

DUBLIN CITY COUNCIL

SUPPLEMENTARY DEVELOPMENT CONTRIBUTION SCHEME

FOR METRO NORTH ST. STEPHEN'S GREEN TO CITY BOUNDARY AT BALLYMUN.

1. Definition of Project

The project is set out in the Government's capital framework for transport for the period 2006 to 2015 - Transport 21. A new Metro line from St Stephen's Green to the north of Swords in the vicinity of Lissenhall is proposed as part of this programme.

The Metro will use underground, surface and elevated tracks and will operate from St. Stephen's Green, via Dublin Airport, to the north of Swords in the vicinity of Lissenhall.

Metro North will have 15 stops along the route. These will be located at St Stephen's Green, O'Connell Bridge, Parnell Square (possible stop), Mater Hospital, Drumcondra, Griffith Avenue, Dublin City University, Ballymun, Santry Demesne, Metropark, Dublin Airport, Nevinstown, Swords, Seatown and Lissenhall.

The Metro is a significant step in the creation of an integrated public transport system for Dublin. This first phase will link together all of the existing rail corridors in Dublin, by interchanging with the DART, the northern, north-western and south-eastern suburban rail lines, and the Luas Red and Green lines and bus services along the route.

This Special development contribution scheme applies to that part of the project that lies within the administrative area of Dublin City Council.

2. Policy Framework

The provision of quality public transport is central to Government policy on sustainable development as expressed in the Government document 'Sustainable Development - a Strategy for Ireland' and in the Dublin Transportation Office Strategy - 'Platform for Change'.

It is the policy of Dublin City Council as set out on the Dublin City Development Plan 2005 - 2011 to support the sustainability principles set out in the National Spatial Strategy, Dublin Transportation Office's 'A Platform for Change' and the Regional Planning Guidelines for the Greater Dublin Area. Specifically Policy T4 states that:

"It is the policy of Dublin City Council to co-operate with Iarnrod Éireann, the Rail Procurement agency and other relevant transportation agencies, in order to increase passenger capacity and increase rail efficiency. "

Paragraph 7.4.0 of the Development Plan states that:

*'Dublin City Council support the measures currently being implemented or proposed by the Rail Procurement Agency, Iarnród Éireann, Dublin Transportation Office and other agencies to enhance capacity on existing lines/services and provide new infrastructure including.....
provision of Metro Dublin City Council supports a City Centre Rail connection to Dublin International Airport with a preference for stops at Dublin City University and Ballymun'*

Paragraph 7.4.0 goes on to state:

'City suburbs particularly those on the northside and westside should now be the priority for new rail infrastructure as well as enhanced bus services. It is therefore an objective of Dublin City Council to ensure delivery of such services within the life time of the new plan.'

The delivery of a Metro is seen as an essential component in securing a consolidated and sustainable city. The imposition of the proposed Special Development Contribution Scheme will assist in the funding of this key piece of infrastructure, thus contributing significant additionality to the revitalisation and re-development of the city.

3. Legal Basis

The legal basis for a supplementary development contribution scheme is set out in Section 49 of the Planning and Development Act 2000. This allows a planning authority to attach a condition to a planning permission for development that will benefit from a specified public infrastructure service or project, requiring payment of a financial contribution in respect of it in line with a supplementary development contribution scheme made by the authority. A public infrastructure service or project is defined in Section 49.7 to include the "provision of particular rail, light rail or other public transport infrastructure, including car parks and other ancillary development..."

The public infrastructure project or service can be provided by another person, pursuant to an agreement with the Local Authority

The supplementary development contribution scheme must specify the particular public infrastructure service or project and the area within the functional area of the authority to which it relates and must set out the basis on which the contributions have been determined.

The legislation allows for different rates of levy to be applied to different classes or descriptions of development. It also allows for exemptions for specified classes of development.

Provision is made in the legislation for public consultation in relation to a proposed Section 49 scheme.

4. Agreement of Railway Procurement Agency

The detailed implementation of a Section 49 scheme is subject to an agreement between the Planning Authority and the provider of the public infrastructure service or project, in this case the Railway Procurement Agency

5. Project Programme

The approved route for Metro North has been selected from a detailed consideration of four possible route options by the Railway Procurement Agency, following public consultation and using specified evaluation criteria. The next step in the Metro project will involve work on progressing the design of the route and stations and the preparation of a Railway Order application by the agency.

The projected completion date for the project is 2012.

6. Extent of Scheme

A band of approximately 1 km either side of the rail line is taken as the transportation corridor within which benefit will accrue to development. A line has been drawn defining the corridor that rationalises the 1 km distance to nearby features such as roads and other boundaries.

This distance is considered to represent a reasonable walking distance corridor to stations along the proposed line.

The project will benefit the scheme area, enabling its development in a sustainable manner to higher densities in accordance with the City Development Plan and the Residential Density Guidelines. The project will improve the attractiveness and marketability of the scheme area for residential, commercial and retail development and will add significantly to the value of land in the area.

The area of the scheme is identified on the accompanying Scheme Map.

7. Discounting of Benefit to Existing Development

The total area of land within the corridor zoned for development is 1,409 hectares. Land with potential for development or re-development within the corridor amounts to 247 hectares. The balance of 1,162 hectares is considered to be existing development. Under a Section 49 scheme benefit that accrues to existing development must not be included in the determination of the contributions. The Planning Authority, in making this scheme, has had regard to the benefit estimated to accrue to property likely to be developed or redeveloped in the Scheme Area and not to existing development.

8. Cost of Project

The cost of the project, which is estimated to be in excess of €1 billion, includes for detailed design, acquisition of property, diversion of utilities, provision of stops, car parks, other ancillary development and rolling stock.

9. Quality of Service

An estimated 34 million passengers a year will travel on this service, with trains every four minutes, increasing to every 90 seconds as the demand builds. The journey time from St Stephen's Green to Dublin Airport will be 17 minutes, with an additional 9 minutes to Swords.

10. Rate of Levy

In determining appropriate rates of levy for the Scheme, consideration was given to the quality of service to be provided by the Metro, to the objective of avoiding the diversion of development from the area due to excessive rates of levy and to the estimated benefit to different classes of development. Regard has also been had to the estimated cost of the Project.

A scheme may make provision for payment of different contributions in respect of different classes or descriptions of development. Three different classes of development have been identified requiring the payment of contributions, namely Residential, Commercial and Retail. The rates of levy to be applied to each class of development reflect the relative benefits which accrue to that class.

In the Dublin City Area where densities for residential and commercial development are likely to be high and in many cases sites for development will be small, it is considered that, given the inherent attractiveness of the city centre for investment, it is appropriate to formalize the levy in terms a rate per unit of residential development, and in the case of retail and commercial development, in terms of rates per square metre.

Accordingly the following rates of supplementary development contributions are proposed for the specified land uses (expressed in January 2007 prices)

- Residential: €2,540 per unit**
- Commercial: €22.35 per square metre**
- Retail: €32.20 per square metre.**

The amounts will increase on 1st January each year at the compound interest rate of 5% per year. The contributions must be paid at the rate in effect at the time of payment.

11. Exemptions

The following categories of development will be exempted, or partly exempted, from the requirement to pay development contributions under the scheme:

(a) Development by or on behalf of a voluntary organisation which is designed or intended to be used for social, recreational, educational or religious purposes by the inhabitants of a locality, or by people of a particular group or religious denomination, and is not to be used mainly for profit or gain,

(b) Development designed or intended to be used as a workshop, training facility, hostel or other accommodation for persons with disabilities and is not to be used mainly for profit or gain,

(c) Social and affordable housing units, including those which are provided in accordance with an agreement made under Part V of the Act (as amended under the Planning & Development Acts 2002)

Development (Amendment) Act, 2002) or which are provided by a voluntary or co-operative housing body, which is recognised as such by the Council.

(d) Development ancillary to development referred to in paragraphs (a), (b) or (c),

(e) Domestic extensions.

12. Economic Impact of Levy

The rates of levy have been determined following an economic analysis which concluded that only a relatively modest proportion of the enhanced value created by the presence of Metro would be levied under the scheme. These rates have also been set at a level that will not divert development from the Scheme Area to other areas with comparable quality public transport.

It is considered that the proposed rates of levy will not have any adverse effect on house prices, on the demand for houses in the area or on the property market generally.

13. Product of Levy

It is considered that the application of the proposed rates of levy to land in the corridor currently zoned for development would yield of the order of €113 million.

14. Administration of Levy

The scheme will apply from the date it is made until the 30th anniversary of that date. The scheme may be reviewed periodically by the planning authority having regard to circumstances prevailing at that time.

Dublin City Council will receive the contributions to be made under this scheme and pay them to the Railway Procurement Agency in accordance with an agreement to be made with it. Pending completion of that agreement Dublin City Council will retain the contributions collected and place them on investment with an investment company selected with the objective of maximising return and minimising risk. These contributions and interest will be paid to the Railway Procurement Agency when the agreement is concluded. The agreement with the Railway Procurement Agency will provide that the contributions received by Dublin City Council under this scheme shall only be used for the project.

If the construction of the project does not proceed, the contributions received under the scheme will be returned to those who paid them.

Adopted 01/07



 DUBLIN CITY COUNCIL
PLANNING DEPARTMENT