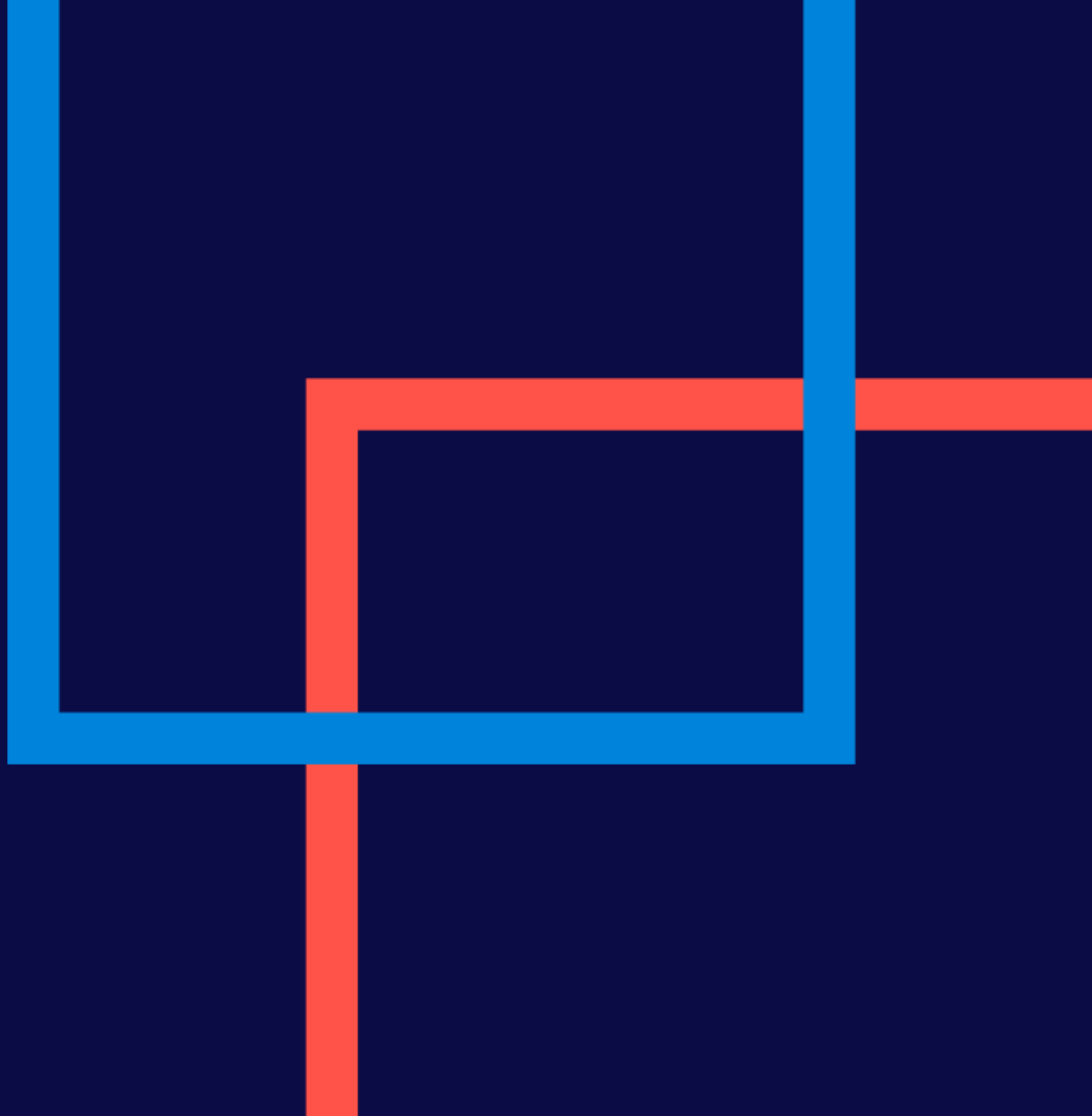


Housing & Infrastructure



Housing

Background

The lack of affordable housing to rent or buy and poor public transport options exacerbate labour shortages and reduces the availability of skilled workers. Government have helped to increase the supply of affordable accommodation but much more needs to done. The National Planning Framework (NPF) restricts the construction of accommodation in commuter towns capable of compact growth on pre-existing public transport routes, see [here](#).

Current Status

Government's housing plan, *Delivering Homes, Building Communities 2025–2030* sets out ambitious targets and increased funding. We have called for at least 30,000 units to be delivered each year in the GDA to account for population growth, historical undersupply and regional demand concentration.

We also argue for better public transport services in the region.



Housing

Our Lobby

Minister James Brown addressed members in July 2025. Senior officials from DHLGH will address members in Q2 2026.

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. Fingal County Council has rezoned land to accommodate up to 5,000 new units, Dublin City Council, South Dublin County Council and DLR County Council are in the process of rezoning more land for housing and a decision from a vote in the Councils are imminent.

We will write to Councillors in advance of these votes underlining the importance of rezoning and will make submissions to the individual Local Area Plans and Area Masterplans to ensure that the highest delivery of units is delivered.



Infrastructure

Background

Over 1.5m people live in Dublin County, and Dublin has some of the fastest growing populations centres in the country. Approx. 150,000 commuters come to Dublin for work, see [here](#). 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 are monitoring progress in implementing the recommendations of the Accelerating Infrastructure Taskforce, liaising with Chair Sean O'Driscoll and with officials from DPER. See the AIT report [here](#).

Minister Browne has published the implementation plan for the Planning and Development Act, see [here](#).



Infrastructure

Our Lobby

We monitor and review the capital projects planned for Dublin and promote their swift delivery. These include Metrolink, Dart+, BusConnects, the Eastern and Midlands Water Supply Project, the Greater Dublin Drainage scheme and the grid improvements from Powering Up Dublin.

Our submission to the Accelerating Infrastructure Taskforce can be found [here](#). Minister Chambers will address members in May 2026.



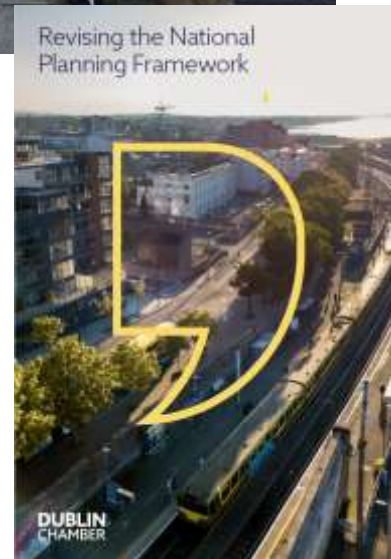
National Development Plan & NPF

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.

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 CSO population figures showing extensive growth in the GDA.



National Development Plan & NPF

Our Lobby

Dublin Chamber has highlighted that balanced regional growth does not have to be at the cost of growth in Dublin. Increasing housing supply in brownfields and encouraging more housing development through the GDA's commuting corridors are at the core of our recommendations, see [here](#) and [here](#).

Additional zoned land for housing is needed in the GDA. We will engage with the Dublin Local Authorities and Councillors to ensure that land that is being zoned is sufficient for the need and pent-up demand for housing in the GDA. We will continue to engage with the Department of Housing to ensure that the *Planning and Development Act 2024* is enacted in full.



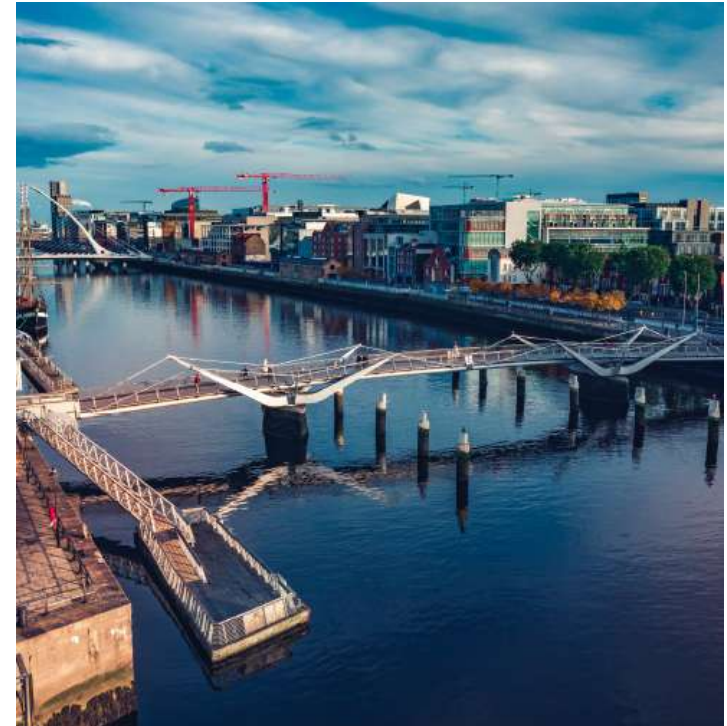
Density and Height

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 apartment construction in Budget 2026 to improve their viability and the increased payment for the Living Above the Shop Scheme. Officials from the DHLGH will address members in Q2 2026.

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. Advanced ducting on the Poolbeg to Finglas route has begun and other routes are in design and planning stage as of Q2 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 and has been withdrawn. Cabinet has approved the EMWSP and it will make its way through the planning system in 2026.



Our Lobby

We met with Uisce Éireann in September 2025 to get an update on the Midlands and Eastern Water Supply Project which is now in the planning process. 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 met with the new NTA CEO in February 2026, advocating for the acceleration of the delivery of projects not expected to commence until after 2035.

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, further updates on a preferred route are due later in 2026.



Our Lobby

We believe that Government needs to urgently progress with implementation of DART+. We made a submission in support of DART+, see [here](#). We have called for these projects to be completed by 2035. We advised the Minister for Transport in December 2025 of our disappointment at the lack of funding for DART+ project in its medium-term spending plans, see [here](#).

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 Lucan is under a feasibility study as part of the *GDA Transport Strategy*, publication of the preferred route is due in Q2 2026, with a public consultation on this over the summer.

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. We noted in a letter to the Minister for Transport of our disappointment in the lack of funding allocation for this project in the Transport Sectoral Report 2025 [here](#).



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. General Scheme of the bill has been published [here](#) and is undergoing pre legislative scrutiny.

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](#).

A member meeting with CEO of Fingal County Council took place in November 2025. We have made a submission in favour of the draft legislation to lift the cap to the JOCT and addressed the Joint Oireachtas Committee in April 2026, see [here](#).



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.



BusConnects

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

LEU's 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. Due to grid constraints in Dublin, new data centre connections are highly regulated and assessed on a case-by-case basis under strict conditions. Significant new capacity such as that from Powering Up Dublin will be needed to enable large-scale future connections.

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. Government plans on publishing a Private Wires Bill in Q2 2026.



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. We will make submissions in favour of the Oriel Wind Farm project off the Louth coast and for LNG storage in Foynes to ensure that Ireland's energy security is robust.



Energy Security

Background

Energy security is critical to Ireland's economic resilience and to Dublin's competitiveness. Electricity demand in the Greater Dublin Area continues to grow. Grid constraints are a major issue for Dublin businesses. Firms need certainty on supply, pricing, and connection timelines to make investment decisions. Ireland remains exposed to volatility in international gas markets. Delays in grid delivery, planning, and consenting increase risk during the transition to renewables. Energy security is both a climate and a competitiveness issue.

Current Status

Government has committed significant capital funding under the National Development Plan to reinforce the grid and support offshore wind integration. EirGrid's *Powering Up Dublin* programme is progressing through planning and early works. Offshore wind policy frameworks are advancing. Interconnection and storage measures are being developed. However, grid constraints persist in Dublin and new large energy connections remain restricted. Ireland continues to rely heavily on imported gas. Infrastructure reform measures under the Accelerating Infrastructure Taskforce aim to reduce delays, and implementation is ongoing.

Our Lobby

Dublin Chamber supports the accelerated delivery of grid reinforcement projects, including Powering Up Dublin, to increase transmission capacity in the GDA. Considering geopolitical risk and gas reliance, we support the development of strategic LNG storage to provide supply resilience during disruption. We continue to engage with DECC, the CRU and EirGrid to ensure that regulatory decisions support both system stability and economic growth. Energy infrastructure must be treated as critical national infrastructure, with ringfenced funding and streamlined consenting timelines.

Thank You

