nd Decile	4,622	9,696	131,440	3rd & 4th Bands	143,788	3,565	22.00%	9,648	-6,083	-
	3rd Decile	4,157	13,853	187,287	5th & 6th Bands	191,718	4,101	32.00%	14,033	-9,933	-
	4th Decile	4,210	18,063	235,000	7th Band	239,647	4,167	17.00%	7,455	-3,288	-
	5th Decile	4,271	22,335	283,148	8th Band	None	-	25.00%	10,963	-	-
	6th Decile	4,192	26,527	337,033							
	7th Decile	4,302	30,829	407,613							
	8th Decile	4,201	35,030	495,600							
	9th Decile	4,289	39,319	619,299							
	10th Decile	4,534	43,854	960,686							
		43,854						100.00%	43,854		12.12%
2013	1st Decile	1,532	1,532	82,817	1st & 2nd Bands	102,933	2,266	4.00%	530	1,736	13.11%
	2nd Decile	1,396	2,928	133,017	3rd & 4th Bands	154,400	1,142	22.00%	2,913	-1,771	-
	3rd Decile	1,255	4,183	189,534	5th & 6th Bands	205,867	1,314	32.00%	4,237	-2,924	-
	4th Decile	1,271	5,454	237,820	7th Band	257,333	1,335	17.00%	2,251	-916	-
	5th Decile	1,290	6,744	286,545	8th Band	None	-	25.00%	3,311	-	-
	6th Decile	1,266	8,010	341,078							
	7th Decile	1,299	9,309	412,504							
	8th Decile	1,269	10,578	501,548							
	9th Decile	1,295	11,873	626,731							
	10th Decile	1,369	13,242	972,214							
		13,242						100.00%	13,242		13.11%

Table 11 (ctd): Calculation of Projected Social Housing Need for Dublin City, 2012–2025

Year	Range	No. of Households Required	Running Total	Affordability by each Decile	Household Band Position	House Prices Bands – Upper Value	No. of Houses Required within each Band	% of Housing Units Projected to be provided within each Band	No. Housing Units Projected to be provided within each Band	Housing Shortfall – i.e. No. of Households Meeting Affordability Criteria	Housing Shortfall as a % of Total Households Required
2014	1st Decile	488	488	83,231	1st Band	92,987	649	1.00%	42	606	14.38%
	2nd Decile	444	932	133,682	2nd & 3rd Bands	154,979	435	10.00%	422	14	0.32%
	3rd Decile	400	1,332	190,482	4th & 5th Bands	216,970	493	32.00%	1,349	-856	-
	4th Decile	405	1,737	239,009	6th Band	247,966	272	15.00%	633	-360	-
	5th Decile	411	2,148	287,978	7th Band	309,958	457	17.00%	717	-260	-
	6th Decile	403	2,551	342,783							
	7th Decile	414	2,964	414,566	8th Band	None	-	25.00%	1,054	-	-
	8th Decile	404	3,368	504,055							
	9th Decile	412	3,781	629,864							
	10th Decile	436	4,217	977,075							
		4,217						100.00%	4,217		14.70%
2015	1st Decile	488	488	86,810	1st Band	101,356	678	1.00%	42	636	15.07%
	2nd Decile	444	932	139,430	2nd & 3rd Bands	168,927	455	10.00%	422	33	0.79%
	3rd Decile	400	1,332	198,673	4th Band	202,712	280	15.00%	633	-353	-
	4th Decile	405	1,737	249,286	5th & 6th Bands	270,283	520	32.00%	1,349	-829	-
	5th Decile	411	2,148	300,361	7th Band	337,854	478	17.00%	717	-239	-
	6th Decile	403	2,551	357,523	8th Band	None	-	25.00%	1,054	-	-
	7th Decile	414	2,965	432,393							
	8th Decile	404	3,369	525,730							
	9th Decile	412	3,781	656,949							
	10th Decile	436	4,217	1,019,089							
		4,217						100.00%	4,217		15.86%

Table 11 (ctd): Calculation of Projected Social Housing Need for Dublin City, 2012–2025

Year	Range	No. of Households Required	Running Total	Affordability by each Decile	Household Band Position	House Prices Bands – Upper Value	No. of Houses Required within each Band	% of Housing Units Projected to be provided within each Band	No. Housing Units Projected to be provided within each Band	Housing Shortfall – i.e. No. of Households Meeting Affordability Criteria	Housing Shortfall as a % of Total Households Required
2016	1st Decile	488	488	89,935	1st Band	106,424	687	1.00%	42	645	15.29%
	2nd Decile	444	932	144,450	2nd & 3rd Bands	177,373	461	10.00%	422	39	0.93%
	3rd Decile	400	1,332	205,825	4th Band	212,848	284	15.00%	633	-349	-
	4th Decile	405	1,737	258,260	5th & 6th Bands	283,797	527	32.00%	1,349	-822	-
	5th Decile	411	2,148	311,174	7th Band	354,747	484	17.00%	717	-233	-
	6th Decile	403	2,551	370,393	8th Band	None	-	25.00%	1,054	-	-
	7th Decile	414	2,965	447,959							
	8th Decile	404	3,369	544,656							
	9th Decile	412	3,781	680,599							
	10th Decile	436	4,217	1,055,776							
		4,217						100.00%	4,217		16.22%
2017	1st Decile	488	488	93,532	1st Band	110,681	687	1.00%	42	645	15.29%
	2nd Decile	444	932	150,228	2nd & 3rd Bands	184,468	461	10.00%	422	39	0.93%
	3rd Decile	400	1,332	214,058	4th Band	221,362	284	15.00%	633	-349	-
	4th Decile	405	1,737	268,591	5th & 6th Bands	295,149	527	32.00%	1,349	-822	-
	5th Decile	411	2,148	323,621	7th Band	368,937	484	17.00%	717	-233	-
	6th Decile	403	2,551	385,209	8th Band	None	-	25.00%	1,054	-	-
	7th Decile	414	2,965	465,877							
	8th Decile	404	3,369	566,442							
	9th Decile	412	3,781	707,823							
	10th Decile	436	4,217	1,098,007							
		4,217						100.00%	4,217		16.22%

Table 11 (ctd): Calculation of Projected Social Housing Need for Dublin City, 2012–2025

Year	Range	No. of Households Required	Running Total	Affordability by each Decile	Household Band Position	House Prices Bands – Upper Value	No. of Houses Required within each Band	% of Housing Units Projected to be provided within each Band	No. Housing Units Projected to be provided within each Band	Housing Shortfall – i.e. No. of Households Meeting Affordability Criteria	Housing Shortfall as a % of Total Households Required
2018	1st Decile	488	488	96,712	1st Band	115,108	691	1.00%	42	649	15.38%
	2nd Decile	444	932	155,336	2nd & 3rd Bands	191,847	464	10.00%	422	42	1.00%
	3rd Decile	400	1,332	221,336	4th Band	230,216	285	15.00%	633	-347	-
	4th Decile	405	1,737	277,723	5th & 6th Bands	306,955	530	32.00%	1,349	-819	-
	5th Decile	411	2,148	334,624	7th Band	383,694	487	17.00%	717	-230	-
	6th Decile	403	2,551	398,306	8th Band	None	-	25.00%	1,054	-	-
	7th Decile	414	2,965	481,717							
	8th Decile	404	3,369	585,701							
	9th Decile	412	3,781	731,889							
	10th Decile	436	4,217	1,135,340							
		4,217						100.00%	4,217		16.38%
2019	1st Decile	488	488	99,807	1st Band	119,713	696	1.00%	42	654	15.51%
	2nd Decile	444	932	160,306	2nd & 3rd Bands	199,521	467	10.00%	422	46	1.08%
	3rd Decile	400	1,332	228,419	4th Band	239,425	287	15.00%	633	-345	-
	4th Decile	405	1,737	286,610	5th & 6th Bands	319,233	534	32.00%	1,349	-815	-
	5th Decile	411	2,148	345,332	7th Band	399,042	491	17.00%	717	-226	-
	6th Decile	403	2,551	411,052	8th Band	None	-	25.00%	1,054	-	-
	7th Decile	414	2,965	497,132							
	8th Decile	404	3,369	604,444							
	9th Decile	412	3,781	755,309							
	10th Decile	436	4,217	1,171,670							
		4,217						100.00%	4,217		16.59%

Table 11 (ctd): Calculation of Projected Social Housing Need for Dublin City, 2012–2025

Year	Range	No. of Households Required	Running Total	Affordability by each Decile	Household Band Position	House Prices Bands – Upper Value	No. of Houses Required within each Band	% of Housing Units Projected to be provided within each Band	No. Housing Units Projected to be provided within each Band	Housing Shortfall – i.e. No. of Households Meeting Affordability Criteria	Housing Shortfall as a % of Total Households Required
2020	1st Decile	488	488	103,400	1st Band	124,501	699	1.00%	42	657	15.57%
	2nd Decile	444	932	166,077	2nd & 3rd Bands	207,502	469	10.00%	422	47	1.13%
	3rd Decile	400	1,332	236,642	4th Band	249,002	289	15.00%	633	-344	-
	4th Decile	405	1,737	296,928	5th & 6th Bands	332,003	536	32.00%	1,349	-813	-
	5th Decile	411	2,148	357,764	7th Band	415,004	493	17.00%	717	-	-
	6th Decile	403	2,551	425,850	8th Band	None	-	25.00%	1,054	-	-
	7th Decile	414	2,965	515,029							
	8th Decile	404	3,369	626,204							
	9th Decile	412	3,781	782,500							
	10th Decile	436	4,217	1,213,851							
		4,217						100.00%	4,217		16.70%
2021	1st Decile	488	488	105,675	1st Band	129,481	711	1.00%	42	669	15.87%
	2nd Decile	444	932	169,731	2nd Band	172,641	240	3.00%	127	113	2.68%
	3rd Decile	400	1,332	241,848	3rd & 4th Bands	258,962	531	22.00%	928	-396	-
	4th Decile	405	1,737	303,460	5th & 6th Bands	345,283	546	32.00%	1,349	-804	-
	5th Decile	411	2,148	365,635	7th Band	431,604	502	17.00%	717	-215	-
	6th Decile	403	2,551	435,219	8th Band	None	-	25.00%	1,054	-	-
	7th Decile	414	2,965	526,360							
	8th Decile	404	3,369	639,980							
	9th Decile	412	3,781	799,715							
	10th Decile	436	4,217	1,240,555							
		4,217						100.00%	4,217		18.55%

Table 11 (ctd): Calculation of Projected Social Housing Need for Dublin City, 2012–2025

Year	Range	No. of Households Required	Running Total	Affordability by each Decile	Household Band Position	House Prices Bands – Upper Value	No. of Houses Required within each Band	% of Housing Units Projected to be provided within each Band	No. Housing Units Projected to be provided within each Band	Housing Shortfall – i.e. No. of Households Meeting Affordability Criteria	Housing Shortfall as a % of Total Households Required
2022	1st Decile	488	488	108,000	1st Band	134,660	723	1.00%	42	681	16.16%
	2nd Decile	444	932	173,465	2nd Band	179,547	244	3.00%	126	117	2.78%
	3rd Decile	400	1,332	247,168	3rd & 4th Bands	269,321	540	22.00%	927	-387	-
	4th Decile	405	1,736	310,136	5th Band	314,207	297	17.00%	717	-419	-
	5th Decile	411	2,147	373,679	6th & 7th Bands	448,868	667	32.00%	1,349	-681	-
	6th Decile	403	2,550	444,793							
	7th Decile	414	2,963	537,939	8th Band	None	-	25.00%	1,054	-	-
	8th Decile	404	3,367	654,060							
	9th Decile	412	3,779	817,309							
	10th Decile	436	4,215	1,267,848							
		4,215						100.00%	4,215		18.95%
2023	1st Decile	488	488	110,376	1st Band	140,047	737	1.00%	42	694	16.47%
	2nd Decile	444	932	177,281	2nd Band	186,729	248	3.00%	127	122	2.89%
	3rd Decile	400	1,332	252,606	3rd & 4th Bands	280,094	550	22.00%	928	-378	-
	4th Decile	405	1,737	316,959	5th Band	326,776	303	17.00%	717	-414	-
	5th Decile	411	2,148	381,900	6th & 7th Bands	466,823	680	32.00%	1,349	-670	-
	6th Decile	403	2,551	454,579							
	7th Decile	414	2,965	549,774	8th Band	None	-	25.00%	1,054	-	-
	8th Decile	404	3,369	668,449							
	9th Decile	412	3,781	835,290							
	10th Decile	436	4,217	1,295,740							
		4,217						100.00%	4,217		19.35%

Table 11 (ctd): Calculation of Projected Social Housing Need for Dublin City, 2012–2025

Year	Range	No. of Households Required	Running Total	Affordability by each Decile	Household Band Position	House Prices Bands – Upper Value	No. of Houses Required within each Band	% of Housing Units Projected to be provided within each Band	No. Housing Units Projected to be provided within each Band	Housing Shortfall – i.e. No. of Households Meeting Affordability Criteria	Housing Shortfall as a % of Total Households Required
2024	1st Decile	488	488	112,804	1st Band	145,649	750	1.00%	42	707	16.77%
	2nd Decile	444	932	181,182	2nd Band	194,198	253	3.00%	127	126	2.99%
	3rd Decile	400	1,332	258,164	3rd & 4th Bands	291,297	560	22.00%	928	-368	-
	4th Decile	405	1,737	323,933	5th Band	339,847	308	17.00%	717	-409	-
	5th Decile	411	2,148	390,302	6th &7th Bands	485,495	796	32.00%	1,349	-	-
	6th Decile	403	2,551	464,580							
	7th Decile	414	2,965	561,869	8th Band	None	-	25.00%	1,054	-	-
	8th Decile	404	3,369	683,155							
	9th Decile	412	3,781	853,666							
	10th Decile	436	4,217	1,324,246							
		4,217						100.00%	4,217		19.76%
2025	1st Decile	488	488	115,286	1st Band	151,475	763	1.00%	42	721	17.09%
	2nd Decile	444	932	185,168	2nd Band	201,966	257	3.00%	127	130	3.09%
	3rd Decile	400	1,332	263,843	3rd & 4th Bands	302,949	570	22.00%	928	-358	-
	4th Decile	405	1,737	331,059	5th Band	353,441	314	17.00%	717	-403	-
	5th Decile	411	2,148	398,888	6th Band	403,932	267	15.00%	633	-365	-
	6th Decile	403	2,551	474,800	7th Band	504,915	437	17.00%	717	-280	-
	7th Decile	414	2,965	574,230	8th Band	None	-	25.00%	1,054	-	-
	8th Decile	404	3,369	698,184							
	9th Decile	412	3,781	872,447							
	10th Decile	436	4,217	1,353,380							
		4,217						100.00%	4,217		20.18%

Step 12 – Summary of Projected Social Housing Need for Dublin City, 2012–2025

Determination Method: based on the application of the 'annuity formula', calculate the housing affordability for each of the 10 household deciles for 2012–2025.

Key Information Inputs: information/data inputs from Dublin City Council, DoE&LG *Part V of the Planning and Development Act, 2000, Housing Supply: A Model Housing Strategy and Step-by-Step Guide* (December, 2000).

Table 12: Summary of Projected Social (and Affordable) Housing Need for Dublin City, 2012–2025

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
New Household Formations	43,854	13,242	4,217	4,217	4,217	4,217	4,217	4,217	4,217	4,217	4,215	4,217	4,217	4,217
Social (and Affordable) Housing Requirement	5,317	1,736	606	636	645	645	649	654	657	669	681	681	681	681
Housing Shortfall as a % of Total Households Required	12.12%	13.11%	14.70%	15.86%	16.22%	16.22%	16.38%	16.59%	16.70%	18.55%	18.95%	19.35%	19.76%	20.18%

Appendix

3

Retail Strategy

3.1 Introduction

Context and Key Principles

This retail strategy for Dublin City Council takes full cognisance of national and regional policy guidance on retail planning, spatial settlement policy and transport.

Specifically, it reflects the Guidelines for Planning Authorities, Retail Planning 2012, (Department of the Environment, Community and Local Government, 2012) and the Retail Planning Strategy for the Greater Dublin Area, 2008–2016, (Regional Planning Guidelines Office, Dublin and Mid-East Regional Authorities, 2008). This strategy for Dublin City Council has been prepared on the basis of the key principles and specific recommendations as set out in the higher level regional retail strategy. The retail sector, like other areas of the economy, is showing signs of recovery from the prolonged recession though this is tentative and consumer sentiment is still fragile and discretionary spending is not at the levels experienced a decade ago.

A robust retail strategy can be devised on the basis of a number of key principles to guide sustainable retail provision. These key principles consist of the following: the location and scale of retail provision to reflect the settlement hierarchy; the requirement for additional retail floorspace; application of the sequential approach to support existing centres; that new retail is of the right scale and that impact on neighbouring centres is minimal; the provision of locally accessible shopping to serve the needs of communities; the provision of higher order shopping within key centres that are easily accessible by high-quality public transport; and the need for consumer choice and affordability.

This retail strategy for Dublin city comprises the following:

1. Guidelines for Planning Authorities – Retail Planning (2012) and Retail Design Manual (2012)
2. Retail Strategy for the Greater Dublin Area 2008–2016 (RSGDA)
3. Retail Hierarchy
4. RSGDA 2008–2016 – Recommendation for Dublin City
5. Retail Floorspace Issues
6. Guidance on the Scale and Location of Development
7. Assessing New Retail Development

3.2 Guidelines for Planning Authorities – Retail Planning 2012 and Retail Design Manual 2012

The purpose of the guidelines is to provide an updated and comprehensive retail planning and development framework and advise statutory authorities such as Dublin City Council how best to draft development plans and assess development applications. The guidelines have five key policy objectives:

1. Ensure that retail development is plan-led
2. Promote city/town vitality through the sequential development approach
3. Secure competitiveness by aligning quality development in appropriate location
4. Facilitate a modal shift towards sustainable transport access in new developments
5. Ensuring quality urban design

Guidelines for Planning Authorities – Retail Planning, 2012 – Retail Design Manual

The Retail Design Manual is intended to, firstly, guide planning authorities in formulating appropriate design policies and development management responses in planning for the continued development of the retail sector and, secondly, to provide developers, designers and retailers with evidence-based quality principles to ensure that new retail development plays its part in realising quality outcomes in relation to urban design, and in renewing, consolidating and strengthening city and town centres as attractive, inclusive and durable places for people to live, work, shop or visit.

3.3 Retail Strategy for the Greater Dublin Area 2008–2016 (RSGDA)

This strategy is still applicable though a successor document, the Regional Spatial and Economic Strategy, is being prepared by the Eastern and Midland Regional Assembly. The retail planning strategy's primary purpose is to inform the statutory planning process and to ensure that adequate provision is made for retail development. It provides indicative advice on the scope and need for new retail floorspace and how, in accordance with sustainable planning, such floor-space should be allocated.

The strategy identifies two key emerging themes which play a vital role in framing the revised retail strategy, these being: sustainability, to locate retail either within walking distance of where people live or in locations easily accessible by public transport, and choice, by providing adequate development opportunity in locations and amounts that will meet demand and also ensure the continued viability of key centres.

Key Challenges

The Retail Strategy for Greater Dublin Area (RSGDA) sets out the challenges that must be addressed, arising from the assessment of the various changes in the retail environment. These include competition from regional centres vis-a-vis the city centre, the eclipse of inner suburban and suburban retail modes by those with greater consumer choice and cheaper prices, even if located further away. Such challenges have remained and will be on-going for the foreseeable future.

3.4 Retail Hierarchy

The regional strategy sets out a five-tier retail hierarchy all of which are represented in the City Council area except for Level 2, and will form the basis for future retail development in the city.

Table 1 – Retail Strategy for the Greater Dublin Area 2008–2016 – Retail Centres Hierarchy

Level	RSGDA Classification	Dublin City Classification	Defining Features
Level 1	Metropolitan Centre	City Centre Retail Core	The city centre retail core area is the main shopping, tourist and employment destination for people within the Greater Dublin Area (GDA) and Dublin City Council, especially for fashion and higher order comparison goods.
Level 2	Major Town Centres and County Towns	None	Does not apply within the Dublin city retail context. It is for large towns in the other local authority areas, such as Swords, Tallaght, Dún Laoghaire and Dundrum.
Level 3	Town/District Centres and Sub-County Town Centres	District Centres	The level of floor-space may vary though approximately 20,000 sq.m in the metropolitan area of the GDA is an approximate guideline. The regional strategy identifies the following: Level 3/ District Centres in the city: Finglas, Northside Shopping Centre, Ballyfermot, Rathmines, Crumlin Shopping Centre, Donaghmede Shopping Centre, Omni Park Shopping Centre (Santry), Ballymun, Point Village (Docklands) and Poolbeg. District Centres usually comprise at least one supermarket or superstore and a range of non-retail services, such as banks, public services and restaurants. A supermarket <2,500 sq.m, net retail floorspace usually attracts a catchment of approximately 3,000–5,000 people in Ireland, whereas a superstore > 2,500 sq.m has a larger catchment population of approximately 12,000–15,000 people. Additional retail provision should be based on significant growth in population or on a demonstrable level of under-provision of retail.
Level 4	Neighbourhood Centres	Neighbourhood Centres	These centres generally provide a local focus for the population and normally consist of one supermarket-sized development up to 2,500 sq.m net retail floorspace with a limited range of supporting shops such as a grocer or chemist and retail services like a hairdressers and possibly other services such as post offices or health clinics grouped together.
Level 5	Corner Shops	Local/Corner Shops	Local shops meet the basic day-to-day needs of surrounding residents. Typically, they comprise one or two small convenience stores or a newsagents, butchers, greengrocers or a public house. The retail element in total ranges approximately from 500–1,500 sq.m of lettable space

3.5 RSGDA 2008–2016 – Recommendation for Dublin City

The Retail Strategy for the Greater Dublin Area (RSGDA) recommends for Dublin city:

- Maintaining the role of the city centre as the main retail centre for comparison goods in the country through continuing to develop the retail environment, urban design of centres, range of retail uses and quality of the public realm to the highest quality to ensure that the city retail core competes on a national and international scale; as part of this, to continue to facilitate complementary uses to retail, where relevant and suitable, to form mixed use development in highly accessible locations;
- To expand and develop local character areas, reflecting the differences and individual needs of the main retail areas of the city core, focusing on facilitating the integration of the economic, cultural and spatial components of the city;
- To support the hierarchy of retail locations (district, neighbourhood and local) that serve the requirements of the city population; within this hierarchy, support of the development and expansion of the functions of the key district centres (as locations of employment, retail, community and tertiary services) is centrally important;
- Dublin city, with such a large available market, contains a significant number of specialist shops, some of which group into districts within the inner city, providing character and attractive destinations;
- Encourage the provision of accessible good quality convenience shopping with strong choice and competition within the inner city area and in the rapidly growing areas of Docklands, Heuston and Liberties to ensure that adequate provision is made for the increased population now living in the city; reducing the numbers travelling to the outer suburbs to meet their convenience shopping needs.

3.6 Retail Floor-space Issues

It is Dublin City Council policy (RD1) to have regard to the existing Retail Strategy for the Greater Dublin Area 2008–2016 (RSGDA). However, it was formulated using data from the 2006 Census and since that time there has been the economic downturn leading to lower consumer spending and reduced population growth. All these factors have impacted on original growth forecasts and consequent calculations regarding floorspace requirements. The existing retail strategy is set to run up to 2016 or until the formulation and adoption of the Regional Spatial and Economic Strategy by the new Eastern and Midlands Regional Assembly, www.emra.ie. It is an objective (RDO2) to review and amend the Development Plan (the Plan) retail strategy once this document is produced, as revised floorspace figures will be necessary to accurately plan for the future as the economy recovers and employment and consumer spending increase again.

3.7 Guidance on the Scale and Location of Development

(See policies: RD12, RD16, RD20, RD21.)

General

The existing retail centres provide an important sense of place and community identity. They provide a mix of retail, services and entertainment/leisure uses serving a local, neighbourhood, district or citywide community. It is essential that new retail floor-space is appropriately located in order to maintain the vitality and viability of existing and permitted centres, to avail of improved public transport access and to cater for population growth areas. Retail developments should relate to the hierarchy, should locate within designated centres and should be of a scale that is compatible with the function of the centre.

City Centre Retail Core Sites

There a number of key development sites in close proximity to the main shopping streets, as key opportunities to meet the demand for additional floor space, particularly for medium to large-scale shop units. The development of these sites for retail purposes will also contribute to the vitality of the street. There is a need to provide for unit sizes to cater for modern retail floorspace requirements of 500–1,500 sq.m.

Creation of new street links

The creation of a number of new streets to provide essential links between established retail streets and clusters of potential new retail developments. It is the intention that these new streets will develop their own distinctive character, providing new shop units and complementary uses.

Creation of pedestrian links

The creation of pedestrian links beyond the main retail spine is essential to consolidate the retail core. An extension of the links will offer greater variety in the shopping experience, extend pedestrian movement and allow for the expansion of the shopping areas.

Strengthening of north-south links

It is critical to forge greater links between the north and south retail core areas, especially the O'Connell Street and Grafton Street axis and those streets that interlink with them. This is to facilitate ease and quality of pedestrian movement along these routes and to encourage retail frontages along the routes. The Your City Your Space, Dublin City's Public Realm Strategy (2012) articulates this objective.

Creating a Rich Mix of Uses

It is necessary to balance uses to ensure a vibrant city centre that offers an exciting combination of retail, leisure and cultural uses. To increase the vitality in the Henry Street area, it will be necessary to introduce a greater diversity and mix of uses, including, evening- time activity. In order to reinforce Grafton Street as the premier shopping street in the city, it is essential to ensure that higher order retail outlets will be the principal use on the street. The land-use strategy is to ensure an appropriate retail amount and a rich mix of uses in the retail core is set out by way of the designation of Category 1 and 2 Streets and the Special Planning Control Schemes.

Category 1 and Category 2 Streets

Category 1 and Category 2 shopping streets relate to the premier shopping streets within the City Centre Retail Core. The purpose of this designation is to protect

the primary retail function of these streets as the principal shopping streets in the retail core and to strengthen the retail character of the central shopping core with an emphasis on higher order comparison retail and a rich mix of uses.

The designation controls the extent of provision of non-retail uses at ground floor level, but also allows for uses complementary to the main shopping focus such as a cafés, bars, restaurants and galleries. The Category 1 designation restricts the non-retail uses at the ground floor level of the main shopping streets, with a land-use emphasis in favour of higher order retail use at ground floor level.

The Category 2 designation applies to streets where there is already a mixture of retail and non-retail uses or where there is potential to strengthen the retail and complementary uses on under-performing streets to improve the offer or attractiveness of the City Centre Retail Core.

Category 1 Streets

This category includes the main shopping streets as well as shopping malls and arcades. They are located within the area defined as the City Centre Retail Core. In order to strengthen the retail offer of the city centre, the land-use objectives will be in favour of higher order retail use at ground floor level. Applications for retail service outlets such as internet cafés, call centres, bookmakers, take-aways, off-licences (other than those selling wine only), amusement arcades, car rental and financial institutions will not be permitted at ground floor level.

Other non-retail uses, i.e., pubs, cafés, restaurants, will be considered on their merits; such developments will be permitted provided the primary retail function of the street will not be undermined.

Category 2 Streets

Streets in this category are those that already have a mix of retail and non-retail uses. In order to strengthen the retail character of these streets, further development of retail frontages will be encouraged. Complementary non-retail uses such as a café and restaurants that add to the vibrancy of the street and create a mixed use environment to provide for a more integrated shopping and leisure experience, will be considered favourably but with regard also to the primary retail function of the street.

Applications for other retail service outlets such as internet cafés, call centres, bookmakers, take-aways, off-licences (other than those selling wine only), amusement arcades, car rental and financial institutions at ground floor level will be assessed on their merits, and may only be permitted where such development would not result in a predominance of such similar non-retail frontages on the street.

Architectural Conservation Areas (ACAs)

Dublin City Council has designated four Architectural Conservation Areas (ACAs) within the City Centre Retail Core: South City Retail Quarter ACA, 2007, the Grafton Street and Environs ACA, 2006, the O'Connell Street and Environs ACA, 2001, and the Capel Street and Environs ACA, 2009.

The policy on land-use as set out in the Architectural Conservation Areas (ACAs), with particular regard to complementary non-retail uses, shall be revised accordingly to reflect the approach as set out in the Category 1 and Category 2 Streets, in order to create the rich mix and diversity of complementary uses in the vicinity of the principal shopping streets.

Special Planning Control Schemes

Special Planning Control Schemes (SPCS) apply to areas within Grafton Street and Environs, designated in 2013, and O'Connell Street and Environs, designated in 2003 and renewed in 2009 and again in 2016. These SPCS follow the boundaries of the ACAs. The Special Planning Control Schemes give the planning authority greater control in maintaining a balance in the mix of uses on the street and were prepared to address the predominance of certain uses inappropriate to the city's two principal shopping streets which also serve an important civic function.

The land-use policy set out in these schemes shall apply to all applications within the designated areas of Special Planning Control. The policy includes protection of existing uses that contribute to the special interest or character of a protected structure; the promotion of an appropriate mix and balance of uses with an emphasis on higher order comparison retail and the control of new uses; the control of changes within use classes and the control of changes to lower order retail and non-retail uses.

The policy on maximising the use of buildings shall also apply to applications within the designated areas of the schemes. This policy seeks to attract a strong and complementary mix of uses of the upper floors; more intensive uses on the upper floors and to complement the fine grain of the established streetscape where applicable.

District Centres – Level 3

This retail strategy for Dublin city adopts the single-tier designation District Centre Level 3 as set out in the regional strategy.

Notwithstanding this simplification, the core strategy with regard to retail provision and the settlement strategy sets out and designates a number of higher order district centres known as Key District Centres. The Key District Centres relate to settlement centres where there is capacity for greater retail provision; where there is a significant quantum and intensity of population or the potential for new population emerging in developing areas; centres in proximity to quality public transport; and areas in need of comprehensive regeneration.

The majority of district centres located both within the inner city and suburbs are defined as Zoning Objective Z4 on the land-use zoning maps in the Plan. This applies with the exception of emerging centres in developing areas which are designated Z14 for social and economic rejuvenation.

The following additional Key District Centres are included as Level 3 centres on the basis that they are projected growth centres for population as set out in Chapter 2 – Vision and Core Strategy.

Clongriffin/Belmayne is envisaged to be a settlement of 4,000 residential units, with a population of around 8,000 serviced by a retail quantum of 40,000 sqm. This area already has a rail link and bus service. Extensive residential development is also planned on the lands adjoining, which are situated in Fingal County Council. Phibsborough is an established urban village with 13,000 residents with new residential development comprising 750 units approximately planned. The Naas Road environs is envisaged to be a settlement of 2,600 residential units, a population of around 5,000 serviced by a retail quantum of 35,000 sq.m. The lands adjoining to the west are within South Dublin County Council, and these will be

intensively developed over the same period as the LAP lands.

Strategic Development and Regeneration Areas (SDRAs)

The retail strategy for the Greater Dublin Area states that it is important that where large areas of new housing are planned that new retail centres are provided in tandem with housing, at a scale appropriate to meet the regular convenience and lower order comparison shopping needs of these communities. It further states that in granting such development, cognisance should be taken of existing retail in other areas, but that retail provision in such growth areas should not be restricted on the basis of permitted retail development in existing areas and the quantum set out in the regional strategy, emphasising instead the need for overall regard to patterns of sustainable travel and community viability.

The retail strategy for Dublin City Council supports the national and regional policy approach to retail provision in growth areas. The main growth of developing areas for the lifetime of this development plan are identified as strategic development and regeneration areas (SDRAs) in the core strategy, such as the North Fringe, Pelletstown and the Naas Road.

District Centres – Older Centres

The Retail Strategy for Greater Dublin Area (RSGDA) acknowledges that many of the older inner suburban centres, such as Rathmines and Phibsborough, which would previously have had a reasonable market share, now no longer have competitive tenant mixes, suitable shop sizes or attractive shopping environments and are in a state of decline. It attributes the decline of these centres to a prevalence of smaller, poor quality units generally unsuited to the needs of modern retail formats and, in turn, advises that these centres need to be re-vitalised, extended and in some instances, re-invented to bring them in line with modern retailing environments and to provide locally accessible quality shopping.

Dublin City Council recognises and supports the need to re-vitalise older retail centres and that this may be achieved through the rejuvenation of existing shopping centres or the traditional street; the establishment of more diverse and specialist shops; and environmental improvements. In this regard, Dublin City Council will seek to undertake or progress a series of 'Health Check Assessments' for older suburban centres, as part of local plans or the development management process, to ensure the vitality and viability of these centres, assessing issues such as attractions, accessibility, amenity and actions to be taken.

In terms of the higher order or key district centres, it is possible to identify a number in need of revitalisation if they are to serve their function as key centres or hubs for the surrounding communities, e.g., Ballymun, Northside in Coolock, Phibsborough and Rathmines. These key District Centres should serve a local need, but also a broader catchment of the surrounding local community and so need to expand, diversify and upgrade the retail profile to include higher order uses and speciality shops to reflect their status as higher order centres within the retail hierarchy and to develop a distinctive retail profile within the overall retail hierarchy of Dublin city. For all district centres, the revitalisation strategy should focus on achieving an amount and quality of convenience shopping to minimise outflow of expenditure and unsustainable travel patterns.

The revitalisation of declining district centres will hinge upon the ability of centres to adapt to changing retail formats and the capacity to accommodate larger store formats. Proposals for new development must contribute towards the improvement of these centres in terms of the regeneration of sites and vacant premises and urban design. Within the traditional core of these centres, the priority will be to develop a unique shopping destination, complemented by restaurants, cafés, cultural uses and an attractive public domain with high levels of pedestrian permeability.

A review of the Phibsborough Shopping Centre was carried out as part of the 2015 Draft Phibsborough LAP. Although not adopted, a number of objectives came from this report which the Development Plan now seeks to capture. The City Council supports the redevelopment and revitalisation of the existing Phibsboro Shopping Centre, which expands the retail offering in keeping with the designation of Phibsborough as a Key District Centre. New development shall be of a suitably high density and mix to create new job opportunities at this key nodal point which is highly accessible by public transport. Uses that create an 'evening economy' and enhance the attractiveness of the centre as a destination will be encouraged, as will the integration of the site with the adjoining Dalymount Park, ideally creating a new enhanced public entrance to this sporting venue. The provision of a new civic plaza will also be sought.

District Centres – Flexibility Factor

The Retail Strategy for the Greater Dublin Area 2008–2016 states that the guideline maximum of 20,000 sq.m net of retail provision for district centres can be extended by 10–15,000 sq.m of lettable floorspace in areas or extensive or intense high density development providing for new areas with a population of over 10,000. The rationale for the additional floorspace as set out in the guidelines is to reflect the dense urban character and the high population located with a short walking distance of the centre, where the area is not already served by an existing centre.

Neighbourhood Centres – Level 4

The primary purpose of a neighbourhood centre is to provide for the daily shopping needs or local services within a residential community and form an important element of a sustainable neighbourhood. Neighbourhood centres are defined by Zoning Objective Z3 on the land-use zoning maps which accompany this development plan. These centres remain vibrant but it must be cautioned that they do not remain immune from the changes wrought on retail in the last decade, such as the rise of the discount retailer or move to online retailing. This retail strategy seeks to protect existing retail services facilities in neighbourhood centres which provide for daily shopping needs and seeks to remedy deficiencies to avoid social exclusion and isolation. Accordingly, in terms of local shopping provision in neighbourhood centres, Dublin City Council will:

- Ensure that the importance of local shopping needs is taken into account when assessing proposals that would result in a loss of shops to another use.
- Adopt a positive approach to the conversion and extension of shops which are designed to improve their viability.

Retail Warehouses and Retail Parks

(See policy: RD10.)

Retail parks and warehouses do not fit easily into the formal retail hierarchy, given that their size requirements and the need for good car parking facilities and ease of servicing often mean they are located in suburban locations. A retail warehouse is a large single-level store (roughly 6,000 sq.m gross floor area cap in most instances) specialising in the sale of bulky household goods such as furniture and electrical appliances, and a development with at least three of these is considered a retail park, e.g., Coolock Retail Park. Generally, planned retail parks do not have any material impact on existing retail centres provided that the range of goods sold is limited to bulky household goods or goods generally sold in bulk. If located within or adjoining district centres, there may be flexibility in allowing warehouses where there is a mix of bulky and non-bulky goods on offer, if easily accessible on foot.

However, the sale of non-bulky durables has the potential to impact on nearby district centres or the city centre. Generally, units of less than 700 sq.m gross floor-space are more easily capable of being accommodated in urban centres and tend to sell a less bulky range of goods. For this reason, the construction or sub-division of retail warehouse units into stores of less than 700 sq.m in out-of-centre locations is generally not encouraged, with a presumption against permitting such proposals.

Retail Warehouse Development Under 6,000 sq.m Gross Retail Floorspace

Applications for retail warehouses will have to satisfy the following criteria:

1. If applicable, demonstrate via the sequential test and/or retail impact assessment how the proposal satisfies retail guidelines when located outside existing centres.
2. That the proposal be well designed and integrated with the environment.
3. That it is accessible by all modes of transport, including, pedestrian and cyclist.
4. That the bulky goods being retailed are those defined in Annex 1 of the Guidelines for Planning Authorities, Retail Planning Guidelines 2012. www.environ.ie

Retail Warehouse Development Over 6,000 sq.m Gross Retail Floorspace

The development of very large single retail warehouse units in excess of 6,000 sq.m gross focused upon a specific market segment, can have an unacceptable effect on the nature, scale and distribution of retail within the retailing hierarchy. Furthermore, these large-scale development formats attract large volumes of car-borne customers and require a high quality road network with spare capacity. It may be appropriate to impose conditions when permitting retail warehouse developments to prevent the provision of single large units either through new development, coalescence or the linking together of two or more stores.

Any proposed exception to the cap on large-scale single retail warehouse units in excess of 6,000 sq.m gross (including any ancillary garden centre) must demonstrate that the proposal will:

1. Accommodate predominantly bulky goods under one roof, together with a range of customer facilities, e.g., restaurant, crèche, on a scale which requires a regional, if not a national, population catchment.
2. Be in accordance with the Planning Guidelines on Spatial Planning and National Roads (Department of Environment, Community and Local Government, 2012) in that the proposal can demonstrate that the development will not adversely affect the efficiency of the national road network and key junctions and interchanges and that it can be demonstrated that traffic volumes can be accommodated within the design assumptions for such roads, taking account of the opportunities for encouraging a modal shift towards more sustainable travel modes.
3. Be served by existing or planned public transport services.
4. Make adequate provision for those opting for home delivery of goods other than by private car.
5. Be accompanied by a traffic impact assessment, demonstrating compliance with the above criteria.
6. Take account of the vitality/viability criteria in respect of city/town centres set out in these Guidelines and avoid the incorporation of uses and activities, as part of the development, which are more appropriate to city and town centre locations.

Further advice regarding retail warehousing can be found in the Guidelines for Planning Authorities, Retail Planning Guidelines 2012. www.environ.ie

3.8 Assessing New Retail Development

General

All applications for large-scale or significant retail development will be assessed against the criteria specified in the Guidelines for Planning Authorities – Retail Planning, 2012 and accompanying Retail Design Manual and the recommendations for retail development management as set out in the Retail Strategy for GDA 2008–2016 (RSGDA). In general, significant retail development means 5,000 sq.m (gross) within the city centre retail core and 2,500 sq.m (gross) within a district centre or neighbourhood centre, or outside a centre reflecting the fact that sites are not always available within centres.

However, what is significant will vary from area to area and the level of detail to be provided in sequential tests or retail impact assessments will be proportionate to the scale and nature of the application.

The necessity of a retail impact assessment in any given area will be at the discretion of the planning authority. This is especially relevant in the context of the city centre given its retail function at the apex of the retail hierarchy for the city, region and state and the identified need for a significant amount of new retail floor-space in the city centre retail core. It is likely that the focus of any retail impact assessment for proposals in the city centre retail core will be on the qualitative aspects of the proposal rather than the quantitative need for the retail proposal.

Sequential Approach

The sequential test is designed to ensure that retail development takes place as close as possible to the centre of district centres. However, not all centres, particularly older centres, will have sites in or at the edge of centre that are suitable in terms of size, parking, traffic generation or servicing arrangements for contemporary retailing requirements. Alternative out-of-centre sites can be considered where it can be demonstrated that there are no centre or edge-of-centre sites which are suitable, viable and available.

A sequential test is appropriate where a retail development over circa 2,000 sq.m is proposed outside of a Z3 (neighbourhood), Z4 (district), Z5 (city centre), Z10 (mixed use), or Z14 (regeneration areas).

All options in a centre, including, where necessary, the extension of a centre, should be assessed before other sites are considered. Dublin City Council will work with relevant parties to identify a range of sites to meet the improvements needed in retail provision.

Applicants should provide clear evidence to demonstrate why sites in centres are not appropriate in terms of:

- Availability: if centre sites are unavailable and are unlikely to become available for development within a reasonable period of time (to be agreed with local authority);
- Suitability: if centre sites are not suitable for the type of development proposed;
- Viability: the development would not be viable in centre sites.

All applications for significant retail development will be assessed against a range of criteria, including consumer choice, affordability, competition, innovation, urban design principles, as well as the sequential approach.

Retail Impact Assessment

The National Retail Planning Guidelines recommend that applicants conduct a retail impact assessment where the local authority considers the application to be of a large scale, in order to enable a full assessment of the impact of new retail development on existing centres and shopping patterns.

The Retail Strategy for GDA 2008–2016 (RSGDA) sets out guideline threshold levels for when a retail impact assessment should normally accompany an application, although these may not be directly applicable in all circumstances for Dublin city, especially in the context of the additional floor-space requirements for the city centre and also its primacy in terms of the regional and national retail hierarchy.

Dublin City Council will request applicants for retail development to submit a retail impact assessment where the retail element is considered to be large in scale in relation to existing centres. The applicant will be required to demonstrate compliance with the Plan and that there will not be a material adverse impact on the vitality and viability of any existing centre.

Specifically, the retail impact assessment shall address the following criteria and demonstrate whether or not the proposal would:

- Support the key principles of Your City Your Space, Dublin City's Public Realm Strategy (2012);
- Accord with the retail and settlement hierarchy as set out in the core strategy and retail strategy and reflect the hierarchy of centres, with particular regard to the district centre and neighbourhood centre levels;
- Impact negatively or positively on the trade/turnover and on the vitality and viability of existing centres within the catchment area of the proposed development;
- Materially diminish the likelihood of attracting future public or private investment into one or more district centres, necessary to safeguard the vitality and viability of such centres that may be emerging or declining;
- Impact adversely or reduce the potential for the range of activities, complementary non-retail uses and services that the City Centre Retail Core and district centres can support;
- Impact adversely by way of increasing the number of and reinforcing the long-term persistence of vacant properties in existing centres;
- Link effectively with an existing district centre to create commercial synergy, thereby reinforcing or revitalising the established core;
- Impact or contribute to the range of leisure and entertainment or cultural uses for the evening and night-time economy of the centre, where applicable;
- Result in potential changes to the quality, attractiveness, physical condition and character or the centre, and its role in the economic and social life of the surrounding community;
- Afford high levels of accessibility by public transport, pedestrian and cycle routes, as well as the private car, so that the proposal is easily accessible by all sections of society;
- Impact on consumer choice, competition and affordability.

Trans-boundary Impacts

Retail catchment areas by their nature cross administrative boundaries and it is possible that a proposal for a significant retail development in one local authority area may have impacts on the shopping patterns of an adjoining council. In order to facilitate an integrated approach to retail development in the city region, Dublin City Council will consult with adjoining local authorities regarding the impact of retail plans or schemes, with particular regard to the potential for significant cross-boundary impacts on the retail hierarchy or the retail areas in adjoining councils.

Retail Outlet Types

Table 2 brings together a list of retail outlet types, along with associated floor area ranges and relevant additional relevant information. The table is intended as an easy reference guide and is a summary only. The documents referenced should be examined for a wider understanding of the relevant retail planning context.

Table 2 – Retail Outlet Types, Related Floorspace information and Key Documents

Retail Outlet Type	Floorspace Area – sq.m	Additional Information Including That Regarding Floor-space Caps	Document (if applicable)
Forecourt Shop attached to Petrol Station	<100 sq.m net	100 sq.m net figure applies irrespective of location. 2012 Guidelines detail that the RSGDA successor document will examine if the 100 sq.m figure is appropriate and what other factors should be considered regarding such development and their impact on existing centres.	Retail Planning Guidelines 2012, p. 13
Local Shop	500–1,500 sq.m range of lettable space	Typically part of retail focus for surrounding residential areas.	RSGDA 2008–2016, p. 71
Neighbourhood Anchor Store	1000–2,500 sq.m range	Supermarket anchoring a neighbourhood centre	RSGDA 2008–2016, p. 71
Shop in District Centre	Either a supermarket or superstore, size up to 5,000 sq.m net	District Centres can range between 10,000–20,000 sq.m in area thus determining if a shop would be on the smaller supermarket scale or larger superstore scale.	RSGDA 2008–2016, p. 69
Supermarket*	<2,500 sq.m net	Mainly food, serving a catchment of 3,000–5,000 people. Often typical of a 'neighbourhood shop'	Retail Planning Guidelines 2012, p. 53
Superstore*	2,500–5,000 sq.m net range	Mainly food, serving a catchment of 12,000–15,000 people	Retail Planning Guidelines 2012, p. 53
Hypermarket*	>5,000 sq.m net	Food and comparison goods	Retail Planning Guidelines 2012, p. 54
Convenience	<4,000 sq.m net	Food and alcohol mainly though no cap on comparison element; 4,000 sq.m net cap figure applies in Dublin City Council area.	Retail Planning Guidelines 2012, p. 13
Retail Warehouse	<6,000 sq.m gross	Bulky household goods, as per Annex 1 in Retail Planning Guidelines 2012; Ancillary products must not account for more than 20% net floorspace	Retail Planning Guidelines 2012, p.13
	>6,000 sq.m gross	The 6,000 sq.m gross cap may only be exceeded if specific criteria are met. Such a warehouse would serve a regional or more probably a national catchment, e.g., IKEA	Retail Planning Guidelines 2012, p. 13
Factory Outlet	None referenced in policy documents	Located as part of or adjacent to a factory. Restricted to retailing products from the factory solely. Impact on existing centres should be considered.	Retail Planning Guidelines 2012, p. 38
Major Comparison	None referenced in policy documents	Shops selling comparison goods (excluding retail parks/warehouses) which are larger in scale than neighbourhood or district shops, or are very specialised and, therefore, serve a wider area.	2016–2022 Dublin City Development Plan
A comprehensive glossary of terms, including, definitions of net and gross floorspace, convenience and comparison goods, etc., is contained in the Retail Planning Guidelines 2012, p. 52.			

* The distinction between 'Discount Stores' and other convenience stores has now been removed. They are now part of the 'Large Convenience Goods Stores' category, (Retail Planning Guidelines 2012, p. 35). Large Convenience Goods Stores comprise supermarkets, superstores and hypermarkets (Retail Planning Guidelines 2012, p. 35).

Appendix

4

Transport Assessments, Mobility Management and Travel Plans

4.1 Transport Assessment

(See also Chapter 8)

4.1.1 Introduction

The traditional function of a Traffic Impact Assessment is to assess the nature and extent of the impact of any substantial development on the immediate and surrounding road network and, if deemed necessary, on the wider transportation system.

Transport Assessments, while incorporating Traffic Impact Assessments, are wider in scope. They set the development in the context of the existing and proposed public transport network with the intention of optimising the benefits of public transport infrastructure. They also seek to promote walking and cycling and may, as a result, identify where improvements could be made in the pedestrian and cycling networks.

4.1.2 Scoping for Transport Assessments

Applications to carry out development that would require Transport Assessment (TA) will be the subject of initial consultations with Dublin City Council, regardless of whether the TA would be an integral element of an Environmental Impact Statement (EIS).

The purpose of these consultations is to clarify the content, focus and detail required in the assessment.

4.1.3 The need for a Transport Assessment

As a general guideline, Dublin City Council will require a TA if the proposed development meets with one or more of the following criteria:

- Traffic to and from the development exceeds 10% of the traffic flow on the adjoining road
- Traffic to and from the development exceeds 5% of the traffic flow on the adjoining road where congestion exists or the location is sensitive[1]
- Residential development in excess of 200 dwellings
- Retail and leisure development in excess of 1,000 sq.m
- Office, education and hospital development in excess of 2,500 sq.m
- Industrial development in excess of 5,000 sq.m
- Distribution and warehousing in excess of 10,000 sq.m.

The above thresholds should serve as general guidelines. However, they do not preclude the submission of TAs for developments below the threshold where the planning authority is of the opinion that a TA is required.

The following National Transport Authority guidance documents should be consulted where relevant: 'Achieving Effective Workplace Plans – Guidance for Local Authorities', 'Workplace Travel Plans – A Guide for Implementers', and the 'Toolkit for School Travel'.

1 In locations that experience particularly heavy congestion and when traffic flows from a proposed development are less than 5% of the traffic flows on the adjoining road, a Transport Assessment may still be required.

4.1.4 Contents of a Transport Assessment

The TA would typically contain the following information:

- A non-technical summary of the statement
- Existing development and traffic/ transportation conditions including information on existing and proposed public transport facilities and the pedestrian and cyclist environment in the vicinity
- Proposed development
- Traffic/transportation implications which would include consideration of:
  - (1) trip attraction/mode choice
  - (2) trip distribution
  - (3) assignment of traffic or trips by mode
  - (4) time period(s) applicable to the TA
  - (5) Impact on the local and surrounding street networks including on-street car parking
  - (6) Effect on the environment (natural and man-made) and urban fabric
  - (7) Road and traffic safety considerations.

4.2 Mobility Management and Travel Planning

Dublin City Council regards mobility management as an important element in the promotion of sustainability and in the achievement of a substantial increase in the modal share of public transport, walking and cycling during peak travel times. Mobility management is a pro-active approach to influencing how people travel. While it plays an important role at a strategic level, the adoption of this approach at a site or business level can be very influential in achieving sustainable travel patterns.

Travel planning is a tool for implementing mobility management in specific situations and environments such as workplaces, schools/colleges and mixed-use developments by pro-actively encouraging sustainable travel. A Travel Plan consists of a package of measures, initiatives and incentives aimed at encouraging a target group of people to shift from travelling individually by private car to walking, cycling, public transport and car-sharing. The plan sets out percentage targets for modal splits to be achieved over a specified time period. Regular monitoring and updating of the plan is required as travel planning is an on-going process.

Dublin City Council has established a Mobility Management section with responsibility for implementing Dublin City Council's own 'Workplace Travel Plan'. This section also has responsibility for the management and monitoring of all existing and future Travel Plans submitted as part of the planning process.

Note that National Transport Authority guidance, including 'Achieving Effective Workplace Travel Plans – Guidance for Local Authorities' and 'Workplace Travel Plans – A Guide for Implementers' should be referred to where relevant. For schools, the 'Toolkit for School Travel', is relevant. The above documents are available at www.nationaltransport.ie.

The following sets out in more detail (i) how Travel Plans fit into the development management process; (ii) when Travel Plans are required to be submitted; (iii) the type, form and content of Travel Plans; and (iv) the co-ordination and implementation of Travel Plans.

4.2.1 Travel Planning and the Development Management Process

It should be ascertained at the pre-application phase whether or not a Travel Plan is required to be submitted. It is recommended that where Travel Plans are required, the author of the plan be part of the design team from the outset. At this stage, the Mobility Management Section can provide detailed advice on the preparation and form of the plan. Travel Plan templates, design checklists, survey questionnaire examples and other information can also be supplied.

Where permission is granted for a development for which a Travel Plan has been prepared, conditions will normally be attached to the grant of permission requiring the appointment of a travel co-ordinator (mobility manager) and regular liaison with the Mobility Management Section of Dublin City Council. Compliance with these conditions will, therefore, occur on an on-going basis.

Where a Travel Plan is submitted in support of a planning application, it should be noted that the acceptability of the proposed development, including the Travel Plan, will be judged only on elements within the immediate control of the applicant/occupier of the proposed development.

4.2.2 What type and scale of development will require submission of a Travel Plan?

As a general guideline, Dublin City Council may request a Travel Plan if an existing or proposed commercial development has the potential to employ over 100 workers. This is in line with the threshold indicated in the Department of Transport's, 'Smarter Travel, A Sustainable Transport Future 2009–2020'. Such developments may include office and commercial buildings, warehousing and wholesaling, and integrated multiple occupancy shopping centres.

There are many developments below the threshold scale which would benefit from travel planning and which could make a positive contribution to sustainability. The potential to prepare a Travel Plan as part of a development can be discussed at pre-application stage.

Travel Plans may be required for proposed centres of employment, or existing centres where expansion/re-development is proposed, which the planning authority considers to have significant trip generation and attraction rates and where potential exists to accommodate a substantial proportion of these trips by sustainable modes. Travel Plans may also be required for mixed-use, leisure and other developments, which generate a significant level of peak and/or off-peak travel.

The requirement for the submission of a Travel Plan will be assessed on a case-by-case basis. Account will be taken of the location, scale of development, the precise nature of the uses proposed and the anticipated impact on the surrounding area, in terms of congestion and the existing and proposed transport network.

4.2.3 The form and content of Travel Plans

It is recognised that the preparation and submission of a full Travel Plan, where required and as an integral element of an outline and/or detailed planning application for development, may not be possible.

It is with considerations such as this in mind that Dublin City Council may exercise its discretion and call for two categories of Travel Plan. The first category relates

primarily to developments where the end occupier(s), and hence the numbers of employers and employees, travel needs and trip characteristics, are unknown. The second category applies to situations where the development already exists or where the occupier is known at the outset.

Category 1

(Employers/employees unknown)
In such instances, the applicant is required to:

- Submit an estimate of the numbers of employees and their characteristics based on, for example, conditions at similar developments and the extent and floor area types (uses) to be provided
- Provide a comprehensive outline of public transport services (existing and proposed) available to the future employers and employees
- Prepare a conceptual plan indicating proposed links (footpaths, traffic routes) from the development to the public transport services – the plan would clearly show the positioning of the building(s) relative to the site boundary and access roads/links
- Prepare a statement on the nature and extent of facilities that will be considered for provision, and that would serve to encourage walking and cycling
- Set out the anticipated targets in respect of modal choice
- Provide an outline of the various schemes that may be appropriate to facilitate a change in travel patterns to and from work (refer to bullet point 5 below).

Category 2

(When the development already exists or when the occupier is known at the outset)
The applicant is required to submit:

- A Staff Travel Survey – as soon as development is occupied. This shall include details of current and projected commuter trends and needs based on origin/destination information
- Results of any Transport Assessment
- Targets for the desired modal shift
- The phasing of targets and measures should be outlined and should reflect the phasing of the development relative to the provision of transport infrastructure
- An outline of the various schemes that the organisation plans to make available to its staff to encourage the desired change in their travel patterns to and from work. Examples of such schemes include the following:
  - Priority parking for car-sharers
  - Provision of car fleet for use by employees during business hours
  - Car parking management proposals to restrict parking availability
  - Provision of a range of cycle facilities and measures to encourage cycling, e.g. cycle parking, cycle tracks, showers, lockers, cycle repair facilities
  - Bicycle mileage rate allowance
  - Shuttle bus to public transport nodes
  - Bus/rail ticket subsidies
  - Interest-free loans for bicycles and associated equipment

- Company bicycles
- Provision of a reliable and efficient taxi service back-up for car-sharing scheme
- Encouragement of flexible working hours and e-working
- Development of a strategy to allow for walking
- Car clubs

- Details of how these measures will operate on a daily basis and how they will achieve the desired modal split
- A detailed site plan, indicating the positioning and layout of buildings and their pedestrian/vehicle access points and proposed links (for motorised and non-motorised transport), from the development to the existing, proposed, and potential public transport services.

4.2.4 Budgeting for Travel Plans

Whether a category one or category two Travel Plan, it is necessary that the plan includes an estimate of costs for the delivery of individual initiatives and a commitment to the provision of a budget to facilitate the implementation of initiatives over the life of the plan. In this regard, Dublin City Council's Mobility Management Section can advise on some general costs and savings to be made from the implementation of a Travel Plan.

4.2.5 Co-ordination and information update

It will be necessary to appoint a Travel Plan co-ordinator with overall responsibility for implementation of the plan and liaison with Dublin City Council. As indicated earlier it is preferable that the co-ordinator be involved in the process from the outset. The selection of a co-ordinator is an essential part of the Travel Plan. For a large development or large grouping of developments e.g. within a business park, a full-time transport manager may be required to oversee the implementation of the plan.

Regular updated information on the various schemes/incentives and initiatives in the Travel Plan, as well as updated information on new public transport routes/timetables etc., ought to be provided for employees by the co-ordinator/transport manager.

4.2.6 Monitoring

As the Travel Plan will be implemented over time, generally a three-year period, it will be necessary to monitor progress towards modal split targets and its general implementation at regular intervals. This should be carried out in conjunction with the Mobility Management Section of Dublin City Council. In order to facilitate the monitoring procedure, it may be necessary to carry out staff travel surveys.

An initial evaluation will generally take place 6 months to 1 year into the operation of the Travel Plan, at which stage it will be evaluated and appropriately adjusted.

Appendix

5

Road Standards for Various Classes of Development

5.1 Road and Footpath Standards for Residential Development

All road and footpath standards shall be constructed to Taking-in-Charge standards. In general, where houses are on both sides of the road, the minimum width should be 6.5 m with two 1.8 m footpaths. Where houses are on one side only, the minimum width of road should be 5.5 m with a 1.8 m footpath on the side next to the houses, and a footpath or rubbing kerb on the opposite side, depending on likely pedestrian usage. Roads in housing areas which are intended for use as bus routes should be 7.5 m wide, with 2.5 m footpaths. Where only one footpath is deemed by the planning authority to be necessary, a brush kerb of 0.5 m shall be provided. Where appropriate, measures for traffic calming should be included in the design of all new housing estates.

The planning authority will adopt a flexible attitude in regard to restricted road widths over short lengths where no other practicable solution is possible. However, this flexible attitude will not apply where it is not possible to provide an access of sufficient width to comply with safety and engineering requirements.

Building set-backs at the front of houses shall be such as to provide for off-street parking either to the front or to the side of the dwelling. Where off-street group parking is provided in innovative layouts, building lines can be reduced to 2 m to allow provision for a privacy strip and/or landscaping.

Reductions in building lines to the front of dwellings should be compensated for by extra provision at the rear. Garages may be set back at the side of a house to allow for parking behind the building line.

Where driveways are provided, they shall be at least 2.5 m or, at most, 3.6 m in width, and shall not have outward opening gates. The design standards set out in the planning authority's leaflet 'Parking Cars in Front Gardens' shall also apply. In residential developments, a turning bay/parking area for all vehicles, including public service vehicles, shall be provided, and such roadway/turning area shall be designed to the standards set down by Dublin City Council.

A 1.8 m footpath shall be provided where large open spaces abut site roadways, in the interests of safety. On all large open spaces, a suitable boundary treatment shall be provided, including landscaping treatment.

In general, internal roads within housing estates shall have junction radii not greater than 3 m. However, a junction of a housing access road with a main road should have a radius of 6 m. If the housing access road is a bus route, a radius of 10.5 m shall be provided.

5.2 Guidelines for Industry, Warehousing & Business Park Developments

All roads shall be constructed to Taking-in-Charge Standards. Where the carriageway width of the adjoining public road is less than 9 m, the width of each vehicle-access opening to factories and similar premises (other than petrol stations) may, subject to planning permission, be increased to 9 m, provided they are suitably located with respect to road junctions or to similar openings in adjoining premises. Generally, the building line must be at least 11 m from the road boundary.
A main access road, likely to be used as a bus route, must have a minimum width

of 14 m, comprising a 9 m carriageway and two 2.5 m footpaths. All side roads, including cul-de-sacs should have a minimum width of 12.5 m, comprising a 7.5 m carriageway and two 2.5 m footpaths. The latter standard is required in order to facilitate the laying of services in footpaths.

In the case of a proposed development of major significance or in areas of particular urban quality, early consultation with the planning department on design matters is advisable. In the case of proposed developments which are of a nature and extent that they would impact on the environment and attract significant volumes of vehicular traffic to the development site, Dublin City Council will require the application to be accompanied by a Transport Assessment (TA). Appendix 4 gives further guidance on the need for and content of a TA and applicants are advised to undertake pre-planning consultations with Dublin City Council regarding the requirement for a TA.

In the case of proposed developments (or groups of developments located in close proximity to one another) which would attract significant volumes of traffic, the preparation and submission of a Travel Plan may be required as part of the application. Appendix 4 gives guidance on the type and scale of developments that will require the submission of a Travel Plan and the required form and content of these documents.

5.3 Guidelines for Petrol Stations

5.3.1 Traffic safety standards

Every new petrol station must be laid out in such a way that vehicles are refuelled, and can wait to be refuelled, clear of the highway. The means of access should be designed to give best visibility.

The layout of all new or re-developed petrol stations shall permit safe access for delivery tankers (cab plus trailer) up to 15.25 m in length, and an adequate off-road area shall be provided for parking these vehicles safely without obstructing access to pumps while fuel is being delivered to the petrol stations.

A road frontage of not less than 21.3 m is required for a new petrol station, and this frontage must be kept clear of any structure (apart from boundary fence) for a depth of not less than 4.6 m from the street boundary of the site.

No pump, hosepipe or other service may be situated less than 4.6 m from the street boundary of the site, nor may it be adapted to serve a vehicle standing on the public street. Where the petrol pumps and other services are sited not less than 9.2 m from the street boundary of the site, the street frontage of the station may be reduced to 12.2 m. The station may not have more than two vehicular openings on a street. The width of each such opening may not exceed 7.7 m. The street boundary of the station must be defined, except at openings, by a wall or railings to a height of not less than 0.4 m, or a shrub boundary with a low wall or kerb bounding the unsurfaced area to a minimum height of 150 millimetres.

Kerbs and footpaths shall be dished in accordance with the detailed requirements of the Roads Authority.

Petrol stations shall generally not be allowed where a traffic hazard exists or might arise, for example, on a dual carriageway, a bend, or where driving visibility is otherwise obstructed or reduced. They may be allowed on dual carriageways but only if no median breaks are provided.

The placing of noticeboards on footpaths or in any location that reduces driver visibility at entrances/exits shall not be permitted.

Petrol stations shall not be permitted so close to junctions as to create a hazard.

The following standards must be observed with regard to their siting and access:

- Where the street width is greater than 15.3 m, a vehicular entrance or exit shall not be sited nearer to a road junction than 33.5 m in the case of a junction with a street 15.3 m in width or over, and 23 m in the case of a junction with a street between 7.7 m and 15.3 m in width
- Where the street width is less than 15.3 m, a vehicular entrance or exit shall not be sited nearer to a road junction than 23 m in the case of a junction with a street 7.7 m in width or over
- Where the junction occurs on the opposite side of the street from the petrol station site, no vehicular entrance or exit may be sited nearer than 23 m to the junction where the width of the intersecting street exceeds 7.7 m.

5.4 Criteria for Multi-Storey Car Parks

The following requirements will apply to proposed multi-storey public car parks within the inner city:

- Applicants for planning permission must submit a report, based on up-to-date, quantitative data, demonstrating a need for the provision of additional short- to medium-term parking spaces within the vicinity of the site. An assessment by a competent traffic consultant of the likely impact of the proposed car park on vehicular and pedestrian traffic within the immediate vicinity of the site must also be submitted.
- The proposed pricing structure must discourage long-stay parking. Contract commuter parking must be prohibited.
- Where possible, opening hours should be extended to facilitate evening and weekend uses in the area (e.g. leisure, tourism).

Appendix

6

Dublin Port Tunnel Structural Safety

6.1 Dublin Port Tunnel

Dublin City Council is committed to conserving the structural integrity of Dublin Port Tunnel and special requirements relate to structural engineering of any proposed development that lies over the tunnel corridor area.

The Dublin Port Tunnel meets the city boundary at the Coolock Interchange and the route follows a south-easterly direction to East Wall Road.

A suitably qualified structural engineer must prepare a development assessment. If the proposal is within 6 m of the outer edges of the tunnel bore, a suitably qualified tunnelling engineer must prepare the assessment.

Assessment of the structural suitability of proposals and submitted applications is at present carried out by Transport Infrastructure Ireland, acting on behalf of the Roads and Traffic Department of Dublin City Council.

To assist prospective developers of lands along the tunnel route, Dublin Port Tunnel Guidance Notes March 2009, The Assessment of Building Developments in the Vicinity of Dublin Port Tunnel, are available from the Roads and Traffic Department of Dublin City Council or may be downloaded from www.dublincity.ie

Appendix

7

Stone Setts to be Retained, Restored or Introduced

7.1 Stone Setts

Works pertaining to this schedule of streets pertaining to: paved areas; granite paving flags and kerbing; original coal-hole covers; traditional pattern manhole covers; and stone and cast-iron protective bollards, shall be retained in situ or restored and included in the City Council's implementation of the Historic Street Surfaces in Dublin: Conservation Study and Guidance Manual (2009), and the Advice Series on Paving – The Conservation of Historic Ground Structures (2015) published by the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.

No.	District	Street	
1	Dublin Castle Area	a) b) c) d)	Cork Hill (part of) Ship Street Great (whole) Ship Street Little (whole) John's Lane East
2	Guinness Hop Store/Liberties Area	a) b) c) d) e) f) g) h)	Crane Street (part of) Rainsford Street (part of) Bellevue John's Lane West St Augustine Street, Mullinahack to Usher's Quay St Catherine's Lane Market Street South Wards Hill
3	Smithfield Area	a) b) c) d)	Bow Street (part of) Church Street New (part of) Haymarket (whole) Smithfield (whole)
4	Temple Bar Area	a) b) c) d) e) f) g) h) i) j) k) l) m) n) o) p) q) r) s) t)	Fownes Street Lower (whole) Fownes Street Upper (part of) Crown Alley Exchange Street Upper (whole) Foster Place South (whole) Anglesea Street Cecilia Street Cope Street Crowe Street Crown Alley Essex Gate Temple Lane South Crane Lane Sycamore Street Eustace St Fleet St Asdills Row Bedford Row Aston Place Prices Lane

No.	District	Street	
5	North City	a)	Anglesea Row (whole)
		b)	Halston Street (part of)
		c)	North Lotts (whole)
		d)	Abbey Cottages
		e)	Anglesea Row
		f)	Church Street New
		g)	Cuckoo Lane
		h)	Guild Street
		i)	Haymarket
		j)	Hendrick Place
		k)	The North Lotts
		l)	King's Inns
		m)	Stanley Street, northwards, and entrance to the City Council Cleansing Depot
		n)	Henrietta St
6	South City	a)	Britain Quay
		b)	Green Street East
		c)	Hanover Quay
		d)	Green St East
		e)	Forbes Street – stretching from Sir John Rogerson`s Quay to junction with Hanover Quay

Appendix

8

Paved Areas and Streets with Granite Kerbing

8.1 Paved Areas

Works relating to this schedule of streets pertaining to: paved areas and streets with granite kerbing, concrete flags or brick, and/or some other traditional features, such as coal-hole covers, and stone and cast-iron protective bollards, to be retained or restored and included in the City Council's implementation of the Historic Street Surfaces in Dublin: Conservation Study and Guidance Manual (2009), and the Advice Series on Paving – The Conservation of Historic Ground Structures (2015) published by the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs.

This schedule may need to be reviewed during the life of the plan.

A. Paved areas and streets with granite kerbing, concrete flags or brick, and/or some other traditional features, such as coal-hole covers, and stone and cast-iron protective bollards, to be retained or restored and included in the City Council's Programme for Restoration.

- Anglesea Street
- Blessington Street (west of Berkeley Street)
- Castle Street
- Cecilia Street
- Chancery Place (at Four Courts)
- Chancery Street (at Bridewell)
- Charlemont Bridge
- Charles Street Great (granite paving to front of Free Church)
- Christ Church Place (at Christ Church Cathedral)
- City Hall
- College Green (Bank of Ireland and Trinity College)
- Crown Alley
- Custom House Quay (at Custom House)
- Dominick Street Lower (at Church)
- Earlsfort Terrace (at Concert Hall)
- Essex Gate
- Essex Street East
- Eustace Street
- Exchange Court
- Exchange Street Lower
- Exchange Street Upper
- Fitzwilliam Square
- Fitzwilliam Street Lower
- Fitzwilliam Street Upper
- Fleet Street
- Foster Place South
- Fownes Street Lower
- Fownes Street Upper
- Frederick Street South
- Grattan Bridge
- Green Street (at Courthouse)
- Halston Street (at Courthouse)
- Harcourt Street
- Henrietta Street
- Heuston Bridge
- Huband Bridge
- Inns Quay (at Four Courts)
- John's Lane West
- Johnston Court
- King Street South
- Latouche Bridge
- Lord Edward Street
- Merrion Square
- Merrion Street Lower (at Government Buildings)
- Merrion Street Upper
- Moore Street
- North Great George's Street
- O'Connell Bridge
- O'Connell Street Lower (at GPO)
- O'Connell Street Upper
- Palace Street
- Parliament Street
- Pearse Street (at St Mark's Church)
- Pembroke Street Lower
- Pembroke Street Upper

Percy Place
Smithfield
Temple Bar
Temple Lane South
Werburgh Street (at Bishop's House)
Winetavern Street (at Civic Offices)
Wood Quay (at Civic Offices)
Werburgh Street (at Bishop's House)
Winetavern Street (at Civic Offices)
Wood Quay (at Civic Offices)

8.2 Paved Areas and Streets with Granite Kerbing

Paved areas and streets with granite kerbing, concrete flags or brick, and/or some other traditional features, such as coal-hole covers, and stone and cast-iron protective bollards, to be retained or restored and included in the City Council's Programme for Restoration.

Abbey Cottages
Abbey Street Lower
Abbey Street Middle
Abbey Street Upper
Amiens Street
Arran Quay
Arran Street East
Aston Quay
Aungier Street
Bachelor's Walk
Baggot Street Lower
Balfe Street
Bellevue
Belvedere Road
Beresford Place
Beresford Row
Berkeley Road
Berkeley Street
Blackhall Place
Blackhall Street
Blessington Street
Bolton Street
Bow Street
Bride Street
Bride Street New
Bridgefoot Street
Bridgefoot Street Lower
Bridgefoot Street Upper
Brighton Square: granite kerbing
Broadstone
Buckingham Street Lower
Buckingham Street Upper
Bull Alley Street
Burgh Quay
Camden Street Lower
Camden Street Upper
Capel Street
Castle Street
Cathal Brugha Street
Cathedral Street
Cavendish Row
Cecilia Street
Chancery Place
Chancery Street
Charlemont Bridge
Charlemont Street
Charles Street Great
Chatham Lane
Chatham Row
Chatham Street
Christ Church Place
Church Street
Church Street New
Church Street Upper
City Quay
City Wall
Clanbrassil Street Lower
Clanbrassil Street Upper
Clanwilliam Place
Clare Street
Clarendon Market

Clarendon Row
Clarendon Street
Clonmel Street
College Green
Constitution Hill
Cook Street
Coombe, The
Cope Street
Cork Hill
Crampton Court
Crane Street
Cross Kevin Street
Cuffe Street
Custom House Quay
Dalymount
Dame Court
Dame Street
Daniel Street
Dawson Street
Dean Street
Denmark Street Great
D'Olier Street
Dominick Street Lower
Dominick Street Upper
Dorset Street
Drury Street
Earlsfort Terrace
Eccles Street
Eden Quay
Ellis Quay
Ely Place
Exchange Street Lower
Exchange Street Upper
Exchequer Street
Fade Street
Fenian Street
Fishamble Street
Fitzwilliam Place
Fitzwilliam Street Lower
Fitzwilliam Street Upper
Fleet Street
Francis Street
Frank Sherwin Bridge
Frederick Street North
Gardiner Place
Gardiner Row
Gardiner Street Lower
Gardiner Street Middle
Gardiner Street Upper
George's Quay
Gloucester Diamond
Golden Lane
Granby Row
Grattan Bridge
Great Western Avenue
Great Western Square
Great Western Villas
Green Street
Grenville Street
Halston Street
Hammond Lane
Harcourt Street
Hardwicke Street
Harry Street
Harty Place
Hatch Street Lower
Hatch Street Upper
Hawkins Street
Haymarket
Herbert Lane
Herbert Place
Herbert Street
Heuston Bridge
High Street
Hill Street
Hogan's Place
Holles Street
Huband Bridge
Hume Street
Inns Quay
James's Street
Jervis Street

John's Street West
Johnston Court
Kelly's Lane
Kevin Street Lower
Kevin Street Upper
Kildare Street
Killarney Street
King Street North
Kings Inn Street
Leeson Street Lower
Leinster Street South
Lincoln Lane
Lincoln Place
Litton Lane
Lombard Street East
Long Lane
Lord Edward Street
Manor Street
Market Street South
Marlborough Street
Mary Street
Mary's Abbey
Meath Street
Meetinghouse Lane
Mercer's Street Lower
Merchant's Quay
Merrion Row
Merrion Street Lower
Merrion Street Upper
Michael's Hill
Military Road
Molesworth Street
Mount Street Crescent
Mount Street Lower
Mount Street Upper
Mountjoy Street
Mullinahack Street
Nassau Street
New Street
Nicholas Street
North Circular Road
North Wall Quay: mooring posts
O'Connell Bridge
O'Connell Street Lower
O'Connell Street Upper
Ormond Quay Lower
Ormond Quay Upper
Palace Street
Park Gate
Park Gate Street
Parnell Square East
Parnell Square North
Parnell Square West
Parnell Street
Patrick Street
Pearse Street
Pembroke Street Lower
Pembroke Street Upper
Percy Place
Phibsborough Road
Portland Street North
Quays from Grattan Bridge to O'Connell Street
Queen Street
Rainsford Street
North Wall Quay: mooring posts
O'Connell Bridge
O'Connell Street Lower
O'Connell Street Upper
Ormond Quay Lower
Ormond Quay Upper
Palace Street
Park Gate
Park Gate Street
Parnell Square East
Parnell Square North
Parnell Square West
Parnell Street
Patrick Street
Pearse Street
Pembroke Street Lower
Pembroke Street Upper
Percy Place

Phibsborough Road
Portland Street North
Quays from Grattan Bridge to O'Connell Street
Queen Street
Rainsford Street
Rathdown Road
Redmond's Hill
Richmond Street South
Rutland Place
Ryder's Row
Sackville Place
St Mary's Place North
Sarsfield Quay
Seán McDermott Street Lower
Seán McDermott Street Upper
Shandon Road
Sheriff Street
Sherrard Street Lower
Sherrard Street Upper
Ship Street Great
Ship Street Little
Smithfield
South Great Georges Street
St Patrick's Hospital
St Stephen's Green
St Stephen's Green West
Stafford Street
Steeven's Lane
Stephen's Street Lower
Stephen's Street Upper
Stoneybatter
Store Street
Swan Yard
Swift's Row
Synod Hall
Talbot Street
Temple Lane South
Thomas Street
Thomas Street West
Townsend Street
Usher's Island
Usher's Quay
Victoria Quay
Warrington Place
Waterloo Avenue
Wellington Quay
Werburgh Street
Western Way
Westland Row
Westmoreland Street
Wexford Street
Whitefriar Place
William Street South
Wilton Place
Winetavern Street
Wolfe Tone Quay
Wood Quay
Wormwood Gate
York Street

Appendix 9

Monuments in Dublin City

9.1 Monuments in Dublin City

The 1992 European Convention on the Protection of Archaeological Heritage (Valletta, January 1992) was ratified by Ireland in 1997. The Convention provides the basic framework for policy on the protection of the archaeological heritage. In summary, the obligations on the State under the Convention relate to:

- Providing statutory protection measures;
- Authorisation and supervision of archaeological activities;
- Measures for the physical protection of the archaeological heritage;
- Providing consultation between archaeologists and planners;
- Providing financial support for research or rescue archaeology;
- Facilitating the study of archaeological discoveries by making or bringing up to date maps, surveys and inventories of archaeological sites;
- Facilitating national and international exchanges of elements of the archaeological heritage for scientific purposes;
- Educating the public in relation to the value of and threat to the archaeological heritage;
- Preventing the illicit circulation of elements of the archaeological heritage;
- Providing for the exchange of information and experts on the archaeological heritage between States party to the Convention.

9.2 Irish Legislation

Please also see Chapter 11, Section 11.1.5.14 and Policy CHC9 of the Written Statement. Irish legislation for the protection of archaeological heritage is based on the National Monuments Acts 1930 to 1994. This is in accordance with the Valletta Convention (as above). The Planning and Development Act 2000 (as amended) works in tandem with the National Monuments Acts to provide for the protection of monuments and the referral of planning applications to the Department.

The Minister for Arts, Heritage, Regional, Rural and Gaeltacht Affairs has a specific role in relation to the protection of the archaeological heritage through powers provided by these Acts and the National Cultural Institutions Act 1997. The overall State archaeological service is provided by the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs (DAHRRGA) and delivered through the National Monuments Service of the Department and the National Museum of Ireland (Irish Antiquities Division) on behalf of the Minister.

The National Monuments Acts secure the archaeological heritage in several key areas through the DAHRRGA:

- The Record of Monuments and Places
- Register of Historic Monuments
- Preservation Orders and Temporary Preservation Orders.

9.3 Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs (DAHGGA) Guidelines

The following policy and guidance documents are issued by the Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs and available to view on the National Monuments Service's website www.archaeology.ie

- Policy and Guidelines on Archaeological Excavation
- Framework and Principles for the Protection of the Archaeological Heritage
- Archaeology and the Planning Process
- Guidelines for Authors of Reports on Archaeological Excavations
- National Policy on Town Defences
- Guidelines for Directions
- Guidelines for Consents

Monuments in State Care in Dublin City:

The following monuments in Dublin city are in State care (Ownership and Guardianship):

- St Mary's Abbey
- St Audoen's Church
- St Stephen's Green
- Kilmainham Gaol
- Casino, Marino
- 14–17 Moore Street

Details of all monuments in Dublin City are available to view on www.archaeology.ie

Ministerial Consent under Section 14 of the National Monuments Acts may apply to monuments in Dublin City Council/State ownership. This is determined on a case-by-case basis and includes those protected by a Temporary Preservation Order and Preservation Order.

Appendix

10

Guidelines for Waste Storage Facilities

10.1 Standards for Apartments

The requirements set out in the Dublin City Council Bye-Laws for the Storage, Presentation and Collection of Household and Commercial Waste, 2013 or any revision thereof, must be adhered to and, in particular, the requirement in the bye-laws to segregate waste into separate fractions to facilitate the collection of dry recyclables, organic kitchen/garden waste and residual waste in line with Waste Management (Food Waste) Amendment Regulations 2015 (S.I. 190 of 2015) and the European Union (Household Food Waste and Bio-waste) Regulations 2015 (S.I. 191 of 2015) and the Eastern-Midlands Regional Waste Management Plan 2015–2021.

Waste storage issues should be considered at the initial apartment design stage to ensure access for all (including people with disabilities) in a brightly lit, safe and well-signed area, spacious enough for easy manoeuvrability, good ventilation and ready access if required for the control of potential vermin. Where storage is provided in a basement area, sufficient access and egress must be provided to enable receptacles to be moved easily from the storage area to an appropriate collection point on the public street nearby.

The following are also requirements:

- Receptacles that are designed for reuse, with the exception of a specific area designated by a local authority as being only suitable for the collection of non-reusable receptacles such as bags, ideally of 1,100 litre capacity, must be used
- To provide a three-bin collection system for residents in communal collection schemes, for each type of waste: general waste, dry recyclables and organic food/garden waste. A proposal on the three-bin system including bin quantity, type and frequency of collection must be submitted in writing to the Waste Regulation Unit in Dublin City Council for agreement.
- Sufficient space must be provided to accommodate the collection of dry recyclables and organic kitchen waste/ garden waste.
- Suitable wastewater drainage points should be installed in the receptacle bin storage area for cleaning and disinfecting purposes.

10.2 Standards for Commercial/ Industrial Developments

The requirements set out in the Bye-Laws for the Storage, Presentation and Collection of Household and Commercial Waste, 2013 or any revision thereof must be adhered to and, in particular, the requirement to segregate waste into separate fractions to facilitate the collection of dry recyclables, organic kitchen/garden waste and residual waste in line with Waste Management (Food Waste) Regulations 2009 (S.I. 508/2009) and the Waste Management (Food Waste) Amendment Regulations S.I. 190 of 2015, and the Eastern-Midlands Region Waste Management Plan 2015–2021.

The following are also requirements:

- Receptacles that are designed for reuse, with the exception of in specific areas designated by a local authority as being only suitable for the collection of non-reusable receptacles such as bags, ideally of 1,100 Litre capacity, must be used.
- Adequate storage space for a minimum of one No. 1,100 Litre receptacle.

- Sufficient space must be provided to accommodate the collection of dry recyclables and organic kitchen waste/ garden waste.
- Adequate space and height for a standard refuse collection vehicle (RCV) to access site.
- Sufficient access and egress must be provided to enable receptacles to be moved easily from the storage area to an appropriate collection point on the public street nearby.
- Receptacle storage areas must not be on a public street nor be visible or accessible from there.
- The receptacle storage areas should be designed so that each bin within the storage area is accessible to occupants/ employees of the development (including people with disabilities).
- Suitable wastewater drainage points should be installed in the bin storage area for cleaning and disinfecting purposes.
- Waste storage areas should not present any safety risks to users and should be well-lit.
- Adequate ventilation of waste storage areas so as to minimise odours and potential nuisance from vermin/flies.

For further information on waste, see www.dublincity.ie

Appendix 11

Flood Defence Infrastructure

11.1 Tolka River

The River Tolka Flooding Study was used to calculate the hundred-year river flow and two hundred-year tidal events. A summary of upgrade work along the length of the river Tolka is as follows:

1. East Point Business Park Bridge to John McCormack Bridge: two hundred-year tidal flood contained by embankment on the north side and joint bank and retaining wall defence on south side.
2. John McCormack Bridge to Railway Bridge: Retaining walls left and right sides looking downstream contain two hundred-year tidal flood.
3. Railway Bridge to Annesley Bridge: Retaining walls left and right contain two hundred-year tidal flood.
4. Annesley Bridge to Luke Kelly Bridge: Retaining walls left and right contain two hundred-year tidal flood event with the exception of one 50 m stretch on the north side.
5. Luke Kelly Bridge to New Distillery Road Bridge: Retaining walls left and right contain two hundred-year flood event.
6. New Distillery Road Bridge to Drumcondra Bridge: Retaining wall north side protects this stretch from hundred-year flow. Parkland on south side allowed to flood and will do so at fifty-year flood level.
7. Drumcondra Bridge to new Woodville Bridge: Retaining walls left and right contain hundred-year flow.
8. New Woodville Bridge to Griffith Park footbridge: Combination of existing retaining walls and new set-back embankments contain hundred-year flow.
9. Griffith Park Footbridge to Dean Swift Bridge: retaining walls on both banks contain hundred-year flow.
10. Dean Swift Bridge to Glasnevin Bridge: Combination of retaining walls and embankments left and right contain hundred-year flow.
11. Botanic Gardens: Retains its natural floodplain.
12. Finglas Road Bridge to Finglas Wood Bridge: Tolka Valley Road protected by large embankment on north side. South side protected past fifty-year event by existing retaining wall.
13. Finglas Wood Bridge to Ratoath Road Bridge: Large fifty-year floodplain out of bank. On north side protected by embankment and a small stretch of retaining wall, and on south side protected by retaining wall.
14. Ratoath Road Bridge to Scribblestown Road Bridge: Large fifty-year flood plain contained on both sides by retaining walls.

11.2 Dodder River

The Dodder, including the estuary, is the subject of ongoing flood defence works. The two hundred-year flood event, including for global warming to the year 2100, is taken as 4.15 m at the confluence with the Liffey. This increases as we go up the estuary due to the river influence.

1. Confluence with Liffey to Ringsend Bridge: Right-hand side looking downstream (north in this case) is protected to the two hundred-year level to the year 2100. Left-hand side is defended to two hundred-year level with the exception of South Dock Road which is defended to a two hundred-year level to 2060.

2. Ringsend Bridge to London Bridge: Retaining walls and embankments left and right contain two hundred-year tidal level plus estimated global warming to the end of the century. All outlets are tidal flapped.
3. London Bridge: Parapets have been raised to cater for estimated two hundred-year tidal event and global warming to the year 2100. Flood defences include upstream glass panels.
4. London Bridge to Newbridge: Both sides of the river are defended to the two hundred-year level plus estimated global warming to the year 2100 by embankments and retaining walls. All outlets are tidal flapped. A number of flood gates to be closed in extreme flood events.
5. Newbridge: Current parapets will contain the estimated two hundred-year tidal and river event; however, they will have to be strengthened in the future to cater for global warming.
6. Newbridge to Ballsbridge: Right-hand side defended by retaining walls and flood gates which cater for the estimated two hundred-year tidal and river event plus global warming to the year 2100. Glass panels have to be installed at Beatty's Avenue to cater for estimated global warming. Left-hand side defended by a series of retaining walls and embankments to 100 m upstream of railway bridge. One flood gate is downstream of railway bridge. Upstream flood defences currently being upgraded.
7. Ballsbridge to Angelsea Bridge: Series of embankments and retaining walls. Upgrades necessary to bring to hundred-year flood defence level ongoing.
8. Anglesea Bridge to Clonskeagh Weir: Retaining walls afford good protection left and right. Some levels will need to be raised for full protection. This is programmed for 2016.
9. Clonskeagh Weir to Clonskeagh Bridge: Level of south bank is sufficient to contain hundred-year flood. North bank development of Smurfit site and future flood works required to protect to hundred-year flood level; however existing banks and walls beside river offer some flood protection.
10. Clonskeagh Bridge to Milltown Bridge: Series of lengthy embankments and retaining walls protect property and roads on both sides of the river. Further works required to bring this to the hundred-year flood level.
11. Milltown Bridge to Classon's Bridge: Embankments both sides to Packhorse Bridge. Shanagary apartments' embankment and boundary wall, Milltown Road wall from Shanagarry to Classon's Bridge. All of these provide significant flood protection, however further works are required to bring up to the national hundred-year standard.
12. Classon's Bridge to Orwell Road Bridge: Pair of long embankments protecting right-hand side. Orwell Gardens situated inside embankments and protected by river wall; identified as requiring upgrading. Dartry Park embankment protecting left-hand side although height of Orwell Weir is an issue.
13. Orwell Road Bridge to Pearse Bridge: Orwell flood plain, small embankment at rear. Embankment from Orwell to Pearse Bridge.
14. Pearse Bridge to Bushy Park: Floodplain to steep embankment including pond. River embankment and Bushy Park wall to boundary.

11.3 River Liffey

1. The Liffey is the subject of recently started works. A good portion of the Liffey fluvial area in the Dublin City Council area is well defended by the steep Liffey valley. Most of the city is relatively well defended by the quay walls. There are, however, a number of low points such as the campshires, Victoria Quay, Wolfe Tone Quay and Matt Talbot Bridge.
2. Summary from Tom Clarke Bridge to Sean Heuston Bridge: City on both sides defended by quay walls. South Campshires is a low point. Matt Talbot Bridge is the lowest bridge. Works ongoing on South Campshires from Butt Bridge to Cardiff Lane to protect to estimated two hundred-year flood event plus global warming to 2060. Victoria Quay subject to significant flooding in a hundred-year event.
3. Seán Heuston Bridge to Sarah Bridge: Defended by a combination of embankments and retaining walls.
4. Sarah Bridge to Laurence Road: Massive embankment on right-hand side protecting to ten thousand-year level.
5. Laurence Road to Chapelizod Road Bridge: Good level of protection given by retaining wall. Defended by embankment and park areas on north side. Islandbridge some risk of flooding in a hundred-year event from millrace.
6. Chapelizod Road Bridge to city boundary: Poor protection on north side. Martin's Row area defended by retaining walls which require upgrading. Industrial estate downstream some areas at risk in hundred-year event; existing embankment critical.

A) The river Poddle is largely culverted in the city area north of the Grand Canal. Existing embankments and walls are significant flood defences; these require some extra defences in Mount Argus, St Martin's Drive, Poddle Park and Ravensdale Park as well as storage in South Dublin County Council to provide estimated flood protection to the hundred-year flood level.

B) The river Santry – existing embankments, walls (including garden and private boundary walls) and bridge parapets are significant flood defences. The reduction in flow area upstream of Harmonstown Road is a flood protection. Extra defences are required to provide estimated flood protection to the hundred-year flood level at Raheny village; design of these is ongoing.

C) Existing river embankments, walls and bridges on the Camac, Phoenix Park streams, and Naniken provide significant flood defence; however, feasibility of further works to bring these up to the national standard is being investigated.

11.4 Sandymount

All existing coastal defences, rock armour, sandbanks, embankments, promenades and sea walls provide significant flood protection to roads, property and buildings behind them, by keeping out the tide and breaking up waves which might otherwise over-top them.

1. Booterstown Marsh to Merrion Gates: Existing sea wall and embankment protects railway line.
2. Merrion Gates: New flood wall and flood gate protects railway line and local houses to two hundred-year event.
3. Merrion Gates to Promenade: Existing garden walls and sea wall protect houses and roadway from flooding to two hundred-year event.

4. Promenade: Rock armour, promenade and old sea wall reduce flooding risk. Seventeen openings need flood protection to cater for two-year event plus wave action.
5. Promenade to Sean Moore Park: Existing sea wall provides significant flood alleviation. Needs to be raised and strengthened or new promenade plus lesser rising of wall to protect up to two hundred-year flood event plus wave over-topping.
6. Sean O'Moore Park: Southern end is flood plain for tidal over-topping. New steps and wheelchair access provide significant flood alleviation to Marine Drive.

11.5 Clontarf to Kilbarrack

All existing coastal defences, rock armour, sandbanks, embankments, promenades, breakwaters, North Bull and sea walls provide significant flood protection to roads, property and buildings behind them, by keeping out the tide and breaking up waves which might otherwise over-top them.

Alfie Byrne Road to Wooden Bridge: Existing sea wall, rock armour, promenade and existing walls and embankments provide significant flood alleviation to Clontarf Road, houses and businesses adjoining them. Proposals are being developed to upgrade these, subject to local approval.

Dollymount: Wooden Bridge to Causeway: Existing sea walls and embankments as well as Bull Island reduce flood risk in this area. A flood alleviation scheme to protect the roadway and some buildings to a level of 4.25 m OD (Malin Head) is programmed to start this year.

Causeway to Kilbarrack Road. Existing seawall, promenade, cycle track, Bull Island and pedestrian wall provide flood defence to roadway up to two hundred-year flood event. Some wave over-topping can occur in high winds with easterly component.

11.6 Dublin Port

1. Sean O'Moore Park to Irishtown Nature Park: Existing rock armour, embankments and low walls are flood defences.
2. Irishtown Park to South Bull Wall: Existing rock armour, embankments, sea walls and low walls are flood defences.
3. South Bull Wall: This is a significant coastal defence which breaks up waves which would increase flood risk in portions of the city.
4. South Bull Wall to Wastewater Treatment Plant: Existing rock armour, embankments, jetty, weir, sea walls and low walls are flood defences. The storm tanks of the wastewater treatment plant may require additional defences.
5. Wastewater Treatment Plant to Tom Clarke Bridge: Existing rock armour, embankments, sea walls and low walls are flood defences. The storm tanks of the wastewater treatment plant may require additional defences.
6. Tom Clarke Bridge to Alexandra Basin: Existing quay walls are flood defences.
7. Alexandra Basin to Passenger Terminal: Existing quay walls and low walls are flood defences. Alexandra Basin and Passenger Terminal to provide increased flood protection as part of Dublin Port Development Plan.

8. Passenger Terminal to Tolka Estuary. Existing rock armour, embankments, sea walls and low walls are flood defences.
9. Tolka Estuary to Alfie Byrne Road: Existing rock armour, embankments, sea walls and low walls are flood defences.

11.7 Canals

Walls, bridges, locks, weirs and embankments on the Royal and Grand Canals, including the Grand Canal Dock, are significant flood protection structures.

The OPW Flood Hazard Map shows information about places that may be at risk from flooding. See www.floodmaps.ie for details. (See also CHAPTER 3 ADDRESSING CLIMATE CHANGE and CHAPTER 9 SUSTAINABLE ENVIRONMENTAL INFRASTRUCTURE). The following website: www.cfram.ie gives current flood extent maps on the Liffey, Poddle, Camac, Santry and Dodder rivers as well as Dublin Port, Sandymount and Clontarf and should be consulted for any flood risk assessment in these areas. Please also refer to volume 7 – THE STRATEGIC FLOOD RISK ASSESSMENT FOR DUBLIN CITY.

Estimated global warming sea level rise and increased river flows will affect all of the above assessments and will be continually appraised with regard to allowances given by the OPW which is the national competent authority for the Republic of Ireland.

Appendix 12

Seveso III Sites

12.1 Seveso III Sites

Directive 2012/18/EU was adopted taking into account, amongst other factors, the changes in EU legislation on the classification of chemicals and increased rights for citizens to access information and justice. This Directive is known for convenience as the SEVESO III Directive.

Directive 2012/18/EU was transposed into Irish legislation through S.I. No. 209 of 2015 Chemicals Act (Control of Major Accident Hazards Involving Dangerous Substances) Regulations 2015.

S.I. No. 209 of 2015 came into effect on 1 June 2015. For clarity, the SEVESO III Directive replaced the SEVESO II Directive (96/82/EC).

One of the requirements of S.I. No. 209 of 2015 is that the Health and Safety Authority shall advise the relevant planning authority of a consultation distance for a SEVESO III establishment, following the receipt of a notification from the operator, and shall periodically review and update the consultation distance as necessary.

The Directive provides that appropriate consultation distances must be put in place so as to ensure that before decisions are taken, technical advice is available to planning authorities in respect of relevant establishments. The Health and Safety Authority provides such advice, where appropriate, in respect of planning applications within a certain distance of the perimeter of these sites.

This Appendix contains the list of SEVESO III sites within Dublin City Council area, and also a number of sites which are located outside the City Council area, but which are within consultation distances.

The list includes the consultation distances whereby the HSA needs to be informed of any planning applications for development within the stated distances. Such technical advice will be taken into account in the consideration of applications for planning permission. As details change from time to time, it is important that the HSA website, which lists the Upper and Lower Tiers, is examined and that the HSA is contacted, where relevant.

The sites are shown on the relevant zoning maps.

Upper Tier

- Calor Teoranta, Tolka Quay, Dublin 1 (600 m from perimeter)
- Dublin Waste to Energy Ltd., Pigeon House Road, Dublin 4 (300 m from bund wall)
- Esso Ireland Ltd., JFT Dublin, Alexandra Road, Dublin Port, Dublin 1 (400 m from perimeter)
- Fareplay Energy Ireland, Tankfarm 1, Alexandra Road and Tankfarm 2, Tolka Quay Road, Dublin Port, Dublin 1 (400 m from perimeter)
- Indaver Ireland Ltd., Tolka Quay Road, Dublin Port, Dublin 1 (700 m from perimeter)
- National Oil Reserves Agency Storage Facility, Shellybanks Road, Ringsend, Dublin 4 (300 m from perimeter)
- Tedcastles Oil Products, Yard 2, Tolka Quay Road, Dublin Port, Dublin 1 (400 m from perimeter)

Lower Tier

- Electricity Supply Board, North Wall Generating Station, Alexandra Road, Dublin 1 (300 m from bund wall)
- Electricity Supply Board, Poolbeg Generating Station, Ringsend, Dublin 4 (300 m from bund wall)
- Iarnród Éireann, Alexandra Road, North Wall, Dublin 1 (300 m from bund wall)
- Iarnród Éireann, Iarnród Éireann Maintenance Works, Inchicore, Dublin 8 (300 m from bund wall)
- Tedcastles Oil Products, Yard 1, Promenade Road, Dublin Port, Dublin 1 (400 m from perimeter)
- Topaz Energy Limited, Terminal 1, Alexandra Road, Dublin Port, Dublin 1 (400 m from perimeter)
- Topaz Energy Limited, Yard 3, Alexandra Road, Dublin Port, Dublin 1 (300 m from perimeter)
- Utility Operations & Maintenance Services Ltd. t/a Synergen Ltd., Dublin Bay Power Plant, Pigeon House Road, Ringsend, Dublin 4. (300 m from bund wall)

The following lists of SEVESO establishments, while located outside the Dublin City Council area, are within consultation distances of areas within the city:

Lower Tier

- BOC, Bluebell Industrial Estate, Dublin 12 (700 m from perimeter)
- Kayfoam Woolfson, Bluebell Industrial Estate, Naas Road, Dublin 12 (1,000 m from perimeter)

Appendix 13

Guidelines for Childcare Facilities

13.1 New and Existing Residential Areas

In the first instance, the City Council will have regard to the Dublin City Childcare Committee and its identification of areas that are under-provided or over-provided in terms of childcare provision.

For new residential schemes, one childcare facility will be required unless there are significant reasons to the contrary. A benchmark provision of one childcare facility per seventy-five dwellings is recommended (and a pro-rata increase for developments in excess of seventy-five houses). Regard shall be given to the existing geographical distribution of childcare facilities and the emerging demographic profile of areas.

Any modification to the indicative standard of one childcare facility per seventy-five dwellings should have regard to:

- The make-up of the proposed residential area, i.e. an estimate of the mix of community that the housing area seeks to accommodate (if an assumption is made that 50 per cent approximately of the housing area will require childcare, then in a new housing area of seventy-five dwellings, approximately thirty-five will need childcare. One facility providing a minimum of twenty childcare places is, therefore, considered to be a reasonable starting point on this assumption. Other assumptions may lead to an increase or decrease in this requirement.)
- The results of any childcare needs analysis carried out as part of the city childcare strategy or carried out as part of a local or area action plan or as part of the development plan in consultation with the city childcare committees, which will have identified areas already well served or alternatively, gap areas where there is underprovision, will also contribute to refining the base figure.
- This is a guideline standard and will depend on the particular circumstances of each individual site. Consideration of childcare facilities provision should be raised as early as possible in pre-planning discussions for larger housing developments.
- In existing residential areas, detached houses/sites or substantial semi-detached properties with space for off-street parking and/or suitable drop-off and collection points for customers and also space for an outdoor play area will generally be permitted, provided the premises remains primarily residential and traffic and access arrangements do not interfere with general residential amenity.
- Primary traffic routes where there are suitable and safe pull-in areas to the front for dropping off children by car are more suitable than tight residential cul-de-sacs.
- Applications for full day-care facilities in premises other than those listed above (e.g. terraced houses or houses located on a cul-de-sac) should be treated on their merits, having regard to parking/drop-off points, layout and design of the housing area and the effect on the amenities of adjoining properties.
- In relation to sessional and after-school care, the provision of such facilities may be considered in any residential area as ancillary to the main residential use subject to parking/drop-off points, layout and design of the housing area and effect on the amenities of adjoining properties.

In certain circumstances, such as along mixed-use streets or adjoining schools, the requirement for the premises to remain primarily residential may be relaxed depending on the particular location and character of the site in question.

13.2 Business/Technology Parks, Industrial Estates, Employment Areas, Office Blocks

In general, childcare facilities should be located in business/technology parks, industrial estates, areas of employment and within office blocks, with such provision being established having regard to the Dublin City Childcare Committee audit and needs analysis.

1. **Business/Technology Parks, Industrial Estates**
   Where feasible, the childcare facility should be located on a site which is convenient to the entrance to the business/technology park or the industrial estate to facilitate easy access. This location will also obviate the necessity to walk/drive through active industrial areas; it will also facilitate easier access to public transport nodes. In addition, the premises should be served by off-street parking.

2. **Office Blocks**
   In general, large office/commercial developments should provide at least one childcare facility to cater for staff. The size of the facility will be calculated on the basis of the existing and potential needs of staff and in the light of the availability or otherwise of other suitable childcare facilities in the locality.

3. **General Factors**
   The premises should be provided with outdoor play space or have safe and easy access to a safe outdoor play area.

   Unsuitable sites/premises in relation to this category are locations in general industrial estates/mining areas, where the processes carried on or the machinery/equipment in use, or emissions, could be injurious to the health and safety of the children.

13.3 City/Town Centres, District Centres and Neighbourhood Centres

Neighbourhood and District Centres

In the existing built-up areas, many of the smaller neighbourhood centres are under pressure from larger retail centres. Those that contain vacant units are often under pressure to convert to residential use. These units are a valuable community resource and would provide ideal childcare premises, provided that the premises can accommodate open space (or have easy access to a safe outdoor play area). In addition, the unit should be able to avail of ancillary parking associated with neighbourhood shops for the purposes of drop-off and collection, or be close to a public transport node.

City/Town Centres

Premises opening directly on to the more heavily trafficked retail centres of towns and cities will not generally be suitable locations. Smaller, quieter streets adjoining these will often prove more suitable.

The premises should be capable of providing outdoor play space or have safe or easy access to a safe outdoor play area/park.

The premises should be so located that it is within easy reach of public transport nodes and has car parking facilities/turning area which will accommodate staff and customers respectively.

Shopping Centres

In considering applications for shopping centres, planning authorities should take account of the need for drop-in childcare facilities for shoppers. In general, centres greater than 10,000 sq. m shopping floor area shall be provided with childcare facilities consisting of both changing/feeding facilities, and supervised self-contained play areas for young children. Preferably, such facilities should be required to be located at ground floor level. Planning authorities should, as a separate issue, consider the possible childcare requirements of the staff of the shopping centre.

13.4 Educational Establishments

Third-level Colleges

In general, third-level colleges should provide at least one childcare facility to cater for staff and students. The size of the facility will be calculated on the basis of the existing and potential needs of staff and students and in the light of the availability or otherwise of other suitable childcare facilities in the locality.

The location of the premises within the college will be a matter for each individual college. However, it is important in determining the most suitable location to take into account the nature and use of the premises surrounding the campus. If the college is located in a residential area, a central location within the college complex would be preferable to a site on the boundary.

Those responsible for the choice of location should take into account the nature of the campus, whether it is on a restricted city centre site or spacious suburban location, in a commercial area or a more residential area.

Primary and Second-level Schools

In order to reduce the number of trips made by parents and guardians, the location of childcare facilities and schools in close proximity to each other would be desirable.

The use of school premises to cater for after-school care is recommended and school authorities are encouraged to examine how they can help address this demand.

Adequacy of Premises

The space requirements set out below relate to clear floorspace per child. Clear floorspace means that areas available for children's work, play and movement and should not include furniture, surplus to the requirements of the child, or permanent fixtures. Extraneous areas such as kitchens, halls, toilets, sleeping, and other ancillary areas are deemed to be separate.

Adequate and suitable facilities for a pre-school child to play indoors and outdoors during the day should be provided, having regard to the number of pre-school children attending the service, their age and the amount of time they spend in the premises.

The care of babies should be confined to the ground floor only.

Full Day Care Service	
Age of Child	**Clear Floor Area Per Child**
0–1 year	3.5 sq. m
1–2 years	2.8 sq. m
2–3 years	2.35 sq. m
3–6 years	2.3 sq. m

Part-time Day Care Service	
Age of Child	**Clear floor area per child**
0–1 year	3.5 sq metres
1–2 years	2.8 sq metres
2–3 years	2.35 sq metres
3–6 years	2.3 sq metres

Sessional Pre-school Service	
Age of Child	**Clear Floor Area Per Child**
0–6 years	2 sq. m

Pre-school Service in a Drop-in Centre	
Age of Child	**Clear Floor Area Per Child**
0–6 years	2 sq. m

Source: HSE, 2006, Childcare (Pre-school Services) (No 2) Regulations 2006, the Childcare (Pre-school Services) (No 2) (Amendment) Regulations 2006, p.52

Appendix 14

Safety and Security Design Guidelines

14.1 Safety and Security Design Guidelines

New developments and refurbishments should be designed to promote safety and security and avoid anti-social behaviour by:

- Maximising passive surveillance of streets, open spaces, play areas and surface parking.
- Avoiding the creation of blank facades, dark or secluded areas or enclosed public areas.
- Eliminating leftover pockets of land with no clear purpose.
- Providing adequate lighting.
- Providing a clear distinction between private and communal or public open space, including robust boundary treatment.
- Enabling residents to watch over the entrance to their home; recessed entrances should be avoided and front doors should also be overlooked from other houses or from well-trafficked public areas.
- Limiting access to the building to residents, their guests and others who have legitimate business in the building where it is necessary to use common entrances (e.g. in apartment blocks); common entrances should be arranged so that as few households as possible share each entrance.
- Locating back gardens next to other back gardens or secure private areas rather than on to roadways or other public areas.
- Ensuring that the layout and design of roads within residential areas encourages appropriate traffic volumes and speeds.
- Providing clear and direct routes through the area for pedestrians and cyclists with safe edge treatment, maintaining clear sight lines at eye level and clear visibility of the route ahead.
- Using materials in public areas which are sufficiently robust to discourage vandalism.
- Avoiding the planting of fast-growing shrubs and trees where they would obscure lighting or pedestrian routes; shrubs should be set back from the edge of paths.
- Consulting with An Garda Síochána crime prevention design advisor where appropriate; Dublin City Council will also have regard to the Guidelines on Joint Policing Committees as established under the Garda Síochána Act 2005, in order to ensure safe and secure communities.

Appendix 15

Access for All

15.1 Access for All

All planning applications for retail/ commercial developments are to include the following:

- A place to park adjacent to the building or complex for passengers with disabilities, as well as for drivers with disabilities.
- Dished or level crossings at all traffic junctions and the use of tactile paving and audible signals, where appropriate.
- Parking bays which are sufficiently wide to allow access for wheelchairs.
- A route from a parking place to the building that is level or ramped and unimpeded by steps.
- A visible, accessible entranceway and door to the building – not a separate 'disabled' entrance – which is easy to distinguish and must be under cover (revolving doors and frameless glass doors are considered to be hazardous).
- Sign-posting for the buildings which is legible and well-illuminated, with lettering and numerals embossed or raised, and names and numerals on doors at eye level.
- Pedestrian routes in open spaces or between buildings which are free from obstructions, pathways which are wide enough for people who use wheelchairs, and surfaces which are slip-resistant.
- In the case of changes in level, shallow ramps in addition to steps and stairways which are clearly marked and equipped with handrails.
- The careful siting of bollards, gully gratings and signposts to avoid hazards.
- Public toilets for people with disabilities, which are sited so that they are accessible and usable.
- Floor surfaces inside the building which are slip-resistant, and where there are changes in level, ramps as well as steps or stairways which are clearly marked.
- Where a building is multi-storey, a lift large enough for a wheelchair and a minimum of one other person, with controls that are usable from a seated position to serve all main circulation areas which provide facilities.
- Clear sign-posting and usability of amenities, e.g. lavatories and telephone.
- The improvement of access to existing buildings and their surroundings, as opportunities arise, through alterations, extensions and changes of use.
- An explanation of how surrounding roads, footpaths and sightlines will be linked.
- Illustrations of access to and access within the building itself.
- Diagrams showing how people can move to and through the place – including vehicles, bikes and pedestrians.
- Description of how levels change within the public spaces, including pavement and dropped kerbs.
- Specifications to show that disabled people will not be segregated but will be able to move around within a building at all levels and use the same entrances, corridors and rooms as everyone else without detour.
- Details of how access for the emergency services will be provided.
- Where appropriate within a building, sign-posting, illustrations and diagrams to inform the public in accessible formats for people with impaired vision.

Appendix 16

Guidance on Aparthotels

16.1 Aparthotels

An aparthotel can provide tourists and visitors with the flexibility, space and luxury of a fully furnished apartment managed and serviced like a hotel. Accommodation within an aparthotel can range in style and luxury from apartment suites containing a number of bedrooms, to open plan studio-style units.

It is not intended that any type of visitor accommodation, including aparthotels, is used or occupied by permanent households, including students. This would be contrary to the proper planning and sustainable development of the city and would also put pressure upon local services, e.g. schools, health and social services.

When assessing any application for an aparthotel, Dublin City Council will apply the following considerations:

- The proposed development will include, as a minimum, a fully serviced reception desk and administration facilities, concierge, security and housekeeping facilities and may contain entertainment and uses considered to be associated with the management of the aparthotel. The provision of food and refreshment facilities is also desirable but regard will be had to the level of amenities accessible within the immediate area.
- The design and layout of the aparthotel units should be such to enable the amalgamation of individual units to cater for the needs of visitors, especially families.
- In any application for an aparthotel, a range of different unit styles and sizes will be required in order to cater for the needs of visitors; the planning authority will resist the over-provision of single-bed aparthotel units and shall require a mix of unit sizes and styles.

If it is intended to convert the aparthotel units into residential units in the future, the standards for residential developments as set out in the development plan must be adhered to, including car parking standards and all private and public open space requirements. The planning authority will resist applications for change of use in cases where these standards are not reached, or in cases where the proposed development is contrary to the zoning objectives of the area.

Permissions for aparthotels will normally have a condition attached requiring planning permission from change of use from commercial short-term accommodation to residential.

Permissions for aparthotels will normally have a condition attached stating that the maximum occupancy period for the proposed development shall be two months.

Aparthotel units shall not be used for the purposes of providing student accommodation.

Appendix 17

Guidelines for Residential Extensions

17.1 Introduction

These guidelines contain general advice and design principles for residential extensions. The Planning and Development Regulations, 2001, (as amended) give exemptions for the construction of extensions to residential dwellings and there is a wide range of works which will fall within these exempted development provisions. The applicant's architect or agent should be able to advise on the extent of these exemptions and whether proposed works would require planning permission to be obtained.

Given the wide variety of house types and styles within Dublin city, it is not possible to deal with every type of addition. Rather, this document sets out a number of general principles that should be addressed in all cases and which will be applied by the planning authority in assessing applications for permission.

The guidelines should be interpreted in the context of the Development Plan Core Strategy, which promotes a compact city, sustainable neighbourhoods and areas where a wide range of families can live.

17.2 General Principles

New extensions, whether they are single or two-storey, have an effect on their immediate environment and accordingly the following general principles should be addressed in all proposals for extension. Proposals should:

- Not have an adverse impact on the scale and character of the dwelling.
- Have no unacceptable effect on the amenities enjoyed by the occupants of adjacent buildings in terms of privacy and access to daylight and sunlight.
- Achieve a high quality of design.

The following sections of this guidance document feature these principles in greater detail.

17.3 Residential Amenity Issues

It is important to make sure that any extension does not unacceptably affect the amenities of neighbouring properties. This includes privacy, outlook, daylight and sunlight. It is advisable to discuss your proposal with your neighbours prior to submitting a planning application.

17.4 Privacy

Extensions should not result in any significant loss of privacy to the residents of adjoining properties. Generally, windows overlooking adjoining properties (such as in a side wall) should be avoided. Where essential, the size of such windows should be kept as small as possible and consideration should be given to the use of high-level windows and/or the use of obscure glazing where the window serves a bathroom or landing.

Balconies will only be allowed where they are well screened and do not adversely overlook adjoining properties. The use of the roofs of flat-roof extensions as balconies can often lead to problems of overlooking.

17.5 Relationship Between Dwellings and Extensions

In cases where the backs of dwellings face each other or where the side of one dwelling faces the rear of a neighbouring property, a certain degree of separation is required to avoid any overbearing effect of one dwelling upon the other. With the emphasis on increased residential densities

and the consequent incorporation of a variety of unit types and sizes in schemes, the requirement for 22-m separation in such cases may no longer be applicable in all instances.

The acceptable reduction of such distances, however, requires a high standard of building design and layout particularly having regard to the height and inter-relationship between buildings, the use and aspect of rooms and relative floor levels. The exact distances applicable in such cases will be determined on a case-by-case basis having regard to the above criteria and other relevant development plan standards.

The planning system does not give neighbours 'a right to a view' and does not always prevent people's view from being blocked. However, extensions should be designed so as not to dominate or appear overbearing when viewed from adjoining properties.

17.6 Daylight and Sunlight

Large single or two-storey rear extensions to semi-detached or terraced dwellings can, if they project too far from the main rear elevation, result in a loss of daylight to neighbouring houses. Furthermore, depending on orientation, such extensions can have a serious impact on the amount of sunlight received by adjoining properties.

Consideration should be given to the proportion of extensions, height and design of roofs as well as taking account of the position of windows including rooms they serve to adjacent or adjoining dwellings.

17.7 Appearance

Most houses were originally designed and built as completed entities and did not take account of any need to incorporate future extensions. It is therefore necessary when considering the design of an extension to take account of the following criteria:

- The extension should not dominate the existing building and should normally be of an overall shape and size to harmonise with the existing house and adjoining buildings; the original appearance should be the reference point for any consideration of change that may be desired.
- The materials used should ideally be the same as those used on the existing building; features such as windows and doors on the new extension should relate to those on the original building in terms of proportion.
- Extensions to the front, which significantly break the building line, should be resisted.

17.8 Subordinate Approach

The subordinate approach means that the extension plays more of a 'supporting role' to the original dwelling. In general, the extension should be no larger or higher than the existing.

17.9 Materials

Care should be taken in all extensions to ensure that the new extensions integrate with the original building as far as possible. In addition to appropriate form and scale, the maximum use of matching materials between old and new will greatly assist this integration. Considerable care and thought should be given to materials, which harmonise with the existing building and consideration should be given to the changes which occur in their appearances due to age and weathering. The illustrations shown below give an example of how to integrate a new extension successfully with the original building.

Figure 1

Example of an acceptable use of materials:

A. Rendering to extension matching that of the original house

B. Brickwork matches

C. Roof material

D. Window form and design matches original

Figure 2

Example of an unacceptable use of materials:

A. Windows do not relate to or line up with the original.

B. Inappropriate tiles.

C. Classical garage with neo-colonial doors.

D. Railings to the top of the extension.

Figure 3

A minimalist contemporary box style may be acceptable.

17.10 Contemporary Extensions

Although the general advice in this document is to match the existing building and to fit in with the neighbourhood, Dublin City Council also supports good contemporary designs. A contemporary or modern approach, providing unique designs, can offer a more imaginative solution to an unusual dwelling type or a contrast to a traditional building and are still required to take account of the design issues outlined in this document. Contemporary solutions should not detract from the character of an area and undeniably, if well designed, can make a positive contribution to the streetscape and the character of the area.

17.11 Roof Extensions

The roofline of a building is one of its most dominant features and it is important that any proposal to change the shape, pitch, cladding or ornament of a roof is carefully considered. If not treated sympathetically, dormer extensions can cause problems for immediate neighbours and in the way a street is viewed as a whole.

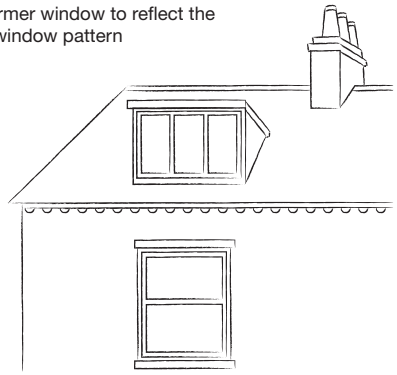
When extending in the roof, the following principles should be observed:

- The design of the dormer should reflect the character of the area, the surrounding buildings and the age and appearance of the existing building.
- Dormer windows should be visually subordinate to the roof slope, enabling a large proportion of the original roof to remain visible.
- Any new window should relate to the shape, size, position and design of the existing doors and windows on the lower floors.
- Roof materials should be covered in materials that match or complement the main building.
- Dormer windows should be set back from the eaves level to minimise their visual impact and reduce the potential for overlooking of adjoining properties.

Figure 4

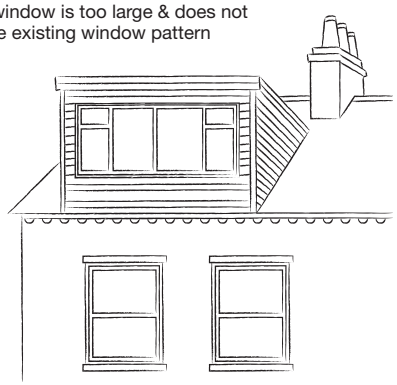
Acceptable

Small dormer window to reflect the existing window pattern



Not Acceptable

Dormer window is too large & does not reflect the existing window pattern



17.12 Porches

It is important to try to avoid abutting porches close to existing windows, and where front doors are paired, a joint scheme with the neighbouring owner should be considered. The design should complement the main house.

Figure 5

Figure 6

17.13 Sustainable Design

Dublin City Council encourages and supports a sustainable approach to new build, alterations and extensions. Extending your home provides an ample opportunity to incorporate sustainability into your scheme. Practices such as the re-use of building materials, e.g. roof tiles/slates and bricks, increased insulation and rainwater harvesting techniques, to name but a few, will improve the environmental performance of a property.

17.14 Solar Panels

An increasing number of homeowners are using solar thermal panels that produce hot water and photovoltaic panels that produce electricity. Solar systems can be installed in the roof space of a dwelling similar to roof lights. Any solar thermal panels that are installed on or in roofs should not unduly dominate the roof and should be sensitive to the character, colour and style of the existing roof. The Planning and Development Regulations 2007 (S.1 No. 83 of 2007) set out planning exemptions for micro-renewable energy technologies for domestic houses including solar panels, heating systems and wind turbines.

17.15 Green Roofs

A green roof is a roof of a building that is partially or completely covered with vegetation and soil, or a growing medium, planted over a waterproofing membrane. Green roofs benefit our environment by enhancing biodiversity, reducing flood risk (by absorbing heavy rainfall and reducing or slowing down run-off) and also provides insulation.

Useful Websites

Sustainable Energy Authority of Ireland
www.seai.ie
Department of the Environment, Community and Local Government
www.environ.ie

Appendix

18

Taking in Charge of Residential Developments

18.1 Introduction

This section sets out Dublin City Council's policy in relation to the efficient and timely taking-in-charge of residential developments, including the public services relating to apartment blocks in accordance with Dublin City Council's 'Policy For the Taking-In-Charge of Residential Developments', 2012.

This section sets out the circumstances in which a request for the taking-in-charge will be considered. The conditions to be met and procedures to be followed are set out in the later sections of this policy document.

Section 180 of the Planning and Development Act 2000, as amended, provides for the taking-in-charge of residential developments by local authorities. This section provides that when a development has been completed in accordance with planning permission, the planning authority shall initiate procedures under Section 11 of the Roads Act 1993 to take it in charge, if requested to do so by the developer or by a majority of owners of the houses involved. A mandate from owners may be requested or a plebiscite of owners may be held to confirm their intent.

When a request for taking-in-charge has been received within seven years of the date of expiry of the planning permission, and the development has been completed in compliance with the permission granted, with no enforcement proceedings having been commenced, the authority must comply with the requirements of Section 11 of the Roads Act 1993. Where an order is made under the Roads Act, roads, public open spaces, public car parks, sewers, water mains and service connections and other services as outlined in this policy document shall be taken in charge.

When a request for taking-in-charge has been received within seven years of the date of expiry of the planning permission and the development has not been completed in compliance with the planning permission granted, enforcement action may be instigated against the developer.

Where the development has not been completed to the satisfaction of the planning authority and:

- Enforcement action has been commenced within seven years of the date of expiry of the planning permission;
- The planning authority considers that enforcement proceedings will not result in the satisfactory completion of the development by the developer;

then the planning authority may, at its absolute discretion, initiate the relevant procedures under the Roads Act 1993 to take some or all of the services in charge, at any time after the expiry of the planning permission when requested to do so by the majority of the owners of the houses in question.

When a request for taking-in-charge has been received more than seven years after the expiry of the planning permission and the development has not been completed in compliance with the planning permission granted, enforcement action cannot be commenced. The authority must comply with the requirements of Section 11 of the Roads Act, and where an order is made under the Roads Act, open spaces, roads, car parks, sewers, water mains and service connections and other services shall be taken in charge.

Taking-in-charge can also be instigated outside of the provisions of Section 180 of the Planning and Development Act 2000, as amended, where the authority is obliged to do so by condition of the final grant of permission. Taking-in-charge procedures are commenced following a request by the developer. The development must be completed in compliance with the planning permission granted prior to release of security or the commencement of any taking-in-charge procedures.

18.1.1 Recovery of Costs

Where the planning authority incurs costs in taking-in-charge a development in the circumstances outlined in section 18.1, the planning authority may apply any security or bond lodged for the satisfactory completion of the development.

In addition, where the planning authority undertakes works necessary for the completion of services to be taken in charge within attendant grounds of the development or works necessary to make the development safe, in the circumstances outlined in section 18.1, the planning authority may recover the costs of works from the developer as a simple contract debt.

18.1.2 Management Companies

Where, following receipt of a developer's proposal during the planning process for establishment of a management company for a development, a condition is included in the planning permission that a properly constituted management company, as provided for in the Multi-unit Developments Act 2011, be established for the purpose of maintaining the public lighting, roads, footpaths, parking areas, services and open spaces within the development, The said public lighting, roads, footpaths, etc. shall, on completion of the development, be conveyed to the management company.

Any security lodged with the planning authority for such a development shall be released upon the completion of works to the satisfaction of Dublin City Council.

Other Private Residential Developments

For all other private residential developments, the following elements of a development will be considered by the council for taking-in-charge, subject to the conditions and requirements indicated below:

- Public roads and footpaths
- Water mains and service connections within the meaning of the Water Services Act 2007
- Surface water and foul sewers
- Public open spaces/landscaping
- Public lighting
- Unallocated surface parking areas
- Wastewater treatment plants and associated buffer zones
- Fire services, including fire hydrants
- Playgrounds, where these are required by condition of a planning permission
- Potable treatment plants and any associated protection zones
- Site boundaries which are abutted by open spaces, public roads or public footpaths, either existing or proposed
- Boundaries between private property and public open spaces, roads, footpaths will remain the responsibility of the property owner.

Liability for elements of a development to be taken in charge shall remain with the developer, management company and/or property owners until such a time as Dublin City Council takes them in charge.

18.2 General Conditions to be Met

The development is an authorised development, constructed in accordance with the planning permission granted (allowing for the instances outlined in section 18.1).

All development contributions and connection fees have been paid in full (allowing for the instances outlined in section 18.1).

The developer may request to have the development taken in charge by written submission to the relevant local authority.

Any bond or security lodged with the planning authority will be released on completion of the works to the satisfaction of Dublin City Council.

All infrastructure and services to be taken in charge shall be constructed in accordance with the planning permission granted and all associated conditions.

The standards for completion will be those applicable at the date of the grant of planning permission, unless otherwise agreed.

The developer shall furnish evidence to the council that any necessary wayleaves for services affecting the lands concerned are reserved forever in the transfer documentation to house purchasers.

When a taking-in-charge request is being made, three copies of 'as constructed' drawings (scale 1:500) of the development shall be submitted to the council. At the request of Dublin City Council, these drawings may be required in digital format. The drawings shall indicate the following information:

- The estate boundary depicted in red, open spaces coloured green, all roads, footpaths and public lights.
- All services including water mains, valves, hydrants, sewers, road gullies, Telecom ducts/poles, ESB ducts/poles, cablelink (NTL) ducts and all manholes.
- The invert and cover levels of all manholes shall be indicated relative to Malin ordnance. The gradients of all sewer sections shall be indicated on the drawings.

Subsequent to a request being lodged with the council for taking-in-charge of an estate, the council will, in conjunction with the developer, carry out inspections of the estate.

The phased taking-in-charge of a development may be considered where phases are completed and which are in isolation of the remainder of the development, have unique access points on to the public road and have a clear demarcation between the phases. Any bond or security lodged with the planning authority attributable to such phases of a development will be released on satisfactory completion of the works.

Under current Health and Safety legislation, a safety file containing information relevant to the development works must be submitted to the planning authority, on completion of a development, with any request for the development to be taken in charge.

18.3 Timeframe from Date of Approach

Upon receipt of a request to have a residential development or a phase of a residential development taken in charge, the following timeframe shall apply to the overall process:

i. Within two weeks of receipt of the request for taking-in-charge, the local authority shall acknowledge receipt of the request and outline any requirements.

ii. Within two months of receipt of a valid request for taking-in-charge, the local authority shall, in conjunction with the developer, carry out a comprehensive inspection of the development or phase of development and notify the developer in writing of any outstanding issues associated with the satisfactory completion of the development, within one month of the relevant inspection.

iii. The developer shall, within one month of receipt of details of outstanding issues from the local authority, arrange for completion of the said works, and notify the local authority when works are completed. If works cannot be carried out within that period the developer must notify the local authority as to when the works will be completed. That period shall in any event not exceed six months from the date of receipt by the developer of outstanding issues from the local authority.

iv. The local authority shall, within one month of being notified of completion of the works at (iii), arrange for final inspection of the estate to determine the satisfactory completion of the said outstanding issues as identified at (ii).

v. Upon final inspection of the estate or phase of estate and satisfactory completion of the works, the local authority shall release that element of the security lodged to secure completion of the works and proceed to take the residential development or phase of the residential development in charge. All reasonable efforts shall be utilised to ensure that formal procedures are completed for the taking-in-charge process with minimum delay.

vi. Where the development is found on the first two inspections to be incomplete, then any subsequent inspection will be carried out at a fee of €50 per residential unit (minimum fee of €2,000) until the final inspection where taking-in-charge can be recommended.

The developer shall transfer or convey to the council, by deed of dedication, all of the land contained in the planning permission that are to be taken in charge.

In the event that land to be used as open space is to be taken in charge, the title of any such land must be transferred to Dublin City Council at the time of taking-in-charge.

18.4 Standards Required

The roads, public lighting and footpaths shall be taken in charge in conjunction with water mains and service connections, sewers and public open spaces. All services and infrastructure to be taken in charge shall be constructed in accordance with the planning permission granted.

18.5 Security Bond

The bond/security will only be released when the development has been taken in charge by Dublin City Council and/or on completion of works to the satisfaction of Dublin City Council.

Where the local authority incurs any cost in association with the taking-in-charge of a development, the bond/security shall be forfeited in whole or in part.

18.6 Enforcement

In the event that a development has not been completed within the appropriate period, enforcement procedures in accordance with the Planning and Development Act 2000, as amended, will be commenced.

Appendix 19

Outdoor Advertising Strategy

19.1 Outdoor Advertising Structures

Dublin is a unique city where high-quality architecture of all periods combines with a strongly defined urban form of streets, squares and spaces to create a dynamic metropolis with a very special sense of place. To build on Dublin's physical assets and to generate an urban realm of the highest possible quality, this individual quality of place needs to be nurtured and enhanced through creative, intelligent and co-ordinated intervention. Significant, under-utilised value exists in the public domain which, if carefully harnessed, can provide the means by which the city of Dublin can generate public realm improvements without compromise to the character of the city. These improvements could improve street architecture, surface improvements, enhanced access to public services and a more attractive city. Such improvements can be facilitated through a managed programme of on-street outdoor advertising.

In order to manage an effective programme of outdoor advertising, the city council has developed a policy based on geographical zones. These zones cover all parts of the city, ranging from areas of architectural, historical and cultural sensitivity, to residential areas, to areas of little architectural or historic significance. Based on these zones, a range of controls and policies have been developed for each zone ranging from the prohibition of outdoor advertising in the most sensitive areas to more general controls in less sensitive areas where certain types of advertising will be considered. Consideration will be also be given to the need for sensitive treatment and an appropriate transition at the interface between zones. These zones have been organised into development management categories, which can be classified as follows:

Zone 1: This zone encompasses those areas that are most vulnerable and sensitive and primarily relates to the Georgian area of Dublin city. There is a strong presumption against outdoor advertising in this zone.

Zone 2: This zone of significant urban quality comprises retail and commercial uses. In this zone, outdoor advertisement may be permitted subject to special development management measures.

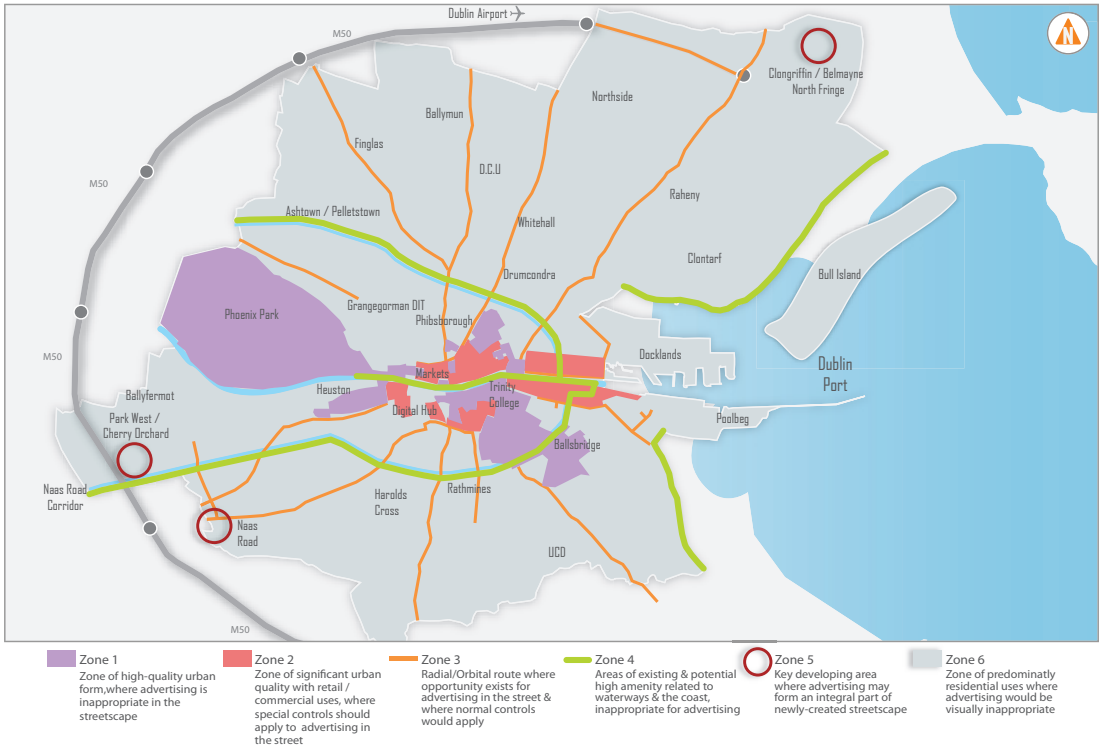
Zone 3: The radial routes leading into and out of the city are areas where opportunity exists for the managed provision of outdoor advertising. Subject to compliance with the development management standards, as set out in Section 6, the development of outdoor advertising in this zone will be open for consideration.

Zone 4: Zone of existing and potential high amenity related to the waterways and the coast inappropriate for advertising. This zone includes the river Liffey corridor, the canal corridors and along the campshires in the Docklands. There is a strong presumption against outdoor advertising in this zone.

Zone 5: Zone of significant urban development where advertising could form an integral part of newly created streetscapes. This zone relates to certain strategic development and regeneration areas (SDRAs) where advertising may form part of new streetscapes, having regard to the need to protect residential amenities. Subject to compliance with development management standards, the development of outdoor advertising in this zone will be open for consideration.

Zone 6: This zone consists of areas predominantly residential in character where outdoor advertising would be visually inappropriate. Within this zone, there are also large-scale tracts of commercial land-use which have a separate robust character and may have the potential to accommodate outdoor adverting.

Figure 2: Zones of advertising control



19.2 Public Realm: A Co-ordinated Approach

The preferred location for outdoor advertising panels in the city is on public thoroughfares, distributor roads and radial routes contained within Zones 2, 3 and 5 as indicated in Figure 2 overleaf showing Zones of Advertising Control. The provision of outdoor advertising panels in the public realm will enable the city council to adopt a co-ordinated approach to the management of the city's advertising activity and to encourage better quality signage in more appropriate locations.

In order for Dublin City Council to create a clutter-free, high-quality public domain complete with appropriate and complementary street furniture, the council will seek the removal of unsightly and outdated advertising structures. The city council will promote the phased removal of existing ninety-six and forty-eight sheet advertising panels as part of the overall enhancement of the public realm.

Any new applications for outdoor advertising structures will generally require the removal of existing advertising panels, to rationalise the location and concentration of existing advertising structures. Ninety-six sheet and forty-eight sheet advertising panels will no longer be permitted and any new applications for advertising structures must relate to the scale of the buildings and streets in which they are to be located.

In order to achieve a coherent and standardised typology for outdoor display panels, Dublin City Council has a preference for smaller types of advertising panels such as six-sheet size advertising panels and 8 sq.m advertising structures. The appropriate size will be determined with regard to the streetscape quality and character of the urban fabric and in accordance with the provisions of this outdoor advertising strategy.

The provision of all advertising in the city centre will be monitored and controlled in order to prevent the creation of undesirable visual clutter and to protect environmentally sensitive areas and buildings.

Any upgrading of existing outdoor advertising (e.g. trivision, scrolling, electronic) will only be permitted if it is acceptable in amenity/safety terms and an agreement is made to decommission at least one other display panel in the city and to extinguish the licence for that panel. The purpose of this measure is to ensure that other operators do not use the site.

In order to enhance, protect and secure the architectural integrity and to prevent unwelcome litter pollution, there is a presumption against the granting of permission for advertising hoardings or signage on all Luas bridges and railway bridges unless the proposals provide for the removal and/or the rationalisation of existing display panels to significantly improve visual amenity.

In exceptional circumstances, applications for advertising display panels may be considered in zones where advertising structures would not normally be permissible. In such instances, temporary display panels may be approved where they can be used for the screening of building sites or land which are aesthetically unsightly. Notwithstanding the temporary nature of such signage, it will still be necessary to ensure the protection of the special architectural quality and character of conservation areas. Under no such circumstances, however, will permanent permission be granted and all such permissions will be of a temporary nature.

Advertising signs, separately, or more particularly in groups, can often cause injury to visual amenities, and can detract from the appearance of an area or a building; this is especially so when they are out of scale and character with their surroundings. They can also be a major distraction to road users and frequently result in traffic hazard. It is the policy of the planning authority to strictly control all advertising signs in relation to their location, design, materials, function and operation.

19.3 Illuminated Signs

Illuminated signs in appropriate locations can provide both information and colour in the townscape after dark. Accordingly, the following guidelines will apply, in conjunction with the provisions of the general outdoor advertising strategy and with regard to the zones of sensitivity:

- The type of illuminated signs, internally or externally illuminated, individual letters, and neon tubes should be determined by consideration of the design of the building and its location, as well as the potential for low-energy options.
- The design of an illuminated sign should be sympathetic to the building on which it is to be displayed and should not obscure architectural features such as cornices or window openings in the area; on new buildings they should be part of the integral design.
- The daytime appearance when unlit will be considered.
- Sky signs, i.e. signs that project in any part above the level of a building parapet or obtrude on the skyline, are regarded as objectionable in principle and will not be permitted.
- Internally illuminated scrolling signs, or signs with exposed neon tubing, are generally not acceptable.
- Illuminated signs with the use of electronic visual display technology such as LED (light emitting diode) and LCD (liquid crystal display) will be considered having regard to the Advertising Management Standards, as set out in section 19.6 of this appendix.
- The number of illuminated signs in the vicinity of the site will be taken into consideration when assessing proposals.

19.4 Advertising on Bus Shelters

Large, internally illuminated advertising panels on bus shelters can detract from the visual appearance of protected structures, conservation areas and residential conservation areas, and in these instances will not generally be permitted.

In considering applications for bus shelters, the planning authority will have regard to the particular circumstances of each case, such as location, scale and type of advertising proposed, and the effect on the amenities of the area and the streetscape, as well as the provisions and zones of sensitivity as set out the general outdoor advertising strategy.

19.5 Implementation of the Outdoor Advertising Strategy

The council will take enforcement measures to secure the removal of unauthorised advertisements from private property and will remove unauthorised advertisements from public areas.

Where appropriate, the council will use the powers available under section 209 of the Planning and Development Act 2000 (or as may be amended) to repair, tidy or remove advertisement structures or advertisements, or the provisions of the Litter Act.

Dublin City Council will evaluate all planning applications for signs in relation to the surroundings and features of the buildings on which they are to be displayed, to the number and size of signs (both existing and proposed) and the potential for the creation of undesirable visual clutter.

Permissions for outdoor advertising in certain instances, where appropriate as determined by the planning authority, may be limited to a maximum of three years in the first instance to enable the position to be reviewed by Dublin City Council in the light of changing circumstances at the end of that period.

Non-essential advertising structures, or any advertising structures which would impact injuriously on amenity, the built environment or road safety, and to secure the removal of unauthorised signs, will be restricted.

19.6 Advertising Development Management Standards

Applications for new advertising structures on private lands (adjacent to primary routes) will be considered having regard to the following:

- The geographical zone in which the site is located, as set out in the figure showing zones of advertising control.
- The rationale for the proposed advertising structure, including proposals for the removal and/or rationalisation of existing outdoor advertising structures.
- The concentration of existing advertising structures in the area.
- The design of the advertising panel and the use of high-quality materials.
- The scale of the panel relative to the buildings, structures and streets in which the advertising panel is to be located.
- Impact on the character of the street and the amenities of adjoining properties.
- Advertising panels will not be permitted where they interfere with the safety of pedestrians, the accessibility of the public footpath or roadway, the safety and free flow of traffic or if they obscure road signs.
- Impact on the character and integrity of Architectural Conservation Areas, Protected Structures and Conservation Areas.
- Proposals must meet the safety requirements of the Transport Infrastructure Ireland (TII), where appropriate.

Appendix 20

City Performance Indicators

20.1 City Performance Indicators

The delivery and performance of the Dublin City Development Plan will be measured against the following indicators. These are broad-ranging, from planning statistics and environmental data, to transport and economic data (See chapter 13 for detail). A biennial report will be produced with relevant commentary to give a full overview.

A pilot project to incorporate indicators within defined urban villages shall be undertaken within the lifetime of the plan. Indicators that can be obtained or gathered locally include percentage green space per capita, transport modal split of residents, housing composition, children's play areas, etc.

20.2 Planning Statistics (Key Performance Indicators)

a) Total number of valid planning applications received

b) Number of applications received online (e-planning)

c) Development contributions - total payments received

d) Vacant land study update

20.3 Housing-related

a) Total dwellings commenced and completed (a KPI)

b) Housing land availability (from Housing Land Availability Study)

c) Residential rents (Private Residential Tenancies Board data)

d) Residential property price index – Dublin (available from Central Statistics Office)

20.4 Environmental Data

a) Air quality data (Environmental Protection Authority)

b) Environmental noise levels

c) Bathing water quality (measured at Dollymount, Sandymount. Merrion Strand and Shelley Banks)

d) Carbon reduction

e) Energy performance

20.5 Commercial/Employment-related

a) Office floorspace quantum

b) Dublin city centre office rents

c) Dublin office vacancy rate

d) Unemployment rate (census)

e) Innovation

20.6 Movement and Transport

a) Canal cordon counts; cycle and pedestrian

b) City centre footfall figures (via Dublinked site)

c) Dublinbikes; annual number of trips

20.7 Tourism and Visitors

a) Overseas visitors Figures

b) Hotel room occupancy levels

20.8 Economic Data

a) Seaport cargo figures

b) KBC/ESRI Dublin overall consumer sentiment

c) MARKIT Dublin purchasing managers' index (PMI)

d) Dublin's latest international rankings

20.9 Wellbeing

a) Happiness

Appendix 21

Land-use Definitions

21.1 Land-Use Definitions

The definitions of various uses, which appear in the land-use zoning, are for guidance only. Where a use is not defined in this appendix, the definition to be used will be as set out in the planning acts and regulations.

Advertisements and Advertisement Structures

Any word, letter, model, balloon, inflatable structure, kite, poster, notice, device or representation employed for the purpose of advertisement, announcement or direction. The definition includes any structure on which the advertisement is mounted, such as a hoarding, scaffold, framework, pole, standard, device or sign (whether illuminated or not), and which is used or intended for the use of exhibiting advertisements, or any attachment to a building or structure used for advertisement purposes.

Amusement/Leisure Complex

A building, or part thereof, used for the playing of gaming machines, video games or other amusement machines as defined in Article 5 of the Planning and Development Regulations, 2001, as amended. It may also include a bowling alley, quasar complex, pool or snooker hall, or children's indoor play centre.

Ancillary Use

A use which is incidental to the principle use of premises. For example, shops often have floorspace not accessible to customers which is used for storing goods for sale.

Aparthotels

An aparthotel is a building, or part thereof, containing a minimum of eight self-serviced short-term accommodation units that share a reception area. The building is professionally managed in the same manner as a hotel, where accommodation is provided in the form of apartments or suites within a fully serviced building, offering the comfort and security of a hotel with the amenity of a fully furnished apartment.

Bed and Breakfast

A building, or part thereof, where sleeping accommodation and breakfast are available solely to residents. Such an establishment is distinguished from a guesthouse, which is regarded as a more intensive form of land-use where the possibility of additional meals to be provided for residents exists.

Betting Office

Premises for the time being registered in the Register of Bookmaking Offices kept by the revenue commissioners under the Betting Act, 1931, as amended.

Boarding Kennels

A building, or part thereof, or land used for the temporary accommodation of dogs and cats for reward.

Buildings for the Health, Safety or Welfare of the Public

Use of a building as a health centre or clinic or for the provision of any medical or health services (but not the use of a house of a consultant or practitioner, or any building attached to the house or within the curtilage thereof, for that purpose), hospital, hostel (where care is provided), retirement home, nursing home, day centre and any other building for:

- The provision of residential accommodation and care to people in need of care (but not the use of a dwelling house for that purpose);
- The use as a residential school, college or training centre.

Car Park

A building, or part thereof, or land (not being part of the public roadway) used for the parking of mechanically propelled vehicles, excluding heavy commercial vehicles. Car parks, if ancillary to a use such as recreation, may be included within the definition of the principal use. Car parks are to be taken also as multi-storey and underground structures. Car parks for public transport users: see under Park and Ride.

Casual Trading

Refers to on-street trading from pitches designated by the city council.

Childcare Facility

(Early Childcare Care and Education and School-age Childcare Services)

(1) Sessional Services
Sessional pre-school services means a pre-school service offering a planned programme to pre-school children for a total of not more than three-and-a-half hours per session. Services covered by the above definition may include pre-schools.

Playgroups, crèches, Montessori pre-school, naíonraí, registered childminders or similar services which generally cater for pre-school children in the 0–6 age bracket.

(2) Part-time Day Care
'Part-time day care' means pre-school service offering a structured day care. Service for pre-school children for a total of more than three-and-a-half hours and less than five hours per day and which may include a sessional pre-school service for pre-school children not attending the part-time day care service.

(3) Full Day Care Services
'Full Day Care Service' means a pre-school service offering a structured day care service for pre-school children of more than five hours per day; and which may include a sessional pre-school service for pre-school children not attending the full day care service.

(4) Childminding Service
'Childminding Service' means a pre-school service which may include an overnight service offered by a person who single-handedly takes care of pre-school children, including the childminder's own children, in the childminder's house for a total of more than two hours per day, except where the exemption provided in section 58 of the Childcare Act 1991 apply.

(5) Pre-school Service in a Drop-in Centre and in a Temporary Drop-in Centre
'Pre-school service in a drop-in centre' means a pre-school service offering day care, which is used exclusively on an intermittent basis. 'Pre-school in a temporary drop-in centre' means a pre-school service offering a day care exclusively on a temporary basis.

(6) Overnight Pre-school Service
'Overnight pre-school service' means a service in which pre-school children are taken care of for a total of more than two hours between the hours of seven p.m. and six a.m. except where the exemptions provided in Section 58 of the Childcare Act 1991, as amended, apply.

Community Facility

A building or part thereof used for (community) activities organised primarily by the local community and to which the public may be admitted on payment of a charge or free of charge.

Civic Amenity/Recycling Centre

A facility to which materials can be brought for sorting and subsequent recycling. This can include bring banks and bring centres which are facilities to which materials such as glass, cans, paper, textiles and plastics, which often cannot be put in the household green bin collection, can be brought for sorting, storage and subsequent recycling.

Creative Industries

Those industries which have their origin in individual creativity, skill and talent and which have a potential for wealth and job creation through the generation and exploitation of intellectual property[1]. The current definition recognises eleven creative sectors: Advertising; Architecture; Arts and Antique Markets; Crafts; Design; Designer Fashion; Film, Video and Photography; Software, Computer Games and Electronic Publishing; Music and the Visual and Performing Arts; Publishing; Television and Radio.

Cruise shipping and marine services

The facilitation of marine-related services taking place in a port area, including the provision of any supporting buildings or infrastructure. In relation to cruise shipping, this also relates to the provision of a terminal facility/facilities that would also provide for ancillary, supporting retail uses.

Cultural/Recreational Building

A building, or part thereof, used for purposes of a concert hall/music hall, theatre, conference centre, cinema, bingo hall, swimming pool, skating rink, gymnasium, squash centre, health studio, and most indoor sports facilities not involving the use of firearms or motorised vehicles. It also includes:

- An art gallery (but not for the sale or hire of works of art)
- A museum
- A public library or public reading room
- A public hall
- An exhibition hall
- A social centre, community centre, or non-residential club, but not a dance hall.

Delicatessen

A shop premises selling mainly gourmet cold food (no fried foods), which is a distinct use from the shop class and includes grocers.

Education

The use of a building, or part thereof, or land as a school, college, technical institute, academy, lecture hall or other educational function. Such activities may be controlled in particular land-use zonings regarding hours of operation.

Where a building or part thereof, on the same site as an educational use or on an adjoining site, is designed for use or is used as a residence for staff or pupils, such a use is regarded as educational.

1 Department of Culture, Media and Sport, UK, 2001

Embassy

A building, or part thereof, or land used by a foreign government for diplomatic purposes or conduct of relations between nations. The use may include a residential content for the staff of the embassy which is ancillary to the embassy activities. The use does not include a foreign trade delegation or trade office.

Embassy: Residential

A building, or part thereof, or land used by a foreign government for diplomatic purposes, primarily being a residence for embassy staff or consular officials where non-residential use is subordinate and ancillary to the use of that building as a residence. The use does not include a foreign trade delegation or trade office.

Embassy: Office

A building or part thereof, or land used by a foreign government for diplomatic purposes, where the use of the building is primarily commercial and where the residential content is minimal, which may include a foreign trade delegation, trade office or public embassy offices.

Enterprise Centre

Use of a building, or part thereof, or land for small-scale 'starter type' industries and services usually sharing grouped service facilities.

Funeral Home

Use of a building, or part thereof, for the laying out of remains, the holding of burial services, and the assembling of funerals. A building, or part thereof, used solely for making funeral arrangements is considered to be an office use.

Garages

Motor repair: a building, or part thereof, or land used for providing lubrication, repair or mechanical services to vehicles. It may also be used for the supply of fuel, washing facilities and the sale of vehicles or spare parts. (See also Petrol Stations.)

Private: a building, or part thereof, or land used for the overnight storage of cars on a private basis where no sales or services are provided.

Motor Sales Outlet/Showroom: a building, or part thereof, or land used for the display and/or sale of motor vehicles, excluding the sale of spare parts or accessories. A motor sales outlet is not a shop.

Garden Centre

The use of land, including buildings, for the cultivation, storage and/or the display and sale of horticultural products and the display and sale of related goods and equipment.

Golf Club

Includes pitch and putt courses, ancillary car parking and the provision of a clubhouse.

Goods Convenience

Examples of such goods are food, alcoholic and non-alcoholic beverages, tobacco, and non-durable household goods.

Goods Comparison

Examples of such goods are clothing and footwear, furniture, furnishings and household equipment (excluding non-durable foods), medical and pharmaceutical products, therapeutic appliances and equipment, educational and recreation equipment and accessories, books,

newspapers and magazines, goods for personal care and goods not elsewhere classified.

Guest House

A building, or part thereof, where sleeping accommodation, meals and other refreshments are available to residents and non-residents, and which has a minimum of five rooms and no more than nineteen rooms.

Halting Site

An area provided for residential use by members of the Travelling Community to include both caravan parking and limited storage by members of the Travelling Community residing on the site.

Home-Based Economic Activity

Small-scale commercial activities carried out by residents of a dwelling being subordinate to the use as a single-family dwelling.

Hostel: Class 6

A building, or part thereof, which would provide meals, sleeping accommodation and maybe other refreshments and entertainment to residents only, and is other than a hostel where care is provided.

Hotel

A building, or part thereof, where sleeping accommodation, meals and other refreshments and entertainment, conference facilities, etc., are available to residents and non-residents, and where there is a minimum of twenty rooms en-suite. A hotel includes an aparthotel which is defined separately in this appendix.

Industrial Building

An industrial building is a structure (not being a shop or a structure in or adjacent to and belonging to a quarry or mine) used for the carrying on of any industrial process. Uses are ancillary to an industrial use, e.g. car parks and offices are included in the definition.

Industrial Building (light)

A light industrial building means an industrial building in which the processes carried on or the plant or machinery installed are such as could be carried on or installed in any residential area without detriment to the amenity of that area by reason of noise, vibration, smell, fumes, smoke, soot, ash, dust or grit.

Industrial Process

Means any process which is carried on in the course of trade or business other than agriculture and which is for or incidental to the making of any article or part of an article (including a vehicle, aircraft, ship or vessel, or a film, video or sound recording), or the altering, repairing, ornamenting, finishing, cleaning, washing, packing, canning, adapting for sale, breaking up or demolition of any article, including the getting, dressing, or treatment of minerals.

Internet Cafés and Call Centres

An internet café is an outlet where the service is principally to visiting members of the public and consists of the provision of access to online computer services including the internet and email with or without limited restaurant facilities.

A call centre is an outlet where the service is to visiting members of the public and consists principally of the provision of telephone and communication services.

Live-work units

Live-work units are commercial units designed to accommodate a residential element, such as an apartment. Live-work units are used for business/enterprise to provide for the following uses: office, medical and related consultants, data processing, software development, media-associated uses, publishing and film production, artists' and crafts studios, home-based economic activity and creative industries.

Medical and Related Consultants

This applies to the use of part of a dwelling by a medical doctor or related consultant or those engaged in paramedical consultancy. In either case, the practitioner must also be the occupier of the dwelling.

Neighbourhood Shop

– see under Shop

Nightclub

A building, or part thereof, in which dancing or the performance of music or cabaret with the service of food or beverages is the primary function, at hours between six p.m. and six a.m.

Office

A building in which the sole or principal use is the handling and processing of information and research, or the undertaking of professional, administrative, financial, marketing or clerical work, and includes a bank or building society but not a post office or betting office.

Off-licence

A building which is licensed and used for the sale of intoxicating liquor for consumption off the premises, including wines, beers and spirits.

Off-licence (Part)

A part off-licence is a building where the main use is the sale of convenience retail goods to members of the public and contains a subsidiary area of the premises which is licensed and used for the display and sale of intoxicating liquor, including wines, beers and spirits, for consumption off the premises.

Open Space

Any land, including water, (active or passive use) whether enclosed or not, on which there are no buildings, (or not more than 5 per cent is covered with buildings), and the remainder of which is laid out as a garden/ community garden or for the purposes of recreation, or lies vacant, waste or unoccupied. It also includes school playing fields, playgrounds, urban farms, forests, allotments and outdoor civic spaces, passive play areas and outdoor exercise facilities.

Park and Ride Facility

Car park to facilitate the users of private cars to complete their journey by public transport.

Petrol Station

A structure or land used for the retail sale of petrol, diesel, gas for motor vehicles, motor oils, car parts or accessories, and the provision of minor services required in transit (air, water or car wash and vacuum). It excludes a commercial garage for motor sales but may include a retail element, depending on location and subject to the controls outlined in Chapter 14.

Pigeon Loft

Any structure, whether purpose-built or not, used for the housing of pigeons which are kept for the purpose of pigeon racing or for any other purpose related to pigeon keeping.

Place of Public Worship

A building, or part thereof, or land used as a church, chapel, oratory, mosque, temple, synagogue, meeting house or other place of public devotion. It also includes use of such a structure for the social or recreational activities of the religious body using the structure. This definition also includes use as a monastery or convent.

Public House

A building, or part thereof, or land licensed for the sale of intoxicating liquor to the public, and may also include an off-licence premises as an ancillary use. Such premises are regarded as business premises.

Public Service Installation

A building, or part thereof, a roadway or land used for the provision of public services. Public services include all service installations necessary for electricity, gas, telephone, radio, telecommunications, television, data transmission, drainage, including wastewater treatment plants and other statutory undertakers: bring centres, green waste composting centres, public libraries, public lavatories, public telephone boxes, bus shelters, etc. but does not include incinerators/waste to energy plants. The offices of such undertakers and companies involved in service installations are not included in this definition.

Recycling Facility

A building, or part thereof, or land for the provision of recycling facilities/treatment for dealing with wastes such as packaging waste and harmful wastes (e.g. batteries, oils and paints).

Residential

The use for human habitation of a building, or part thereof, including houses, flats, bed-sitting rooms and residential mews buildings. The definition of house and habitable house in Section 2 of the Planning and Development Act 2000 (as amended) shall apply. Residential also includes student accommodation and build-to-let schemes.

Restaurant and Café

A building where the primary function is for the sale of food, meals/refreshment for consumption on the premises.

Retail: Higher Order

Goods are classed on a relative scale from lower-order to higher-order goods. Lower-order goods are those goods which consumers need frequently and therefore are willing to travel only short distances to get them. Higher-order goods are needed less frequently and so consumers are willing to travel further for them. These longer trips are undertaken not only for purchasing purposes but other activities as well.

Retail Parks

A single development of at least three retail warehouses with associated car parking.

Retail Warehouse

A large single-level store specialising in the sale of bulky household goods, such as carpets, furniture and electrical goods, bulky DIY items, vehicles, caravans, boats, building materials and gardening products.

Science and Technology-based Industry

Knowledge-based processes and industrial activities (including ancillary offices) in which research, innovation and development play a significant part, and which lead to and accommodate the commercial production of a high-technology output, i.e. commercial laboratory, data processing, enterprise centre, film production, healthcare, information technology, light industry, media recording and general media-associated uses, publishing, research and development, software development, telemarketing, teleservicing and training.

Shop: Class 1

Means a structure used for any or all of the following purposes, where the sale, display or service is principally to visiting members of the public:

a) For the retail sale of goods.

b) As a post office.

c) For the sale of tickets or as a travel agency.

d) For the sale of sandwiches or other food or of wine for consumption off the premises, where the sale of such food or wine is subsidiary to the main retail use, and 'wine' is defined as any intoxicating liquor which may be sold under a wine retailer's off-licence (within the meaning of the Finance (1909–1910) Act, 1910), 10 Edw. 7. & 1 Geo. 5, c.8.

e) For hairdressing.

f) For the display of goods for sale.

g) For the hiring out of domestic or personal goods or articles.

h) As a launderette or dry cleaners.

i) For the reception of goods to be washed, cleaned or repaired.

It does not include any use associated with the provision of funeral services or as a funeral home, or as a hotel, a restaurant or a public house, or for the sale of hot food for consumption off the premises, except under paragraph (d) above, or any use to which class 2 or 3 of Part 4 of Schedule 2 of the Planning and Development Regulations, 2001 (as amended) applies.

Shop: Local

A local shop relates to a small convenience store, newsagent or other tertiary services such as butcher, vegetable, hairdresser and other similar basic retail services.

Shop: Neighbourhood

A neighbourhood shop is one which primarily serves a local community and does not generally attract business from outside that community. They will primarily serve a 'walk-in' population and have limited car parking. A neighbourhood shop may include a supermarket or discount food store ranging in size from 1,000 sq. m to 2,500 sq. m

Shop: District

A shop (excluding retail warehousing) which is larger in scale and more varied in what it may sell than a neighbourhood shop, and therefore serves a wider area, including the district centres. A district centre would usually contain at least one food supermarket or superstore and non-retail services.

Shop: Factory Shop

A shop adjacent to the production unit and specialising in the sale of manufacturers' products direct to the public.

Shop: Major Comparison

Shops selling comparison goods (excluding retail parks/warehouses) which are larger in scale than neighbourhood or district shops, or are very specialised and therefore serve a wider area.

Student Accommodation

A professionally managed residential building, or part thereof, built either on or off campus, for the purpose of accommodating students over the duration of the academic year.

Take-away

A premises used for the sale of hot food for consumption off the premises.

Tea Room

Use of a building, or part thereof, for the sale and/or consumption of tea, coffee and light refreshments only. It is not a full restaurant facility.

Training Centre

Use of a building, or part thereof, or land for the training or re-training of persons of an industrial or service nature.

Transfer Station

A structure or land, usually enclosed and screened, which is used for the temporary storage of refuse and waste materials pending transfer to a final disposal facility or for re-use. The definition includes a baling station, recycling facility, civic amenity facility, materials recovery facility and materials recycling facility.

Veterinary Surgery

Use of a building, or part thereof, or land as a clinic or surgery for the treatment and care of animals. If animals are housed on the premises overnight or longer, the use is not consistent with adjoining residential amenity.

Warehousing: Class 5

A structure, or part thereof, where the business, principally of a wholesale nature, is transacted and where goods are stored or bonded prior to distribution and sale elsewhere.

Appendix

22

Development Plan Mandatory Requirements

22.1 Development Plan Mandatory Requirements

The following objectives, as set out in section 10(2) of the 2000 act (as amended), must be included in a development plan. Note that this list is a summary only of the list contained in the legislation.

- The zoning of land
- The provision of infrastructure, including transport, energy, communication facilities, water supplies and wastewater services, waste recovery and disposal facilities and any ancillary facilities/ services.
- The conservation and protection of the environment, including archaeological and natural heritage and the conservation/ protection of European sites.
- The encouragement of the management of features of the landscape.
- The promotion of compliance with environmental standards and objectives – surface water, groundwater , etc.
- The integration of the planning and sustainable development with the social, community and cultural requirements of the area and its population.
- The preservation of the character of the landscape.
- The protection of structures of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.
- The preservation of the character of architectural conservation areas.
- The development and renewal of areas in need of regeneration.
- The provision of accommodation for Travellers.
- The preservation, improvement and extension of amenities and recreational amenities.
- The control of establishments under the EU Major Accidents Directive.
- The provision of community services including schools, crèches and other education and childcare facilities.
- The protection of the linguistic and cultural heritage of any Gaeltacht within the area.
- The promotion of sustainable settlement and transportation strategies including the promotion of measures to reduce energy demand, reduce anthropogenic greenhouse gas emissions, and address adaptation to climate change.
- The preservation of certain specified public rights of way, which shall be illustrated on at least one map and also listed.
- Landscape: requirements in accordance with government policies or objectives relating to protection, management, and planning of landscapes, having regard to the Florence Convention 2000.

In addition to the above, the Planning Act now requires that the written statement includes a 'core strategy' to include the requirements of Section 10(2A) of the Planning and Development Act as amended. In summary, these requirements include:

- Information demonstrating consistency with the national spatial strategy/regional spatial and economic strategy.
- Cognisance of policies of the minister regarding national/regional population targets.

- The following details of residential lands or mixed residential uses: size of area in hectares and number of housing units to be included.
- For proposed residential lands or mixed residential uses: number of hectares, and demonstration of accordance with national policy regarding phasing.

With regard to statutory retail guidelines:

- Details of the city centre, areas designated for significant development or local area plans, availability of public transport, retail centres in the city (this to include diagrammatic map within the core strategy section).

In addition, the first schedule of the Planning and Development Act, 2000 (as amended) sets out a wide range of other objectives which may be included in a development plan. These objectives relate to the following areas addressed in Part I to Part V (inclusive) of the said schedule:

- Location and pattern of development
- Control of areas and structures
- Community facilities
- Environment and amenities
- Infrastructure and transport.

Please note: This above list provides summary information only and does not purport to be a legal interpretation. For full details, see Section 10 and the first schedule of the Planning and Development Act, 2000 (as amended).

Appendix

23

Green Infrastructure Guiding Principles

23.1 Guiding Principles for All New Development

(See also Chapter 10)

The guiding principles relate to sustainable site design, sustainable buildings and green corridors. The overall emphasis is on best practice sustainable solutions and the principles are as follows:

23.2 Sustainable Site Design

(See also section 16. 2)

The proposal should indicate how existing natural features of the site will inform sustainable urban form and should include the following;

- Analysis of the potential for the retention and integration of existing natural features, such as watercourses, mature planting and topography; this approach, in accordance with the National Landscape Strategy 2015–2025, ensures the landscape character of the area is retained and informs the proposed design.
- The connectivity of proposed open spaces to adjoining existing open space or natural assets should also be considered with reference to the city's green infrastructure in this development plan (Chapter 10) and any relevant local area plan(s); for sites which provide or adjoin habitats for species designated under the European Union Habitats Directive, Article 10 of the directive shall apply in regard to the need to provide connectivity and 'stepping stones' to ensure biodiversity protection.
- Potential applicants should refer to the Dublin City Biodiversity Action Plan (2015–2020) and consult the city council's Parks and Landscape Services Division to ascertain the significance of any ecologically sensitive areas which it may be appropriate to retain or integrate into a landscape plan. In such cases, the ecological attributes of the site and the impact of any development should be considered prior to final design.
- All landscape master plans and site layouts should be prepared by a qualified, insured landscape architect.
- The design of proposed public open spaces should be with reference to Dublin City Council's Guidelines for Open Space Development and Taking-in-Charge.
- The development should assist in promoting modal shift to sustainable modes of transport. This is achievable by minimising pedestrian/cycle through-route distances to public transport stops or nodes.
- Site layouts and building designs which address microclimate and do not create spaces which are inhospitable to humans and to biodiversity; this includes consideration of impacts on wind speed and direction, solar gain, soil sealing and promotion of natural surfaces.
- Sustainable energy technology, materials (including sourcing and lifespan of materials) and construction methods.
- Sustainable waste management and water conservation measures.

23.3 Sustainable Urban Drainage System (SUDS)

Dublin Bay is internationally recognised by UNESCO, RAMSAR and the European Union for its network of protected habitats, in particular its wetland complexes which provide feeding grounds for thousands of migratory birds. The main pressures identified under the Water Framework Directive to Dublin Bay and the rivers that supply it are generally upstream pollution, combined sewer overflows, misconnections of wastewater from individual houses and urban run-off. Therefore, proposed developments within Dublin city must ensure on-site controls and treatment of urban run-off.

The Dublin Bay Biosphere has been planned to include a transition zone for areas which potentially have direct impacts on water quality of Dublin Bay. Therefore, proposed developments in this zone are obliged to ensure that stormwater quality and quantity is managed on-site. In localities which utilise older drainage networks and incorporate combined sewer overflows (CSOs), the Council may require higher standards of stormwater management on proposed developments to alleviate pressures on existing infrastructure in the interests of water quality protection and compliance with EU legislation.

Proposals should incorporate the principles of sustainable urban drainage systems (SUDS) in accordance with the requirements and standards of the city council's Environment and Engineering Department – Drainage and Wastewater Services Division. Applications for developments on large sites (0.2 hectares or over) should be accompanied by a range of proposed measures including the following:

- Infiltration – for water absorption into ground through the use of trenches, basins and permeable paving.
- Filtration – in order to capture pollutants by devices such as swales and bio-retention systems and provide water quality treatment through natural biological processes.
- Constructed wetlands – to reduce urban run-off volumes and enhance biodiversity by designing and using a series of wetland ponds which can provide water quality treatment through natural biological processes.
- Retention – to hold a specific volume of water permanently to control run-off and erosion of downstream areas.
- Detention – to reduce run-off, flow rates through devices slow drainage down and may hold water on a temporary basis. These may include low-lying areas above the normal water table.

Climate change impacts in Dublin city will require adaptations through design for ensuring that proposed developments are 'future-proofed'. Therefore, the city council has been, and will likely continue to be, revising design criteria for the management of urban run-off to address increasing water levels and weather events. Potential applicants are advised to ensure that they are satisfying the current criteria of Dublin City Council.

23.4 Sustainable Buildings

All development proposals should incorporate a building design to utilise sustainable energy technologies and innovative design solutions such as living walls, roofs as well as solar panels. Proposals should also be accompanied by a construction management plan and waste management and water conservation plan for the operational phase.

23.5 Green Roofs

(See also section 9.5.4, and standards contained in 16.2 and 16.3.2)

In addition to the above, green roofs should be provided as standard in apartments schemes, industrial parks, utility buildings and larger commercial developments. The use of green roof area for amenity purposes will be dependent on appropriate design with regard to overlooking and impact on adjoining privacy.

23.6 Green Wall/Living Wall

Green walls or living walls are self-sustaining vertical gardens that are attached to the exterior or interior of a building. Where possible, larger schemes shall consider the use of green walls to improve the environment, absorb and filter stormwater, reduce pollution, mitigate any potential heat island effect and decrease carbon emissions.

23.7 The Benefit of Green Roofs and Green Walls

A. Stormwater Retention

Green roofs and green walls can store and filter stormwater, slowing down the rate of run-off, thus easing pressure on the city's drainage system. The amount of stormwater stored and evaporated is dependent on the depth of the growing medium and type of planting. Grass and herbaceous planting is preferable to sedum or moss as it retains stormwater more effectively. However, structural considerations will indicate potential solutions available on a case-by-case basis.

B. Biodiversity

These green solutions create habitats for birds and beneficial insects, thereby increasing biodiversity. They can help mitigate loss of biodiversity due to the effects of urbanisation, help sustain a variety of plants, pollinators and invertebrates, and provide habitat and nesting places for various bird species. Green roofs and green walls can strengthen the city green infrastructure network by supporting habitat creation in areas where there are deficiencies of public open space and parks due to historic development patterns.

C. Energy

Green roofs can reduce the amount of energy lost from a building and thus reduce the overall energy cost. Heat loss is mainly prevented by air pockets within green roof layers, rather than the plants themselves. Green roofs can also improve the efficiency of photo-voltaic panels, by acting as a natural cooling mechanism, thus maintaining the panels' efficiency. Green walls provide an additional layer of exterior insulation and thereby limit thermal fluctuations. Green walls protect exterior

finishes and masonry from UV radiation and rain. They can also increase the seal or air tightness of doors, windows and cladding by decreasing the effect of wind pressure.

D. Carbon Sequestration

Both the substrate and the plant material can sequester and store more carbon. Older green roofs tend to store more carbon than younger roofs and the use of thicker substrate improves sequestration.

E. Air Quality

Vegetation improves air quality by trapping particulates and dissolving pollutants, especially carbon dioxide.

In order to achieve the benefits outlined above, the following specification is recommended:

- Substrate depth 6 to10 cm
- Planting – minimum requirement of extensive green roof planting supplemented with semi-intensive or intensive type planting (see below).

Type of Green Roof	Vegetation Type
Intensive	Wide variety of plants, trees, shrubs and grasses, including edible plants and food crops such as fruits and vegetables.
Semi-intensive	Restricted to shrubs, perennials and grasses.
Extensive	Restricted to mosses, sedums and grasses.

Air that has been circulated throughout a building with a strategically placed green wall (such as near an air intake valve) will be cleaner than that on an uncovered building. The presence of vegetation indoors will have the same effect. These processes remove airborne pollutants such as toluene, ethyl benzene, xylene and other volatile organic compounds.

23.8 Green Infrastructure Networks

The City Green Infrastructure Network Plan (Fig 13) illustrates a system of core areas, hubs and natural corridors which define a spatial strategic network to be delivered through local area plans and through the development management process.

To support the green infrastructure network, any proposed development for sites which adjoin either core areas or any buffering parks and open spaces shall include an assessment of impacts on biodiversity and make provision for enhancement of ecological features.

For a proposed development area for which there is a local area plan, the policies contained therein shall apply. For proposed developments outside these areas, measures to strengthen the city green infrastructure (GI) network plan will be required. These may include measures to:

- Increase habitat protection to support the wider GI network.
- Provide additional green space to meet deficiencies in connectivity of the GI network.
- Ensure retention of mature habitats and provide for long-term ecological succession.
- Increase connections and improve accessibility for pedestrians and cyclists to the wider GI network.
- Apply sustainable urban drainage systems (SUDS) and soft engineering solutions to protect water quality and mitigate the environmental impacts of flooding and erosion.
- Provide for public access to ensure that the benefits of access to the GI network is available to all citizens.

- Ensure that proposed developments do not create negative impacts on the existing GI network.

23.9 Development Proposals Adjoining Rivers and Canals

Where a proposed development adjoins a river or canal bank, the area adjacent to the waterway should be retained as a linear park or walkway, with linkages into the wider open space network. The line of development within river valleys shall be strictly controlled so as to maintain the integrity of the natural topography of river valleys in Dublin city. The maintenance of natural river banks shall be required, without physical or visual encroachment on watercourses.

The width of the linear park will take into account the existing layout and amenity potential with due allowance for riparian corridors and flood risk. In all cases, any existing blockages to permeability, such as boundaries or redundant buildings, should be resolved where possible. Potential applicants will ensure full public access to lands along waterways which are in private ownership as part of any development proposal.

All of the main rivers in Dublin city have salmonid populations. Therefore, potential applicants should also demonstrate legal compliance to protect the watercourses and fisheries from soil, silt or other material during construction and in this regard should liaise with Inland Fisheries Ireland. As many protected species inhabit Dublin's rivers, applicants should consult with the National Parks and Wildlife Service to inquire as to any consent procedures required for proposed works and to ensure that design layouts do not cause habitat loss for them.

In the case of proposals adjacent to a canal, appropriate space should be retained for wildlife and it should also be ensured that wildlife have appropriate access to the water. In addition, applicants should consult the Dublin City Council Biodiversity Action Plan (2015–2020) and the Dublin City Canals Plan (Waterways Ireland in conjunction with Dublin City Council, Fáilte Ireland and the Dublin Docklands Development Authority) to ascertain the implications of this plan for any such site.

23.10 Flood Risk Areas

Potential applicants for developments in flood risk areas shall have regard to the Strategic Flood Risk Assessment of this plan. All applications within flood zones A and B will be required to submit a site-specific flood risk assessment to an appropriate level of detail (see Section 9.5.3 and Volume 7). Potential applicants should ensure consideration of residual risk without regard to any existing flood protection structures. Dublin City Council will assess planning applications with regard to the vulnerability classes of land-use and development types in accordance with the national guidelines. Potential applicants should refer to these and demonstrate adherence to them.

In relation to rivers, potential applicants should give consideration to potential river channel impacts, adhere to the Inland Fisheries Ireland guidance and ensure access for wildlife to the river where possible.

23.11 Open Space Lands/Institutional and Community Lands/Large Tracts of Lands/Lands with Open Character

The zoning objectives set out general requirements for open space provision and contribution to green infrastructure in relation to institutional lands, outer suburban lands and large tracts of land with re-development potential zoned for enterprise and employment (Z15, Z12, Z6). For proposed development in these zones, potential applicants will be required to submit a landscape masterplan at the appropriate scale(s) and a green infrastructure strategy for the development to demonstrate how the proposal supports the City Green Infrastructure Network. Potential applicants should give consideration to connectivity, where it exists, with the current GI Network and how to ensure that this can be preserved and enhanced. In particular, adequate spatial planning and provision for corridors which can provide ecological function and strengthen the network will be required.

For proposed developments in areas which are covered by local area plans, potential applicants should consult the GI Strategy within these plans. Potential applicants should refer to the City Biodiversity Action Plan to address local biodiversity issues in the proposed development. For sites adjacent to rivers, additional considerations, as stated above, concerning control of urban run-off, flood risk and maintenance of habitat corridors of the GI network, will need to be addressed in the green infrastructure strategy.

As many of these land-use types include mature habitats, potential applicants should demonstrate retention of these, particularly those categorised as high priority in the City city Biodiversity Action Plan (2015–2020), in any proposed development.

Appendix

24

Protected Structures and Buildings in Conservation Areas

24.1 Barrier Free Access and Protected Structures

The creation of barrier free access to protected structures can be difficult to reconcile. Where access devices are proposed, the following information should be submitted:

- An assessment of the building's access requirements, including details on the circulation and user requirements of the building.
- An assessment of the impact of access devices on the special character and setting of the protected structure, particularly where architectural details such as plinths, staircases and railings, which contribute to the special interest of the building, are involved.
- An assessment of alternative design options considered to ensure the proposal would represent the most sensitive access solution available.
- Details of the materials and specifications of both permanent and temporary devices which should be appropriate to the location so as to reduce the visual impact of the mechanism.

Creative architectural responses which represent the most sensitive access solution will be actively encouraged. Proposals should be so designed to ensure the device can be removed without damage to the fabric of the building, where possible. In certain cases, it may be necessary to locate such devices on/in less significant parts of the building. All works should retain the maximum amount of historic fabric in situ and should be designed to cause minimum interference to the historic building fabric and reduce the visual impact of the mechanism.

(Refer also to sections: 16.2.1, 16.2.1.3, 16.8 and 16.8.1.)

24.2 Fire Safety Works and Protected Structures

Fire protection works to protected structures relate directly to the use and requirements of a building and can have a significant impact on the character of a protected structure and require planning permission, if they leave a significant impact and alter the character of the protected structure. Such works can include lobbying, partitioning, provision of fire doors, treatment of panelling and other joinery, enclosure of staircases and fire detection systems.

When considering proposals for fire safety measures, a strategic approach to fire protection works to the building will be encouraged. Uses which may diminish the special interest of a protected structure through inappropriate alterations will generally not be encouraged.

Applications for fire protection works shall be guided by the principles of minimum intervention to the historic fabric and the reversibility of alterations, where achievable.

(Refer also to section: 11.1.5.3.)

24.3 Lighting of Protected Structures and Buildings in Conservation Areas

Well designed exterior lighting of landmark buildings, structures and spaces can play an important role in defining the character of the built heritage. A successful lighting scheme will relate to the architectural form of the building and will sensitively utilise the detailing and features of such buildings with low wattage light sources and discreet light fixtures.

It will also minimise the spillage of potential obtrusive light to adjacent areas and will

avoid unnecessary over lighting, which can alter the appearance of a building or area. In considering applications for lighting schemes, the need for such schemes should be clearly established. Proposals for lighting schemes should include details of the size, type, siting, and number of fixtures, as well as wattage, colour of light source, light pattern and potential impact on the building material.

To avoid conflict, proposals should demonstrate how lighting schemes would enhance and protect the character of an area or group of protected structures and/or co-ordinate with any adjacent lighting schemes. Powerful wide angled over lighting which can diminish the architectural features of a building or area will be discouraged.

Lighting schemes may not be appropriate in certain residential areas, as the spillage of light from lighting schemes can impact on the amenities of such areas.

24.4 Residential Parking in the Curtilage of Protected Structures, Architectural Conservation Areas and Conservation Areas

Features including boundary walls, railings and gardens are important to the character and setting of protected structures and conservation areas. In addition to the development control standards laid out in Chapter 16, proposals for off-street parking shall comply with the following design requirements:

- A high standard of design and layout will be expected to integrate the proposal into the sensitive context;
- The retention of most of the original boundary wall and/or railings and plinth wall and the re-use of the removed railings for new access gates will be sought;
- The outlook of rooms with regard to light, including basement rooms, should not be obstructed;
- Works which would involve the loss of mature trees (those in good condition) which contribute to the character of a protected structure or conservation area, both within the private and public domain, will be discouraged;
- High quality appropriate surface treatment, which should be influenced by the surrounding context and buildings, will be sought, particularly traditional materials such as gravel. Bituminous surfacing or concrete surfacing are not acceptable.

(Refer also to section: 16.10.18 and 11.1.5.12