

Master Plan Monitoring Report 2004

DUBLIN DOCKLANDS DEVELOPMENT AUTHORITY

MARCH 2005

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Executive Summary

The Monitoring Report 2004 was prepared as part of a commitment which was made in the 2003 Master Plan and also as a part of the Strategic Environmental Assessment, which was prepared as a pilot study.

The principal objectives of the report are to monitor the policies of the Plan and to establish if development has been meeting the targets set in the Plan. A requirement of the SEA is also to undertake monitoring and this will be carried out by establishing a set of indicators to examine the environmental effects of implementing the Master Plan policies. An initial list of indicators has been established in this report and these will be reviewed for their suitability throughout the course of the Master Plan.

The structure of the Monitoring Report mirrors that of the Master Plan and examines each section in the Plan to assess how the issues and problems are being addressed and to report on the progress of projects undertaken in the year following the 2003 Master Plan.

In 2000 'The Employment and Socio-Demographic Profile of the Dublin Docklands Area' was prepared by the Economic and Social Research Institute as a follow up to a similar report undertaken in 1996. This report supplied most of the baseline information of the socio-demographic make-up of the area. The ESRI report provided the first benchmark which has been used to assess change in the Docklands since the establishment of the Docklands Authority in 1996. An employment survey was also undertaken by the ESRI to feed into the 2003 Master Plan.

Any of the information extrapolated from the 2002 Census is compiled and arranged to comply with the previous ESRI reports in order to continue to build a comprehensive and cumulative picture of the socio-demographic structure in the Docklands. The analysis of the Census information provides an insight into the changes that have taken place in the socio-demographic structure since 1991.

Analysis of the Census Information

Socio Economic

The population of the Docklands, as taken from the 2002 Census, is now 19,704, this represents an increase of 2,279 on the 1996 figure of 17,425.

The category that underwent the greatest change between 1996 and 2002 was the 25-45 age group, which underwent an increase of 32.8% with the next largest increase in the 15-24 category at 29.4%.

Household type has changed significantly, with an increase in the number of apartments and a decrease in the number of conventional households. This change in household type was more evident in the North Docklands.

Household composition has also changed; the Docklands area underwent a decrease in the number of one person households while simultaneously experiencing an increase in the households comprising 'couple with children' and most notably households with '2+ persons non-related'. The average household size has remained at 2.6 since 1996.

In terms of Social Class composition, persons classified as 'Professional' and 'Managerial and Technical' increased while those classified as 'Semi-skilled/Manual' and 'Unskilled' experienced a decline. This trend is reflected in the Dublin City and County area with the Docklands experiencing a higher rate of increase in 'Professional Workers' and also a higher rate of decline in the 'Skilled, Semi-skilled' and 'Unskilled' categories.

The educational structure of the area is also changing with 23.6% of the population in 1996 having listed 'Primary Education' as their highest level of education. By 2002, this figure had decreased to 13.6% with an increase in the percentage of population holding a Primary Degree or a Professional Education as their highest level of education. In 1996, 5.8% of the population held a Primary Degree while in 2002 the figure was 11.7%. The percentage of the Docklands population that held a Leaving Cert as their highest level of education fell from 19.2% to 17.1% between 1996 and 2002. When combined with the rest of the results for this category, this would indicate that the population in 2002 were staying or had stayed in education for longer.

In 1996, 42.1% of the population of the Docklands had ceased education at the age of 15 years or less. This figure had changed to 22.5% of the population in 2002. The percentage of population that had ceased full time education aged 20+ grew from 7.9% in 1996 to 23.4% in 2002. Dublin City and County also experienced the same change with an increase in the same category of the population from 11.5% to 21.3% in 2002.

A total of 53.2% of the Docklands residents were classified as 'at work' in 2002, this is an increase from the 1996 figure of 42.3%. The Docklands also had an increase in the percentage of the population that were classified as students.

The unemployment rate in the Docklands decreased from 26.1 to 9.8 in the intercensal period between 1996 and 2002. Labour force participation rates also increased from 62.15 to 64.0 during the same period. Dublin City and County underwent similar changes in the unemployment and participation rates but not to the same scale.

Analysis of Projects and Development

Land Use

Neglected and derelict land was highlighted as a weakness in the Master Plan 2003. Construction has now begun on Spencer Dock and the redevelopment of Grand Canal harbour is underway with construction taking place on all but four sites, the Hyatt Hotel site, Riverside 3, the Cultural building and the site to the south of it.

Dublin City Council has prepared a Strategic Development Framework for Dublin South Bank which is a land use and urban design framework plan for an extensive area to the south bank adjacent to Poolbeg. This document is now in its draft form and is on public display at the moment.

A recent Social Infrastructure Audit highlighted the lack of affordable childcare as a critical issue in allowing the resident population access to employment and educational opportunities. A number of crèche facilities are planned for the future, one in Hanover Quay and two in Spencer Dock, one community and one commercial. Additional crèche facilities will be supplied as part of the mixed use developments at Merchants Gate in East Wall and Sheriff Street Upper/Castleforbes Road.

The Social Infrastructure Audit also estimated that development in the Docklands would generate a demand for 800 to 1200 extra school places. At the moment a feasibility study is underway for the redevelopment of St. Laurence O'Toole School and a special school is planned at Seville Place.

In the last year new programmes such as Comer and the Emotional Intelligence Programme have been initiated by the Authority in schools in the Docklands, which is the first place in Ireland to instigate such programmes. Plans are also underway for the redevelopment of the East Wall Community Centre.

A total of 3,664 residential units have been certified or permitted¹ within the Docklands between September 2003 and September 2004. To date 1,609 of these units are under construction.

Within the Docklands a total of 740 residential units were certified or permitted for Social or Affordable Housing in 2003/2004, at the time of writing construction had commenced on 462 of these units.

Apartments with two bedrooms are still the most plentiful in supply, making up 69% of the units certified or permitted in 2003/04. The Master Plan recommends a mix of unit size to secure over the whole area, of which 2 bed units should comprise 35% to 45%. To date this has not occurred and a greater emphasis will have to be placed on the provision of 3 bed units in the future.

A total of 124,371 sq m of commercial space has been certified or permitted in the Docklands between September 2003 and 2004. Construction has commenced on 82,642 sq m of this space.

A total of 781 new hotel rooms in 4 separate hotels were certified or permitted within the area in 2003/04.

Between September 2003 and 2004, 11,599 sq m of retail space has been certified or permitted. The Authority has now released office, restaurant, café and retail space to let or purchase for occupation from summer 2005 in the Grand Canal Harbour; 1,858 sq m, (20,000 sq ft), is already under offer with a further 11 units of varying sizes now available.

Transportation and Infrastructure

The Red Line of the Luas opened in 2004 and the Rail Procurement Agency is due to submit a Light Rail Order application for its extension to the Point Depot in 2005. Construction of the pedestrian bridge at Custom House Quay commenced in 2004 and is due for completion in spring 2005.

Plans for the improvement of public transport in the area are ongoing. Pearse Street and Ringsend will undergo environmental improvements including the provision of a QBC. Negotiations are in progress to provide a QBC in the North Lotts. Feasibility studies for the terminal stations at Spencer Dock and for the Interconnector are being prepared.

The existing drainage infrastructure in the North Lotts area is operating to capacity at the moment. Further to an agreement, the East Wall Pumping Station has increased its capacity to accommodate the Spencer Dock development.

The infrastructure tunnel under the Liffey has been designed and will carry rising mains, a large water main, ESB ducts and district heating ducts. Approval has been granted for construction of the tunnel to go to tender.

Flood alleviation measures are to be put in place on the Royal Canal at Spencer Dock. A temporary solution is to install a Cofferdam at the mouth of the lock to control levels going both ways, installation is imminent with the long-term goal to restore the sea-lock by installing Sector Gates by May 2006.

Civic Design Framework

The Campshires are being redeveloped to create linear open space along the Liffey and the Compulsory Purchase Order to purchase BJ Marine on the south quays is still under judicial

¹ Certified under Section 25 of the Dublin Docklands Development Authority Act 1997 or permitted under the Planning and Development Act 2000.

review. Works are currently underway on the North Docklands from Matt Talbot Bridge to Scotch Berth. The public amenity works in Georges Dock are almost completed. A competition for a new linear park along the Royal Canal will be underway soon.

It is a policy of the Master Plan to promote the provision of pocket parks. Two such parks are currently in the design stage, the Chimney Park and the Chocolate Factory Park, which will also have a children's play area. Environmental improvements at Ringsend were also completed in 2004.

A competition is being held by the Government to decide on the location of the National Conference Centre. The development at Spencer Dock is an entrant and the results should be announced in 2005.

Plans for 'The Liffey Voyage', the River Tour Boat, are underway and the Authority is in tender negotiations for the operation of the service. A planning application has been lodged with Dublin City Council for a landing station near the Ha'penny Bridge and applications have been submitted to the Authority under Section 25 for two further landing stations in the Docklands.

An Arts Strategy has been prepared and adopted by the Authority in 2004. The Authority has reserved a site for a cultural building at Grand Canal Square and negotiations are underway to increase the capacity of the Point Depot.

Stack A, chq, will also provide an exhibition space for cultural uses and is due to open in autumn 2005. The U2 landmark tower will provide recording studios on the upper floors and also some live/work units for artists. The Lemon Street Gallery has recently moved to City Quay from its premises on Grafton Street.

Section 1: Introduction

The Master Plan 2003 recognises that monitoring and review are the key elements to effective implementation. Following from this, the Master Plan made a commitment to monitor the progress of the Plan on a yearly basis. This is the first monitoring report to be produced as a result of that commitment.

The 1997 Plan outlined a number of potential benchmarks that would help to measure development in the Docklands as well as the demographic and socio-economic changes; they were based on Economic Development, Employment, Education and Training and Social and Physical aspects. The benchmarks within each category were determined by undertaking a full demographic and socio-economic survey of the Docklands area. The contents of the Monitoring Report attempts to establish the equivalent information for 2003/2004. However all of the benchmarks are not strictly comparable as the information in the Master Plan is taken from a full survey while the data in the Monitoring Report is taken mainly from the 2002 Census.

Under the Dublin Docklands Development Authority Act 1997, the Council must review and update the Master Plan at least once in every five years. The next review is due in 2007 and a full survey of the socio-economic profile of the area should be carried out in anticipation of the review. In the meantime the Monitoring Report will be produced on a yearly basis and will work in conjunction with SEA monitoring.

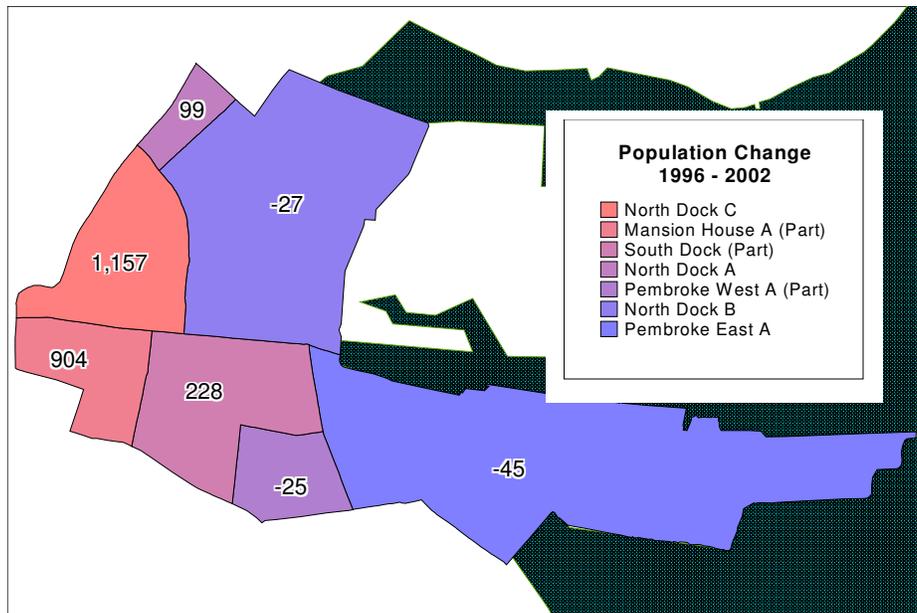
Section 2: Social and Economic Framework

Demographic and Social Profile

Population

In 1996 the population of the Docklands area was 17,425, which has increased by 13% to 19,704 in 2002. Table 2.2 shows the percentage change in population between the different age cohorts. The change is most evident in the 15-24 and 25-44 age groupings, with the 25-44 category experiencing the highest growth of 32.8%. This cohort also had the largest growth between the 1991 and 1996 intercensal period and grew by 22.9%. Two of the categories, 0-14 and 65+ experienced a fall in their population of -18.5% and -9.7% respectively. Along with the 45-64 age category, the population of these cohorts also fell between 1991 and 1996. The decline was considerably less within the 0-14 age group, falling by 7.9% and the 65+ group falling by 3%. The 45-65 category fell by 5.5% in 1996 while it increased by 10.3% between 1996 and 2002.

Table 2.1: The Population Change of the Docklands by Electoral District



The population in the North Docklands area experienced a higher rate of increase than the South Docklands, with the North Docklands growing by 16.9% and the South Docklands increasing by 10.3%. However, the changes within cohorts were comparable as both areas experienced a rise in the 15-24 and 25-44 cohorts, with the North Docklands also undergoing a considerable rise in the 45-64 age-group. Both areas had a decline in the population of the 0-14 and 65+ cohorts, with the 0-14 cohort experiencing the greatest decline.

Table 2.2: Population Change by Cohort in the Docklands Area.

	0-14	15-24	25-44	45-64	65+	Total
South Docklands						
1991	1891	2029	2580	1826	1338	9664
1996	1736	2111	3301	1734	1289	10171
2002	1426	2549	4232	1835	1179	11221
Abs Change 96-91	-155	82	721	-92	-49	507
Abs Change 02-96	-310	438	931	101	-110	1050
% Change 96-91	-8.2	4	27.9	-5	-3.7	5.2
% Change 02-96	-17.9	20.7	28.2	5.8	-8.5	10.3
North Docklands						
1991	1751	1126	1947	1280	945	7049
1996	1620	1243	2263	1202	926	7254
2002	1,310	1,792	3,155	1,404	822	8,483
Abs Change 96-91	-131	117	316	-78	-19	205
Abs Change 02-96	-310	549	892	202	-104	1,229
% Change 96-91	-7.5	10.4	16.2	-6.1	-2	2.9
% Change 02-96	-19.1	44.2	39.4	16.8	-11.2	16.9
Total Docklands						
1991	3642	3155	4527	3106	2283	16713
1996	3356	3354	5564	2936	2215	17425
2002	2736	4341	7387	3239	2001	19704
Abs Change 96-91	-286	199	1037	-170	-68	712
Abs Change 96-02	-620	987	1823	303	-214	2279
% Change 96-91	-7.9	6.3	22.9	-5.5	-3.0	4.3
% Change 96-02	-18.5	29.4	32.8	10.3	-9.6	13.1

Table 2.3 illustrates the change in the Distribution of Persons Living Alone. The percentage of persons living alone in the Docklands area has also risen within the intercensal period. In the older age group cohorts this has implications with regard to service planning, needs and provision. On a whole the male population in the Docklands area had a higher increase of persons living alone, experiencing a 24.8% rise while the female population living alone rose by 11.9%. Both of these figures do not comply with the Dublin City and County figures for the genders; with the percentage change in males living alone in the city and county rising by 9.8% and the figure for females declining by 38.5%. The percentage of males living alone fell in the <25 age group by 33.8% in the entire Docklands area while the female equivalent fell by 31%.

Cohorts that underwent the greatest change were the 45-54 age grouping, which increased by 49.6% for males and 92.5% for females in the Docklands area. The 25-44 age group also experienced a high rate of growth of 41.5% in males and 46.8% in females. Differences occur in the trends of the cohorts over the age of 55. While the figures for males living alone continue to increase, the numbers of females living alone in the Docklands are decreasing with decreases of 0.6%, 4% and 2% occurring in the 55-64, 65-69 and 70+cohorts respectively.

Table 2.3: The Distribution of Persons Living Alone in the Docklands Area Classified by Age Cohort.

	<25	25-44	45-54	55-64	65-69	70+	Total
Males Living Alone							
Docklands Area							
1991	186	203	106	137	95	144	871
1996	127	409	129	132	82	185	1064
2002	84	579	193	182	90	200	1328
Abs Change 96-91	-59	206	23	-5	-13	41	193
%Change 96-91	-31.7	101.5	21.7	-3.6	-13.7	28.5	22.2
Abs change 02-96	-43	170	64	50	8	15	264
% Change 02-96	-33.8	41.5	49.6	37.8	9.7	8.1	24.8
Dublin City & County							
1991	2,609	10,605	3,720	3,568	1,885	4,050	26,437
1996	2874	13,941	5,144	4,277	2,150	4,824	33,210
2002	1992	15439	6156	5104	2273	5507	36471
Abs Change 96-91	265	3336	1,424	709	265	774	6,773
%Change 96-91	10.2	31.5	38	20	14	19	26
Abs Change 96-02	-882	1498	1012	827	123	683	3261
%Change 96-02	-30.7	10.7	19.7	19.3	5.7	14.2	9.8
Females Living Alone							
Docklands Area							
	<25	25-44	45-54	55-64	65-69	70+	Total
1991	156	152	91	162	148	463	1,172
1996	145	284	80	150	125	443	1227
2002	100	417	154	149	120	434	1374
Abs change 96-91	-11	132	-11	-12	-23	-20	55
% Change 96-91	-7	86.8	-12.1	-7.4	-15.5	-4.3	4.7
Abs Change 02-96	-45	133	74	-1	-5	-9	147
%Change 02-96	-31	46.8	92.5	-0.6	-4	-2	11.9
Dublin City & County							
1991	5,048	19,375	7,349	9	6,510	18,331	65,884
1996	5530	25,374	10,049	10,240	6,910	20,810	78,913
2002	1904	11811	6153	6735	4492	17,438	48533
Abs Change 96-91	482	5999	2700	969	400	2,479	13029
%Change 96-91	9.5	31	36.7	10.5	6.1	14	19.8
Abs Change 96-02	3626	-13563	-3896	-3505	-2418	-3372	-30380
%Change 96-02	-65.6	-53.5	-38.8	-34.2	-34.9	-16	-38.5

Households

Household type in the Docklands has changed significantly since 1996. The North Docklands saw a large increase in the number of apartments and a decrease in the number of conventional households. The South Docklands area also underwent the same changes but the increase in the number of flats and apartments was not as high, at 12.1% compared to 115.8%. The decrease in conventional houses was -10.4% on the South Docklands and -7.8 on the North Docklands. Figures for Dublin City and County vary in this respect as this area had an increase of 5.5% in the provision of conventional houses and an increase of 19.6% for apartment dwellings.

Table 2.4: Type of Household in the Docklands Area and Dublin City and County.

	Conventional House	Flat/Apartment/Bedsit	Caravan/Mobile Home	Non-Private	Not Stated	Total Households
South Docklands						
1991	1842	1729	11	12		3594
1996	1913	2065	7	14		3999
2002	1715	2315	1	17	121.9	4169.9
Abs change 96-91	71	336	-4	2		405
% Change 96-91	3.9	19.4	-36.4	16.7		11.3
Abs change 96-02	-198	250	-6	3		170.9
% Change 96-02	-10.4	12.1	-85.7	21.4		0.8
North Docklands						
1991	1,983	456	1	8		2448
1996	2312	418	0	6		2736
2002	2131	902	2	11	139	3185
Abs change 96-91	329	-38	-1	-2		228
% Change 96-91	16.6	-8.3	-100	-25		11.8
Abs change 96-02	-181	484	2	5		449
% Change 96-02	-7.8	115.8	200	83.3		10.9
Total Docklands Area						
1991	3,825	2,185	12	20		6,042
1996	4,225	2,483	7	20		6,735
2002	3846	3217	3	28	260.9	7354.9
Abs change 96-91	400	298	-5	0		693
% Change 96-91	11	14	-41.7	0		12
Abs change 96-02	-379	734	-4	8		620
% Change 96-02	-8.9	29.6	-57.1	40		4.9
Dublin City and County						
1991	264,270	45,806	933	949		311,958
1996	289,301	52,955	949	1,059		344,264
2002	305,210	63324	962	1038	9876	380,410
Abs change 96-91	25,031	7,149	16	110		32,306
% Change 96-91	9.5	15.6	1.7	11.6		10.4
Abs change 96-02	15,909	10,369	13	-21		36,146
% Change 96-02	5.5	19.6	1.4	-1.9		7.3

Along with the type of household, the composition of private households has also changed in structure; Table 2.5 demonstrates the changes in composition. On a whole the Docklands area experienced a decline in the number of one-person households, while undergoing an increase in the households comprising couple with children and most notably households with 2+ persons non-related. This category had a 75.6% increase between 1996 and 2002, while the category of couples with no children had an increase of 45.3%.

This trend is the same for the North Docklands too, however this area also had a 4.2% increase in the number of one person households. Contrary to the Docklands area, Dublin City and County experienced an increase in the number of one-person households but also had an increase in the number of 2+ persons non-related.

The average household size in the Docklands area in 2002 was 2.6; this has remained constant since the 1996 Census although the Master Plan does project that the household size will fall to 2.5.

Table 2.5: Private Household Composition in the Docklands Area and in Dublin City and County.

	One Person	Couple with no Children	Couple With Children & Others	Single Parent	2+ Persons non Related	Other Units	Total
South Docklands							
1991	1332	329	1055	432	228	206	3582
1996	1434	431	928	432	410	350	3985
2002	1259	595	817	461	570	457	4159
Abs Change 02-96	-175	164	-111	29	160	107	174
% Change 02-96	-12.2	38.1	-12.0	6.7	39.0	30.6	4.4
%age of all households 2002	30.3	14.3	19.6	11.1	13.7	11.0	100.0
North Docklands							
1991	703	277	843	408	72	137	2440
1996	852	346	726	423	135	248	2730
2002	888	534	601	368	387	396	3174
Abs Change 02-96	36	188	-125	-55	252	148	444
% Change 02-96	4.2	54.3	-17.2	-13.0	186.7	59.7	16.3
%age of all households 2002	28.0	16.8	18.9	11.6	12.2	12.5	100.0
Total Docklands Area							
1991	2,035	606	1,898	840	300	343	6,022
1996	2,286	777	1,654	855	545	598	6,719
2002	2147	1129	1418	829	957	853	7333
Abs Change 02-96	-139	352	-236	-26	412	255	614
% Change 02-96	-6.1	45.3	-14.3	-3.0	75.6	42.6	9.1
%age of all households 2002	29.3	15.4	19.3	11.3	13.1	11.6	100.0
Dublin City and County							
1991	65,884	37,453	144,782	35,893	15,535	11,462	311,009
1996	78,913	47,927	139,968	35,545	18,667	22,185	343,205
2002	85,004	61,108	139,771	39,468	26,109	27,912	379,372
Abs Change 02-96	6,091	13,181	-197	3,923	7,442	5,727	36,167
% Change 02-96	7.7	27.5	-0.1	11.0	39.9	25.8	10.5
%age of all households 2002	22.4	16.1	36.8	10.4	6.9	7.4	100.0

Social Class & Education

Social Class

Social classes in the Docklands area have changed significantly in the period between 1996 and 2002. The numbers classified as 'Professional' and 'Managerial and Technical' have risen in both the South Docklands and the North Docklands. Categories of 'Skilled/Manual', 'Semi-skilled/Manual' and 'Unskilled' underwent a decline with a slightly larger decrease in North Docklands.

Table 2.6: Social Class Composition of Persons Resident in the Docklands and in Dublin.

South Docklands								
	Professional Workers	Managerial & Technical	Other Non-Manual	Skilled Manual	Semi-skilled Manual	Unskilled Manual	Unknown	Total
1991	2.8	9.3	14.1	22.6	15.2	17.5	18.5	100.0
1996	4.2	13.2	14.3	20.0	15.7	13.4	19.3	100.0
2002	8.8	22.2	12.6	12.9	8.8	6.9	27.9	100.0
North Docklands								
1991	0.9	6.6	14.9	26.8	16.6	18.8	15.5	100.0
1996	1.9	9.7	14.9	22.6	16.5	16.7	17.8	100.0
2002	6.9	16.5	10.4	10.0	8.5	9.6	38.1	100.0
DDA Total								
1991	2.0	8.2	14.4	24.4	15.8	18.0	17.2	100.0
1996	3.2	11.7	14.5	21.1	16.0	14.8	18.7	100.0
2002	8.2	20.8	12.2	12.2	8.7	7.6	30.4	100.0
Dublin City & County								
1991	6.0	21.6	20.4	20.8	11.7	7.5	11.9	100.0
1996	6.9	23.6	19.9	18.4	11.7	6.4	13.1	100.0
2002	7.8	27.9	17.1	14.6	8.8	4.2	19.7	100.0

Trends in the Docklands area are reflected in the Dublin City and County area. However the Docklands does experience a higher rate of increase in Professional Workers and also a higher rate of decline in the Skilled/Unskilled categories.

Education

Table 2.7 shows the highest level of educational attainment by percentage of the population in the Docklands area and in Dublin City and County. The table shows that the highest level of education for 23.6% of the Docklands population in 1996 was a Primary Education or less. This figure had decreased to 13.6% of the population in 2002. The percentage of the population that hold a Primary Degree or a Professional Qualification has risen considerably between 1996 and 2002. In 1996, 5.8% of the population held a Primary Degree, while in 2002 that figure was 11.7%. Similarly the percentage that held a Professional Qualification rose from 2.4% in 1996 to 9.0% in 2002.

There was a slight decline in the percentage of the Docklands population whose highest educational attainment was in the categories between Primary or Less and Primary Degree, such as Lower 2nd Level and Leaving Certificate level. The Sub-Degree category underwent a slight increase. However the marked increase in the population that holds a higher level of education would indicate that the population of the Docklands are staying or have stayed in education for longer.

Table 2.7: Details on the Highest Level of Education Attained by Members of the Labour Force Aged 15 years and Over.

	Primary or less	Lower 2nd	Tech/ Voc	Leaving Cert	Sub Degree	Prim Degree	Prof Qual	Higher Levels	Not Stated	Total
Percentage of the Population										
South Docklands										
1991	31.8	22.1	8.2	16.1	4.6	4.3	1.8	4.5	6.6	100.0
1996	22.2	19.0	6.2	19.3	9.6	7.5	2.8	8.9	4.5	100.0
2002	13.0	16.0	4.1	17.0	9.5	12.6	10.0	13.7	4.2	100.0
North Docklands										
1991	39.6	24.9	8.1	15.0	2.7	1.5	1.0	1.6	5.6	100.0
1996	25.7	27.8	6.1	19.0	8.0	3.3	1.7	3.5	4.8	100.0
2002	14.4	17.0	4.1	17.4	10.8	10.3	7.6	9.1	9.3	100.0
Total Docklands Area										
1991	34.9	23.2	8.1	15.7	3.8	3.1	1.5	3.3	6.2	100.0
1996	23.6	22.5	6.2	19.2	9.0	5.8	2.4	6.8	4.6	100.0
2002	13.6	16.4	4.1	17.1	10.0	11.7	9.0	11.7	6.4	100.0
Dublin City & County										
1991	19.1	20.2	6.7	26.9	8.4	5.4	3.4	6.9	3.0	100.0
1996	14.6	18.7	5.7	26.7	13.0	6.1	3.8	8.4	3.0	100.0
2002	10.1	17.2	4.7	23.9	12.2	8.8	9.1	9.2	4.8	100.0

In 1996, 42.1% of the population of the Docklands had ceased education at the age of 15 years or less. This figure had changed to 22.5% of the population in 2002. The change in this category is also reflected in Dublin City and County, of which 26.1% of the population had ceased education in 1996, while the figure was 15.8% of the population in 2002. The percentage of the population that had ceased education at 16 years also declined in both the Docklands area and Dublin City and County, although the changes were greater in the Docklands area.

At the other end of the scale, the percentage of the population aged 20+ that had ceased education had grown considerably in the Docklands area; from 7.9% in 1996 to 23.4% in 2002. Dublin City and County also experienced the same change with an increase in that category of the population from 11.5% to 21.3% in 2002.

Table 2.8: Distribution of Docklands Residents According to Age at Which Full Time Education Ceased.

	At School	15 yrs or less	16 yrs	17 yrs	18 yrs	19 yrs	20+ yrs	Not Stated	Total
Percentage of the Population									
South Docklands									
1991	11.7	48.8	12.4	7.2	6.6	2.1	5.9	5.3	100
1996	12.8	37	12.4	7.9	7.3	1.8	15.3	5.6	100
2002	16.3	21.4	7.6	6	7.3	2.5	24.4	14.5	100
% Diff 96-91	1.1	-11.8	0	0.7	0.6	-0.3	9.4	0.3	
% Diff 02-96	3.4	-15.8	-4.8	-1.9	-0.1	0.7	9.1	8.9	
North Docklands									
1991	5.5	62.6	13.4	7.2	5.3	1.1	2.4	2.5	100
1996	7.9	47.5	12.4	9.4	7.4	4.6	5.7	5	100
2002	12.2	22	9.4	6.2	7.9	2.9	21.8	17.6	100
% Diff 96-91	2.4	-15.1	-1	2.2	2.1	3.5	3.4	2.6	
% Diff 02-96	4.2	-25.5	-3	-3.4	0.5	-1.7	16.1	12.5	
Total Docklands									
1991	9.2	54.4	12.8	7.2	6.1	1.7	4.5	4.2	100
1996	10.7	42.1	11.5	8.8	7.1	5.1	7.9	6.8	100
2002	14.4	22.5	8.4	6	7.4	2.6	23.4	15.3	100
% Diff 96-91	1.5	-12.2	-1.2	1.6	1	3.4	3.4	2.7	
% Diff 02-96	3.8	-20.6	-3.2	-2.8	0.4	-2.4	15.5	9	
Dublin City & County									
1991	11.3	32.5	13.7	12.7	13.3	3.2	10.6	2.7	100
1996	12.1	26.1	10.3	10.8	12.2	8.9	11.5	8.2	100
2002	12.1	15.8	9.9	9.4	12.6	3.7	21.3	15.2	100

However these figures are not strictly comparable due to the way the question was asked. In 1996 all persons aged 15 years and over, other than those whose Present Principal Status was recorded as student, were asked to "state age at which full-time education ceased". In 2002 all persons aged 15 and over, irrespective of their response to the question on Present Principal Status, were asked "Have you ceased your full-time education?" If the answer was 'yes' the respondents were then asked at write in the age at which it ceased.

In the 2002 Census, there were 16,543 persons that stated that their education had not ceased and whose Present Principal Status was other than student. The 1996 Census assumed that if the person's Present Principal Status was other than student, the person had ceased their full time education.

Economic Status

A total of 53.2% of Docklands residents were classified as 'At Work' in the 2002 Census. This is an increase from the 1996 figure of 42.2%. The percentage of the population classified as unemployed decreased in both the South Docklands and the North Docklands. Both areas in the Docklands also underwent an increase in the percentage of the population classified as Students. The trends in Dublin City and County vary to those of the Docklands.

Table 2.9: Population of the Docklands Area as Classified by Principal Economic Status.

	At Work	1st job Seeker	Unempl oyed	Student	Home Duties	Retired	Unable to Work	Other	Total
South Docklands									
1991	2,969	160	948	913	1,463	1,006	309	5	7,773
1996	3,755	69	989	1,090	1,256	946	326	4	8,435
2002	4,710	53	382	1,456	966	988	405	96.6	9,147
% of pop 1996	44.5	0.8	11.7	12.9	14.9	11.2	3.9	0.0	100
% of pop 2002	51.5	0.7	4.5	15.9	10.7	10.8	4.4	1.5	100.0
North Docklands									
1991	1,868	109	880	294	1,315	594	237	1	5,298
1996	2,188	90	949	471	1,085	664	187	0	5,634
2002	3976	70	582	806	659	709	282	89	7173
% of pop 1996	38.8	1.6	16.8	8.4	19.3	11.8	3.3	0.0	100.0
% of pop 2002	55.4	1.0	8.1	11.2	9.2	9.9	3.9	1.2	100.0
Total Docklands									
1991	4837	269	1828	1207	2778	1600	564	6	13071
1996	5943	159	1938	1561	2341	1610	513	4	14069
2002	8,686	123	964	2,262	1,625	1,697	687	186	16,320
% of pop 1996	42.2	1.1	13.8	11.1	16.6	11.4	3.6	0.0	100
% of pop 2002	53.2	0.8	5.9	13.9	10.0	10.4	4.2	1.1	99.4
Dublin City and County									
1991	358,346	11,557	66,124	87,187	158,435	68,440	21,069	1,889	773,047
1996	409,153	8,412	66,514	101,664	141,643	75,685	21,022	1,477	825,570
2002	508,030	6,357	40,919	105,059	110,927	92,674	32,812	10,851	907,629
% of pop 1996	56.0	0.7	4.5	11.6	12.2	10.2	3.6	1.2	100
% of pop 2002	49.6	1.0	8.1	12.3	17.2	9.2	2.5	0.2	100

Employment Structure

The Docklands has experienced a decrease in the unemployment rate, which is also reflected in Dublin City and County. Participation rates were not so constant with males in the South Docklands experiencing a fall in participation rates, while males in the North Docklands rose slightly. The total Docklands area experienced a rise in the participation rate and a fall in the unemployment rate. The unemployment rate fell from 26.1% in 1996 to 9.8% in 2002. This fall in unemployment outstrips that in Dublin City and County, which fell from 15.5% to 7.4% in the same period.

Table 2.10: Participation and Unemployment Rates for Dublin Docklands Area and also Dublin City and County as Classified by Gender.

	Males		Females		All Persons	
	Participation Rate	Unemployment Rate	Participation Rate	Unemployment Rate	Participation Rate	Unemployment Rate
South Docklands						
1991	67.7	29.6	39.4	23.7	52.5	27.2
1996	69.3	25.1	46.6	18.1	57.1	22
2002	68.9	10.7	52.8	8.5	60.4	9.7
North Docklands						
1991	73.8	38.3	36	27.7	53.9	34.6
1996	71.9	35.1	43.4	27.7	57.3	32.2
2002	73.1	15.8	55.6	11.6	65	14
Total Docklands Area						
1991	70.2	33.4	38	25.2	53	30.2
1996	70.79	13.05	53.9	9.8	62.15	26.1
2002	75.5	10.9	53.7	8.3	64.0	9.8
Dublin City and County						
1991	73	19.7	41.8	14.9	56.4	17.8
1996	72	17.6	46.7	12.5	58.6	15.5
2002	71.5	8.04	51.8	6.5	61.2	7.4

Weaknesses

Physical

- Neglected Land and Dereliction;

In the 1997 Master Plan the lands that were identified as being underutilised were the CIE lands in the North Wall area, the Bord Gais site in the Grand Canal Docks area and part of the Poolbeg Peninsula. The 2003 Master Plan acknowledged that the Spencer Dock development and the ongoing Grand Canal Dock redevelopment would significantly improve these lands.

To date, work is commencing on the Spencer Dock development and on a number of schemes on Barrow Street. The redevelopment of the Grand Canal Harbour is underway with construction taking place on all but four sites, the Hyatt Hotel site, Riverside 3, the Cultural Building and the site to the south of that.

Dublin City Council has recently commissioned a land use and urban design framework plan for an extensive area of the south bank adjacent to Poolbeg. The objective of the study is to provide an overall development and landscape framework, where the protection and development of the utilities of regional importance can be combined with opportunities to provide sustainable mixed use development.

- Transport and Traffic congestion;

The Dublin Port Tunnel is due for completion by 2006, which will help to alleviate Heavy Goods Traffic in the area. Measures to improve public transport in the area include the extension of the LUAS to the Point Depot and the rail interconnector between Heuston and East Wall. QBC's are to be provided in Pearse St./Ringsend and negotiations are underway to provide QBC's in the North Lotts area.

Construction of the pedestrian bridge opposite chq, (Stack A), is now underway and is due to be completed in autumn 2005. Tenders have also been invited for the construction of Macken Street Bridge, which will be designed to carry the LUAS if required at a later date.

These measures are covered more comprehensively further in the report.

- Lack of Physical Cohesion

At the moment there is a lack of physical cohesion as there is no physical access across the Liffey between the Matt Talbot Memorial Bridge and the East Link Toll Bridge. Pedestrian access will be improved with the construction of the new pedestrian bridge at Customs House Quay in April 2005 and the Macken Street Bridge will have pedestrian and vehicular access, with the capacity for the LUAS if needed at a later date.

Social and Economic

- Schools in the area were reviewed in the Social Infrastructure Audit and this topic is addressed further in the report. The Audit identified a likely demand for a further 800 to 1200 school places.
- Lack of appropriate skills.

Traditionally the Docklands area has had a high proportion of unskilled and semi-skilled workers, which have been associated with the Port and traditional industries in the area. The Authority have been working to alleviate the lack of skills training in the area with training programmes such as the Third level Scholarship Programme, Young Persons Self Development Programme, School Jobs Placement Programme, Introduction to Financial Services and the Enterprise Development Programme among others. The opening of the NCI will further help to alleviate any lack of skills and help local residents to gain a better skills base.

Social and Community Development

A recent Social Infrastructure Audit that was carried out by Colin Buchannan and Partners highlighted the gaps in the current provision of community facilities. Affordable childcare was identified as one of the most critical issues in allowing the resident population to access employment and educational opportunities with practically all existing facilities at capacity with waiting lists.

Stakeholder interviews highlighted that there is a lack of live-work or starter enterprise units in the North Docklands area. The Liffey Trust Enterprise Centre on Sheriff Street was destroyed by fire a number of years ago and this would contribute to the lack of enterprise units. The National College of Ireland is initiating programmes in the area.

In 2004 Fas sponsored 15 projects and 4 Community Training Centres with a total worth of €6.7 million, which had 542 participants.

The survey also identifies a need for a health centre on Pearse Street and for the existing health centre in Irishtown to be renovated. The existing medical centre in East Wall is at capacity and there is only one doctor for the area.

Plans are also underway for the redevelopment of the East Wall Community Centre and the development of Sean O Casey Park. In the past the Centre has provided a range of services for the community but is in need of upgrading. This will provide a strong community focus of the area as well as providing a range of local services for the residents of East Wall. Within the last year the School Development Programme, (Comer), and the Emotional Intelligence Programme, which is the first place in Ireland to undertake such an initiative, have been introduced into schools in the Docklands area.

Community Issues

- Adequate provision of housing for all in the community.

Within the Docklands area a total of 740 units were certified or permitted for Social and Affordable Housing in 2003/2004. Of these 447 were within the Planning Scheme areas with 250 designated for social housing and 155 for affordable housing. The exact provision of Social or Affordable is yet to be decided with the 42 remaining units. Of the units certified and permitted since September 2003-04, 462 are now under construction. The figures are unavailable for the exact allocation of social or affordable units in the areas outside the Planning Schemes.

Since December 1997, 1,287 social and affordable units in the Docklands area have been certified or permitted but are not yet completed. A total of 181 social and affordable units have been completed within the same period a further 562 units are under construction.

- The Authority has published a housing policy on the nature and distribution of units under Social and Affordable Housing. Efforts are made to keep the social units together and when possible, provide 'own door' units on the ground floor. On-going attempts are made to reduce the management fees for affordable housing as presently those availing of affordable housing must pay full fees to the management company. These fees can be up to €1,500 per annum.

Table 2.11: Total Units and Social & Affordable Units Certified or Permitted within the Docklands from September 2003 to September 2004.

	Total Units Certified or Permitted	Total S&A Units Certified or Permitted	S&A Units Under Construction
Within Planning Schemes	2,192	447	305
Outside Planning Schemes	1,472	293	157

- Community Development to counteract Social Exclusion

A range of programmes are undertaken each year by the Dublin Docklands Development Authority to counteract social exclusion. These programmes are ongoing and are listed in Table 2.12.

- Social and Economic Regeneration of Local Communities;

Education and up-skilling is an ongoing process that requires intervention at all levels. The Authority supports the concept of Saol Scoil which means life-long learning. At the moment there are 20-25 education programmes, including the sports academies

and the drama and music programmes, that have been initiated at all levels, from pre-primary to third-level with programmes to facilitate mature or second time learners as well as Vocational; Training, Community Support and Development and Special Initiatives.

- Other Specific Community issues;

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

The Dublin Docklands Development Authority Master Plan 2003 requires that 20% of new residential units within the overall Area be allocated for social and affordable housing. In the first five years since the 1997 Master Plan the targets for social and affordable housing have not been met, this is due to the overall pace of delivery of residential accommodation. The total number of units that have been certified or permitted in the Docklands area from September 2003 to September 2004 is 3,664, of which 740 were social and affordable.

To date there has been a growing trend in providing 2 bedroom apartments. This is continuing with 2 bed apartments making up 2,529 of the 3,664 units certified or permitted since September 2003. This will have implications in the future with regard to the sustainability of the area. It is a strategic objective of the Master Plan to provide between 20% and 25% of 3 bed units. This is addressed further in Section 4.

- Integration New and Existing Communities

At this stage there is only a population increase of 2,279 so therefore the integration of new communities cannot be measured. However, the Area Action Plans and Planning Schemes seek to encourage integration into new and existing residential developments.

- Traffic, pollution and noise – commuter traffic

Commuter traffic and its consequences is a problem all over the city. Measures are being taken to improve public transport in the area will help to change the modal split.

- Local Public Transport

Plans for the improvement of public transport in the area are ongoing. The Luas will be extended to the Point Depot. Pearse Street and Ringsend will undergo environmental improvements including the provision of a QBC. Negotiations are in progress to provide QBC's in the North Lotts. Feasibility studies for terminal stations at Spencer Dock and for the Interconnector are being prepared.

- Displacement of Marginal Business

There has been a certain displacement of marginal business in the Docklands area, mainly in the traditional industries such as Irish Glass Bottle Company and Rathbournes Candles. Warehousing in the North Lotts and East Wall areas is also likely to displace in the future. Smaller units for business/retail will be available to rent in the mixed use developments and the Liffey Trust Enterprise Centre was recently granted a Section 25 Certificate to redevelop the centre.

- Insufficient open space

The Campshires are being redeveloped to create linear open space along the Liffey. Grand Canal Dock Campshires are now almost completed. A new linear park will be provided along the Royal Canal, a competition for its design is underway at the moment.

It is a policy of the Master Plan to promote the development of pocket parks throughout the area. Two such parks, the Chimney Park and the Chocolate Factory Park, which will also have a children's play area, are now in the design stage. Measures to improve the River Dodder are under negotiation and the development of Grand Canal Dock is underway. New public squares are planned at Station Square and the Point Square as part of the North Lotts Planning scheme. This is also addressed in Section 6.

- Community Facilities, Recreation and Amenity

The Social Infrastructure Audit identified a need for improved healthcare facilities in both the north and south Docklands. At the moment there is a feasibility study underway for the redevelopment of St. Laurence O Toole School. The Special School at Seville Place is planned for completion in 2005/2006. Under the Community Development Project Initiatives funding has been given towards a 5-a-side pitch in East Wall, another pitch at Clanna Gael Fontennoy GAA club, the redevelopment of Ringsend Community Centre as well as numerous community groups and programmes. Funding was also provided by the Authority to build a sports centre in Ringsend.

- Early School Leavers

There are ongoing programmes in place to combat this such as the After Schools Study group, which has increased numbers attending this year. As mentioned previously the Comer and Emotional Intelligence programmes are now up and running.

- Inadequate Childcare facilities

A number of crèche facilities are planned for the future in the Hanover Quay development and also Spencer Dock, which will have one commercial crèche and one community crèche. There is another commercial crèche on East Wall Road and an additional crèche facility is planned in the Merchants Gate development.

- Drugs and Crime

The Docklands area is within the jurisdiction of Store Street and Pearse Street Garda Stations. Crime rates in the Docklands are on a par with the rest of Dublin City Centre and are not any higher than the city centre norm.

Economic Development and Employment

- Regional Employment

It is estimated that the number of people employed in the IFSC is approximately 12,500. The most recent employment survey regarding Dublin Port concluded that 3,198 people are employed in the Port estate. Total employment in the Docklands has increased from 32,089 in 2000/2002 to 43,966, (Table 7.1). This figure includes those employed in Dublin Port.

- Local Employment
The local employment structure is changing with a rise in the participation rates and a fall in the unemployment rates.

Education and Training.

The Authority has developed and implemented a number of Education and Training programmes within the area and numbers participating in these programmes have been increasing. To date there are a total of 23 educational programmes spanning all levels of education. Due to the nature of some of the programmes it is not possible to monitor them in numerical form. Table 2.12 lists a number of programmes where the figures can be easily monitored. The newest programmes to be introduced by the Authority are Comer and Emotional Intelligence, which the local schools are carrying out.

Table 2.12: Educational Programmes in the Docklands Area.

Primary and Secondary Level Education			
Programme	Numbers partaking in 2003-04	Numbers partaking in 2004-05	Impact
After Schools Study	17	22	Mentors 30 local Junior and Leaving Cert Students
Computer Networking in Local Schools			Connects 17 Local Schools.
Schools Incentive and Attitude	3 Schools	14 Schools	Encourages attendance with 100 participants.
Young Persons Self Development	-	10 persons have replied to date	Prepares school graduates for employment.
Schools Drama	4 schools, 60 pupils	10	Caters for Primary School students
Schools Database	1050 people on the database	2000 people on the database	Database of 2000 young residents in the area.
Third Level Education			
Programme			
Reuter/DDDA Scholarships	28	22	57 third level scholarships awarded
Discovering University DDDA/NCI Initiative	80	102	Week long programme with 25 attendees 1n 2000/2001
Adult Education			
Programme			
Parents in Education Joint NCI/DDDA	38	41	Promotes Adult Literacy and education initiative with 132 participants to date.
Other Educational Training and Networks			
Programme			
Schools Principals Forum		24	Network for local school principals
Circletime		78 teachers	Behavioural management for students and teachers
Teachers Dyslexia Development		60 teachers	Assists teachers in identifying and dealing with dyslexia
Psychological Assessment	51 Assessments in 9 schools	47 Assessments in 11 schools	Identifies learning difficulties.

Section 3: IFSC

IFSC

The most up- to-date figures available for employment and companies operating in the IFSC dates from 2002.

In November 2002 there were 10,752 people employed in the IFSC, in 2004 it is estimated that that figure is approximately 12,000. To date there are 349 International Financial Services Companies operating in the IFSC. (IDA, January 2004). IFSC II also comprises residential element as well as supporting service industries. The IFSC II development is complete with only seven retail units available to rent.

- Current Issues

- Tax Issues
 - Market Conditions
 - Accommodation Requirements

- Education and Training

- The Introduction to Financial Services programme was piloted last year and comprises 4 weeks computer studies and personal development in Belfast and 4 weeks financial studies in the National College of Ireland. Further study was provided for the 8 participants in Boston. This programme is ongoing as well as the Third level Scholarship Programme and the Young Persons Self Development Programme.

Section 4: Land use

Land Use

A land-use study was carried out in 2002; to date another such survey has not been undertaken.

Residential:

Social and Affordable housing

It is a policy of the Master Plan that 20% of all new residential units within the overall area is allocated for social and affordable housing. In 2003/2004 a total of 3,664 residential units were certified or permitted in the Docklands, 740 of these units were allocated for Social or Affordable housing. Of these, 447 were within the Planning Schemes; 250 were allocated for Social housing and 155 for Affordable housing with the allocation of a further 42 units under negotiation. 305 of the S&A units certified within the Planning Schemes are currently under construction. The remaining 293 units have been permitted by Dublin City Council.

The overall target for Social or Affordable housing for the life of the Master Plan is 2,200 units. To date 181 units have been completed with a further 1,106 to be completed. A total of 1,287 social and affordable units have been certified or permitted in the Docklands since December 1997; 771 in Planning Scheme areas under Section 25 and the remaining 516 were granted by Dublin City County. However this may not be the definitive figure for the total number of Social or Affordable units, under Part V of the 2000 Planning Act, Dublin City Council can also negotiate a transfer of lands instead of the provision of units within the development.

Private Housing

Between September 2003 and 2004, 3,664 residential units were certified or permitted in the Docklands; 2,192 of these units were within the Planning Schemes and a total of 1,609 are currently under construction.

Including the units from 2003-04, a total of 8,262 units have been certified or permitted in the Docklands area since December 1997; 6,553 of these units are yet to be completed with 4,156 currently under construction and 1,709 completed since 1997.

The 2003 Master Plan target for the Docklands is an additional 23,000 persons over the remaining 10 years of the Plan, requiring between 6,500 and 9,500 additional residential units. Dublin City Council's Housing Strategy anticipates the provision of approximately 7,000 units in the Docklands over the years following the 2003 Master Plan.

Between 1997 and 2002, 4,618 residential units were certified or permitted in the Docklands area with a further 3,644 in 2003/04 making a total of 8,262. Since 1997, 1,709 of these units have been completed with 4,156 under construction at the moment and the remaining 2,397 yet to commence. If the rate of applications and certifications continue as they did in 2003-04 the provision of the Housing Strategy will be met. It is expected that the 1,609 units that were certified or permitted and commenced construction in 2003/04 will be completed in the next year. If the pace of delivery continues at this rate the Master Plan targets will also be met.

Special Needs

The Respond housing scheme has a block that has been specifically built for people with Special Needs such as elderly people, disabled people or those that are vulnerable members

of society. This block consists of 10 units of a total of 72 in the development and are all occupied at the moment.

Nature and Distribution of Development.

Apartments with two bedrooms are still the most plentiful in supply in the area and this will have implications with regard to the type of person that is moving into the area. Of the 6,553 units that have been certified or permitted but are still under construction or yet to commence, 3,473 of these are two-bed apartments. The Master Plan recommends that there be a mix of unit types and sizes. In order to achieve the appropriate balance of residential development in the Docklands it is an objective of the Authority to secure over the whole area the mix of unit sizes outlined in the Table 4.1.

Table 4.1: Recommended Mix of Units.

Accommodation Size	Percentage Range
1 Bedroom	25% - 35%
2 Bedroom	35% - 45%
3 Bedroom	20% - 25%
4 Bedroom	0% - 5%

Of the units certified or permitted in 2003-04, 2 bed units have comprised 69% of all units within the Docklands area. The further breakdown of unit sizes is shown in Table 4.2. A greater emphasis will have to be placed on the provision of 3 bed units over the next couple of years.

Table 4.2: Percentage of Unit Types Permitted in the Docklands.

	1 bed	2 bed	3 bed	Total %
Post 2002, (including 2003/04)	20%	52%	10%	82*
2003/04	21%	69%	10%	100

* Note: student residences for NCI make up the remaining units.

Community Facilities

Future Facilities

It is recognised in the Social Infrastructure Audit that additional childcare facilities are needed in the area. As part of the Section 25 planned developments, a number of crèche will be supplied in the area.

Funding was provided for the provision of two sports pitches, one in East Wall and the other in Ringsend at Clanna Gael Fontenoy GAA club. Ringsend Community Centre was also in receipt of funding for redevelopment and plans are underway for the redevelopment of East Wall Community Centre.

Education and Training

The Social Infrastructure Audit listed a total of 41 educational facilities. Of these facilities 13 are schools, (both primary and secondary), nine are crèche and nine come under the umbrella of training/unemployment/enterprise centres/workshops or adult education centres. The remaining facilities include one technical college at Ringsend, the National College of Ireland in the IFSC, an early school leavers establishment in Pearse Square, Voluntary Tuition Programme at Trinity College, an innovation centre at East Wall Road, the Trinity

Enterprise Centre on Pearse Road, the Royal School of Music on Westland Row and the National Performing Arts School on Barrow Street. It also highlighted a need for more facilities.

Development in the Docklands would generate a demand for 800 to 1200 school places. In the long term there is likely to be a demand for additional educational facilities in North Docklands. At the moment a Feasibility Study for the redevelopment of St. Laurence O Toole School is underway. The Department of Education have also agreed to the provision of a special school at Seville Place.

Commercial

The 2003 Master Plan has a target of 175,000m² of commercial offices to 2008. Between 2003 and 2004, a total of 124,371m² commercial space has been certified or permitted within the Docklands area. To date construction has commenced on 82,642m² of the total space certified or permitted. There has been a recent upturn in demand for offices on both sides of the Liffey. At this rate the Master Plan target will be achieved.

Enterprise, Industry and Utilities

Light Industry in the area is in decline and existing warehousing in the North Lotts and East Wall area are likely to be displaced in the future. A Section 25 Certificate has recently been issued for the redevelopment of the Liffey Trust Enterprise Centre on Sheriff Street.

Tourism and Leisure

Tourism

A total of 781 new hotel rooms in 4 separate hotels were certified or permitted within the area between 2003 and 2004. Of these, 474 will be provided within the Planning Scheme area.

At the moment the Government are holding a competition to decide the location of the National Conference Centre. The Spencer Dock development is an entrant and the results should be announced in 2005.

A 100 berth marina has been constructed on Pigeon House Road by the Poolbeg Yacht and Boat Club.

Plans for the River Tour Boat, The Liffey Voyage, are underway and the Authority is in tender negotiations for the operation of the service. A planning application is lodged under section 25 for the 2 landing stations in the docklands area and an application has been submitted to Dublin City Council for a landing station close to the Ha'penny Bridge. It is expected to have the landing stations in place by April 2005 and the tour service itself in summer 2005.

Numerous bars and restaurants have opened in the area and there is a provision for more in Grand Canal Harbour and chq. As part of the Fringe Festival, the world-famous Spiegelent was erected on a floating dock in Georges Dock. This was a huge success and attracted thousands of people to the area. A number of festival events have been held in the IFSC with great success, the Docklands Maritime Festival, Docklands Halloween Festival and Docklands Christmas market. The opening of chq in 2005 will be a major tourist draw to the area.

Leisure

The Social Infrastructure Audit stated a need for an all weather playing pitch at East Wall youth club as well as a need for resurfacing of the 5-a-side pitch on Sheriff Street, which was initially funded under the Community Development Project Initiative. Stakeholder consultation pointed to a lack of informal green areas.

Under the CDPI Clanna Geal Fontenoy GAA Club received funding for a new pitch; the Ringsend Community Centre was also awarded funding for its redevelopment. The Authority provided funds towards the building of a sports centre in Ringsend.

A pocket park is to be provided as a part of the Chocolate Factory development, it is still in the design stage. The Chimney Park at Grand Canal Harbour is also being designed. A linear park is to be provided beside the canal to the north of the Spencer Dock development. A competition will be held in order to decide on the design; this will take place in 2005.

The Audit outlined that population growth in the area will require the provision of a Health Centre/Community Centre/Swimming Pool on both sides of the river. It is recommended to locate the centre either in or adjoining the Point Village or the Poolbeg Area.

Cultural Uses

The Docklands area holds a lot of potential for cultural uses that has not been exploited to date. An Arts Strategy has been prepared and adopted for the area. The Authority has reserved a site for a new cultural building at Grand Canal Square, which will have a 2,000 seat Performing Arts Centre at Grand Canal Square and will be operated by Clear Channel. Negotiations are also ongoing to increase the capacity of the Point Depot.

Stack A, chq, will also provide an exhibition space for cultural uses and is due to open in autumn 2005. Recently the Authority held a design competition for the U2 landmark building on Britain Quay, which will provide recording studios on the upper floors and also some live-work units for artists.

The Lemon Street Gallery has recently moved into City Quay, from its previous home on Grafton Street. It is also envisaged in the future to enliven the waterways in the Docklands by providing live-work studio space for artists on the River.

Retailing

In 2003-04, there has been 11,599 sq m of retail space certified or permitted in the area. Almost all of the units in the IFSC II are now let, seven units are still vacant and recently Cabot & Co moved from one premises on Mayor Square to a larger premises in the same block. They have plans to open a wine bar over their shop in 2005.

The opening of chq will provide a large amount of new retail provision in the area. It gives floor area to an exhibition space with retail, café's, bars and conference facilities. The exact provision of retail space is still under negotiation. The expected date for opening is autumn 2005. Plans are also underway for the Point Village, which will be a mixed-use development with a strong focus on retailing.

The Authority has now released office, restaurant, café and retail space to let or purchase for occupation from summer 2005 in the Grand Canal area in south Docklands; 1,858 sq m is already under offer with a further 11 units, (1,393 sq m) of varying sizes now available.

Nearly all have waterside frontage on to Grand Canal Dock or the River Liffey and would be suitable for retail, restaurant or café operators.

Section 5: Transportation Framework

Public Transport

Interconnector Rail Link.

Plans for the Interconnector Rail Link between Heuston Station and the East Wall are progressing. A terminal station at Spencer Dock is also proposed.

LUAS

Line C of the Luas, from Tallaght to Connolly Station, is now open and is a major step forward in the integration of the Docklands area with the rest of the city. Plans to extend the Luas through the IFSC to the Point Depot are in an advanced stage although there are issues regarding the route alignment in the IFSC. It is planned to submit the Light Rail Order for the Luas extension in early 2005.

Metro

A government decision is still awaited on the Metro.

Bus

The QBC network is to be extended on Pearse Street with the existing bus lane to be upgraded to a Quality Bus Lane. Works on Ringsend Road are underway with a completion date of March 2005. The extension of the QBC from McMahon Bridge to the City Centre is dependent on funding and has not commenced to date. Consultations are also ongoing for an extension of the QBC to the North Docklands.

Dublin Port Tunnel

Construction is progressing on the Dublin Port Tunnel and the scheduled date for completion is 2006.

East Wall Road

Plans to wide East Wall Road are underway and Dublin City Council is currently undertaking a Compulsory Purchase Order for lands along the road.

Eastern By-Pass

As of yet there is no decision on the progression of the Eastern By-Pass

Macken Street Bridge

Plans for the Macken Street Bridge are continuing and tenders have now been sought for its construction.

Traffic Management

The existing bus lane on Pearse Street is to be upgraded to a Quality Bus Lane with environmental improvements to be made to the existing pavements. Work has not yet begun on these upgrades. The plans for these upgrades also extend to South Dock Road in Ringsend. The Authority is currently reviewing traffic management proposals in the Grand Canal Dock area.

A joint report between all relevant authorities has been finalised on the Sutton to Sandycove, (S to S), cyclist/pedestrian link and a route through the Docklands has been proposed. This will further increase the integration of and access to the Docklands area.

DART

There are four Dart stations in the Docklands area, Connolly, Tara Street, Pearse Street and Grand Canal Dock. The Dart Upgrade Project has been improving the peak carrying capacity of the existing commuter services. By providing longer platforms, increased power supply resignalling and access the carrying capacity will be increased by 30%. As part of this project, all of these stations have been undergoing improvements. Some of the stations have needed more work than others, for example the station at Grand Canal Dock is a new station, which opened in 2001, and was built with the capacity to accommodate trains with 8 carriages. The entire project is due for completion by October 2005, as works on the Docklands stations are being carried out at the moment it is likely that these stations will be completed before then.

Parking Spaces

In 2003-04, a total of 2,483 parking spaces were certified or permitted for both residential and commercial development. Of these 420 are to be allocated for the commercial element of certified or permitted development and the remaining 2,063 are for the residential element. Construction has already commenced on developments that would yield 68 commercial spaces and 995 residential.

The only public car park is in the South Docklands, and is an underground car park at Grand Canal Square, which will yield 150 spaces

Pedestrian Bridge Customs House Quay

The pedestrian bridge at Customs House Quay is under construction at the moment and is due to be completed in April of 2005. This will improve access to the Docklands area and improve integration.

Transport Links

The road at Misery Hill is completed and the development will be opened mid 2006.

An application was lodged with the Authority for a bridge over the River Dodder linking Britain Quay to York Road, which would serve public transport, pedestrians and cyclists. This application is still under consideration.

The river tour boat is on line and should be up and running by summer 2005. Planning applications for the landings have been lodged and tenders are being sought for its operation.

Infrastructural Framework

Drainage

The existing drainage infrastructure in the North Lotts area is operating to capacity at the moment. The East Wall Pumping Station is the main treatment works for the North Lotts area and further to an agreement with Treasury Holdings has increased its capacity to accommodate development at Spencer Dock. A new pumping station is to be provided at Spencer Dock and a rising main will connect the North Lotts with Ringsend Treatment Plant.

Infrastructure Tunnel

The infrastructure tunnel under the Liffey has been designed. The tunnel will carry rising mains, a large water main, ESB ducts and district heating ducts. Approval has been granted for the construction of the tunnel to go to tender and contractors will be invited to tender soon. At the moment the Authority are actively levying contributions for the tunnel, the completion date for which is 2007. Work is due to commence in March/April 2005.

Gas

There is a gas network deficit in the North Lotts area.

Flood Defences

Flood alleviation measures are to be put in place on the Royal Canal at Spencer Dock. The long term goal is to restore the sea-lock with flood defences in it by installing Sector Gates by May 2006. A temporary solution is to install a Cofferdam at the mouth of the lock to control levels going both ways, site investigation works for the Dam have now been carried out and installation is imminent. An immediate measure to be taken is to close the railway line at Newcomen Bridge and the installation of temporary flood defence measures.

Section 6: Civic Design

Conservation

As part of the 2003 Master Plan, the Authority undertook a review of the Record of Protected Structures within the Docklands area and recommended that a number of buildings/features be deleted and also suggested that the stone setts from Sir John Rogerson's Quay to the junction with Hanover Quay be included. In the Dublin City Council Draft Development Plan 2005-2011, two of the suggested features were recommended on the 'Proposed Deletion' list, however this recommendation was not accepted and the features still remain on the Record of Protected Structures.

Open Space

Eco-Park Poolbeg Peninsula

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

Water bodies

Plans are advanced for the restoration of Spencer Dock in conjunction with the Linear Park. The Arts Strategy also has policies for animating George's Dock.

Linear Parks

The Campshires are being renovated at the moment and construction will be completed on the northern Campshires by June 2005. It is planned to redevelop the southern Campshires to the same standard and the projected date for completion of this work is 2007.

Public amenity works to the Campshires on Grand Canal Dock have now been substantially completed.

Plans for the development of a linear park at the Royal Canal are underway and a competition is to be held for the design of the park in January 2005.

Pocket Parks

It is a policy of the Master Plan to supply Pocket Parks in the area. To date the pocket park in Chocolate Factory development is being designed and the Chimney Park is to be designed. A Section 25 certificate has also been issued for a pocket park on a block to the west of the Point Depot.

Community Greening Initiative

Community Greening Initiative is to form part of the environmental upgrading of East Wall.

Sport and Recreation

The Social Infrastructure Audit has identified that the 5-a-side pitch on Sheriff Street now needs to be resurfaced. Funding has been provided by the Authority towards the building of a sports centre in Ringsend. Clanna Gael Fontennoy GAA Club has also received CDPI funding for a pitch. CDPI also provides funding for a number of sports events for young

people such as the Soccer Academy, the Gaelic Football and Hurling Academy and the Boxing Academy.

Section 7: Implementation

Planning Schemes

Implementation of the Master Plan policies will be achieved through the Planning Schemes and Area Action Plans. The Master Plan identifies the southern side of Poolbeg for a Planning Scheme. Dublin City Council has prepared a draft Strategic Development Framework Plan for Poolbeg, which is now on public display in its draft form.

A planning scheme for all of Poolbeg has been recommended to the Board and another Planning Scheme for City Quay/Westland Row is also under consideration.

Amendments are being made to the Grand Canal Dock Planning Scheme and the Docklands North Lotts Planning Scheme. These amendments are in the process of being finalised at the moment before going on public display.

Action Plans

The Core East Wall Action Area Plan was adopted in 2004. A joint Action Area Plan for the North Wall/East Wall area will be prepared as by the Authority and Dublin City Council. To date the plan has not yet commenced.

Funding

Two levy schemes are in place for Grand Canal Dock and Docklands North Lotts. These schemes cover infrastructural development by Dublin City Council, the Authority, Rail Procurement Agency and Iarnrod Eireann. There is a possibility of extending the scheme to cover social infrastructure.

Monitoring and Review

The Master Plan 2003 under took a commitment to monitor the progress of the Plan on a yearly basis. This is the first of such reports. A number of potential benchmarks were established in the 1997 Master Plan and these were further expanded in the 2003 Plan. Although the benchmarks in 2003 were determined from a full socio-economic survey of the area, some are comparable to the Census information used in this report. Table 7.1 shows these comparisons.

Table 7.1: Benchmarks

	2000/2002	2003/2004
Economic Development		
Cumulative public/private investment		
Cumulative number of businesses	1,439	
Cumulative number of hotel rooms	578	885
Employment		
Unemployment rate amongst residents	10.0%	9.8
Number of residents unemployed	900-1,000	964
Number of residents employed		8,686
Number of residents employed in the Docklands	2,491	n/a
Total number employed in the Docklands	32,089	43,966
Education and Training		
% of resident population without a Leaving Cert		34.1%
% of resident population with 3rd Level Degree or Higher		38.8%
% of resident population with sub-degree		10.0%
% of residents attaining general employment		53.2%
Social		
Total population	17,425	19,704
Crime Levels	Not available	Not available
Additional Social and Affordable housing units permitted		726
Physical		
Additional residential units permitted		3,664
Additional commercial floor area permitted		124,371m ²
Residential: commercial mix		?
Additional amenity works/campshires/open space		6,080m ²

Strategic Environmental Assessment

A pilot Strategic Environmental Assessment, SEA, was carried out on the Dublin Docklands Area Master Plan 2003. The SEA assesses the likely significant environmental effects of plans or policies prior to their adoption. The SEA Directive requires that the effects of the Master Plan be monitored in order to identify at an early stage any unforeseen adverse effects.

For the purposes of the SEA Monitoring procedure a list of indicators was compiled from the Sustainability Criteria in the Strategic Environmental Assessment of the Master Plan. Originally these Criteria were used to evaluate the objectives and policies of the Master Plan. Baseline information will be collected and subsequently indicators will be developed to determine the impact of the Master Plan on the environment of the Docklands area.

A provisional list of indicators is outlined in Appendix 1, which will enable assessment of the Master Plan. It is envisaged that this list will change as more baseline information becomes available or if some indicators prove obsolete in the future.

Marketing

Marketing the attractions of the Docklands as a place to live, work and invest in, is ongoing. The opening of chq in 2005 along with special events and high profile, award winning architecture will continue to raise the profile of the Docklands, while the policies and targets of the Master Plan create a distinct sense of place.

Appendix 1: Indicators

Sustainability Criteria	Objective	Indicator	Baseline Information Action
Bio diversity/Flora and Fauna	B1	The type, size and number of habitats within the Docklands area.	Establish the type, size and number of habitats. Determine the percentage cover of each. Data available from maps.
Population	P1	The number, type and size of units of residential commercial and recreational space that is created.	Information to be gathered from granted planning permissions. Data available from the planning office.
	P2+P3	Employment type in the area.	Census/DTO information.
	P4	The number of schools and training facilities in the area	Census information.
	P5	Number of affordable houses created. Proportion of population living in affordable housing.	The number and type of units supplied in the area.
	P6	Local Labour Charter	Retrieve information from this initiative in the Docklands, i.e. the number of local people to be employed in the area/in new developments.
	P7	Crime rates and Community Facilities provided	Monitor the crime rate and any new Community Facilities provided
	Soil	S1	The number and size of sites that have been and need to be decontaminated.
Water	W1	Source and amount of drinking water that is being supplied in the area	Make note of any new infrastructure supplied to the area that would improve the water supply.
	W2	Water quality, both chemical and biological	Water Framework Directive http://www.wfdireland.ie (Dublin City Council/EPA/ESB for the Liffey)
Air/Climate/Noise	C1	Air Quality (SO ₂ , NO ₂ , CO, PM ₁₀)	DCC, (traffic dept.) possibly EPA also
	C2+C3	Number of trips and modal split Traffic volumes	DTO/DCC any improvements in public transport/provision of cycle paths/traffic management. The EPA will have the level of greenhouse gas emissions available at DED level.
	C4	Pedestrian Movement/New QBC routes	New pedestrian linkages/routeways/QBC's.
	C5	Energy use per building and per occupant. Type of energy used	ESB may have an energy use for an area. Sustainable Energy Ireland may also have information. Heat Energy Rating for domestic dwellings. http://www.irish-energy.ie
	C6	Number of people affected by ambient noise levels	DCC may have information on noise in the area.
Cultural Heritage/Material Assets	H1	Number of Protected Structures, sites of archaeological value and conservation areas.	Determine the number of sites in the area and monitor changes. Dúchas, the Heritage Council, NPW
	H2	Landscape Appraisal	Street frontages created in metres.
	H3	Quantity of open space	Total area and proportion of total area of open space, both hard and soft landscaping.

		The proportion of people within 200m of public open space.	
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Appendix 2: Actions Required by the Master Plan.

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 Area.	Commenced
2.2.3 (12)	21	Review community needs and promote a range of environmental and physical improvements in consultation with local communities.	Commenced
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.	Commenced 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 Area.	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 Area, with a view to formulating an action plan to address any deficiencies".	Commenced
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.	Commenced
5.1.8 (10)	67	Review parking standards in conjunction with Dublin City Council and the DTO.	Completed
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.	Outstanding
5.1.8 (26)	68	Examine the feasibility of providing a helicopter landing pad on Poolbeg Peninsula.	Commenced
6.1.3 (10)	78	Identify sites or areas of particular design importance requiring a specific design response	Commenced
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	4. 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.	Commenced

6.3.6 (Text)	87	"The Authority will, in consultation with various stakeholders, prepare detailed guidelines for the provision of children's play spaces in new development areas".	Outstanding
7.1.2 (Text)	92	Prepare Section 25 Planning Scheme for the Poolbeg Area.	Commenced
7.1.3 (Text)	94	Finalise the Core 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	Commenced
7.4.4 (1)	100	Develop and promote a distinct brand personality for Docklands.	Commenced
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 Area.	Completed
7.4.4 (5)	100	Programme a series of events/attractions to encourage people to experience Docklands.	Commenced
7.4.4 (6)	100	Use selected advertising and public relations campaigns to generate awareness and knowledge of the Docklands.	Commenced