

# Appendix 6

## RECOMMENDATIONS

The following schedules outline a range of recommendations arising from the preparation and formulation of the Guidelines.

### Transportation

#### Recommendation 1

**In the Metropolitan Area, public transportation and other sustainable modes should be given precedence over the requirements of the private car in all relevant policy and decision making.**

The strategy outlined in Chapter 9 places fundamental importance on the development of a much-enhanced public transport system. In the Metropolitan Area, the intention is to create and sustain conditions suitable for major enhancement of the existing public transport system. Significant changes to the pattern and forms of development are proposed to give effect to this. It is, therefore, critically important that, in the Metropolitan Area, the making of all relevant decisions and policy should give precedence to public transportation, and other sustainable modes, over the requirements of the private car.

#### Recommendation 2

**Demand management measures to reduce the overall growth in demand for travel and to dissuade commuting by private car and encourage the use of public transport should be incorporated into all policy and decision making by the relevant authorities.**

The strategy seeks to reduce the overall demand for travel. This can only be partially achieved through planning objectives and policies. There will also be a need to introduce and implement demand management measures to reduce the overall growth in travel.

The strategy recognises that, throughout much of the Hinterland Area, the use of the private car will continue to be essential and that appropriate road improvements will be required to facilitate this use. However, commuting journeys from the Hinterland Area to the Metropolitan Area should, as far as possible, be transferred from the private car to public transport. In the making of policy and decisions that will affect commuting travel to the Metropolitan Area, such as the improvement of major radial routes, the relevant authorities should seek to incorporate measures that would dissuade commuting by private car and encourage the use of public transport.

#### Recommendation 3

**The priority to be accorded to the measures and projects included in the Dublin Transportation Initiative and Review should be confirmed by the relevant authorities and the resources necessary to give effect to the proposals, without any delay and should be secured and allocated, where this has not already been done.**

The strategy assumes that all of the transportation measures and projects, as proposed in the Dublin Transportation Initiative and Review, are implemented. Some of these

projects have been subject to considerable delay and it is critical that no further delays are encountered in the realisation of these and other proposals.

#### **Recommendation 4**

**Extend the DTI study area to include all, or a major part of, the Greater Dublin Area as defined for the guidelines.**

At present, consideration is currently being given to extending the area covered by the Dublin Transportation Office. If this were to extend to all, or a major part of the Greater Dublin Area, it would allow for the inclusion of all of the transportation proposals and concepts in the review mechanisms of the DTI.

#### **Recommendation 5**

**Potential routes for all key transport measures should be identified by the relevant transportation authorities and the Dublin Transportation Office as a matter of priority and routes protected from development, until it is clear as to whether such reservations will be required.**

The strategy is dependent on the implementation of a significant number of transport infrastructure proposals. Some of these are already planned and reservations for them have been identified and/or secured. Other proposals are still tentative and require additional study to ascertain the most appropriate means of realising the objectives. There is, however, a real danger that other forms of development will preclude the realisation of projects that are essential to the strategy.

It is, therefore, important that potential routes for all possible key transportation measures are identified as a matter of urgent priority. Following identification of the routes, it is equally important that reservations for the routes are identified and protected free from other, incompatible forms of development. In line with the precautionary principle, all potential reservations should be protected, until it is clear as to whether such reservations will be required. This is particularly important in existing built-up areas, where the 'window of opportunity' may close rapidly. The reservations will require to be incorporated into the relevant Development Plans (see Recommendation 31).

Whilst the assessment of the schemes will be a matter for the relevant transportation authorities and the Dublin Transportation Office, reservations may require to be protected for:

- 1 A future new rail link or links through the city centre
- 2 A new rail connection from the Belfast line, through Swords, the airport and into the city centre
- 3 A new rail link to Navan
- 4 Public transport routes serving Swords
- 5 The expansion of selected existing rail routes from two to four tracks
- 6 The further improvement of the M50

- 7 The proposed road link from the Swords-Airport area to Blanchardstown / Clondalkin / Tallaght
- 8 The proposed southern port access route
- 9 Other local roads essential for the strategy

#### **Recommendation 6**

**The current review of the DTI should consider, inter alia, the projects for both the Metropolitan and Hinterland Areas outlined below, with a further review or reviews as the strategy is implemented. Appropriate priority and resources should be allocated to avoid unnecessary delays.**

The future population and household growth can only be accommodated if the provision of transport infrastructure, particularly in respect of public transport facilities, is maintained beyond the implementation of the DTI measures. In addition to the measures listed in relation to Recommendation 5, other measures and actions required include:

- 1 Investigate further measures to increase capacity on Howth Junction to Barrow Street section of rail network
- 2 Investigate, and implement if feasible, potential to run Arrow services via Phoenix Park rail tunnel to Barrow Street
- 3 Design and implement inner circular public transport in city centre, using buses initially but considering other modes in the longer-term, and associated traffic management measures
- 4 Extend Quality Bus Corridors and other bus priority measures
- 5 Identify locations (including those outside of urban centres) for additional park-and-ride schemes
- 6 Develop cross radial and orbital bus routes

In addition to what has been done in the following areas, additional measures are needed:

- 7 Design and implement additional cycling and pedestrian measures
- 8 Identify and implement measures to ensure greater numbers of taxis and hackneys in the Greater Dublin Area
- 9 Constrain the provision and usage of parking facilities within the city centre, especially for all-day parking

#### **Recommendation 7**

**The National Road Network should be re-assessed in light of the strategy.**

Although the strong emphasis of the strategy is firmly based around sustainable public transport modes it is appreciated that some improvements to the road network will be

needed over the coming years. These may be viewed in a national context as maintaining suitable access to major facilities such as the ports, airports and other cities in Ireland. The schemes to be considered should include:

1. An inner orbital link from the Swords/Airport area to Blanchardstown / Clondalkin / Tallaght. Secure reservation and assess with local and national context.
2. The Southern Port Access Route (Eastern By-Pass) proposal should be re-examined, especially in relation to the need to secure improved access to the southern sector of Dublin Port. The assessment should also focus on the extent to which pressure on the M50 and major radial routes could be reduced by implementation of the Southern Port Access Route, thereby releasing capacity for essential traffic on those routes and possibly facilitating the realisation of the strategy in regard to the development of the Phase 1 'development centres'.
3. An outer orbital link connecting the major 'development centres' in the Hinterland Area. Assess with local and national context.

#### **Recommendation 8**

**Assess the requirement, in accordance with the overall strategy, for improvements to roads giving access onto the National Route system and implement schemes as appropriate.**

#### **Recommendation 9**

**Except in exceptional circumstances, development proposals requiring direct access onto National Roads, outside of built-up areas, should not be permitted.**

An important element of the strategy is to seek to maintain the National Road network for non-commuting traffic. New accesses onto the network should be avoided to maintain the level of service on these roads. However, development will require access to the National Road network and roads providing access from development areas to the National Road network should be improved where necessary.

## **Sanitary Services**

#### **Recommendation 10**

**Progress should be maintained in the implementation of all planned and programmed sanitary services infrastructure projects.**

The strategy is based on the implementation of a range of current, planned, programmed and proposed sanitary services schemes. As with transportation infrastructure, it is essential that all of these projects are implemented without delay and that, where necessary, appropriate reservations are made for them. In addition to the major schemes specifically identified below, various other schemes, of more local significance, will be required throughout the Greater Dublin Area.

## **Water Supply**

#### **Recommendation 11**

**The Generale des Eaux report should be reviewed in the context of the population scenarios used for the Strategic Planning Guidelines and the leakage control**

**programme re-assessed with particular reference to the likely achievement of the targets.**

The review of water supply conducted during the preparation of the guidelines indicated that the current leakage control programme may require to be re-assessed in the light of the anticipated levels of growth and development now envisaged. This programme was based on a report prepared by Generale des Eaux that, in turn, was based on 1991 Census of Population figures.

#### **Recommendation 12**

**The Ballymore Eustace water supply augmentation scheme should be implemented as a matter of priority. The planned upgrades and/or expansions of the Leixlip, Roundwood and Ballyboden plants will also be required.**

#### **Recommendation 13**

**Planning for the provision of long-term water supplies to the built-up area of Dublin and parts of the Hinterland Area should be initiated immediately.**

#### **Recommendation 14**

**Further studies should be undertaken, if required, of the capacities of the Boyne and Barrow systems to supply water.**

The levels of population, household and economic growth anticipated in the period up to 2011 will place considerable pressure on water supplies in the Greater Dublin Area, and in particular on the area currently served by the combined Dublin Corporation and Fingal County Council works. Additional supplies to this area will be required and the proposed augmentation scheme for Ballymore Eustace should be implemented, as a matter of priority, to meet the anticipated demand.

The implementation of the Ballymore Eustace scheme will effectively take supplies from the Liffey to the maximum possible abstraction. In the longer-term, additional water supplies for the Dublin area will be required. Given the length of time necessary to bring large-scale water supply schemes to completion, planning for the longer-term supply to the Dublin area should be initiated immediately, with assessments of the potential sources and means of delivery.

Additional water supplies are available within the Greater Dublin Area, especially in the catchments of the Boyne and Barrow rivers. These supplies can support the proposed 'development centres' in the Hinterland Area and, where the extent and quality of these supplies is not established, appropriate studies should be undertaken for their assessment.

#### **Recommendation 15**

**Investigate water supply to the north Fingal area, identify additional supplies and implement scheme for supply.**

The Balbriggan area is identified in the strategy as a 'development centre'. At present, water supply to this area is dependent on a single connection from the supply for the built-up area of Dublin. If the area is to develop in the future, additional and/or more secure water supplies will be required.

## Wastewater Treatment

### Recommendation 16

**Secure the implementation of the wastewater treatment projects currently in planning or proposed, as identified as necessary for the strategy.**

In general, the wastewater treatment infrastructure to meet the needs of the anticipated population and employment growth is in place and/or in planning. The implementation of the strategy requires the realisation of these major wastewater treatment schemes, including the completion of the proposals for the Ringsend Plant, as part of the Dublin Bay project, the expansion of the Swords, Balbriggan, Rush, Lusk, Malahide, Leixlip, Navan and Osberstown (Naas-Newbridge) plants and the provision of the upgraded treatment plant at Shanganagh, to serve parts of Dun Laoghaire-Rathdown and the Bray area of north Wicklow, as well as plants at Wicklow, Arklow and Dunshaughlin.

In addition, wastewater treatment facilities to meet local needs will be required throughout the Greater Dublin Area.

## Wastewater Collection

### Recommendation 17

**The capacity of the major trunk sewers serving the Tallaght, Lucan/Clondalkin and Blanchardstown areas should be reviewed and, where necessary, these sewers should be augmented or duplicated to facilitate achievement of the population targets set out in the strategy.**

The population levels envisaged for South Dublin and Fingal South will require additional trunk sewer capacity. Significant measures to replace older, and now inadequate, sewerage systems to meet local needs will also be required.

## SOCIAL, EDUCATIONAL AND RECREATIONAL INFRASTRUCTURE

In the past, the provision of social, educational and recreational infrastructure has tended to follow the development of housing and employment uses, at times, with considerable delay. The availability of good social, educational and recreational facilities can be extremely important in influencing the choice of residential location by prospective house buyers. In the future, therefore, it will be important to seek for the provision of adequate social, educational and recreational infrastructure in conjunction with, or even ahead of, housing development and at locations that accord with the strategy.

### Education

#### Recommendation 18

**Plan future provision of higher level educational facilities to utilise peak time counter-flows on the public transport network and/or to reinforce the Phase 1 'development centres' in the Hinterland Area.**

Decisions on the future requirements for educational facilities are primarily a matter for the educational authorities. However, with a significant anticipated growth in population and likely demands for additional educational facilities to serve the anticipated growth in the economy, it is very likely that at least one additional third-level educational facility will be required in the Greater Dublin Area during the period covered by the guidelines. Where such provision is being planned, it should be located, if possible, to utilise counter-flows on the public transport network and/or to reinforce the proposed 'development centres' in the Hinterland Area.

#### Recommendation 19

**The provision of primary and secondary education facilities should be planned and implemented in concert with the planning and development of residential areas.**

In some instances, notably in the Hinterland Area, there has been significant residential development without the accompanying first and second level educational facilities. This has placed considerable strain on existing facilities in those areas. Future provision should be planned and implemented in concert with residential development, especially where this is undertaken in the context of Action Area Plans (see Recommendation 33)

### Healthcare

#### Recommendation 20

**Plan future provision of major hospital facilities with particular regard to public transport access.**

Where additional hospital facilities are proposed to cater for the increased population levels anticipated in the future, or where it is proposed to re-locate major hospital facilities to a new location, particular regard should be had to public transport access to the facilities. This should include both public transport access from the catchment area of the hospital and, where the facility serves a specialist or national need, from outside of the catchment.

## Recreation and Open Space

### Recommendation 21

**Where possible, future leisure and recreational facilities should be located where they can be served by public transport.**

The relative importance of recreational facilities will increase in the future and it will be important to ensure that adequate recreational facilities are available throughout the Greater Dublin Area in conjunction with, or even ahead of, new housing development. In particular, provision will require to be made for local and regional scale parks, incorporating active and passive recreational opportunities and for a range of indoor recreational and leisure pursuits.

The location of these should serve to reinforce the thrust of the strategy, with particular emphasis placed on access by public transport.

## The Development Plans

The development plans of the local authorities are the principal planning tools for the orderly development of land and these plans will be an important means by which the strategy for the Greater Dublin Area will be implemented.

### Recommendation 22

**Each local authority in the Greater Dublin Area should re-appraise its development plan and amend it, where necessary, to accord with the strategy on which the guidelines are based.**

Most of the local authorities in the Greater Dublin Area have recently reviewed their development plans, or are at an advanced stage of in the review process. In so far as possible, the objectives and policies of these plans have been incorporated into the guidelines.

Nevertheless, the individual development plans were reviewed without the benefit of an overall strategy for the Greater Dublin Area, and they should be re-appraised and reassessed in the light of the strategy. This may require some material revisions to the plans but this is necessary to ensure the overall implementation and success of the strategy.

### Recommendation 23

**Development Plans in the Greater Dublin Area should include consideration of policies to delineate the city, towns and villages from the adjoining rural area by the designation of development envelopes, stop lines etc.**

### Recommendation 24

**Development Plans in the Greater Dublin Area should, where appropriate, identify and designate urban fringe areas (as for example between urban areas and the Strategic Green belt areas) and include policies on appropriate land uses in those areas.**

The need to achieve a clear demarcation between urban and rural areas is an important element of the strategy, derived from the principles of sustainable development.

To accompany the policy outlined above, the development plans should identify 'urban fringe' areas around the larger settlements and incorporate policies for appropriate land uses in such areas (recreational, etc.).

#### **Recommendation 25**

**Policies and objectives in the Development Plans should seek to avoid increasing the extent of existing concentrations of socially disadvantaged areas and the creation of significant new areas of disadvantage.**

The difficulties arising from concentrations of socially disadvantaged areas and the benefits accruing from the achievement of greater social mix are now recognised. It will be important to ensure that further difficulties are not created in the future.

#### **Recommendation 26**

**Assess the means by which policies included in Development Plans for the integration of socially disadvantaged communities can be implemented and continue to include such policies in future plans. In addition, areas should be identified, and suitably zoned, in the Development Plans to facilitate the provision of targeted employment for areas with high levels of social exclusion.**

Development plans should continue to include policies to ensure the integration of socially disadvantaged communities, including the travelling community, with the wider community by measures such as requiring a given proportion of housing to be dedicated to social use. However, the means by which these policies can be implemented requires to be reassessed with a view to adopting a flexible and practical approach.

#### **Recommendation 27**

**Each local authority should review the requirement for zoned lands and, where necessary, zone additional land at an appropriate review of the Development Plan, including a percentage allowance for land that may not be released for development.**

The amount of zoned land for both residential and employment uses in each local authority area should be reviewed in the light of the requirements of the strategy. Where necessary, additional land should be zoned, at an appropriate time, to provide for the anticipated level of growth in that area, with an allowance for land that might not be made available for development because of servicing or other difficulties. This allowance should be a percentage, possibly one-third to one-half, of the land necessary to accommodate the anticipated growth.

#### **Recommendation 28**

**In zoning additional lands for residential use, planning authorities should select only lands conforming to the criteria set out below.**

Additional areas for residential zoning should be selected on the basis of meeting all three of the following criteria:

1. Location within areas identified for development in the strategy; and
2. Identified potential to be served by adequate public transport; and

3. Identified potential for servicing by water supply, drainage, etc.

Except for limited provision for local needs, lands that do not conform to these criteria should not be zoned.

It will be essential for the public transport schemes to be implemented in concert with the new developments, since any significant delay will inevitably lead towards unsustainable car-based travel.

#### **Recommendation 29**

**Where appropriate, development plans should contain policies controlling development in areas outside of the Metropolitan Area and the 'Development Centres' to meet local needs only. These needs should be identified in the development plans, which should also contain policies controlling urban generated housing in smaller centres and rural areas.**

Development in areas outside of the Metropolitan Area and the 'Development Centres' should be strictly for local needs, which should be identified in the development plans. In particular, each development plan should contain policies strictly controlling urban generated housing in the smaller centres and in the countryside.

### **Reservations for Transport and Other Infrastructure**

#### **Recommendation 30**

**Following the identification of potential routes for proposed infrastructure projects and concepts required to implement the strategy, each local authority should amend its development plan, as necessary, to include objectives for the protection of reservations for the projects.**

The strategy is dependent on the implementation of a significant number of infrastructure proposals. Some of these are already in train and reservations for them have been identified and/or secured. Other proposals are still tentative and require additional study to ascertain the most appropriate means of realising the objectives. There is, however, a real danger that other forms of development will preclude the realisation of projects that are essential to the strategy.

It is, therefore, important that all potential transportation reservations required for the implementation of the strategy should be identified and held free of development until it is clear as to whether such reservations will be required. This is particularly important in existing built-up areas, where the 'window of opportunity' may close rapidly.

#### **Recommendation 31**

**Development Plans should consider a differentiation between different categories of employment use and include land use zoning objectives that reflect the desired location of these.**

A distinction should be made, in zoning objectives terms, between employment uses that require relatively good access to the National Route network because of the need to transport significant quantities of goods and employment activities that do not have such requirements, but may employ significant numbers of people. The former should

be facilitated through the zoning of land at accessible locations on the National Route network. The latter should be located at locations with good public transport access.

## Action Area Planning

Some of the issues considered during the preparation of the guidelines relate to matters that are more appropriately addressed at local than at regional level. Some of these, such as the general mix of development in a locality, appropriate development densities, open space provision, etc. can be dealt with in detailed plans for local areas, usually called Action Area Plans.

### Recommendation 32

**Development Plans in the Greater Dublin Area should require the preparation of Action Area Plans for all significant areas of new housing development.**

For the reasons stated above, it is recommended that all future residential (and other) development of any significant size should be undertaken in the context of Action Area Plans that will set out, inter alia:

- The general mix and form of development, including housing, to be accommodated;
- Building forms and layouts that allow for the penetration of areas by pedestrians, cyclists and public transport;
- Appropriate minimum development densities;
- The location, extent and character of open space; and
- The integration of social and private housing.

## Planning Legislation and Administration

In order to facilitate the implementation of the strategy, it may be necessary to introduce a number of changes to the planning legislation and to the administration of the system.

### Recommendation 33

**Consider the introduction of an Accelerated Planning System to be applied to selected locations within the Metropolitan Area.**

At present, one of the factors driving housing demand in the Hinterland Area is the relative supply and cost of new housing in the Metropolitan Area. This demand is increasing commuting levels and is not sustainable. There is, therefore, a need to consider means by which the speed of delivery of housing in the Metropolitan Area could be increased.

The 'Accelerated Planning Scheme' would apply only to selected lands currently zoned for residential use and which are subject to Action Area Plans. The principle of residential use would, therefore, be established on these lands. The lands would be selected in accordance with a set of criteria that would include their location relative to public transportation, the ready availability of services, etc. Specific requirements

would be set for the lands, including residential densities, general form of housing type, open space requirements, etc. Applications meeting these requirements would be processed quickly through the local authority planning system. Development proposals elsewhere would be processed in the ordinary way.

#### **Recommendation 34**

**Where necessary, provide additional resources to local authorities in the Greater Dublin Area to accelerate the determination of planning applications.**

The availability of additional resources would allow planning authorities to speed up the consideration and determination of planning applications with a consequent increase in the speed of provision of new development.

#### **Recommendation 35**

**Provide resources to An Bord Pleanála to determine appeals relating to significant new residential proposals in the Metropolitan Area within a specific time limit shorter than the existing time taken for appeals.**

Another means of speeding up the supply of housing in the Metropolitan Area would be to ensure that any delays occasioned by the appeals system were reduced to a minimum.

#### **Recommendation 36**

**Consider introduction of changes in legislation to permit local authorities to levy developers to contribute towards the fixed infrastructure capital cost of public transport provision that facilitates development.**

The strategy is built around the provision of a much enhanced public transportation system, and this system is seen as essential for the sustainable future development of the Greater Dublin Area.

Future developments must be linked to public transport and it is reasonable that the cost of such provision be partially borne by the development. This could be achieved by permitting the levying of contributions for the provision of public transport facilities that facilitate the development.

### **Other Housing and Employment Measures**

#### **Recommendation 37**

**Consider the granting of permission for residential developments at suitable locations in the Metropolitan Area through the use of interim or temporary wastewater collection and treatment arrangements.**

In addition to the measures to be included in the development plans and, possibly, in the review of legislation, the supply of housing in the immediate future might be speeded up through the granting of permissions on the basis of interim or temporary wastewater collection and treatment arrangements. This, for example, could help the early release of lands for which major schemes are currently in planning.

#### **Recommendation 38**

**Investigate means of increasing average occupancy rates in areas that currently have a**

low rate. Devise pilot measures and implement them. Assess these pilot schemes and introduce mainstream schemes as appropriate.

It has been identified that significant areas of suburban housing, especially within the Metropolitan Area, have low levels of occupancy. Increasing the levels of occupancy of these houses would assist in the accommodation of future population levels and would also help to revitalise the local communities. Some potential measures to address this issue are identified in Chapter 9.

#### **Recommendation 39**

**Investigate and introduce measures (advance factories; dedicated land; provision of services; taxation incentives, etc.) to secure employment activities in the identified 'development centres' in the Hinterland Area.**

Critical to the success of the strategy are actions and policies that ensure the provision of employment in the Phase 1 'development centres'. It is essential that these do not become merely dormitory towns and specific measures will be required to ensure that adequate levels of employment are established in each centre.

#### **Recommendation 40**

**Identify and implement measures to encourage home tele-working and the more extensive use of information technology.**

The more widespread introduction of home working, based on the developing IT infrastructure of the Greater Dublin Area could reduce commuting levels with consequent traffic and environmental benefits.

#### **Recommendation 41**

**New data on the place of employment, including service sector employment, in the Greater Dublin Area should be generated and used for the monitoring of the strategy and future planning.**

At present, the planning of future employment is hindered by lack of information on location of employment, as opposed to the home address of those employed which is available from Census data.

### **Other Recommendations**

#### **Recommendation 42**

**Establish a Local Authority Development Fund to provide 'roll-over' financing for the purchase and servicing of land for residential development. Where appropriate, this scheme could provide 'matching funds' for the Serviced Land Initiative.**

Clearly, adequate funding is necessary for the implementation of the strategy. A specific requirement is to ensure that the supply of housing is not hindered by difficulties over the servicing of land. The Serviced Land Initiative has helped considerably in this regard, but a further initiative to assist local authorities with the necessary matching funds is desirable.

#### **Recommendation 43**

**Establish a monitoring and review structure for the Strategic Planning Guidelines.**

A monitoring and review structure for the Guidelines needs to be established, possibly through an extension of the structure initiated for the preparation of the Guidelines. The structure should integrate planning and transportation interests, with a view to achieving greater integration of both in the future planning and development of the Greater Dublin Area. The review of the Guidelines should incorporate an assessment of towns outside of the Greater Dublin Area which are known to generate commuting to the area.

#### **Recommendation 44**

**Monitor population and employment trends in the Greater Dublin Area at more frequent intervals than the Census.**

As part of the review of the guidelines, it would be useful to monitor population and employment trends in the Greater Dublin Area at more frequent intervals than available from the Census.

#### **Recommendation 45**

**Consider the designation and resourcing of National Strategic Projects.**

To assist in the implementation of the strategy, consideration should be given to the designation of 'National Strategic Projects' (large and complex projects with long lead-in times), which should be accorded adequate resources, a high priority and possibly special legal status. The projects should have professional and dedicated project management teams. This might be a means of implementing some of the major transportation projects identified in the strategy.

#### **Recommendation 46**

**Consider wider use of partnership approaches to the implementation of appropriate aspects of the strategy.**

The wider use of a partnership approach to design and implementation of major infrastructure projects should be considered as one of the means of ensuring the implementation of the strategy. The partners might form joint project teams, drawing skills and experience from a range of existing development bodies, including the local authorities and statutory undertakers.

Consideration also needs to be given to the potential of public-private partnerships to deliver aspects of the strategy, especially in relation to some infrastructural projects.

#### **Recommendation 47**

**Introduce legislation to overcome existing delays in obtaining way-leaves and/or land for projects.**

Some of the legislature procedures, such as that applying to the acquisition of way leaves and land for infrastructural projects, can be lengthy and can give rise to significant delays. Consideration should be given to introducing changes to this legislation to speed up the process.

#### **Recommendation 48**

**Instigate a review of aggregate resources in and close to the Greater Dublin Area and of planning policies affecting their extraction with a view to ensuring that adequate supplies of aggregates are available to meet the needs of the strategy.**

The supply of aggregates has been identified as a potential 'bottle-neck' to the provision of the required number of housing units and other developments in the Greater Dublin Area. It would be prudent to assess the situation and identify measures to ensure that adequate supplies of aggregates are available to meet the needs of the strategy.