



**NOTIFICATION TO ATTEND MEETING OF THE FINANCE SPC  
TO BE HELD IN THE COUNCIL CHAMBER, CITY HALL, DAME STREET, DUBLIN 2.  
ON THURSDAY 15 NOVEMBER 2018 AT 3.00 PM**

**AGENDA**

**THURSDAY 15 NOVEMBER 2018**

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1	Draft Minutes of meeting - 20th September 2018	<b>3 - 6</b>
2	Correspondence:	
	a) Affordable Housing Capital Fund - letter to Minister for Finance - 1st October 2018	<b>7 - 8</b>
	b) Affordable Housing Capital Fund - letter to Minister for Housing, Planning and Local Government - 1st October 2018	<b>9 - 10</b>
	c) Housing Rents deduction at source - letter to Sec. Gen. Dept. of Employment Affairs & Social Protection - 1st Oct 2018	<b>11 - 12</b>
	d) Alan Robinson, Docklands Business Forum re: replacement member - 1st Oct 2018	<b>13 - 14</b>
3	North City Operations Depot - Update	<b>15 - 30</b>
4	Revised Rates Legislation - update	<b>31 - 32</b>
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## Finance Strategic Policy Committee

### Minutes of Meeting Held On 20<sup>th</sup> September 2018

#### 1. Minutes – May 17<sup>th</sup> 2018

Agreed

#### 2. Matters Arising:

Liffey Boardwalk Extension – there is currently a feasibility study being carried out. K. Quinn confirmed that she will report back on this item at a later date.

Local Property Tax – clarification was given that the 20% equalisation fund allocation deducted from Dublin City Council comes off the base figure and not from the reduced 15% figure decided for 2019 by Dublin City councillors.

#### 3. EURO 2020 – delegation

A presentation was made to the members by the team involved in the EURO 2020 event. This presentation covered the following:

- The scale of the event and the international exposure;
- The legacy of the event with the correlated economic gain to Ireland
- The Dalymount Park redevelopment
- Project breakdown between DCC, FAI and DTTAS
- Budget assumptions on funding
- Successful bid to host the TV qualifying draw in Dublin Convention Centre

During discussions that followed the presentation, the following items were raised:

- Update on the Dalymount Park redevelopment and any potential delays as a result of this event.
- Fanzone locations to be identified.
- Impact of whether Ireland will qualify or not.
- School Leagues development and opportunities to engage with schools
- Engagement with residents in the areas around the Aviva Stadium
- Concerns over bed capacity in the city
- Input from UEFA - €4.1m underwritten by them

#### 4. Housing Rents Arrears

Tony Flynn, Executive Manager, Housing and Community Services Department gave a presentation on Housing Rents and Arrears to the members. This presentation covered the following areas:

- Background to housing rents identifying the number of tenancies, differential rent scheme, average rent charge and minimum rent charge;
- Annual Rent Charges from 2014-2017;
- Annual Rent Collection Rates;
- DCC adopted budget objectives for 2018;
- Arrears and Aged Debt Analysis showing that the current Net Rent Arrears figure is €25.5m;

- Key Arrears points showing 54% of total tenancies are in arrears with 43% of these owing less than €500;
- Change in legislation regarding tenancy warnings and repossessions;
- Work of the Arrears Management Section detailing early intervention, promotion of direct debits/household budget payments, advising of debt solutions and provision of an online portal to allow tenants to view their accounts;
- Routine Repairs and Transfer Applications will not be processed if a tenant is in arrears or has not adhered to a repayment plan.

Members had a number of queries and points to raise at the conclusion of this presentation and they are summarised as follows:

- Introduction of an online housing management system to alleviate the build up of arrears when there is a change in financial circumstances;
- Explanation of the spikes in the arrears figures as indicated on the Aged Debt Analysis slide;
- Level of repossessions was questioned by members in particular with reference to anti-social behaviour;
- The need to increase the supply and therefore the social mix of tenancies;
- The average rents do not match the levels charged in the private sector;
- Difficult for DCC to maintain, repair or replace and maintain a sinking fund with these payment charges.
- Need to expand the payment options to include deductions from social welfare payments.

**Agreed:** It was agreed that correspondence would issue to the Secretary General of the Department of Social Protection to introduce the inclusion of deductions at source for household rents from social welfare payments.

## 5. Homeless Report

Eileen Gleeson, Director, Dublin Region Homeless Executive made a presentation to the members on the finances of the Homeless services provide across the Dublin Region.

This presentation covered the following:

- National Homeless figures at June 2018
- Quarter 2 – Adult Emergency Use in the Dublin Region
- Family Accommodation type and monthly family presentations
- Homeless Finance
- Growth of the Homeless Budget from 2011-2018
- Claims update to the DHPLG
- Analysis of Homeless Expenditure

At the conclusion of this presentation, discussions took place on the following issues:

- Complexity of recoupment process
- Procurement – complex procedural issues
- Inflow from the private sector
- SPC members acknowledged the difficulties faced by persons experiencing homelessness and it's impact on their lives.
- The need to increase Hub Stock
- The need to increase single bed accommodation
- HAP scheme

**6. North City Operations Depot**

**Agreed:** This item was deferred until the next Finance Strategic Policy Committee Meeting on November 15<sup>th</sup> 2018.

**7. Services Delivery & Resources Working Group – draft minutes of meeting 24<sup>th</sup> May 2018**

Noted

**8. Audit Committee Meeting – March 8<sup>th</sup> 2018 – Agreed Minutes**

Noted

**9. Motion in the name of the Fianna Fail Group:**

“To establish an affordable housing capital fund through borrowing from the Housing Finance Agency”

**Agreed:** The motion was agreed. It was further agreed that correspondence would issue to the Minister for Housing, Planning and Local Government and Minister for Finance.

**10. Motion in the name of Cllrs. Rebecca Moynihan and Emma Murphy**

“Dublin City Council recognises that period poverty is a very real issue for women in low income households. As a City Council we have a responsibility to break down the stigma around periods and tackling period poverty. Dublin City Council agree to have free sanitary products available in the toilets of all Dublin City Council buildings, including community centres, swimming pools and libraries”.

**Agreed:** The motion was agreed.

**Signed:** **Councillor Ruairi McGinley**  
**Chairperson**

**Date: 20<sup>th</sup> September 2018**

**Attendance:**

**Members**

Councillor Ruairi McGinley (Chairperson)  
Councillor Paddy Bourke  
Councillor Tom Brabazon  
Councillor Dermot Lacey  
Councillor Ray McAdam  
Councillor Paddy McCartan  
Councillor Micheál MacDonncha  
Councillor Séamas McGrattan  
Councillor Larry O’Toole  
Councillor Noeleen Reilly  
Aidan Sweeney, IBEC

**Non Members**

Cllr. Mary Freehill  
Cllr. Rebecca Moynihan

**Guest Speakers**

Eamon Breen, Finance Director, FAI

John Kelly, Principal Officer, Department of Transport, Tourism and Sport  
John Lawlor, EY DKM

**Officials**

Kathy Quinn, Head of Finance  
Richard Shakespeare, ACE, CRES Department  
Tony Flynn, Executive Manager, Housing and Community Services Dept.  
Eileen Gleeson, Director, Dublin Region Homeless Executive  
Eileen Quinlivan, Executive Manager, Transformation Unit  
Ruth Dowling, Administrative Officer, Transformation Unit  
Fiona Murphy, Senior Staff Officer, Finance Secretariat  
Lisa Nolan, Staff Officer (Secretarial)

**Apologies**

An tArdmhéara Nial Ring  
Cllr Brendan Carr  
Eric Fleming, ICTU  
Aebhric McGibney, Dublin Chamber of Commerce  
Dr. Caroline McMullan, DCU  
Joanna Piechota, Irish Polish Society

DRAFT



Dublin City Council

Comhairle Cathrach Bhaile Átha Cliath

Dublin City Council  
City Hall, Dublin 2, Ireland

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Halla na Cathrach, Baile Átha Cliath 2, Éire  
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Minister Paschal Donohoe  
Department of Finance  
Government Buildings  
Upper Merrion Street  
Dublin 2, D02 R583

1<sup>st</sup> October 2018

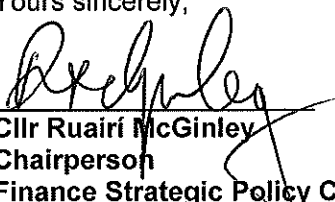
Re: Motion re: Affordable Housing Capital Fund

Dear Minister Donohoe,

I refer to the following motion adopted by Dublin City Council's Finance Strategic Policy Committee at their meeting held on 20<sup>th</sup> September 2018:

"To establish an affordable housing capital fund through borrowing from the Housing Finance Agency".

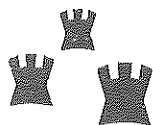
Yours sincerely,

  
Cllr Ruairi McGinley  
Chairperson  
Finance Strategic Policy Committee

**Copy also issued to the Minister for Housing, Planning & Local Government**







# Dublin City Council

Comhairle Cathrach Bhaile Átha Cliath

Dublin City Council  
City Hall, Dublin 2, Ireland

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Minister Eoghan Murphy  
Minister for Housing, Planning & Local Government  
Custom House  
Dublin 1  
D01 W6X0

1<sup>st</sup> October 2018

Re: Motion re: Affordable Housing Capital Fund

Dear Minister Murphy,

I refer to the following motion adopted by Dublin City Council's Finance Strategic Policy Committee at their meeting held on 20<sup>th</sup> September 2018:

"To establish an affordable housing capital fund through borrowing from the Housing Finance Agency".

Yours sincerely

**Clr Ruairi McGinley**  
Chairperson  
Finance Strategic Policy Committee

**Copy also issued to the Minister for Finance**





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John McKeon  
Secretary General Department of Employment Affairs and Social Protection,  
Áras Mhic Dhiarmada,  
Store Street,  
Dublin 1.

1<sup>st</sup> October 2018

Re: Deduction at Source of Local Authority Rents from Social Welfare Payments

Dear Mr. McKeon,

At the meeting of Dublin City Council's Finance Strategic Policy Committee on 20<sup>th</sup> September 2018 the members of the committee considered the issue of the current level of housing rents arrears. The matter of prudent financial arrangements to support both the tenant and local authority arose.

Structured payment arrangements support tenants in meeting financial obligations, which in this instance are income related and not onerous, thus avoiding the strain and worry of getting into debt. In parallel, a local authority is enabled to give a better overall housing service when having confidence that rents will be paid thereby allowing resources to be diverted from debt management. The SPC members acknowledge the use of An Post Household Budget facility by some tenants. However, the preferred option for both tenant and local authority is that arrangements would be commenced to deduct Dublin City Council's tenants' rent at source from your department's payments and remit those rent payments to Dublin City Council.

I ask that you give this request close consideration. The next meeting of the committee is scheduled for Thursday 15<sup>th</sup> November 2018 and I propose that you would provide the committee with an update on your deliberations then.

Yours sincerely,

**Cllr Ruairi McGinley**  
Chairperson  
Finance Strategic Policy Committee





Oifig an Cheannasaí Airgeadais, An Roinn Airgeadais,  
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Alan Robinson  
Docklands Business Forum  
Docklands Innovation Park,  
Centre Block,  
128-120 East Wall Road,  
Dublin 3.

1<sup>st</sup> October 2018

**Re: Docklands Business Forum– Nomination to the Finance Strategic Policy Committee**

Dear Mr. Robinson,

In 2016 Mr. Morgan O'Regan was nominated to represent the Dockland Business Forum on the Finance Strategic Policy Committee. Mr. O'Regan's nomination was approved by the Committee.

On 17<sup>th</sup> September 2018, Mr. O'Regan indicated by email that he would no longer be in a position to represent the Docklands Business Forum as his current role would see him outside of Dublin. He indicated that he would contact you to discuss a replacement nomination.

I now wish to formally request a replacement nomination from your organisation and would appreciate if you could let me have this nomination, in writing, as soon as possible to facilitate the filling of this replacement position on the committee. Please note that the holder of this position will be a member of the committee from their nomination date until the Local Elections in May 2019.

Should the Docklands Business Forum not be in position to provide a replacement nomination, I would appreciate if you could also let me have this decision in writing.

Yours sincerely,

**Kathy Quinn**  
Head of Finance  
With responsibility for ICT



# Cost Benefit Analysis of the North City Operations Depot (NCOD) Project

## **Executive Summary**

Report to Transformation Unit of Dublin  
City Council 24<sup>th</sup> October 2018

## Executive Summary

The existing Dublin City Council (DCC) depot network consists of 37 depots providing operations facilities for 1,400 staff and over 600 vehicles. The network has evolved over time, and today is spread across the city on disparate sites, some of which are inappropriately located. The facilities for staff are of varying quality and the existing depot network does not support the highest levels of operational efficiency.

Recognising the critical role played by operation depots and direct labour in the delivery of the City Council services, as well as the fragmented nature of the existing depot network, DCC established the Depot Consolidation Project. Following extensive analysis and consultation by DCC, a consensus emerged that all north city operations could be consolidated into a single North City Operations Depot (NCOD), situated on an existing Council-owned site in Ballymun (the NCOD Project). The consolidation of DCC's south city operations is also under review.

Consequent to the foregoing, the Council commissioned EY-DKM to prepare the Cost Benefit Analysis (CBA) for the project.

Based on DCC-supplied information, the following is a summary of the costs and benefits of the NCOD project, in 2018 money terms (summary spreadsheets are presented in the appendix):

- the estimated capital cost of the project is [REDACTED]
- The opportunity cost of the Ballymun site is €4.5 million
- Vacated depots owned by the Council have a market value of approximately €59 million, while vacating leased premises will over time enable the avoidance of rental costs of €298,000 per annum
- Payroll savings will grow over time, from approximately €500,000 per annum to €2.25 million per annum. Additional payroll costs will arise for a new depot manager and three other staff, amounting to approximately €360,000 per annum. These values include 1% per annum growth in "real" wages, and payroll-related overheads
- Other savings (including energy and general depot costs) are estimated to amount to €867,000 per annum

Our analysis considered five options:

- ▶ Do Minimum (i.e. continue as is)
- ▶ Do NCOD Project
- ▶ Refurbish the existing network of depots
- ▶ Consolidate within the existing network of depots
- ▶ Relocate to a leased premises elsewhere

A high level Multi-Criteria Analysis (MCA) reduced this down to Do NCOD Project and Refurbish as being the most viable options, by reference to a range of criteria.

An Exchequer Cashflow Analysis and a Socio-economic Cost Benefit Analysis (CBA) were undertaken, in line with the Public Spending Code. These assess the project from the point of view of the public



sector and of society as a whole, respectively. In addition, a DCC cashflow analysis is undertaken, to assess the project from the perspective of DCC itself. This differs from the Exchequer cashflow analysis in terms of the cost of borrowing facing the project, the actual cash values realised and compensation for the vacated sites, and the fact that DCC cannot recover VAT.

Key evaluation outputs are:

- ▶ Net Present Value (NPV) - the value in today's money of the net monetary flows
- ▶ Internal Rate of Return (IRR) - the rate of return generated on the project
- ▶ Benefit Cost Ratio (BCR) - the ratio of the benefits to the costs (in today's money)

The most important indicator is NPV, as this gives the net value in monetary terms of the project. It can be considered the Profit & Loss account for the project. IRR and BCR effectively give the ratio between benefits and costs. For options where costs are low, this can result in a higher IRR and BCR, but what this does not capture is that the option with the highest NPV - the highest net benefits to society - is then foregone.

The results of the Exchequer Cashflow Analysis can be summarised as follows:

#### Results of Exchequer Cashflow Analysis

Option	NPV (€'000)	NPV Compared to Refurbish (€'000)	IRR	BCR
Do Project	49,422	64,411	19.6%	1.85
<b>Refurbish</b>	-14,989		-19.2%	0.00

The analysis indicates that the NCOD project is highly financially viable, returning a Net Present Value (NPV) of over €49 million over a 25 year timeframe. The Internal Rate of Return (IRR) meanwhile is just under 20%, compared to a cost of capital facing the project of 2.01%.

The results of the DCC cashflow analysis are as follows:

#### Results of DCC Cashflow Analysis

Option	NPV (€'000)	NPV Compared to Refurbish (€'000)	IRR	BCR
Do Project	57,874	76,152	9.5%	1.91
Refurbish	-18,278		-19.3%	0.00

The NPV generated by the DCC cashflow analysis is higher than that generated by the Exchequer cashflow analysis, because although the former includes VAT and in some cases lower property valuations, it also utilises a lower interest rate (in fact, the DCC cost of borrowing is negative in real terms, as it is lower than the expected long term inflation rate (1.8% compared to 2%).

The results were then subjected to socio-economic CBA, using a societal discount rate of 5%, the results of which were as follows:

**Results of Socio-economic Cost Benefit Analysis**

Option	NPV €'000	NPV Compared to Refurbish (€'000)	IRR	BCR
Do Project	38,267	54,745	19.6%	1.79
Refurbish	-16,478		n/d	0.00

\*n/d: not defined.

These results indicate that, in socio-economic terms, Do Project is highly worthwhile, and returns an NPV of over €38 million or almost €55 million higher than the alternative option of Refurbish.

These results were subjected to scenario analysis, as follows:

**Scenario Analysis Tests**

Factor	Base Value (used in CBA)	Scenario Analysis Value
Discount rate (net of inflation)	2.01% (Exchequer cashflow) -0.2% (DCC cashflow) 5% (socio-economic CBA)	Base x 1.5 applied to rate before inflation adjustment
Upfront capital expenditure	As per Chapter 4	Base x 1.5
Valuation of benefits	As per Chapter 4 & 5	Base x 0.5

In addition, the cash realised from the sale of depots includes sales of some depots which are not dependent on the relocation to NCOD, namely Cromcastle Court, Stanley Street, Gulistan Terrace and O' Rahilly Parade. Almost €38 million is expected to be realised from their sale or reuse. It is important to assess how sensitive our results are to the inclusion of these proceeds. The results of these tests are presented below.

**NCOD Project Scenario Analysis - Exchequer cashflow**

Scenario	NPV €'000	NPV Compared to refurbish €'000	IRR	BCR
<b>Do Project, Base Case</b>	<b>49,422</b>	<b>64,411</b>	<b>19.6%</b>	<b>1.85</b>
Discount rate plus 50%	37,649	51,339	19.6%	1.65
Capex plus 50%	24,608	43,142	6.4%	1.30
Benefits minus 50%	-13,578	1,411	-1.2%	0.77
Exclude Depots not Relocating to NCOD	13,767	28,757	4.3%	1.24

#### NCOD Project Scenario Analysis - DCC Cashflow

Scenario	NPV €'000	NPV Compared to refurbish €'000	IRR	BCR
<b>Do Project, Base Case</b>	<b>57,874</b>	<b>76,152</b>	<b>9.5%</b>	<b>1.91</b>
Discount rate plus 50%	46,848	64,104	9.5%	1.73
Capex plus 50%	28,805	51,235	2.8%	1.31
Benefits minus 50%	-16,906	1,372	-2.7%	0.73
Exclude Depots not Relocating to NCOD	19,929	38,207	1.8%	1.31

#### NCOD Project Scenario Analysis - Socio-economic CBA

Scenario	NPV €'000	NPV Compared to refurbish €'000	IRR	BCR
<b>Do Project, Base Case</b>	<b>38,267</b>	<b>54,745</b>	<b>19.6%</b>	<b>1.79</b>
Discount rate plus 50%	25,009	39,625	19.6%	1.50
Capex plus 50%	7,324	28,222	6.4%	1.09
Benefits minus 50%	-25,040	-8,562	-1.2%	0.60
Exclude Depots not Relocating to NCOD	-4,316	12,162	4.3%	0.93

The tables indicate that:

- A higher discount rate reduces the NPV significantly, but Do Project remains highly positive, whether from the Exchequer cashflow, DCC cashflow or socio-economic CBA perspective
- Increasing the capital cost of the project by 50% likewise has a significant negative impact, from the Exchequer, DCC and socio-economic perspectives, but again Do project remains highly viable
- A scenario was undertaken whereby the benefits (including the proceeds of sites sales) turn out to be half the expected value. This greatly reduces the project viability, to the point of turning the NPV negative, reflected in the fact that the IRR goes below the cost of borrowing/discount rate, from all three perspectives. This is a very severe test, and the fact that it turns the NPV negative is therefore perhaps not surprising. However, so long as the actual benefits turn out to be at least 74% of the level expected in the socio-economic CBA (65% in the Exchequer cashflow analysis, 67% in the DCC cashflow analysis), the Project will break even
- Finally, excluding depots not to be relocated to NCOD has a substantial negative impact on the project's financial viability, cutting the NPV by over €40 million in the socio-economic CBA. The NPV becomes negative in the Socio-economic CBA under this scenario; however it remains preferable to the alternative of a refurbishment of the existing depots

It is also worth bearing in mind that the analysis undertaken here has erred on the side of caution in that a number of benefits have not been valued, including:

- ▶ By virtue of the constrained conditions in many of the existing depots, there is a risk of health and safety management issues arising, for both staff and the public. Likewise, the Council operates under the ongoing risk of injunctions against the continuing operation of many of the depots, given that they are not compliant with zoning, and are in inappropriate, built-up locations. Relocation would generate amenity benefits in these locations
- ▶ Significant social benefits can be expected from repurposing the existing network of sites to higher value, more appropriate, planning-compliant uses. This will generate the opportunity to address a number social priorities via the release of these sites from the current usages, most notably addressing the serious shortage of housing (particularly social housing) in the city.
- ▶ Avoided costs in rented depots to be vacated include rent and management fees, but exclude other charges such as service charges, stamp duty, and indemnity. The risk that rents might increase from current levels, going forward, was also not taken into account
- ▶ One-off saving in stock-holding on consolidation has not been evaluated

In summary, based on the analysis in this report, the NCOD project exhibits strong financial viability, and is robust to significant downside risks.

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# Proposed Consolidation of the City Council's Operational Depot Network



**Finance SPC**  
**15<sup>th</sup> November 2018**



Comhairle Cathrach  
Bhaile Átha Cliath  
Dublin City Council

# Project Context

This project is a major re-organisation of the Council's depot network

The key drivers include:

- Critical role played by Direct Labour in delivering Council services
- Improvement of facilities for Direct Labour staff
- Reduction in operating costs and realisation of efficiencies e.g. duplication of workshops, administration etc.
- Release of lands housing current depots, many of which conflict with current land use zonings, for more appropriate uses in line with City Development Plan



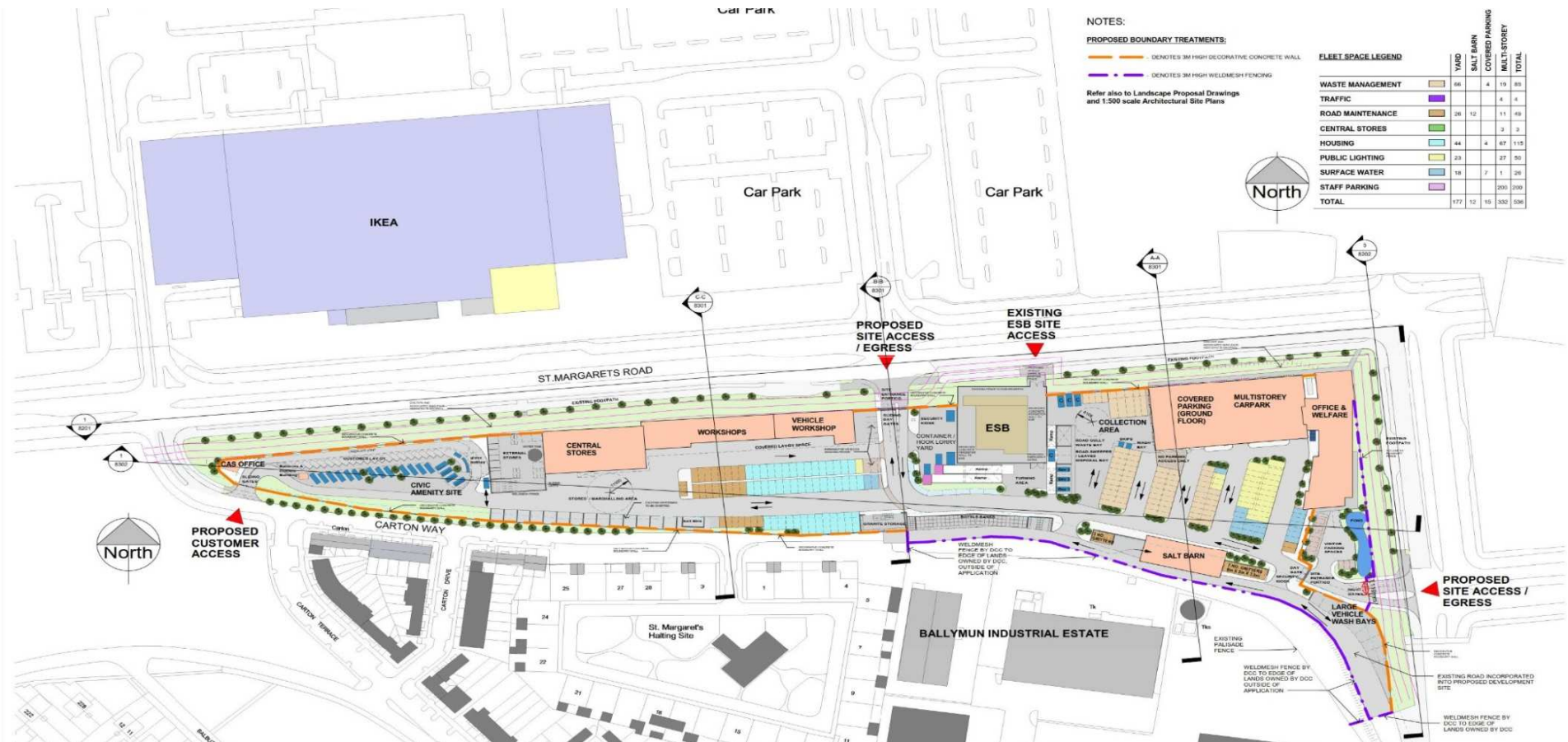


# Overview of Strategy

- 2 large scale centres of operations :
  - Ballymun
  - South City
- Maintain 2 small waste management depots in the City Centre
- Joinery workshop to stay in Ballyfermot
- Parks Depots carried out a separate consolidation project



# Site Layout



# Benefits

## Organisational & Staff Benefits

- Purpose built facility - improved welfare & working facilities for staff
- Efficiencies from sharing stores, administration and resources / fleet
- Reduction in operational costs
- Improved health & safety management

## Service Improvement & Societal Benefits

- Better interdepartmental co-operation & co-ordination between services (e.g. emergency situations)
- Facilitates implementation of technology - modernisation of services
- Freeing up sites for more appropriate uses
- Community benefits by locating facilities in more appropriate sites
- Developing a vacant site in Ballymun - an integral part of the Ballymun Masterplan
- New Civic Amenity Site



# Funding Model

- Income from release of depot lands for redevelopment (11 sites proposed to be used for social & affordable housing) to be ring-fenced to fund the project – report to Council in July 2018 and follow up meeting held with Housing SPC in September. Any shortfall to be met from revenue sources
- Estimated number of residential units for the sites are initial estimates based on the densities provided in the City Development Plan and taking broad site constraints into account.
- Proposals for the individual sites identified for social and affordable housing are to be developed by the Housing Department and will be brought to the Housing SPC and Area Committees at the appropriate time, at which stage, definitive figures for residential yield will become available.



# Cost Benefit Analysis

- Independent CBA carried out by EY DKM
- Analysis considering 5 options:
  1. Do minimum
  2. Do NCOD Project
  3. Refurbish the existing network of depots
  4. Consolidate within the existing network of depots
  5. Relocate to a leased premises elsewhere
- Report indicates the project is strongly financially viable





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Oifigí na Cathrach, An Ché Adhmaid, Baile Átha Cliath 8, Éire

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## Report to the Finance Strategic Policy Committee

### Revised Rates Legislation

#### **Background**

Report No. 20/2017 on the matter of the Rates Legislative framework provided information on proposed draft new legislation on commercial rates. The report outlined issues on which Dublin City Council sought change in the new bill:

- Due date of commercial rates – to 1<sup>st</sup> January only;
- Valuation Office resources – increasing resources to clear backlog;
- Minimum floor of vacancy refund rate – minimum national charge of 25%;
- Subsequent occupiers – clarity on ownership and charge
- Summary proceedings – to be retained to minimise cost and time, continue use of District rather than Circuit Court

#### **Progress to date**

A Draft General Scheme of Rates Bill was completed in May this year. A Rates Bill was submitted to the Dail in July in a much reduced format with many elements not included. Details not included set out below:

- Preliminary valuation of relevant properties
- Recovery by sheriff \*\*
- Rates compliance certificates \*\*
- Attachment orders
- Court process
- Apportionment by Local Authority
- Payment of rates pending appeal

At a recent meeting with the Department of Housing, Planning and Local Government, it was indicated that it is hoped to include many additional aspects of the bill at committee stage (marked at \*\* above). However, it was confirmed that the Head in relation to the Court Process would not be included. It was stated that existing legislation that supported the court process would not be repealed.

Link to the Bill: <https://www.oireachtas.ie/en/bills/bill/2018/96/?tab=bill-text>

Link to Explanatory memorandum: <https://www.oireachtas.ie/en/bills/bill/2018/96/?tab=documents>

### **Implications**

As time moves forward and should new enforcement powers be included in the new Rates Bill (interest charges, recovery by sheriff, rates compliance cert) the Courts may well frown upon Dublin City Council using the Summary Court Process. This Rates Bill is an ideal opportunity to consolidate rating law and update and include summary proceedings into modern legislation. As it stands, summary court proceedings predate the Constitution back to the Poor Law Ireland Act 1838.

Dublin City Council has communicated on many occasions and levels to secure the inclusion of summary court proceedings in the new bill. In the event that Dublin City Council would be required to cease the use of summary court proceedings, the court process might increase by a minimum of two months, which will impact cashflow. In addition court costs will increase by circa €1m.

**Kathy Quinn**

**Head of Finance**

**With Responsibility for Information & Communications Technology**





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## Report to the Finance Strategic Policy Committee

### Re: Local Property Tax Review – Update

#### **Background**

Report No. 1/2018 of the Finance Strategic Policy Committee set out the framework for the Local Property Tax and noted that a comprehensive review of the LPT framework would be undertaken.

#### **Review**

The Select Committee on Budgetary Oversight, chaired by Deputy Fergus Brophy, reviewed the LPT with the focus of their work being in relation to LPT revaluation, in line with its Terms of Reference. A comprehensive submission was made to this committee in March 2018.

The Finance Strategic Policy Committee was also invited to attend the Joint Oireachtas Committee on Housing Planning & Local Government and a delegation attended the Dail on 9<sup>th</sup> May 2018.

Concurrently, an Interdepartmental Working Group chaired by the Department of Finance was established with the aim that their review would look at the impact on LPT liabilities in the context of property price developments in advance of the revaluation date on the 1<sup>st</sup> November 2019. The purpose of the review was to inform the Minister for Finance in relation to any actions he may recommend to Government concerning the overall yield from LPT, its contribution to total tax revenue and the best way of achieving that objective.

In addition, to the work of the Interdepartmental Working Group, a consultation process was launched to inform the work of the group and the consultation period was from 20<sup>th</sup> April – 10<sup>th</sup> May 2018. A comprehensive submission was made by Dublin City Council's Finance Strategic Policy Committee to the Interdepartmental Working Group in May 2018.

#### **Interdepartmental Review Update**

A request for an update was made to the Department of Finance and the following update was provided:

*'The report of the review of the LPT is currently being finalised in conjunction with the Departments of the Taoiseach, Public Expenditure and Reform, Housing Planning and Local Government, and the Office of the Revenue Commissioners. The Minister for Finance will carefully consider the conclusions and recommendations of the report when it is presented to him. The report will also be published.'*

*The purpose of the review is to inform the Minister in relation to any actions he may recommend to Government concerning the LPT having regard to, inter alia, the residential property revaluation date which will arise on 1<sup>st</sup> November 2019. Any material changes would, of course, require legislation in order to enable the Revenue Commissioners to have the necessary administrative and technical arrangements in place in relation to LPT liabilities for 2020 and beyond'.*

**Kathy Quinn**

**Head of Finance**

**With Responsibility for Information & Communications Technology**

**Dublin City Council**

**Audit Committee**

**Minutes of Meeting held on 12th July, 2018 at 8.00 a.m.  
in the Richard O'Carroll Room, City Hall**

**Attendance:**

**Members**

Mr. Brendan Foster, Dublin Chamber of Commerce, Chairperson (BF) (Chair)  
Ms. Louise Ryan, Trinity College Dublin (LR)  
Mr. Johnny McElhinney, Docklands Business Forum (JMcE)  
Mr. Nathy Walsh, Institute of Public Administration (NW)  
Lord Mayor Councillor Nial Ring (LM)  
Councillor Naoise O Muiri (Cllr. O Muiri)  
Deputy Lord Mayor Councillor Cathleen Carney Boud (DLM)

**Officials:**

Ms. Kathy Quinn, Head of Finance (KQ)  
Mr. Hugh Fitzpatrick, Head of Internal Audit (HF)  
Ms. Martina Mc Loughlin, Staff Officer, Internal Audit

Also in attendance, to give a presentation on GDPR:

Mr. Terence O'Keeffe, Law Agent (TOK)  
Ms. Audrey O'Hara, Senior Solicitor, Law Dept. (AOH)

**1. Minutes of Audit Committee meeting held on 8th March, 2018.**

HF informed the Members that a response addressing some of the issues raised by the AC was received from the Chief Executive in early May, in relation to the non-implementation of recommendations. The response contrasted significantly with a previous response from the Deputy Chief Executive, Housing Dept. The CE subsequently agreed to provide an amended response to the AC, but this had not been received to date. The Committee expressed their disappointment at the delay and requested HF to request a full response from the CE as soon as possible.

HF informed the Members that the AC Annual Report was approved at the City Council meeting, held in April, 2018.

The Environment & Transportation Risk Register may be available for the September AC meeting.

The minutes were agreed.

**Action 1:** Chairperson to send a reminder to the CE, on behalf of the AC, requesting a full response in relation to the non-implementation of recommendations, to be forwarded to the AC in advance of their September AC meeting.

## **2. Standing Item on the agenda – Any Conflict of Interest of A.C. Members**

BF informed the Committee that he had accepted the position as Chairperson of the Cherry Orchard Re-Development Group and he wanted this recorded in the minutes “as noted by the AC”.

No conflict of interest declared

## **3. Appointment by the Elected Council of Deputy Lord Mayor Councillor Cathleen Carney Boud, as a Member of the Audit Committee from 2nd July, 2018 (to fill the vacancy created by the resignation of Councillor Noeleen Reilly)**

BF welcomed Cllr. Carney Boud to the Audit Committee. Cllr. Boud informed the Committee that she was elected in 2014 and outlined briefly her background and some of the issues that she would be focussing on and supporting during her term as Deputy Lord Mayor.

The AC acknowledged the work of Councillor Noeleen Reilly on the committee and requested that their appreciation be conveyed to her.

**Action 2: HF to convey the appreciation of the AC to Councillor Noeleen Reilly, on her resignation from the committee.**

## **4. Internal Audit Report No. R03/2018: In-Depth Check of the Appraisal/Planning/Design Stage of the Sandford (Clonskeagh) to City Centre Cycle Route (Public Spending Code)**

HF informed the AC that the In-Depth Check on the Sandford to City Centre Cycle Route project was carried out per the requirements of the Public Spending Code (PSC) and using the prescribed template. It was suspended in September 2016, due to a lack of funding by the NTA & DCC staffing issues. While some minor recommendations were made, it received a satisfactory rating.

There was a query in relation to the fact that a Cost Benefit Analysis (CBA) was carried out, and then the project was paused. HF stated that this project would be re-commencing, and also that the College Green scheme for the Luas Cross City connection had impacted on this project.

KQ stated that while in the context of the project being suspended it was not satisfactory, the In-Depth Check found that governance of the project was acceptable.

## **5. Internal Audit Report No. R04/2018: In-Depth Check of Dublin City Council's Ongoing Management of Dublin City Car Parking (Public Spending Code)**

HF stated that this was an In-Depth Check of revenue expenditure. The contract was awarded in 2011 for a 5 year period, but was extended for a further 2 years. It was well managed, but some improvements are necessary, including governance issues.

The CE was concerned re the KPI issue around the contract, but this will be addressed under the new contract, which should be in place by October 2018.

The committee considered it a detailed and positive report.

A query was raised in relation to a technical issue of not being able to share parking tags on phones. HF to check this and revert to the committee.

**Action 3: HF to investigate the possibility of sharing parking tags on mobile phones**

**6. Internal Audit Report No. R05/2018: In-Depth Check of the Appraisal/Planning/Design Stage of the Dodder Public Transportation Opening Bridge (Public Spending Code)**

HF informed the committee that the estimated cost of the project was €32M and it is due to be completed in 2022. It will open up the Poolbeg area and facilitate the provision of approximately 3,000/3,500 housing units. Funding is being provided by the NTA; Dept. of Housing, Planning & Local Government & DCC. A CBA was carried out on the preferred option, instead of all options, as per the PSC.

A query was raised in relation to the annual maintenance cost of €158,000 which was quoted in the report.

The AC acknowledged that it is the IA function to ensure that projects comply with the PSC requirements. HF informed the AC that a Corporate Project Support Office (CPSO) is now in place and they are providing training for the relevant people. The Members were concerned that if there is a lack of compliance with the requirements of the PSC, funding could be jeopardised.

The AC requested that the issue of the format of the PSC reports be raised. KQ will raise it with the County & City Management Association (CCMA).

**Action 4: HF check out the annual maintenance cost for the Dodder bridge**

**Action 5: KQ to raise the issue of the format of PSC reports at the CCMA meeting**

**7. Two NOAC reports: Report 15 - Operation of Audit Committees in Local Government  
Report 16 - Review of 2015 Statutory Audit Reports to the Members of Local Authorities**

The Committee discussed the two reports.

Report 15 suggested that a network of Chairpersons would be useful for the sharing of good practice and experiences. However, the Committee noted that this had been suggested in early 2005, but nothing has happened since.

The Members also felt that their engagement with the Chief Executive appeared to be low, compared to other Local Authorities. They requested that he be invited to attend the Audit Committee meetings more frequently, perhaps every six months.

**Action 6: HF to convey to the Chief Executive that the Audit Committee asked that he attend the AC meetings more frequently**

**8. Presentation by Terence O'Keeffe, Law Agent and Audrey O'Hara, Senior Solicitor, Law Department, on General Data Protection Regulations (GDPR)**

TOK outlined to the AC the requirements of the General Data Protection Regulations for DCC, which includes a Data Breach Policy. He said an awareness campaign is underway for staff and Councillors and software is being reviewed. A Data Protection Commissioner (DPC) is in place.

TOK confirmed to the AC that there was huge awareness in the Organisation in relation to GDPR and that each Department must initiate training for its staff. He stated that, while this is a huge task initially, eventually it will be beneficial for DCC.

**9. A.O.B.**

The AC congratulated Cllr. Nial Ring on his appointment as Lord Mayor and Cllr. Cathleen Carney Boud on her appointment as Deputy Lord Mayor

HF informed the Members that a Freedom of Information request has been received from RTE in relation to audit reports from 2015 to date.

Next meeting: 20<sup>th</sup> September, 2018.

The meeting concluded at 9.15 a.m.



Brendan Foster, Chairperson

Date: 20.9.2018

## Appendix A

### Actions agreed at this Audit Committee Meeting

- Action 1:** Chairperson to send a reminder to the CE, on behalf of the AC, requesting a full response in relation to the non-implementation of recommendations, to be forwarded to the AC in advance of their September AC meeting.
- Action 2:** HF to convey the appreciation of the AC to Councillor Noeleen Reilly, for her input to the work of the Audit Committee over the last four years.
- Action 3:** HF to investigate the possibility of sharing parking tags on mobile phones
- Action 4:** HF to query the accuracy of the annual maintenance cost of €158,000, estimated in the Audit Report on the Dodder Bridge project.
- Action 5:** KQ to raise the issue of the format of PSC reports at the CCMA meeting
- Action 6:** HF to convey to the Chief Executive that the Audit Committee asked that he attend the AC meetings more frequently

## **Appendix B**

**Actions agreed at the Audit Committee meeting held on 7<sup>th</sup> December 2017, and to be carried forward to the September, 2018 meeting.**

**Action 1:** Arrange to submit a copy of Environment & Transportation Department's Risk Register to the AC, on completion of that Department's review with Ernst & Young (as a sample of a Risk Register for the AC)

**Action 6:** Submit AC's concerns to the Chief Executive re lack of clarity around Direct Labour element of this report, not possible to compare cost of works or time involved for Direct Labour work against work carried out by Contractors. To report back to AC by mid-2018

**Actions agreed at the Audit Committee meeting held on 8th March, 2018, and to be carried forward to the September, 2018 meeting.**

**Action 1:** Brief note to the Audit Committee on the use of Performance Indicators, by DCC Management

**Action 2:** HF to submit a strongly worded letter to CE, on the AC's behalf, requesting a response, including a detailed implementation plan in relation to the recommendations, with response to be forwarded by the CE by the end of March.





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## DUBLIN CITY DEVELOPMENT PLAN 2016 - 2022 PROGRESS REPORT

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The Dublin City Development Plan 2016 – 2022 was made by the members of the City Council on 23<sup>rd</sup> September 2016 and came into effect on 21st October 2016 for a six-year period. In accordance with the requirements of Section 15(2) of the Planning and Development Act 2000 (as amended), this report sets out the progress made in securing the objectives of the plan in last 2 years.

The report is presented in 2 parts:

**Part 1** is a broad overview and context for the report and gives an update on implementation of the Development Plan. In essence it encompasses Chapter 1 (Strategic Context) and Chapter 2 (Vision & Core Strategy) of the Development Plan

**Part 2**, gives a summary update on each remaining chapter. Each specific objective is identified and progress on implementation has been recorded. It should be noted that progress on the achievement of objectives involves coordination across a number of Dublin City Council departments and external agencies, and that many objectives are to be achieved over the lifetime of the Development Plan.

**Richard Shakespeare**  
**Assistant Chief Executive**  
**26<sup>th</sup> October 2018**

## **Part 1**

This section provides an overview of Chapters 1 & 2 of the City Development Plan 2016-2022.

### **Introduction**

The Dublin City Development Plan 2016-2022 is now in place for two years, and as required by the Planning & Development Act 2000 (as amended), this report marks a key point in the process of implementation of the Plan. The City Development Plan, as described in the introduction, “provides an integrated, coherent spatial framework to ensure our city is developed in an inclusive way which improves the quality of life for its citizens, whilst also being a more attractive place to visit and work”.

The core strategy of the Plan frames the overall policies and objectives within each chapter and is driven by the intent to fully implement the National Spatial Strategy (2002-2020), the Regional Planning Guidelines (2010-2022) and also the Government’s Smarter Travel- A Sustainable Transport Future (2009-2020).

The core strategy is encapsulated in the vision of Dublin to create: 1. A Compact, Quality, Green Connected City; 2. A Prosperous, Enterprising Creative City; and 3. Creating Sustainable Neighbourhoods and Communities.

The core strategy has three major strands (i) the Settlement Strategy; (ii) Employment and Enterprise Strategy and (iii) Local Economic and Community Plan.

The settlement strategy for the city has a strong emphasis on consolidation of the existing city area, with major growth focussed on 18 Strategic Development and Regeneration Areas (SDRAs) within the City, making best use of existing and planned high quality public transport and social infrastructure. The settlement strategy details how the future population and housing needs of the City will be met over the life of the Development Plan, and is supported by the Housing Strategy contained in Appendix 2. The SDRA areas are central to meeting the growth need of the City in that they provide sustainable higher density new housing locations, supporting local communities and services.

The enterprise strategy focusses on support Dublin’s’ role as a global city and primary economic driver of the State and on providing quality employment in sustainable locations for the residents of the city. The SDRAs play an important role in the implementation of this.

The Local Economic & Community Plan, as a statutory plan sets out goals, objectives and actions, and works alongside the City Development Plan. Its actions, focussed on how the Council can best use its resources to support local community and economic development, works is integrated with the objectives of the Development Plan and plays an important role in the steps taken to successfully deliver the core strategy.

### **Implementing the Core Strategy**

Since the adoption and coming into effect of the Development Plan, the City Council has been actively delivering on this vision. Implementation takes a number of forms. Work has continued by the Council on providing the local planning framework for key development locations, particularly the SDRAs. (see table below). For each SDRA, the most suitable solution to the location in question has seen a series of LAPs, SDZs, masterplans and regeneration projects tenders being brought forward to enable new development, both housing, economic and social projects. (See Chapter 15 below).

The development management process has a primary function with regard to the successful implementation of the City Development Plan. The City continues to invest in resources and ICT infrastructure to provide a high quality service and meet the legal requirements of the Planning & Development Acts. Dublin City has assessed a significant number of new housing developments and major new employment locations since the adoption of the Plan (over 5,300 applications) and worked on a growing number of housing and other strategic development applications that were applied to directly to an Bord Pleanála. The largest of these has been within the North Lotts & Grand Canal Dock SDZ, including 50,000 sq. m. of commercial and 200 apartments on Sir John Rogerson's Quay (Block 15), Boland's Quay development at Barrow Street, and Block 8 on North Wall Quay with 60,000 sq. m. of commercial and over 250 apartments<sup>1</sup>. Major SHD applications decided that the Council inputted into include Carnlough Road, Cabra (420 units) and St. Pauls, Raheny (refused), with a further 12 applications currently with the Bord at present.

Other measures to implement the Core Strategy include:-

LIHAF (Local Infrastructure Housing Activation Fund): Funds has been secured to assist with the construction of a new Dodder Bridge and the completion of the Boulevard at Belmayne.

URDF (Urban Regional Development Fund):

Applications have been submitted for a number of projects by the closing date on Friday 28<sup>th</sup> September 2018. The URDF is a competitive bid-based exchequer grant programme that will operate on a multi-annual basis. The criteria for the bids are that they must be;

- Public sector, and ideally local authority led, but may also include community and/or private sector partners;
- Matched by at least 25% direct (public and/or private) funding from other sources;
- Valued at a minimum of €2m, for the delivery and/or further development of innovative and transformational urban regeneration proposals;
- A catalyst for development that would not otherwise occur; and
- Likely to leverage significant further public and private sector investment.

Applications for funding are for proposals that will be either 'ready to go' in 2019 (Category A) or will require 'further development' (Category B) and may be approved in principle for work to be undertaken that will enable Category A status in future calls.

All proposals for funding will be assessed by an evaluation group, who will report to a management committee that will make recommendations to the Minister of Housing, Planning and Local Government.

Having regard to the above criteria, 11 applications for URDF funding have been submitted. They are Parnell Square Cultural Quarter; Croke Park; Dalymount Park; Artists Workspaces; Inchicore/Kilmainham; Moore Street; Naas Road LAP lands; Park West/Cherry Orchard; Rutland Street; Santry Greenway and White Water Rafting, Docklands.

They are all Category B applications. The total funding applied for is approximately €281 million of which €111 million approx. is matched funding.

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<sup>1</sup> All numbers have been rounded to the nearest 0 for the purpose of this report.

Dublin Housing Task Force: The DHTF provide a quarterly update of residential construction activity for the 4 Dublin Local Authorities.

Vacant Land: Under the Urban Regeneration and Housing Act 2015, DCC surveyed 1000 vacant sites and currently there are 82 sites on the Vacant Sites Register.

### **Changing Context**

Since the preparation of the Draft Development Plan and the making of the Plan by the Council, there have been a number of significant new sources of information, changes to Government policy and also increasing levels of pressure in certain policy areas, including housing.

### **Census 2016**

At the time of preparing the Draft Plan, the most up to date Census data for research and baseline survey work was the 2011 Census. The results of the April 2016 Census have now been fully published and are available. The results provide vital information on population, housing and occupancy levels for the City, all of which input into the core strategy implementation and the Housing Strategy itself. Overall Dublin (4 Council areas) increased in population from 1.27m to 1.35m, with the City area increasing by 5% to 553,165, from 526,000 in 2011.

Census 2016 revealed that the average number of persons per household recorded an increase for the first time since 1966. In 2011 there were on average 2.73 persons per households. The equivalent figure stood at 2.75 in 2016.

The largest increase in average household size between 2011 and 2016 occurred in Fingal (2.92 to 3.03), followed by Dublin City where the average number of persons in a private dwelling increased from 2.40 to 2.48. Four counties (Fingal, Meath, Kildare, South Dublin) had at least three persons per household on average in April 2016. The long term projection is that household size will decrease.

The growth in household size was confined to the urban areas (i.e. settlements with a population of 1,500 persons or more) with an increase from 2.64 to 2.69. However in rural areas, the downward trend in the average number of persons per household continued in the 2011-2016 intercensal period (2.87 to 2.84).

The number of occupied apartments (purpose built, converted and bedsits) increased by 11.4% to 204,145 over the 2011-2016 period. This accounts for 12% of all dwelling types in 2016 (up from 10.9% in 2011). Within the Dublin City local authority area, apartments (74,537) were the main dwelling type for the first time replacing terraced houses (74,446).

### **Economic Development**

Economically since the making of the 2016 Plan, Dublin has seen continuing levels of growth in the economy and employment levels, with the employment rate for Dublin falling to 5.7% in Q1 2018 from a high of 14.2% in 2011, giving an employment figure of 685,400 people. 34,500 additional people are employed in the past year. This level of growth is also reflected in the growth of the construction sector with employment growth of 16.7% seen in the past year. Dublin continues to rate highly in internationally published benchmarks in world competitiveness though the impact of the cost of housing and need for additional high quality public transport are issues flagged as needing investment<sup>2</sup>.

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<sup>2</sup> Dublin Economic Monitor, Issue 14, Page 9.

These levels of growth support delivery of Development Plan objectives, create new employment, support services and assist regeneration but also create new challenges. The Council will continue to monitor the extent of growth and also the demand for employment development and how this is balanced with housing development as part of the research for the upcoming Development Plan.

### **Policy Changes**

The two years since the making of the Plan has seen some significant changes in planning policy, which impact on the City Development Plan. The most relevant are detailed below.

#### **National Planning Framework**

The NPF was launched by Government in February 2018 and replaces the National Spatial Strategy of 2002. This updated national planning strategy places renewed emphasis on sustainable growth in cities and towns in providing for population and economic growth to 2040. Its publication is partnered by the publication of the National Development Plan 2040, which outlines a programme of investment in infrastructure to support the NPF.

As a statutory document, Dublin City Council is required to implement the policies of the NPF within the Development Plan. The NPF informs the policies of the regional level of plans, developed by the Regional Assemblies, and from this into each City and County Development Plan.

#### **Regional Spatial and Economic Strategy (RSES) & Metropolitan Area Strategic Plan for Dublin (MASP)**

The Eastern & Midlands Regional Assembly is currently at the draft stage of preparation of a new regional plan for the region, which will set out a long term spatial planning direction for the Dublin area and surrounding counties and Midlands area. Included in this RSES is a 12 year horizon Metropolitan Area Strategic Plan for Dublin, which will give greater analysis and detail of how the overall objectives and policies of the NPF and RSES will be implemented. It includes detail on large scale regeneration areas linked to quality public transport; key services infrastructure investment that is needed to support growth and the key investments in public realm, amenities and community resources to ensure quality place making.

Dublin City Council is required to implement the RSES when the process of making the Strategy is complete. It is the intent of the Council that, on adoption of the RSES and MASP, that a report will be prepared for Council detailing the implications of the NPF and the RSES with MASP for the Development Plan, and what, if any, variations to the Plan may be necessary to consider.

Rebuilding Ireland – Action Plan for Housing & Homelessness was published in 2016 and focusses on tackling Ireland’s housing shortage by way of 5 pillars;-

- 1, addressing homelessness,
- 2, more social housing
- 3, building more houses and apartments
- 4, improving the rental sector and
- 5, utilising existing housing.

Sustainable Urban Housing: Design Standards for New Apartments (2018). The guidelines focus on planning related aspects of apartment standards, and include guidance on ‘studios’, ‘build to rent’ and ‘shared accommodation’.

NTA Transport Strategy 2016-2035. This strategy for the GDA provides a framework for the of a sustainable transport network for the long term – including Metro to the Airport/Swords.

Building Height guidelines for Planning Authorities (consultation draft) was published in August 2018 with the final, post consultation version expected in Q4 2018.

## **PART 2**

This section details by chapter (chapters 3-15) how implementation has progressed so far by chapter theme.

### **Chapter 3 Addressing Climate Change**

The Climate Change Action Plan features a range of actions across five key areas – Energy and Buildings, Transport, Flood Resilience, Nature-Based Solutions and Recourse Management – that collectively address the four targets of this plan:

- A 33% improvement in the councils energy efficiency by 2020
- A 40% reduction in the council’s GHG emissions by 2030
- To make Dublin a climate resilient region, by reducing the impacts of future climate change-related events
- To actively engage and inform citizens on climate change

In order for Dublin City Council to achieve these targets, this Climate Change Action Plan sets out the current climate change impacts and GHG emission levels in the city, through the development of adaption and mitigation baselines. It also examines the future impacts that climate change may have on the region.

The Climate Change Action Plan for Dublin City is currently at draft stage, but its completion, adoption and implementation are imminent, satisfying and progressing the objectives of Chapter 3 of the Dublin City Development Plan 2016-2022

<b>Specific Objective</b>	<b>Progress</b>
CCO1: To implement the ‘National Climate Change Adaptation Framework’ (2012) by adopting a Climate Change Action Plan for Dublin City which will assist towards meeting National and EU targets. This will be adopted by end of 2018	Finalising a climate change action plan for Dublin and its adoption and implementation are imminent.
CCO2: To support the implementation of the forthcoming ‘Climate Change Strategy for Dublin and Climate Change Action Plan for Dublin City.	Finalising a climate change action plan for Dublin and its adoption and implementation are imminent.
CCO3: To support the implementation of the national level ‘Strategy for Renewable Energy 2012-2020’ and the related National Renewable Energy Action Plan (NREAP) and National Energy Efficiency Action Plan (NEEAP)	Currently supporting the implementation of the ‘Strategy for Renewable Energy 2012-2020’ and the related National Renewable Energy Action Plan (NREAP) and National Energy Efficiency Action Plan (NEEAP) through encouraging the use of renewable energy as part of the Development Management process as well as investigating and promoting District Heating as an energy source for the city.

<p>CCO4: To support the implementation of the 'Dublin City Sustainable Energy Action Plan 2010-2020' and any replacement plan made during the term of this Development Plan.</p>	<p>Currently supporting the implementation of the 'Dublin City Sustainable Energy Action Plan 2010-2020' through encouraging the use of sustainable energy as part of the Development Management process as well as investigating and promoting District Heating as an energy source for the city.</p>
<p>CCO5: To support and collaborate on initiatives aimed at achieving more sustainable energy use, particularly in relation to the residential, commercial and transport sectors.</p>	<p>Supporting and collaborating with Codema on several initiatives aimed at achieving more sustainable energy use, particularly in relation to the residential, commercial and transport sectors.</p>
<p>CCO6: To promote the concept of carbon-neutral sustainable communities throughout the city and to seek to initiate and support carbon neutral demonstration projects in conjunction with local communities.</p>	<p>Promoting the concept of carbon-neutral sustainable communities throughout the city and to seek to initiate and support carbon neutral demonstration projects in conjunction with local communities through the Development Management process as well as investigating and promoting District Heating as an energy source for the city.</p>
<p>CCO7: To actively promote and facilitate the growth of the new emerging green industries to contribute both to the reduction of the city's energy consumption levels and to the role of the city as a leader in environmental sustainability.</p>	<p>Ongoing</p>
<p>CCO8: In conjunction with Codema, to complete a comprehensive spatial energy demand analysis to help align the future energy demands of the city with sustainable energy solutions</p>	<p>Ongoing</p>
<p>CCO9: To encourage the production of energy from renewable sources, such as from Bio-Energy, Solar Energy, Hydro Energy, Wave/Tidal Energy, Geothermal, Wind Energy, Combined Heat and Power (CHP), Heat Energy Distribution such as District Heating/Cooling Systems, and any other renewable energy sources, subject to normal planning considerations, including in particular, the potential impact on areas of environmental sensitivity including Natura 2000 sites</p>	<p>Encouraging the production of energy from renewable sources through the Development Management process as well as investigating and promoting District Heating as an energy source for the city.</p>
<p>CCO10: To support renewable energy pilot projects which aim to incorporate renewable energy into schemes where feasible</p>	<p>Currently investigating and promoting District Heating as an energy source for the city.</p>
<p>CCO11: To support and seek that the review of the National Building Regulations be expedited with a view to ensuring that they</p>	<p>Ongoing</p>

meet or exceed the passive house standard or equivalent, with particular regard to energy performance and other sustainability considerations, to alleviate poverty and reduce carbon reduction targets	
CCO12: To ensure high standards of energy efficiency in existing and new developments in line with good architectural conservation practice and to promote energy efficiency and conservation in the design and development of all new buildings in the city, encouraging improved environmental performance of building stock.	Ensuring high standards of energy efficiency in existing and new developments through the Development Management process as well as investigating and promoting District Heating as an energy source for the city.
CCO13: To support and encourage pilot schemes which promote innovative ways to incorporate energy efficiency into new developments.	Currently achieving this objective through promoting energy efficiency through the Development Management process.
CCO14 To support the Government's target of having 40% of electricity consumption generated from renewable energy sources by the year 2020.	Ongoing
CCO15: To facilitate the provision of electricity charging infrastructure for electric vehicles.	Currently achieving this objective through promoting the provision of electricity charging infrastructure for electric vehicles as part of the Development Management process.

#### **Chapter 4: Shape and Structure of the City**

Dublin City Council is striving to achieve a high quality, sustainable and natural environment, which is attractive to residents, workers and visitors. The urban structure of Dublin City is expressed by both its natural setting and man-made features. Since the adoption of the plan, the focus of the council has been to create a more compact city with nurturing and sustainable neighbourhoods, well designed urban spaces, social-economic regeneration and integrating a cultural vision into place making.

In accordance with the core strategy of the plan, the council set out an ambitious programme of place-making to help shape the city and to provide the confidence for investment in the city and key development areas. Following a period of extensive public consultation, a number of Local Area Plans (LAPs) are being progressed (e.g. Cherry Orchard, Ballymun & Clongriffin-Belmayne) in accordance with the prioritisation programme agreed at City Council. The North Lotts and Grand Canal Dock Planning scheme is near completion with over 2000 units approved and exceeding 400,000sqm of commercial floor space. The success of North Lotts and Grand Canal Dock SDZ led to the adoption of the Poolbeg West SDZ Planning scheme by the Council providing for 3,500 units including 900 social and affordable units. The regeneration of the large brownfield sites in this part of the city will provide jobs close to good public transport connections. The Poolbeg West SDZ will maintain the attractiveness of the Dublin Docklands area as a prime location for inward investment.



In line with the development plan's vision to achieve a compact attractive city, the council has initiated a number of regeneration projects such as the development St. Michael Estate and Oscar Traynor Road, which will consolidate the physical development of city thereby achieving improvements to the social and economic environments in addition to the built environment.

It is acknowledged that the distinctiveness of Dublin's urban form is due not only to its buildings but to the shape of its streets and urban spaces. There are open spaces being developed for the city areas to enhance the public realm including Weaver Park, Bridgefoot Street and Dolphins Barn. There is a new City Centre Public Realm Masterplan that focuses on the city core and considers the needs of pedestrians and cyclists. The strategy aims to improve Dublin's attractiveness to those who live, work in or visit the city by agreeing standards for how the public realm is planned, designed and managed. Local Environmental Improvement Plans have also been progressed in Dublin city areas of Phibsborough and Ringsend Irishtown identifying a range of actions to improve the local environment.

Objectives	Progress
<p><b>SCO1:</b> To implement a programme of environmental improvements along the Grand Civic Spine from Parnell Square to Christchurch Place, including College Green and Dame Street, arising from the opportunities provided by the introduction of the College Green Bus Priority System, the Luas Cross City and the 'Dubline' initiative.</p>	<p>Currently investigating the introduction of the College Green Bus Priority System</p>
<p><b>SCO2:</b> To implement the actions and projects contained in the Dublin City Public Realm Strategy 2012 and any successor public realm strategy.</p>	<p>New public realm masterplan published in 2016 and is being implemented through development management process</p>
<p><b>SCO3:</b> To develop an active land management strategy for the city, which shall include mapping of brownfield and other lands, such as vacant, under-utilised or large undeveloped sites including Clontarf Baths, tracking progress on planning applications and identification of barriers to development, and which shall take account of the Dublin Inner City Vacant Land Study 2015 and any successor study, with the aim of promoting development on the lands identified, taking into account the actions contained in the Government's strategy for the construction sector, Construction 2020, public transport services and transport investment priorities.</p>	<p>A strategy for active land management strategy for the city is being developed.</p>
<p><b>SCO4:</b> To undertake a views and prospects study, with the aim of compiling a list of views and prospects for protection and/or enhancement which will be integrated with and complement the urban form and structure of the city.</p>	<p>On going</p>

<p><b>SCO5:</b> To prepare a number of local environmental improvement plans, Village Improvement Plans, Village Design Statements, or other non-statutory plans for existing District Centres and other areas in need of a relevant plan, in conjunction with the relevant Area Committee insofar as priorities and resources permit (<i>see list of potential list of LEIP's at paragraph 2.2.8.1</i>)</p>	<p>A number of local environmental improvement plans or other non-statutory plans are being progressed (e.g. Ringsend Irishtown, Phibsborough, Northfringe, Dolphins Barn)</p>
<p><b>SCO6:</b> To carry out an audit of existing street furniture poles and signage in the public realm, with the aim of removing at least 20% of such redundant elements, in order to reduce street clutter and to seek the multiple uses of poles for road and directional signage including butterfly bike locking.</p>	<p>On going</p>
<p><b>SCO7:</b> To examine the possibility of closing the area along the River Liffey in front of the Customs House to motorised traffic on Saturdays and Sundays to create a new Public Plaza.</p>	<p>On going</p>
<p><b>SCO8:</b> To prioritise the redevelopment of College Green as a pedestrian friendly civic space, including the pedestrianisation of Foster Place</p>	<p>Redevelopment of College Green Part 8 application recently refused by An Bord Plaenala</p>
<p><b>SCO9:</b> To work with city business associations and agencies to provide for appropriately located, independently accessible sanitary facilities (public toilets, changing areas, showers and wash facilities etc) for the use of citizens and visitors to the city and accessible to all. (See Appendix 15).</p>	<p>On going</p>
<p><b>SCO10:</b>To review the Pedestrian Wayfinding System in consultation with the Department of Transport, Tourism &amp; Sport, Dublin Tourism, national cultural institutions and other civic interests in order to ensure the provision of appropriate signage for the principal places of interest in the city.</p>	<p>On going</p>
<p><b>SCO11:</b> To develop a map of significant public rights of way during the lifetime of the development plan.</p>	<p>On going</p>
<p><b>SCO12:</b> To investigate opportunities to access EU Structural Funds to support the regeneration of the city.</p>	<p>Council is investigating opportunities to access EU Structural Funds. The Council has sought for funding under the LIHAF/URDF</p>

## **Chapter 5 – Quality Housing/Housing Strategy**

### *Implementing Project Ireland 2040 and the Rebuilding Ireland*

Dublin City Council is pursuing an active land management approach to implementing Project Ireland 2040 and the Rebuilding Ireland programme with the delivery of houses and apartments across the city being a key component of the City Council's Plans. Latest returns from the Housing Task Force shows that planning permissions exist for about 2,000 houses and 9,000 apartments across 138 sites.

There have been positive increases in each of the indicators. Dublin City Council's performance over the past year has seen a jump in the number of units under construction rising from 1,924 to 2,173, an increase of 12 % over the past year. This increase is evident in the number of active sites rising from 37 sites to 42 sites, representing a 13.5% increase over the past year. These positive increases are also evident in the rising number of sites with planning permission going from 113 sites to 138 sites over the past year, representing a 22% increase. The biggest positive increase over the year has seen 36% increase in the total number of units with planning permission jumping from 8,014 to 10,906 units over the past year.

The Active land management approach to bringing sites into planning activity, that largely comprise brownfield and vacant sites, for new housing is beginning to have a real impact on the city with all the indicators, identified above, demonstrating positive trends over the past year. In addition with are over 1,000 houses and apartments under construction at present, these figures will make a significant contribution to public housing through the Part V requirements.

### *Public Housing Policy*

The Dublin City Council Delivery Target for the three year period 2015- 2017 was 3,347 Homes. This target was exceeded. The Council delivered 4812 units over the three year period comprising Construction by DCC (322), Acquisition/Leasing by DCC (687), Construction by ABH's,(195) Acquisition/Leasing by ABHs (661), Part V acquisitions (81) and Voids restored by DCC (2,866). In addition, HAP Tenancies (Homeless 60 % in the City) was 2,625 units and HAP Tenancies (General) was 1040, bringing the total housing output to 8,477. The delivery target for the four year period 2018 -2021 for Dublin City is 9,094 residential units. When the HAP Tenancies for Homeless and General are included, this figure grows to 26,402 units, targeted to be delivered by 2021, within the Development Plan period.

Three prime sites have been identified for the Housing Land Initiative, located at O'Devaney Gardens, Oscar Traynor Road and Saint Michael's Estate providing 30 % Social Housing. In figures this represents 461 units out of a total of 1,715 residential units.

The Housing Strategy for the city endorses the provisions of the five year Traveller Accommodation programme (TAP for 2014 – 2018, as required under the housing (Traveller accommodation) Act 1998. The 2019 – 2024 TAP is currently being prepared for the city.

### *Recognition for place-making*

Dublin City Council's planning scheme for a Strategic Development Zone (SDZ) on Dublin's Poolbeg Peninsula was declared winner of the overall award for excellence in planning in Ireland by the Irish Planning Institute (IPI) on November 2017. The scheme plans for up to 3,500 residential units along with substantial new commercial development, while also providing for the needs of Dublin Port. The planning team which worked on the project was also complimented on how the plan was progressed from early stages in association with the community and elected members.

The National Planning Framework, published by Government in 2018, also identified Dublin City's Docklands as a case study in best practice place making applied to low density low intensity brownfield lands.

### Objectives for Chapter 5 – Quality Housing

Objective	Progress
QHO1: To undertake a study to examine the potential for existing low to medium density residential development to accommodate additional residential development in a manner which optimises residential density whilst respecting residential amenities.	To be commenced
QHO2: To undertake a review of the Dublin City Council Housing Strategy as part of the mandatory 2-year review process.	Review is ongoing
QHO3: To instigate the design of a prototype block of age-friendly apartments for older people based on age-friendly design principles in conjunction with other bodies, as appropriate, in order to inform a model of good practice.	To be commenced
QHO4: To undertake a review of private rented sector models serving various population cohorts to inform future planning policy and standards.	To be commenced

### Chapter 6 – City Economy and Enterprise

The Dublin Economic Monitor, a joint initiative between all 4 Dublin local authorities provides quarterly reports on the health of the capital's economy. Employment is trending upwards, with the unemployment rate of the capital falling to 5.7% between April and June of this year, 2018, the lowest level recorded in a decade. The national rate is a little higher at 5.8%. Earlier this year, a study of the most promising investment locations in Europe, carried out by fDi Magazine, a publication from the Financial Times, ranked Dublin in second place, behind London. Dublin was also named fDi's Northern European Region of the Future, top small European region overall, as well as the top small region for economic potential and business friendliness. Dublin City is home to many high profile technological and innovation based companies.

#### *Z6 Industrial land banks*

One of the first objectives to be commenced, following adoption of the Development Plan was the Z6 Industrial land banks, Objective CEE04. There are 85 no. Z6/7 zoned sites, across the city ranging from small to large, located both in the inner city and the outer city, amounting to 607 Ha of Z6 zoned land in the city to be analysed. The study is ongoing, with 31 no. sites completed to date, and will be completed in advance of the commencement of the review of the current Development Plan in 2020. Resulting from the work carried out to date, and in line with the recent publication of the National Planning Framework 2040, a broad outline of a future approach for sites considered strategic to the city is under consideration.

### Vacant Sites

Under the Urban Regeneration & Housing Act 2015, all planning authorities were required to publish a Vacant Sites Register (VSR) to be in place by January 1st 2017, a year following adoption of the Development Plan. Dublin City Council took the lead to publish vacant sites in March 2017. Currently, there are 82 no. sites on the VSR, taken forward from a survey of over 1000 sites around the city. This figure includes sites under the ownership of Dublin City Council. Since the register went live, a number of sites have been removed from the register owing to works commencing on site with construction activity taking place.

### Student Accommodation

Purpose built student accommodation (PBSA) has become part of planning activity in for the city since the adoption of the Development Plan under objective CEE19 (i) *to promote Dublin as an International education centre*, linked to the growth of the three main third level institution in the local authority area (namely TCD, DCU and the Grangegorman campuses) that champion innovation and research leading the way to create technologies for the future. The Department of Housing, Planning and Local Government’s National Student Accommodation Strategy was published in May 2017 with the key target of the construction of at least an additional 21,000 PBSA bed spaces nationwide by 2024, including over 13,000 in the Dublin area. There are approximately 6,500 student bedspaces currently provided in the inner city, over half of which opened in the 12 months between September 2017 and September 2018 and approximately another 3,000 bedspaces currently under construction and due to open by September 2019. The City Council has commissioned a study on the social, economic and land use impacts of PBSA in the city, due to be completed by December 2018.

### Objectives for Chapter 6 – City Economy and Enterprise

Specific Objective	Progress
CEEO1: To develop a brand identity for Dublin based on the city’s distinctive identity, built heritage and environment, unique achievements and competitive advantage as an international city region	To be commenced
CEEO2: To carry out an assessment of the challenges and barriers to regeneration as well as the opportunities, and to bring forward recommendations for action	To be commenced
CEEO3: To examine the potential for the development of ‘Food Hubs’ in the city	To be commenced
CEEO4: (i) To carry out a targeted survey of those industrial estates with likely redevelopment potential and to make recommendations on how that redevelopment potential might be best achieved.  (ii) To carry out a study on the potential of lands zoned for enterprise and employment space, the adequacy of such potential supply, and the issue of under-utilised/vacant lands	Commenced

CEE05: To carry out a study on how to enhance the environs of the fruit and vegetable market and its linkages with the vibrant hubs of Henry St and Capel St and on to Smithfield and Heuston in order to enhance the economic development, employment generation, and tourism potential of the area	To be commenced
CEE13: (i) To work with Failte Ireland and other stakeholders, to deliver on the ambitious targets set out in 'Destination Dublin' – A Collective Strategy for Growth to 2020; (Grow Dublin Taskforce, including aim to double the number of visitors by 2020).  (ii) To support the preparation, adoption and implementation of a strategic regional plan for tourism for the Dublin City region, to provide a framework for the sustainable and efficient provision and management of tourism across the region	Failte Ireland involved in various city projects
CEE16:.(ii) To implement the Vacant Land Levy for all vacant development sites in the city and to prepare and make publicly available a Register of Vacant Sites in the city as set out in the Urban Regeneration and Housing Act 2015	Currently being implemented
CEE18:  (vii) To carry out a survey of surface car parks in the central city area to include an assessment of their development potential and any zoning or other issues that may facilitate development	Implemented through DM

## Chapter 7 Retailing

Dublin City Centre remains the primary retail destination in the state, notwithstanding competition from out of town shopping centres and e-trading. Retailing is increasingly seen as complimenting the entertainment and cultural effect in the city.

### Other notable actions include:

- Review of Grafton Street SSPC is being undertaken. A survey of all units was under in July 2018.
- Urban Regeneration Development Fund application in September 2018 for Moore Street to assist in the renewal of this area as a historic quarter incorporating new streets and a mix of uses.
- Dublin City Council engaging with businesses and local residents
- Shop front improvement schemes. Current schemes include:

- Liberties (since 2015): 14 projects in 2016; 18 projects in 2017 and 13 projects to date in 2018 (10 projects complete).
- Kilmainham and Inchicore (since 2017): 6 projects in 2017; 11 projects 2018.
- Rialto and Dolphin's Barn (since 2018): 8 projects in 2018.
- Dorset Street: 11 projects (2018) (works complete for 7); Talbot Street: 8 valid applications (works complete for 5); Amien Street: 1 project (complete).

It is the Objective of Dublin City Council:

RD01: To implement the retail hierarchy contained in the retail strategy of this development plan i.e. the city centre retail core, the district centres/urban villages, neighbourhood centres/shopping parades, local shops.

Commentary: The implementation of the retail hierarchy as outlined within the Retail Strategy is being monitored through the development management process.

RD02: To undertake a review of the Dublin city development plan retail strategy upon the adoption of the forthcoming Regional Spatial and Economic Strategy for the Eastern and Midlands Area ([www.emra.ie](http://www.emra.ie))

Commentary: The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Area is currently. The draft RSES is expected to be published in November 2018. The final draft and adoption of the RSES is expected in Q1 of 2019

## **Chapter 8 – Movement and Transport**

- The continued delivery of an efficient, integrated and coherent transport network is a critical component of the development plan core strategy. Since the adoption of the development plan, the council have developed and progressed SDZs, LAPs and other plans in order to guide future sustainable development, transport infrastructure projects and public transport schemes have been implemented and there has been an increased modal shift to more sustainable modes.
- The increasing modal shift to more sustainable modes in the city is evident from the 2017 Cordon Count which indicates that over 70% of people travelling to the city centre each day travel by sustainable modes and car usage continues to decline. Walking and cycling numbers continue to grow and bus transport now account for almost 29% of the modal share.
- At a strategic level, new local area plans have been developed around sustainability principles and promote active travel and public transport use, including Park-West Cherry Orchard, Ballymum & Clongriffin-Belmayne. The North Lotts and Grand Canal Dock Planning scheme is near completion with over 2000 units and 400,000sqm of commercial floor space integrated with strategic transport infrastructure. The success of North Lotts and Grand Canal Dock SDZ led to the adoption of the Poolbeg West SDZ Planning scheme by the Council providing for 3,500 units. The regeneration of the large brownfield sites in this part of the city will provide jobs close to good public transport connections.
- The strategic public transport network of the city has been enhanced by the completion of the important integrating link of the Luas Cross City and the implementation of the bus priority scheme on the North Quays. The Bus Connects

and Metrolink have been brought forward for public consultation and an NTA funded Coach Park Facility has been provided in the Docklands area.

- Implementation of the Public Realm Masterplan for the City Core, which aims to deliver a pedestrian friendly city core, is in progress. Phase 1 projects are progressing including Liffey Street, Temple Bar Square and Wolfe Tone Square as well as the continued roll out of the Grafton Street Quarter Public Realm project. Cycle parking expansion in Drury Street has been completed and approximately 1,000 additional Sheffield stands have been provided on street. The cycle routes completed include the South Campshires cycle route and the Clontarf Section of the East Coast Trail.
- Major infrastructural works which have been completed since adoption of the Development Plan include the opening of the €7.5m North Wall Avenue as part of the North Lotts and Grand Canal Dock SDZ and the completion of Newcomen Bridge works. A Part 8 application has been lodged for completion and improvement of Clongriffin Main Street which will facilitate the provision of Bus Rapid Transit (Bus Connects) from Clongriffin To Tallaght and Part 8 design is progressing on Ballymun road infrastructure, Sillogue Avenue, Dodder Bridge and a pedestrian/cycle bridge in the Docklands.

Objective	Progress
MTO1: To encourage intensification and mixed-use development along existing and planning public transport corridors and at transport nodes where sufficient public transport capacity and accessibility exists to meet the sustainable transport requirements of the development, having regard to the conservation policies set out elsewhere in this plan and the need to make best use of urban land. Dublin City Council will seek to prepare SDZs, LAPS or other plans for areas surrounding key transport nodes, where appropriate in order to guide future sustainable development.	On-going through the development management, forward planning and active land management. New local area plans have been developed which promote active travel and public transport use, including Park-West Cherry Orchard, Ballymun & Clongriffin-Belmayne. The North Lotts and Grand Canal Dock Planning scheme, including strategic transport infrastructure, is near completion and the Poolbeg West SDZ Planning scheme has been adopted which will provide homes and jobs close to good public transport connections.
MTO2: To support the development and implementation of integrated ticketing and real time passenger information systems across the public transport network in association with relevant transport providers and agencies. Progress on the integration of Dublin shared bike scheme and Leap Card schemes will be monitored.	On-going
MTO3: To promote 'Park and Ride' services at suitable locations in co-operation with neighbouring local authorities.	On-going
MTO4: To support improvements to the city's bus network and related services to	On-going.



encourage greater usage of public transport in accordance with the objectives of the NTA's strategy and the government's 'Smarter Travel' document.	Bus priority scheme on North Quays implemented.  Bus Connects and Metrolink brought forward for public consultation.
MTO5: (i) To facilitate and support measures proposed by transport agencies to enhance capacity on existing public transport lines and services, to provide/improve interchange facilities and provide new infrastructure.  (ii) Subject to a station layout assessment, to promote the re-instatement of station entrance at Ameins Street/Buckingham Street Junction.	On-going.  Luas Cross City operational  Bus priority scheme on North Quays implemented.  NTA funded Coach Park Facility provided in Docklands area.  Bus Connects and Metrolink brought forward for public consultation.
MTO6: To review future strategic provision of bus depots/garages in the city in consultation with Dublin Bus and the NTA.	On-going
MTO7: To promote and seek the development of a new commuter rail station at Cross Guns serving the existing rail line infrastructure. Such a provision may be a stand-alone facility or form part of a larger mixed use development.	On-going
MTO8: To promote and facilitate, in co-operation with key agencies and stakeholders, the provision of high density cycle parking facilities at appropriate locations, taking into consideration (inter alia) the NTAs Cycle Network Plan, Dublin City Centre Cycle Parking Strategy, and Dublin City Council's Public Realm Strategy.	On-going  Cycle parking expansion in Drury Street  Approximately 1,000 additional Sheffield stands provided on street.
MTO9: To develop, within the lifetime of this plan, the Strategic Cycle Network for Dublin city – connecting key city centre destinations to the wider city and the national cycle network, and to implement the NTAs Greater Dublin Area Cycle Network Plan to bring forward planning and design of the Santry River Greenway, incorporating strongly integrative social and community development initiatives.	On-going  Cycle parking expansion in Drury Street Approximately 1,000 additional Sheffield stands provided on street.  South Campshires cycle route complete.  Clontarf Section of East Coast Trail complete.  Contractor appointed for Royal Canal Phase 2
MTO10: To improve existing cycleways and bicycle priority measures throughout the city, and to create guarded cycle lanes, where	On-going  Cycle parking expansion in Drury Street

appropriate and feasible.	<p>Approximately 1,000 additional Sheffield stands provided on street.</p> <p>South Campshires cycle route complete.</p> <p>Clontarf Section of East Coast Trail complete.</p> <p>Contractor appointed for Royal Canal Phase 2</p>
MTO11: To review the 30kph speed limit that applies within the city centre (i.e. area between the canals).	<p>On-going</p> <p>Expansion of 30kph citywide has been approved and is in progress.</p>
<p>MTO12: (i) To monitor the success of the shared bike scheme and to expand it to the entire city, in accordance with the content of the dublinbikes Strategic Planning Framework 2011-2016 or any subsequent review</p> <p>(ii) That developers will agree to fund the provision of a shared bike station near large developments, as community gain.</p>	<p>On-going</p> <p>Stationless Bike Bye Laws approved in 2017 and two operators licensed: Bleeperbike and Urbo.</p>
<p>MTO13: In accordance with cycle routes identified in the National Transport Authority's Greater Dublin Area Cycle Network Plan</p> <p>(i) To improve permeability for cyclists by reducing speed limits to 30kpm and allowing contraflow cycling on all single lane one way streets, and to provide a segregated contraflow cycle lane on all one way streets with two or more lanes, except where engineering report demonstrates risk is too high.</p> <p>(ii) To improve the traffic environment for cycling by reducing traffic speeds through the introduction or expansion of 30kph zones in compliance with the Dpt of Transport, Tourism &amp; Sport document "Guidelines for Setting and Managing Speed Limits in Ireland."</p>	<p>On-going</p> <p>Expansion of 30kph citywide has been approved and is in progress.</p>
MTO14 To review availability of bicycle parking facilities at neighbourhood centres with a view to addressing any shortfall through provision of Sheffield-type bicycle parking in the immediate vicinity as required.	<p>On-going.</p> <p>Cycle parking expansion in Drury Street Approximately 1,000 additional Sheffield stands provided on street.</p>
MTO15: To provide Sheffield Stand type parking near the entrance to all publicly	<p>On-going.</p>

accessible buildings such as schools, hotels, libraries, theatres, churches etc.	Approximately 1,000 additional Sheffield stands provided on street.
MT016: To seek to reopen the pathway underneath Blaquiére Bridge on the North Circular Road beside the old State Cinema in Phisborough to pedestrians and cyclists.	Yet to progress
MT017: To extend the River Liffey Boardwalk westwards through the city centre from Capel Street towards Heuston.	Yet to progress
MT018: To develop a high-quality pedestrian environment at new public transport interchanges and to consider the needs of pedestrians in the design of all infrastructure projects.	<p>On-going.</p> <p>Implementation of Public Realm Masterplan for the City Core – The Heart of the City – which aims to deliver a pedestrian friendly city core is in progress. Phase 1 projects are progressing including Liffey Street, Temple Bar Square and Wolfe Tone Square as well as the continued roll out of the Grafton Street Quarter Public Realm project.</p> <p>Expansion to the pedestrian network is sought through development management process through set back of building lines, new pedestrian crossings and improvements to the public realm around new developments. Environment and Transport Department on-going implementation of programme of provision of new pedestrian crossings and the connection of existing crossings to the SCATS to enable expansion of green time e.g. at school times.</p>
MT019: Subject to a feasibility assessment, to upgrade Cross Gunns Bridge Phibsborough for pedestrian and cyclist use.	Yet to progress
MT020: Subject to a feasibility assessment, to include a pedestrian/cyclist bridge over the railway line at Whitworth Road connecting the Royal Canal to Whitworth Road at an appropriate site.	Yet to progress
MT021: To avail of opportunities to increase footpath widths particularly within the city centre where appropriate.	<p>On-going.</p> <p>Implementation of Public Realm Masterplan for the City Core – The Heart of the City – which aims to deliver a pedestrian friendly city core is in progress. Phase 1 projects are progressing including Liffey Street, Temple Bar Square and Wolfe Tone Square as well as the continued roll out of the Grafton Street Quarter Public Realm project.</p>

	Expansion to the pedestrian network is sought through development management process through set back of building lines, new pedestrian crossings and improvements to the public realm around new developments.
MT022: To support public realm enhancements contained in this development plan that contribute to an improved pedestrian environment including those listed in DCC's Public Realm Strategy and street improvement proposals contained in the Grafton St Quarter Public Realm Plan together with public drinking fountains where deemed appropriate, feasible, not a risk to public health, and where they do not add to street clutter.	On-going.  Implementation of Public Realm Masterplan for the City Core – The Heart of the City – which aims to deliver a pedestrian friendly city core is in progress. Phase 1 projects are progressing including Liffey Street, Temple Bar Square and Wolfe Tone Square as well as the continued roll out of the Grafton Street Quarter Public Realm project.
MT023: To require Travel Plans and Transport Assessments for all relevant new developments and/or extensions or alterations to existing developments, as outlined in Appendix 4.	On-going and monitored through Development Management process.
MT024: To review and monitor Travel Plans through the Dublin City Council Mobility Management Section.	On-going.
MT025: To support the growth of Electric Vehicles and e-bikes, with support facilities as an alternative to the use of fossil-fuel-burning vehicles, through a roll-out of additional electrical charging points in collaboration with relevant agencies at appropriate locations.	On-going.
MT026: To progressively eliminate all 'free' on-street parking, both within the canals and in adjacent areas where there is evidence of 'all-day' commuter parking, through the imposition of appropriate parking controls, including disc parking.	On-going.
MT027: To renew restrictions on the use and cost of on-street parking and change them, as necessary, in order to discourage commuter parking, and to facilitate short-term parking for shopping, business and leisure purposes at appropriate locations.	On-going.  Expansion of Car Sharing schemes continue on public streets and in private developments.
MT028: To develop lorry parks, bus parks and taxi holding areas in selected areas where deemed necessary and in co-operation with private enterprise, so as to eliminate the hazards of unsuitable lorry, bus	On-going.  NTA funded Coach Park Facility provided in Docklands area.

and taxi parking in residential and other areas.	
MT029: To consider providing additional on-street motorcycle parking at various locations throughout the city where considered appropriate, to address current under-provision.	On-going.
MT030: To identify suitable and appropriate new locations (including off-street) in the city centre for the parking of private or tour-operated coaches with a view to discontinuing the practice of allowing coaches to park in such places as Mountjoy Sq, College Green, Nassau St, Merrion Sq and Wilson Terrace.	On-going. NTA funded Coach Park Facility provided in Docklands area.
<p>MT031: To initiate and/or implement the following road improvement schemes and bridges within a 6-year period of the development plan, subject to the availability of funding and environmental requirements and compliance with the 'Principles of Road Development' set out in the NTA Transport Strategy.</p> <p><u>Roads</u></p> <p>- River Road; Richmond Road; Malahide Road/R107 (including North Fringe Improvements); Blackhorse Avenue (commenced); Clonsaugh Road Industrial Estate; Ballymun (improved town centre linkage); Kilmainham/South Circular Road; link from Military Road to Conyngham Road; East Wall Road/Sheriff Street to North Quays; Cappagh Road.</p> <p><u>Bridges</u></p> <p>- Dodder Bridge; Liffey Valley Park pedestrian/cycle bridge; cycle/pedestrian bridges that emerge as part of evolving Strategic Cycle Network and Strategic Green Infrastructure Network; Three new bridges proposed as part of North Lotts and Grand Canal Dock SDZ.</p>	<p>On-going.</p> <p>A Part 8 application has been lodged for completion and improvement of Clongriffin Main Street which will facilitate the provision of Bus Rapid Transit (Bus Connects) from Clongriffin to Tallaght</p> <p>Part 8 design is progressing on Ballymun road infrastructure, Sillogue Avenue and a Part 8 has been approved for the Point Roundabout.</p> <p>Newcomen Bridge works complete.</p> <p>Design progressing on Dodder Bridge and pedestrian/cycle bridge in Docklands.</p> <p>Amendment to SDZ application for relocated pedestrian/cycle bridge is with An Bord Pleanala.</p>
MT032: To protect the routes of the proposed eastern by-pass from existing Dublin port tunnel to Poolbeg, also referred to as the Southern Port Access Route, and in the longer term to provide a route corridor between Poolbeg and the Southern Cross/South Eastern Motorway (in	On-going.

<p>accordance with the NTA Strategy for the Greater Dublin Area 2016-2035). The preferred route for DCC is by means of a bored tunnel under Sandymount Strand and Merrion Strand and will be subject to full statutory Environmental Assessment, together with an Appropriate Assessment for the entire proposed routes, in accordance with the Habitats Directive, together with a full consultation process.</p>	
<p>MT033: To continue investment in the city's computer-based area traffic signal control system and in other Information Technology (IT) systems to increase the capacity of DCC's Traffic Control Centre to manage traffic in the city and to improve the priority given to pedestrians, cyclists and public transport in the city.</p>	<p>On-going.</p>
<p>MT034: To manage restrictions on the use of road space for road works or general construction in accordance with DCC's 'Directions for the Control and Management of Road Works'.</p>	<p>On-going.</p>
<p>MT035: To provide vehicle users with up-to-date and accurate information on traffic conditions and parking availability in the city through use of a range of communications/media measures.</p>	<p>On-going.</p>
<p>MT036: To review traffic management and calming plans for local areas throughout the city in consultation with local communities and subject to availability of resources.</p>	<p>On-going. New approach to local traffic management approved in the form of neighbourhood focused schemes which will be based on stakeholder engagement.</p>
<p>MTO37: To assist the NTA in the development of a Regional Traffic Management Strategy in co-operation with neighbouring local authorities.</p>	<p>On-going.</p>
<p>MTO38: To develop a traffic management and environmental protection plan for sports stadia and significant cultural events in consultation with relevant transport, sporting and cultural bodies.</p>	<p>On-going.</p>
<p>MTO39: To engage with public transport providers/agencies and event organisers regarding the feasibility of developing a 'Free Travel' scheme for ticket holders attending major events, concerts, conferences and sporting fixtures in the city.</p>	<p>On-going.</p>

MTO40: To review the implementation of the HGV management strategy with a view to developing an improved approach to managing such vehicles in the city.	On-going.
MTO41: To review the existing traffic layout of the junction at Doyle's Corner, Phibsborough, during the lifetime of the plan with a view to providing for the needs of vulnerable road users, including pedestrian and cyclists as well as public transport and improving traffic safety.	On-going. A Phibsborough Local Environmental Improvement Plan is being prepared
MTO42: To support the implementation of appropriate speed limits throughout the city in accordance with guidelines published by the Dpt Transport, Tourism & Sport.	On-going.
MTO43: To work with the relevant agencies to ensure that safety issues are addressed at the entrance and exist of Ashtown gates at the Phoenix Park.	On-going.
MTO44: To tackle the adverse environmental and road safety impacts of traffic in the city through measures such as:  - The implementation of traffic calming measures including the restriction of rat-runs in appropriate areas in accordance with best practice and following advice contained in the Design Manual for Urban Roads and Streets.  - The ongoing monitoring of traffic noise and emissions, and the assessment and evaluation of the air quality and traffic noise impacts of transport policy and traffic management measures being implemented by DCC.  - The support of the government's Electric Transport Programme by examining measures that would facilitate the roll-out of charging infrastructure of electric vehicles.  - To support programmes of action which tackle the issue of road safety in the city.  - To promote traffic calming in existing residential neighbourhoods through innovative street design and layout such as homezones.	On-going.
MTO45: To implement best practice in road design as contained in statutory guidance	On-going.

and in the DMURS with a focus on place-making and permeability in order to create street layouts that are suited to all users, including pedestrians and cyclists.	
MTO46: To promote the greater use of low carbon fuels.	On-going.
MTO47: To develop a city centre pedestrian network which includes facilities or people with disabilities and/or mobility impairments based on the principles of universal design.	On-going.  Implementation of Public Realm Masterplan for the City Core – The Heart of the City – which aims to deliver a pedestrian friendly city core is in progress. Phase 1 projects are progressing including Liffey Street, Temple Bar Square and Wolfe Tone Square as well as the continued roll out of the Grafton Street Quarter Public Realm project.  Expansion to the pedestrian network is sought through development management process through set back of building lines, new pedestrian crossings and improvements to the public realm around new developments. Environment and Transport Department on-going implementation of programme of provision of new pedestrian crossings and the connection of existing crossings to the SCATS to enable expansion of green time e.g. at school times.
MTO48: To provide on- and off- street disabled driver parking bays in excess of minimum requirements where appropriate.	On-going.
MTO49: To prioritise the introduction of tactile paving, ramps and kerb dishing at appropriate locations, including pedestrian crossings, taxi ranks, bus stops and rail platforms.	On-going.
MTO50: To introduce traffic-free areas on sections of Drury Street, South William Street, Exchequer Court, Dame Court and Dame Lane while ensuring that access to car parks and deliveries is still provided for.	Not progressed.



## Chapter 9

## Sustainable Environmental Infrastructure

Dublin City Council is committed to providing and delivering infrastructural services within its statutory remit, which will enhance the quality of the city's environment and also facilitate sustainable economic development and housing. The delivery of infrastructural services is predominantly achieved through the development management process, with several objectives within this chapter aimed at new development and providing infrastructure alongside new development through the development management process. As well as encouraging sustainable environmental infrastructure to be provided in new developments through the development management process, external stakeholders such as Irish Water, The ESB and Gas Networks Ireland are formal consultees and can again influence the delivery of key infrastructure through the statutory planning process.

Objective	Progress
SIO1: To support Irish Water in the implementation of the 'Water Services Strategic Plan – A Plan for the Future of Water Services'	Ongoing
SIO2: To work closely with Irish Water to identify and facilitate the timely delivery of the water services required to realise the development objectives of this plan.	Ongoing – Irish water are a formal consultee, who are invited to comment on all relevant planning applications through the development management process
SIO3: To require all new development to provide a separate foul and surface water drainage system and to incorporate sustainable urban drainage systems.	Ongoing – All planning applications are referred to our Drainage division for comment as part of the development management process
SIO4: To minimise wastage of water supply by requiring new developments to incorporate water conservation measures, and to promote water conservation by all water users.	Ongoing – As part of the development management process
SIO5: To protect existing wayleaves and buffer zones around public water service infrastructure.	Ongoing – Irish water are a formal consultee, who are invited to comment on all relevant planning applications through the development management process
SIO6: To implement the European Union Water Framework Directive through the implementation of the appropriate River Basin Management Plan and Programme of Measures.	Ongoing
SIO7: To take into consideration the relevant River Basin Management Plan and Programme of Measures when considering new development proposals.	Ongoing
SIO8: All development proposals shall carry out, to an appropriate level of detail, a Site-Specific Flood Risk Assessment (SSFRA) that shall demonstrate compliance with:	Ongoing – As part of the development management process

<ul style="list-style-type: none"> <li>• The Planning System and Flood Risk Management, Guidelines for Planning Authorities, Department of the Environment, Community and Local Government, November 2009, as may be revised/updated and the Strategic Flood Risk Assessment (SFRA) as prepared by this Development Plan.</li> <li>• The site-specific flood risk assessment (SSFRA) shall pay particular emphasis to residual flood risks, site-specific mitigation measures, flood-resilient design and construction, and any necessary management measures (the SFRA and Appendix B4 of the above mentioned national guidelines refer). Attention shall be given in the site-specific flood risk assessment to building design and creating a successful interface with the public realm through good design that addresses flood concerns but also maintains appealing functional streetscapes. All potential sources of flood risk must be addressed in the SSFRA.</li> </ul>	
<p>SIO9: Proposals which may be classed as 'minor development', for example small-scale infill, small extensions to houses or the rebuilding of houses or paving of front gardens to existing houses, most changes of use and small-scale extensions to existing commercial and industrial enterprises in Flood Zone A or B, should be assessed in accordance with the Guidelines for Planning Authorities on the Planning System and Flood Risk Management &amp; Technical Appendices, November 2009 as may be revised/updated, with specific reference to Section 5.28 and in relation to the specific requirements of the Strategic Flood Risk Assessment. The policy shall be not to increase the risk of flooding and to ensure risk to the development is managed.</p>	<p>Ongoing – As part of the development management process</p>
<p>SIO10: That recommendations and flood maps arising from the Fingal-East Meath CFRAM Study, the Dodder CFRAM Study and the Eastern CFRAM Study are taken into account in relation to the preparation of statutory plans and development proposals. This will include undertaking a review of the Strategic Flood Risk Assessment for Dublin city following the publication of the Final Eastern CFRAM Study, currently being produced by the OPW.</p>	<p>Ongoing – As part of the preparation of statutory plans and development proposals we have regard to the recommendations and flood maps arising from the Fingal-East Meath CFRAM Study, the Dodder CFRAM Study and the Eastern CFRAM Study</p>

SIO11: To work with neighbouring Local Authorities when developing cross-boundary flood management work programmes and when considering cross-boundary development.	Ongoing
SIO12: To ensure each flood risk management activity is examined to determine actions required to embed and provide for effective climate change adaptation as set out in the Dublin City Council climate change adaption policy and in the OPW Climate Change Sectoral Adaptation Plan Flood Risk Management applicable at the time.	Ongoing
SIO13: To provide additional and improved surface water networks to both reduce pollution and allow for sustainable development.	Ongoing – Through public realm proposals and upgrades across the city and also through the development management process
SIO14: To require that any new paving of driveways or other grassed areas is carried out in a sustainable manner so that there is no increase in storm water run-off to the drainage network.	Ongoing – Through public realm proposals and upgrades across the city and also through the development management process
SIO15: To provide for municipal/public recycling and recovery facilities in accessible locations throughout the city.	Ongoing
SIO16: To require the provision of adequately-sized recycling facilities in new commercial and large-scale residential developments, where appropriate.	Ongoing – As part of the development management process
SIO17: To promote the re-use of building materials, recycling of demolition material and the use of materials from renewable sources. In all developments in excess of 10 housing units and commercial developments in excess of 1000sq.m., a materials source and management plan showing type of materials/proportion of re-use/recycled materials to be used shall be implemented by the developer.	Ongoing – As part of the development management process
SIO18: To implement the current Litter Management Plan through enforcement of the litter laws, street cleaning and education and awareness campaigns.	Ongoing
SIO19: To implement the Eastern-Midlands Waste Management Plan 2015-2021 and achieve the plan targets and objectives.	Ongoing

SIO20: To promote sustainable design and construction to help reduce emissions from the demolition and construction of buildings.	Ongoing – As part of the development management process
SIO21: To encourage the use of internal ducting/staircores within all new mixed-use developments, where appropriate, to facilitate air extraction/ventilation units and other associated plant and services.	Ongoing – As part of the development management process
SIO22: To maintain and manage a Dublin ambient air quality monitoring network and to make available to the public the resulting air quality measurements.	Ongoing
SIO23: To implement the Dublin Agglomeration Environmental Noise Action Plan (2013 – 2018) in co-operation with the other local authorities in Dublin and the Irish Aviation Authority.	Ongoing
SIO24: To protect the designated 'Quiet Areas' within the city from increased exposure to noise.	Ongoing – As part of the development management process
SIO25: To support new technologies and practices as a power source in transport to reduce noise.	Ongoing
SIO26: To protect residents of mixed-use developments from noise emanating from other uses such as shops, offices, nightclubs, late night busking, public houses and other night time uses through the planning system.	Ongoing – As part of the development management process
SIO27: To give careful consideration to the location of noise-sensitive developments, including the horizontal and vertical layout of apartment schemes, so as to ensure they are protected from major noise sources where practical.	Ongoing – As part of the development management process
SIO28: To support and facilitate the monitoring and enforcement by the environmental health department of noise reduction measures in areas experiencing excess noise.	Ongoing – As part of the development management process
SIO29: To take cognisance of the Dublin Agglomeration Environmental Noise Action Plan 2013-2018 during the development and implementation of any policies for the city and before any major planning developments commence within Dublin.	Ongoing – As part of the preparation the development and implementation of any policies for the city and as part of the development management process

SIO30: To avoid a proliferation of communications masts and antennae and facilitate the potential for future mast sharing and co-location.	Ongoing – As part of the development management process
SIO31: To support the emerging Smart Dublin Framework which will allow greater flexibility for the city to work with universities entrepreneurs and companies, to co-innovate, test and deploy new urban solutions.	Ongoing
SIO32: To support the installation of high-speed technologies, where practicable, in accordance with the Department of Communications, Energy and Natural Resources documents including Recommendations for Open Access Fibre Ducting and Interior Cabling for New Residential Buildings; Making Home Fibre Ready, 2011; the National Broadband Plan 2012 – Delivering a Connected Society and National Digital Strategy for Ireland 2013; Doing more with Digital – Phase 1 Digital Engagement.	Ongoing
SIO33: To support the development of energy efficient initiatives such as use of District Heating and Combined Heat and Power, and to promote the use of CHP in large developments	Ongoing – Currently investigating and promoting District Heating as an energy source for the city.

## Chapter 10: Green Infrastructure, Open Space & Recreation

In helping to achieve a green connected city and more sustainable neighbourhoods in line with the core strategy of the development plan, Dublin City Council introduced a Green Infrastructure Strategy that connects green spaces and other natural features such as rivers and canals to different parts of the city. The strategy ensures that the provision and enhancement of facilities and amenities for children and young people such as playgrounds and parks is prioritised. The strategy includes integrated open spaces, green ways for cycling, walking, areas of high biodiversity value and recreational areas. The council is delivering on this strategy through local level actions and plans.

Since the adoption of the development plan, the council have developed and progressed green spaces projects such as, the Dodder Greenway, Chocolate Park, Weaver Park, Bridgefoot Street, St Teresa's Gardens, St Luke's, St Audeon's and a Linear Park along James's Hospital. These spaces help to unlock spatial gaps in the city that enhances the amenity value in the local area and improves the health and social wellbeing of the local community.

The Council continues to support and progress the actions contained in the Dublin City Biodiversity Action Plan and the Dublin City tree strategy, promoting biodiversity and trees in the city. To allow for essential monitoring, the Parks and Landscapes Services Division is continuing to survey and map flora and fauna in the city. Dublin City Sports & Wellbeing Partnership Strategy was published in 2017 and the council will support the actions therein.

Objectives	Progress
<b>GIO1:</b> To integrate Green Infrastructure solutions into new developments and as part of the development of a Green Infrastructure Strategy for the city.	Ongoing – new developments to include green infrastructure solutions as part of the development management process
<b>GIO2:</b> To apply principles of Green Infrastructure development to inform the development management process in terms of design and layout of new residential areas, business/industrial development and other significant projects.	Ongoing – new developments to include green infrastructure solutions as part of the development management process
<b>GIO3:</b> To focus on key streets in the city area between the canals for ‘greening’ by way of higher standards of planting and amenity along key routes.	Ongoing – being implemented through local level actions plan/public realm master plans
<b>GIO4:</b> To improve pedestrian and cycle access routes to strategic level amenities while ensuring that ecosystem functions and existing amenity uses are not compromised and existing biodiversity and heritage is protected and enhanced.	Ongoing – new developments to include green infrastructure solutions as part of the development management process
<b>GIO5:</b> To engage with and involve corporate volunteers, landowners and relevant agencies to support their communities in the development and delivery of green infrastructure programmes.	Ongoing
<b>GIO6:</b> To prepare a Landscape Character Assessment (LCA) for Dublin city during the lifetime of the plan in accordance with the National Landscape Strategy and forthcoming national methodology.	Ongoing

<p><b>GIO7:</b> To promote the city landscapes, including rivers, canals and Bay, as a major resource for the city and forming core areas of green infrastructure network.</p>	<p>Ongoing – new developments to regards to city landscapes as part of the development management process</p>
<p><b>GIO8:</b> To undertake a ‘Views and Prospects’ study to identify and protect the key views and prospects of the city. Additional views and prospects may be identified through the development management process and local area plans.</p>	<p>Ongoing</p>
<p><b>GIO9:</b> To maximise managed access to key landscape and amenity areas of Dublin city</p>	<p>Ongoing – new developments show compliance as part of the development management process</p>
<p><b>GIO10:</b> (i) To support the provision of community gardens/allotments/local markets/pocket parks, where feasible, and in particular as temporary uses on vacant, under-utilised or derelict sites in the city.</p> <p>(ii) To support proposals for site allotments on the site of the Old Community Centre Bluebell while also retaining the hall building.</p>	<p>Ongoing</p>
<p><b>GIO11:</b> To support the implementation of the Dublin City Council Parks Strategy.</p>	<p>Ongoing – new developments to have regards to council strategy as part of the development management process</p>
<p><b>GIO12:</b> To improve visitor facilities, including cafes, toilet, shower and changing room facilities, based on the recommendations of the Parks Strategy.</p>	<p>Ongoing</p>
<p><b>GIO13:</b> To implement Conservation Plans for: Merrion Square, Mountjoy Square, Palmerston Park, Herbert Park and Sandymount Green and Wolfe Tone Park.</p>	<p>Yet to commence</p>
<p><b>GIO14:</b> (i)To seek the designation of Liffey Valley (from Islandbridge to the city boundary), Sandymount and Merrion Strands, the Phoenix Park and also Irishtown Nature Park as Special Amenity Areas and</p>	<p>Yet to commence</p>

<p>to prepare Special Amenity Area Orders (SAAO's) for same.</p> <p>(ii) To protect and conserve the historic landscape of the Phoenix Park and it's archaeological, architectural and natural heritage whilst facilitating visitor access, education and interpretation, facilitating the sustainable use of the park's resources for recreation and other appropriate activities, encouraging research and maintaining its sense of peace and tranquillity.</p>	<p>OPW has produced Plan for Phoenix Park</p>
<p><b>GIO15:</b> To seek to expand Mount Bernard Park northwards to the Royal Canal, with a bridge connecting with the Green Way</p>	<p>Ongoing</p>
<p><b>GIO16:</b> To promote and actively pursue the development of a park in the area known as Scully's Field between Clonskeagh and Milltown.</p>	<p>Yet to commence</p>
<p><b>GIO17:</b> To seek the continued improvement of water quality, bathing facilities and other recreational opportunities in the coastal, estuarine and surface waters in the city and to protect the ecology and wildlife of Dublin Bay.</p>	<p>Ongoing – All planning applications are referred to our Drainage division for comment as part of the development management process</p>
<p><b>GIO18:</b> To protect and improve the natural character of watercourses, including the Dodder, and to promote access, walkways, cycleways and other compatible recreational uses along them, having regard to environmental sensitivities.</p>	<p>Ongoing – new developments to have regards to waterbodies as part of the development management process</p>
<p><b>GIO19:</b> To maintain beaches at Dollymount, Sandymount, Merrion and Poolbeg/Shelly Banks to a high standard, and to develop their recreational potential as a seaside amenity, in order to bring them to 'Blue Flag' standard subject to Article 6 Assessment of the Habitats Directive.</p>	<p>Ongoing</p>
<p><b>GIO20:</b> To establish, where feasible, river corridors, free from development, along all significant watercourses in the city.</p>	<p>Ongoing – new developments to show compliance as part of the development management process</p>



<p><b>GIO21:</b> To co-operate with the relevant adjoining local authorities of Dún Laoghaire Rathdown and South Dublin Councils in developing a strategy for the preparation and graduated implementation of an integrated Maintenance , Improvement and Environmental Management Plan for the entire length of the River Dodder and to support the establishment of a co-ordinating River Dodder Authority or equivalent body to implement that strategy. This plan should reflect the relevant recommendations of the Eastern Catchment Flood Risk Assessment and Management and associated Unit of Measurement Flood Risk Management Plan(s) and associated Environmental Reports.</p>	<p>Ongoing</p>
<p><b>GIO22:</b> To promote and upgrade visitor facilities at North Bull Island to raise awareness of biodiversity and promote nature conservation and manage recreation sustainably, having regard to Article (6) of the Habitats Directive.</p>	<p>Ongoing</p>
<p><b>GIO23:</b> To support the implementation of the 'Dublin City Biodiversity Action Plan 2015-2020', including inter alia (a) the conservation of priority species, habitats and natural heritage features, and (b) the protection of designated sites.</p>	<p>Ongoing – new developments to have regards to the action plan as part of the development management process</p>
<p><b>GIO24:</b> To develop Biosecurity Codes of Practice to deal with invasive species and ensure compliance with EU (Birds and Natural Habitats) Regulations 2011 and EU Regulations 2014 on the prevention and management of the introduction and spread of invasive alien species.</p>	<p>Ongoing</p>
<p><b>GIO25:</b> To protect trees in accordance with existing Tree Preservation Orders (TPOs) and, subject to resources, explore the allocation of additional TPOs for important/special trees within the city based on their contribution to amenity or the environment.</p>	<p>Ongoing</p>

<p><b>GIO26:</b> To review ancient and species-rich hedgerows within the city (as identified in the 2006 survey of ancient and species-rich hedgerows in Dublin city) and protect existing hedgerow sections.</p>	<p>Ongoing</p>
<p><b>GIO27:</b> To protect trees, hedgerows or groups of trees which function as wildlife corridors or 'stepping stones' in accordance with Article 10 of the EU Habitats Directive.</p>	<p>Ongoing – new developments to include have regards to tree strategy as part of the development management process</p>
<p><b>GIO28:</b> To identify opportunities for new tree planting to ensure continued regeneration of tree cover across the city, taking account of the context within which a tree is to be planted and planting appropriate tree species for the location.</p>	<p>Ongoing – new developments to include have regards to tree strategy as part of the development management process</p>
<p><b>GIO29:</b> To encourage trees to be incorporated in (a) the provision of temporary green spaces (e.g. pop-up parks) either planted into the soil or within moveable containers as appropriate and (b) within sustainable urban drainage systems (SUDS), as appropriate.</p>	<p>Ongoing – new developments to have regards to tree strategy as part of the development management process</p>
<p><b>GIO30:</b> To support the implementation of the Dublin City Play Plan 2012-2017, which aims to provide inclusive and accessible play opportunities for children and young people.</p>	<p>Ongoing – new developments to have regards to park's strategy as part of the development management process</p>
<p><b>GIO31:</b> To encourage and facilitate the introduction of amenities in parks such as table tennis, games tables, outdoor gyms, adult exercise equipments, bowling greens, etc.</p>	<p>Ongoing – new developments to have regards to park's strategy as part of the development management process</p>
<p><b>GIO32:</b> To endeavour to provide play spaces in every neighbourhood in the city, which are open to public use.</p>	<p>Ongoing – new developments to have regards to objective as part of the development management process</p>
<p><b>GIO33:</b> To involve children and young people in green initiatives and biodiversity projects, having regard to their need to interact with and be educated by nature.</p>	<p>Ongoing – new developments to have regards to objective as part of the development management process</p>
<p><b>GIO34:</b> To examine the possibility of using suitable undeveloped land temporarily as informal recreational space.</p>	<p>Ongoing</p>

<b>GIO35:</b> To examine under-used and disused laneways and back streets in the city centre and investigate the possibility of promoting activities, regard being given to the amenity of residents in the vicinity.	Ongoing
<b>GIO36:</b> To endeavour to provide a multi-purpose sports facility for residents of the south west inner city.	Ongoing
<b>GIO37:</b> To provide additional sports facilities for young people in the Ringsend/Irishtown Area	Ongoing – Local Environmental Improvement Plan for Ringsend Irishtown published
<b>GIO38:</b> To redevelop Dalymount Park soccer stadium providing enhanced sporting recreational and community amenities and as part of this development to celebrate the rich sporting history of this site.	Ongoing – Local Environmental Improvement Plan for Phibsborough Published
<b>GIO39:</b> To seek the provision of a fit for purpose public park solely designed around children and all their play needs. That this park would have at its centre inclusiveness and be built and designed in such a way as to not be a hindrance to any child with a disability and that this park be centred within the city core and be a lasting legacy to the principal of cherishing all the children of the nation equally	Ongoing

## Chapter 11: Built Heritage and Culture

### Architectural Conservation Areas (ACAs)

Proposed Temple Bar and Liffey Quays (Aston Quay, Crampton Quay, Wellington Quay, Bachelor's Walk and Ormond Quay Lower) Architectural Conservation Area (ACA); the survey, mapping and historical research work and architectural character assessment is largely complete. A review of Record of Protected Structures within the ACA is underway in conjunction with the findings of the recent survey by the National Inventory of Architectural Heritage (NAIH). Preparatory drafting of an ACA document has commenced.

### Record of Protected Structures (RPS)

Since the 21st October 2016, there have been 21 additions to the RPS, 3 amendments or clarifications (relating to 8 structures) and 2 group deletions. The group deletions to the RPS were undertaken in association with the adoption by the City Council of an Architectural Conservation Area (ACA) for Haddon Road/Victoria Road and Hollybrook Road respectively (as a follow on from the previous Dublin City Development Plan 2011-2017).

## Built Heritage Investment Scheme

National funding scheme for historic structures (Protected Structures or situated in an ACA) provided by the Department of Culture, Heritage & the Gaeltacht; administered and supervised by DCC's Conservation Section. Modest grants of between €2,000 and €15,000 per project, with match funding from the owner.

- BHIS 2017: 38 projects approved and completed with a total grant funding of €384,250 provided. It is estimated that the grant aided works generated c. 2,000 employment days, with a total spend €1,048,389.33 on conservation works to protected structures.
- BHIS 2018: 52 applications have been approved for funding under the BHIS. Total funding available to Dublin City of €298,000. Works completed or nearing completion. Final works approvals and drawdown of funding imminent.

## Structures-at-Risk Fund 2017 and 2018

National funding scheme for historic structures that are at risk provided by the Department of Culture, Heritage & the Gaeltacht; administered and supervised by DCC's Conservation Section.

- SRF 2017: 1 application approved for funding of €15,000 and completed.
- 2018: 4 applications have been approved for funding. €74,000 made available in funding to SRF DCC. Works completed. Drawdown of funding imminent.

## Living City Initiative

A total of 54 valid applications for the LCI have been received since 2015, of which 10 were submitted following the relaunch of the initiative in February of this year. 18 letters of certification issued to date.

## Buildings-at-Risk

Since 2016, the Archaeology, Conservation & Heritage Section has a planning officer covering the Buildings-at-Risk Register (of endangered Protected Structures), which is being reviewed and updated on an ongoing basis, including liaison with the Planning Enforcement, Derelict Sites and Dangerous Buildings Sections, as well as the Active Land Management Unit, where required.

## Other Built Heritage Objectives

14 Henrietta Street officially opened on 14th September 2018. A new management system has been put in place - a separate, independently-managed company, wholly owned by the Council called Dublin City Council Culture Company. Its job is to connect Dubliners to their city through making and taking part in culture

The implementation of the St. Luke's Church Conservation Plan has been largely completed, including the conservation works to the north and south graveyards, as well as the landscaping works to create a publically accessible pocket park.

The Conservation Plan for St. James's Graveyard is being implemented under the supervision of the Council's Parks and Landscape Services Division, advised and supported by the project Steering Committee including the Archaeology, Conservation & Heritage Section, and the Area Office.

The Conservation Plan for the City Walls is to be implemented incrementally over time. The current project for the City Wall at the Wood Quay Venue involves monitoring and conservation works, with the presentation of content and explanatory material to be provided in the venue during 2019.

Specific Objective	Progress
<p><b>CHCO1:</b> To undertake a survey and review of the Record of Protected Structures (RPS) within the identified phase 1 priority areas (as set out in section 11.1.4. The strategic Approach) of special historic and architectural interest, as part of the ongoing strategic management of the RPS</p>	<p>In progress</p>
<p>CHCO2: To designate further Architectural Conservation Areas within the identified phase 1 priority areas (as set out in section 11.1.4 The Strategic Approach) of special historic and architectural interest. Phase 2 of the survey and review, based on the rationale set out in subsection 11.1.4 (bullet point 1), will include; areas adjacent to phase 1 priority areas; extension of the Thomas Street ACA; Pembroke / Rathmines Lower &amp; Upper / Belgrave Square; Stoneybatter/Oxmantown/Arbour Hill; Ranelagh Village</p>	<p>Work ongoing – Temple Bar</p>
<p>CHCO3: To review and consider the recommendations of the National Inventory of Architectural Heritage as part of the conservation strategy to review the Record of Protected Structures and to designate Architectural Conservation Areas within the identified phase 1 priority areas (as set out in section 11.1.4 The Strategic Approach) of special historic and architectural interest. Consideration will also be given to the inclusion of industrial heritage structures of special interest</p>	<p>Ongoing</p>
<p>CHCO4: To review the zoning objectives and the red-lined hatched conservation designations as part of the conservation strategy to review the Record of Protected Structures and to designate Architectural Conservation Areas within the identified phase 1 priority areas (as set out in section 11.1.4 The Strategic Approach) of special historic and architectural interest. Consideration will also be given to the inclusion of industrial heritage structures of special interest</p>	<p>In progress</p>

CHCO5: To continue the compilation of the database of the Record of Protected Structures and Architectural Conservation Areas	In progress
CHCO6: To provide guidance for owners of protected structures or historic buildings on upgrading for energy efficiency and to promote the principles of sustainable building design in conservation	Provided by DEHLG
CHCO7: To maintain a register of Buildings at Risk in which protected structures at risk from neglect or wilful damage will be entered and actions may be taken to ensure their survival	Ongoing
CHCO8: To prepare schemes for Areas of Special Planning Control, where deemed desirable and appropriate, having regard to statutory needs of the city	O'Connell Street and Grafton designated ASPCs
CHCO9: Bewley's Oriental Café at No. 78/79 Grafton Street, is deemed to be a use that contributes significantly to the special and unique character of Grafton Street and, as such, is considered an essential part of the street. It is an objective, in accordance with the Scheme of Special Planning Control for Grafton Street and Environs, to protect the use of the entire building as a café, which is intrinsic to the special character of the building	On RPS No. 3254
<p>CHCO10:</p> <ol style="list-style-type: none"> <li>1. To implement the archaeological actions of the Dublin City Heritage Plan 2002-6 in light of the Dublin City Heritage Plan Review 2012.</li> <li>2. To prepare and implement conservation plans for National Monuments and Monuments in DCC care (City Walls, St Luke's Church, St James's Graveyard, St. Thomas's Abbey, St Canice's Graveyard etc).</li> <li>3. To maintain, develop and promote the Dublin City Archaeological Archive (DCAA) at Pearse Street Library and Archives.</li> <li>4. To ensure the public dissemination of the findings of licensed archaeological activity in Dublin through the Dublin County Archaeology GIS.</li> <li>5. To develop a long-term management plan to promote the conservation, management and interpretation of archaeological sites and monuments and to identify areas for strategic research.</li> </ol>	Ongoing as per introduction above

<p>6. To have regard to the city's industrial heritage and Dublin City Industrial Heritage Record (DCIHR) in the preparation of Local Area Plans (LAPs) and the assessment of planning applications and to publish the DCIHR online. To review the DCIHR in accordance with Ministerial recommendations arising from the national Inventory of Architectural Heritage (NIAH) survey of Dublin City and in accordance with the Strategic Approach set out in Section 11.1.4 of this Chapter</p> <p>7. To promote awareness of, and access to, the city's archaeological inheritance and foster high-quality public archaeology.</p> <p>8. To promote archaeological best practice in Dublin city.</p> <p>9. To promote the awareness of the international significance of Viking Dublin and to support post-excavation research into the Wood Quay excavations 1962-81.</p> <p>10. To develop a strategy for the former Civic Museum collection and for other collections of civic interest and importance.</p> <p>11. To investigate the potential for the erection of Columbarium Walls.</p> <p>12. To support the implementation of the Kilmainham Mill Conservation Plan.</p> <p>13. Dublin City Council will seek to work with Diageo to undertake a more comprehensive industrial heritage survey of the constituent historic buildings within the Guinness Brewery complex at Saint James's Gate.</p>	
<p>CHCO11: To continue to review and implement the Dublin City Heritage Plan. To publish the Dublin City Heritage Plan in 2017 based on the consultative process undertaken in 2012</p>	<p>Work has commenced</p>
<p>CHCO12: To implement the signage strategy for the city walls</p>	<p>Yet to commence</p>
<p>CHCO13: To undertake specific priority conservation works projects and to seek to identify additional national grant mechanisms to aid in the implementation of such projects</p>	<p>Built Heritage Investment Scheme in place</p>
<p>CHCO14: To co-operate with other agencies in the investigation of climate change on the fabric of historic buildings in the city</p>	<p>Drafting document "Built-to-last" – Energy Efficiency in pre-1945 dwellings in Dublin", to be published (subject to funding) in 2019 or early 2020.</p>

CHCO15: To commemorate and appropriately celebrate the centenary of historic events including the 1916 Rebellion and other commemorative events associated with Irish Independence	Many events have taken place
CHCO16: To undertake a feasibility study to identify suitable uses, potential partners, funding opportunities and a conservation strategy to secure the conservation, future use and appropriate development of the former Pigeon House hotel and former Pigeon House Power Station for the benefit of the City of Dublin. Provide further reports to the Area Committee on the technical appraisal being carried out by ESB in relation to the Poolbeg chimneys, which are iconic features of the Dublin skyline and of the industrial heritage of Dublin	Expression of Interest submitted and currently under assessment
CHCO17: To undertake a feasibility study for the development of a museum of urban social history in Dublin based around utilising and exhibiting the Dublin Civic Museum collection and the Dublin Tenement Museum at 14 Henrietta Street museum	Completed and in operation
CHCO18: To develop a strategy for collection of oral history and folklore in Dublin city in conjunction with the Irish Folklore Foundation, under the Dublin City Heritage Plan	Part of Heritage Plan
CHCO19: To promote the Liberties as an area of historical, archaeological, industrial and cultural heritage in Dublin City through authentic exhibits, improving access to cultural heritage sites and fostering engagement through community archaeology and heritage projects	St Luke's & St James graveyard are examples of this approach
CHCO20: To facilitate the growth and continued development of cultural life in the city by supporting the implementation of Dublin City Council's Cultural Strategy 2015 - 2021	Ongoing
CHCO21 To support a range of cultural initiatives and facilitate the provision of a broad range of cultural facilities reflecting the city's diverse ethnic populations	Ongoing
CHCO22: The City Council will conduct cultural audits (qualitative and quantitative) in all city areas paying particular attention to developing cultural clusters	Taking place in relation to SDZs and SDRAs
CHCO23: The City Arts Office will continue to develop its role as broker between the owners of vacant premises/properties and artists seeking temporary accommodation, with the assistance of and in conjunction with the active land management role of the City's Planning and Property Development Department	Ongoing



CHCO24: To ensure that fit-for-purpose, accessible, cultural facilities are considered as part of larger developments in the city, having regard to Dublin City Council's Cultural Needs Analysis	Part of DM process
CHCO25: To encourage and facilitate the provision of affordable live-work units and studios/cultural spaces for artists as part of larger residential and mixed-use developments	Part of DM process
CHCO26: To support and facilitate the change of use of vacant commercial units to publicly accessible cultural work spaces, performance venues, art galleries etc. on a temporary basis through the development management process	Part of DM process
CHCO27: To support the cultural development of those cultural quarters including the North Georgian City and O'Connell Street Quarter and the Heuston/Royal Hospital Quarter and promote linkage to the historic village area of Kilmainham/Inchicore (including industrial heritage sites such as the old mill at Rowerstown Lane, Bluebell), focusing on under-utilised amenity resources, increased permeability, and encouraging a vibrant area in which to work and live while having regard to the grain and historic character of these areas	Work ongoing on a number of projects including Kilmainham Mills.
CHCO28: To discourage an over-concentration of large public houses in any particular area to ensure a balanced mix of cultural uses, including venues for live music, theatre, film and dance, whilst protecting the residential amenities of city centre residents	Implemented through DM process
CHCO29: To continue to animate the public domain by facilitating and supporting the delivery of an annual events programme by Dublin City Council in collaboration with key event and festival partners, whilst protecting the residential amenities of the surrounding area	Ongoing through Cultural & Recreational Dept
CHCO30: To seek to provide a "revolutionary" or "green" trail in the city, linking sites such as Boland's Mills, GPO, Moore Street, Dublin Castle, Kilmainham Jail and Richmond Barracks, Mount Street Bridge, the Mendicity Institute, Arbour Hill, The Four Courts, Annesley Bridge and North King Street similar to that in Boston, which can be a significant tourist attraction	Dublincitydiscovery.com is an interactive virtual website showing timeline of 1916 Rising. Produced by DCC
CHCO31: To develop a 1916 Historic Quarter, including Moore Street, with its National Monument and historic terrace, an appropriately developed street market, the GPO and Parnell Square, creating an integrated historic, literary and commercial focus	In March 2017 Moore Street Consultative Group submitted report to Minister for Arts, Heritage and Gaeltacht. Oversight Group established to advance project with

for the north city centre and providing potential for tourism and to prepare a Development Brief for the Moore Street Area which addresses the above	new site owners
CHCO32: To promote and facilitate the development of a mixed-use cultural facility in Parnell Square anchored by a new City Library, stimulating the regeneration of the north inner city	Design of City library is advancing

## Chapter 12

### Cg 12: Sustainable Communities and Neighbourhoods

This chapter of the development plan provides a holistic and inclusive approach to neighbourhood and community development, defining those elements that make a good neighbourhood, and it places a particular focus on community and stakeholder engagement.

Local Area Plans and Strategic Development Zones are key tools used in the creation of sustainable quality urban neighbourhoods. Since the 2016 Plan was adopted, the City has adopted a new LAP for Ballymun and approved a SDZ for Poolbeg, with both of these plans providing for coordinated approaches and objectives to deliver new housing alongside existing and proposed new social and community infrastructure. These plans also allowed for high levels of community engagement and participation in co-ordinating the objectives therein. Work is also currently underway in preparing a new LAP for Park West and Cherry Orchard, with community consultations sessions held locally at the start of this year.

In developing large tracts of land, either through the LAP/SDZ process or other large DCC sites is the need to ensure that there is sufficient social and community infrastructure in place to support the new population. A key part of this is to ensure that there is sufficient schools in place to cater from the growing population and Dublin City Council is working with the department of Education and Skills to ensure that where required schools can be provided in keeping with new housing, for example in Clongriffin-Belmayne where a significant new community is emerging at the edge of the City.

The development of Dublin's Culture Connects, a Dublin City Council initiative, is a significant tool in developing sustainable and inclusive communities. Part of Dublin's Cultural Strategy it is building participation and partnership between organisations empowering local communities. Their work of mapping and connecting cultural and community projects is helping to act as a catalyst for community development and civic engagement

It is an <b>Objective</b> of Dublin City Council:		
Objective No.	Objective	Update
SNO1	To engage with cultural, community and corporate stakeholders in an area, to develop inclusive strategies for community infrastructure provision.	The preparation and implementation of each LAP/ SDZ involves engagement with all sectors of a local community in addition to national prescribed bodies, with the specific intention of ensuring the provision of appropriate location specific strategies and targets for community infrastructure provision. Implementing of the Phibsborough LEIP this year includes the establishment of a local 'cultural network' by the Arts Office in the Phibsborough area.

SNO2:	To liaise with the Department of Education and Skills on the educational needs of the city to ascertain the need for new or expanding educational facilities in the city to service the growing population.	The City Council engages with the Department of Education and Skills at regular intervals, and in particular during the preparation phase for local area plans, strategic development zones, and where the City Council is redeveloping large tracts of land such as under the Housing Land Initiative. In preparing any of these plans the City Council provides the Dept. of Education and Skills with projections for new house numbers which is then translated into educational need.
SNO3	To actively assist and liaise with the DES in the provision of new schools where there is a demand for such and to facilitate any potential expansion of existing schools throughout the city	The City Council is actively engaging with the Department of Education and Skills with regard to the provision of new schools, for example in the Clongriffin-Belmayne area where there is a large growing population, and where new schools are required under the 2012 LAP. As above on-going consultation is also taking place where the City Council is redeveloping large tracts of land.
SNO4	To assist the Department of Education and Skills with regard to the provision of a new school site at the Smurfit Complex on Botanic Road or at another appropriate location in the locality.	The City Council is currently in discussions with the Department of Education and Skills regarding the educational need for schools in the wider Dublin 9 area.
SNO5	To undertake a review of City Council community facilities in order to optimise, align and integrate services across neighbourhoods and communities.	DCC has commissioned Culture Connects to carry out an in-depth audit of all community and cultural facilities across the city, and this work is currently on-going, with an expected completion date c. end 2019.
SNO6:	To have regard, in the preparation of local level plans to the Dublin Age Friendly City Strategy 2014 – 2019 and the Children’s Services Policy Statement.	In preparing local area plans, LEIPs and other local plans, the needs of all sectors of the community are taken into consideration, including holding specific youth consultations where considered appropriate, e.g. youth consultations held for the Park West Cherry Orchard LAP held in the local Orchard centre in March this year.

## Chapter 13: Monitoring, Implementation and Development Management

The responsibility for implementing the plan lies with the planning authority through the development management process. Applicants who intend to develop within the Dublin city area are obliged to ensure that their application is consistent with the objectives of the plan. If it cannot be shown conclusively compliance with objectives, planning permission will not be forthcoming.

The recent upturn in the economy has seen the number of planning applications increase by over 60% from c1230 in 2012 to almost 3000 in 2017 (application are continuing to increase in 2018 at an average of 8% per month to date). The number of pre-planning consultations has increased by 100% +, from 320 to 750. Furthermore the size and complexity of applications has increased, reflected in the increase in S48 Contributions from €10.4m to €34m in 2017. A more questioning and informed public, together with the increased number of Councillors, changes in legislation and more onerous EU directives have all resulted in significantly increased workloads. The table below shows the increase in the Development Management workload.

YEAR	Valid Applications	Planning Fee Income	S 48 Levy	Pre-Application Consultations
2009	2,269	2,108,857	10,225,099	324
2010	1,694	996,133	15,042,124	259
2011	1,593	1,077,889	10,400,422	315
2012	1,231	796,685	10,400,422	322
2013	1,784	1,196,478	7,927,341	379
2014	1,931	1,277,917	8,946,774	572
2015	2,304	2,504,402	12,307,428	696
2016	2,440	2,857,565	21,538,245	702
2017	2715	2,523,361	34,087,876	622

## Chapter 14 Land Use Zoning

This chapter sets out the general land-use and zoning policies and objectives of the plan. It provides an explanation of the land use categories and the zoning objectives that apply to them. The zoning policies and objectives have been derived from the core strategy. It should be noted that the land use objectives in this chapter are not actionable objectives, but guiding principles informing the land use zone therein.

With regard to the progress of the current development plan in relation to zoning, the following variations to the land use zoning chapter have been made:

Variation Number	Description of Variation	Status
4	<a href="#">Rezoning the former Harold's Cross Stadium site, Harold's Cross Road, Dublin 6</a> from Z9 (open space) to Z15 (Institutional)	Adopted by City Council 19th September 2017
5	Rezoning site at the former Chivers Factory, Coolock Drive, Dublin 17 from Z6 to Z1 (Residential)	Adopted by City Council 5 <sup>th</sup> March 2018

## Chapter 15 Strategic Development and Regeneration Areas: Guiding Principles for Development

The city contains a number of strategic development and regeneration areas (SDRAs) capable of delivering significant quanta of homes and employment for the city, either through the development of greenfield sites or through or through the regeneration of the existing built city. The following table gives an update as to the status of each SDRA:

SDRA	Location	Current Status
SDRA 1	North Fringe (Belmayne-Clongriffin)	LAP extended to 2022 to support continued delivery of new housing and development. Masterplan for Belmayne currently being finalised. Traffic study ongoing with FCC & NTA; retail & economic study finalised and informing plan.
SDRA 2	Ballymun	Local area plan prepared and now adopted (2017). Work now taking place on implementation on a number of sites. Permission granted for a number of new developments.
SDRA 3	Ashtown/Pelletstown	A mid-term review of this Plan was completed and presented to the area committee in June 2017. A report on a time extension of this Plan has been prepared for circulation by the City Council. Construction active on the site with first phases of new housing nearing completion.

SDRA 4	Park West/Cherry Orchard	Process of preparing a LAP commenced, with public consultation on pre-draft stage complete, and work continuing on draft preparation including social strategy for the LAP.
SDRA 5	Naas Road Lands	The Naas Road Lands Local Area Plan (LAP), 2013, seeks the comprehensive redevelopment of underutilised / low intensity commercial land banks, located along the Naas Road QBC and Luas Red Line, for significant residential and mixed use development. Since the plan was adopted there has been little activity within the LAP area. Permission has been granted for 358 residential units on Key site no. 4.
SDRA 6	Docklands (NLGCD SDZ)	Implementation of the SDZ is taking place at a rapid pace, with significant development underway plus a number of DCC led public realm and bridge projects proceeding through design and planning.
SDRA 7	Heuston Station & Environs	An urban design framework plan informed the drafting of the SDRA. As yet no further work has taken place on these lands.
SDRA 8	Grangegorman & Environs	Implementation of the SDZ is taking place with a number of key college buildings now under construction and the school. Some necessary small changes to the Scheme approved by An Bord Pleanála in September 2018. A number of locally important public realm improvements and connections proceeding in the area.
SDRA 9	St. Michael's Estate	This is a housing regeneration site and work is continuing in partnership with the DHCLG on bringing significant new development to this site. A pilot cost rental model was launched for the site in July 2018 and work is progressing on design.
SDRA 10	Dominick Street	Permission is granted for redevelopment of these lands, with tenders being finalised and work progressing on moving to construction in the near future.
SDRA 11	O'Devaney Gardens	This is a housing regeneration site, with construction now commenced on phase 1, which will deliver 56 social housing units. Tender work being finalised for phase 2 (remainder of the site).
SDRA 12	St. Teresa's Gardens	This is a housing regeneration site. A revised masterplan has now been finalised and presented to the Area Committee in 2018. Work on phase 1 is now moving forward. (54 houses to commence soon).

SDRA 13	Dolphin House	Phase 1 now nearing completion with units due for occupation in November 2018. Phase 2 design under progress.
SDRA 14	Croke Villas & Environs	Part 8 approved in December 2017. Demolition of blocks commenced.
SDRA 15	St. James Medical Campus & Environs	A Regeneration Working Group has been set up comprising the NCH, SJH, IDA and DCC.
SDRA 16	Liberties (including Newmarket & Digital Hub)	LAP extended to 2020. Implementation is continuing, with a number of active building sites and permissions within the LAP area. DCC progressing a number of public realm upgrades and a new park within the area.
SDRA 17	Oscar Traynor Road	Work commenced on bringing these lands forward with site investigation started and tender process initiated.
SDRA 18	National Concert Hall	SDRA guidance and objectives contained in the Development Plan

## Chapter 16 Development Standards: Design, Layout, Mix of Uses and Sustainable Design

The implementation of the Development Standards contained within Chapter 16 of the Development Plan are monitored on an on-going basis through the development management process. The implementation of the Development Standards will have regard to emerging Departmental guidelines including:

- Design Standards for New Apartments – Guidelines for Planning Authorities (March 2018)
- Urban Development and Building Heights – Guidelines for Planning Authorities (Consultation Draft stage, August 2018)
- Project Ireland 2040 National Planning Framework and National Development Plan

### Variation No 3 to Development Plan 2016-2022

A Variation to Section 16.10.7 (Guidelines for Student Accommodation) was adopted by the City Council on the 19<sup>th</sup> September 2017. This variation amended increased the study area of other student accommodation facilities to within 1km of the subject site (previously 0.25km) in order to prevent overconcentration of Purpose Built Student Accommodation (PBSA). The variation now reads: *“The applicant will be requested to submit evidence to demonstrate that there is not an over-concentration of student accommodation within the area, including a map showing all such facilities within 1km of a proposal.”*





## Finance Strategic Policy Committee

### Schedule of Meetings For 2019

<b>DATE</b>	<b>LOCATION</b>	<b>TIME</b>
Thursday 17th January	Council Chamber	3.00 pm
Thursday 14th March	Council Chamber	3.00 pm
Thursday 16 <sup>th</sup> May	Council Chamber	3.00 pm

Meetings will, as usual, take place on 3<sup>rd</sup> Thursday of the month.

