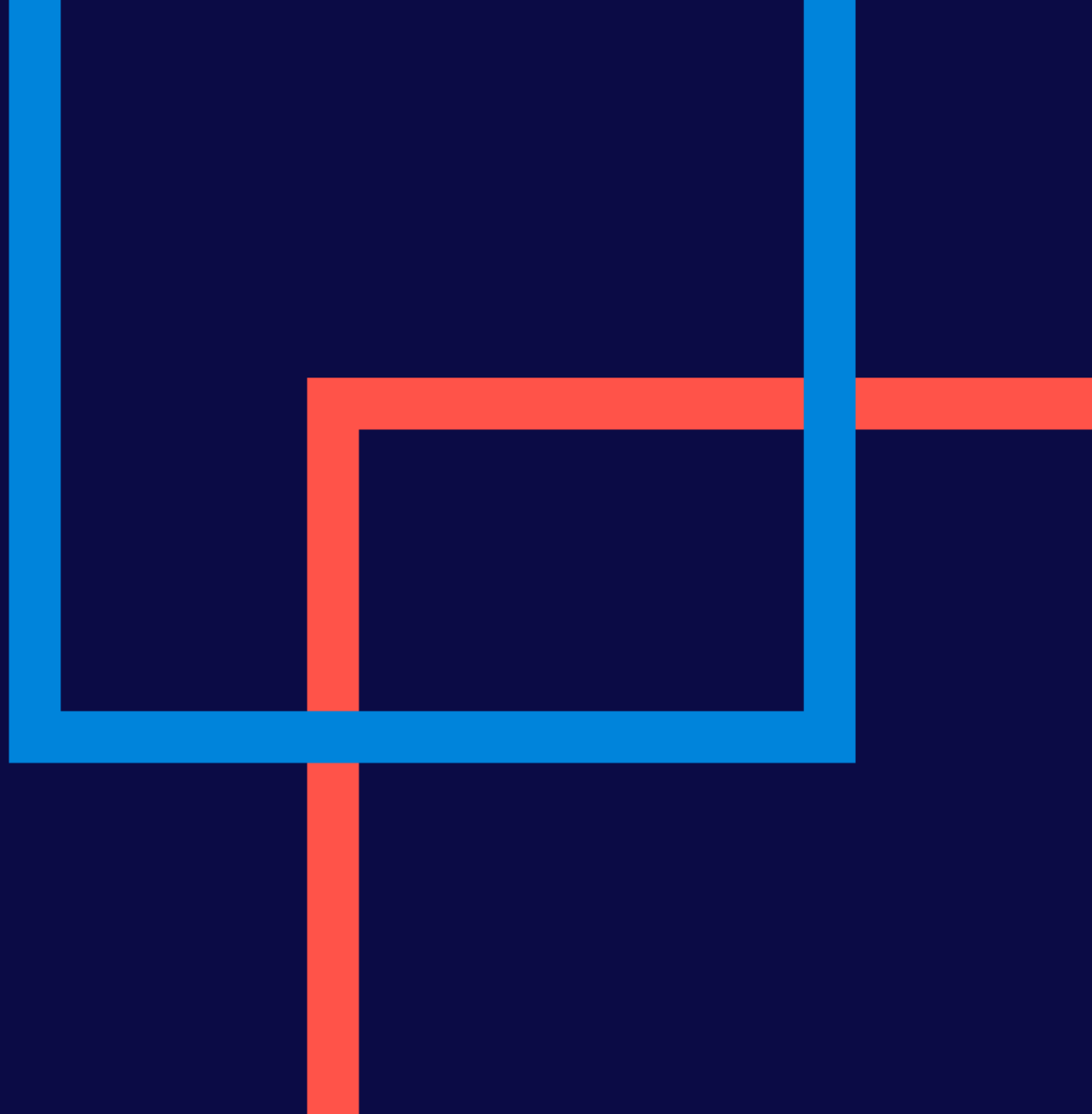


# Housing & Capital



# Housing

## Background

The lack of affordable housing to rent or buy exacerbates the skills crisis, as many businesses are unable to fill vacancies. Government have helped increase the supply of affordable accommodation, but much 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 We call for more land than provided in the outdated NPF targets to be zoned for housing in Dublin's commuter towns that are well served by public transport, water and electricity.



# Housing

## Our Lobby

In our submission to the Revision to the NDP in June 2025, we called for the national housing target to be increased to a minimum of 60,000 homes annually, with no less than 50% delivered within the GDA. This is necessary to account for population growth, historical undersupply and regional demand concentration. We also argue for better public transport services in the region. Minister James Browne addressed members in July 2025.

We await the publishing of the revised Housing for All Strategy in November 2025, with a briefing from senior officials planned post-launch. We welcome the capital provision of €5.19 billion, which will be complemented by investment through the Land Development Agency (LDA) and lending from the Housing Finance Agency (HFA), bringing the total capital funding for housing in 2026 to over €9 billion.



# Infrastructure

## Background

Over 1.5m people live in Dublin County, and Dublin has some of the fastest-growing population centres in the country. Over 160,000 commuters come to 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 have engaged closely with the Accelerating Infrastructure Taskforce Chair Sean O'Driscoll, along with officials from the Infrastructure Unit in the Department of Public Expenditure.



# Infrastructure

## Our Lobby

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 EirGrid's Powering Up Dublin.

Our submission to the Accelerating Infrastructure Taskforce can be found [here](#), and we await the final report in November 2025.



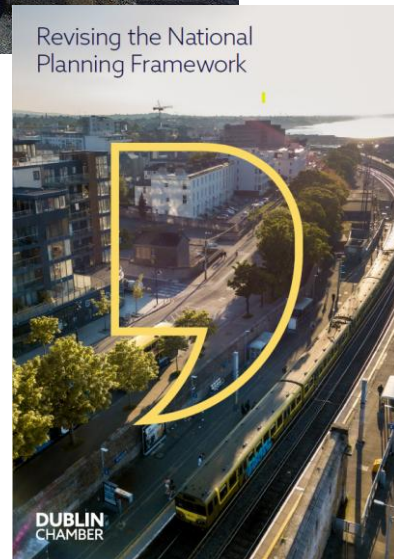
# National Planning Framework

## Background

Dublin Chamber believes that 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. This needs to be realised through the NDP, which was reviewed in summer 2025.

## 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 revised NPF was published in April 2025 with very minor changes. Minister Browne has published the implementation plan for the Planning and Development Act. See [here](#). We support the aims of the NDP, ensuring that infrastructure is planned for the years ahead.



# National Planning Framework

## Our Lobby

In our recent review of the NPF, 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](#), along with our submission to the revised NDP [here](#). We await full details for NDP funding of projects in the Sectoral Reports due in November.



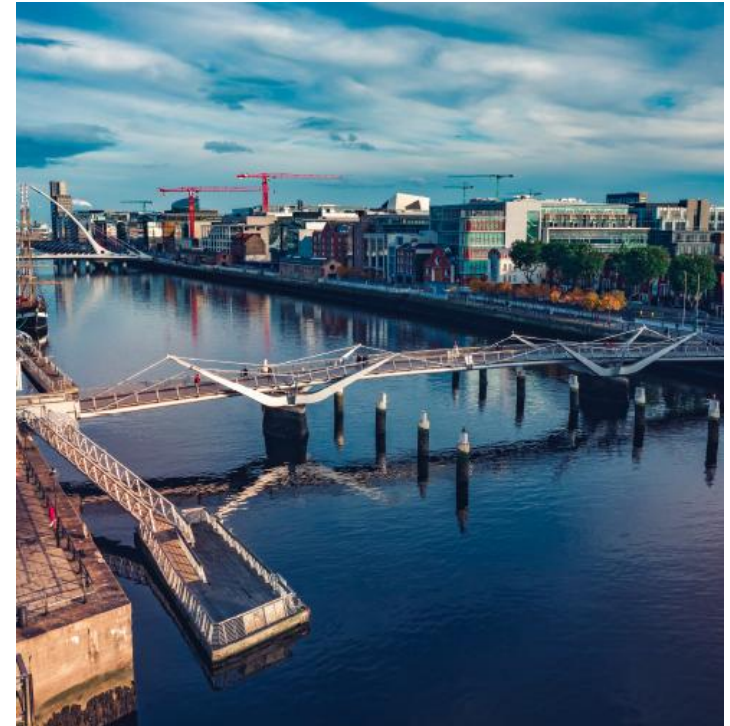
# Density and Height

## 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 Lobby

A member briefing with Minister Browne was held in July 2025. We welcomed the reduction in VAT on Apartments in Budget 2026, along with the increased payment for the Living Above the Shop Scheme.

# 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. More information can be found [here](#).

## 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 Lobby

The preferred route has been published [here](#). EirGrid have informed us that scoping works have been carried out on the Poolbeg to Finglas site. We met with EirGrid in September 2025 to discuss progress. Building works will begin in Q1 2026.

# 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 approved in September 2025. An application for a Judicial Review has been received in respect of the project. Cabinet has approved the EMWSP. A pre-planning consultation was opened in January 2025.



## Our Lobby

We met with Uisce Éireann in September 2025 to get an update on the Eastern and Midlands Water Supply Project, which is in pre-planning stage. Our arguments in support of the EMWSP can be viewed [here](#).

# Integrated Transport System

## Background

The GDA Transport Strategy 2022 – 2042 launched in January 2023. More information [here](#).

## 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. A review of the outdated GDA Transport Strategy is not due for another 3-4 years. We sit on the Lord Mayor's Taskforce on the rollout of the Dublin City Centre Traffic Plan.



## Our Lobby

Our Submission to the revised NDP highlights the urgent need to review and accelerate transport infrastructure delivery, given the population growth in the GDA. A more frequent rail link to Bray is required along with turning loops on the Dublin to Rosslare line. We will meet with the new CEO of the NTA once appointed in November 2025.

# 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 originally proposed in 2018 with an expected delivery date of 2027.

## Current Status

We presented in support of Metrolink at the oral hearing for a Railway Order Application in March 2024. Planning permission was granted in September 2025. Sean Sweeney, CEO of Metro, spoke at Council in December 2024 and will give an update to members at DIC November.



## Our Lobby

We welcomed planning approval for MetroLink, see [here](#). Our Budget submission and submission to the revised NDP makes 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 has been granted planning permission in August 2025. DART Coastal South is at the preliminary design phase.



## Our Lobby

We believe that Government needs to urgently progress with the 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. Minister Darragh O'Brien met with the Chamber in May 2025.

# Luas

## Background

Luas Cross City has been completed, with Luas West (Lucan) and Finglas in the pipeline. Further LUAS lines are planned post-2042.

## Current Status

Planning has been granted for Luas Finglas in November 2025. Luas West is under a feasibility study as part of the GDA Transport Strategy, which is expected to be published in late 2025.

## Our Lobby

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 implemented its Dublin City Traffic plan, which restricts private cars from traversing the city core and will 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.

## Our Lobby

The Chamber supports the plan. We have facilitated a series of four 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

Minister O'Brien has said Government will introduce legislation to remove the Passenger Cap. Legislation is in the drafting stage and Heads of Bill have not been published.

## Our Lobby

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 have submitted further observations in support in December 2024. A member meeting with CEO of Fingal County Council will take place in November 2025.



# Congestion Charging

## Background

London's congestion charge led to a 30% reduction in congestion. Dublin City Council 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 Lobby

The Chamber is opposed to congestion charging until adequate public transport alternatives and greater capacity are available to commuters.



# Bus Connects

## Background

Dedicated bus lanes along key radial routes for Dublin are being introduced, see more [here](#).

## Current Status

The progress of BusConnects has been slow, as several proposed routes have received planning but are the subject of Judicial Reviews by objectors. Ten 24-hour bus services are now operational. Twelve Core bus corridor schemes have been proposed. Since October 2025, four new 24-hour spines have been commenced.

## Our Lobby

We support the expansion of BusConnects across the city and have made submissions throughout the programme's progression, see [here](#).



# Large Energy Users

## Background

We have outlined concerns to DETE and DECC that the current regulatory environment in place for LEUs accessing the grid is costing Ireland billions in FDI. The CRU's second consultation on the LEU connection policy in two years is now ongoing.

## Current Status

LEUs are now being asked to generate their own energy in order to connect to the grid, which for many, is seen as unworkable and not viable from a competitiveness standpoint. As part of this connection policy, new Data Centres will be unable to connect to the grid in constrained areas. This is an effective ban on new Data Centres in Dublin until *Powering up Dublin* increases grid capacity.

## Our Lobby

We support the swift rollout of EirGrid's Powering Up Dublin programme to ensure the grid is upgraded to grow capacity to allow LEUs access to new connections.



# Green Energy

## Background

Ireland has launched a National Hydrogen Strategy, aiming to become a leader in green hydrogen production, leveraging its wind resources. The strategy includes a target to develop 2GW of renewable hydrogen from offshore wind by 2030, enhancing energy decarbonisation and security.

## Current Status

We support renewable energy generation from offshore wind to hydrogen. This requires upgrades to the grid in Dublin to facilitate higher levels of renewable energy generation and storage. See our submission to [EirGrid](#).

## Our Lobby

Dublin's grid capacity needs to be improved to support the transition to green energy. While continuing to support green hydrogen and offshore wind electricity generation, the grid must undergo improvements to facilitate this transition.

