

## 10. NEXT STEPS

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*The strategy outlined in Chapter 9 will be implemented primarily through:*

- *the Development Plan process; and*
- *the provision of major infrastructure.*

*Each of the Development Plans in the Greater Dublin Area will require reappraisal in the light of the strategy and, if necessary, be amended to accord with it.*

*Some of the major infrastructure projects required for the implementation of the strategy are in progress or are at an advanced stage of planning. It is essential that momentum in the implementation of these schemes, and of the other schemes required by the strategy, be maintained and that decisions are taken as quickly as possible on all of the required actions.*

*The implementation of the strategy and the successful realisation of the objectives, will require continuous monitoring. A monitoring structure is therefore recommended.*

*A range of other recommendations arising from the preparation of the Guidelines is given in Appendix 6.*

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The strategy for the future development of the Greater Dublin Area has been outlined in Chapter 9. The realisation of this strategy will take time and it must be appreciated that the necessary changes in the objectives and policies of each of the local authorities and other statutory agencies (where these do not correspond to the strategy) will take some time to put in place. This is particularly true of the Development Plan process, where the statutory requirements, coupled with the complex inter-relationship of many of the issues, do not allow for instant change.

The planning and lead-in times required for major infrastructure projects, together with statutory requirements for Environmental Impact Assessment, and the need for adequate levels of public consultation, must also be appreciated.

Nevertheless, it is important that progress with the implementation of the strategy proceeds as quickly as is practically possible. The pressure for development in the Greater Dublin Area and the extent to which current infrastructure is at, or over, capacity, point to the need for rapid decision-making and implementation. Moreover, as the Guidelines indicate, these pressures are likely to continue for the foreseeable future.

The implementation of the strategy will be achieved primarily through:

- The Development Plan process of the local authorities that will guide and control development throughout the Greater Dublin Area, particularly private sector development; and
- The provision of major transportation, sanitary services and other infrastructure that will be primarily undertaken by the public sector, possibly with increasing participation by the private sector.



Following publication of the strategy there are three key actions required as the next steps in the process:

1. Re-appraisal and, if necessary, amendment and review of the Development Plans of each local authority in the Greater Dublin Area to accord with the overall strategy.
2. Rapid decision-making and implementation of the key infrastructure proposals required for the realisation of the strategy.
3. Formulation and appointment of appropriate monitoring and review structure.

## DEVELOPMENT PLANS

The formulation of the strategy has had regard to the objectives and policies of the Development Plans of the local authorities in the Greater Dublin Area. Wherever possible within the overall strategic framework, the objectives and policies of the Development Plans have been incorporated into the strategy.

However, it will be necessary for each local authority to assess its Development Plan in the light of the strategy. Where plans are due for review in the near future, this assessment can be undertaken as part of the review process. Where plans have recently been adopted, the appraisal should take place as soon as is reasonably feasible.

The purpose of the assessment is to identify objectives and policies in the plans that do not accord with the strategy. If necessary, the Development Plans may require to be varied, in accordance with the proscribed procedures under the legislation.

## INFRASTRUCTURE

The implementation of the strategy will require very significant investment in transportation, sanitary services and other infrastructure. The infrastructure requirements may be categorised as:

1. Committed projects that are under way or for which funds have been allocated. Clearly, these should proceed and be completed as soon as possible.
2. Projects which have been approved and which are at detailed planning stage. Progress with these should be reviewed by the relevant authorities in the light of the significance of the project for the strategy. Where necessary, additional resources should be made available to ensure that the planning phase of the project is completed in the shortest possible time and that the project moves quickly onto implementation.
3. Projects that are at planning stage but not yet approved. The relevant authorities should review the significance of these projects for the realisation of the strategy and adopt a programme to ensure that the appropriate decision is made without delay. Following approval, these projects should proceed as quickly as possible, in line with category 2 above.

4. New proposals and projects identified as part of the strategy or those which will be identified during further consideration of the strategy. Most of these will require additional study covering both further development of the concept and its feasibility. These studies should be commissioned at an early stage by the relevant agencies, as lead-in times for major projects can be lengthy.
5. Infrastructure proposals should be prioritised for funding under the 2000-2006 Dublin and Mid-East Region Plans.

## MONITORING AND REVIEW

As stated above, it will be necessary to monitor and review progress towards the realisation of the strategy and the implementation of the Guidelines.

It is recommended that the Steering Committee for the Strategic Planning Guidelines form the basis of an on-going monitoring and review group. The Steering Committee comprised senior executives from each of the local authorities, together with representatives from the Department of the Environment and Local Government, the Department of Public Enterprise and the Dublin Transportation Office. The Committee also included the directors of the two regional authorities. It is recommended that each of these organisations be represented on the monitoring and review group, together with additional representatives from transport planning interests, including the National Roads Authority and CIE.

The monitoring and review group should meet at regular intervals and should publish a short annual report to inform the public of progress with the strategy.

The monitoring and review group will require technical assistance and for this purpose it is recommended that a small executive be formed comprising two or three suitably qualified technical assistants. These should work to a sub-committee of the monitoring and review group. The executive could be located within a local authority or other suitable public body, which might also provide administrative back-up. The cost could be shared between all of the relevant agencies at national, regional and local level.

To assist the monitoring and review group, a technical advisory group, comprising of senior technical staff of the various bodies represented on the monitoring and review group, should be established. This would meet throughout the year as required. A small advisory group of elected members of the local and regional authorities should also be established.

## OTHER RECOMMENDATIONS

A range of recommendations, covering a variety of issues arising from the preparation and formulation of the Guidelines, is given in Appendix 6.