

Master Plan Monitoring Report 2005

DUBLIN DOCKLANDS DEVELOPMENT AUTHORITY

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Executive Summary

The Monitoring Report 2005 is the second monitoring report to be prepared by the Authority. Its purpose is to monitor the progress of the objectives and policies of the Master Plan 2003 and to gauge the progress and development of implementing these objectives. In order to measure their implementation, information is gathered on the socio-economic status of the Docklands, education, transport, and land-use and development type. This information is compiled through the Census of Population, the Central Statistics Office and surveys that were carried out or commissioned by the Dublin Docklands Development Authority.

Socio Economic

The 2004 Monitoring Report analysed the information contained in the 2002 Census of Population. Such extensive information was not available for the 2005 Report as the next Census will be carried out in 2006 with the initial results to be made available in 2007. Information on the Social and Economic status of the Docklands in 2005 was gathered from a survey commissioned by Dublin Docklands Development Authority, carried out by Hooke and MacDonald and also from a detailed query on employment in the Docklands from the Central Statistics Office.

The Hooke and Mac Donald survey was the first detailed profile of people already living in the Docklands and those that have recently purchased in new developments in the Docklands. Results of the survey were very positive with over 1,100 apartments occupied in the IFSC and a further 390 new apartments occupied in Grand Canal Dock.

While many of the earlier apartments in the IFSC were bought by investors, the bulk of more recent purchasers are owner-occupiers. Owner-occupiers account for 62% of the respondents that had recently bought in the Docklands with 56% of them being first time buyers. The profile of the respondents shows a young population settling in the Docklands, with 19% of those already living in the Docklands under the age of 25 and 59% between 25 and 34. Of the respondents that recently bought in the Docklands, 9% were under the age of 25 with 55% between 25 and 34.

The largest share of households in the survey for both categories is made up of two adults. Single persons account for 55% of the respondents already living in the Docklands and 60% of people who bought there in the last three years. Couples co-habiting or married account for 42% of respondents already living in the Docklands compared to 35% of recent purchasers.

Typically households consist of either one or two adults and households with children account for 11% of respondents already living in the Docklands and 7% of recent purchasers. Two thirds of all children were under the age of 5.

The majority of respondents were classified as 'Managerial and Technical', (28%), with 'Non-manual workers' and 'Professional Workers' ranking highly also.

The Schools Database is a record of all the Docklands students attending schools in the Docklands and outside of the Docklands. When the database in 2005 was compared with the 1997 database, it was found that in 1997, 35% of children dropped out of school before the age of 12; in 2005 this figure had dropped to 13%. Before the age of 15, 65% of children had dropped out of school in 1997 while in 2005 this figure had decreased to 30%. Only 10% of students in 1997 stayed on to do their Leaving Cert and in 2005, 60% remained at school to Leaving Cert level with 10% going on to further education. The database is updated on a yearly basis.

A detailed query to show the Place of Work by Industry for Docklands residents was requested from the Central Statistics Office based on the Census of Population 2002. The

results of the query showed that there is a total of 39,809 persons aged 15 and over at work in the Docklands area. A total of 8,312 Docklands residents are classified as 'at work'; of these 2,409 persons are resident in the Docklands and working in the Docklands. This figure translates to 29% of Docklands residents at work are working in the Docklands.

Land Use

A total of 954 residential units were certified or permitted throughout the Docklands in 2005. Of these, 727 were within the Planning Scheme Areas and were granted a Section 25 Certificate and the remaining 227 were granted planning permission by the City Council. Development certified under Section 25 will yield 143 social and affordable units; 77 social and 66 affordable. The allocation of these units is not definitive as negotiations are ongoing. Similar information is not available from the City Council as they have a number of different options for the delivery of social and affordable units.

Throughout the Docklands, 1,852 units were completed in 2005; 688 of these were certified under Section 25 and the remaining 1,164 were granted planning permission. The completion of these developments has meant that 139 social units have become available for occupation.

To date 5,831 units have been certified or permitted but not yet completed in the Docklands since 1997. Construction has commenced on 3,188 of these to date.

Housing proposals in Spencer Dock are being reviewed with a view to providing a significant number of sheltered housing units, senior citizen units and a Day Care Centre. The new proposal would yield approximately 55 sheltered/senior citizen units with a further 42 units in Block N, to the corner of Sheriff Street and New Wapping Street, to be allocated as social units with the remaining units to be affordable units or affordable rented accommodation.

The distribution of units in 2005 still highlights that two bedroom apartments are the most plentiful in supply with 71% of the units certified or permitted in 2005 2-bed apartments.

Between September 2004 and 2005, 91,588sq m of commercial/office space and 12,473sq m of retail space has been certified or permitted throughout the Docklands.

Transportation and Infrastructure

Transport 21 is the Irish Government's capital investment framework for transport for the period 2006 to 2015. It was launched by the Taoiseach, the Tánaiste, the Minister for Finance and the Minister for Transport on the 1st November 2005. The investment proposed covers the areas of national roads, public transport and regional airports. Transport projects in the plan that relate to the Docklands include the Interconnector and the Metro.

A formal application was submitted to the Minister for Transport for the extension of the Luas Red Line to the Point. There are four proposed stops George's Dock, Mayor Square, Spencer Dock and the Point. It is anticipated that construction will commence in 2007.

The Sean O'Casey pedestrian bridge was completed and opened in 2005 and has been very successful in creating new connections to the Docklands. A footfall survey was carried out on the bridge by in July and September. Results from September showed that the use of the bridge had increased from 678 pedestrians per hour, (between 5 and 6pm), in July to 2,292 pedestrians per hour in September.

A new pumping station is to be provided at Spencer Dock and a rising main will connect the North Lotts with the Ringsend treatment plant. The date for the completion of the rising main

is 2009. The infrastructure tunnel under the Liffey has been designed and the date for its completion is 2007. The tunnel will carry rising mains, a large water main, ESB ducts and district heating ducts.

Advance measures have been put in place for flood protection on the Royal Canal; these comprise of a coffer dam and sluice designed to provide flood protection up-stream of the sea lock. Permanent flood protection works, which will include a sector gate, are to be tendered in 2006.

Civic Design Framework

Works on the landmark Calatrava Bridge at Macken Street, to be named the Beckett Bridge, are due to start in 2006; the tender process was completed in 2005.

The McMahon Bridge at Ringsend is to be rebuilt in a project undertaken by Dublin City Council. The Dock and Lock gates at Spencer Dock are to be restored to full working order. Works for the stabilisation of the eastern wall of Spencer Dock are due to commence in 2006.

Landscaping works were completed on the North Campshires at Scotch Berth and now provides a continuous promenade from Custom House Quay to the Point Depot.

A competition for the landscaping of the Royal Canal Linear Park was launched in 2005 and received over 60 entrants. The competition is now at Phase 2 with the winner to be announced in 2006.

The space at Grand Canal Square was redesigned by Martha Schwartz and will be a public open space and performance space that will be flanked by the Studio Liebskind designed Grand Canal Theatre and the 5-star hotel designed by Aires Mateus Architects. Work on the square is to commence in 2006.

Pocket parks at the Chocolate Factory and Chimney Park are in the design stage with a further pocket park to be provided at the Jones' Oil site in the North Lotts when confirmation of the Compulsory Purchase Order for this site is confirmed.

Section 1: Introduction

The purpose of the Monitoring Report 2005 is to examine the progress of the objectives and policies of the Master Plan 2003. Compilation of the report requires the gathering of information on the current status of delivery of policies laid out in each section of the Master Plan. This is the second Monitoring Report to be prepared for this purpose. In order to ensure continuity and compatibility the report is structured in the same way as the Master Plan.

Information that feeds into the report is gathered from analysis of the Census of Population, the Central Statistics Office, surveys that have been commissioned or carried out by the Authority along with internal information gathering. Where possible, information has been combined to show cumulative figures, providing an indication of the progress in achieving the targets of the Master Plan 2003.

Monitoring of the Docklands Strategic Environmental Assessment 2003, (SEA) is ongoing and is also part of this report. The table of Indicators established in the 2004 Report has been further refined and amended to provide a more comprehensive list of Indicators. As work on the Indicators progressed it became evident that it was impossible to measure some of the original objectives of the SEA in 2003 as some were found to be ambiguous in their wording. In order to develop the objectives and link them to Indicators it was necessary to clarify the wording of some of these objectives. The objectives as clarified are detailed in Appendix 1. It should be noted that clarifications in the wording does not affect the integrity or intention of the original objectives.

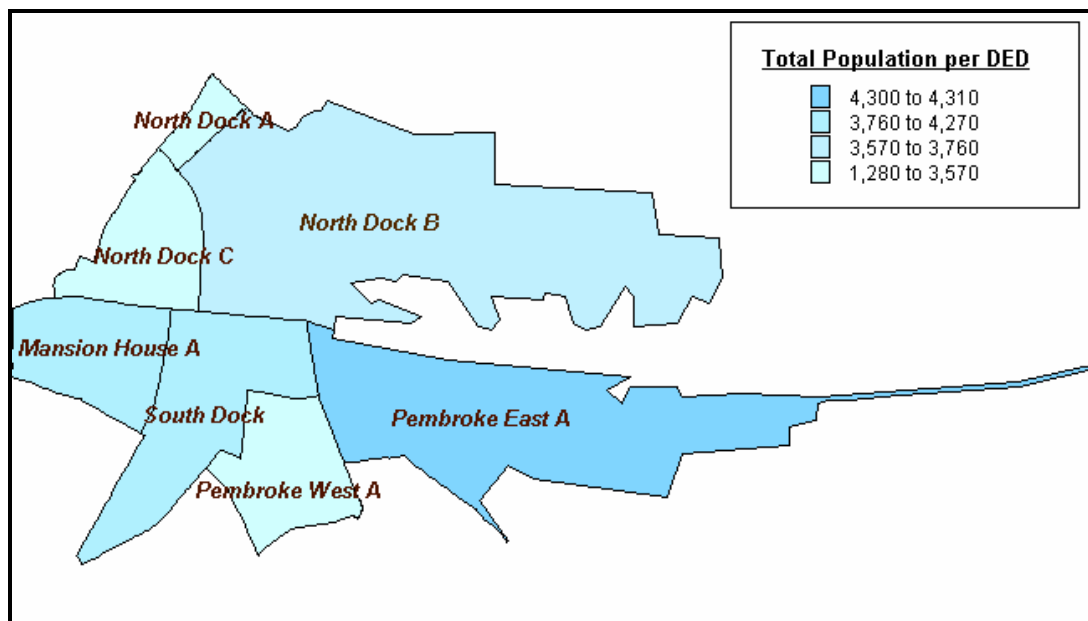
Section 2: Social and Economic Framework

2.1 Demographic and Social Profile

Population

The Monitoring Report 2004 analysed the information from the 2002 Census of Population for the seven Electoral Districts that make up the Docklands. The next Census is to be carried out in 2006 with the initial results being made available in early 2007. The population density of the Docklands in 2002 is shown in Figure 2.1.

Figure 2.1 Population Density of each Electoral Division in Docklands



A survey was carried out by Hooke and McDonald in 2005¹, (HMCD Survey), on behalf of the Dublin Docklands Development Authority. This survey provides the first detailed profile of people already living in Dublin's Docklands and those who recently purchased an apartment in the Docklands within the last three years. The developments that people had recently purchased were around the Grand Canal Harbour Area.

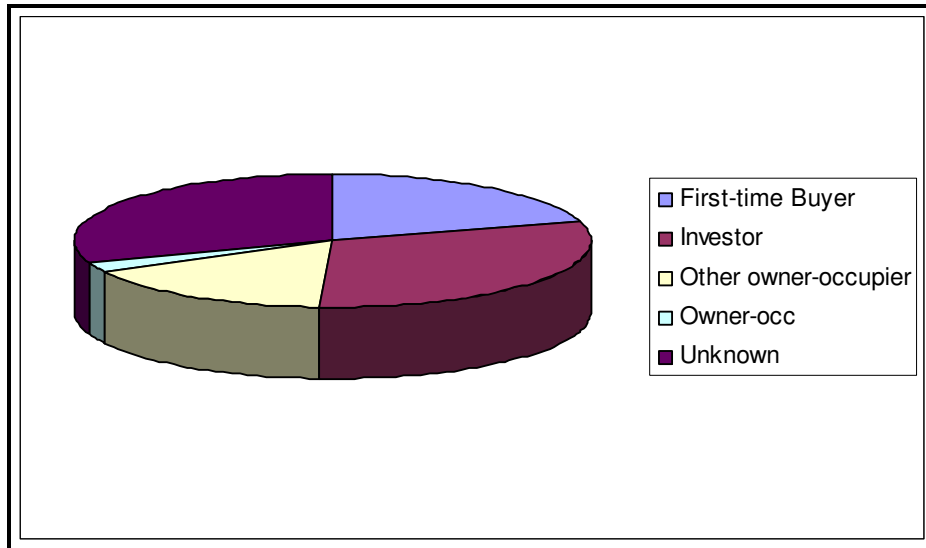
The HMCD Survey was a postal survey which was carried out between February and March 2005. Over 2,600 questionnaires were posted to people already living in apartments in the Docklands and to recent purchasers of apartments in the Docklands through Hooke and MacDonald. The response rate for the survey was 22%, which is typical for a postal survey.

To date there are already over 1,100 apartments occupied in the IFSC and a further 390 new apartments occupied in Grand Canal Dock. One of the significant findings of the survey was that the majority of recent purchasers of apartments in Grand Canal Dock are buying with the intention to live in the Docklands.

¹ Dublin Docklands Survey 2005; Hooke & Mac Donald.

Therefore, owner-occupiers account for 62% of the respondents that recently bought in the Grand Canal Dock Area with 56% of them being first-time buyers. The full breakdown of buyers is shown in Figure 2.2 and comprises 38% of Investors, 35% of First-Time Buyers and 27% of Other-Occupiers. The strength of demand for owner-occupiers confirms the Docklands as one of the most sought-after places to live in Dublin City.

Figure 2.2: Buyer Classification in Docklands

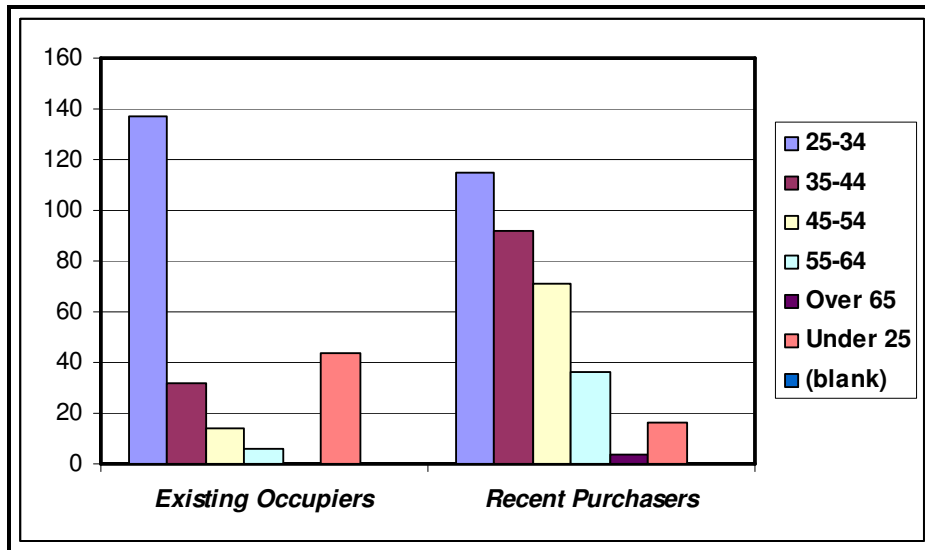


Source: Dublin Docklands Survey, Hooke & McDonald, 2005

The profile of occupiers in the Docklands is rapidly changing. While investors purchased many of the earlier apartments, mainly in the IFSC the bulk of more recent purchasers are owner-occupiers. Many owner-occupiers purchasing in Docklands are also either working in the Docklands or elsewhere in the City Centre.

Figure 2.3 shows the age profile of Docklands residents. Of those already living in Docklands, 19% are under the age of 25 and 59% are between 25 and 34. The young age profile is partly due to the availability of rental accommodation. The age profile of those that bought is slightly older with 9% under 25 and 55% between 25 and 34. These figures reflect the sizeable share of first-time buyers amongst the recent purchasers. Analysis of the 2002 Census figures showed that the Docklands had experienced an increase in the 25-34 and 25-44 age-groups and a decrease in any age-groups outside these cohorts.

Figure 2.3: Age Profile of Docklands Residents



Source: Dublin Docklands Survey, Hooke & McDonald, 2005

Of the respondents already living in the Docklands, 80% are renting. This reflects a good rental stock in the Docklands.

The Docklands is proving particularly popular with tenants given its location in the heart of the city and its proximity to amenities. Based on the responses to the HMcD survey, monthly rents are above average when compared to other parts of Dublin. This is primarily due to the popularity of the location with tenants and the high quality of accommodation on offer.

Of respondents already living in Docklands and classified as owner-occupiers 16% said that they were renting out a room in their apartment. 21% of owner-occupiers that have recently purchased an apartment in Docklands indicated an intention to rent out a room in their apartment when they move in.

It is assumed that investors of recently purchased apartments in the Docklands plan to rent it out. However, 6% of investors plan to use their apartment as a second home or as a home for their children.

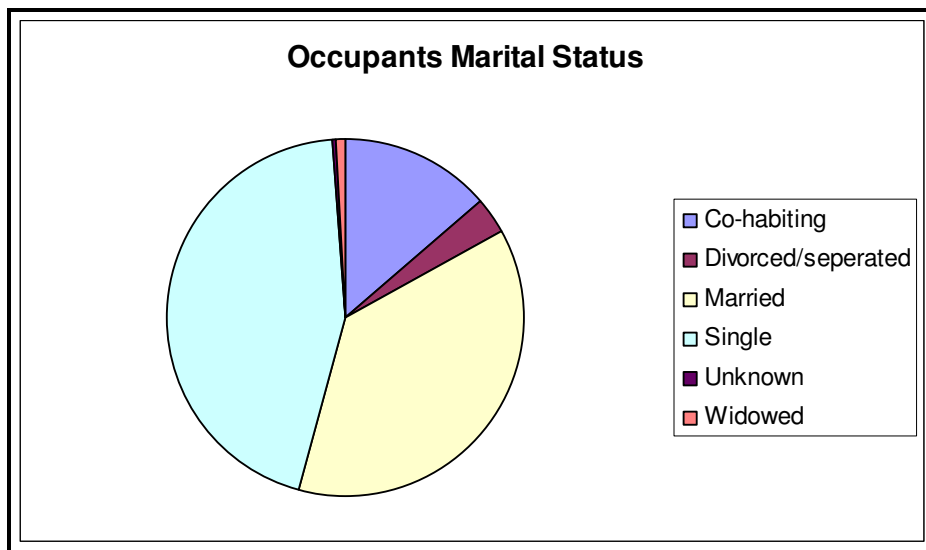
Households

In the 2002 Census, one-person households accounted for 30% of the total household composition in the Docklands. The results of the 2002 Census showed an average household size of 2.6 persons across the Docklands. Based on the HMCD survey results, the average household size for persons already living in Docklands is 2.1 persons and for recent purchasers is 1.7 persons. The largest share of households in the survey for both categories is made up of two adults.

The HMCD survey shows that single persons account for 55% of respondents already living in the Docklands and 60% of people who bought there in the last three years. Couples co-habiting or married account for 42% of respondents already living in the Docklands compared to 35% of recent purchasers. The breakdown of the status of Occupants is shown in Figure 2.4.

The Census 2002 results for the entire Docklands showed that couples with and without children, (married and co-habiting), and single parents accounted for 46% of the population. In the survey, the number of family units, (i.e. married and co-habiting couples and single parents), also accounted for 46% of the respondents already living in the Docklands, and made up 36% of the respondents that recently purchased for owner-occupation.

Figure 2.4: Marital Status of Occupants



Source: Dublin Docklands Survey, Hooke & McDonald, 2005

Results from the HMCD survey showed that, typically households consist of either one or two adults; households with children account for 11% of respondents already living in the Docklands and 7% of recent purchasers. Two thirds of all children were under the age of 5.

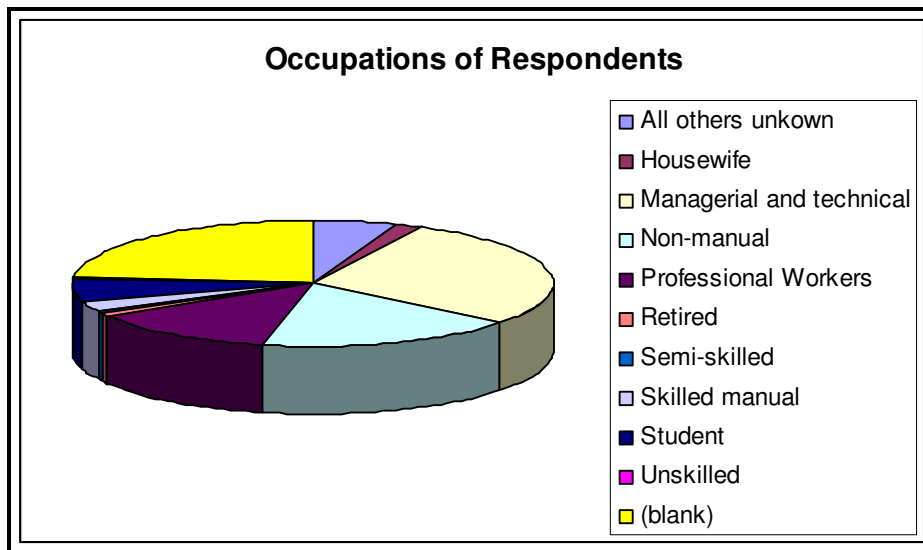
Social Class & Education

Social Class

The HMcD survey shows that the majority of the respondents were classified as Managerial and Technical, (28%), with other dominant categories being Non-manual workers at 18% and Professional Workers at 13%.

These results reflected the 2002 Census which indicated that social classes in the Docklands area had changed significantly in the period between 1996 and 2002. The numbers classified as 'Professional' and 'Managerial and Technical' had risen in both the South Docklands and the North Docklands since the 1996 Census while categories of 'Skilled/Manual', 'Semi-skilled/Manual' and 'Unskilled' were in decline. Figure 2.5 illustrates the occupations of the respondents.

Figure 2.5: Social Class Composition of Survey Respondents



Source: Dublin Docklands Survey, Hooke & McDonald, 2005

Education

A Schools Database, compiled by the Authority, is a record of all the students resident in Docklands and attending schools both in the Docklands and outside of the Docklands. In 2005 the ESRI were commissioned to track the educational history of the Docklands students on the database. The first parts of the study were carried out by mail and the preliminary results show a significant change in the educational patterns since the 1997 database.

The 1997 Schools Database showed that 35% of children drop out of school before the age of 12 but in 2005 this figure had decreased to 13%. Before the age of 15, 65% of children had dropped out of school in 1997 while in 2005 this figure had decreased to 30%. Only 10% of students in 1997 remained in school to do their Leaving Certificate, while by 2005, 60% stayed on at school to sit their Leaving Cert with 10% going on to further education.

The Schools Database is reviewed on a yearly basis and is also used to notify students of any scholarships or programmes that are run in the Docklands. These results are particularly significant as they track the previously existing population only, unlike the Census statistics which does not differentiate between the old and new residents.

Economic Status

The most up to date employment statistics for the Docklands are from the Census of Population 2002. These statistics were discussed in detail in the Monitoring Report 2004 and show that the numbers of Docklands residents classified as 'at work' increased since 1996 and the unemployment rate decreased from 26.1% in 1996 to 9.8% in 2002.

Employment Structure

The Central Statistics Office was requested to run a detailed query on the Census 2002 statistics to show the Place of Work by Industry for Docklands residents. The results of the query showed that there are a total of 39,809 persons aged 15 and over at work in the Docklands. This figure includes persons working in the Docklands that are both resident in the Docklands and outside of the area.

There are a total of 8,312 residents in the Docklands classified as 'at work'. Of these, 2,405 persons are resident and working in the Docklands, this translates as 29% of the residents at work, work in the Docklands. The Master Plan 1997 stated that 8% of the workforce in the Docklands Area was also resident in the Docklands. Table 2.6 shows the number of Docklands residents that are also working in the Docklands.

Table 2.6: Docklands Residents and Place of Work

	Total residents 'at work' in the Docklands	Residents Place of work in docklands	%age of Resident Workforce working in Docklands
Agriculture, forestry and fishing	15	0	0
Manufacturing	958	314	33
Construction	624	56	9
Commerce	3,123	1,066	34
Transport, storage and communications	743	287	39
Public administration and defence	340	86	25
Education, health and social work	917	265	29
Other	1,074	316	29
Not stated	518	15	3
Totals	8,312	2,405	29

Source; Central Statistics Office, Census of Population 2002

The industry that employed the most people in Docklands in 2002 was 'Commerce', which accounted for 52% of those at work in the Docklands. This was followed by 'Transport' at 14% and 'Public Administration' at 10%. The numbers employed in the Manufacturing industry continue to decline with only 9% of the workforce employed in manufacturing in 2002

and 20 % employed by industry in 1996². Figure 2.7 illustrates the location of Docklands residents that are at work in the same Electoral Division.

Figure 2.7: Residents of each Electoral Division at Work in the Same ED

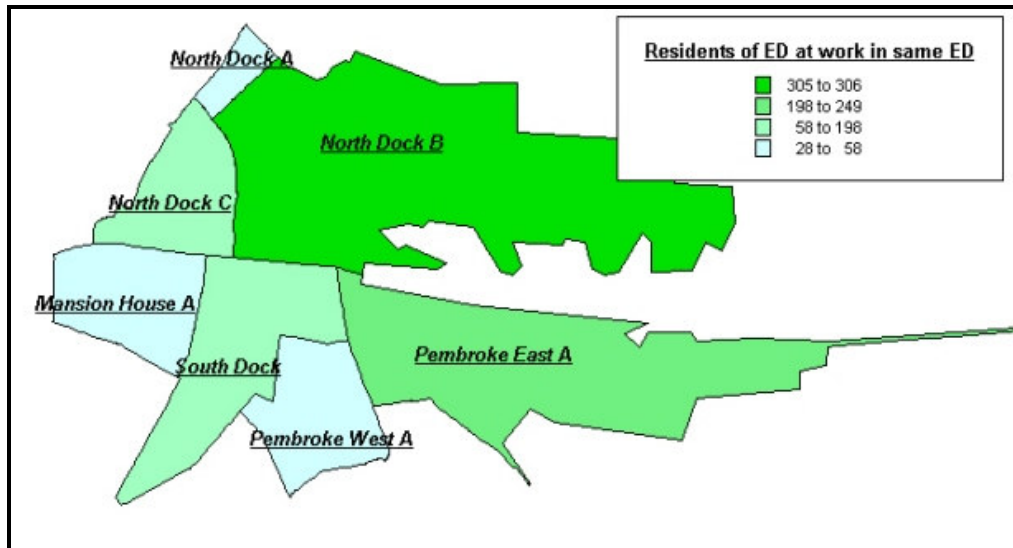


Table 2.8 shows the total number of persons working in the Docklands; this includes those living within and outside of the Docklands.

Table 2.8: Workforce in Docklands 2002

	Total resident in the Docklands @ work by industry	Place of work in docklands	Work in area but resident outside docklands	Total Working in Docklands	%age per industry
Agriculture, forestry and fishing	15	0	30	30	0
Manufacturing	958	314	3,340	3,654	9
Construction	624	56	1,112	1,168	3
Commerce	3,123	1,066	19,702	20,768	52
Transport, storage and communications	743	287	5,196	5,483	14
Public admin and defence	340	86	3,964	4,050	10
Education, health and social work	917	265	1,928	2,193	6
Other	1,074	316	2,053	2,369	6
Not stated	518	15	79	94	0
Total	8,312	2,405	37,404	39,809	100

Source; Central Statistics Office, Census of Population 2002

² The Employment and Socio-Demographic Profile of the Dublin Docklands Area; ESRI, 2000.

2.2 Issues

Physical

- Neglected Land and Dereliction;

Lands identified as underutilised in the 1997 Master Plan were the CIE lands in the North Lotts, the Bord Gais site in Grand Canal Dock and the Poolbeg Peninsula.

Construction has commenced on the CIE lands at Spencer Dock and confirmation was also received that the National Conference Centre will be located at Spencer Dock. Construction is almost completed in Grand Canal Harbour now that work has commenced on the 5-star hotel.

This leaves only three sites to be developed, Riverside 3, the Cultural Building and the Macken Street commercial site to the south of that.

A Framework Plan, the Dublin South Bank Strategic Development Framework Report was prepared by DEGW for Dublin City Council for the Poolbeg Peninsula in 2004. This plan is still in its draft form and has not yet been adopted.

- Transport and Traffic congestion;

The Dublin Port Tunnel is due for completion in 2006 and will help to alleviate Heavy Goods Traffic in the Docklands. The application for the Light Rail Order for the extension of the LUAS to the Point was made in 2005 and when the extension is operational it will greatly improve access to the Docklands. The Interconnector and the Metro are included in the Government's 10 year capital investment framework, Transport 21. The QBC on Ringsend Road has gone through the statutory process and work will be commencing imminently.

- Lack of Physical Cohesion

The Sean O'Casey Bridge is now open and is very successful at improving connections between the South Docklands and the North Docklands as well as decreasing travel times for pedestrians. A survey carried out by Gehl Architects has shown that the use of the bridge had increased between its opening in July and September. Pedestrian counts on the bridge in July averaged 678 per hour between 5 and 6 pm, whereas counts during the same time frame in September had increased to 2,292 persons per hour. Works on the Beckett Bridge are expected to start in 2006.

Economic

- Lack of appropriate skills.

Plans for the provision of a new school at Sheriff Street and a Special School on Sheriff Street are underway.

The Authority has been working to improve the skills base in the Docklands communities by initiating and running a number of different programmes. The National College of Ireland reserve 10% of their full-time places for Docklands residents and this works in harmony with the Discovering University and Introduction to Financial Services Programmes that are run by the Authority for Secondary School Students. Numerous other programmes are run by the Social Regeneration Unit in

the Authority and a recent survey by the ESRI has shown that Docklands students are staying in school for longer and continuing in to third level education.

Community Issues

- Adequate provision of housing for all in the community.

Between September 2004 and 2005, a total of 954 residential units were permitted or certified in the Docklands; 727 were Section 25 Certificates and the remaining 227 were granted by the City Council. The quantum of development that was certified will yield 143 Social or Affordable units, of which 77 will be Social units and 66 Affordable. The figures do not include those applications granted by DCC.

Since December 1997, 477 social and affordable units in the Docklands area have been completed, with a further 617 under construction.

Table 2.9: Total Units and Social & Affordable Units Certified or Permitted within the Docklands from September 2004 to September 2005

	Total Units Certified or Permitted in '04 to '05	Total S&A Units Certified or Permitted	S&A Units Under Construction
Within Planning Schemes	727	143	328
Outside Planning Schemes	227	N/A	N/A

- Community Development to counteract Social Exclusion

A range of programmes are undertaken each year by the Dublin Docklands Development Authority to counteract social exclusion. The One World Programme in the City Quay/Pearse Street Area commenced mid October and will finish on 2nd December. This is an activity based programme to promote intercultural relationships and prevent racism in Docklands. The Programme is being run in conjunction with the Community Garda Unit, the College of Surgeons and St Andrews Resource Centre Youth Group. The young people participating in this programme are from the 5th and 6th classes in City Quay National School.

- 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. The total number of units that have been certified or permitted in the Docklands area from September 2004 to September 2005 is 954, of which 20%, (143), were social and affordable. Development that was

granted by Dublin City Council is expected to yield a further 45 Social or affordable units but this information is not available.

It is a strategic objective of the Master Plan to provide between 20% and 25% of all residences as 3 bed units. 20% of the units completed in 2005 were 3 bed units. There is however a continuing market trend of providing middle sized units, with 2 bed units constituting 69% of the total number of those certified in the year to September 2005. There is evidence however that these two bed units are well in excess of the current DoELG standards for 2 bed units (55m²), with many in excess of 75m² in floor area, representing units suitable for smaller families.

- o Integration; New and Existing Communities

The Master Plan states that the scope of the Plan was to include proposals for the development of existing and new residential communities in the Docklands, including the development of housing for people of different social backgrounds.

To date the prevalent integration issue in relation to unified neighbourhoods has been that of the cohesion between new and existing communities. New developments in the Docklands are no longer gated or physically segregated and urban design seeks to physically integrate new developments with existing fabric. The range of community programmes that are run by the Authority will help to integrate new residents.

An Active Citizenship programme was introduced in 2004 and ran in conjunction with the NCI from November 2004 to July 2005. The background of the Active Citizenship programme was to build the capacity of residents to actively participate as citizens in the decision making structures and increase the Social Capital in the Docklands. The course had a positive effect on those that participated in both their personal work and community lives. From a community perspective it made the participants more aware of the problems and complexity of society and of the power to change things.

In a physical sense, the Docklands Action Plans and Planning Schemes also seek to encourage integration into new and existing residential developments.

The HMcD Survey 2005 shows that the people that are currently buying in the Docklands are owner-occupiers with a view to staying in the Docklands long-term. This will help to create a more stable community with long-term commitments to the Docklands. In the early stages of development it was mainly investors that were buying apartments to rent, thus creating a more transient population.

- o Traffic, pollution and noise

Measures are being taken to improve public transport in the will help to change the modal split. Traffic improvement works have commenced in East Wall with a number of junctions on West Road undergoing improvements to prevent 'rat-running'.

- o Local Public Transport

Plans for the improvement of public transport in the Docklands are ongoing. The application for the extension of the Luas to the Point was lodged in 2005. The Interconnector, and the Metro are included in the Government's

Transport 21 Investment Framework. Works are expected to start on the Ringsend QBC in 2006. The DART upgrade works are now completed and have increased the carrying capacity of the DART network by 30%.

- Insufficient open space

The Campshires have been 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 with the winner to be announced in 2006.

- Community Facilities, Recreation and Amenity

Play spaces are to be provided in Hanover Quay, Longboat Quay and Gallery Quay. The design of the spaces are now finalised and their construction will commence in early 2006. Negotiations are underway to provide a new play facility in Teeling Way and Clarion Quay.

- Early School Leavers

The Schools Database, which tracks the educational life of the Docklands students, has shown that Docklanders are staying in school for longer than their counterparts in 1997. In 1997, 35% of children dropped out of school before the age of 12 and 65% before the age of 15. The figures for 2005 have more than halved with only 13% of children dropping out of school before the age of 12 and 30% before the age of 15.

- Inadequate Childcare facilities

The completion of the Hanover Quay development in 2005 will provide another crèche in the Grand Canal Dock Area. Construction has also commenced on Spencer Dock and this development will have one commercial crèche and one community crèche. The Merchants Gate development is under construction and this will have another crèche facility.

- 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.

2.3 Social and Community Development

The third Social Regeneration Conference organised by the Authority was held in Killarney on the 14th and 15th of January 2005. As with the previous Conferences there was a great turnout from the various community organisations in the Docklands as well as a strong line up of International speakers. The Conference was organised around three central themes; Education, Art and Culture in the context of Social Change and Social and Affordable housing.

The speakers included Dr. Fay Brown of the Yale Child Study Centre, who spoke about the Comer Process, Gerry Gormal spoke about the regeneration of Galsgow and the lessons learned and a range of local speakers that gave their experiences of the central themes.

Afterwards the themes were discussed in the parallel workshops. Each workshop lasted about 45 minutes and was chaired by a Community Representative from the Council of the Dublin Docklands Development Authority. This was to encourage full and frank discussions of the issues by the delegates present. A report is produced every year on the resultant discussions and issues raised by the delegates and this is available from the Authority.

A Social Infrastructure Audit was carried out in 2004 and highlighted the gaps in the current provision of community facilities. The next step in the provision of services is to identify the Docklands that require attention and concentrate on their provision. This will be done by carrying out a follow-up study on the Social Infrastructure in the Docklands. One of the key findings of the Audit was that the Docklands was well served with community facilities with a very strong network of community groups.

Thirty two community projects have been approved by the 7th Phase of the Community Development Project Initiatives (CDPI). Contracts have gone out to the 27 approved Capital Projects and the 5 approved Revenue Projects; 40 applications were received. Over the last 8 years the Authority has match funded over 160 community projects to the cost of more than €4.7 million bringing the total value of the scheme to over €8 million.

This initiative has seen extensions and refurbishments to Community and Recreation centres, refurbishments to Social Housing Units, Upgrading of Sports Clubs, minibuses for community clubs, new programmes for youth groups and senior groups etc.

A Section 25 Certificate was issued in 2004 for the refurbishment of the Liffey Trust Enterprise Centre. This will help to provide some small workshops and enterprise units in the Docklands. To date construction has not yet commenced on the refurbishment. The Authority is in the process of finalising a new education programme called Return to Education and this is due to be launched in the new academic year.

2.4 Economic Development and Employment

- Employment

The number of people employed in the IFSC is approximately 19,000³. These include people involved in the Financial Services and other business in the Docklands.

The CSO results from the 2002 Census showed that of the Docklands residents classified as 'at work', 29% of them worked in the Docklands.

- Unemployment

Results from the 2002 Census of Population showed that the unemployment rate in the Docklands fell from 26.1% in 1997 to 9.8% in 2002.

- Enterprise Networking

Over 25 business owners from a diverse range of businesses gather monthly at the Authority's offices for the monthly enterprise networking forum for small businesses operating in the Docklands. People from all types of business mingle in a spirit of co-operation. Each event has a guest speaker with a specific theme that is of interest to owner managers running small to medium enterprises in the Dublin Docklands. It is an excellent opportunity to network with local business and to make new and potentially profitable business contacts.

³ Source: Finance Dublin Yearbook 2006.

2.5 Education and Training

The importance of education and training is actively reinforced by the Social Regeneration Unit of the Authority in the number and range of programmes that are run yearly. The concept of Saol Scoil, Life-Long Learning is promoted throughout the Docklands.

In 2005, the Parents in Education Course had 25 people registering with two second year courses and 1 third year course continuing. There is a day and evening course to facilitate all participants. It is a three year course run by the NCI with some classes taking place in the college campus and some in Ringsend Technical Institute to accommodate all areas. This brings the total of 171 Docklanders who have taken the course since its inception.

Over 60 applications for the Third Level Scholarship Programme were received in 2005 and twenty-seven Docklanders were awarded a scholarship, bringing the total to 160 scholarships since the Programmes inception 8 years ago. Applications keep rising which indicates that young Docklanders are staying on in school to complete their Leaving Cert and showing a desire to go on to third level education. This is a complete reversal of when the Authority first started the scheme and only 10% of young people in the Docklands sat a leaving Cert and only 1% went on to any form of further education.

Over sixty 2nd and 5th year Docklands students attended the week long Discovering University Programme in July. The programme gives the students a feel for University life by attending lectures and taking part in extracurricular activities.

As part of the Authorities work in helping to secure employment for young Docklanders who have completed their Leaving Cert, placements are continuing under the Jobs Placement Programme. As part of this programme, an Introduction to Financial Services Course was run in September with 8 Financial Services Participants attending Module 1, which entails computer training to acquire an ECDL qualification and a part-time evening course for the Schools Job Placement Course participants.

A CV and Interview Skills course is run by Carr Communications for young Docklanders. The course also covers Image Consultancy and Work Ethics.

Over 1100 students, teachers and principals from the 13 primary Schools in the Docklands have entered this year's Docklands Schools Photographic Initiative. Photographic instruction will begin in the schools over the next few months. This project was a huge success and won the 2005 Allianz Business to Arts award for Best Collaboration in the Community.

The Launch of the Emotional Intelligence Programme was held in September 2004 with close to 70 principals and teachers from 5 Docklands schools taking part in the workshop. This was the first year that this programme took place. In 2005 this programme had five principals participating and 60 teachers in this years programme. It is hoped that this Programme will be expanded into a number of other schools in the coming year.

The Comer Programme also began in the Docklands in 2004. The programme was designed by the world renowned child psychologist from Yale University, Dr Comer. The programme was requested by schools Principal's when they met Dr Comer at the teacher's conference in 2004 which was organised by the Authority and is now being implemented in 8 Docklands schools.

At the Social Regeneration Conference in January 2005, Dr. Fay Brown of the Yale Child Study Centre gave the keynote address on the Comer Process – The School Development Programme. It is a comprehensive education reform strategy based on the principles of child, adolescent, and adult development that provides a structure as well as a process for mobilising adults to support students' learning and overall development. It mobilises teachers, administrators, parents and other concerned adults to support students' personal, social and academic growth. Additionally, the School Development Program seeks to

influence such institutions as schools of education, state departments of education and federal agencies so that their policies and practices become and remain child-centred.

The Docklands GAA and Hurling Festival took place in Parnell Park over 3 days in August. The festival was open to all Docklanders aged between 10-15 years. Over 90 children took part in the Docklands Festival of Football over 3 days in April. The children were coached by international football players.

Other programmes that are run throughout the Docklands include; Music in the Docklands, Docklands School Radio Programme, (with 6 Secondary Schools participating in conjunction with Anna Livia Radio Station), Circletime, the After Schools Study Programme which is run with volunteers from the IFSC mentoring the students in 2 locations, the Community Training Workshop at Seville Place. Workshops for the students and the mentors are run by the NCI.

Over 120 delegates attended the 3rd Annual Social Regeneration Conference in Killarney in January. The presentations and workshops delivered by leading international speakers were based on Education, Community Art and Social and Affordable Housing.

Due to the nature of some of the programmes it is not possible to monitor them in numerical form. Table 2.10 lists a number of programmes where the figures can be easily monitored.

Table 2.10: Educational Programmes in the Docklands

Programme	Numbers partaking in 2003-04	Numbers partaking in 04-05	Numbers partaking in 05-06	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	Encourages attendance with 100 participants.
Young Persons Self Development	-	10 persons have replied to date	30 persons to date	Prepares school graduates for employment.
Schools Drama	4 schools, 60 pupils	10	15 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	Database of 2000 young residents in the Docklands.
Third Level Education				
DDDA Scholarships	28	22	28	160 third level scholarships awarded
Discovering University DDDA/NCI Initiative	80	102	N/A	Week long programme with 25 attendees in 2000/2001
Adult Education				
Parents in Education Joint NCI/DDDA	38	41	30	Promotes Adult Literacy and education initiative with 158 participants to date.
Other Educational Training and Networks				
Schools Principals Forum		24	24	Network for local school principals
Circletime		78 teachers	N/A	Behavioural management for students and teachers
Teachers Dyslexia Development		60 teachers	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	Identifies learning difficulties.

Section 3: IFSC

3.1 IFSC

Finance Dublin is the monthly periodical covering the companies and activities that make up Irish Financial Services Centre. Their recent yearbook, the Finance Dublin Yearbook and Directory 2006 states that there are approximately 19,000 people employed in the IFSC. However not all of these are employed in the Financial Services industries.

Financial services have extended into Spencer Dock with the re-location of Price Waterhouse Coopers. Due to its continued success of its firm across all markets, Price Waterhouse Coopers announced in 2005 that they will take an additional 3,250 square metres of office space at Spencer Dock, which will bring its total accommodation in Docklands to 21,367 square metres. The building is due for completion in 2007 and will become a landmark building along North Wall Quay.

- Current Issues

Tax Issues:

The corporation tax agreement with the European Commission will expire to the end of 2005. The introduction of a single rate of corporation tax on traded income will fundamentally change the nature of the IFSC.

- Education and Training

The Introduction to Financial Services programme was piloted in 2003 and includes 4 weeks computer studies and personal development in Belfast and 4 weeks financial studies in the National College of Ireland. Further study is 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

4.1 Land Use

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

4.2 Residential

Completions

A total of 682 units certified under Section 25 were completed in 2005 and comprised Gallery Quay, Hanover Quay and Phase 1 Charlotte Quay. Of the DCC permitted development 1,170 no. units were completed in 2005 and were located in Sheriff Street, Barrow Street and the former Gasworks at South Lotts Road, Shelbourne Park and Fitzwilliam Quay.

Table 4.1: Completions in Planning Scheme Areas for 2005

Type	1 Bed	2 Bed	3 Bed +	Total
Market	121 (22%)	322 (60%)	97 (18%)	540
S + A	30 (21%)	72 (50%)	40 (29%)	142
Total	151 (22%)	394 (57%)	137 (20%)	682

Section 25 Certificates and Planning Permissions

To date a total of 5,831 units have been certified or permitted but not yet completed in the Docklands since 1997; construction has commenced on 3,188 of these to date. Table 4.2 illustrates the number of units certified or granted permission within the Docklands in the year to September 2005. A total of 954 units have received consent with a high percentage of 2 bed units (69%). As a strategic objective, the Master Plan seeks to provide 35-45% of the units as two bed units. There is evidence however that these two bed units are well in excess of the current DoELG standards for units of this size (55m²), with many in excess of 75-80m² in floor area, representing accommodation suitable for smaller families. The Authority may consider in its review of the Master Plan mix of units in the light of demand with an emphasis on overall size of units with inbuilt flexibility for subdivision.

Table 4.2: Certified or Permitted in 2005

Permission Type	1 Bed	2 Bed	3 Bed +	Family sized units	Total
Section 25	135 (18%)	506 (69%)	86 (12%)	331 (45%)	727
Planning Permissions	54 (24%)	154 (58%)	19 (8%)	N/A	227
Total	189 (20%)	660 (69%)	105 (11%)	N/A	954

Social and Affordable Housing

The overall target for Social or Affordable housing for the life of the Master Plan is 2,200 units. A total of 1,370 social and affordable units have been certified or permitted in the Docklands since December 1997. To date 477 units have been completed with a further 893 certified/permitted and 668 of these are currently under construction.

The pace of development has slowed down since 2004 but this is to be expected as all of the sites in Grand Canal Dock, except for three are either currently being developed or have Section 25 Certificates with development imminent. It is expected that the next phase of development will be in the North Lotts, which will be prompted by development at Spencer Dock and the Luas. The completion of Gallery Quay, Hanover Quay and Charlotte Quay has meant that 142 social units have become available for occupation.

Table 4.3: Social & Affordable Units Completed & Certified in Docklands in 2005

	Total S&A Units Completed 2005	Total S&A Units Certified 2005
Section 25	142	143

The figures are unavailable for the number of Social and Affordable housing units within the Dublin City planning applications as the Council can offer developers a number of options for the delivery of social or affordable units. Section 25 Certificates issued in 2005 should yield 143 Social and Affordable units; 77 social and 66 affordable. In addition, the mix of unit sizes in the social and affordable provision for Spencer Dock has been improved, with an increase in the number of 3 bed to 34%. It may be appropriate, given the profile of the housing lists, to require a higher proportion of 3 bed units for the social/affordable element than for the market component.

Interviews for tenants for the first phase of social housing in Hanover Quay were conducted in 2005. The places were then confirmed and 11 local people were offered units in the development. It is expected that these units will be occupied by summer 2006 with a further 42 coming on-stream in March 2006. All successful candidates will be required to undergo a pre-occupancy course.

Special Needs

Negotiations have been ongoing for the allocation of the Social and Affordable units in Spencer Dock. A need was identified for Senior Citizen and Sheltered Housing Units in the city area. There is also a high demand for Day Care facilities for senior citizens and sheltered housing tenants.

The housing proposals in Spencer Dock are being reviewed with a view to providing a significant number of sheltered housing units and senior citizen units as well as a Day Care facility for the tenants of these units. As a result of the review, the proposal would yield approximately 55 sheltered/senior citizen type units in a cluster, with adjacent facilities, which are of good quality, secure and readily manageable. In terms of sustainability the larger 1 bed sheltered units are capable of conversion to two bedroom units at a later date if required.

A further 42 units in the block would be general needs with the remaining units to be affordable units or affordable rented accommodation.

4.3 Community Facilities

Future Facilities

A need for sheltered housing and associated facilities was identified and a proposal to review the housing in Spencer Dock has been put forward. The new proposal would provide approximately 70 units that would be sheltered housing or senior citizen housing. A Day Care Centre was also put forward as part of this proposal. To date negotiations are on-going to secure this facility and the proposal should be confirmed in 2006.

As development progresses in the Grand Canal Dock area and many developments near completion, it is important that the playground facilities within the developments are implemented as soon as possible. Designs for play spaces have been finalised for Longboat Quay, Hanover Quay and Gallery Quay with construction imminent on these play spaces.

Negotiations are underway with the management of Teeling Way on East Road to provide a play facility in this development. It is hoped to meet with the management of Clarion Quay in 2006 to provide a custom designed play space for the residents of the Clarion Quay apartments.

A CPO has been confirmed for the Jones's Oil site on Mayor Street, which could accommodate a pocket park, family housing and community facilities (e.g. crèche, medical centre).

The Civic Infrastructure Audit is also being refined to identify suitable sites and locations for a series of pieces of social infrastructure.

The bank of land between Grand Canal Docks and the Dodder, known as Plot 8 is to be developed by the Authority in a joint venture with Waterways Ireland. It is to be a mixed use development with residential, (market and social and affordable units), commercial, retail and community use. The design brief for the land is yet to be finalised and exact quantities of each use are as yet unknown.

4.4 Education and Training

The St. Laurence O'Toole Special School is going to the design stage in 2006 with a target date of opening in 2008. Proposals for the St. Laurence O'Toole Primary School have gone to the Minister for Education with a recommendation for the project to proceed. Feasibility studies for both schools have been prepared and accepted.

4.5 Commercial

Between September 2004 and September 2005, a total of 91,588 sq m of commercial/office space has been permitted in the Docklands; (86,792 sq m by Section 25 and the remaining 4,796 sq m by Dublin City Council). 2005 also saw the completion of 57,674m² of office space.

Table 4.4: Commercial Development Completed in 2005

Permission Type	Office m ²	Retail m ²
Section 25	31,452m ²	460m ²
Planning Permissions	26,222m ²	787m ²
Total	57,674m²	1,247m²

To date a total of 57,674 sq m of office space has been completed since 1997 with construction commenced on a further 144,497sq m of the total space certified or permitted.

Table 4.5: Certified or Permitted in 2005

Permission Type	Office m ²	Retail m ²
Section 25	86,795 m ²	11,930m ²
Planning Permissions	4,796m ²	543m ²
Total	91,588m²	12,473m²

The first major commercial tenants have taken up residence in Grand Canal Dock. O2 moved 820 of their staff into its new Irish headquarters on Sir John Rogerson's Quay. Google have announced that they will be expanding their Barrow Street headquarters with a lease for an additional 100,000 square feet of Docklands office space for 600 employees.

4.6 Enterprise, Industry and Utilities

Light Industry in the Docklands 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.

4.7 Tourism and Leisure

The Minister for the Arts, Sports and Tourism, recently announced that Treasury Holdings/Irish Rail consortium has been selected as the provisional preferred tenderer to develop the long awaited National Conference Centre at Spencer Dock. The centre is to be a 2,000 capacity world-class Conference Centre which is expected to generate an additional €50 million in tourism revenue each year. The 211 room Quality Hotel opened in Cardiff Lane in 2005. It employs 200 bringing the total employment in Ireland with Quality Hotels to 1,000.

4.8 Cultural Uses

The Studio Liebskind designed theatre at Grand Canal Square secured a Section 25 certificate in 2005. It will have a 2000 seat capacity and construction is scheduled to commence in 2006. Two new galleries opened in Docklands this year, The Stone Gallery and the Misery Hill Gallery, bringing the number up to three with more gallery space planned at chq and at Grand Canal Dock.

It was put announced by the Department of Arts, Sports and Tourism that George's Dock is to be the new home to Ireland's National Theatre, The Abbey. The building will be located in the centre of the dock, surrounded by water, forming an architectural and cultural landmark for the city. In order to allow for site investigations for the feasibility study, the Dock was drained for 3 weeks.

The commissioning process for a significant public art piece was commenced in 2005 with the appointment of a 12 member steering group.

4.9 Retailing

In 2004-05, there has been 12,473 sq m of retail space certified or permitted in the Docklands. Approximately 1,809 sq m of retail space will be opening in 2006 in the three developments that will be completed in Grand Canal Dock; Longboat Quay, Hanover Quay

and Gallery Quay. Two of these developments, Hanover Quay and Gallery Quay are already partially occupied.

The Hanover Quay scheme has only 1 retail unit available to let with the other four units let or in negotiations. There will also be a bar/restaurant and a crèche in the development. Two of the seven units are available to let in Gallery Quay with the remaining units agreed or under offer. A pharmacy in the development is now open for business. The completion date for Longboat Quay is June 2006 and to date two of the five units are available to let.

The North Lotts Planning Scheme Amendment went on display in 2005 and outlined plans for the development of the Point Village. This would encompass the development of a district shopping centre at the Point which could yield up to 25,000 sq m of retail space in both convenience and comparison retail. The report on submissions from the public has been prepared and will be presented to the Minister for the Environment Heritage and Local Government in 2006 for him to make his decision on it.

Section 5: Transportation Framework

5.1 Public Transport

Interconnector Rail Link.

Transport 21 is the Irish Government's capital investment framework through which the transport system in Ireland will be developed, over the period 2006 to 2015. It was launched by the Taoiseach, the Tánaiste, the Minister for Finance and the Minister for Transport on the 1st November 2005. The investment proposed covers the areas of national roads, public transport and regional airports. Transport projects in the plan that relate to the Docklands include the Interconnector and the Metro.

The transport projects included in the framework for Dublin are seven new Luas lines, two Metro lines, and an underground station at St. Stephen's Green integrating all services and the Western Rail Corridor.

Plans for the Interconnector Rail Link between Heuston Station and East Wall are still progressing with the Interconnector being mentioned in the Transport 21 Framework. A terminal station at Spencer Dock is also mentioned in the framework.

LUAS

In November 2005 a formal application was presented to the Minister for Transport, Martin Cullen, T.D., by the the Railway Procurement Agency (RPA) for the extension of the Luas Red Line to The Point. 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

Plans for the Metro also feature in the Transport 21 investment framework, with one of the potential alignments passing through the western portion of the Docklands.

Bus

The QBC on Ringsend Road has gone through the Statutory Process and works will be commencing imminently.

Dublin Port Tunnel

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

East Wall Road

The widening of East Wall Road between Tolka Quay Road and Sheriff Street is underway. The Dublin City Council has also included an objective in the City Council's Development Plan 2005-2011 to widen East Wall Road to the south of Sheriff Street.

Eastern By-Pass

The Eastern By-Pass does not feature in Transport 21.

Beckett Bridge. (Macken Street /Cardiff Lane to Guild Street)

Plans for the Beckett Bridge are continuing with the tender process now completed and works expected to start in 2006.

Traffic Management

Traffic management improvements have begun on some junctions on West Road, East Wall. A traffic management plan for Grand Canal Dock has been prepared and is awaiting final confirmation.

DART

There are four Dart stations in the Docklands area, Connolly, Tara Street, Pearse Street and Grand Canal Dock. The Dart Upgrade Project, which started in 2003, is now completed with extra capacity at all stations and 8-car DART's in operation allowing thousands more customers to use the service daily. Overhead power lines have been renewed across the system, and improved accessibility has been delivered for mobility-impaired customers. The DART Upgrade has completed a five-year process which will have doubled the peak capacity of the DART service. An 8-carriage DART train will be capable of carrying up to 1,300 passengers.

Final works include additional sidings at Fairview to cater for the expanded DART fleet will be completed by the end of 2005.

Sean O'Casey Pedestrian Bridge, Customs House Quay

The Sean O'Casey Bridge at Custom House Quay is now completed and was opened in July 2005. Two footfall surveys were carried out on the bridge by Gehl Architects, one in July and one in September. The first survey in July it was observed that the bridge was being used by tourists. In September, significantly higher usage was observed, especially during the peak times of lunch time and between 5 and 6pm. Usage during these peak times was dominated by people working in the Docklands and by locals while also forming a connection with the IFSC and the South Inner City business district. Results from September showed that the use of the bridge had increased from 678 pedestrians per hour, (between 5 and 6pm), in July to 2,292 pedestrians per hour in September.

Transport Links

It is proposed to alter the alignment of the Dodder Bridge in the Planning Scheme Amendment for Grand Canal Docks. The amendment is not yet approved by the Minister. Delivery/development of the bridge is related principally to development in Poolbeg. The Liffey Voyage is now in operation and is very successful, carrying over 6,000 passengers during October to December 2005. The report for the S2S, (Sutton to Sandycove), cycle way is being finalised.

5.2 Infrastructural Framework

Drainage

A new pumping station is to be provided at Spencer Dock and a rising main will connect the North Lotts with Ringsend Treatment Plant. The date for the completion of the Rising Main is 2009.

Infrastructure Tunnel

The infrastructure tunnel under the Liffey has been designed and the date for its completion is 2007. The tunnel will carry rising mains, a large water main, ESB ducts and district heating ducts.

Gas

Bord Gais are currently investigating possibilities for expanding the gas network in the North Lotts and they are making provisions for a supply/increase in supply to the Grand Canal Dock area.

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.

Consultants have been appointed and have produced an outline design for the permanent works that will include a sector gate and provide permanent flood protection. Permanent works are to go to tender in 2006.

Restoration Works

The Spencer Dock Development Company has obtained prices for the excavation and stabilisation of the Eastern Wall of Spencer Dock. Works are planned for early 2006.

Section 6: Civic Design

6.1 Conservation

The McMahon Bridge at Ringsend is to be rebuilt in a project undertaken by Dublin City Council. The Dock and lock gates at Spencer Dock are being restored to full working order. Prices are currently being obtained for the excavation and stabilisation of the Eastern Wall of Spencer Dock and works are planned to commence in 2006. The intention is that the canal could open for navigation from the Shannon to the Liffey.

6.2 Open Space

Water bodies

Excavation and stabilisation works for Spencer Dock are planned for early 2006.

Linear Parks

Public walkways on the North Docklands at Scotch Berth were opened in July 2005 and completed year-long landscaping works. It now provides an unbroken promenade from the North Wall to the Point Depot. Seating and lighting designed specifically for Docklands demonstrates the Authority's commitment to delivering the highest quality public domain in the city. The final stage of the north quays amenity works which will provide a continuous walkway from the city to the Point will begin with the demolition of the old Docklands Authority offices on Custom House Quay in 2006.

On the south docks, the Authority is resolving a legal issue with B.J Marine. When the land is secured it will allow the campshire environmental improvement works to be completed on the south docks.

A competition for the design of the Royal Canal Linear Park received over 60 entrants. This competition is now at Phase 2 with the winner to be announced in 2006.

Grand Canal Square

Leading Landscape Architect, Martha Schwartz has re-designed the open space at Grand Canal Square, which will be flanked by the Grand Canal Theatre and the 5-star Le Meridien hotel designed by Aires Mateus Architects. The square will be a public open space incorporating the water body at Grand Canal Dock into the design. Work on the square is due to commence in 2006.

Pocket Parks and Family Living

It is a policy of the Master Plan to supply Pocket Parks in the Docklands in order to promote local public open space for family living in the Docklands. The pocket parks at the Chocolate Factory and Chimney Park are in the design stage. The Compulsory Purchase Order for land at the Jones' Oil site in the North Lotts has been confirmed. This site will form part of another pocket park.

Play Space

The Authority is to commission a set of guidelines for the development of play areas to be integrated into new residential development and into the pocket parks. This is a key element of the strategy to promote family living in the Docklands.

Community Greening Initiative

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

Eco-Park Poolbeg Peninsula

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

Section 7: Implementation

7.1 Planning Schemes

The Grand Canal Planning Scheme, (Amending Planning Scheme No.1), went on display in September. The amendment included the revision in height of the U2 tower from 60 metres to 120 metres, creating a landmark on the south side of the river.

An amendment to the Docklands North Lotts Planning Scheme, (Amending Planning Scheme No. 1), in relation to the Point Village went on public display in August.

Both Amendments will be submitted to the Minister in the early part of 2006 after formal public consultation.

7.2 Action Plans

To date three Area Action Plans have been prepared for Ringsend/Irishtown, East Wall/Church Road and City Quay & Westland Row. A joint Action Area Plan for the North Wall/East Wall area will be prepared as by the Authority and Dublin City Council.

Dublin City Council has prepared a draft Strategic Development Framework Plan for Poolbeg, which is still in its draft form and it yet to be approved.

7.3 Funding

Funding for infrastructure is gained from two levy schemes that 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. The levy schemes have been expanded to cover social infrastructure.

7.4 Monitoring and Review

The Authority undertook as part of the Master Plan Review in 2003, to publish an annual Monitoring Report gauging, where possible, against the benchmarks as laid out in 2003. Table 7.1 shows the available comparisons.

Monitoring of the Strategic Environmental Assessment, (SEA), is included in this yearly monitoring report and an updated table of the environmental indicators that are in place for this monitoring are shown in Appendix 1.

Table 7.1: Benchmarks

	2000/2002	2003/2004	2004/2005
Economic Development			
Cumulative public/private investment			
Cumulative number of businesses	1,439		
Cumulative number of hotel rooms	578	885	971
Employment			
Unemployment rate amongst residents	10.0%	9.8	9.8*
Number of residents unemployed	900-1,000	964	964*
Number of residents employed		8,686	8,686*
Number of residents employed in the Docklands	2,491	n/a	2,405*
Total number employed in the Docklands	32,089	43,966	39,809*
Education and Training			
% of resident population without a Leaving Cert		34.1%	34.1%*
% of resident population with 3rd Level Degree or Higher		38.8%	38.8%*
% of resident population with sub-degree		10.0%	10.0%*
% of residents attaining general employment		53.2%	53.2%*
Social			
Total population	17,425	19,704	19,704*
Crime Levels	Not available	Not available	Not available
Additional Social and Affordable housing units permitted		726	132
Physical			
Additional residential units permitted		3,664	899
Additional commercial floor area permitted		124,371m ²	91,588m 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

A pilot Strategic Environmental Assessment, (SEA), was carried out on the Dublin Docklands Area Master Plan 2003. The SEA Directive, (Directive 2001/42/EC), requires Member States to assess the likely significant environmental effects of plans or policies prior to their adoption. This Directive also requires that the effects of the Master Plan be monitored in order to identify at an early stage any unforeseen adverse effects. The first step in the monitoring process was taken in 2004 when, as part of the Monitoring Report, a list of environmental indicators was established to measure the effects of the Master Plan.

It was highlighted in the 2004 Monitoring Report that the list of indicators was a provisional list and has since undergone changes that have helped to improve the monitoring process. Practice and further research established that the process of monitoring required more elements than just the indicators, objectives and targets were also necessary when establishing suitable indicators.

The Docklands Master Plan SEA was the first assessment of its type to be carried out in Ireland and the SEA objectives represented a first attempt at devising such objectives. In hindsight and through the monitoring process, some of the initial objectives were found to be ambiguous and vague in their wording. In order to develop the objectives and link them to targets and indicators it was necessary to change the wording of some of them from the 2003 SEA. This helped to establish a more robust list of indicators that would allow for clearer and more straightforward monitoring.

For example, one of the examples pertaining to water was found to have imprecise wording. The initial objective, (Objective W1), initially read *"to ensure adequate good quality water supply"*. However, the responsibility for supplying water to the Docklands falls to Dublin City Council; it is outside the remit of the Docklands Master Plan. The Authority does have a responsibility to provide a water supply network, in particular on the lands it owns in the Docklands. The objective has been amended to include the term network i.e. *"to provide an efficient water supply network in the Docklands Area"*. The simple rewording of the objective has led to greater clarity and focus.

The Docklands situation was also unique in the sense that the Master Plan contained a large number of social and economic objectives, given the nature of the Plan and its role in the regeneration of the Docklands. The SEA Directive does not require that these objectives be monitored but it was felt that due to their importance in the context of the Plan that we would carry out monitoring on the social and economic objectives of the Plan.

Difficulties were also found in gathering the information for monitoring. The timescales by which the information became available varied greatly. Some of the information is readily available and frequently updated whereas other information, such as the Census is only available every 4 years. This should be factored into the monitoring process.

Through this process it was established that the indicators can be iterative but they must be measurable and linked to targets of environmental quality. (e.g. the overall objective would be to improve air quality and the target would be to achieve EU standards by year X).

If particular care is taken in establishing appropriate objectives and targets the indicators will naturally follow. As the monitoring continues the indicators are reviewed and it may be necessary to amend or replace the indicators as the circumstances change or if the indicator itself has become redundant. Appendix 1 shows the revised Table of Indicators for the SEA Monitoring.

7.6 Marketing

Marketing plays a vital role in achieving a 'sense of place' for the Docklands. It helps to establish Docklands as a vibrant part of the city with its own identity. Marketing and promoting the brand of Docklands is an on-going project which involves establishing events unique to the Docklands, such as the Maritime festival and the Docklands Fun Run while simultaneously raising the profile of the Docklands. In turn this also makes the Docklands more attractive for our new and future residents.

The Authority continued its advertising campaign to build awareness of Docklands with key sites at Dublin Airport, DART stations and print media. Mentions of Docklands in the media, (editorial), increased by 46% in 2005 to an average of 117 per month.

The Liffey Voyage Tour Service was launched at the end of September 2005 and carried over 6,000 passengers in the three months to the end of December. Killary Cruises of Connemara were appointed as the operators. The service will re-launch on March 1st 2006.

A footfall survey was carried out in the IFSC and the survey recorded 16,000+ walking around on a typical summer Wednesday and 10,000+ on a Saturday. The big difference between both days was the concentration of crowds on Mayor Street on Wednesday and the Quays on Saturday.

The Jeanie Johnston was transferred into Docklands ownership in September and plans for its schedule of use are being finalised. June saw a very successful Docklands Maritime Festival, attracting an estimated 40,000 visitors. The Festival was since the recipient of the Irish Times Living Dublin Awards.

Attendance for the Docklands Fun Run 2005 increased from 900 joggers and walkers in 2004 to 1,100 participants in 2005. The 1st ever Docklands Cycle was also well attended and was organised in conjunction with the international Velo City Conference, which was held in Dublin in May. An inflatable maze of over 100 square foot, The Luminarium, was located at George's Dock in March 2005. It stayed in the Dock as part of the St Patrick's Festival in Docklands and had 6,000 visitors over that weekend. The Gateway Lighting project was completed on the Campshires with maritime images reflected on the ground and the Scherzer Bridge. Docklands held it's first ever 12 Days of Christmas from December 12th and 21st and attracted over 60,000 people to George's Dock.

The Docklands took part in the Dublin Fringe Festival again in 2005 with the Spiegelent located in George's Dock. The Footsbarn theatre group were also housed in George's Dock in July with sell-out performances of two different shows. It was a huge success and attracted a whole new crowd to Docklands.

An Arts Manager was appointed in September and will be instrumental in implementing the Docklands Arts Strategy.

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	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.	Ongoing
6.3.6 (Text)	87	"The Authority will, in consultation with various stakeholders,	Ongoing

		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