

Master Plan Monitoring Report 2007

DUBLIN DOCKLANDS DEVELOPMENT AUTHORITY

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Executive Summary

The Master Plan 2003 recognised that monitoring and review are key elements of effective implementation. They play a central role in guiding the Master Plan, ensuring that social, economic and physical objectives are met and that quality of life issues can be assessed. Following on from this there was a commitment to monitor the implementation of the Master Plan on a yearly basis. This is the fourth Monitoring Report to be produced as a response to this commitment. The report provides an update on the physical development in Docklands as well as reviewing the social and economic changes that have occurred during the implementation of the Master Plan.

Where possible the report attempts to update the targets and benchmarks set out in the Master Plan, although it is not always possible to update these on a yearly basis. Information contained in the report is gathered from internal and external sources. A lot of the socio-economic updates have relied heavily on the Census of Population results.

Socio Economic

Results from the 2006 Census of Population showed that the population of the Docklands had increased by 11% from 19,704 in 2002 to 22,086 in 2006. Almost all of the seven District Electoral Divisions, (DED's), that make up the Docklands experienced increases in population of varying levels, except for the DED of North Dock A which underwent a slight decrease.

Detailed analysis of the household structure, education and employment is dependent on the publication of the Small Area Population Statistics from the 2006 Census. .

Land Use

A total of 138 residential units were completed in Docklands in 2007. Section 25 certified developments accounted for all 138 units. To date a total of 10,094 residential units have been certified and permitted throughout the Docklands area.

A further 61 social and affordable units were certified in 2007. Since 1997 a total of 842 social and affordable units have been certified by the Authority. The figures for the social and affordable units that have been permitted by Dublin City Council are not available as under the Planning Act the Council has a number of options available to deliver these units.

Section 25 Certificates were issued in 2007 for two substantial developments being the Watchtower, situated in the Point Village and U2 Tower located at the junction of Sir John Rogerson's Quay. The Watchtower is to contain 158 residential units while the U2 Tower will contain 191 residential units. The height of both Towers will be in excess of 125m and will form an iconic part of the Dublin skyline.

Work on the redevelopment of the Sean O'Casey Community Centre in East Wall commenced in 2007. The redeveloped centre will have a range of community facilities including a crèche for approximately 50 children. Play spaces have been provided in the residential developments of Gallery Quay, Longboat Quay, Hanover Quay and Teeling Way. Two pocket parks are to be provided in Grand Canal Dock, Chimney Park and Chocolate Factory Park. A Section 25 application was received for Chimney Park in November 2007.

Commercial in Docklands came to the forefront in 2007 with 284,227m² of commercial floor area granted through various Section 25 Certificates. Several mixed-use applications incorporating Commercial and Retail uses were received by the Docklands Authority in 2007. This includes the Dunloe Ewart construction to be located at Sir John Rogerson's Quay, Britain Quay, Green Street East and Benson Street. This development will include 60,658m² of Office Floor Area and 1,651m² of Retail Floor Area.

Transportation and Infrastructure

Iarnród Éireann completed construction on the Docklands Rail Station at Sheriff Street in 2007. It will improve the frequency and capacity on the Maynooth – Dublin commuter line and will deliver 2,500 additional peak commuters daily with a potential for up to 10,000 daily peak commuters as services expand.

A Light Rail Order was issued by the Minister for Transport for the extension of the C1 Luas line to the Point. Extension of the Luas to the Point will open up the potential for development in the North Lotts and will provide much needed public transport to the Point Depot and the future Point Village. It is anticipated this extension will be operational in 2009.

Dublin Port Tunnel is now completed and open to the public. Approval has been granted for the design and development of the Interconnector as part of Transport 21. A route for Metro North has also been decided and will travel from St. Stephens Green and Swords. The Metro will also connect with the Luas C1 line at O'Connell Street.

2007 saw the instalment of a cross river ferry service with pontoons located at Sir John Rogerson's Quay on the southside and crossing to North Wall Quay on the North side. This 12 seater ferry takes passengers across the River Liffey. The Liffey Ferry runs Monday - Friday 7am - 7pm with tickets available on board

A Section 25 Certificate was issued in June 2006 for the Pumping Station at Spencer Dock. Construction of the underground infrastructure tunnel on both sides of the Liffey began in late 2006 to be completed 2009. A Section 25 Certificate was issued to Bord Gais in 2006 for an Above Ground Installation, (AGI), on North Wall Quay. The AGI was completed in 2007 and connects to the existing underground pipeline reducing the pressure to supply the local distribution network.

Works on the permanent flood defences at the Royal Canal began in 2007 following the issuing of a Section 25 Certificate for the works in March 2006. Costings for the restoration and excavation works at Spencer Dock have now been agreed and works will be carried out in two phases in order to facilitate the construction of the National Conference Centre. Phase 1 started in mid 2007.

A Section 25 Certificate was granted in March 2007 for an amendment to provide for the installation of pipes/culverts to take storm flows from its current discharge location in the inner Grand Canal Dock to a discharge location into the River Liffey at Sir John Rogerson's Quay. The development will also incorporate the installation of transition chambers and installation of floating moorings.

Civic Design Framework

Spencer Dock is to be excavated and fully restored to working order making it possible to navigate the Royal Canal from the Shannon to the Liffey. Phase one of the restoration works commenced in mid 2007.

As part of the River Liffey Regeneration Strategy the Authority called for expressions of interest for water based business activities on the river. The main aims for this initiative are to have a wide range of quality vessels and uses on the river, to ensure that there is something on offer to the public all year round and to deliver something for all ages.

The Cill Airne, situated along North Wall Quay, is a bar/restaurant on the Liffey which has been a great success. A Section 25 application for a floating hotel has also been lodged for Planning Approval. Together with 'Campshire Vision' project the DDDA is committed to

enliven the quayside and attract people into Docklands outside of business hours and at the weekends.

In order to provide public space for residents of Docklands, pocket parks will be provided at Chimney Park, Chocolate Factory Park and the North Lotts. Due to land ownership constraints at Chocolate Factory Park, means that Chimney Park will be delivered first. Chimney Park has been submitted for Section 25 approval and anticipated to be completed in early 2009.

Section 1: Introduction

Background

The Monitoring Report is prepared on an annual basis to monitor the implementation of the policies and objectives of the Dublin Docklands Master Plan 2003. It states in the Plan that monitoring and review are key elements in the effective implementation of policies and objectives. A set of benchmarks and targets were set out in 2003 Plan and it is a function of the Monitoring Report to update and review these benchmarks where possible. It should be noted that some of these indicators of development cannot be monitored on an annual basis.

Another function of the report is to monitor the Strategic Environmental Assessment that was carried out on the Master Plan. A set of indicators have been compiled to assess the environmental effects of the implementation of the Master Plan. It is a requirement that these indicators be examined on a yearly basis.

Contents

Information that feeds into the report is gathered from internal and external sources and provides updated information on the physical development in Docklands as well as the social and economic progression of the Area. Physical development of Docklands not only includes the number of new buildings but also the extent of transport and utility infrastructure that has been provided.

Changes in the socio-economic environment are harder to monitor as they occur at a slower pace and are less obvious than physical changes. An important source of information for socio-economic factors is the Census of Population and as this is only carried out every four years this is a constraint to regular monitoring. A Census was carried out in 2006 and the full set of results from this Census was published in late 2007. This has helped to give a broader picture of any socio-economic changes in Docklands.

Section 2: Social and Economic Framework

2.1 Demographic and Social Profile

Population

On April 23rd 2006 the Central Statistics Office carried out the most recent Census of Population. The results of the 2006 Census were published on 29 November 2007; these results show the numerical changes to the population on a basic level at County, City and District Electoral Division, (DED), level. In addition a report has been compiled for the Docklands Authority by Tom Phillips and Associates (TPA) analysing the findings of the 2006 Census for the Docklands Area against comparators of Dublin City, County Dublin and the State. Figures from the TPA report are shown in the following section.

These results of the Census will show a wider range of information on the population including social and economic changes and trends. The full TPA report also contains Small Area Population Statistics, which detail the population at neighbourhood level by following the boundaries of the District Electoral Divisions, (DED's). Docklands comprises seven DED's, North Dock A, B, C, Mansion House A, Pembroke East A, Pembroke West A and South Dock. It should be noted that the physical boundary of the Master Plan intersects some of the DED's and therefore an estimated percentage of the overall results for these DED's is taken.

Figure 2.1 Population Changes in Docklands per DED

DED	1996	2002	2006	%age Change 2002-2006
North Dock A	1,188	1,287	1,200	-6.8
North Dock B	3,655	3,628	3,690	1.7
North Dock C	2,411	3,568	4,179	17.1
Mansion House A	2,511	3,415	3,570	4.5
South Dock	1,653	1,882	2,562)	36.1
Pembroke East A	4,349	4,304	4,754	10.5
Pembroke West A	1,646	1,620	2,131	31.5
Total Docklands	17,413	19,704	22,086	12.1

Figure 2.1 shows the changes in the Docklands population at DED level. The overall population of the Docklands increased by 12.1%; from 19,704 in 2002 to 22,086 in 2006. In comparison, the population of the State increased by 8.2%, Dublin County increased by 5.7% and Dublin City increased by 2.1%.

Figure 2.2: DED's in Docklands

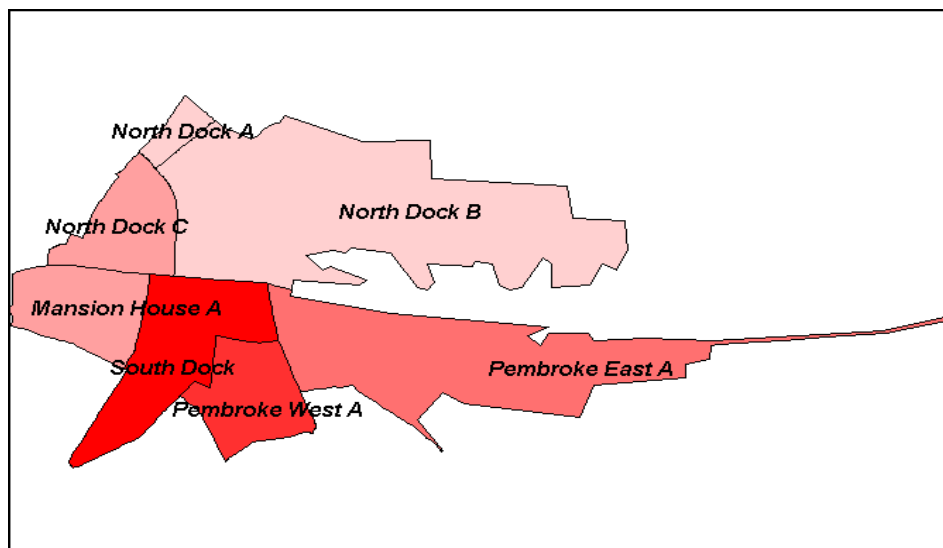


Figure 2.2 shows the DED's within the Docklands. The DED's of Pembroke West A and South Dock underwent the most significant increases of 31.5% and 36.1% respectively. This could in part be due to the completion of a number of developments within the Grand Canal Dock and surrounding areas.

All of the other DED's, with the exception of North Dock A, experienced increases in population of varying degrees

Households

The latest information available on the household composition of Docklands is the 2006 Census of Population. The Census shows that the Average Household Size in the Docklands areas has decreased from 2.5 in 1996 to 2.3 in 2006. In line with these findings, the Census states that the percentage of Flats/Apartments/Bedsits has risen. Table 2.3 illustrates that over half (51.6%) of the housing in the Docklands area in 2006 comprises Flats/Apartments/Bedsits.

Table 2.3: Docklands, Type of Households

Area	House / Bungalow %	Flat / Bedsit /Apartment %	Caravan / Mobile %	Not Stated %
Docklands				
2002	49.9	46.6	0.1	3.4
2006	44.4	51.6	0.4	3.6

Table 2.4 illustrates the composition of Family Units within the Docklands area. The number of Couples – no children family units increased by over 50% in the Docklands in the period 1996 – 2006. Further, the number of Couples – with children family units in the Docklands has reduced significantly from 46.1% in 1996 to 32.5% in 2006.

Table 2.4: Docklands Family Unit Composition

Area	Couples No Children	Couples + Children	Father + Children	Mother + Children
Docklands				
1996	26.1	46.1	3.2	24.6
2002	36.2	37.7	3.7	22.7
2006	40.4	32.5	3.2	24.0

Education

The results of the 2006 Census of Population help to show an overall picture of the population's educational achievements and can be seen at a neighbourhood level. Across all the key 3rd level classifications - Primary Degree, Post Graduate and Doctorate - the proportion of the Dockland's population increased in the period 2002 – 2006. This trend was common across Dublin City, Dublin County and the State also, but not at the pace of growth witnessed in the Docklands. The proportion of the Docklands population attaining a Post Graduate qualification or Doctorate (14.9%) is significantly higher than comparable figures for Dublin City (10.6%), Dublin County (10.5%) and the State (7.1%) in 2006.

The period 2002 – 2006 has also witnessed the proportion of the Docklands population leaving the education system after Primary or Upper/Lower Secondary levels decline. From 25.0% to 20.6% in the case of Primary level and from 30.0% to 27.2% in the case of Upper/Lower Secondary levels. The data indicates that the proportion of the Dockland's population leaving the education system after Upper/Lower Secondary level (27.2%) is now significantly less than at Dublin City (35.1%), Dublin County (38.3%) or State level (42.7%).

A Schools Database is compiled by the Authority and tracks the educational life of Docklands students. This is an ongoing process and will continue to provide an accurate account of the educational changes of the existing Docklands population.

Table 2.5: Docklands Highest Levels of Educational Attainment 2002 – 2006 (% of Persons Aged 15+)

Area	Primary	Upper and Lower Secondary	Technical or Vocation	Non-Degree	Primary Degree	Post-graduate	Doctorate (Ph.D)	Not Stated
Docklands								
2002	25.0	30.0	4.0	8.5	13.3	9.3	1.1	8.9
2006	20.6	27.2	4.2	8.1	15.5	13.6	1.3	9.5

Employment Structure

The most recent information available on the employment structure in Docklands is from the 2006 Census. The data indicates a number of important variations which have occurred in the Occupational and Social Class Profile of the Docklands in the period since 1996. These are discussed below:

- The proportion of those classified as Professional Workers in the Docklands increased from 4.6% in 1996 to 9.6% in 2006. The proportion of Professional Workers in the Docklands is now greater than that evidenced at Dublin City (7.5%), Dublin County (8.0%) and State level (6%);
- The percentage of workers classified as Managerial and Technical in the Docklands increased by more than 50% in the decade to 2006, although the proportion of these type of workers remains below that of all the other areas considered;
- The period 1996 – 2006 has witnessed a decline of those workers classified as Non Manual, Skilled Manual and Semi Skilled in the Docklands and all of the other areas considered. The biggest decline was evident in the Skilled Manual classification in the Docklands with the proportion of workers with this designation declining from 19.1% in 1996 to 11.7% in 2006; and
- The Docklands has witnessed a significant decline in the proportion of workers classified as Unskilled from 13.4% in 1996 to 5.1% in 2006, although this proportion remains above that evidenced for Dublin City (4.8%), County Dublin (3.7%) and the State (4.7%).

Table 2.6: Docklands Occupational and Social Class 1996 – 2006 (% of Persons Aged 15+)

Area	Professional Workers	Managerial and Technical	Non Manual	Skilled Manual	Semi Skilled	Unskilled	Others Gainfully Employed
Docklands							
1996	4.6	14.4	15.3	19.1	15.1	13.4	18.2
2002	8.0	20.7	13.1	13.4	9.6	7.8	27.4
2006	9.6	21.8	14.4	11.7	9.9	5.1	27.6

2.2 Perceived Weaknesses

Physical

- Neglected Land and Dereliction;

A number of underutilised lands were identified in the 1997 Master Plan and included the three land banks of North Lotts, Grand Canal Dock and Poolbeg. Spencer Dock is located on the CIE lands and is now under construction with commencement of the National Conference Centre on the foot of a Government decision in 2006.

The Bord Gais site in Grand Canal Dock is now developed with residents and businesses moving in. Riverside 3 has a Section 25 certificate and the theatre and commercial element associated with it are on site. An amendment of the Grand Canal Dock Planning Scheme was granted by the Minister July 2006 to allow for the development of the U2 Tower at Britain Quay along with the development of the rest of the site to include. A Section 25 Certificate facilitating this project was granted in late 2007. The Kilsaran concrete site was sold in 2006 and it is expected that this site will be developed soon.

South Bank Poolbeg has been identified as framework Development Area 13 in the Dublin City Council Development Plan.

- Transport and Traffic congestion;

The Dublin Port Tunnel was completed and opened in early 2007. Dublin City Council's Heavy Goods Management Strategy came into effect on the 19th February 2007. Both of these measures have helped to alleviate Heavy Goods Traffic in the Docklands.

The Minister for Transport signed the Rail Order for the extension of the Luas Red Line through Docklands to the Point Village in 2006. The RPA is evaluating tenders for Track Works for Luas Line C1 (Docklands Extension). RPA will announce the successful contract award for these works soon. Track Works are due to start in February/March 2008. Luas Line C1 is due to be completed at the end of 2009

The route for Metro North was decided in 2006 and will connect with the Luas C1/Red Line, which will be extended to the Point Depot through the Docklands.

Pearse Street Quality Bus Network has been divided into 4 phases with 3 phases under implementation and the third phase under design.

- Lack of Physical Cohesion

Sean O'Casey Pedestrian Bridge is very successful in linking the north and south Docklands since its opening in 2005. The Macken Street Bridge (Samuel Beckett) has commenced enabling works in 2007 and has been designed to carry the Luas if so required. It will also have cycle lanes and pedestrian lanes. The Dodder Bridge is at the design stage and is expected to go to procurement in 2008.

Economic

- Lack of appropriate skills.

There are a range of programmes that are ongoing that address the issue of education and up-skilling. A new Part-Time Scholarship Programme was developed

in 2006 to allow persons in full-time employment to attend part-time third level education.

Community Issues

- Adequate provision of housing for all in the community.

To date a total of 239 (28 in '07) social and affordable units within Section 25 developments have been completed. It is Docklands policy that 10% of the social and affordable units be allocated to Docklands residents.

Table 2.7: Total Units and Social & Affordable Units Certified or Permitted within the Docklands from January 2007 to December 2007

	Total Units Certified or Permitted in '01/2007 to '12/2007	Total S&A Units Certified or Permitted to Date	S&A Units Under Construction
Within Planning Schemes	354	842 (61 in '07)	83
Outside Planning Schemes	N/A	N/A	N/A

- Community Development to counteract Social Exclusion;

The Master Plan 2003 recognises that there is a need to ensure that all members of the community have equal access to the services and facilities to counteract social exclusion. The Civic Infrastructure Audit highlighted that there is an additional need for childcare facilities. The recently formed Docklands Childcare Forum was initiated to address the childcare provision in Docklands.

A further Civic Infrastructure Audit (CIA) was commissioned by the Authority to specifically focus on the Poolbeg and Sandymount areas. Again this CIA is being prepared by Colin Buchanan and Partners and is expected to be delivered in early 2008. This study has an important role in providing a comprehensive inventory of civic infrastructure facilities and potential sites that will assist future provision of civic facilities in the area. This specific focus on the Poolbeg area will facilitate the development of the proposed Poolbeg Planning Scheme and Master Plan Reviews.

The Community Development Project Initiatives (CDPI) was first introduced in 1999. Since then the Authority has allocated Grant-in-Aid towards match funding for projects being undertaken by Community Groups in Docklands. This year the Board approved the sum of €750,000 for the CDPI projects of 2007.

Year	Budget	No of Projects
1999	€531,000	8
2000	€943,000	16
2001	€657,000	18
2002	€796,000	44
2003	€740,000	39
2004	€750,000	35
2005	€680,000	32
2006	€619,000	43
2007	€750,000	27
Total	€6,466,000	262

The total of €6,466,000 represents 60 per cent of the total of monies spent on CDPI projects in the Docklands area and hinterland. The total amount is in excess of €10,700,000.

Post Occupancy Training Development & Management

Three broad categories of post-occupancy training and development needs will be targeted:

- Core or basic skills,
 - Social skills, and
 - Community development skills
- Social and Economic Regeneration of Local Communities;

In order to avail of the physical regeneration of Docklands, residents of the existing communities should be furnished with the skills to take advantage of developments. The Social Regeneration Unit in the Authority ran 27 educational programmes. The Authority recognises that training and education are vital components in the social and economic regeneration of communities.

- Other Specific Community issues;

- Insufficient mix of Private, Public/Social Housing and Unit Sizes

It is an objective of the Master Plan to ensure that 20% of all units certified by the Authority be provided for social and affordable housing. It is an aim of the Authority to provide units that are in excess of the DoEHLG Guidelines for Social Housing. In 2007 no new residents moved into social units, however in 2008 it is anticipated to house 16 social tenants in Grand Canal Wharf Phase 2 on Ringsend road.

Pre-Residency Training is provided for the tenants and topics covered include community resources in the area, money & budgeting advice and childcare facilities and children's activities.

- Integration; New and Existing Communities

Physical integration of communities is aided by the design of buildings and spaces and their interaction with existing buildings. New parks will be provided in Grand Canal Dock, Chimney Park and Chocolate Factory Park, a Linear Park will be provided along the Grand Canal and Spencer Dock. Martha Schwarz designed Grand Canal Square was opened in 2007. It is expected Linea Park and Chimney Park will come in for Planning in 2008.

Social integration can be achieved by improved community facilities. The redevelopment of Sean O'Casey Community Centre will provide a range of community facilities such as sports, art and meeting rooms.

Greater commitment to the area will also help to integrate communities. Creating a sense of pride and ownership in the community is a vital part of this process. Public consultation is built in to many Docklands projects such as the new Playspace in Teeling Way and the Playspace Guidelines for Development. Events such as the Maritime Festival help to instil a sense of civic pride for residents.

It should be noted that this issue is not unique to Docklands and with the development pressure that other areas in the country are experiencing there

has been a heightened awareness about the importance of creating a sense of community in the place that you live.

- Traffic, pollution and noise.

The opening of the Port tunnel helped to alleviate some of the Heavy Goods Vehicle traffic through the Docklands. This became fully operational on the 19th February 2007 when the Dublin City Council HGV Strategy came into operation. This strategy prohibits 5+ axle vehicles from travelling within a cordon area of the city from 07.00-19.00 Monday to Sunday unless they are in possession of a special permit.

- Local Public Transport

A QBC is currently being installed from Ringsend to Pearse Street, with three of the four phases being implemented and the final phase in the design stage. The Light Rail Order for the extension of Luas to the Point was signed by the Minister for Transport in late 2006. Works commenced on site in 2007.

A route for Metro North was selected and will have stops on O'Connell Street that will link with the Luas. (Section 5 deals with transport in greater detail).

- Insufficient open space

The Martha Schwarz designed Grand Canal Square was completed in 2007. Chimney Park and Chocolate Factory Park are in the feasibility stage at the moment. Due to land ownership constraints it is likely that Chimney Park will be delivered before Chocolate Factory Park. The Linear Park is in the design phase. It is expected Linea Park and Chimney Park will come in for Planning in 2008.

- Community Facilities, Recreation and Amenity

The Sean O'Casey Community Centre in East Wall was granted planning permission by Dublin City Council in 2006 for its redevelopment. The new Community Centre will have a multipurpose hall, gym room, showers and changing facilities, a kitchen, an art/pottery room and store, a crèche with a capacity of up to 50 children of different ages, a day care centre and a nurse/therapy room. Construction commenced on the Community Centre in 2007 and is expected to be finished in July 2008.

- Early School Leavers

Research has shown that Docklands students in 2007 are staying in school for longer. The period 2002 -2006 has witnessed the proportion of the Docklands population leaving the education system after Primary or Upper/Lower Secondary levels decline. From 25% to 20.5% in the case of Primary level and from 30% to 27.2% in the case of Upper/Lower Secondary levels. Programmes such as the Third Level Scholarship programme help to encourage students to stay in school for longer and continue to third level education. The newly formed Docklands Young Persons Forum will provide a voice for the Docklands young people and also some insight as to why young people leave school early and what can be done to combat it.

- Inadequate Childcare facilities

In 2006 a Childcare Forum was set up to examine the provision and future childcare needs in Docklands. The Forum consists of 11 community members and they will be producing a report on the current status in 2007.

A new crèche will be provided in the redeveloped Sean O'Casey Community Centre. It will have capacity for 30 children and a further 25 preschool children. The Community Centre is expected to be completed in July 2008.

2.3 Social and Community Development

In February 2006, Colin Buchanan was commissioned by the Dublin Docklands Development Authority to undertake a review of the Social and Civic Infrastructure Audit which was prepared in 2004 by Colin Buchanan & Associates. The 2006 review was called the Dublin Docklands Development Authority Civic Infrastructure Audit.

The principal purpose of the review was to update the original audit with respect to existing facilities, and to reassess the future requirements of the area. The review took into account the delivery of civic infrastructure to date and new information in relation to planning applications and household surveys. A consultation exercise was also carried out which enabled Colin Buchanan to update the existing inventory of facilities and to identify gaps in the provision.

The main findings from the report were as follows;

- in less than 2 years the number of facilities had increased by 19 to a total of 207, the 1997 Master Plan stated that at that time there were over 100 community organisations and groups in the area
- there is already a broad geographic spread of civic facilities throughout the area of existing population
- while some of these facilities will benefit the new residents there is a need for additional support facilities in anticipation of the increased population projections for the area.
- most of the facilities are in reasonable structural condition though many would benefit from increased maintenance
- there is a requirement for additional childcare facilities with an emphasis on the 'affordable' provision.
- many organisations indicated a willingness to share their facilities and this is likely to continue in the future.
- the provision of internet facilities within community facilities have proved to be very significant in advancing community participation and education, such as in St. Andrews Resource Centre, Pearse Street.

The importance of District Centres in the Point Village and Poolbeg with supporting Civic Infrastructure emerges as high importance given the extent of development and population growth anticipated in these areas. The use of large multi-functional sports and leisure facilities is the option preferred for such provision.

There are already a significant number of civic infrastructure plans underway within Docklands, such as the provision of two new schools at Seville Place, the redevelopment of East Wall Community Centre, the provision of a new theatre and Square at Grand Canal Dock and the Royal Canal Linear Park. There are a limited number of sites/space and premises for the potential provision of civic infrastructure.

Recommendations for action in order to serve the population of Docklands are also listed in the Civic Infrastructure Audit. The list of actions includes recommendations

for the provision of sports, education, health, religious, community and social infrastructure throughout the Docklands.

The Community Development Projects Initiative, (CDPI), is run by the Social Regeneration Unit of the Authority and to date in excess of €2.3 million has been provided in grant-in-aid for community development projects. Local communities submit proposals for capital projects that would enhance facilities in their area with the Authority offering to match 60% of the value of successful projects.

The CDPI is now in its 9th phase and applications were received in August with successful applicants being notified in December. Successful projects must be completed between January 2008 and December 2008 and are designed to assist community groups who have raised matching funds and wish to carry out once-off projects that will benefit the Community in Docklands

In 2006 planning permission was granted by Dublin City Council for the redevelopment of the Sean O'Casey Community Centre in East Wall. The community centre is located on St. Mary's Road in East Wall and its redevelopment will consist of the demolition of the existing building and construction of 1,962sqm single storey community building with landscaped courtyard gardens, a multi-purpose community/sports hall, community/meeting rooms, a kitchen, a gym room, an art/pottery room, a community crèche, a day care centre and a nurse/therapy room.

External improvements to the centre include the resurfacing and replacement of the floodlights on the existing external playing pitch, the widening of the public pavement to allow for 5 disabled parking spaces and landscaping on the street front. The redevelopment is expected to be completed in September 2008.

2.4 Economic Development and Employment

- Employment

The first Master Plan in 1997 stated that there were 20,800 people employed in the Docklands, the most recent figures for employment in the Docklands are from the 2006 Census and this show that there are now 39,809 people at work in the Docklands.

The Dublin Docklands Social Regeneration Unit actively participates in assisting young members of the community in gaining employment. In 2007 13 Docklanders started an apprentice position via the apprentice programme. A further 15 young people started a junior office job via the School Job Placement Programme. The Authority works together with FAS on the School Job Placement Programme and offers people with a leaving cert a training allowance for 12 months.

- Unemployment

Unemployment rate is currently at 5.1% in Docklands, this figure is taken from the 2006 Census and the report prepared by Tom Phillips and Associates.

2.5 Education and Training

The importance of education and training in the Docklands is actively reinforced by the number and range of programmes that are run by the Social Regeneration Unit of the Authority. In the concept of Saoil Scoil, Life-Long learning, programmes are run from primary school level to adult education.

Among the annual schools events that are organised are the Docklands Academy of Dance, Drama and Singing which was held in Terenure College for three days and had over 60 participants between 8 and 16. The Festival of Football and the Festival of Hurling and Gaelic Football are very popular with the local Docklands children with over 120 participating in the Festival of Football held in Tolka Rovers Sports Complex during the School's Easter Break and the Mini World Cup which is held during the Halloween Break. Over 70 children also participate in the Festival of Hurling & Gaelic Football Festival held in Parnell Park during the summer break. Celebrity soccer coaches such as Niall Quinn, Don Givens, John Aldridge, Alan Kelly and Gaelic coaches Nicky English, Dessie Dolan and Paul Casey put the children through their paces and taught them many skills over the 3 day festivals. Dublin County Manager Paul Caffrey made a guest appearance this year at the Gaelic Festival to present the Certificates to the Docklands Children. The Gardai from the local Store Street Station also helped out with the coaching this year.

The Life Centre and St. Laurence O'Toole's Special School with the support of the Authority has introduced into its curriculum a new Literacy Programme identified during the visit of the School Principals Forum to Glasgow. The programme will facilitate for the introduction of libraries in classrooms for easy access and familiarity.

For the third year running Docklands Secondary schools have begun the "Sound School" Radio Programme run by Dublin City Anna Livia FM. The Principals and teachers take workshops and the students recording the shows to be broadcast.

Drama classes are currently in all Junior and Primary school in Docklands. Benefits include an increase in self-confidence and self esteem, improved assertiveness and communication skills, increased concentration thresholds, decreased aggression levels and the development of young people's potential.

The Docklands Photographic Initiative is a very popular programme where students are given cameras to capture life in Docklands. 13 primary schools participated in 2007 when digital cameras used. An exhibition of the photos is then held in all participating schools at the end of the school year.

Schools' Incentive Attendance & Attitude Programme is run by Schools Principals who organise individual in-school projects during the academic year to identify pupils who contribute most through their attitude and attendance at school. They are rewarded with a programme of education and personal development at the state of the art computer skills Academy at Sunderland AFC Foundation.

The Emotional Intelligence programme is now in its fourth year with eight Docklands schools (6 primary, 1 secondary and 1 special) now taking part, this is an expansion of the programme into three more schools since 2005.

The Young Person's Self Development Course assists young Docklanders who had achieved their Leaving Certificate and are seeking employment to enter the world of work. Over 180 people have been placed in jobs to date.

Docklands Schools' Music Programme aims to provide access to music and professional musicians of the highest international standard. Professional musicians from the National Concert Hall work with the pupils and teachers to compose a piece of music, concluding with a public performance in the National Concert Hall. 17 schools have participated to date at a cost of €80,000.

As a result of the Schools Scholarship programmes, 47 students were awarded full time scholarships to attend third level education, bringing the total to 237 scholarships since the Programmes inception 9 years ago. A new The Part-Time Third Level Scholarship Programme was run for the first time in 2006 by Dublin Docklands Development Authority and the IFSC Dublin Inner City Trust. This allows participants

to work full-time while participating in a part-time certified course and in 2007 19 students were awarded the part time scholarships, bringing the total to 37 part time scholarships. To date over €350,000 has been invested in third level education of Docklanders.

A certified course in Active Citizenship has been run in conjunction with the NCI since 2004. The course is designed to ensure that the local community will take ownership of the regeneration of the area so that it will be sustained well into the future. Dublin Docklands Development Authority sponsors the course and it is run by the National College of Ireland. It is particularly focused on people who are directly involved in community representation and organisation.

The 2005 Active Citizenship course was subject to an independent evaluation, carried out by Emer Dolphin of Source Lines. This report is presented to the programme participants at the end of the course. A second course is due to begin in mid November 2006.

A Community Enterprise Course began in 2006 with 17 people attending. Modules include: Starting and Structuring Community Business, Fundraising and Financial Management, Customer Care and People management, Influencing and negotiating for results and Strategic Business Planning.

Table 2.8: Educational Programmes in Docklands

Programme	Numbers partaking in 2003-04	Numbers partaking in 04-05	Numbers partaking in 05-06	Numbers partaking in 06-07	Numbers partaking in 07-08	Impact
Primary and Secondary Level Education						
Computer Networking in Local Schools						Connects 17 Local Schools.
Schools Incentive and Attitude	3 Schools	14 Schools	16 Schools Partaking in September 2006	16 Schools Partaking in September 06/07	Unknown number of Schools Partaking in September 06/07	Encourages attendance and attitude with 100 participants.
Young Persons Self Development	-	10 persons have replied to date	30 persons to date	N/A	N/A	Prepares school graduates for employment.
Schools Drama	4 schools, 60 pupils	10	15 schools, 20-25 students per school	16 schools, 20-25 students per school	Currently in all Junior and Secondary Schools in Docklands	Caters for Primary and Secondary School students
Schools Database	1050 people on the database	2000 people on the database	The new database will be ready in March 06	N/A	N/A	Database of 2000 young residents in the Docklands.
Third Level Education						
DDDA Scholarships	28	22	28	32	47 full time scholarships awarded and 19 part-time	237 Full time and 37 Part time third level scholarships awarded
Discovering University DDDA/NCI Initiative	80	102	N/A	70	N/A	Programme run over a 4 week period with 25 attendees in 2000/2001
Adult Education						
Parents in Education Joint NCI/DDDA	38	41	30	N/A	N/A	Promotes Adult Literacy and

						education initiative with 158 participants to date.
Other Educational Training and Networks						
Schools Principals Forum		24	24	24	24	Network for local school principals
Circletime		78 teachers	N/A	16 Schools partaking All teachers involved	Currently in all Docklands primary schools	Implementation of Circletime model of excellence in Docklands schools
Teachers Dyslexia Development		60 teachers	N/A	N/A	N/A	Assists teachers in identifying and dealing with dyslexia
Psychological Assessment	51 Assessments in 9 schools	47 Assessments in 11 schools	47 Assessments in 11 schools	From 2002 to 2006 there have been 270 assessments in average of 20 schools.	From 2002 to 2006 there have been 270 assessments in average of 20 schools.	Identifies learning difficulties.

Section 3: IFSC

3.1 IFSC

The IFSC tax incentive zone was established with EU approval as an initiative of the Irish State in 1987. Development of the IFSC was guided by the Custom House Dock Development Company, (CHDDC), at this time. In 1997 the Dublin Docklands Development Authority took over from the CHDDC and the IFSC continued to flourish under its auspices. To date there are 18,000 people employed in the IFSC.

Since its inception in 1987, the Department of the Taoiseach has had a lead role in the formation of policy in relation to the IFSC. The IFSC Clearing House Group was formed by the Department of the Taoiseach to oversee and co-ordinate the development of the financial services sector.

In 1999 the Government published its '*Strategy for the Development of the International Financial Services Industry in Ireland*', which set out a number of priority objectives for the development of this sector in Ireland. A review of this report, *Building on Success; International Financial Services Industry in Ireland*, was published in September 2006 and outlines a plan to sustain the success of the IFSC into the future.

Both reports recognise that the success of the IFSC was achieved through a range of initiatives. Central to this success was the introduction of an attractive package of financial incentives to encourage investment by the private sector. The Finance Act 1987 introduced a special 10% rate of corporation tax for certified companies and was another major contributor to its success.

As well as the attractive fiscal and regulatory environment, the availability of a highly skilled educated workforce, a relatively favourable cost structure as well as political and economic stability also contributed to the success of the IFSC.

In 2005 these tax regimes were eliminated and a single rate of corporation tax now exists. There are now no financial factors distinguishing the IFSC as a location from any other locations in the country. This is one of the main challenges facing the future of the IFSC.

Deloitte and Touche prepared a review of the International Financial Services Sector in 2004 as it was recognised that Ireland's position in this sector was changing. The reviewers were asked to

- identify global trends and prospective developments in international financial services,
- to identify the key future competitive advantages which will be necessary for Ireland to sustain a leadership position and
- to identify particular business areas, sectors and niches of opportunity required to compete successfully.¹

Following the completion of the review a report was prepared for IDA Ireland which summarised the approach taken, work performed, key findings and recommendations arising from the study. This Deloitte and Touche report was then used as a basis for the 2006 report, "Building on Success", which outlines the challenges and opportunities that are facing the industry. A development Framework is outlined in the report with each chapter exploring what actions will be delivered within the Framework. The Clearing House Group will monitor

¹ (Source; *Study on the Future of the International Financial Services Sector in Ireland, 2004, IDA Ireland, Section 1.1.2*).

progress on the delivery of these commitments and will continue to identify trends and developments.

The 2006 report identified that Ireland's competitive strengths will be derived from achieving a flexible and sound regulatory environment, an attractive legislative and fiscal environment, expertise in markets, world class skills and cutting edge product development, innovation and research and development. Commitments for each of these strengths are set out in the report and will help to facilitate the future growth and development of the financial services sector under the auspices of the Clearing House Group.

Updates of these reports are being prepared and will form a basis for the revised Master Plan Review but were not available at the time of writing of this report.

Section 4: Land use

4.1 Land Use

A full land-use survey of the Docklands will be carried out as part of the Master Plan Review 2008. This review is currently underway.

4.2 Residential

Completions

A total of 138 Section 25 certified units were completed within the Planning Scheme areas in 2007. These comprised Butlers Court and Grand Canal Wharf. Of the Dublin City Council permitted development, 0 units were completed in 2007.

Table 4.1: Residential Completions in Planning Scheme Areas for 2007

Type	1 Bed	2 Bed	3 Bed +	Total
Market	20 (18%)	74 (67%)	17 (15%)	111
S + A	5 (19%)	20 (74%)	2 (7%)	27
Total	25 (18%)	94 (68%)	19 (14%)	138

Developments that were certified or permitted in 2007 comprised 354 residential units, although it should be noted that only 172 of these were wholly new permissions. 182 units either replaced or modified previously permitted units. Of the units permitted, there were a high percentage of 2 bedroom apartments.

Table 4.2: Residential Units Certified or Permitted in 2007

Permission Type	1 Bed	2 Bed	3 Bed +	Total
Section 25	92 (26%)	216 (61%)	46 (13%)	354
Planning Permissions	0 (0%)	3 (100%)	0 (0%)	3
Total	92 (26%)	219 (61%)	46 (13%)	357

Social and Affordable Housing

Following the completion of the Hanover Quay and Gallery Quay in Grand Canal Dock, a total of 116 social housing units have been occupied in these developments in 2006. The completion of Butlers Court and Grand Canal Wharf in 2007 will ensure that 27 units will become available for affordable housing and affordable rental housing. It is expected that the affordable units will be sold in 2008.

Within the Planning Scheme areas a total of 842 social and affordable units have been certified since 1997; 323 of these units are now completed with a further 311 units currently under construction. The remaining 208 units have yet to commence construction. The figures for the social and affordable units that have been permitted by Dublin City Council are not available as under the Planning Act the Council has a number of options available to deliver these units.

Table 4.3: Social & Affordable Units Completed & Certified in Docklands in 2007

	Total S&A Units Completed 2007	Total S&A Units Certified 2007
Section 25	27	61

As most of the sites in Grand Canal Dock are under construction and nearing completion the rate of new applications has slowed down. However it is anticipated that the signing of the Rail Order for the extension of the Luas to Point will prompt new applications for the North Lotts.

Special Needs

It is acknowledged that there is a need for Senior Citizen and Sheltered Housing Units in the city centre area. There is also a high demand for Day Care facilities for senior citizens and sheltered housing tenants. In response to this the provision of social and affordable units in Spencer Dock is being reassessed with a view to providing some sheltered housing and purpose built senior citizen housing.

At the moment this proposal is under negotiation and there would still be a good provision of social and affordable units in the development.

4.3 Community Facilities

Future Facilities

Planning permission was granted in 2006 for the redevelopment of the Sean O'Casey Community Centre in East Wall. The redeveloped centre will have a range of community facilities, including a multi-purpose hall that could be used for theatre and sports use, a gym room with showers and changing facilities, an internet café, a kitchen to provide for meals on wheels, an art/pottery room, a community crèche with spaces for approximately 50 children, a day care centre, a nurses room and a number of smaller rooms for various uses. It is expected this development will be completed in September 2008.

Play spaces have been provided in the residential developments of Gallery Quay, Longboat Quay, Hanover Quay and Teeling Way. The two parks to be located in Grand Canal Dock. Chimney Park is expected to come in for a Section 25 Certificate in early 2008 while Chocolate Factory Park is at an earlier Planning Stage. Once completed, both parks will provide a further amenity for children and adults.

The Jones Oil site in the North Lotts is proposed to be developed as a joint venture by the Authority and adjoining landowners with a view to accommodating family living and could contain a pocket park and other community facilities.

4.4 Education and Training

The St. Laurence O'Toole Special School and the St. Laurence O'Toole Primary School have been appointed design teams and are in the Planning Stage.

4.5 Commercial

Grand Canal Dock has continued to build on its centre of commercial activity in 2007 with the approval of substantial commercial developments such as the Dunloe Ewart PLC project at Sir John Rogerson's Quay, Britain Quay, Green Street East and Benson Street.

Table 4.4: Commercial Development Completed in 2007

Permission Type	Office m ²	Retail m ²
Section 25	59,799m ²	5,268m ²
Planning Permissions	15,357m ²	2,945m ²
Total	75,156m²	8,213m²

A total of 75,156 square metres of office development was completed in Docklands in 2007. This figure includes the Section 25 certified development of No.1 Grand Canal Square which saw the anchor tenant Accenture move in.

Table 4.5: Commercial Development Certified or Permitted in 2007

Permission Type	Office m ²	Retail m ²
Section 25	284,227 m ²	11,785m ²
Planning Permissions	3,401.90m ²	0m ²
Total	287,628.90m²	11,785m²

Between September 2006 and September 2007 a total of 287,628.90 square metres of commercial/office development was permitted or certified in the Docklands; (284,227 sq m by Section 25 and 11,785 sq m by Dublin City Council). This figure comprised developments at the North Wall Quay Development Phase 1 and the Dunloe Ewart PLC project at Sir John Rogerson's Quay, Britain Quay, Green Street East and Benson Street. Dublin City Council developments that are included in this figure are developments at The Stockyard, Sheriff Street.

To date a total of 765,279.9 square metres of commercial space has been permitted in Docklands since 1997, (568,475 sq m by Section 25 and 196,804.90 sq m by Dublin City Council).

4.6 Enterprise, Industry and Utilities

The Liffey Trust Enterprise Centre on Sheriff Street is under construction with a provisional completion date of 2008. This development will have 1,695 square metres of industrial use as well as a number of enterprise units.

4.7 Tourism and Leisure

2007 saw the instalment of a cross river ferry service with pontoons located at Sir John Rogerson's Quay on the southside and crossing to North Wall Quay on the North side. This 12 seater ferry takes passengers across the River Liffey. The Liffey Ferry runs Monday - Friday 7am - 7pm with tickets available on board. This initiative has to date been highly successful and is used by tourists and local people.

The Liffey Voyage celebrated its second year in operation. Landing stations for the Liffey Voyage have been completed at CHQ and the Point and operations will be extended to include pickups and drop-offs at these stations. The extended service will include tours with the cruise liners making use of the Point stop and will also add service from the city centre to shows at the Point. A kiosk is open on the Liffey Boardwalk selling tickets for the voyage.

Work has continued on the 5 star hotel in Grand Canal Dock. The hotel was designed by Aires Mateus and will frame the northern side of Grand Canal Square. The completion date for the hotel is June 2008.

Ely Wine Bar became the first tenant in chq when they opened their doors for business in July 2006. The 150 seat restaurant has had much critical acclaim since it opened. A sister business Ely hq opened in Hanover Quay in early 2007. Both restaurants created 100 jobs in total to the Docklands.

The upgrading of Dublin City Moorings is complete and can now facilitate the docking of super yachts.

The Liffey quaysides are to become more animated in the near future as it is anticipated that the quaysides will become home to a range of businesses in the near future.

An annual event that brought up to 80,000 thousand people to Docklands in 2007 is the Maritime Festival. The festival was expanded to provide a new arts/entertainment element which included a range of street theatre, live music and a market of over 150 stalls. The 12 Days of Christmas market was a great success in 2007 with 75,000 people visiting more than 50 stands over the 12 days.

Dubliners came out in their thousands to welcome the magnificent Viking warship at Docklands. The Sea Stallion from Glendalough, a reconstruction of a thirty-metre long Viking ship sailed from Roskilde in Denmark in July to sail the waters her ancestors crossed many years ago.

The original ship was built in Dublin in 1042 and ended its day at the bottom of Roskilde Fjord at the end of the 11th century. The Sea Stallion was built at the Viking Ship Museum boat yard using the methods, materials and tools of the Viking Age.

The Sea Stallion departed from Denmark on July 1st 2007 and arrived in Dublin Docklands to a tumultuous welcome from thousands of Dubliners on August 14th. The ship's voyage to Ireland was a culmination of a Danish marine project, 'Thoroughbred of the Sea', the most ambitious ship archaeology research project ever undertaken. The expedition tested the ship's seaworthiness and speed in the waters sailed by the original ship hundreds of years ago and provide valuable new information on Viking longships and society.

The ship was manned by members of Denmark's Viking Ship Museum staff and over 100 volunteers.

On the 29th June 2008 the Sea Stallion will sail from Dublin Docklands to return to Roskilde. Again Dubliners will turn out to wave farewell to The Sea Stallion from Glendalough

River Cruise Ireland is appointed as the operator of the Jeanie Johnston. They will operate a full programme throughout the year of sail training, port visits and festival appearances.

4.8 Cultural Uses

The Authority has commenced its review of the Master Plan. To facilitate the review of the Master Plan, the Authority has commissioned various reports including the Civic Infrastructure Audit. Findings of the audit and reports will input directly into the formulation of the Authority's policy on arts/cultural and community/social uses going forward.

One such report that the Authority commissioned was the CHL Arts & Culture Infrastructure Report which was produced in July 2007. This report identified that cultural development in its artistic dimension and is seen as having an important role to play in the following ways:

- as a lever on social regeneration, particularly in the educational context to build self esteem, critical imagination and self expression among young people;

- as a dimension of urban amenity – in the quality of the physical environment and how it is animated;
- as a contributor to economic diversity and growth.

At the Board Meeting of the 6th of December 2007 the Authority committed itself to exploring in more detail, inter alia, the provision of live-work spaces, affordable accommodation and studio spaces. It is anticipated that this study will be completed by early 2008. It is hope the provision of live-work spaces will encourage more artists to add to the cultural vitality of the area.

On the ground, Docklands as an Arts destination has gained prominence and 2007 was again a very busy year for Arts events. A new art gallery, Urban Retreat opened in Hanover Quay and will feature work from Irish and International artists. A number of artists were invited to develop submissions for the Docklands Landmark Public Art Project, which will be one of the most significant commissions in Dublin since the Spire. A steering group was set up for the project with representatives from the Docklands Board, Council and Executive, the Arts Council, Dublin City Council and arts experts from Ireland and overseas. Six artists were short listed and the successful artist was Anthony Gormley who is well known for his iconic Angel of the North sculpture. Subject to planning permission, construction is likely to start during 2008 and, once on site, the work will take approximately eight months to build and will cost in the region of €1.6 million

Work on the Liebskind Theatre in Grand Canal Dock began in 2007 and will provide a 2,000 seat theatre in Grand Canal Dock. The National Conference Centre also commenced construction in 2007 and is expected to finish construction towards the end of 2009.

A Section 25 Certificate was issued for the expansion and redevelopment of the Point Theatre which has a completion date of late 2008. Works to the Point will expand the capacity of the venue to up to 14,000.

A much needed cinema is to be located in the Point Village District Centre that was issued with a Section 25 in 2006. Works are currently on site and are set to be complete by late 2009.

4.9 Retailing

A total of 72,931 square metres of retail space has been permitted in the Docklands since 1997; (60,088 sq m by the DDDA and 12,843 sq m by DCC). To date 11,311 sq metres is completed (8,213m² in 2007), with a further 35,956 sq metres under construction and 25,664 square metres yet to commence.

All of the retail units in Hanover Quay and Longboat Quay have now been let and tenants are fitting out their units. Only 2 units are available for let in Gallery Quay. The opening of Fresh Supermarket and Spar in Longboat Quay were welcome additions for the residents in Grand Canal Dock.

Accenture have confirmed as anchor tenants for No. 1 Grand Canal Square and moved in during 2007.

The Point District Centre, which is to contain 18,685m² of retail floor area is expected to open in 2009. 7,232m² of this accounted for by three large anchor stores.

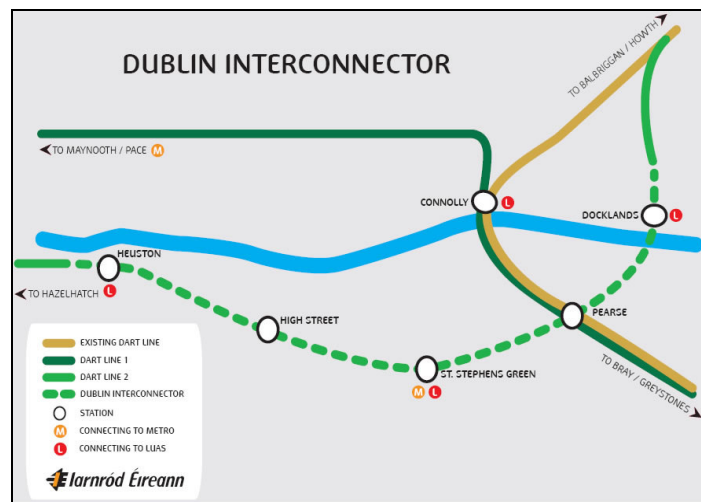
Section 5: Transportation Framework

5.1 Public Transport

Interconnector Rail Link.

The Interconnector will connect the existing Northern Rail Line to the lines running out from Heuston Station. New stations will be constructed at Docklands, St. Stephens Green and High St. and will link with Pearse and Heuston Stations. It will open up access to the city centre by rail from a range of inner and outer commuter locations by linking key nodes such as Heuston, Pearse and St. Stephen's Green. It will also facilitate easy interchange between all rail modes and with bus and will be delivered through elements of the 10 year Transport 21 Plan.

Figure 5.1: Interconnector Route Map



An initial feasibility study carried out in 2003 examined possible alignments, interface with the national rail network and preliminary cost estimates. More detailed analysis will be carried out by Iarnród Éireann before specific proposals in relation to alignment, timescale and cost can be presented to the Department of Transport. Approval has been granted for design development for the Interconnector alignment and its proposed station locations and layouts. The Iarnród Éireann Project team is at present working on the design phase of the project, which includes:

- Verifying the proposed alignment
- Developing station designs and layouts
- Carrying out geotechnical ground investigations
- Establishing detailed cost estimates
- Liaising with landowners, local authorities, and other key third parties
- Interface with existing on-going projects affecting the Interconnector route alignment and track designs at the connection point with the current network

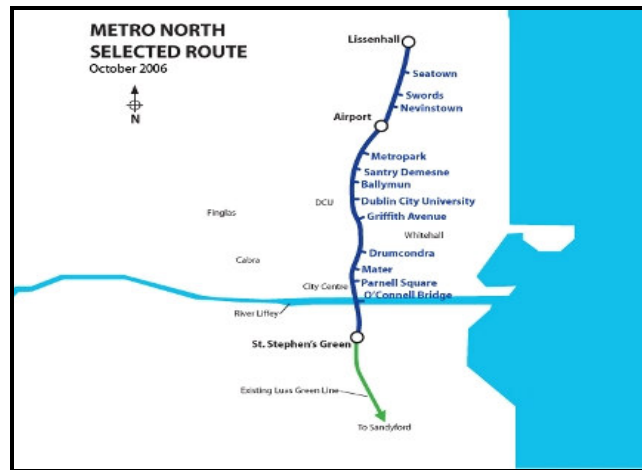
LUAS

A Railway Order for the extension of the Luas Red Line through Docklands to the Point was issued by the Minister for Transport. Extension of the line is an essential part of the development of the Docklands and will make a huge difference in servicing the Point, the National Conference Centre and the Port. There are four proposed stops – George’s Dock, Mayor Square, Spencer Dock and the Point. The Rail Procurement Agency (RPA) is evaluating tenders for Track Works for Luas Line C1 (Docklands Extension). The RPA will announce the successful contract award for these works soon. Track Works are due to start in February/March 2008. The Luas Line C1 is due to be completed at the end of 2009.

Metro

The Metro will be a mass transit system for Dublin commuters and is a key element in the creation of a fully integrated rail based public transport network as envisaged in Transport 21. It will operate as a fully segregated line in city centre areas using a mix of tunnelling and elevated systems and will operate more like a light rail system in the less congested outer suburban environments.

Figure 5.2: Metro North Selected Route



In 2006 the Rail Procurement Agency (RPA) published the selected route for Metro North, which is the first phase of the Metro Network. A 17 kilometre line will be constructed between St. Stephen’s Green and Swords via Dublin Airport. This line will also travel via O’Connell Bridge where it will connect with the Luas Red Line which is to be extended to the Point. This will further enhance connections to Docklands. RPA are currently engaged in ongoing consultation related to design options for Metro North. As the project progresses detailed design options are emerging for a number of areas of Metro North. On the 22nd of March 2007 RPA announced the start of the procurement process for Metro North.

Bus

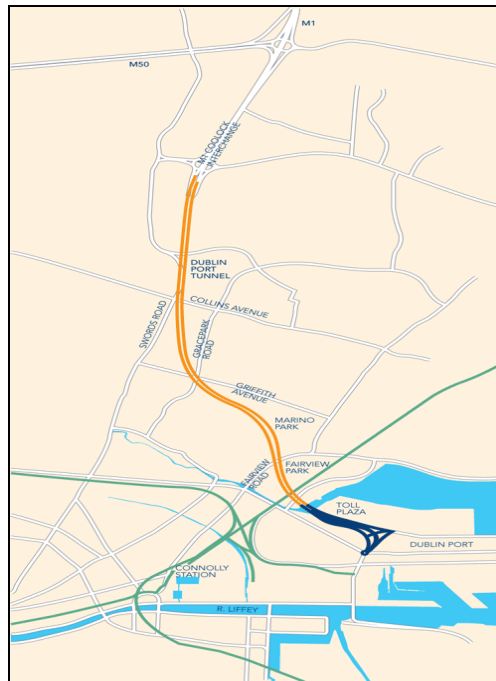
Implementation of the Quality Bus Network through Pearse Street and Ringsend is ongoing. The process has been divided into phases; the section in Ringsend is implemented but may be revisited for design reasons, South Lotts Road is also in the implementation stage, Macken Street to Sandwith Street is currently under construction, Sandwith Street to Westland Row is completed and Westland Row to Tara Street is currently under design.

Dublin Port Tunnel

Dublin Port Tunnel is now completed and is open to traffic. It will operate to its full capacity when the City Council’s Heavy Goods Vehicles Management Strategy comes into force on the 19th February 2007. This strategy prohibits 5+ axle vehicles from travelling within a

cordon area of the city from 07.00-19.00 Monday to Sunday unless they have a permit to do so.

Figure 5.3: Port Tunnel Route



East Wall Road

The widening of East Wall Road is now complete with new traffic junctions at Sheriff Street. There are plans to widen East Wall Road to the south of Sheriff Street.

Eastern By-Pass

Design options for the Eastern By-Pass are currently being examined with two options up for consideration, a tunnel option or a bridge.

Macken Street Bridge (Samuel Beckett), (Macken Street /Cardiff Lane to Guild Street)

The Macken Street Bridge (Samuel Beckett) will have four traffic lanes with cycle tracks and footpaths on either side of the bridge, while being capable of opening to accommodate maritime traffic. Construction of the bridge commenced in early 2007 and will take approximately two and a half years to complete.

Dodder Bridge

The Grand Canal Dock Planning Scheme Amendment 2006 altered the alignment of the Dodder Bridge in relation to the U2 Tower. The Dodder Bridge is at the design stage and is expected to go to procurement in 2008.

Traffic Management

The traffic management plan for Grand Canal Dock is agreed in principle.

DART

Upgrades to the Dart stations are now complete. Future plans for the Dart include extensions of the line as far as Balbriggan.

Liffey Ferry

2007 saw the instalment of a cross river ferry service with pontoons located at Sir John Rogerson's Quay on the southside and crossing to North Wall Quay on the North side. This 12 seater ferry takes passengers across the River Liffey. The Liffey Ferry runs Monday - Friday 7am - 7pm with tickets available on board

S2S Cycle Route

The Sutton to Sandycove, S2S, report has been finalised and is now with each of the Local Authorities for implementation. The route through Docklands will be implemented in conjunction with Dublin City Council and will be phased with some of the first stages being implemented in 2008.

Transport Links

A new rail station has been constructed at Sheriff Street, just north of Spencer Dock. It is the first new city centre station since Tara Street in 1890 and will deliver improvements in frequency and capacity on the Maynooth-Dublin commuter line. It provides a transfer to and from the proposed LUAS Red Line IFSC extension. The station is part of an overall programme to dramatically increase the rail service's capacity for commuters.

Figure 5.4: Docklands Rail Station



Iarnrod Eireann anticipates that the new station will deliver 2,500 additional peak commuters daily with potential for up to 10,000 daily peak commuters as services expand. A rail service of 23 minutes will be delivered from Clonsilla to Docklands. The new station will also connect with the Luas Red Line extension to the Point.

Together with the city centre resignalling project, (completion 2009), it will increase city centre train capacity from 12 trains per hour per direction to 20 trains per hour per direction. It will also deliver integration between transport modes, with the LUAS Red Line extension adjacent to the station, connecting commuters to the heart of the city centre, Connolly Station, Heuston Station and onwards to all stops to Tallaght.

The station location, at the junction of Guild Street and Sheriff St Upper, ensures that the station will remain fully operational during the construction of the Interconnector, which will be developed at an adjacent site. The Docklands Rail Station opened in mid 2007.

5.2 Infrastructural Framework

Drainage

A Section 25 certificate was issued in June 2006 for the Pumping Station at Spencer Dock. The pumping station is an essential piece of infrastructure that will connect with the rising main and the Liffey services tunnel to serve the Spencer Dock site as well as the entire North Lotts area. Consultants for the rising main have been appointed and the design is underway. Completion date for the rising main is expected to be in 2009.

Infrastructure Tunnel

Construction of the underground infrastructure tunnel on both sides of the Liffey began in late 2006. The tunnel carries rising mains, a water main, ESB ducts and district heating ducts and is still in the construction phase.

Gas

A Section 25 Certificate was issued to Bord Gais in 2006 for an Above Ground Installation, (AGI), on North Wall Quay. The AGI will connect to the existing adjacent 19bar underground Dublin City Pipeline and reduce the pressure to 4bar to supply the local distribution and to mbar to supply Spencer Dock. The building will comprise gas pressure regulating and monitoring equipment and associated ancillary underground pipes. Construction began on the building in 2007 and was completed in late 2007.

Flood Defences

Advanced measures are in place comprising a coffer dam and sluice at Spencer Dock that provide flood protection to the up-stream area of the sea-lock. The works are maintained by Waterways Ireland.

In March 2006 a Section 25 certificate was issued for mitre gates with hydraulic rams, curved sector gates at the southern end of the lock, restoration and re-pointing of the sea walls, pontoons in the canal and the Liffey and safety features such as cctv, water level sensors and traffic lights for vessels. All of the above works will be carried out as part of the project to restore Spencer Dock.

The project will be carried out in conjunction with Dublin City Council who appointed contractors for the works, which began in 2007. Works are expected to be completed by mid 2008 and will finalise the permanent flood protection works.

Restoration Works

Costings for the restoration and excavation works at Spencer Dock have now been agreed and works will be carried out in two phases in order to facilitate the construction of the National Conference Centre. Phase 1 started in mid 2007.

Section 6: Civic Design

6.1 Conservation

Construction on the rebuilding of the McMahon Bridge on Ringsend Road was completed in mid 2007. Restoration of the dock and the lock gates will restore Spencer Dock to full working order and will allow for navigation of the Royal Canal from the Shannon to the Liffey. The restoration of Spencer Dock started in 2007.

6.2 Open Space

Water bodies

Works for the excavation and restoration of Spencer Dock will be divided into two phases in order to accommodate the development of the National Conference Centre. Phase one of the works commenced in mid 2007 and when completed will allow for the navigation of the dock.

The Dublin Docklands River Liffey Regeneration Strategy was published in 2001 and aims to comprehensively regenerate the river for leisure and tourism. The strategy is based on the use of the river for public amenity. As part of the Liffey regeneration the Authority called for expressions of interest for water based business activities on the river. The main aims for this initiative are to have a wide range of quality vessels and uses on the river, to ensure that there is something on offer to the public all year round and to deliver something for all ages.

The project, named 'Occupy the River', will offer an opportunity for ships and other vessels to be moored and based in the heart of Dublin to provide exciting business opportunities that will enliven the Liffey. It is envisaged that the ships and craft will operate as hotels, restaurants, education facilities, retail/markets and arts facilities. The expressions of interest are currently being assessed with some of the business ideas locating on the river in 2007.

Linear Parks

A project to enliven the quaysides called 'Campshire Vision' is currently underway. The primary objective of the project is 'to develop the waterfront and Campshires to its full potential'. Expressions of interest were invited internationally for the project and applications were reviewed by the Office of Public Works and Dublin City Council in conjunction with the Docklands Authority Architectural & Planning Team.

Consultants, West 8, were appointed and a master plan is now being prepared for the project. The master plan is based around three main objectives, to make connections to the waterfront from the surrounding areas, to create destinations on the waterfront and to activate the water. When the master plan is finalised a series of projects will then be implemented to accomplish the main objectives.

Artist Martin Richman was commissioned by Docklands to design a façade treatment for the new AGI (gas building) on North Wall Quay. His concept is to create a glass envelope which is, both colourful and reflective during the day and which becomes a light beacon on the Campshire at night.

The block work structure is externally clad in flocked panels covering the structure all the way around with intermittent panels of coloured glass and silver and blue sequins on panels.

Grand Canal Square

Grand Canal Square was completed and opened in 2007. The extension to the Dock has also been completed. As one of the largest paved public spaces in the city, the space will also be used for events throughout the year.

Pocket Parks and Family Living

In order to provide public space for residents of Docklands, pocket parks will be provided at Chimney Park, Chocolate Factory Park and the North Lotts. Due to land ownership constraints at Chocolate Factory Park, means that Chimney Park will be delivered first. Chimney Park is in the design phase and is expected to be delivered in 2008.

The Compulsory Purchase Order (CPO) for the Jones Oil site is completed and the Authority is now in ownership of this site. It will be the focus for a family-oriented development a pocket park will also be provided, either on the site itself or adjacent to it.

Play Space

Guidelines have been prepared for implementing play space in residential developments. These were adopted in 2007. They have been prepared to ensure that play spaces are provided in new residential developments and that this space is well designed, considered and suitable to the needs of the children that will use it. A public consultation exercise was carried out with community representatives, local children and design professionals and this informed the guidelines. It has been identified that the actions needed to develop play spaces are:

- Improve connectivity, access and transport between public spaces and residential areas.
- Fully exploit the potential for play in and around water by improving facilities (storage, toilets, equipment for hire, etc) and activities around the water
- Develop multi-functional or zoned uses for squares
- Develop uses for small left over spaces
- Identify streets where traffic calming would produce a successful "home zone"
- Commission courtyard spaces that cater for all residents and which are multifunctional, including appropriate play activities
- Use public spaces to reinforce existing communities and build new communities by active management

It is now a requirement that each new residential development complies with these play space guidelines.

Community Greening Initiative

The Community greening initiative is an ongoing project and will form part of the environmental upgrading of East Wall.

Eco-Park Poolbeg Peninsula

To date there has been no progress on the Eco Park at Poolbeg.

Section 7: Implementation

7.1 Planning Schemes

2008 will see a substantial review of the Dublin Docklands Master Plan. As part of this Master Plan review it will be proposed to further amend the Master Plan to incorporate a fourth Planning Scheme in Poolbeg.

The Docklands Authority applied for powers to prepare a Planning Scheme for the Poolbeg Peninsula to the Minister for the Environment, Heritage and Local Government in February 2007. Dublin Docklands Development Authority received approval from the Oireachtas Committee on Environment for the preparation of a Planning Scheme for over 100 acres in the Poolbeg Peninsula area. It is planned to develop the area in a way that delivers sustainable mixed use development, while at the same time preserving the natural heritage and developing amenities. The Planning Scheme boundary takes in areas available or most likely to become available for mixed use development, such as the former Irish Glass Bottle site and excludes the major utility infrastructure elements. Major amenity areas such as Sean Moore Park, Irishtown Nature Reserve and the Shellybanks area are included. The public consultation is anticipated to take place in April 2008, and it is anticipated that the Planning Scheme application will be made in October 2008 to the Minister, with the Planning Scheme in place early in 2009.

In addition to the proposed Poolbeg Planning Scheme will be the proposed North Lotts Planning Scheme Amendment No. 2. North Lotts Planning Scheme Amendment No. 1 involved amending the Point area of North Lotts to facilitate development of the Watch Tower and Point Village developments. North Lotts Planning Scheme Amendment No. 2 will facilitate a substantial development capacity increase of the North Lotts in terms of height and plot ratio capabilities and will include the development of 'Liffey Island'. The public consultation is anticipated to take place in June 2008, and it is anticipated that the Planning Scheme Amendment application will be made in October 2008 to the Minister, with the Planning Scheme Amendment in place March 2009.

7.2 Action Plans

To date three Area Action Plans have been prepared for parts of the Docklands. The plans were prepared for Ringsend/Irishtown, East Wall/Church Road and City Quay & Westland Row. The purpose of the plans is to direct the physical, social and economic development of the study areas. A joint Area Action Plan for the extended East Wall/North Wall area will be jointly prepared by the City Council and the Authority.

In 2002 a Strategic Development Framework Plan was prepared by the City Council for the Poolbeg Peninsula. This plan is in still in draft form.

7.3 Funding

Funding for infrastructure provision is gained from the Grand Canal Dock and the North Lotts levy schemes. Under these schemes developers wishing to avail of the Section 25 fast track system are charged levies to develop within the Planning Scheme areas. These levy schemes cover infrastructural development by Dublin City Council, the Authority, the Rail Procurement Agency and Iarnrod Eireann. The levy schemes also cover social infrastructure. Both levy schemes will be updated in 2008.

7.4 Monitoring and Review

The Master Plan 2003 recognised that monitoring and review are key elements of effective implementation. They play a central role in guiding the Master Plan, ensuring that social, economic and physical objectives are met and that quality of life issues can be assessed. The 1997 Act required that estimates be made on the implications for employment, training and education based on the Master Plan proposals, in particular for those residing in the area. This, combined with the need to measure other indicators of progress gave rise to a table of indicators and benchmarks that was first published in the 1997 Master Plan and were elaborated and expanded on for the 2003 Master Plan.

The 2003 Master Plan undertook a commitment to monitor the progress of implementation on a yearly basis and update and review the indicators and benchmarks. It is emphasised that the some of the indicators outlined in table 5 of the 2003 Master Plan do not lend themselves to annual monitoring. Those indicators that can be monitored are updated in Table 7.1.

Table 7.1: Benchmarks

	00/02	03/04	04/05	05/06	06/07
Economic Development					
Cumulative public/private investment					
Cumulative number of businesses	1,439				
Cumulative number of hotel rooms	578	885	971	1,233	1,233
Employment					
Unemployment rate amongst residents	10.0%	9.8	9.8	9.8	5.19.8
Number of residents unemployed	900-1,000	964	964	964	1126
Number of residents employed		8,686	8,686	8,686	14,356 (62.5%)
Number of residents employed in the Docklands	2,491	N/A	2,405	2,405	2,405
Total number employed in the Docklands	32,089	43,966	39,809	39,809	39,809
Education and Training					
% of resident population without a Leaving Cert		34.1%	34.1%	34.1%	
% of resident population with 3rd Level Degree or Higher		38.8%	38.8%	38.8%	30.4%
% of resident population with sub-degree		10.0%	10.0%	10.0%	
% of residents attaining general employment		53.2%	53.2%	53.2%	62.5%
Social					
Total population	17,425	19,704	19,704	22,061	22,086
Crime Levels	Not available	Not available	Not available	Not available	Not Available
Additional Social and Affordable housing units permitted		726	132	137	61
Physical					
Additional residential units permitted		3,664	899	326	354 (172)
Additional commercial floor area permitted m ²		124,371	91,588	38,771	287,629
Residential: commercial mix					
Additional amenity works/campshires/open space		6,080m2			

7.5 Strategic Environmental Assessment

The Master Plan 2003 was subject to a pilot Strategic Environmental Assessment during its preparation. This assessment measures the likely significant environmental effects of plans or policies on the environment prior to their adoption. The effects of the implementation of the Master Plan are then monitored. The first step is to formulate a set of indicators to measure each policy of the plan and then to carefully track the background information that informs the indicators.

A provisional list of indicators was prepared as part of the Monitoring Report 2004 and following further examination was revised in the 2005 Monitoring Report. This process proved that the indicators by their nature are iterative and will change and be refined as the implementation of the plan continues. The indicators for 2007 have not changed and gathering the background information to feed into the indicators in an on-going process.

The list of indicators is shown in Appendix 1.

7.6 Marketing

The 2003 Master Plan acknowledges that the marketing Docklands will be a central feature of the implementation of proposals of the Authority. It also states that a clearly focused marketing strategy exploiting the strengths of the Area and a sustained effort is required if the targets of the Master Plan are to be achieved. The Authority's marketing activities will aim to develop the consumer's understanding, experience and enjoyment of Docklands.

A vital element in the marketing strategy is to ensure that Docklands has its own unique identity. This is reinforced by the range of activities and recurring events in Docklands and by the popularity and demand for these events.

The annual Maritime Festival, which takes place every June, is a hugely anticipated and attended event. In 2007 the festival once again included a food market, arts entertainment, street theatre and 10 tall ships. It was hugely successful and attracted up to 80,000 visitors and residents to the event.

Docklands was part of the Dublin Fringe Festival again in 2007 as the famous Spiegel tent took up residence in George's Dock. The festival had approximately 15,000 people in attendance.

The Docklands Fun Run had 1200 runners participating in 2007. Another annual event, the Liffey Swim, saw its biggest attendance to date with over 180 swimmers taking to the Liffey. One of the first river regeneration projects, the Liffey Challenge, had its 8th year running in 2007. The Dublin City Cycle had its second year in Docklands. The 10 kilometre cycle starts and finishes in Mayor Square and follows a route through the city centre. It is hugely popular with approximately 4,000 people taking part in 2007.

George's Dock was once again the host to the 12 Days of Christmas, which saw up to 50 traders take part in the market, which included an indoor market at chq. The market also had food and entertainment and was very successful.

The Arts in Docklands further enhances a sense of place and identity while also providing unique experiences for visitors and residents. Dublin Theatre festival had 7000 people attending outdoor events in docklands while Analog had 12,000 people at free music and performance events in Grand Canal Square.

The events and projects listed above are just a flavour of the huge programme for Docklands. Each performance, event and project demonstrates the individuality and vitality of Docklands and helps to instil a sense of pride and ownership for the new and existing residents as well as raising the profile of Docklands as a community and destination.

7.7 Compulsory Purchase Orders

To facilitate development within the Docklands the Dublin Docklands Development Authority undertakes Compulsory Purchase Orders (CPO) to acquire land identified for development. During 2007 the Authority was involved in 4 major CPO within Docklands. These were:

- Dublin Docklands Development Authority Compulsory Purchase (Mayor Street Upper, Dublin 1) Order, 2005 (No.3) (Jones Oil CPO). The Jones Oil CPO was settled in November 2007.
- Dublin Docklands Development Authority Compulsory Purchase (Upper Sheriff Street/New Wapping Street/Mayor Street), 2007 (New Wapping St CPO). On August 31st 2007 an agreement was reached between the Authority and Chinook Investments Ltd to work as joint venture partners to develop the New Wapping Street CPO site along with the Authority's Jones Oil and Pickford Terrace sites. This agreement is based on the goodwill of both parties to:
 1. Conclude a joint venture agreement to develop the three sites.
 2. The Authority as "Urban Designer" will prepare a Master Plan for the three sites which must be agreed with Chinook Investments in respect of their lands.
 3. The Authority will, based on the agreed Master Plan, run an architectural competition for the design of the development.

The agreement completed on the 31st August has a time period of 6 months to be implemented. On the basis of the commitments given by Chinook Investments in this agreement the Authority agreed to annul the CPO. The annulment was confirmed by An Bord Pleanála on October 13th. (Agreement due to run out of time on March 1st 2008)

- Dublin Docklands Development Authority Compulsory Purchase (North Lotts, No 82 North Wall Quay, Dublin 1) Order, 2007 (Number 2) (Twil Building CPO). The Order was made to acquire this 0.17 acres of land on August 21st 2007. The CPO Notices were served on October 25th and an application to An Bord Pleanála was made on October 31st seeking the confirmation of the CPO. An Oral Hearing by An Bord Pleanála will be conducted in Feb 20th 2008.
- Dublin Docklands Development Authority Compulsory Purchase (Blood Stoney Road/Hanover Quay/ Grand Canal Harbour) Order 2007 (Number 3) (Kilsaran CPO). The Authority determined to make this order relating to 1.44 acres of land located at Hanover Quay on Monday 11th June 2007. The Authority notified Kilsaran Limited of its intention to make and have the Order confirmed on June 5th. An appropriate scheme of development for the site is being drawn up and the owners have agreed to cease to use the site for cement production from mid October 2007. The Authority is pursuing a joint planning solution involving both the Kilsaran site and Lot 2 of the Riverside 4 site through pre planning discussions and workshops.

Appendix 1: Indicators for SEA Monitoring

Ref. No	Objective	Target	Indicator
B1	Limit adverse impact on biodiversity. Increase potential for biodiversity where possible.	Increase the Docklands of parkland. Restore Spencer Dock to working order. Improve the aquatic environment of Grand Canal Dock.	The number and size of designated areas in the Docklands Area of parkland in the Docklands. Water quality in Spencer Dock and Grand Canal Dock.
P1	Promote the creation of a safe, healthy and high quality environment in which to live and work.	Lower the rate of crime. All new buildings to comply with the EU Energy Performance in Buildings Directive 2002/91/EC.	Crime rates in the Docklands and Dublin City as a whole.*
P2 + P3	Promote the strengthening and diversification of the local economy and local employment opportunities.	Increase the number of employment opportunities. Increase the range of employment opportunities.	The number of persons employed per sector in the Docklands, (including; International & Business Services, Financial Services, Tourism, Hotels & Leisure, Small Business & Community Employment Projects, Retail, Technopole, Education & Training, Traditional Office & Administration). The unemployment rate in the Docklands and Nationally.
P4	Promote access to education and training.	Increase the levels of educational attainment in the Docklands. Increase the number of training places in the Docklands.	The levels of Educational attainment in Dublin City and County and the Docklands. Numbers availing of the internal education programmes and numbers from the NCI outreach programme.
P5	Promote the meeting of local housing needs	Meet local housing needs as outlined in the Master Plan.	The number and type of housing in the Docklands.
P6 + P7	Involve local communities in the redevelopment/renewal of the Docklands.	Promote public consultation in the redevelopment process and access to information.	Number of Council meetings per year. Number of Community Liaison Committee meetings per year. Distribution numbers of the Docklands Newsletter. The number and type of social infrastructure provided in the Docklands. The number and type of social and affordable housing units provided in the Docklands
S1	Promote decontamination to international standards of contaminated soils	Ensure EU soil decontamination standards on contaminated sites to be redeveloped.	The Docklands and number of sites decontaminated.
W1	To ensure an adequate good quality water supply	To improve water quality infrastructure in the Docklands	The expansion of the infrastructure in length (m ²).
W2	Maintain and improve water quality of water bodies.	Comply with the EU standards for water quality i.e. Water Framework Directive 2000/60/EC Improve the aquatic environment of Grand Canal Dock.	The Docklands and number of sites decontaminated. Water quality of water bodies.

C1	Maintain / promote improvement of air quality.	Comply with EU Air Quality Directive 96/62/EC in particular in relation to PM10.	The level of construction per sq.m. per annum. Transport emissions arising from development in the Docklands.
C2	Promote minimisation of greenhouse gases to the atmosphere.	Comply with the EU standards for Greenhouse Gas emissions, CO ₂ . Comply with the EU Directive 2002/91/EC for energy ratings of buildings.	Modal split captured by public transport. Numbers of new buildings that comply with the EU Directive 2002/91/EC.
C3	Reduce trip generation, trip length and the need for motorised transport.	Reduce the need for all motorised transport.	Traffic generation and trip length in the Docklands.
C4	Promote use of public transport. Promote walking and cycling.	Increase public transport. Reduce the need for motorised car transport. Provide cycling and walking facilities.	Modal split captured by public transport. Length of cycling and walking routes provided.
C5	Promote sustainable energy use/generation.	Comply with EU standards for energy rating. Reduce the need for all motorised transport. Promote CHP.	Numbers of new buildings that comply with the EU Directive 2002/91/EC.** Traffic generation and trip length in the Docklands. Amount of energy generated by CHP.
C6	Minimise noise pollution.	Comply with EU standards for ambient noise levels.	Number of breaches of the EU regulations for noise.
H1	Promote the preservation of protected structures, limit adverse impact on sites of archaeological importance and maintain environmental quality of conservation areas.	Promote the preservation of protected structures. Ensure adequate investigation of archaeological sites.	Number of protected structures, archaeological sites and conservation areas in the Docklands area. Number of archaeological sites investigated.
H2	Enhance townscape and general landscape.	Improve existing townscape, landscape.	Scale of development in the Docklands. Number of sites/area of new development. Number and size of vacant sites. % vacant land area within the Planning Scheme areas.
H3	Ensure adequate provision of public open space/maintain and improve access to open space areas.	Ensure the provision of accessible public open space in the Docklands.	Area of public open space provided in the Docklands.

*the indicators for this objective are covered by all indicators relating to environmental quality.

** assuming this information is publicly available.

Appendix 2: Actions Required by the Master Plan 2003.

SECTION	Page No.	ACTION	Progress
2.2.3 (11)	21	Work with Gardai communities and relevant agencies in the formulation of a plan to mitigate substance abuse and crime in the Docklands.	Ongoing
2.2.3 (12)	21	Review community needs and promote a range of environmental and physical improvements in consultation with local communities.	Ongoing
4.3.3 (1,4)	45	Prepare in partnership with the local communities and relevant bodies, action plans for community facilities; Complete the action Plan for East Wall, jointly undertaken with Dublin City Council, and where specific shortfalls are identified, make proposals to address those shortfalls.	Ongoing Completed
4.8.3 (7)	55	Develop an arts and cultural strategy for Docklands which will expand opportunities for residents and visitors to enjoy the arts and provide further energy to the regeneration of the Docklands.	Completed
5.1.6 (Text)	66	"The Authority will, in conjunction with Dublin City Council, carry out an audit of facilities for the mobility impaired in the Docklands, with a view to formulating an action plan to address any deficiencies".	Ongoing
5.1.8 (7)	67	Liaise with the NRA, the DTO, the Dublin Port Company and Dublin City Council in the preparation of the EIS and route selection of the Eastern By-Pass proposed under the DTO Strategy 2000-2016 and the Dublin City Development Plan 1999 and promote the provision of a Southern Port interchange.	Ongoing
5.1.8 (10)	67	Review parking standards in conjunction with Dublin City Council and the DTO.	Ongoing
5.1.8 (23)	68	Promote measures to ensure that the mobility impaired can safely and fully participate in the transportation network of the Docklands and undertake an audit of facilities and prepare an action plan to address any deficiencies identified.	Ongoing
5.1.8 (26)	68	Examine the feasibility of providing a helicopter landing pad on Poolbeg Peninsula.	Ongoing
6.1.3 (10)	78	Identify sites or areas of particular design importance requiring a specific design response	Ongoing
6.1.3 (15)	78	Create a recognisable Docklands style for signage (including the use of the Irish language), street furniture and landscaping.	Completed
6.2.7 (4)	82	Assess, in conjunction with Dublin City Council, areas suitable for designation as statutory Architectural Conservation Areas.	Progressing
6.2.7 (5)	82	Review the Record of Protected Structures, in consultation with Dublin City Council.	Ongoing
6.3.6 (Text)	87	"The Authority will, in consultation with various stakeholders,	Completed

		prepare detailed guidelines for the provision of children's play spaces in new development areas".	
7.1.2 (Text)	92	Prepare Section 25 Planning Scheme for the Poolbeg Area.	Ongoing
7.1.3 (Text)	94	Finalise the East Wall Area Action Plan	Completed
7.1.3	95	Prepare the North Wall/East Wall Area Action Plan	Outstanding
7.3.4 (1)	99	Undertake the appropriate survey work and collection of data to ensure effective ongoing monitoring of the implementation of the Plan	Ongoing
7.4.4 (1)	100	Develop and promote a distinct brand personality for Docklands.	Ongoing
7.4.4 (2)	100	Commission a design system to ensure consistency of all communications to customers.	Completed
7.4.4 (3)	100	Implement a Docklands signage system to improve recognition and navigability of the Docklands.	Completed
7.4.4 (5)	100	Programme a series of events/attractions to encourage people to experience Docklands.	Ongoing
7.4.4 (6)	100	Use selected advertising and public relations campaigns to generate awareness and knowledge of the Docklands.	Ongoing