

Overview of
Dublin City Development Plan
2005 - 2011
(Including Variations to date)

PREFACE

The Dublin City Development Plan was adopted by the City Council on 14th February 2005. In accordance with Section 15 of the Planning and Development Act 2000, a report was presented to and agreed by the City Council last year, setting out the progress achieved in securing the objectives of the Development Plan.

In September 2008 a suite of Draft Background / Issues Papers was issued by the City Manager for consideration by the SPC's and sectoral interests, to stimulate debate as to the key Strategic Issues to accompany the commencement of the preparation of the next Development Plan in January next.

To complement both the Progress Report and the Draft Suite of Background / Issues Papers, the following overview of the Development Plan is now presented to the SPC. The overview is set out on a chapter by chapter basis. However, it should be noted that the format of the next Development Plan may change as a result of the review and consultation process. It should also be noted that the DoEHLG Guidelines (2007) on the preparation of the Development Plan stresses that discussions at the pre-draft stage should focus on the "big picture" – the structure of the 2 year process is that there is a progression from broad strategy to greater detail reflecting the structure of the Plan itself.

It should also be borne in mind that the current City Plan has not been a static instrument, but has responded to the changing circumstances and expectations of the City Council. The responsiveness of the Development Plan is reflected in the 28 Variations approved by the City Council since 2005, the additions and deletions to the Record of Protected Structures and the new ACA's. Appendix 1 sets out the 28 Variations to the Development Plan approved by the City Development Plan, including significant Variations such as No. 21 "Achieving Sustainable Apartment Homes".

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CHAPTER 1 – THE DEVELOPMENT STRATEGY

Introduction

The current Development Plan sets out the spatial framework for the city within the context of the National Development Plan, National Spatial Strategy and the Regional Planning Guidelines for the Greater Dublin Area. As such the proposed strategy for Dublin promotes the consolidation of the city, maximising efficient use of land, and integrating land use and transport. The plan seeks to meet the needs of the city, the wider region and the State as a whole. As the capital city, it is vital that Dublin continues to grow and operate on an international scale while at the same time providing for the needs of its residents, workers and visitors alike.

While the Regional Planning Guidelines supports the National Spatial Strategy, the development surge resulting from a prolonged period of economic success has put pressure on infrastructure, created unsustainable commuting patterns and led to an erosion in the quality of the natural environment in some areas.

The National Spatial Strategy

The National Spatial Strategy is a 20 year framework for balanced regional development across Ireland in a sustainable manner. In order to promote sustainable development, supported by viable public transport system, the NSS states that it is essential to consolidate the city, to avoid urban sprawl. As such the NSS sets out a number of policy approaches to support quality consolidation of the city viz;

- Integration of land use and transportation.
- Supporting national roles of airport and port.
- Supporting innovation in the city.
- Maintaining a high quality environment including outdoor recreation.
- Maintaining quality of life infrastructure e.g. education, health, childcare, cultural and entertainment.
- Eliminating areas of social deprivation.

Progress to date and main challenges

It is considered that the Development Plan has contributed significantly to the realisation of NSS strategy to date. Land use and transportation continue to be integrated with the proposed public transport infrastructure identified in the National Development Plan, e.g. linking to 2 main LUAS lines, the new interconnector from Heuston to Connolly and the Airport Metro. The Metro supports the national role of Dublin Airport, whilst Dublin Port and Bay is the subject of comprehensive reviews by the City Council and the recently set up Dublin Bay Task Force. The Development Plan supports innovation in, for example, the Digital Hub, and the promotion of a Creative Alliance. The recent Code of Practice from the DES in relation to schools provision is a progressive step. There are however, a number of challenges. Successful European cities have a critical role in promoting the interests of the country in an international area. Can the Development Plan help achieve the necessary economy of scale to ensure Dublin remains a major European centre, while serving the needs of the country as a whole?

How do we ensure that Dublin will continue to be a prime gateway to the country at an international level? Despite an era of economic growth, there are still areas of socio-economic deprivation which need to be addressed.

Regional Context

The Regional Planning Guidelines for the Greater Dublin Area 2004/2016 includes a strong vision for Dublin as a major European centre, competing and collaborating as a city region internationally.

The Settlement Strategy sets out a clear hierarchy with the metropolitan area as its core, of which the City forms a central part. The central vision for the metropolitan area is one of a compact, sustainable city supported by a much enhanced public transport system and community infrastructure. Nevertheless, the recent economic boom has put pressure on this infrastructure, leading to unsustainable urban sprawl. The Regional Dimension for Dublin tends to be focused on transport and population. Other cities have under portfolios in relation to the economy, polycentric specialisms, green infrastructure, city branding and cross sectoral alliances/governance.

Progress to date and main challenges

The policies for quality consolidation have resulted in a modest increase in population of 2.1% between 2002-2006, although there has been uneven growth across the city with some parts Inner City increasing by 30%, while parts of Rathmines decreased by 8%.

Recent apartment schemes indicate that good quality higher densities are being achieved – 201 units per Ha in the Inner city and 142 upa in the Outer City.

The Regional Planning Guidelines stated that the existing Development Plan will need to ensure provision of 40,000 residential units by 2011; this has recently been increased to 75,000 by 2016. A key challenge here is how to ensure the construction of quality accommodation in line with these targets, despite the recent economic downturn. Other Regional Challenges for the next Development Plan include:

1. What collaborative mechanisms can be put in place across the region to ensure environmentally sustainable programmes (water supply, wastewater management & transport) are put in place?
2. climate change: Could Dublin take a lead in Environmental Green Industries?
3. What collaborative mechanisms can be put in place to manage the structure and form of a consolidating Metropolitan area e.g. along the major transport radial routes?
4. How can green networks and green spatial structure of the Region be more strongly developed and managed?

Transportation Strategy

The transportation vision set out in the current city Development Plan 2005-2011 seeks to promote the integration of landuse and transportation in an effort to accommodate as much movement as possible by high quality public transport, by walking and by cycling. To maximize the use of public transport and to minimize unnecessary car journeys, Development Plan policies and objectives have focused on encouraging higher densities and interactive mixed uses within walking distance of public transport corridors and nodes (rail stations and interchanges) and at other key locations, e.g. Prime Urban Centres.

Progress to date and Main Challenges

The policy approach taken by Dublin City Council in the current Development Plan is consistent with the approach set out in the Development Plan guidelines. Over the last number of years, City council policy, coupled with improvements in the public transport network, has been successful in integrating landuse and transportation to achieve more sustainable development. Higher density mixed use development is taking place along transport corridors and the city is consolidating. There has also been a 15% shift away from private car commuting to the City Centre with currently just over 34% of trips to the City Centre (within the canals) being made by the private car. The fundamentals of the transportation vision set out in the plan remain robust, but with car ownership levels continuing to rise and with increasing concerns in relation to the environmental impacts of the transportation sector, the case for the active promotion and prioritisation of sustainable transport is even more urgent.

The main challenges at a strategic transport level remain as they were at the beginning of the Development Plan, and include;

- The city road network is at capacity, yet car ownership and usage continues to increase, as has the movement of goods by road. How do we ensure limited roadspace is best used to ensure sustainable growth of the city?
- How to achieve greater public transport accessibility between the strategic radial routes.
- How to ensure greater use of mobility management plans by a greater range of companies?
- The improvement of the cycling/walking network, using for example, canals large parks?
- Do we need a more responsive policy to encourage shopping growth in the city centre?

The Development Strategy for Dublin

The 2005-2011 Dublin City Development Plan set out policy to steer the future development and growth of the city. The structure of the city at a strategic scale was given expression as a City Core at the heart of the Greater Dublin region, surrounded by an arc of urban centres in the outer city, and of new towns in the adjoining counties.

The development strategy consisted of three key initiatives-

- Inner City – The expansion and consolidation of the city centre, east to the Docklands and west to Heuston.
- Outer City – The development of the Prime Urban Centres (PUC's)
- Framework Development Areas (FDA's) for newly developing/regenerating areas.

Inner City

For the Inner City the Plan provided for consolidation and set out the key elements of legibility (the Civic Spine, the River) ordering the public domain and urban spaces, and promoted the diversity and individuality of Character Areas, both historic and newly emerging.

Outer City

For the Outer city 'making sense of the suburbs' was the challenge, and the development principles for the PUC's were set out in the Development Plan to ensure the (re)creation of high-density centres capable of supporting a comprehensive range of community services and a

vibrant, retail and commercial centre. Whether for established Victorian towns such as Phibsborough, or for late 20th Century suburban centres such as Northside/Cromcastle, the key to the development of character and identity lies in placemaking and the strengthening of neighbourhoods. The Development Plan promoted strong urban design strategies to achieve these objectives.

Progress to date and Main Challenges

While the City Centre has indeed expanded to Heuston/Clancy and the Docklands, there remains pockets of social, physical and economic deprivation. How can the new Development Plan ensure regeneration occurs more evenly, so that communities are not left behind?

While some of the Prime urban Centres are successful features of the Strategic Development Strategy, such as the new Ballymun and Pelletstown, others have been less successful. A further strategic issue is that as the city is now developed to and beyond its administrative boundaries, how do we make best use of urban land to achieve a sustainable compact city. For example, there are large tracts of underused industrial lands, such as at Naas Road, which have potential for intensification, but can this be achieved while still retaining new economic importance to the city?

CHAPTER 2 - EXPANDING DUBLIN'S HORIZONS TO MEET THE CRITICAL CHALLENGES.

This chapter looks at the big picture both in terms of acknowledging the achievements of the city over the previous decade but also looking ahead to key challenges that are expressed within a creative and integrated framework.

Key achievements acknowledged include the diminished significance of the long standing divisions between the north and south inner city and the movement of the city eastwards towards Docklands and westwards towards Heuston. Progress on achieving more sustainable densities, the emergence of new models of apartment living, the commencement of the public space programme and the profile and success of Temple Bar as a cultural quarter are also reviewed. Many of these positive developments are assisted by the development of the tool of framework planning and are occurring against the backdrop of a move towards a knowledge economy, where there is an increasing emphasis on design and quality and where Dublin has rising ambitions to have a higher profile as a European City. The purpose of this review is to remind us that despite the tendency for public debate to focus in a somewhat negative way on topical issues, real progress on many fronts is achieved over the lifetime of the plan.

Notwithstanding the achievements outlined, this chapter also outlines challenges in eleven key areas. These include the following;

- The challenge of city identity.
- Defining the international, national and regional role/Dublin City Council
- The challenge of urban structure
- Stitching in the economic
- Stitching in the cultural
- Tackling the suburbs
- Challenge of the public Domain
- Responding to the weave of new infrastructure
- Design and quality
- The challenge of integrating the social dimension in city planning
- The challenge of development environmental frameworks.

The above challenges are phrased as imperatives or 'musts' in terms of key areas that underpin quality of life and successful city performance in a competitive international arena. This chapter throws out a challenge which is structured into the content policy and strategies contained in the subsequent chapters of the plan. To a significant extent they build and expand on the achievements outlined in the first half of the chapter.

CHAPTER 3 - CIVIC AND URBAN FRAMEWORK

The civic and urban framework (chapter 3) is concerned with the evolving spatial framework and fabric of the city and looks to urbanism as a philosophy which is concerned with the culture of cities and with understanding and applying those qualities to be found in good urban places. Urban Design is developed in the chapter as a critical craft and tool to support and apply urbanism and operates at two levels (a) the strategic level where the focus is on unity, legibility and interconnectedness. In the urban structure and (b) local urban design, where the focus is on the quality of relationships between buildings, uses and the public domain. The chapter looks separately at the inner city and the suburban contexts.

On the Inner City there is a short account of urban regeneration through IAP's and Framework Plans, the evolution of new economic engines and cultural clusters, the emergence of new infrastructure and the increase in residential population. The main challenges in this context include the creation of a coherent, legible urban structure, the protection of the diverse character of different parts of the city and the integration of strategic economic and cultural initiatives. The strategic response to these challenges emphasise three main areas; (a) The focus on character areas (b) key urban elements, the river, the civic spine, major urban spaces and pedestrian routes, all combining to build unity and legibility into the urban structure (c) major amenities of the Bay and Phoenix Park.

Protecting and developing the diversity and identity of the inner city through the character area framework has been consistently pursued by the City Council since the adoption of the Plan. Major framework type plans ranging from O'Connell Street, Retail Cores, Temple Bar, Historic Core, Digital Hub, Heuston, Grangegorman, Markets are strongly grounded in, and evolve from local contexts, and their spatial areas align with those of the character area map.

In terms of developing unity, legibility and interconnectedness in the Inner City, progress was made on the following, (a) River; a brief for a River Plan was prepared and an interdisciplinary internal team has completed a draft analysis and set of recommendations. The brief has now been refined in order to take the study forward. (b) Civic Spine; O'Connell Street has been completed, the new space beside City Hall is completed and movement studies have been initiated from Christchurch to Westmoreland Street. (c) Major urban and pedestrian routes; A draft strategic diagram has been prepared of major urban spaces and pedestrian routes from Heuston to Point Depot. A brief has also been prepared to carry out an overarching review of inner city public space and routes from the design, funding and maintenance viewpoint.

Regarding the Port and Dublin Bay, the City Council has completed an economic assessment of the viability of the Port including seven options from partial to total relocation. The Dublin Bay Task Force represents a further phase in the process of developing an integrated vision and strategy for the future of the Bay. The City Council has also co-operated with the OPW in the development of a management plan for the Phoenix Park with an emphasis on conservation but also on greater use of the park by visitors and citizens.

The central challenge of strengthening the Inner City economy, at the heart of the city region represents a prime objective of the City Council's day-to-day activity. Creating cluster of specialist economic activity in individual character areas is a central strategy. Considerable progress has been achieved for example through the Retail Framework Plan (Arnotts and Carlton), Digital Hub (100 companies), Grangegorman (moving to SDZ), Mater (Consolidation of new medical campus), Heuston (attraction of HQ companies). The concept of the cultural clusters has also strengthened through strategic development in the role of Temple Bar Cultural Trust, Parnell Square (Hugh Lane and the Ambassador City Library) and Heuston (major new awareness between cultural institutions in the area).

Outer City;

The identification of Prime Urban Centres, village centres and neighbourhood centres was a first attempt to make sense of a vast suburban landscape with a confusing array of centres with overlapping roles. The designation has informed the preparation of PUC plans for centres like Phibsborough, Finglas and Rathmines. Next steps will be to expand the Urban Centres thinking to incorporate a green network framework.

CHAPTER 4 – RESIDENTIAL

Housing and Housing Strategy

Progress to date

Approximately 7000 housing units have been completed in Dublin City each year for the last three years. This exceeds the revised targets in the Regional Planning Guidelines.

Dublin City has approximately 480 hectares of zoned land which could be developed for residential use. This is a finite supply and thus Dublin City Council has sought to encourage opportunities for the development of sustainable, compact, high quality living environments.

While the City as a whole has experienced only modest growth (2.1%) over the period 2002 – 2006, this is comparable to growth patterns in most Irish cities. Growth in the Inner City has been strong – continuing a trend which has seen its population increase by nearly 50%. In contrast some of the outer suburbs of the City are experiencing population decline.

Dublin City has a policy of promoting mixed residential schemes. This is done through direct provision, partnership with voluntary and cooperative sectors and Part V of the Planning Act. Since 2004, Dublin City Council has completed 958 affordable and 380 Part v social housing units. It is accepted that the economic downturn will have a significant impact on Part V output and that the City Council should review the Part V scheme to allow maximum flexibility in delivering the best match between demand and supply.

The next Development Plan must continue to support the delivery of the Housing Regeneration programme which is achieving considerable success in the social and physical rejuvenation of communities living in the city.

Dublin City has been making significant progress in the construction of new residential neighbourhoods, over the past 3 years including the North Fringe (9,000 permitted), Pelletstown (2,800 built), Ballymun (2,000 built) and Park West (1,200 Units).

The quality of apartment living and the management of residential developments became key issues during the lifetime of the current plan. Dublin City Council has adopted a variation to the Plan to bring in new standards aimed at achieving Liveable Sustainable New Apartment Homes for Dublin City. In relation to the management of new residential schemes, a Policy Document, prepared by the City Council is now being implemented.

What needs to be done?

Demand and Supply

The population projections used in the last Dublin City Development Plan 2005-2011 were based on the Strategic Planning Guidelines for the Greater Dublin Area 1999 as reviewed and updated together with information from the 2002 Census. The next Housing Strategy must work with the latest population forecasts and household allocations. The Department of the Environment, Heritage and Local Government has carried out a review of the population projections used in the National Spatial Strategy 2002 and made a new projection that the population of the State would be 5.33 million by 2020. Based on this national figure, the Department developed a regional target of 2.1 million people living in the Greater Dublin Area by 2020. The Regional Planning Guidelines revised housing projections indicate that Dublin City should plan to accommodate an additional 5120 households each year to 2016. In the short term, based on previous year's performance, Dublin City should be able to satisfy this need but the full impact of the current economic downturn is not known.

Conversely a true picture of future demand is difficult to forecast as the latest census has indicated trends of falling household size and the rise of one person households. The stock of vacant houses and apartments in the City constitutes a potential source of future housing supply and a key priority for Dublin City Council will be to consider how this stock can be made available for future housing.

Suburbanisation to “Reurbanisation” – making higher density, compact living desirable

The City Council has been proactive in its efforts to achieve a high quality living environment throughout the City. Yet recent census indicators suggest that while young people aged 25-34 prefer to live in the Inner City, families and older people are more likely to live in the Outer City. If families are to be encouraged to embrace apartment living, the next Development Plan may have to do more to address the deficit of family living attractions in the Inner City.

Affordability and Choice

As part of the review of the Housing Strategy, it is acknowledged that the determination of the Part V social and affordable housing requirement will require review to allow more flexibility and create a better match with demand for those units.

Diversity

Future residential development in the City must find the most appropriate way of supporting diversity in terms of age economic situation, disability, lifestyle and ethnic grouping.

In Short

In short, the next Development Plan will have to develop a robust strategy to deliver more homes of the right size, right type and tenure at higher densities in appropriate locations to meet the increased demand and changing demography of Dublin City.

CHAPTER 5 - COMMUNITY DEVELOPMENT

Overriding Strategy

Ensure democracy, openness, and accountability through transparent decision-making and good communication. This policy places particular emphasis on resident participation.

Provide a community development service for the people of Dublin city with a view to improving their quality of life.

Take into account local needs and reinforce existing community structures as far as possible.

Encourage the provision and further development of community facilities throughout the city, which are flexible in their design and promote optimum usage. Where possible, this will include the provision of sites and contribution towards the capital costs of such facilities.

Carry out DCC's duties in line with the Equal Status Act, 2000.

Achievements To Date:

DCC's Community Development Section has developed partnership based decision-making and communication mechanisms via the five Area Committees, the Strategic Policy Committees, and the Young People's Council. Plans have also been progressed as part of the Communities First Initiative to develop a new set of decision-making and communication mechanisms called "Local Area Voluntary Fora" in each of the thirteen local areas in the Council's administrative areas.

Several new community facilities have been provided in many parts of the city for young people, older people, and the wider population.

The Planning Department has sought to ensure that all new developments by the private sector are compliant with the Ministerial Guidelines for Childcare Facilities. Developers are generally aware of the need to provide childcare facilities in new housing areas and have been largely compliant with the Guidelines.

Dublin City Council adopted its Childcare Policy in May 2006 and a dedicated Childcare Unit has been established. A Childcare audit and needs analysis for each of the five functional areas of the city has also been completed.

The work of DCC's committee on Equality and Diversity is ongoing. In addition, DCC has established an Integration Unit.

Remaining Challenges

The overarching challenge of providing the physical context for cohesive communities in Dublin remains a relevant and pertinent issue. Issues of social exclusion and unequal access to facilities will continue to be addressed on a city-wide basis through the provision of sustainable communities in high quality urban design developments as part of the development management process.

Childcare facilities in the right locations remains an urgent need throughout the city. In addition, the results of the Childcare audit and associated needs analysis will be used to ensure funding is targeted to meet identified needs within the city.

Provision shall made in all new developments for play facilities and play opportunities.

The creation of a clean, green, safe city, underpinned by the creation of sustainable neighbourhoods.

Improving physical access to the built and outdoor environment for people with disabilities remains an ongoing priority for the Development Plan.

DCC's administrative area is now home to c.75,000 persons of non-Irish nationality i.e. 15% of the City's population. The upcoming Development Plan must therefore consider issues pertaining to the spatial locations of its new communities.

Adequate healthcare facilities, including care services for the elderly and facilities for people with disabilities, must be provided for. Concurrently, provision must be made for large-scale hospitals and related facilities, which, as a result of major changes in national healthcare policy, are pending.

Provision must be made for the educational infrastructure necessary to support a knowledge-based economy.

CHAPTER 6 - ECONOMIC DEVELOPMENT

General

The Development Plan economic chapter stresses the need to maximise the city's economic performance and promote its competitiveness internationally. The recent NESC Report details how the economy of the Greater Dublin Area has been transformed. *'Up to the 1990s, comparative studies of European cities, generally, painted an unflattering picture of Dublin's international standing or omitted it altogether. Since the year 2000, however, Dublin has begun to register as a significant urban centre in the wider European and global context in a variety of ways'*. Not just commercial and inward investors but skilled, young workers from across the EU and wider afield find the city attractive.

At the time the National Spatial Strategy was being prepared, authoritative assessments of Dublin's performance in an international context were notably lacking (Goodbody et al, 2000: 3). It is notable then, according to NESC, that the first major study of metropolitan regions undertaken by the OECD includes the GDA.

The dynamism of Dublin is evidenced in the OECD report *Competitive Cities in the Global Economy*, where Dublin exceeds all other cities in employment growth, GVA¹ growth and population growth from 1995 to 2002.

Economic Sectors and Employment

The Development Plan sets out a series of economic specialisms for the City such as: financial services; digital media/ICT; tourism; culture; retail/leisure; health; education; legal; and education. It stresses the knowledge economy in particular. It also stresses the need to encourage enterprise.

The policy (E1) of developing international economic performance indicators is now being implemented through the Office of International Relations and Research.

The Dublin region's share of long-term unemployment has increased in recent years from 18 per cent of the national total in 2001 to 26 per cent in 2007.

Dublin City is home to 47 per cent of all jobs in the GDA. The city continues to remain the economic engine of the country as a whole with nearly 21 per cent of all national jobs located in this area.

The importance of Financial Services has grown considerably in recent years to become a leading employment sector with over 22,000 employed in the IFSC alone.

The Development Plan sets out how Dublin competes with other European cities for inward investment (para. 6.2.0). However, Dublin is now considered as a high-cost location to do business (Forfás, 2007). In particular, property costs, utility costs, IT, accountancy and legal services, electricity, waste and professional services are all relatively high impacting on its overall competitiveness.

The Plan refers to major development opportunities at Heuston, Grangegorman, City Markets and Poolbeg/South Bank. Major progress has been achieved at Heuston with the Rhatigan site well advanced and new Eircom's HQ now occupied with up to 1,500 workers. Development is also advancing on the Clancy Barracks site and the Courts Complex. The Grangegorman Development Agency has now been established. A preferred bidder has been chosen for the

¹ Gross Value Added (GVA) measures the contribution of each individual producer, industry or sector to the economy.

City Markets. The Poolbeg area is now under the remit of the Dublin Docklands Development Authority.

Office Development

Office Stock Constructed²

Year	City Centre (sq.m.)	Entire City (sq.m)
2005	25,639	228,244
2006	64,124	315,455
2007	25,639	134,425

Policy on office development/service industry is set at para. 6.6.0 of the Development Plan. Underpinned by a strong economy, the office market saw a marked improvement in 2005. 2006 was a record breaking year with a total of 233,612 sq.m. taken up in the Dublin region. The focus of attention for occupiers, developers and investors continues to be for new office properties in the Dublin 2/4 area and the Docklands. In 2003 less than half of all take-up occurred in the city centre. By the end of 2006, however, this figure had risen to 64%. The financial services sector accounted for almost one third of all take-ups in 2006. This can be attributed to a strong expansion of business in the financial services sector. Vacancy rates remain low across the city at below 9%. Demand from occupiers for 4th Generation office accommodation continues to increase in line with Development Plan policies to encourage energy efficiency through “green design”. However, Dublin office and retail costs are amongst the highest in the world³.

Regeneration Challenge

The Integrated Area Plans introduced since 1997 were designed to respond to issues of economic and physical decline and to encourage significant investment for example through tax incentives (para.1.5.1). Despite the massive investment and redevelopment of the inner city, extensive regeneration areas of the inner City have not progressed as much as they could have during the long period of economic boom. The new standards for apartment introduced by Dublin City Council in 2007 dealt with these issues in some detail and set out the objective of creating attractive, mixed-income, mixed-use neighbourhoods.

Financial Services

The development of the Financial Services sector is one of Ireland’s and Dublin’s great success stories. The IFSC now houses many of the world’s premier financial institutions, together with the leading law firms and accountancy and taxation advisors who support them.

Employment in Ireland’s international financial services industry continued to grow in 2007, rising 8.2 per cent in the year, to surpass 25,000 for the first time⁴. Financial services were the main driver of demand for office space accounting for 37% of all office space take up in Dublin in 2007.

Building on Success (2006), is the report of the IFSC Clearing House Group based in the Department of the Taoiseach. It sets out a framework of action for the development of the international financial services industry in Ireland. High office costs are significant problem in terms of our international competitiveness. It also dealt with infrastructure including office space, clustering and a high quality environment for workers and residents in Docklands

² Source: Lisneys

³ Statement on the Costs of Doing Business in Ireland, Forfás, 2006.

⁴ Finance Dublin.com. <http://www.financedublin.com/>

A *Progress Report* (June 2008) strategy identifies the importance of the overall operating environment or ecosystem for attracting new financial services business and developing existing investments. A number of new ideas are being examined by the IDA in this context, 'including a land use planning and infrastructural initiative in the Docklands to create a "Global City" concept.'

The *Progress Report* also deals with the issue of the global shortage of persons with necessary high skills. The draft Docklands Area Masterplan (2008) states that 'attracting and retaining suitably experienced staff is becoming increasingly difficult'.

Digital Hub

The Plan sets out policy of promoting the Information Society /Digital Hub (para. 6.10.0) and the City Council has worked consistently to implement these policies. The Digital Hub based in Thomas Street is a Government initiative to create an international centre of excellence for the digital media industry. Forfas states that the international digital media industry worth \$965 billion in 2004 is projected to grow to \$1.5 trillion by 2009.

The Hub now has in the region of 10,000m² of enterprise space housing 90 companies. There have been some delays in developing the two sites on either side of Thomas Street but planning permission was recently granted for the first phase of both schemes. The recently opened National Digital Research Centre, a €25m project, is located off Thomas Street. Google with 1,500 employees is located in Docklands.

The draft Liberties Local Area Plan has a particular focus on the need to promote and facilitate the Digital Hub.

Small Businesses/Entrepreneurs

The Development Plan stresses the important role of small business/enterprise development (para. 6.9.0). A Report on Enterprise Space was presented to the SPC on Economic Development, Planning European Affairs in June '08 and accepted. Arising from this, a Dublin City Enterprise Week was held in November 2008. A study is being carried out into the economic and regeneration potential of immigrant entrepreneurs. The recent Apartment Guidelines encouraged commercial uses on the ground floors of apartment buildings and this increases the supply of enterprise space.

Strategic Employment Zoned Lands

Policy on enterprise and employment zoned Z6 lands is set out at para. 6.7.0. including the need to protect their employment generating potential. Six major areas which are designated (zoned) for industrial and/or employment in the outer city were identified in *Maximising the City's Potential* as having significant potential for intensification and growth. Preliminary work has been carried out in studying issues involved.

Role of Dublin City Council

The Development Plan (para. 6.12.0) sets out the role of the City Council including Economic Development Unit (EDU) in promoting economic development in the city. The EDU has recently been strengthened and expanded into a multi-disciplinary team. This has allowed a greater input to plan making and developing economic development/regeneration policies at the local level for example through the Liberties Local Area Plan.

To progress a new level of collaboration and leadership towards Dublin's development as a Creative Sustainable City, the Creative Dublin Alliance was formed as an initiative by the City Council and the leaders of Dublin's University, Business and Government Sectors in early 2008. This move reflects the value Dublin's public and private sectors place on knowledge, innovation

and creativity and the Alliance will drive the development of these dynamics to realise its vision for the city.

The City Council published a detailed and comprehensive policy paper, *Funding the Dublin City Region*, earlier this year and this is a major resource in reviewing Development Plan economic policies and in building a consensus.

Summary of Key Issues

Dublin is already functioning as a global city in that it is the capital of one of the most globalised economies in the world and is now competing to attract and retain highly mobile investment and key skilled workers. The challenges of global competitiveness, including cost competitiveness.

The challenges and opportunities of the Regeneration of extensive areas of the city is another key theme both for economic growth and competitiveness, and social equity reasons. How should localised unemployment in the city be tackled through regeneration.

The 'next economic transformation' is another key theme. This is the continuing move towards the knowledge and creative economy, where business and financial services will increasingly be the engine of economic growth. According to the ESRI, these jobs will be concentrated in large urban centres, presenting a great opportunity for Dublin and an increasing national economic role. Should the role of the strategic employment (26) areas, (Naas Road) be reviewed in this context.

Agglomeration economies, or the benefits of the density of economic activities in an area, is another key theme. The benefits of a high density of economic activities is stressed in a number of recent reports including NESC. The ESRI make a related point and state that there needs to be a move towards much denser development if good value is to be obtained from the huge investment in infrastructure.

An overarching theme is the interdependence of the three objectives of making Dublin a great place to invest and locate business, a great place to live, and a great place to visit. Each of these elements supports and drives the others creating a positive self-reinforcing cycle. Qualities such as a 'clean, green and safe' urban environment can now be seen to be part of our economic infrastructure.

The continuing, rapid and sometimes unforeseen nature of economic change means that planning and other policies must be adaptable and agile in quickly responding to new challenges and opportunities, while promoting sufficient certainty of land use to encourage long-term investment.

Given the high percentage of SME's in a rapidly changing economy, we need to explore the promotion of a range of start-ups/ incubators in large commercial schemes so that businesses can grow locally.

How can the Development Plan maximise economies specialising in different types of employment, e.g. green technology, financial services, digital media, biotechnology. How can high speed broadband be promoted?

What can be done to further develop and support the Dublin Creative Alliance, including the educational/research sectors, to foster entrepreneurial activity.

How can the role of the city centre and other sustainable hubs be promoted in the Development Plan?

CHAPTER 7 – TRANSPORTATION

Introduction

The transportation vision set out in the current City Development Plan 2005-2011 seeks to promote the integration of landuse and transportation in an effort to accommodate as much movement as possible by high quality public transport, by walking and by cycling. To maximize the use of public transport and to minimize unnecessary car journeys, Development Plan policies and objectives have focused on encouraging high densities and interactive mixed uses within walking distance of public transport corridors and nodes (rail stations and interchanges) and at other key locations, e.g. Prime Urban Centres. Over the last number of years, City Council policy, coupled with improvements in the public transport network, has been successful in integrating landuse and transportation to achieve more sustainable development. Higher density mixed use development is taking place along transport corridors and the city is consolidating. There has also been a 15% shift away from private car commuting to the City Centre with currently just over 34% of trips to the City Centre (within the canals) being made by the private car.

Dublin City Council, in partnership with other transport agencies, has implemented a broad range of transport infrastructure projects and transport management initiatives to respond to the demands posed by the significant growth in population and the economy in recent years. The progress achieved to date is set out below under the following headings which follow Chapter 7 'Transportation' of the Development Plan;

- Integrated Land Use/Transportation
- Quality Bus Network/Priority
- Rail and Interchange
- Cycling and Pedestrian Use
- Mobility Management Plan and Transport Impact Assessments
- Pro-active Parking Policy
- Provision of Additional Road Capacity
- Traffic Management
- Additional Provision for the Mobility Impaired and Disabled

Integrated Land Use/Transportation

A number of strategic plans and projects have been advanced since the adoption of the City Development Plan. The Planning Authority has used framework development plans and local plans to guide urban development in the city. Key strategic plans and projects are set out below, including progress achieved thus far. These projects are central to the full delivery of integrated landuse and transportation. This integration is key to the achievement of successful, high density, mixed-use, connected and sustainable urban areas.

Promoting Modal Change

The City Council, in partnership with other transportation agencies, has made considerable progress in the implementation of a broad range of traffic infrastructural projects and traffic management initiatives in line with the City Development Plan 2005-2011 and the DTO's 'Transport 21' to facilitate modal change to more sustainable forms of transport such as public transport, cycling and pedestrian movement. Further detail on projects completed to date is provided in the following sections

Quality Bus Network/Priority

There are currently 12 QBCs operating in the GDA:

- Malahide,
- Lucan,
- Stillorgan,
- Finglas,
- North Clondalkin,
- South Clondalkin,
- Rathfarnham,
- Tallaght,
- Swords,
- Blanchardstown,
- Ballymun,
- Western Orbital.

A number of new and upgraded Quality Bus Corridors became operational during the year within the GDA and Dublin City. These include:

- Rock Road,
- The upgraded Malahide Road QBC,
- Pearse Street,
- South Clondalkin,
- Dunshaughlin,
- Naas Road,
- Kilmacud Road Upper,
- North Quays.

The opening of the new and upgraded corridors has contributed to an increase in reliability and a reduction in journey times on the bus services affected. The North Quays QBC, for example, has resulted in an average 15 minutes reduction in bus journey times, giving an improved service to over 90, 000 bus customers on the corridor each day. (Transport 21 Second Annual Progress Report 2007)

Dublin Bus has delivered enhanced capacity with the addition of 100 additional buses provided under Transport 21. In August a further 50 replacement buses were received, while at the end of December, Dublin Bus received the first 20 of a further 50 replacement buses. This has allowed Dublin Bus to add new routes and increase frequency on existing routes. (Transport 21 Second Annual Progress Report 2007). The increase in capacity and improved service provided has resulted in a significantly increased patronage.

Rail and Interchange

Luas and Metro

The Railway Procurement Agency has successfully delivered two Luas Lines, the Luas Red Line, linking Tallaght and the City Centre, terminating at Connolly Station and the Luas Green Line linking Sandyford to St. Stephen's Green. Luas came into service in June 2004 and passenger numbers have exceeded all expectations since then. Luas has become an established part of the Dublin landscape and has made an important contribution to the vitality of the heart of the city.

Approximately 28.4 million passenger trips were made on Luas in 2007, of which 15.8 million were on the Red Line and 12.6 million on the Green Line. This represents a 10% increase in patronage over 2006. (RPA annual report 2007). Recent additions and developments to the network include;

- Luas Red Line Tallaght to Connolly

Capacity increased with the extension of 17 trams giving an overall 40% increase in passenger carrying capacity.

- Luas Line C1 - Docklands Extension

This project extends the Luas Red Line for 1.5km from Connolly Station, through the Docklands to the Point with four new Luas stops at George's Dock, Mayor Square, Spencer Dock and the Point Depot, serving existing and planned high-density commercial and residential developments.

- Integrated Ticketing System

The Integrated Ticketing Project continues to make progress towards the common objective of having one smart card capable of being used by all public transport customers on all services in the Greater Dublin Area late in 2009.

Rail - Commuter

Iarnród Éireann have undertaken major development of commuter services, with the fleet of dedicated railcars increasing from 17 to 180 in the last seven years. Capacity on all commuter routes has increased with the introduction of these trains, and more frequency has been delivered on many routes.

- Docklands Rail Station

This new station, opened in March 2007 provides for an increase in services and capacity on the Maynooth line. The opening of the new station facilitated the provision of 12 additional return services from Clonsilla each weekday.

- Kildare Rail Project

This project involves the four-tracking of a critical section of track between Cherry Orchard and Hazlehatch on the Heuston-Kildare line. The new Adamstown station on this route was opened in April and other stations at Fonthill, Kishogue and Park West will be constructed. Construction work began on the project during 2007 and it is due to be completed in 2010.

- Navan Rail Line

The development of a rail service between Dublin and Navan is planned in 2 phases. Phase 1 of this project involves reopening 7.5 kilometres of track from Clonsilla to Pace just off the M3 motorway. The Railway Order application for Phase 1 was submitted

DART

Iarnród Éireann has concluded the €176 million investment in the DART Upgrade - this project completes the process of doubling DART's capacity in just over five years, allowing it to continue to develop into the future. Eight-car DARTs now operate on the network, while accessibility has been dramatically improved in stations. Works undertaken include;

- Platform extensions to facilitate the operation of 8-carriage DART and commuter trains through the entire DART area, increased from the current 6-carriage maximum.
- Power supply upgrades to enable 8-carriage services to operate; replacement of overhead lines across network.

- Heuston Station upgrade

Iarnród Éireann invested €117 million in developing Heuston Station. Benefiting customers on all Intercity routes and Commuter services into the station, the Heuston investment has provided capacity for growth future decades.

Cycling and Pedestrian Use

Fully informed by 'Legible Dublin' and the 'City Centre Retail Strategy', Dublin City Council will continue to provide improvements to pedestrian facilities throughout the City to cater for the needs of all pedestrians, including disabled people. Emphasis will be placed on the continuing development of cross-city links and pedestrian walking routes. Public footpaths will be maintained to a high standard and ramps will be provided in conjunction with footpath repairs or re-construction to cater for wheelchair users.

Public Amenities Initiative

Significant progress was made in 2007 on the Public Amenities Initiative, which will help make the city more accessible with the introduction of a way finding signage scheme and a bicycle rental scheme. 50 bike stations will be provided where 450 bicycles will be available for rental.

Cycle Action Plan 2007-2012

In 2007, a Bicycle Policy Audit of cycling in Dublin identified many areas where work is needed to remove barriers to cycling and alter attitudes and behaviour. A Cycling Forum has been set up as a subgroup of the Transportation and Traffic Strategic Policy Committee. In February 2007, the Cycle Forum adopted a 5 year Cycle Action Plan. The action targets set in the medium term are to achieve a measurable increase in cycle numbers by 2009, and in the long term, an 80% increase in cycle numbers by 2012.

Sutton to Sandycove

Dublin City Council, Fingal County Council and Dun Laoghaire Rathdown County Council are involved in a joint initiative to secure and construct a continuous coastal Promenade and Cycleway around Dublin Bay from Sutton to Sandycove. It is an objective that the new amenity, insofar as possible, be constructed on the seafront. The length of the amenity, when completed, be circa 22km. Work is progressing on the detailed design of various aspects of the scheme.

Mobility Management Plans and Transport Impact Assessments

Mobility Management Plans (MMPs) in new development proposals are required to balance car use to the available capacity, and to provide for necessary mobility via other transport modes.

In the case of developments with significant car trip generation potential, applicants are required to submit a detailed assessment of the transportation systems provided and the impact of the proposed development on the surrounding environment and transportation network through the submission of a Transport Impact Assessment (TIAs).

It is the ongoing policy of Dublin City Council to require Mobility Management Plans and Transport Impact Assessments for certain developments and circumstances as outlined above and in Appendices 4 and 5 of the Development Plan.

Pro-active Parking Policy

On-Street Parking

The City Council proposes to make the Dublin City Council Parking Control (Amendment) Bye-Laws 2008 to facilitate the introduction of a Tariff increase in relation to On-Street Parking. The proposed Bye-Laws make amendments to the 2008 Parking Control Bye-Laws. The adoption of Bye-Laws is a reserved function of the elected members of the City Council.

Provision of Additional Road Capacity

Status of infrastructure projects to date;

Roads

- Malahide Road/North Fringe
Project being progressed with Fingal Co. Co.
- Belcamp Lane (N32)
Completed
- Clonshaugh Road
Improvement works being carried out on a phased basis.
- M1 (Improvements between Coolock and Airport)
Completed.
- Ballymun – St Margarets Road/ Jamestown Road – northern section
Under construction.
- Jamestown Road to North Road
Completed.
- N3/Pelletstown Area:
Ballyboggan Road to Broombridge Road - this section completed.
- East Wall Road
Completed.
- Pearse Street
Completed.
- Santry Avenue
Part complete by provision of QBC.
- Merrion Road
Completed.
- Blackhorse Avenue
Improvement of next phase to start in 2009.
- Cherry Orchard/Park West Access roads
Completed.

Bridges

- Macken Street Bridge /Samuel Beckett Bridge
Under construction – due for completion in 2010.
- Royal Canal: From Mayor Street to Spencer Dock (Dublin Docklands Development Authority)
Under construction as part of Luas Line C1.
- **Rebuilding of MacMahon Bridge.**
Completed.

Public Transport/Pedestrian only

- Dodder Bridge from Britain Quay to York Road (Dublin Docklands Development Authority)

At design stage.

Pedestrian Bridges

- Liffey Bridge from Marlborough Street to Hawkins Street

Variation of plan completed to alter this to Public Transport priority bridge. At design stage.

Eastern by pass

Currently under consideration by the Department of Transport. A feasibility study has already been undertaken.

Variations to the Dublin City Development Plan have been completed for the following infrastructural projects;

- Variation No. 5: New road scheme linking IDA Clonshaugh Business and Technology Park to N32.
- Variation No. 20: Road improvement scheme along Richmond Road from Luke Kelly Bridge to the east to Drumcondra Road Upper to the West.
- Variation No. 24: Re-alignment of the R107 Malahide Road and the extension of the new road proposed south and parallel to the Mayne River. This new road infrastructure is required to facilitate the implementation of the North Fringe Framework Development Area.
- Variation No. 27: New Liffey bridge from Marlborough Street / Eden Quay to Hawkins Street / Burgh Quay.
- Variation No. 28: Road improvement scheme along River Road, Pelletstown from Ratoath Road to Ashtown Road.
- Variation No. 31: Liffey Valley Park Pedestrian/ Cycle Bridge.

Traffic Management

Live Traffic Information

The Dublin City Council Traffic Information Service provides immediate notification of the status of traffic within the Dublin City Area. This is accessed by;

- Listening to 103.2FM which broadcasts 'Live Drive' for six hours a day from the Council's Traffic Control Centre.
- Going to Dublincity.ie which provides live traffic information and images including realtime traffic congestion display, traffic alerts and number of available parking spaces.
- Registering to receive alerts by text or email, which gives information on traffic disruptions and the status of the Dublin Port Tunnel.

Addressing Environmental and Road Safety Impacts of Traffic Dublin Port Tunnel

The Dublin Port Tunnel opened on 20 December 2006 providing direct access between Dublin Port and the national road network for Heavy Goods Vehicles (HGVs). Dublin City Council introduced the HGV Management Strategy to encourage maximum use of the Port Tunnel by port-related traffic and to enhance the city centre environment.

The HGV Strategy has resulted in dramatic reductions of 5+ axle vehicles within the city centre area of between 80 - 94% on different routes within the cordon area. Since opening, approximately 10,500 HGVs per day use the Port Tunnel and Dublin City Council now issue an average of 200 permits per day

Noise Mapping

Dublin City Council is required under EU Directive 2002/49/EC to produce a Noise Action Plan. The Noise Action Plan is being finalised and will be for a 5-year period from 31st October 2008. One of the objectives of the project is to provide a tool, permitting the more effective use of

planning controls to reduce noise from new sources and to identify, protect, and create areas of low noise levels.

Noise mapping has been undertaken as part of the Noise Action Plan. The noise mapping project can thus be used in the determination or review of spatial strategies and land use zonings. The mapping project will also be of benefit in the design and assessment of future development proposals by identifying locations that may have particular noise constraints or impacts that require particular attention in relation to the suitability of the site for residential/mixed use development or for the requirement for modification in the design or orientation of a scheme.

In development plans, local area plans and other non-statutory plans, noise maps may be used as part of an environmental audit to inform local policies and design proposals to mitigate the effects of noise on the local area.

Additional Provision for the Mobility Impaired and Disabled

In accordance with the City Council's Policy of providing a fully accessible environment for everybody, it is an ongoing requirement that new all developments are designed in accordance with Appendix 15 of the Development Plan, 'Access for All' to include for the needs of people with disabilities and mobility impairment. Existing public footpaths will be maintained to a high standard and ramps will be provided in conjunction with footpath repairs or re-construction to cater for wheelchair users.

CHAPTER 8 - RETAIL

Retail policy is set out in Chapter 8 and includes the objective to ensure that the city centre remains the 'premier shopping area in the state'. The vitality of the retail function in the city centre area has been maintained and enhanced in the lifetime of the current Development Plan. Two major developments are planned for the O'Connell Street involving an investment of up to 3 billion euro. The Development Plan stated that it is policy to support the introduction of the Business Improvement District (BID). The BID for the city centre is now operating.

A Retail Framework Plan has been completed for the entire central retail core area. This sets out a series of strategies to reinforce and expand the retail land use within the city centre. The core elements of the plan hinge on identifying potential development sites outside the main shopping streets in order to expand the retail land use footprint and to provide for the expanding retail demand. In order to increase the vitality of the central area the plan seeks to encourage a greater diversity of uses in key areas while seeking to reinforce the comparison retail element in other areas. It seeks to develop a coherent pedestrian network creating improved permeability and developing key public spaces both north and south of the River Liffey. Grafton Street and environs were identified as warranting designation as an ACA resulting in a variation to the development plan. An Area of Special Planning Control is being introduced for the area allowing a more refined level of control over the proposed land uses in the south city retail core area.

The current Development Plan encourages the regeneration of radial market streets. Improvement works have commenced on Capel Street and Thomas Street and are completed on Camden Street and Dorset Street. These initiatives combined with the implementation of development management objectives has worked towards achieving a vibrant retail environment reinforcing the traditional retail roles of the radial market streets.

There is considerable ongoing expansion of the retail sector in the suburbs. Almost 75,000 sq.m. of retail floor space had been granted permission at the end of 2006 and a further 60,000 sq.m. of potential development was been identified in the framework plan areas. Of the locations where these developments are focused, four are located in areas defined as Prime Urban Centres in the plan i.e. North Fringe, Northside Shopping Centre (Cromcastle), Ballymun and Phibsborough. It is a specific objective of these areas to create vibrant retail and commercial cores.

At a neighbourhood shopping level there is an ongoing policy to achieve a mix of uses and ensure the retention of a convenience retail function. In redevelopment sites mixed uses are encouraged, which allows the opportunity to expand retail provision in the area. The Apartment Guidelines (Variation 21) set out policy regarding facilitating contemporary retail formats.

The Retail Strategy for the Greater Dublin Area 2008 – 2016 sets out a new retail hierarchy for the region, which reaffirms the role of Dublin City Centre as the Prime Retail Hub for the region and the state. However, the hierarchy of retail centres in the city area itself is a matter to be set out in the next Development Plan.

Summary of Key Issues

In terms of Retailing, there are significant challenges and opportunities including international ones. The northside of the city centre will experience a massive improvement in its retail offer with in the region of €2b invested in Arnotts and Carlton alone. The challenge for the south inner core is to develop large floorplates on suitable sites without compromising the prestige and character of Grafton Street. The challenge for outer areas is to bring the retail offer up to contemporary requirements.

CHAPTER 9 - ARTS, CULTURE AND TOURISM

Introduction

In Chapter 9 of the existing development plan, entitled *Arts, Culture and Tourism*, Dublin City Council commits itself to the artistic and cultural development of the city recognising that arts and culture underpin quality of life and the city's identity while also recognising that arts and culture are important in how cities project themselves, develop profile and compete internationally for people and investment in today's global economy. The nurturing of emerging artists is also acknowledged as a priority. Tourism and Visitors Tourism policy is set out at para. 9.3.0 and includes protecting and improving the tourism and cultural amenities of the city. It is an objective to promote and facilitate the development of a National Conference Centre in a city centre location.

To this end, Dublin City Council adopted policies and objectives to provide cultural infrastructure in the city and support tourism, either through direct provision or through urban regeneration opportunities, as well as public art and sculptural exhibits through the per cent for art scheme and the development control process.

Success to Date

The existing development plan is very positive in a number of aspects in that it places a high value on arts and culture and recognises the contribution they make to the quality of life of the city. Support is expressed in the plan for the provision and retention of cultural infrastructure and the idea of cultural clusters is introduced.

Existing policies in the plan have achieved successful outcomes such as:

- The emergence of a new cultural cluster up around Parnell Square adding to the existing cluster in Temple Bar.
- Additional space has been provided at the Hugh Lane, effectively doubling its space, with this gallery providing a showcase for national and international modern art in the emerging cultural cluster of Parnell Square and endorsing the role of Dublin as a capital city.
- Significant amounts of cultural spaces has been provided at Smithfield.
- The City Walls have been identified as a heritage cluster.
- The Legible Dublin Study has identified a network of strategic routes and spaces.
- Sites have been identified for carnivals and circuses.
- The Lab on Foley Street has been built providing space for emerging artists to exhibit their work along with three rehearsal spaces available for theatre companies and incubator space which is available for a period of up to three months for use by emerging artists.
- Red Stables in St. Anne's Park provides workspaces for artists and crafts people.
- A National Dance Centre has been completed by a public private partnership and opened in December 2006.
- A new city-centre theatre has recently opened, Smock Alley Theatre.
- The public domain has been animated on a continuous basis through temporary exhibitions such as those that have been mounted along O'Connell Street and Parnell Square such as Barry Flanagan 'Hares' and Julian Opie's 'Walking on O'Connell Street' along with a series of temporary sculptures on Grafton Street.
- Five Assistants to the Arts Officer were appointed to Dublin City Council in 2006, one to focus on each of the five administrative areas of the city. These officers are developing a valuable knowledge base of their areas, becoming part of area teams, developing working relationships with Arts/Youth/Community organizations in their areas and are beginning to assess the arts needs in their respective administrative areas.
- The Liebeskind Theatre in the Docklands is almost complete.

- A recently completed event space designed by Martha Schwartz also in the Docklands is proving to be very successful.

The National Conference Centre is now under construction and will open in 2010. Dublin's success as a leisure tourist destination has not been matched by its performance as a business tourism destination however the opening of the Convention Centre at Spencer Dock will be a great boost to business tourism.

During the past ten years the numbers of overseas visitors has almost doubled and there has been a very high level of investment in tourism infrastructure.

Dublin's strong performance has seen it rise up the ranking of European cities for tourism and is now competing with Amsterdam, Vienna, Prague, Barcelona and Budapest.

A new Arts and Cultural Strategy is currently being devised on an inter-departmental basis.

There are further infrastructural projects in the pipeline such as a new Central Library, possibly to be situated in the current Ambassador Theatre building on Parnell Square, new cultural facilities in the Carlton development, Gormley's sculpture in the River Liffey etc.

It is envisaged that an officer for public art will be appointed in the near future.

Future Challenges to be Addressed in the Next Development Plan

However, despite these achievements the challenges remain. Policies and objectives in Dublin City Council's next development plan should actively promote the leadership role of the City Council in developing the city as a leading cultural capital.

The following are the major issues that need to be addressed by appropriate policies in the new development plan:

- The provision of affordable living, working and exhibition space for emerging artists continues to be a major issue.
- There is a need for new libraries, possibly integrated models, in some areas of the city. There are areas in the Dublin City which are currently served by mobile libraries only.
- Supporting and promoting cultural inclusion of all residents, including the 15% non-Irish nationals, in the city through the provision of fit-for-purpose, multi-use cultural infrastructure, both at the city and the neighbourhood level along with programming where there are currently deficits is key. This should support local identity and place-making.
- The provision of quality public art must continue in order to animate the city's public domain.
- The protection and development of cultural quarters and clusters in the city should continue.
- Increasing residential densities in the city calls for an increased amount of arts and culture facilities in order to help achieve attractive neighbourhoods.
- There is a need to protect existing cultural facilities and cultural hubs during redevelopment of a site(s) or rejuvenation of a larger area.
- The provision of a Museum of Dublin and a Central Library are stated policies of the current plan and are yet to be provided, although the Central Library is potent.
- Concerns have been expressed by Dublin Tourism and others, that the benefits the Convention Centre may be limited because of the shift in hotel capacity away from the city centre and the prospective loss of key large business 4 and 5 star hotels and banqueting venues. A Report for the Irish Tour Operators Association by CHL Consulting states that Dublin will remain a long distance behind its competitors in the supply of 4 and 5 star accommodation and this affects the city's ability to compete for major conferences.

CHAPTER 10 - HERITAGE

CONSERVATION

Conservation Plans adopted since the 2005 Plan

- Henrietta Street
- St. Lukes
- City Walls
- Kilmainham Mills

Protected Structures

The management of the Record of Protected Structures forms a significant part of the ongoing work of the Conservation Office.

Since March 2005 15 structures have been added to the Record. 5 structures have been deleted in the same period.

Architectural Conservation Areas

There is a commitment to identify and prioritise the implementation of up to 8 areas in the city as Architectural Conservation Areas in the current development plan which is being achieved at present. To date, the ACAs which have been completed include:

- Grafton Street and Environs ACA – Variation No. 8 adopted 3/7/06 – in association with the ACA a Scheme of Special Planning Control for this area was passed by resolution of Dublin City Council on April 2nd 2007.
- Prospect Square ACA/De Courcy Square ACA – Variation No. 14 adopted 26/2/07
- The South City Retail Quarter ACA – Variation No. 15 adopted 5/3/07
- Dartmouth Square and Environs ACA – Variation No. 23 adopted 4/2/08
- An ACA has been completed for Capel Street and an SEA Screening Report for same has been sent to the prescribed bodies for comment. Following a response the proposed ACA will be put on public display and after a period of 4 weeks the ACA will be brought forward to the elected members for approval.
- An ACA is currently being prepared for the Conservation Area of Marino. The ACA is being prepared by consultants and is expected to be completed by the end of the summer.
- An ACA is currently being prepared by Dublin Civic Trust for the Thomas Street and Environs Area.
- An ACA is currently being prepared for Fitzwilliam Square. The ACA is being prepared in-house and it is anticipated that the ACA will be completed by the end of the summer.

Parking with the Curtilage of Protected Structures and Conservation Areas

Variation No. 19 Dublin City Development Plan on varying Section 15.10.5 of the Plan. The Variation removes the criterion that states that 'no more than one private car parking space is provided within the curtilage of the building'

The Variation further states that it is acknowledged that there are certain properties with large front gardens, which, subject to a number of requirements and the guidelines set out in Appendix 18, could accommodate limited car parking without seriously affecting the special character of protected structures or conservation areas.

ARCHAEOLOGY

Archaeological Research Agenda – this Agenda for the Medieval City is nearing completion.

Dublin City Industrial Heritage Survey – Survey of industrial structures complete.

Progress Heritage Office

Heritage Plan 2007 – Tool for the implementation of the objectives of the City Development Plan in relation to the Heritage Issues. Actions in the Heritage Plan include Graveyard Survey, Industrial Heritage Survey and City Walls Conservation Plan. The Position Paper of the Heritage Plan will feed into the Development Plan Review.

Conservation Strategy for public sculpture complete.

Street Furniture Survey and Maintenance strategy

Surveys for sustaining places of worship and for bank buildings complete

Graveyards Survey Complete.

BIODIVERSITY

Dublin City Council has a key role in implementing Government policy to protect, maintain and enhance biodiversity. The Council has adopted and is implementing the Dublin City Biodiversity Action Plan 2008 – 2012. The BAP has identified the Priority Species and many areas of High Biodiversity Interest which are of major importance to flora and fauna.

The Habitat GIS mapping project has been completed and habitat management plans developed for the city's parks and open spaces. The integration of biodiversity in engineering projects, new developments and local area plans is ongoing. Guidance for Green Roofs is being developed. A programme of measures to raise awareness of biodiversity is underway and a feasibility study has been carried out to identify possible locations for a Dublin city Biodiversity Centre.

CHAPTER 11 - RECREATIONAL AMENITY AND OPEN SPACE

In recent years a series of national policy and guidance documentation has been published highlighting the importance for health and well-being of active lifestyles and recreation. The delivery of local sports services and the roll out of sports partnerships is generally being devolved from the Department of Arts, Sports and Tourism to the Local Authorities, and Dublin City Council is responding with an increased growth in the sport services delivered, and through continued improvement in the Council's leisure facilities.

All sports services have been consolidated in the Sport & Leisure Services Section, and a Sport and Active Recreation Officer has been appointed for each of the five Areas. The Council has commenced preparation of its next Sports and Active Recreation Strategy (2009-2016).

Dublin City has added a wide range of leisure and recreation opportunities for its residents in the last year, including the completion of Leisure Centres, sports halls and floodlit football pitches. A new swimming pool is under construction at Rathmines, and the Council has assumed responsibility for the operation and running of Ballymun Leisure Centre. Two new skateparks were installed in Bushy Park in Terenure and in John Paul II Park in Cabra. The Passport for Leisure Scheme for the over 55's gives free or low-cost access to the wide range of facilities managed by the Council, including swimming pools and pitch and putt.

Open Space

These recreational developments are occurring in conjunction with an extensive programme of works to upgrade existing parks. Work in the environs of the Royal and Grand Canals has been carried out as a joint venture between DCC and Waterways Ireland. The Council has recently audited all public parks, and the Parks and Landscape Services Division has commenced consultation on a programme of improvements for 23 parks in the city centre to ensure universal access and accessibility for all.

Dublin City Development Board in conjunction with DCC have developed a 'Policy on Children's Play, consistent with the National Strategy. A commitment was made in the Development Plan to provide thirty new playgrounds in the city during the Plan period. This programme has been initiated and new playgrounds have been provided, for example at Johnstown Park, Portland Place, Cherry Orchard Park, Markievicz Park, Brickfields Park, South Dock Street Park and Ringsend.

The Parks and Landscape Services Division manages over 1400 hectares of public open space to meet the social, recreational and ecological needs of the city. The importance of public open space for active and passive recreation, including relaxation and children's play is recognised in the Development Plan, as is the importance of ensuring optimal provision of public open space to meet the needs of increasing populations.

Creating additional areas of urban greenspace has been a priority for Dublin City Council, in both newly developing and regeneration areas. Frameworks and Local Area Plans assess open space needs for the community, and incorporate them into the objectives of the plans. New parks are being developed at Tolka Valley Park in Pelletstown and Father Collins Park in Donaghmede (North Fringe). For inner city areas the Phibsborough and Liberties Local Area Plans will provide new parks on former brownfield sites.

CHAPTER 12 - INFRASTRUCTURE

Waste Management

The management of waste is addressed on a regional basis. The Development Plan incorporated the main objectives of the Waste Management Plan where the aim is to deliver maximum recycling, use thermal treatment for the treatment of residual wastes and by doing so minimize the use of landfill disposal. The adopted targets in the Plan to 2013 are 59% recycling, 25% thermal treatment and 16% landfill. The City Council will have completed the introduction of the three-bin collection system for dry recyclable, organic and residual waste by early 2009.

In new developments, applicants are required to comply with the waste management storage standards as set out in Appendix 11 of the development plan. Provision for publicly accessible recycling facilities is being recommended on larger commercial projects. Waste Management Plans are submitted with all large scale planning applications and where they are not submitted they are requested.

The Development Plan is required to include the objectives of the Waste Management Plan which include:

- Regional Materials Recovery facility due to become operational at Ballymount in 2008.
- Biological treatment facilities at Ballyogan and Kilshane Cross due to become operational later in 2009.
- Waste to Energy Plant due to become operational in 2012.

The City Council adopted a Litter Management Plan to address prevention and awareness, responsibility and partnership, Litter management and cleaning, graffiti and enforcement.

Water Services

Water Supply

The provision of water services is seen in a regional context informed by the Greater Dublin Water Supply Strategic Study. The council is committed to implementing the strategic action lines identified in that study:

- New water source development
- Asset Management to achieve leakage reduction and repair and upgrade of the water mains network.
- Demand management.

The extension of the Ballymore Eustace Water treatment Plant is under construction and will deliver additional water treatment capacity in 2011.

A feasibility study on a major new source of water was completed in 2008. Further studies, to examine in detail the options of desalination or extracting from the River Shannon, are on – going.

In terms of asset management, leakage in the region has been reduced from 43% to 30% with a long-term reduction target of 20%. The reduction in leakage has been achieved through a combination of active leakage detection and repair coupled with the Regional Water Main Rehabilitation Programme which will deliver 280km of old cast iron pipes upgraded at a cost of €118 million by 2011.

In demand management, applicants are required to comply with the Water Byelaws which require the installation of the efficient fixtures and fittings to conserve water and in the case of non domestic customers producing water management plans and water audits.

EU Water Framework Directive

An agreed Eastern Region River Basin Plan will be published in 2009 which will set out the specific environmental objectives to be achieved by 2015 and measures needed to achieve them in order to reach 'good ecological status' as required by the Water Framework Directive.

Drainage

The Greater Dublin Strategic Drainage Study (GSDSDS) was adopted by the Dublin Regions' local authorities in 2005 which identified infrastructure required to cater for storm water and foul effluent. The GSDSDS forms the basis of capital investment on drainage for the region which amounts to €2.4b. to 2031. Both the City Centre and Drumcondra/ Clontarf Drainage Relief Schemes are included in the 2007-2014 Investment Programme.

It is a policy of the development plan to facilitate the proper control of surface waters arising from developments; such measures include attenuation tanks and the use of Sustainable Urban Drainage Systems in new developments.

In relation to the Dublin Bay Project, investments in the Ringsend Waste Water Treatment works have resulted in major improvements in the water Quality where Dublin is the only capital City in the EU to achieve blue flag beaches. The treatment plant is working at full capacity and even with the planned upgrade to cater for a population equivalent of 2.2 million people, the proposed North County Regional Wastewater Treatment works and the Orbital Sewer are essential to facilitate the sustainable development of the Dublin area as envisaged in the current Development Plan.

Flood Management

In cooperation with other authorities, Dublin City Council is implementing the recommendations of the 'Dublin Coastal Flooding Protection Project'. This project identified €100m worth of capital investment to improve coastal defences. Dublin City Council is working closely with OPW, who are the National Flood Management Agency. A prevention scheme has been completed. The River Tolka flood defence works have been completed. Works are underway at Merrion Gates and Clontarf. Flood protection works have started along the River Dodder and flood protection at Sandymount will be incorporated into the Sutton to Sandycove promenade and cycleway scheme. An early warning system for tidal surges is being developed. The City Council has established a Major Emergency Management Team to respond to flood and other risks.

Dublin City Council is taking part in the EU Project 'Resilient Cities' which is examining building techniques to cope with flood risk. In addition, studies are being undertaken to identify solutions to the long-term issue of rising sea levels.

Flood risk and impact assessments are required in planning applications for large developments in flood risk areas.

Climate Change

The City Council adopted a Climate Change Policy for Dublin in May 2008 which set targets in different sectors (energy, planning, transport, waste management and biodiversity) in order to reduce energy consumption and greenhouse gas emissions. There may need to be a review of the current policies in the Development Plan, as they focus primarily on the potential flood impacts of climate change.

In contributing to these policies, the most relevant policy and standards, introduced by variation 22 to the Development Plan, is on promoting energy efficiency and use of renewable energy in new development.

Many of the policies in this chapter are achieved through the Development Management process and are included as part of the Water and Drainage Code of Practice. The main focus of the next Development Plan is to rationalise the number of policies and develop a streamlined integrated system to ensure the policies are introduced at the pre design stage of any development.

CHAPTER 13 - DEVELOPMENT CONTROL OBJECTIVES

This chapter describes how the Planning Authority assesses each planning application for development and the statutory requirements with regard to interest in the property, compliance with the grant of planning permission, development levies, bonds to ensure satisfactory completion of development, situations where an Environmental Impact Assessment would be required and the usefulness of Pre application consultation with the Planning Department.

CHAPTER 14 – LAND USE ZONING

The zoning of land for specific uses with an overarching objective for each type of zone is the spatial expression of all the policies of the Development Plan. The land use objectives (zoning) aim to ensure that there is sufficient land allocated to meet the residential, economic and social/cultural needs of Dublin into the future. In the current plan, there are 15 land use objectives/zones.

The thrust of zoning in the current Plan is to expand the City Centre zoning to the east towards Dockland and to the west towards Heuston Station, to introduce a new mixed use zoning (Z10) for key inner suburban brownfield sites, to give recognition to the eight Prime Urban Centres as centres of employment, retail and social facilities in the suburban areas of the City, and to consolidate rejuvenation areas into a Z14 zone which covers most of the thirteen Framework Development Areas (FDA). The FDAs are strategic areas of the City with a development capacity and potential to deliver the residential, employment and leisure need of the City.

The Council has been successful in producing Framework Plans/ Local Plans consistent with the objectives set out in the Development Plan and these plans are used to guide urban development in the city. Key strategic plans and projects are set out below, including progress achieved thus far. These projects are central to the full delivery of integrated land use and transportation. This integration is key to the achievement of successful, high density, mixed-use, connected and sustainable urban areas.

Prime Urban Centres

The Prime Urban Centres of North Fringe, Northside Shopping Centre and Finglas Village are Framework Development Areas also.

- Ballymun PUC3 - The Ballymun Plan is at implementation stage. Projects include the development of a vibrant town centre, flagship projects including IKEA. Three new neighbourhood centres have been constructed at Poppintree, Coultry and Sandyhill. A fourth centre is under construction at Sillogue/Sandyhill. The tower blocks have been demolished and new buildings are under construction. Ballymun is included in the proposed METRO Route with a station. The development of a QBC on St. Margaret's Road, to link Finglas to Ballymun and to provide a priority route to Ballymun is at design stage.
- Ballyfermot PUC5 – A brief for the Plan is being prepared.
- Rathmines PUC6 – A Draft Local Action Plan is in preparation, with the aims of creating strategic linkages, provide an urban design framework and assess the potential for planning gain.
- Phibsborough/ Mountjoy PUC7 – In October 2008, the City Council adopted a statutory Local Area Plan (LAP) which will guide the future development of this area. A proposed draft variation to the City Development Plan is being prepared in order to facilitate the redevelopment of key sites in line with the strategy of the LAP.
- Crumlin PUC 8 – No plan at this stage. A number of plans, however, are in preparation in the vicinity of Crumlin, such as, the Naas Road Framework Plan, the Drimnagh Integrated Area Plan and the Draft Liberties Local Area Plan.

Framework Development Areas

- Pelletstown FDA1 – Plan completed in 2001 and implementation of the different phases of the plan is continuing. Phase one is completed and phase two is under construction. As part of the plan, the Ashtown Rail Station & Bus Routes are operational and works to Ballyboggan Road are completed. The variation to facilitate the River Road (Road Widening & Improvement) Scheme is completed.
- Finglas FDA2 The Draft Framework Plan is complete and it is at the implementation stage. Specific design briefs development for a number of sites. The main shopping centre has planning permission for redevelopment.
- Northside/Cromcastle FDA3 – A Draft Framework Plan has been produced and there is a current planning application for the redevelopment of the existing shopping centre which is currently with An Bord Pleanála. A number of the road improvements associated with the Plan are at design stage, namely, the Link Road from IDA Lands to N32 and the Kilmore-Clonsaugh Road.
- North Fringe FDA4 – The Draft Framework Plan was produced in 2000 and development is in progress. The area to the east of the Malahide Road is at implementation stage and the new mainline rail station is under construction. The next stage is the construction of a portion of QBC extension from Malahide Road to the New Station. The area to the west of the Malahide Road is subject of further refinement (Northern Cross Master plan) and the Belcamp Lane lands are identified for affordable housing.
- Chapelizod FDA5 – A draft Plan has been produce with an emphasis on in-fill development which is sympathetic to the historical character of this village. The City Council has approved a scheme for a River Liffey Walkway.
- Parkwest/Cherry Orchard FDA6 - Draft Framework Plan completed and at implementation stage. In the area to the north of the railway line, a new rail station and plaza has been approved. The new rail station opened as part of the Kildare Route Project. To the south of the railway, two phases of development have been completed. A further phase of development for residential and mixed use has a grant of planning permission.
- Heuston & Environs FDA7 - The adopted Framework Plan completed and at the implementation stage. The aims of the Plan are to secure the regeneration of major brownfield sites around a transport hub and to create new connections and open spaces which seek to develop the potential of the River Liffey as an amenity. Permission granted for Eircom/OPW and Clancy Barracks sites for mixed-use developments.
- Grangegorman/Broadstone FDA8 - Dublin City Council is working closely with the Grangegorman Development Agency in supporting and assisting with the development of a Master plan for a large new educational campus for DIT on these lands.
- City Markets FDA9 Framework Plan at implementation stage. The central concept of the Plan is the creation of a new market square, with the existing Victorian building acting as a centrepiece. The area is viewed as an important link between the main shopping area and both the legal quarter and Smithfield to the west.
- Spencer Dock North FDA10 - Draft Plan at preparation stage. There is a new rail station at Spencer Dock and Macken Street Bridge is complete. The area will benefit from the construction of Luas Line C1.

- Digital Hub FDA11 – An Urban Framework Plan sets out the vision for the delivery of a digital media industry by 2010 and is at the implementation stage. The potential amount of development is 50,000 sq. metres of integrated floorspace, comprising enterprise, retail, residential and learning/educational space.
- Newmarket FDA12 – The FDA now forms part of the Liberties draft LAP which is at public consultation stage. The Plan proposes the comprehensive rebuilding of the Newmarket area.
- Southbank/ Poolbeg FDA13 – The City Council completed a draft Framework Plan and had prepared design briefs for 44 landscape projects. In 2008, the Docklands Development Authority successfully applied for a Section 25 planning scheme designation. A planning scheme is in preparation and the City Council is represented on the working group overseeing the preparation of the Planning Scheme.

Also, the Council has progressed a number of Framework Development/ Action Plans with local consultation for areas identified in section 14.10.0 of the Development Plan, as follows:

Santry Ave/ Swords Rd. A draft brief to inform the preparation of a plan for Santry is currently under preparation and near completion. It is the intention to circulate the brief as a draft-working brief at the November Meeting of the North West Area Committee. The plan is an environmental improvement scheme for Santry Village with a 3-stage implementation strategy.

Richmond Road Area Action Plan, 2007 provides planning guidance on all development proposals and planning applications in this area. A proposal to upgrade the road is part of the Plan. In order to include the road improvement scheme, a variation to the Development Plan was adopted by the City Council to include the objective to upgrade the road.

Draft Dolphin's Barn Framework Plan incorporates the John Player / Bailey Gibson lands on South Circular road. Both sites have been granted planning permission. Currently a draft variation to the Development Plan in respect of St. Teresa's Gardens is on public display to facilitate the redevelopment of this Council Estate in line with the strategy of the Plan.

Plans for Killester and Donnycarney are yet to be initiated.

Since the adoption of the current Development Plan in 2005, the City Council has adopted twenty-eight variations to the Development Plan. Of the adopted variations, eleven involve the rezoning of land. These are set out in Appendix 1.

CHAPTER 15 – GENERAL SITE - DEVELOPMENT STANDARDS

In the Development Plan, there are detailed standards which are used in the Development Management process. There are three types of standards. In section 1 qualitative standards on design, layout, mix of new buildings, and landscaping are detailed. Section 2: sets out the quantitative standards, including density, plot ratio, site coverage, height, access and road standards. Section 3 sets out standards that must be applied with regard to different forms of development, including residential standards, development in conservation areas and a range of other development types. Some of the development standards are explained in detail in the Appendices, such as, childcare facilities, waste storage, telecommunications antennae, safety design, provision of access for all, roads and footpaths, student accommodation, protected structures and buildings in conservation areas, pigeon lofts, industry/ warehouse and business parks, petrol stations and multi-storey carparks.

Since the adoption of the current Plan, the City Council have adopted variations to the Development Plan in order to add standards which has improved the range of guidance to applicants.

The main additions are as follows:

- Variation 19 – Improved guidelines on parking in the curtilage of a protected structure and in Conservation Areas
- Variation 21 – Improved both the qualitative and size standards to achieve liveable sustainable new apartment homes in the City.
- Variation 22 – This variation sought to achieve improved energy efficiency in new buildings throughout the City by requiring an energy rating to for new buildings of B1 in the first instance and from January 2009 an A3 rating.
- Variation 30 – Introduced standards for the development of off-licenses and part off-licenses relating to the location, size and floor area for display of goods.

There is a review on going with regard to the location, density and height of new development in the City.

The standards have been successful in both guiding applicants and in the assessment of a range of development proposals.