RPG JOINT REGIONS MEETING 21ST OF FEBRUARY 2006.

UPDATE ON REGIONAL PLANNING GUIDELINES
-ECONOMICS, POPULATION, HOUSING & SETTLEMENT, TRANSPORT 21

1. INTRODUCTION

The purpose of this report is to inform the Regional Authorities of progress regarding implementation of the Regional Planning Guidelines. The report compliments the previous interim reports presented to the Steering Committee on the 25th of November 2005. In this report, a wider range of data is used to develop indicators of how the RPG strategy is being implemented, thus providing an opportunity to assess progress and to draw comparisons with results in the following years. Due to the structure of the RPG Office, it is proposed that the Reports shall be made to each meeting of the Steering Committee and Joint Meeting of the Regional Authorities which are currently scheduled bi-annually, and that the content of the Update will vary, to allow the opportunity for all issues covered by the RPG document to be monitored.
This Report will focus on Economics, Population, Housing & Settlement. It is intended the second Report of this year will address the issues of Infrastructure, Social Inclusion, Heritage and Rural Development, as well as short updates on critical elements where the information is available.

2. ECONOMIC UPDATE

2.1 Introduction

In reporting on the economic context for the region, efforts have been made to use easily updateable information sources, in order to provide for consistency of approach, and to enable trend analysis over the medium-long term. It is intended over the coming year to expand and improve the range of indicators used in co-operation with each local authority. The Regional Planning Guidelines (RPGs) for the Greater Dublin Area take their core from the National Spatial Strategy, but with due regard to regional specificity. In analysing the main socio-economic trends for the region, the Guidelines concluded that the international environment will directly influence future economic development. As a result, cognisance of local, regional and wider economic characteristics is important.

This brief proposes to offer information on national trends and outlook, regional employment and the labour force, some measures of commercial activity (e.g. planning permissions granted) and other data, as a means of monitoring the progress of the Dublin and Mid-East Regions within the framework of the Guidelines. It is intended to continue to add indicators where possible.

2.2 Irish Economy

Since the previous Steering Committee Meeting in November 2005, the ESRI have published their Medium-Term Review 2005-2012. This Review recognises that the Irish Economy has experienced unprecedented growth, resulting in low unemployment and impressive GDP gains, over the past ten or so years. Features of our economy are record investment in housing (acting as a catalyst to growth within the overall economy), close to full employment (the lowest rate experienced in the EU), and sustained growth in the labour force driven by substantial immigration (with Ireland recognised as one of the preferred labour market destinations in Europe). As a result, consumer and business confidence within the economy is strong, public spending was up 9% in 2005, GDP growth was in the region of 4-5%, while the Exchequer deficit for 2005 was a lower than expected €499 million (original estimates for 2005 were for a deficit of €3 billion). In these terms, the Irish Economy is performing well.

However, some of the features of the Irish Economy have potential negative impacts. These include an exceptional level of dependence on the building industry for growth and employment, and a marked increase in household debt (due to the belief that future income levels will manage this debt). While neither factor poses immediate or definite risk to the Economy, as these trends continue, it becomes more likely that a global economic readjustment or 'shock' will have a more pronounced effect on our small open economy. The ESRI suggest measures to 'cool' the growth in the construction sector in order to reduce the danger to the economy in the event of a 'shock'. These suggestions include the removal of tax relief incentives that are fuelling the boom, and consideration of introducing specifically targeted fiscal instruments such as property tax or reducing Government spending in construction. In terms of the future potential of the Irish Economy, the services sector – using skilled labour – is seen as the sustainable growth promoter for the economy. Manufacturing will continue the move to high-end technology operations, and overall, research and development (R&D) and science, technology and innovation will become more integral, more important.

While well placed, the Irish Economy now has a lower potential to grow – due in part to the sheer pace of growth over the past decade – and this potential is seen as diminishing further as the decade progresses. Of crucial importance to this scenario is the uncertainty of the growth path for the US economy (along with the other major world economies), the changing demographics of Ireland, the transition to the knowledge-based economy, how the construction sector develops, and the possibility of constraints in terms of infrastructure and housing stock. Despite these concerns, growth in the Irish Economy is expected to remain strong, with average growth in GNP per capita estimated at approximately two percent per annum up to the end of the decade. This growth projection is, if obtained, excellent in relation to our European partners, and would mean that Ireland would remain one of the leading economies of Europe.

2.3 Regional Employment and Labour Force

According to the CSO Quarterly National Household Survey (QNHS) for the period June-August 2005, there was an estimated 846,000 people (+5.3% on year) in the Dublin and Mid-East Region labour force. Of these, 809,000 (+5.0% on year) were in employment, resulting in a regional unemployment rate of 4.4%, and a participation rate of 65.3% (State estimates were 4.6% and 63.2% respectively).

While the unemployment rate rose over the quarter, when seasonally adjusted, this increase can be seen as minimal, particularly in light of an estimated extra 23,000 in the regional workforce when compared to the previous quarter. Indeed the CSO indicate that all of the increase could be accounted for by short-term unemployment, with virtually no change in the long-term unemployment rate.

The overall trends exhibited in the region over the past number of years are an increase in the labour force, additional employment, higher participation rates (especially among females), and a relatively settled rate of unemployment – likely indicating close to 'full employment'. This growth in the labour force has been driven by substantial immigration (see section below). It is recognised that demand for labour is strong, with the Construction sector being a key driver, with total national employment in this sector estimated at 252,000 (+13.7% on year) – equivalent to more than one in eight of all jobs (12.66%). Growth in construction employment contributed thirty thousand extra jobs in the twelve months, one-third of total employment growth in that period.

In terms of National employment split by Broad NACE Economic Sector, there were 119,000 (6%) persons working in Agriculture, 546,700 (27.5%) working in Industry, and 1,323,500 (66.5%) working in Services (1,989,800 persons total). **Of the total industrial employment for the State, over half consists of construction employment.** A summary of the QNHS estimates is included in the Appendix 1.

2.4 Planning Permissions - Commercial/Agricultural/Industrial

The nature of planning permissions granted in the Dublin and Mid-East Regions can be used as a proxy measure to indicate commercial activity. Quarter Four 2005 data is due to be published by the CSO at a date not later than the 31st of March 2006. Until then, the year total to the end of Quarter 3 will be used to indicate the permissions trend. For comparative purposes the Quarter 3 result for 2004 are shown in the table below.

Table 1: Total Floor Area Granted ('000 sq.m.)-Commercial & Industrial

Type of Development	**Region**	**Full Year**		**Quarter 3**	
		Yr03	Yr04	Yr04	Yr05
Total Construction /Extension	Dublin	960	1155	747	647
Total Construction /Extension	Mid-East	393	448	375	415

The table below gives a breakdown by sector of the results. (Yr05 only refers to the three quarter results released, and as such the final figures will exceed the figure shown in the table).

Table 2: Breakdown by Type of Floor Area Granted.

Region	**Commercial Buildings**			**Buildings for Agriculture**			**Industrial Buildings**		
	Yr03	Yr04	Yr05*	Yr03	Yr04	Yr05*	Yr03	Yr04	Yr05*
Dublin	682	903	562	11	130	4	278	252	85
MidEast	307	311	327	52	78	54	86	137	88

*Total for the first 3 Quarters of 2005

The results show strong activity in all sectors, with the Mid-East showing a steady upward trend which is a positive indicator for balancing growth in the Region. Agricultural developments are more prevalent in the Mid-East, as would be expected, while Dublin experiences greater levels of activity in Commercial and Industrial development, although Dublin and the Mid-East would appear to be increasingly convergent, particularly in terms of industrial development.

2.5 Conclusion

The Irish Economy can be regarded as maintaining a strong position, from which future growth can better be achieved. While there are challenges to consider over the medium term, focused policy can help to secure this strong position. Connected with the trends identified above, is the recognition that there is a need to meet the demands from enterprise for appropriate amounts of serviced land, using as least restrictive an approach as possible, utilising good planning practice. Key to this is the presence of a high quality environment with the requisite services in order to attract enterprise. Responding to supply constraint of appropriate human capital and infrastructure is essential to securing the required investment of enterprise, improving indigenous firms' competitiveness and expanding the research and development capacity of the region.

3. POPULATION

Figures published by the CSO for Q1 2005 (latest available) show births, deaths and the natural increase for the region at similar levels to previous years, with little variation from the previous quarters. Natural increase for the region in 2004 was 16,359. 2005 appears to be following a similar pattern.

Table 3: Natural Increase[1]

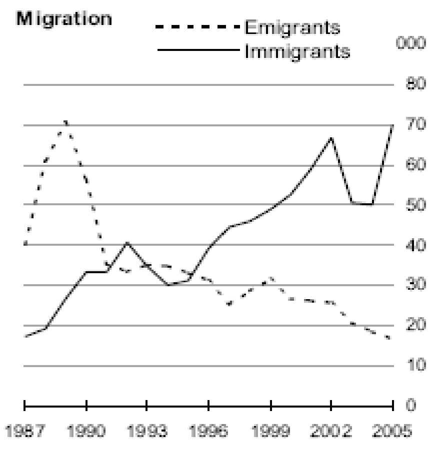
Natural Increase	2004	Quarter 1 2004	Quarter 1 2005
Dublin	10,665	2,359	2,481
Mid-East	5,694	1,560	1,393
Total	16,359	3,919	3,874

Figures on migration are more difficult to document outside of Census years, as not all migrants stay in the country permanently, and as RSI and other indicators often reflect only those arriving, the actual number residing in the State may be lower. Also no regional breakdown is available. Below is a summary of the most recent migration estimates published by the CSO.

Table 4: Migration Estimates for State.[2]

Migration	Apr 2003	Apr 2004	Apr 2005
Immigration	50,500	50,100	70,000
Emigration	20,700	18,500	16,600
Net Migration	29,800	31,600	53,400

Figure 1: Chart of Migration Trends, CSO.



As mentioned in the previous update report in November 2005, the age profile of immigrants is focussed on the 25-44 age-group, making up 54% of all immigrants, in comparison to the age profile of emigrants, where half were within the 15-24 age-group. The clustering of the age-profile of immigrants has implications on household formation and on fertility rates.

4. HOUSING

[1] Vital Statistics Tables, Q1 2005, Q4 and Annual 2004, CSO.
[2] Population and Migration Estimates, April 2003, April 2004, April 2005, CSO.

This section looks at the delivery of housing, using a number of data sources. It is hoped that these sources can be regularly updated and reported to the Committee to ensure that that trends on critical issue can be regularly monitored.

4.1 Housing Construction

A few core sources of information give indications as to the amount of housing which will be delivered in the short term.

Commencement notices collected from each Council by the DoEHLG give clear indications of the rate of house construction about to take place. A summary of this information and a comparison to 2004 is shown below to give context. (This information has only been collected by the DoEHLG since 2004).

Table 5 :Commencement Notices by Unit

	2004 Year total	Quarter 3 2005*
Dublin	19,428	12,907
Mid-East	7,593	5,074
TOTAL	27,021	17,981

*latest available, Quarterly figures are cumulative figures for year.

What comes through from the figures is that there is a small slowdown in construction for 2005, with figures running at approximately 1,000 less for the Dublin Region and 500 less in the Mid-East region so far this year when compared to 2004.

Also relevant in gaining a clear picture of housing production are the number of grants and construction as of the 31st of June 2005 provided by each Council to the DoEHLG as part of the Housing Land Availability form.

Table 6: Units under Construction, Units Granted
(Source:Housing Land Availability Questionnaire Returns from each Council, Question 9-Question 11)

	2004- Under construction	2005- Under Construction	2004- Granted not started	2005-Granted, not started
Dublin City	4,736	9,166	11,822	15,009
Dun L/Rath	3,272	4,502	2,403	2,731
Fingal	10,281	5,762	1,919	4,749
South Dublin	4,779	5,405	4,092	4,273
Total Dublin	*23,068*	*24,835*	*20,236*	*26,762*
Kildare	3,794	802	1,839	1,559
Meath	1,036	981	6,870	3,901
Wicklow**	359	623	255	146
Total Mid-East	*5,189*	*2,406*	*8,964*	*4,047*
TOTAL	**28,257**	**27,241**	**29,200**	**30,809**

*All figures only apply to lands zoned for development, and on sites over 0.5 ha. Small infill and rural permissions are not included.
**County figures only at present, full county area will be included for presentation to Councillors.

The figures above need to be read in context, in that those classed as under construction involve all units granted in a permission on which works have started. Therefore if a small number of large permissions start works in a particular year it will result in very high figures, not necessarily reflecting a huge increase in the rate of construction.

With approximately 60,000 units available to be built, the table clearly demonstrates that there is no short-term constraint to ensuring that housing provision can meet demand, provided that the construction companies build what has already been granted permission. It also gives an indication that completion figures for housing for 2006 are likely to be on a par with those of 2005, based on the similar volume of units under construction for 2004 and 2005.

The volume of grants available for construction in the Dublin counties (which mostly make up the metropolitan area) indicates that the GDA is well positioned to ensure that the RPG consolidation approach is implemented comprehensively, which will assist the reduction in demand for housing in more remote locations.

The third key source as regards monitoring of housing delivery is the CSO Quarterly Planning Permission figures, which show all housing, not just that on zoned lands.
The table below shows the yearly totals where available and a comparison of the third quarter of 2004 to the third quarter of 2005, the most recent data available.

Table 7: Permissions Granted for Housing Units (CSO Quarterly)

	2003 Year total	2004 Year total	Quarter 3 2005*
Dublin	23,074	24,196	11,009
Mid-East	7,196	9,691	8,913
TOTAL	30,270	33,887	19,922

*Latest available, quarter figure is cumulative.

The number of units granted up to September 2005 was running at a level approximately 5,000 units less for the GDA than for the previous year. However in the context of the significant amount of units granted and ready to be built, this small dip (mainly in the Dublin Region) is not significant. The dip may be addressed by final Quarter figures. This update in information will be reported at the next Steering Committee and Joint Regional Authority Meeting.

4.2 Housing Land

It is essential that a ready supply of suitable zoned land is maintained to ensure the GDA can accommodate the growing population. As most counties have in the past two years adopted new County and City Development Plans, new areas of land are now identified for housing development. A summation of some of the figures submitted by each local authority to the DoEHLG as part of their Housing Land Availability Questionnaire are shown below. These figures give a clear indication of the volume of housing land provided for and an estimate the amount of units which these land could accommodate.

Table 8: Housing Land Provision[3]

County	**Total Provision**		**Serviceable by mid-2007**	
2005 HLA	*Hectares*	*Units*	*Units*	*% of total*
Dublin City	516	54,724	54,724	100
Dun L/Rath	608	31,783	21,923	69
Fingal	1479	50,363	50,363	100
South Dublin	783	35,336	35,336	100
Total Dublin	*3,386*	*172,206*	*162,346*	*94*

[3] Extracted from figures supplied by each Local Authority to the DOEHLG for the Housing Land Availability Questionnaire, Questions 1-4.

Kildare	1,251	25,309	22,019	87
Meath	1,620	42,131	17,946	43
Wicklow**	902	18,650	13,196	71
Total Mid-East	*3,710*	*86,090*	*53,161*	*63*
TOTAL	**7,096**	**258,296**	**215,507**	**84**

*All figures only apply to lands zoned for development, and on sites over 0.5 ha. Small infill and rural permissions are not included.
**County figures only at present, full county area will be included for presentation to Councillors.

Also shown is the division as required by the Department, on when lands will become available for development. The lands which are serviceable by 2007 are likely to come on stream in the short to medium term. Lands that will only be serviceable from mid-2007 to mid-2011 are unlikely to fully contribute to the volume of housing needed prior to 2010. Even taking into account the possibility of servicing delays to post 2007 lands, it is clear that there is still more than adequate lands available for development for each county to meet the needs of the region.

However, whilst the lands above are categorised as serviceable, there are at a regional level a number of serious constraints which will affect the ability of the GDA to expand and accommodate growth. Sewerage capacity in the Dublin Region needs to be addressed, and the recommendations of the Greater Dublin Strategic Drainage Study implemented immediately in order to ensure that significant constraints do not affect the many areas of land serviced by Poolbeg Treatment Works. Also becoming critical for the GDA is water supply. Again this will affect the ability to deliver both housing and economic growth in the medium term if steps to address supply are not made. To a lesser extent but also critical to accommodating growth in the GDA is investment in waste management services. These regional constraints are not yet apparent in the tables, as lands which fall into the main service catchments are physically serviceable, however the ability of this infrastructure to deliver the processes necessary will become critical in the coming years.

4.3 House Prices

The most recent quarterly figures show a continuation of the trend seen through 2005 and late 2004 of a steadying in the rate of price increase to single figures. This trend reflects the high volume of new stock entering the market for the past few years. This indicator will be updated and reported on at the next Steering Committee and Joint Regional Authority Meeting.

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Table 9: Rate of Increase in New Housing Prices as Percentage of Previous Quarter, from DoEHLG Housing Quarterly.

New House Prices	Q1 2004	Q2 2004	Q3 2004	Q4 2004	Q1 2005	Q2 2005	Q3 2005
% change on previous quarter	11.8	11.6	9.9	8.7	9.8	7.4	8.3

4.4 Strategic Development Zones

SDZs are a special policy tool introduced under the 2000 Planning & Development Act to facilitate the fast-tracking of development considered of economic or social importance to the State, whilst ensuring high quality design and completion. There are three large housing SDZs in the GDA, and as such they have a particular role in meeting the housing demands of the regions.

Adamstown, West Lucan, South Dublin County Council.

The Scheme for the SDZ was approved in September 2003. Since then approximately 700 units have been granted permission along with roads, parkland, and the new rail station. Construction has started on Phase 1a, with approximately 200 units currently under construction.

Clonmagadden, Navan, Meath County Council.
The Scheme for the SDZ was approved in December 2004.
No applications for permission have been lodged since the adoption of the Scheme.

Hansfield, Clonsilla, Fingal County Council.
A scheme was adopted by Fingal County Council in July 2003, which was appealed to An Bord Pleanala. Following consideration of the scheme An Bord Pleanala requested that modifications be prepared. A revised scheme was prepared and was passed by the Council in July 2005. This revised scheme very recently been granted by An Bord Pleanala.

4.5 Settlement
Following adoption of City and County Development Plans, in all bar one county in the last 2 years, a clear strategic settlement hierarchy has been put in place by each new plan, reflecting the strategic hierarchy of the RPGs. Alongside the Review of the Development Plan local authorities are preparing the various studies and local area plans. These micro level studies facilitate the delivery of the RPG polices by encouraging consolidation of existing urban areas and create the form for delivering new housing and commercial areas which will meet the goals and associated objectives of RPG to create '*a region which functions well with regard to sustainability, attractiveness and quality of life, accessibility, and cost-effectiveness (in physical, economic, social and cultural dimensions*)'.[4]

Number of New Local Area Plans, Action Plans, Framework and Master Plans.
Dublin City- 4 plans completed, 6 currently under preparation.
Dun Laoghaire/Rathdown- none as yet, 10 under preparation.
Fingal- 5 adopted local area plans, 3 proceeding through statutory process.
South Dublin- none as yet, Tallaght Town Centre nearing completion.
Kildare- 3 adopted action plans, 1 draft and 13 local area plans proceeding.
Meath- 3 adopted plans, number currently in preparation for Navan, Kells and Trim.
Wicklow- 2 adopted town development plans, 4 draft local area plans proceeding.
A list of each Local Area Plans adopted is included in Appendix 2.

5. TRANSPORT 21
Transport investment is the most critical element to ensuring the sustainable growth of the GDA. The core principle of the RPG strategy seeks that development in the GDA will be increasingly related to a significantly enhanced integrated public transport system. In drawing up the RPGs, there was a clear tying-in of the existing high quality public and road transport infrastructure and of the proposed new infrastructure put forward in the DTOs Strategy *Platform for Change* with regard to the decisions made as to the most suitable locations for growth. This consolidation and clustering of development along core transport corridors allows for more people to be well served by existing investment and for future growth to be directed where investment is going.

The main impetus of the Guidelines seeks to achieve growth in a structured and managed form which is sustainable in the long term. Core to these principles is the strengthening of the role of public transport for both commuting, leisure and business purposes and the effective use of existing and proposed road infrastructure so that it supports enterprise and economic

[4] Goal 2, Page 95, Regional Planning Guidelines for Greater Dublin Area

growth both in the region, and for regions surrounding who are reliant on the international connectivity of the GDA.

The launch by Minister Cullen of the long awaited investment programme for transport has brought necessary clarity to the delivery of transport facilities in the GDA. From an examination of the schemes for the GDA, it is clear that most of the schemes included are identified by the Guidelines as vital for the success of the Region.
A list of the schemes included in T21 for the Dublin Area is shown below, and whether this was part of the RPGs is indicated.

Table 10: Transport Investment in GDA

T21 Project	**Included in RPG**
Integrated Ticketing	√
Development of Park & Ride Facilities	√
RAIL	
Kildare Line Upgrade	√
New Docklands Station	√
Spur to Dunboyne, and later phase to Navan	√
Rail Interconnector Tunnel	√
Electrification of South Kildare, Maynooth and Northern Line and extend DART	√
Transport Hub at St. Stephens Green	
LUAS	
Tallaght Line extension to Docklands	√
Spur of Tallaght Line to Citywest	
Linking of 2 Luas lines in City Centre	
Link to Broadstone and Liffey Jtn	√
New Luas line from Lucan	√
METRO	
New Metro to Airport and Swords	√
Orbital Metro from Tallaght To Airport	√
ROADS	
M50 Upgrade	√
Feasibility Study of DOOR[5] and By-Pass	√
Improvements to N2 (Ashbourne)	√
Improvements to M3 (Kells)	√
Improvements to N11 (Gorey)	√
Upgrade of N81 (Blessington)	√

The Minister, in supporting the vast majority of schemes identified in the RPGs has given the GDA dedicated transport investment plan for the next 10 years which will give the core foundation on which other key elements of the RPG Strategy can build on and will rely on to be successful. The agreement to deliver the schemes listed above will greatly assist local authorities in structuring growth to ensure that the economic and population expansion of the GDA can be managed in a sustainable and workable manner.

[5] DOOR- Dublin Outer Orbital Route, linking Drogheda, Navan, Naas and Wicklow/Arklow.

The creation of the proposed Dublin Transport Authority is likely to play a key part in the co-ordinating, phasing and delivery of the various projects. It is essential for the GDA that work commences immediately on key public transport infrastructure projects so that the facilities will be provided in keeping with the significant population growth expected over the coming years to protect the economic interests of the Region and the State, as well as the quality of life of the residents. In delivering infrastructure, it is critical that landuse issues form part of both the decision and the phasing of delivery. Through good planning policy new housing and business growth can support and secure transport infrastructure. Without co-ordination, significant pieces of transport investment can be undermined and fail to deliver. For this reason, it is essential that the new Dublin Transport Authority takes up the opportunity by ensuring that planning policy and transport support the delivery of shared goals.

6. CONCLUSION

Looking at the current trends with regard to housing and economic development it is clear that the growth of the GDA is continuing at a record breaking rate. This has implications on the volume of housing under construction. The previous number of years were marked by a pattern of strong housing growth in the Mid-East unmatched by balancing economic growth. This trend is still continuing somewhat, however there has been a clear shift in the overall pattern with recent housing figures showing that the consolidation approach is now having an impact. With the very high rates of build at the moment, even with significant expansion of housing in the Metropolitan area, the amount of housing being built in the hinterland is continuing at a similar number to previous years, though critically, the overall percentage split between the Metropolitan and Hinterland is improving.

Most commentators do not expect this current rate of house construction to continue, and a slowdown in construction is likely to create an environment where more balance in growth patterns is achieved. There are signs that the patterns of expansion are moving to become more in line with RPG objectives, with the main areas of new housing growth being located in RPG and NSS identified growth centres. Whilst there is less up to date local information available on economic growth, it appears that there has been in-roads made by the local authorities in seeking to address the imbalance of location of jobs and people, with a number of initiatives now taking place encouraging new business to the growth centres of the hinterland, without undermining the role of Dublin City as a national strategic business centre. In the Mid-East where some service constraints are evident, and the efforts by each authority to address these issues recognised, it is essential for economic success that priority be given to economic developments with regard to existing capacity and for future infrastructure investment, in order to realise the needed economic growth.

Critical to the success of economic and housing policies is the delivery of high quality transport. In launching T21 and the expected inclusion of the schemes in the new National Development Plan, a significant step has been taken in achieving the goals of the RPGs. The various elements when delivered will be essential in ensuring that the land use policy and objectives adopted delivers sustainable and functional growth for the Region.

Appendix 1

Table A1: Summary of QNHS Estimates ('000s)

Survey Date	In Employment	Unemployed	In Labour Force	Unemployed %	Participation %
Dublin					
Jun-Aug 2003	553.9	28.1	582.0	4.8	63.3
Jun-Aug 2004	560.2	24.7	585.0	4.2	63.0
Jun-Aug 2005	585.6	28.8	614.5	4.7	65.0
Mid-East					
Jun-Aug 2003	203.4	8.9	212.3	4.2	64.6
Jun-Aug 2004	210.9	8.2	219.0	3.7	64.6
Jun-Aug 2005	223.8	8.6	232.4	3.7	66.1
Dublin/MidEast					
Jun-Aug 2003	757.3	37.0	794.3	4.7	63.6
Jun-Aug 2004	771.1	32.9	804.0	4.1	63.4
Jun-Aug 2005	809.4	37.4	846.8	4.4	65.3
State					
Jun-Aug 2003	1,836.4	98.8	1,935.3	5.1	61.3
Jun-Aug 2004	1,893.6	93.9	1,987.5	4.7	61.8
Jun-Aug 2005	1,989.8	96.7	2,086.5	4.6	63.2

CSO: Quarterly National Household Survey, Quarter 3 2005

Participation, Employment and Unemployment Rates

The rates given in this release are based on the ILO classification. The Participation Rate is the number of persons in the labour force expressed as a percentage of the total population aged 15 or over. The Employment Rate is the number of employed aged 15 to 64 expressed as a percentage of the total population aged 15 to 64. The Unemployment Rate is the number of unemployed expressed as a percentage of the total labour force.

Table A2 Number of Planning Permissions Granted – Year Total

Type of Development	**Region**	**Commercial Buildings**			**Buildings for Agriculture**			**Industrial Buildings**		
		Yr03	Yr04	Yr05 *	Yr03	Yr04	Yr05 *	Yr03	Yr04	Yr05 *
New Construction	Dublin	277	302	312	15	20	9	56	65	56
New Construction	MidEast	141	181	149	91	115	105	35	47	42
Extension	Dublin	197	212	172	3	2	3	39	38	27
Extension	MidEast	77	79	75	8	12	10	22	30	15
Alteration and Conversion	Dublin	302	286	215	2	4	1	20	18	13
Alteration and Conversion	MidEast	96	109	94	5	5	4	3	12	4
All Developments	*Dublin*	*776*	*800*	*627*[6]	*20*	*26*	*13*	*115*	*121*	*96*
All Developments	*MidEast*	*314*	*369*	*318*	*104*	*132*	*119*	*60*	*89*	*61*

* Total for the first 3 Quarters of 2005

[6] Figures do not total accurately – Discrepancy in CSO figures

Table A3 Total Floor Area planned

Type of Development	Region	Commercial Buildings			Buildings for Agriculture			Industrial Buildings		
		Yr03	Yr04	Yr05*	Yr03	Yr04	Yr05*	Yr03	Yr04	Yr05*
New Construction	Dublin	593	812	462	10	130	4	246	219	69
New Construction	MidEast	272	280	291	47	42	47	69	93	83
Extension	Dublin	89	91	100	1	1	1	37	34	16
Extension	MidEast	36	31	34	5	6	8	17	44	6
Total Construction /Extension	Dublin	682	903	562	11	130	4	278	252	85
Total Construction /Extension	MidEast	307	311	327	52	78[7]	54	86	137	88

[7] As above* Total for the first 3 Quarters of 2005 (bracketed figure = variation in value over yr)

Appendix 2- List of New Local Area Plans, Action Plans, Framework and Master Plans.

Dublin City- 4 plans completed, 6 currently under preparation
Dun Laoghaire/Rathdown- none as yet, 10 under preparation
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Meath- 3 adopted plans, number currently in preparation for Navan, Kells and Trim.
Wicklow- 2 adopted town development plans, 4 draft local area plans proceeding.

Local Authority	**Name of Plan**
Dublin City	Finglas Village Plan
	Retail Strategy for City
	Heuston Framework Plan
	Markets Area Plan
Fingal	Ballymun North Local Area Plan
	Barnageeragh, Skerries LAP
	Cappagh Road, Finglas LAP
	Oldtown Village LAP
	Skerries Rd, Rush LAP
Meath	East Meath North & South LAP
	Trim Town Centre
	Duleek Main Street
Kildare	Leixlip Barnhall
Kildare	AAP3 South Green, Kildare Town
Kildare	Carton Avenue
Wicklow	Bray Development Plan
Wicklow	Arklow Development Plan