

Master Plan Monitoring Report 2006

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 third 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 rely heavily on the Census of Population results. Although the Central Statistics Office carried out a census in 2006 the preliminary results have only been published to date, with the full set of results expected in late 2007.

Socio Economic

Preliminary results from the 2006 Census of Population showed that the population of the Docklands had increased by 11% from 19,704 in 2002 to 22,061 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. It is expected that these results will be published in late 2007. A full investigation and comparison of the socio-economic trends in Docklands will be contained in the Monitoring Report 2007.

Land Use

A total of 555 residential units were completed in Docklands in 2006. Section 25 certified developments accounted for 418 units and Dublin City County permitted developments made up the remaining 137 units. To date a total of 9,953 residential units have been certified and permitted throughout the Docklands area.

Following the completion of Hanover Quay and Gallery Quay, 116 social housing units were occupied in Grand Canal Dock in 2006. A further 137 social and affordable units were certified in 2006. Since 1997 a total of 781 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.

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 crèche for approximately 50 children. Work on the Community Centre is to commence in 2007. 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 number of commercial tenants moved into their new premises in Grand Canal Dock in 2006. These included McCann Fitzgerald, Beauchamps Solicitors, Gardiner and Theobald, FMB and the Irish Taxation Institute.

Retail in Docklands came to the forefront in 2006 with a Section 25 Certificate issued for a 20,000 square metre district centre at the Point Village. The District Centre will also house a cinema and a hotel.

Transportation and Infrastructure

Iarnrod Eireann commenced construction on the Docklands Rail Station at Sheriff Street in 2006. 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.

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.

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. 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 underground pipeline and reduce the pressure in order to supply the local distribution network.

Works on the permanent flood defences at the Royal Canal are due to commence 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 is due to commence in mid 2007.

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 is due to commence 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.

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. The U2 Tower also went out to tender in 2006.

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.

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 it is expected that the full set of results from this Census will be published in late 2007. This will help 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 preliminary results of the 2006 Census were published on 19 July 2006; these results show the numerical changes to the population on a basic level at County, City and District Electoral Division, (DED), level.

The definitive results will not be available until November 2007; these results will show a wider range of information on the population including social and economic changes and trends. The full report will also contain the 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	1,208	-6
North Dock B	3,655	3,628	3,700	2
North Dock C	2,411	3,568	4,126	15
Mansion House A	2,511	3,415	3,570	4
Pembroke East A	4,349	4,304	4,758	10
Pembroke West A	1,646	1,620	2,138	24
South Dock	1,653	1,882	2,561	26
Total Docklands	17,413	19,704	22,061	11

Figure 2.1 shows the changes in the Docklands population at DED level. The overall population of the Docklands increased by 11%; from 19,704 in 2002 to 22,061 in 2006. In comparison, the population of the State increased by 8%, Dublin City and County increased by 5.6% and Dublin City increased by 2%.

Figure 2.2: DED's in Docklands

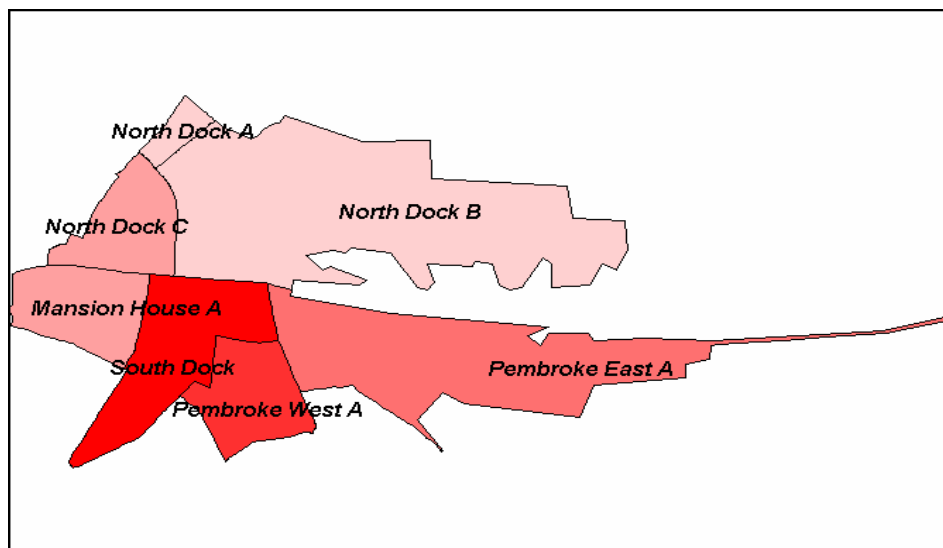


Figure 2.2 shows the DED's within the Docklands. The DED's of Pembroke West A and South Dock underwent the most significant increases of 25% and 27% respectively. This could in part be due to the completion of a number of developments within the Grand Canal Dock and surrounding areas.

All of the other DED's, with the exception of North Dock A, experienced increases in population of varying degrees. These preliminary results will be further examined when the full report of the Census Results is published towards the end of 2007.

Households

The latest information available on the household composition of Docklands is the 2002 Census of Population. These results are analysed in the Monitoring Report 2004 and are based on the Small Area Population Statistics. A full comparison of the social and economic status of the Docklands population will be carried out when the detailed results of the Census 2006 are published.

Education

Education

The 2002 Census of Population showed that the population of Docklands were staying at school longer, with an increasing number continuing on to third level education. In comparison to the 1996 Census, a higher proportion of the population had attained a degree or equivalent third level qualification. However it was recognised that as the Docklands had undergone a population increase of 13%, (2,275), since 1996, it was difficult to ascertain if the increases in educational achievements could be attributed to the new population or an advancement of the existing population.

A Schools Database is compiled by the Authority and tracks the educational life of Docklands students. This is an ongoing process and gives a more accurate account of the educational changes of the existing Docklands population. A study based on this database and carried out in 2005 showed very encouraging results. Most notably that since 1997 the number of children that dropped out of school had more than halved, falling from 65% in 1997 to 30% in 2005. The number of students that stayed in school to complete their Leaving Certificate had increased from 10% in 1997 to 60% in 2005.

The results of the 2006 Census of Population will help to show an overall picture of the population's educational achievements and can be seen at a neighbourhood level. It is expected that these results will be published in November 2007.

Employment Structure

The most recent information available on the employment structure in Docklands is from the 2002 Census. This information illustrated that almost a third of the population in Docklands, that were classified as 'at work', worked locally in Docklands. These results were very encouraging as one of the main objectives of the Master Plan is to achieve a sustainable community. Results also showed that Docklands employs almost 40,000 people on a daily basis.

Once again this information will be reviewed and compared when the Small Area Population Statistics are published from the Central Statistics Office.

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 imminent following 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 is due to go on site in 2007. 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 residential and commercial use. The Kilsaran concrete site was sold in 2006 and it is expected that this site will be developed soon.

The Dublin City Council Framework Plan for Poolbeg has not yet been adopted.

- Transport and Traffic congestion;

The Dublin Port Tunnel was completed and is due for opening in early 2007. Dublin City Council's Heavy Goods Management Strategy will come into effect on the 19th February 2007. Both of these measures will help 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 drawings and plans for the Luas extension will be on public display until the end of February 2007, until the period for any potential judicial review expires.

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. Beckett Bridge should be commencing construction early in 2007 and will be designed to carry the Luas if so required. It will also have cycle lanes and pedestrian lanes. The Dodder Bridge is at tender stage and is expected to go on site in 2007.

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.

An additional element to the Return to Education programme was also set-up in 2006 to cater to Docklanders who may not have completed their junior and/or leaving cert and now wish to return to education. Section 2.4 further expands on these and other programmes.

Community Issues

- Adequate provision of housing for all in the community.

To date a total of 211 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 2.3: Total Units and Social & Affordable Units Certified or Permitted within the Docklands from September 2005 to September 2006

	Total Units Certified or Permitted in '05 to '06	Total S&A Units Certified or Permitted	S&A Units Under Construction
Within Planning Schemes	137	781	423
Outside Planning Schemes	?	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.

The Active Citizenship Programme that is run in conjunction with the NCI seeks to empower its participants in their own communities. The Taoiseach launched an Active Citizenship Taskforce in April 2006. A Young Person's Forum was also established in 2006 in order to provide the young people of Docklands with the opportunity to have a direct input into the development of Docklands.

Design teams are being appointed for the new school at Sheriff Street and the Special School on Sheriff Street.

- 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 run 20-25 educational programmes and 2006 saw the introduction of a new Community Enterprise Course and a Return to Education Course. 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 2006 residents moved into 116 social units that were

completed in Grand Canal Dock. A third of these units were three bed units and 18 of these units were 3 bedroom duplex units.

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.

- o 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 and Grand Canal Square will be completed in 2007.

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.

- o Traffic, pollution and noise.

The opening of the Port tunnel will help to alleviate some of the Heavy Goods Vehicle traffic through the Docklands. This will be fully operational on the 19th February 2007 when the Dublin City Council HGV Strategy comes 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.

- o 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.

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).

- o Insufficient open space

The Martha Schwarz designed Grand Canal Square is under construction at the moment and is expected to be completed by summer 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.

- o 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. It is expected to commence construction on the Community Centre in 2007.

- o Early School Leavers

Research has shown that Docklands students in 2006 are staying in school for longer than their counterparts in 1997. 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.

- o 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.

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 8th phase and applications were received in August with successful applicants being notified in December. Successful projects must be completed between January 2007 and December 2007 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 the 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 will commence in 2007.

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 is from the 2002 Census and this shows that there are now 39,809 people at work in the Docklands. Results from the Census 2006 will be published in November 2007 and will show any changes to the employment pattern in Docklands.

- Unemployment

Unemployment rate is currently at 9.8% in Docklands, this figure is taken from the 2002 Census. The 2006 Census will provide an updated figure.

- Enterprise Networking

The Dublin Enterprise Network, formerly the Dublin Docklands Authority Local Enterprise Forum, is a group of business people who come together to discuss issues relating to businesses in the Docklands and to build links with one another and the community. The Enterprise Network meets approximately 8 times a year and its aims are to build a business community in the Docklands that will become a common forum, to support all businesses by generating a network of business contacts in the area and to help to transform the local economy by creating jobs and opportunities for local residents. Meetings of the Enterprise Forum are held on the last Monday of every month and the Forum now has over 65 members.

A Community Enterprise Course began in 2006 with 17 people attending the first year. The Level 6 FETAC course run by the NCI takes place once a week for 2 ½ hours. 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.

Drugs and Crime

During the month of April the Authority sponsored a Drug Awareness Theatre Performance and Workshops Programme, which took place in the Docklands area for women's groups and a youth group. The workshops were an introduction to theatre and had an aim to promote performance, writing and arts awareness.

A closing discussion took place after the two separate workshops for each group and all aspects of the workshops content were discussed. Particular attention was given to the cyclical nature of addiction, racism and domestic abuse. In between the two workshops the Theatre performance ' WOMB' took place in Liberty Hall on Friday 21.04 for one night only. 400 invited guests experienced the play, written by Rachel Rogers.

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 50 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 120 participants in the Football Festival and 70 in the Hurling Festival. Celebrity coaches such as Niall Quinn, Denis Irwin, Alan Kelly and Don Givens help to add to the excitement and this year saw a guest appearance of Steve Staunton the new Irish International Manager. The Gardai from the local Store Street Station also helped out with the coaching this year

The Splashweek project started back in 1998 to promote sport and water safety among children in the Docklands area and for the children to get to know community workers and the Garda from the area. In 2006, eighty children took part in the activities under the auspices of a team from St. Andrew's Resource Centre and the Garda team from Pearse Street.

For the second year running 6 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 now run in over 16 schools in the Docklands and a new drama programme in 2006 was the production of a musical called 'Honk' based on the Hans Christian Anderson's well known story "The Ugly Duckling". Over 400 young Docklanders also had the chance to perform the musical for their friends and family in the Helix.

The Docklands Photographic Initiative is a very popular programme where students are given one-use cameras to capture life in Docklands. Close to 1,200 students in 3rd - 6th class participated in 2006. An exhibition of the photos is then held in all participating schools at the end of the school year.

Two groups of students from Docklands Schools Attendance/Attitude/Behaviour Programme travelled to Liverpool to take part in an IT Programme at Reduc@te in Liverpool Football Club. A Pilot Sports Conditioning Programme began in City Quay National School and St. Joseph's National School in East Wall 5th May 2006. The Pilot programme will run for 8 weeks and is being measured by Dr. Noel McCaffrey and his team from UCD.

The Emotional Intelligence programme is now in its third year with seven Docklands schools now taking part, this is an expansion of the programme into two more schools since 2005.

As part of the Young Person's Self Development Course, 13 young Docklanders who had achieved their Leaving Certificate and were seeking employment attended a CV/Interview Skills course that was run by Carr communications. The course covered CV and interview skills as well as Work Ethics. One of the attendees went for an interview organized through our School Job Placement Programme the very next day and was successful.

As a result of the Schools Scholarship programmes, 32 students were awarded full time scholarships to attend third level education, bringing the total to 160 scholarships since the Programmes inception 8 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 14 students were awarded the part time scholarships.

A new Return to Education course to be run by the National College of Ireland was initiated in 2006 and will cater to Docklanders who may not have completed their junior and/or leaving cert and now wish to return to education. Over 20 people signed up for the first year of the course.

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. The Level 6 FETAC course run by the NCI takes place once a week for 2 ½ hours until May. 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 2.4: 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	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	Encourages attendance and attitude with 100 participants.
Young Persons Self Development	-	10 persons have replied to date	30 persons to date	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	Caters for Primary 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	Database of 2000 young residents in the Docklands.
Third Level Education					
DDDA Scholarships	28	22	28	32	160 third level scholarships awarded
Discovering University DDDA/NCI Initiative	80	102	N/A	70	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	Promotes Adult Literacy and education initiative with 158 participants to date.
Other Educational Training and Networks					
Schools Principals Forum		24	24	24	Network for local school principals
Circlertime		78 teachers	N/A	16 Schools partaking All teachers involved	Implementation of Circlertime model of excellence in Docklands schools
Teachers Dyslexia Development		60 teachers	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.	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.

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.

4.2 Residential

Completions

A total of 418 Section 25 certified units were completed within the Planning Scheme areas in 2006. These comprised Longboat Quay and Forbes Quay in Grand Canal Dock. Of the Dublin City Council permitted development, 137 units were completed in 2006 and are located in Harmony Court at Harmony Row and Erne Terrace and also in Hyde Court on Townsend Street.

Table 4.1: Residential Completions in Planning Scheme Areas for 2006

Type	1 Bed	2 Bed	3 Bed +	Total
Market	74 (22%)	186 (56%)	73 (22%)	333
S + A	23 (27%)	36 (42%)	26 (31%)	85
Total	97 (23%)	222 (53%)	99 (24%)	418

Developments that were certified or permitted in 2006 comprised 326 residential units. Of the units permitted, there were a high percentage of 2 bedroom apartments.

Table 4.2: Residential Units Certified or Permitted in 2006

Permission Type	1 Bed	2 Bed	3 Bed +	Total
Section 25	33 (24%)	86 (63%)	18 (13%)	137
Planning Permissions	33 (18%)	114 (60%)	42 (22%)	189
Total	66 (20%)	200 (61%)	60 (19%)	326

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 Longboat Quay and Forbes Quay in 2006 will ensure that 85 units will become available for affordable housing and affordable rental housing. It is expected that the affordable units will be sold in 2007.

Within the Planning Scheme areas a total of 781 social and affordable units have been certified since 1997; 211 of these units are now completed with a further 423 units currently under construction. The remaining 147 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 2006

	Total S&A Units Completed 2006	Total S&A Units Certified 2006
Section 25	85	137

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.

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 and Chocolate Factory Park are in the feasibility stage and will provide a further amenity for children and adults.

The CPO on the Jones Oil site in the North Lotts has been completed and a feasibility study is underway. The site will be developed 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 are in the feasibility stage with design teams to be appointed in early 2007.

4.5 Commercial

Grand Canal Dock has been at the centre of commercial activity in 2006 as the new tenants moved into the area. McCann Fitzgerald took up residence in their new premises at Riverside 1, with Beauchamps Solicitors and Gardiner and Theobald moving into the neighbouring buildings at Forbes Quay. Tenants such as FMB and the Irish Taxation Institute have moved into their offices at Hanover Quay and Longboat Quay.

Table 4.4: Commercial Development Completed in 2006

Permission Type	Office m ²	Retail m ²
Section 25	20,313m ²	2,408m ²
Planning Permissions	15,672m ²	378m ²
Total	35,985m²	2,786m²

A total of 35,985 square metres of office development was completed in Docklands in 2006. This figure includes the Section 25 certified development of Riverside 1/McCann Fitzgerald building and Forbes Quay. Planning permissions in this figure included office development at 7-11 Sir John Rogerson's Quay and the Academy Cinema on Pearse Street.

Table 4.5: Commercial Development Certified or Permitted in 2006

Permission Type	Office m ²	Retail m ²
Section 25	46,239 m ²	20,263m ²
Planning Permissions	6,257m ²	280m ²
Total	52,496m²	20,543m²

Between September 2005 and September 2006 a total of 52,496 square metres of commercial/office development was permitted or certified in the Docklands; (46,239 sq m by Section 25 and 6,257 sq m by Dublin City Council). This figure comprised developments of the Point Village District Centre, the Montevetro building at Grand Canal Dock, 5-7 Hanover Quay and Riverside 4. Dublin City Council developments that are included in this figure are developments at Magennis Place and East Point Business Park.

To date a total of 477,651 square metres of commercial space has been permitted in Docklands since 1997, (284,248 sq m by Section 25 and 193,403 sq m by Dublin City Council).

4.6 Enterprise, Industry and Utilities

The Liffey Trust Enterprise Centre on Sheriff Street is now 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.

A Community Enterprise Course to be run by the NCI began in 2006. It is a Level 6 FETAC course and will include subjects such as Starting and Structuring Community Business, Fundraising and Financial Management, Customer Care and People management, Influencing and negotiating for results and Strategic business Planning.

4.7 Tourism and Leisure

The Liffey Voyage celebrated one year in operation as it carried its 25,000th passenger. Landing stations for the Liffey Voyage have now 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 new kiosk is open on the Liffey Boardwalk selling tickets for the voyage.

Work has commenced 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 is to open in Hanover Quay in early 2007. Both restaurants will create 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 a call for expressions of interest for water-based businesses was advertised in 2006. 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 2006 is the Maritime Festival. In 2006 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 2006 with 75,000 people visiting more than 50 stands over the 12 days.

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

Docklands as an Arts destination has gained prominence and 2006 was 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. The chosen piece will be constructed in 2007.

Work on the Liebskind theatre in Grand Canal Dock will begin in 2007 and will provide a 2,000 seat theatre in Grand Canal Dock. The National Conference Centre will also commence construction in 2007.

A Section 25 Certificate was issued for the expansion and redevelopment of the Point Theatre. Works to the Point will include 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.

4.9 Retailing

A total of 61,146 square metres of retail space has been permitted in the Docklands since 1997; (48,303 sq m by the DDDA and 12,843 sq m by DCC). To date 3,098 sq metres is completed, with a further 22,684 sq metres under construction and 37,335 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.

A Section 25 certificate was issued for the District Centre at the Point Village. The centre will provide 19,235 square metres of retail space, which will be housed over 6 floors with 2 set back floors. It will also house a hotel and offices.

Meadows and Byrne have confirmed as anchor tenants for chq and will be moving in 2007. Works to the building will be completed prior to opening and will improve access and provide a thoroughfare through the building from Mayor Street to Custom House Quay.

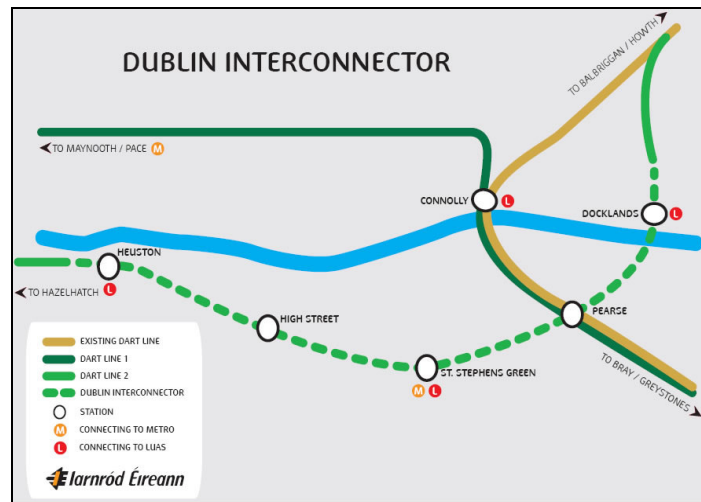
Section 5: Transportation Framework

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. This is expected to be completed in mid 2007 and it is anticipated that the preliminary design will be ready by August 2007. This will also decide if the tunnel will be single or twin bore and if the tunnel itself will be high level or low level in depth.

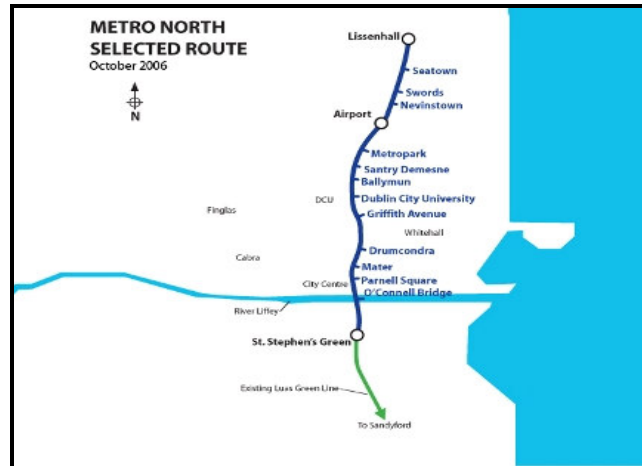
LUAS

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. Construction is scheduled to start in 2007.

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 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. The first move forward to the tendering process of the Metro was taken in 2006.

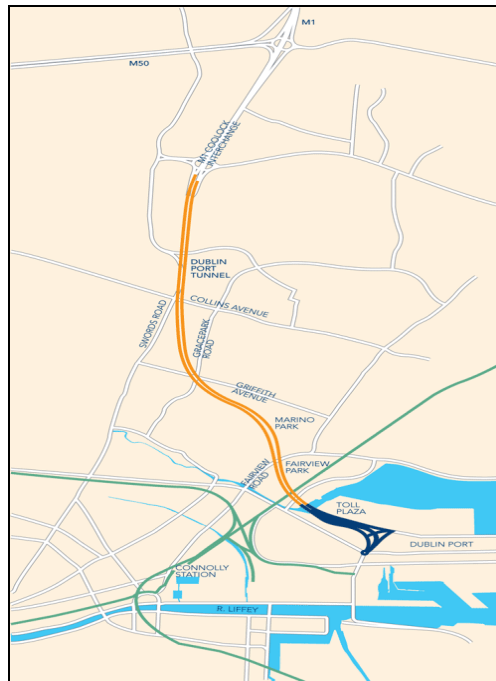
Bus

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.

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

The Samuel Beckett Bridge 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 is due to commence 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 has gone out for expression of interest and is expected to go the tender stage in early 2007.

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.

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 to be implemented in 2007.

Transport Links

A new rail station is under construction 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 will also allow 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.

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.

Figure 5.4: Docklands Rail Station Construction



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. Ground works for the station are now complete and construction of the station building and platforms is underway. The station is scheduled to open 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 will carry rising mains, a water main, ESB ducts and district heating ducts. It is currently on schedule for completion in 2007.

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 will begin on the building in 2007 and is due for completion 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 are now ready to appoint contractors for the works, which are due to commence by mid 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 is due to commence in mid 2007.

Section 6: Civic Design

6.1 Conservation

Construction on the rebuilding of the McMahon Bridge on Ringsend Road is underway and has an expected completion date of July 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 is due to commence 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 are due to commence 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 would be 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 is nearing completion and is expected to be fully completed in 2007. The extension to the Dock is also under construction. 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 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. 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. They will be published in 2007.

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

In June 2006 the Minister for the Environment approved the amendments to the Docklands North Lotts Planning Scheme and the Grand Canal Dock Planning Scheme after an extensive public consultation process. This decision cleared the way for an increase in height of the two landmark buildings, the Point Watchtower and the U2 Tower to 100 metres.

Modifications to the North Lotts Planning Scheme also included provisions for the expansion of the Point Depot to a capacity of up to 14,000, the development of the Point Village as a major district centre and the extension of the Luas to the Point.

The purpose of the Grand Canal Dock Planning Scheme amendment was to recognise the existing and changed development context in the area, to acknowledge the significant potential of this strategic site and to provide more detailed guidance for its planning and development. The urban design framework for the site at Britain Quay shows a departure from the perimeter block structure that was a feature of development in Grand Canal Dock. Acceptable land uses for the site are outlined as well as objectives for the development of amenities and transportation.

These amendments will further strengthen the planning framework for the implementation of the Master Plan objectives.

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 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 2007.

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
Economic Development				
Cumulative public/private investment				
Cumulative number of businesses	1,439			
Cumulative number of hotel rooms	578	885	971	1,233
Employment				
Unemployment rate amongst residents	10.0%	9.8	9.8*	9.8*
Number of residents unemployed	900-1,000	964	964*	964*
Number of residents employed		8,686	8,686*	8,686*
Number of residents employed in the Docklands	2,491	n/a	2,405*	2,405*
Total number employed in the Docklands	32,089	43,966	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%*
% of resident population with sub-degree		10.0%	10.0%*	10.0%*
% of residents attaining general employment		53.2%	53.2%*	53.2%*
Social				
Total population	17,425	19,704	19,704*	22,061
Crime Levels	Not available	Not available	Not available	Not available
Additional Social and Affordable housing units permitted		726	132	137
Physical				
Additional residential units permitted		3,664	899	326
Additional commercial floor area permitted		124,371m ²	91,588m ²	38,771m ²
Residential: commercial mix		?	?	?
Additional amenity works/campshires/open space		6,080m ²		

*Updated figures for these categories will not be available until the results of Census 2006 are published.

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 2006 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 Maratime Festival, which takes place every June is a hugely anticipated and attended event. In 2006 the festival expanded to include a food market, arts entertainment and street theatre. It was hugely successful and attracted up to 80,000 visitors and residents to the event. The festival will continue to grow with 10 tall ships booked to attend the 2007 Maratime Festival.

Docklands was part of the Dublin Fringe Festival again in 2006 as the famous Spiegeltent took up residence in George's Dock. The tent had an increased capacity of 1,000 and over the festival had approximately 15,000 people in attendance. The opening of the Fringe Festival was marked by a fire installation by Compagnie Carabosse and involved suspending a chandelier of fire over the Liffey. This installation is now in the running for an Arts to Business award.

The Docklands Fun Run had 880 runners participating in 2006. 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 7th year running in 2006 and 9 boats took part in the race. 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 over 4,000 people taking part in 2006.

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 was expanded to include an indoor market at chq. The market also had food and entertainment and was very successful. The Dock also held its first outdoor concert in 2006 when well known Irish singer Liam Lawton performed for three nights to an audience of 3,000 people each night.

The Arts in Docklands further enhances a sense of place and identity while also providing unique experiences for visitors and residents. 2006 saw the first year of 'We Are Here', a project in which a range of national and international artists performed in Docklands over the course of a week. The project was both popular and controversial with the media and the public and got huge coverage in the press. 'We Are Here' will take place again in 2007 with a whole new programme of events and artists.

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.

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