

Housing & Infrastructure

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Housing

Background

The lack of affordable housing exacerbates the skills crisis, as many businesses are unable to fill vacancies. Government have helped increase the supply of affordable accommodation but more needs to be done.



Current Status

The National Planning Framework (NPF) has restricted the construction of accommodation in commuter towns capable of compact growth on preexisting public transport routes. See [here](#).

The housing needs of the region have been consistently underestimated in forecasts. We support increased tax measures targeting vacant and unused land to encourage brownfield development and support compact growth. We call for more houses in Dublin's commuter towns that are well served by public transport and for investment in those services.



Housing

Our Position

Revisions to the NPF have been proposed in June 2024 and the Minister for Housing has committed to removing the artificial limits on Dublin's growth, together with the acceleration of public transport service delivery in the region.

We want Government to ensure that at least half of all new homes are in the Greater Dublin Area to meet pent-up existing and future demand. We have written to and will meet with the new Minister, James Browne TD, over the coming weeks to discuss Dublin's housing needs.



Infrastructure

Background

Over 1.5m people live in Dublin county, and Dublin has some of the fastest growing populations centres in the country. Currently there are over 160,000 commuters coming from outside of Dublin for work. Dublin accounts for over one third of all jobs in Ireland and 42% of GDP. As Ireland's only international city of scale, Dublin needs world class infrastructure and connectivity to sustain future growth.

Current Status

Increased and accelerated investment in sustainable public transport, water and wastewater, energy, broadband and housing are required to accommodate Dublin's growth. Funding for capital projects should be continued, but with firm deadlines for delivery. We welcome the establishment of the new Infrastructure Unit in the Department of Public Expenditure, NDP Delivery and Reform and the focus on delivery in the Programme for Government.



Infrastructure

Our Position

We monitor and review all the major capital projects planned for Dublin to promote their delivery. These include Metrolink, Dart+, Busconnects, the Eastern and Midlands Water Supply Project, the Greater Dublin Drainage scheme and Powering Up Dublin. See the following slides.



National Planning Framework

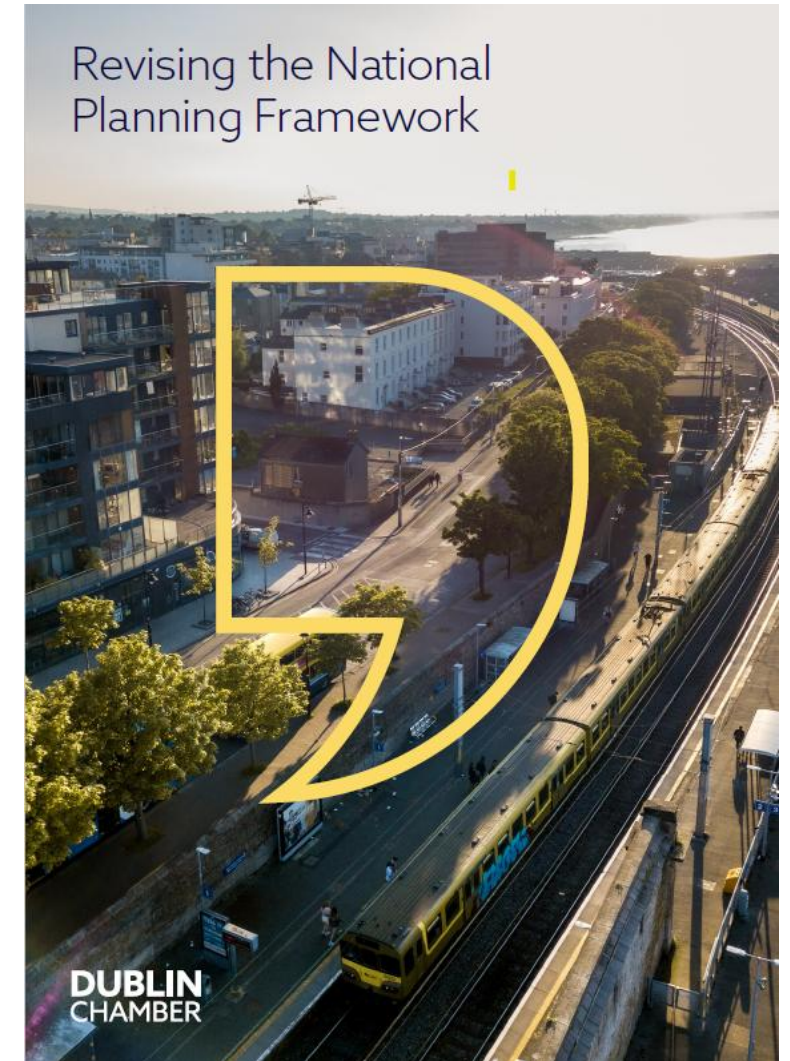
Background

Dublin Chamber has advocated that the review of the National Planning Framework (NPF) and Project Ireland 2040 should more appropriately account for population growth experienced in the Greater Dublin Area by providing for additional housing and social and economic infrastructure.

Current Status

We have written to the Department of Housing on the NPF calling for the demographic estimates to be revised in light of the latest census figures showing extensive growth in the GDA. See [here](#).

The consultation on the draft first revision of the national planning framework took place in Q3 2024 and is now under review. Minister Browne has published the implementation plan for the Planning and Development Act. See [here](#).



National Planning Framework

Our Position

Dublin Chamber highlighted that 75% of growth cannot occur outside of Dublin and that balanced regional growth does not have to be at the cost of growth in Dublin.

Increasing housing supply in brownfield and encouraging more housing development through the GDA's commuting corridors are at the core of our recommendations.

The full submission can be read [here](#).



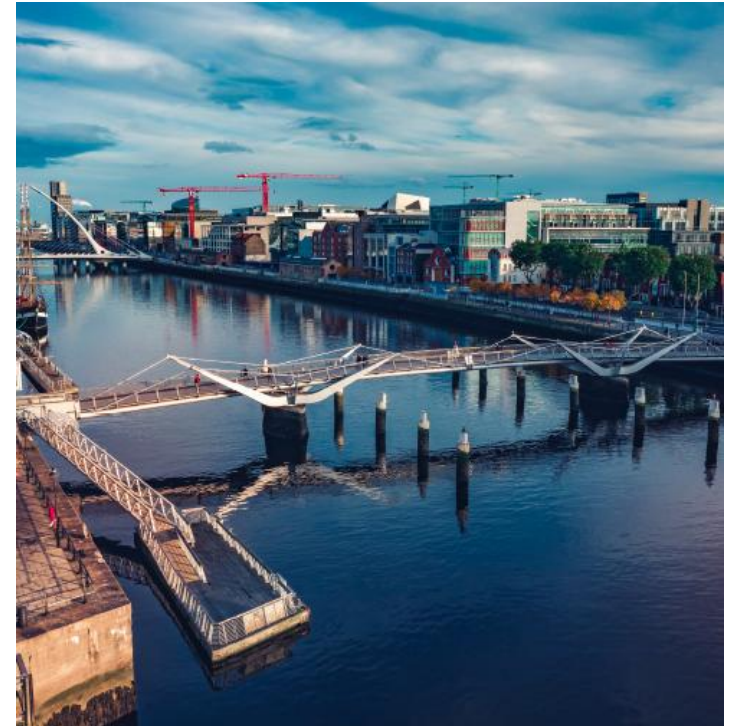
Density and Height

Background

Density and height are needed to sustain the viability of public services such as public transport. More housing needs to be built on brownfield sites to maximise density and support more compact growth.

Current Status

We monitor and input into the development plans of the four local authorities in Dublin. We advocated for the concept of a 15-minute city in Dublin to support more compact growth (see [here](#)). This has been adopted by all local authorities in Dublin.



Our Position

We met with Minister Darragh O'Brien on a number of occasions in 2024, and expect to meet Minister Browne shortly.

Electricity

Background

An upgrade to the outdated electricity grid is needed to provide additional capacity to meet Dublin's needs. We support Eirgrid's *Powering up Dublin Strategy*, which aims to do this over the next 7 years.

Current Status

We sit on a Business Forum overseeing the upgrade, feeding into where, when and how the project proceeds. The upgrade also provides for electricity derived from clean offshore wind. See our submission on the electricity needs of Dublin [here](#).



Our Position

The preferred route has been published [here](#). Eirgrid have informed us that scoping works has been carried out on the Poolbeg to Finglas site. We met with Eirgrid in March 2025 to discuss the preferred route.

Water

Background

As Dublin grows, it is running out of water and wastewater capacity. We support the Eastern and Midlands Water Supply Project (EMWSP), which will syphon water from the Shannon and reduce the risk of water shortages. We also support the GDA Drainage Scheme. See [here](#).

Current Status

The GDA Drainage Scheme planning application was submitted in April 2024. Cabinet has approved the EMWSP. A pre planning consultation was opened in January 2025.



Our Position

We hold regular meetings with Uisce Éireann to monitor progress.

We met with Minister Darragh O'Brien in July 2024. We have met with Uisce Éireann in February 2025 to get an update on the Eastern and Midlands Water Supply Project which is in pre planning stage, and also submitted our views on the project in March 2025, which can be viewed [here](#).

Integrated Transport System

Background

The GDA Transport Strategy 2022 – 2042 launched in January 2023.

Current Status

We made a submission on the draft plan in January 2021. See [here](#). We have held several meetings with the NTA subsequently on the need to accelerate delivery. We sit on the Lord Mayors Taskforce on the rollout of the Dublin City Centre Traffic Plan since late 2024.



Our Position

A review of the GDA Transport Strategy is not due for another 3-4 years. Our NPF Submission highlights the urgent need to review and accelerate transport infrastructure delivery based on higher population numbers from Census 2022, including a more frequent rail link to Bray, along with turning loops on the Dublin to Rosslare line. We will meet with the new CEO of the NTA when appointed.

Metrolink

Background

Metro was first proposed in the Dublin Transport Office's (DTO) report of 2000, *Platform for Change*. The metro from the airport to the city centre (Metro North) was first supposed to be operational by 2007. Metrolink was proposed in 2017 with a delivery date of 2027.

Current Status

We presented in support of Metrolink at the oral hearing for a Railway Order Application in March 2024. An Bord Pleanála will deliberate and report back in Q2 2025. Further information was requested by An Bord Pleanála from Transport Infrastructure Ireland (TII) in late 2024.



Our Position

Our Budget submission and general election campaign make the case for setting aside the funds to ensure Metrolink proceeds on schedule and open by 2035.

Dart+ Projects

Background

DART+ will link the Kildare and Maynooth lines, along with Coastal North and South. The Louth and Wicklow rail lines will also be connected to the DART. DART+ will relieve severe bottlenecks in the city centre rail network and permit a major expansion of the suburban rail service.

Current Status

Dart South West to Kildare has been awarded planning in November 2024. Coastal North is at the statutory planning phase and An Bord Pleanála is due to report back by Q2 2025. DART Coastal South is at the preliminary design phase.



Our Position

We believe that Government needs to urgently progress with implementation of DART+. We made a submission in support of DART+. See [here](#). We have specifically called for these projects to be completed by 2035 and will raise this issue again when we meet Minister O'Brien in early 2025.

Luas

Background

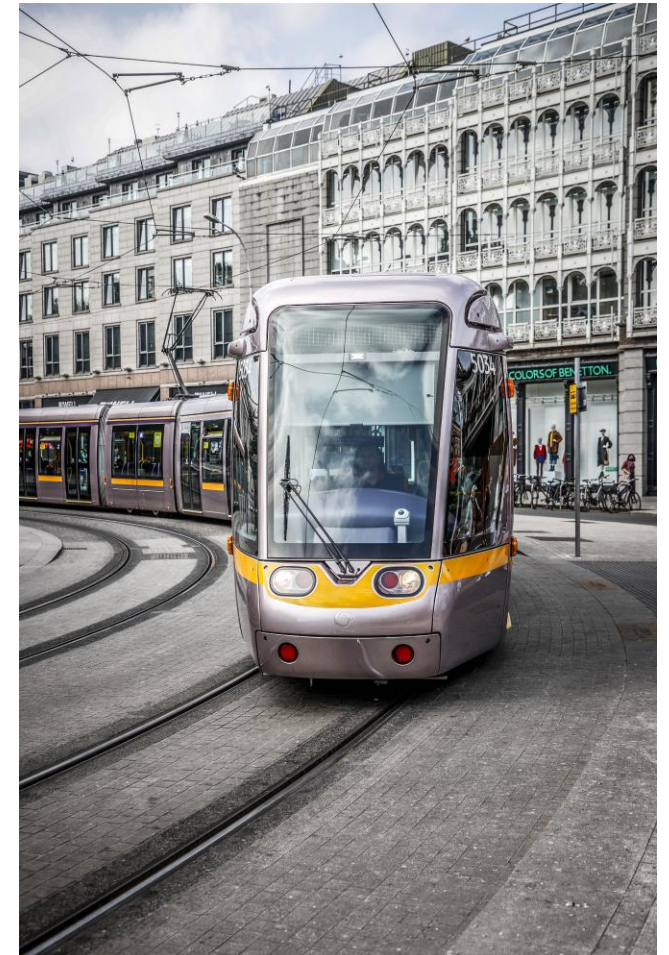
Luas cross city has been completed, with Luas West (Lucan) and Finglas in pipeline. Further LUAS lines are planned post 2042.

Current Status

A Planning Application was submitted by TII to An Bord Pleanála and a decision is expected in 2025. Luas West is under a feasibility study as part of the GDA Transport Strategy, which is expected to be published later in 2025.

Our Position

We support the increase in Luas services. The timeline for delivery of these projects needs to be brought forward to meet with the growing population in Dublin and its commuter towns. We have previously submitted our observations and support on the preferred route for Luas Finglas for completion by 2035



City Centre Traffic

Background

DCC has published their Dublin City Traffic plan which aims to ban private cars from traversing the city core and boost public transport journeys to the city.

Current Status

Phase One of the plan has been implemented since August 2024, which includes Bus Gates on Aston Quay and Bachelors Walk from 7am to 7pm. Further roll out is planned during 2025.

Our Position

Dublin Chamber supports the plan. We have facilitated a series of 4 group member meetings and many more individual meetings with DCC over the course of the evolution of the plan in order to address site specific issues. See [here](#). We are monitoring the impact of the traffic changes and feed this back through our seat on the Lord Mayor's high-level taskforce.

Dublin Airport

Background

Government indecision has delayed the future development of Dublin Airport for many years. There is a pressing need to develop Dublin Airport including more slots for airlines, removing the passenger cap and linking the airport with the city centre by Metro.

Current Status

The Passenger Cap is under consideration by Fingal County Council. Government has committed to lifting the passenger cap as soon as feasible.

Our Position

We support the addition of extra passenger capacity. We submitted papers to Fingal County Council in support of the expansion of Dublin Airport. See [here](#). We also submitted further observations in support in December 2024.



Congestion Charging

Background

London's congestion charge led to a 30% reduction in congestion. Dublin City Council and many others are keen to introduce a charge for cars entering "the canal cordon".

Current Status

Charging was mentioned in the GDA Transport plan along with a reduction in private car parking spaces.

Our Position

Dublin Chamber is opposed to congestion charging until adequate public transport alternatives are available to commuters.



Busconnects

Background

Dedicated bus lanes along key radial routes for Dublin have been proposed.

Current Status

The progress of Busconnects has been slow as a number of proposed routes have received planning but are the subject of Judicial Reviews by objectors. Ten 24hr bus services are now operational. Twelve core bus corridor schemes have been proposed.

Our Position

We support the expansion of Busconnects to the city and have made submissions throughout the programme's progression. See [here](#).

