

# A councillor's perspective on the planmaking process



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Councillor for Howth/ Malahide  
Green Party / Comhaontas Glas

# Topics

The role of community organisations

Some examples in practice, especially transport and implementation of Development Plans

The Eastern and Midland Regional Assembly's Spatial and Economic Strategy

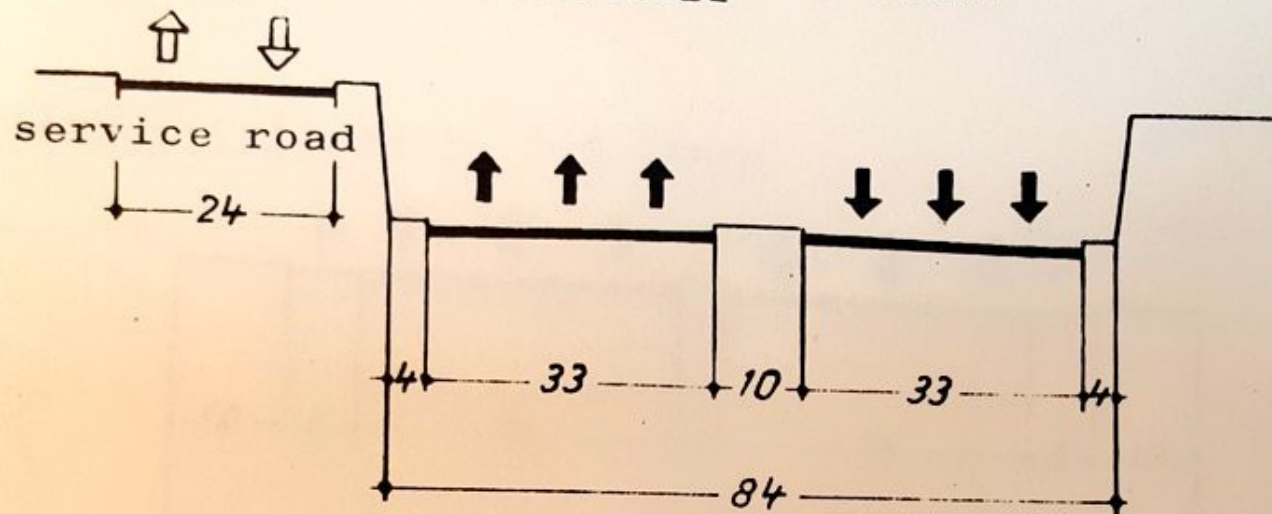
# HANDS OFF DUBLIN

Deirdre Kelly



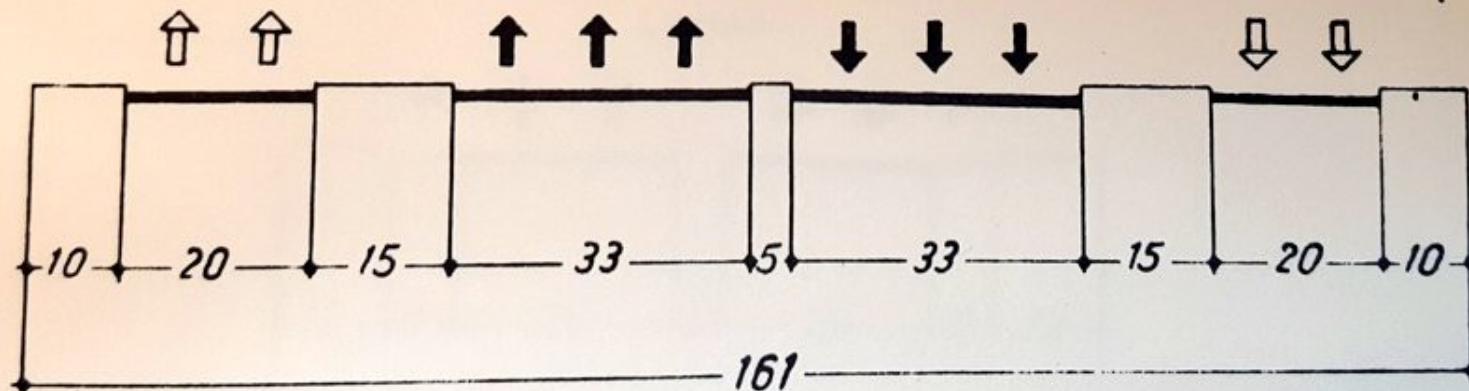
Ringroad Grand Canal

West of Harold's Cross Road: 6 lanes



Ringroad Grand Canal

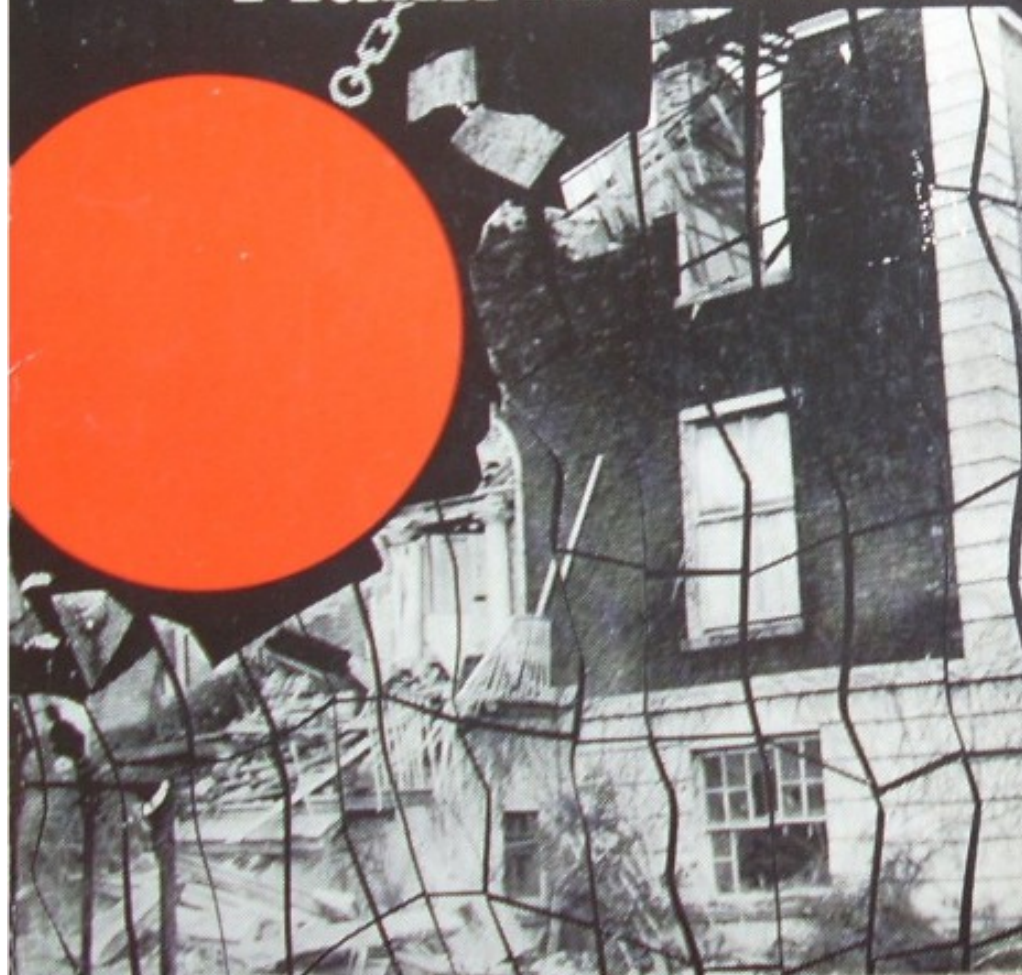
East of Harold's Cross Road: 6 lanes and 4 lanes (Frontage Road)





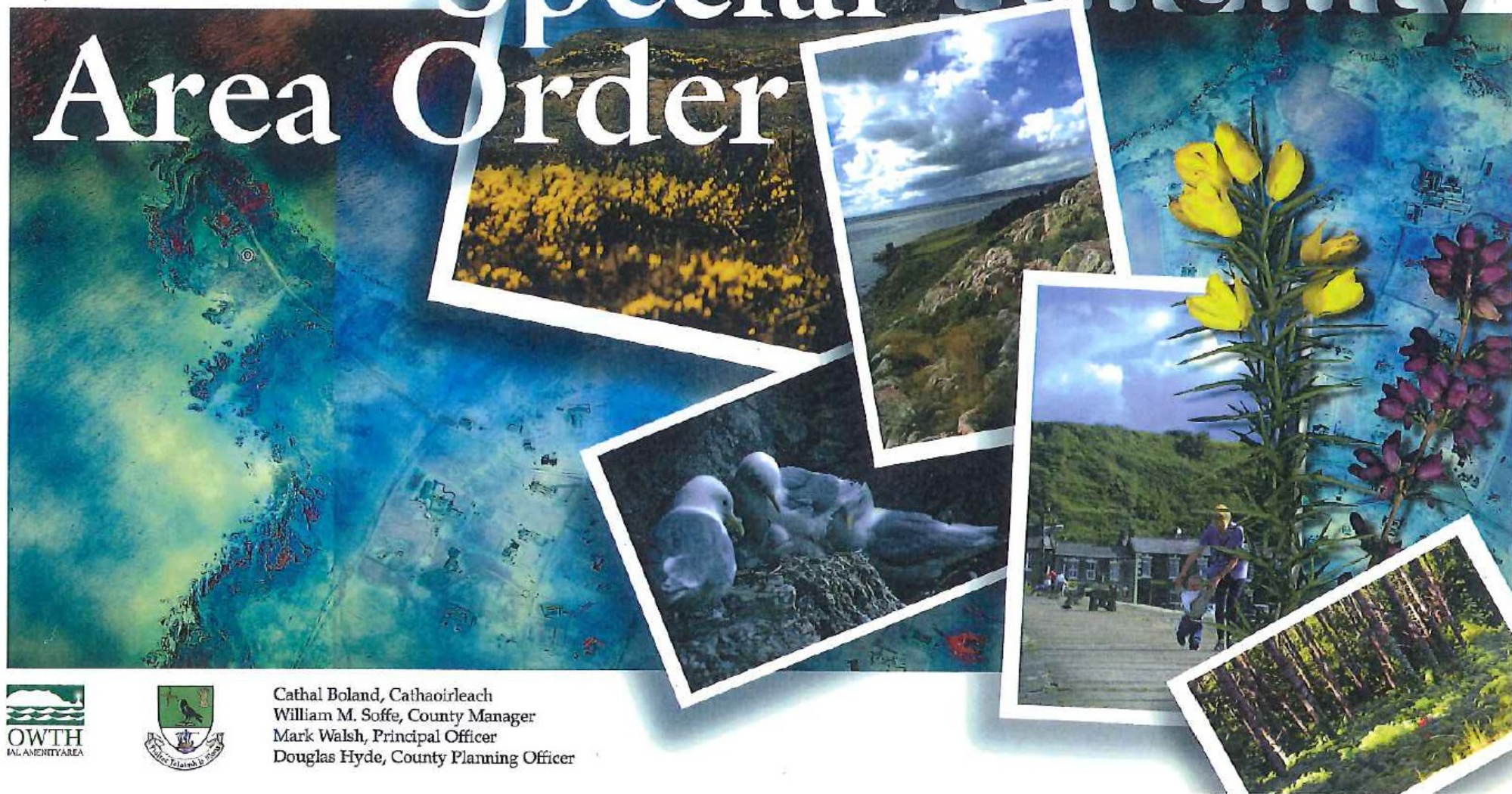
# The Destruction of Dublin

Frank McDonald

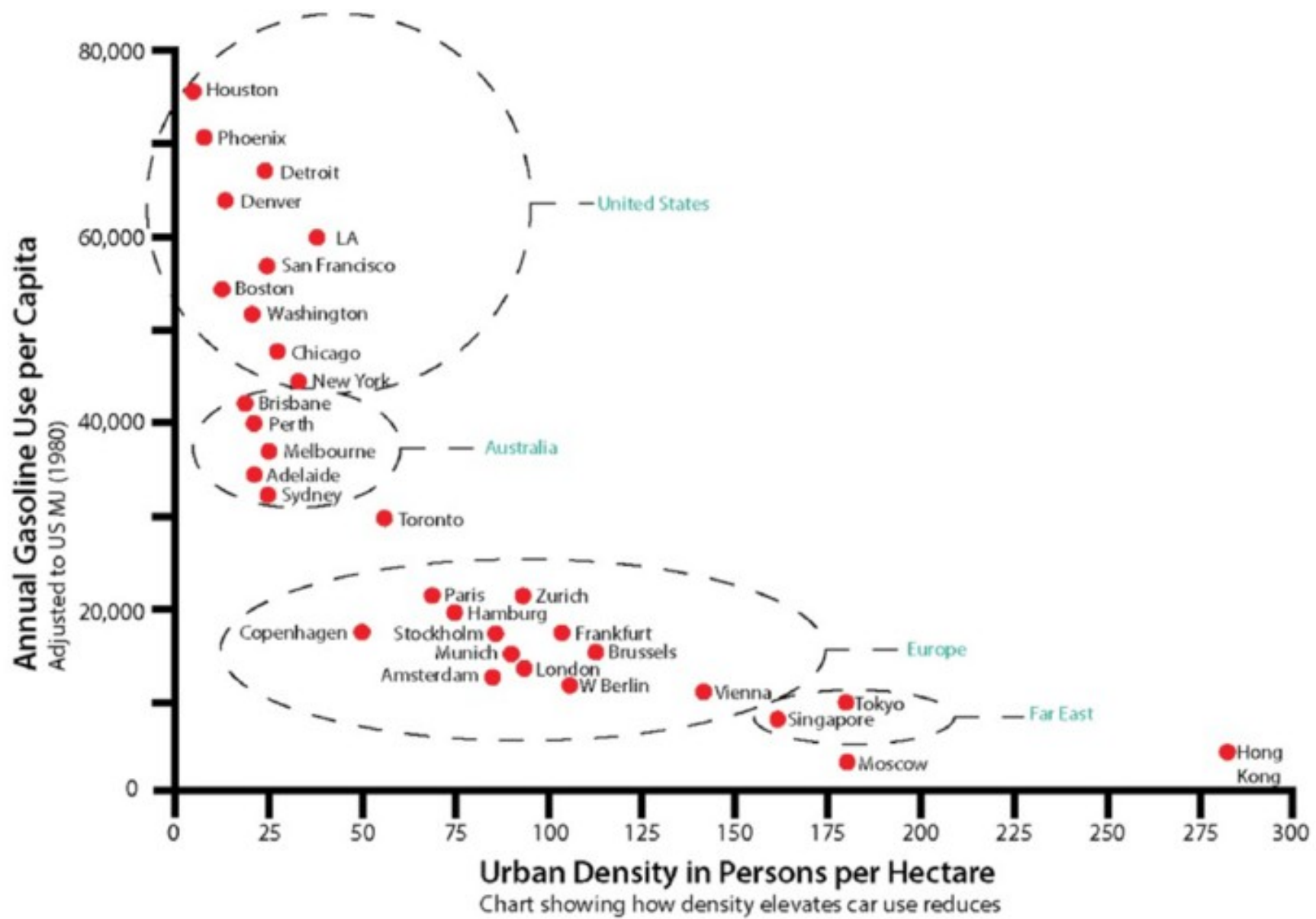




# Howth Special Amenity Area Order



Cathal Boland, Cathaoirleach  
William M. Soffe, County Manager  
Mark Walsh, Principal Officer  
Douglas Hyde, County Planning Officer



Newman and Kenworthy, 1989, Cities and Automobile Dependence an International Sourcebook



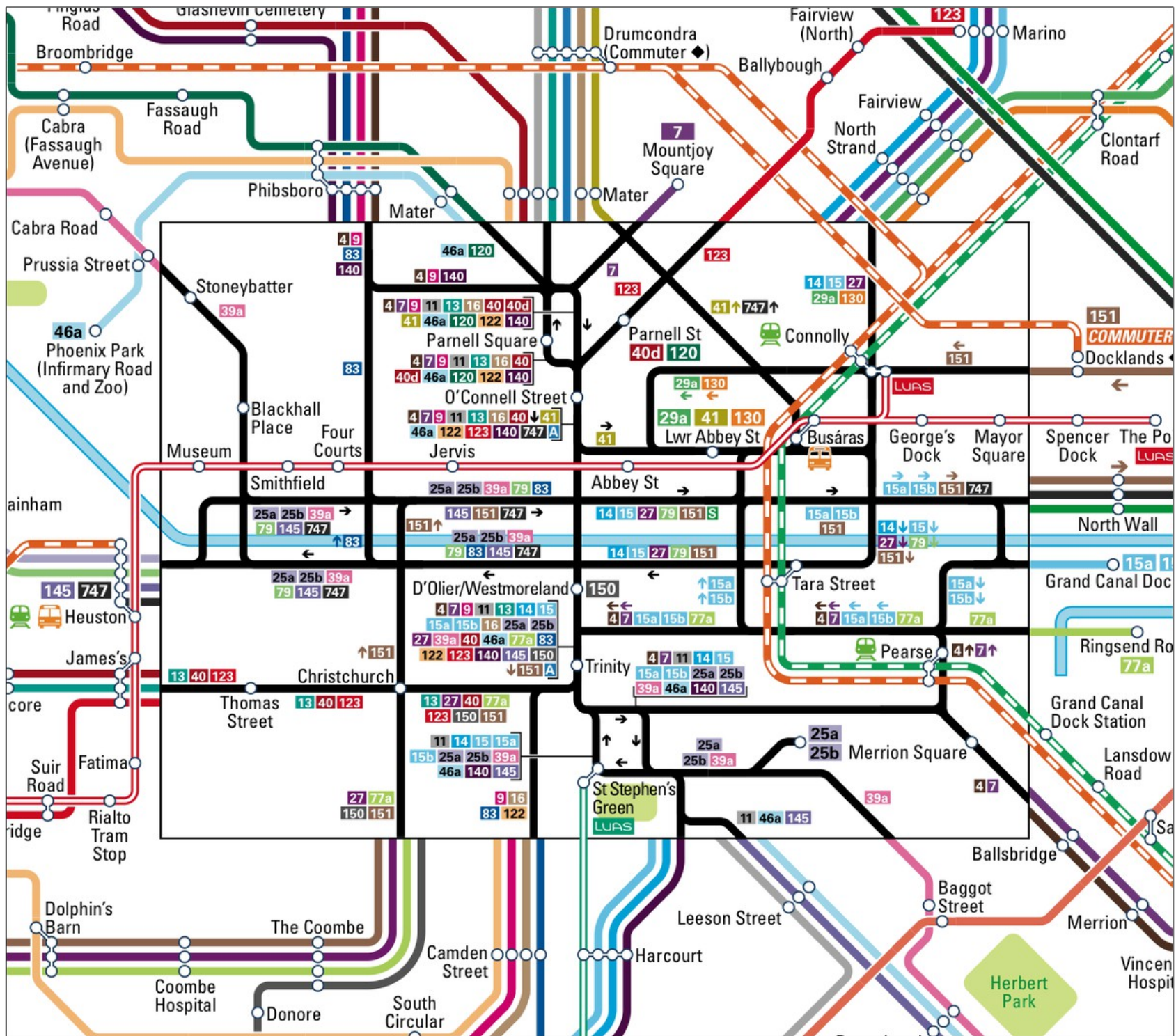


# TRANSPORT FOR SUBURBIA

BEYOND THE  
AUTOMOBILE AGE

Paul Mees















**Table 3.4**

| <b>Unit and floorspace use at Clongriffin Main St</b> |              |             |               |             |
|---|--------------|-------------|---------------|-------------|
|   | <b>Units</b> | <b>%</b>    | <b>Sqm</b>    | <b>%</b>    |
| Convenience goods retailing                           | 3            | 7%          | 306           | 2%          |
| Comparison goods retailing                            | 1            | 2%          | 163           | 1%          |
| Retail Service  | 3            | 7%          | 164           | 1%          |
| Leisure Service                                       | 3            | 7%          | 1,086         | 8%          |
| Financial and professional office                     | 1            | 2%          | 121           | 1%          |
| Health  | 2            | 5%          | 397           | 3%          |
| Community   | 2            | 5%          | 191           | 1%          |
| Creche  | -            | -           | -             | -           |
| Other   | -            | -           | -             | -           |
| Vacant  | 27           | 64%         | 11,282        | 82%         |
| <b>Total</b>  | <b>42</b>    | <b>100%</b> | <b>13,710</b> | <b>100%</b> |



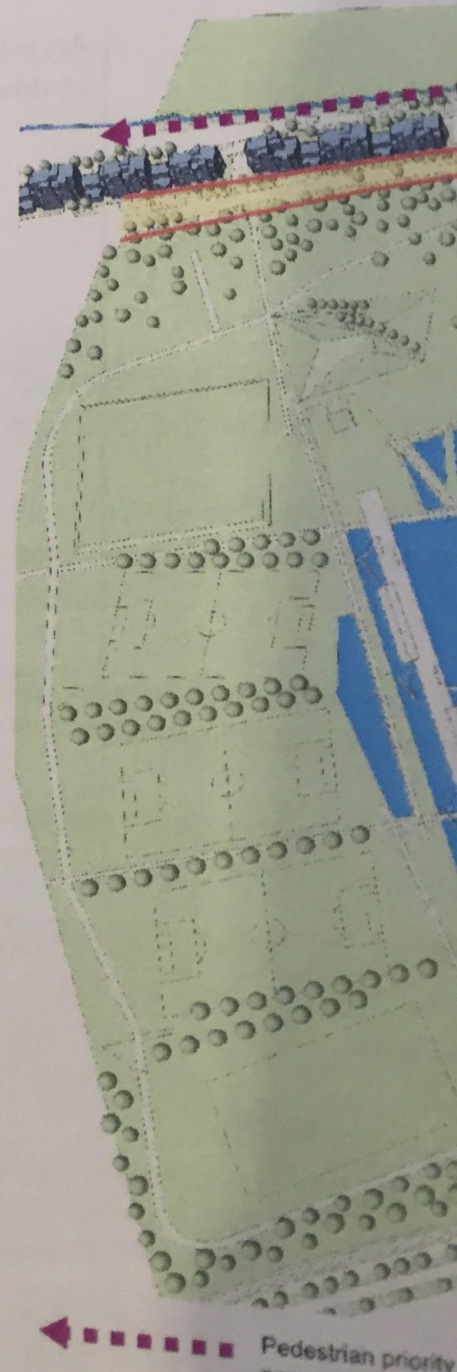
## 11. COMMERCIAL & RETAIL

A mixed-use town centre is central to the masterplan. All three main streets - Main Street, Station Street and Marrsfield Avenue - will be lined with active uses.

Station Square already provides a hub of activity with the completed shopping centre already open for business.

The combination of walkable streets and a pedestrian and cycle focussed streetscape has resulted in a thriving local economy of small businesses.

Businesses that have already occupied units and opened include financial services, offices, health centres, creches, cafés/ restaurants/ take-aways and shops.





## REGIONAL POLICY OBJECTIVE:

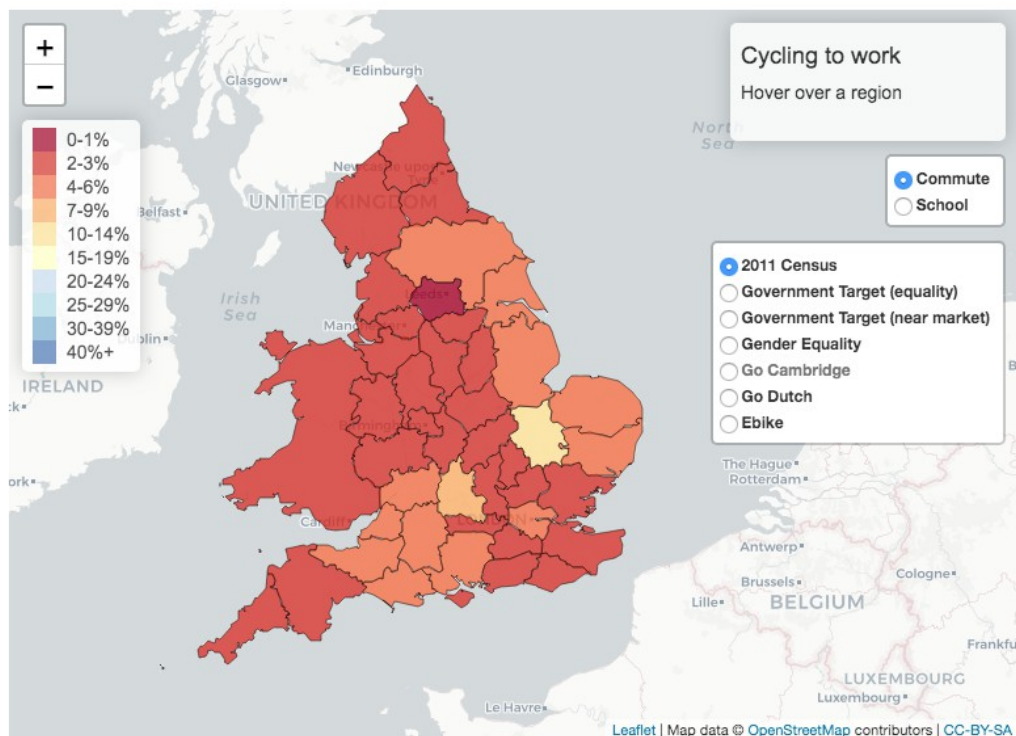
### **Riparian setbacks**

RPO 7.26 Support the development of guidance for assessment of proposed land zonings in order to achieve appropriate riparian setback distances that support the attainment of high ecological status for waterbodies, the conservation of biodiversity and good ecosystem health, and buffer zones from flood plains.

[illegible]

It was recognized that the National Transport Authority (NTA) needed a completely new regional modelling system after an examination of the NTA's modelling needs, and the current availability of regional models.

The five regional models evolved from the former modelling structure that consisted of four models developed from the main centres of population settlement in Ireland.



Welcome to the Propensity to Cycle Tool (PCT) for England and Wales, which provides an evidence base to inform cycling investment.

To run the PCT, first hover over a region on the map on the left to see the regional potential, then click on the region.

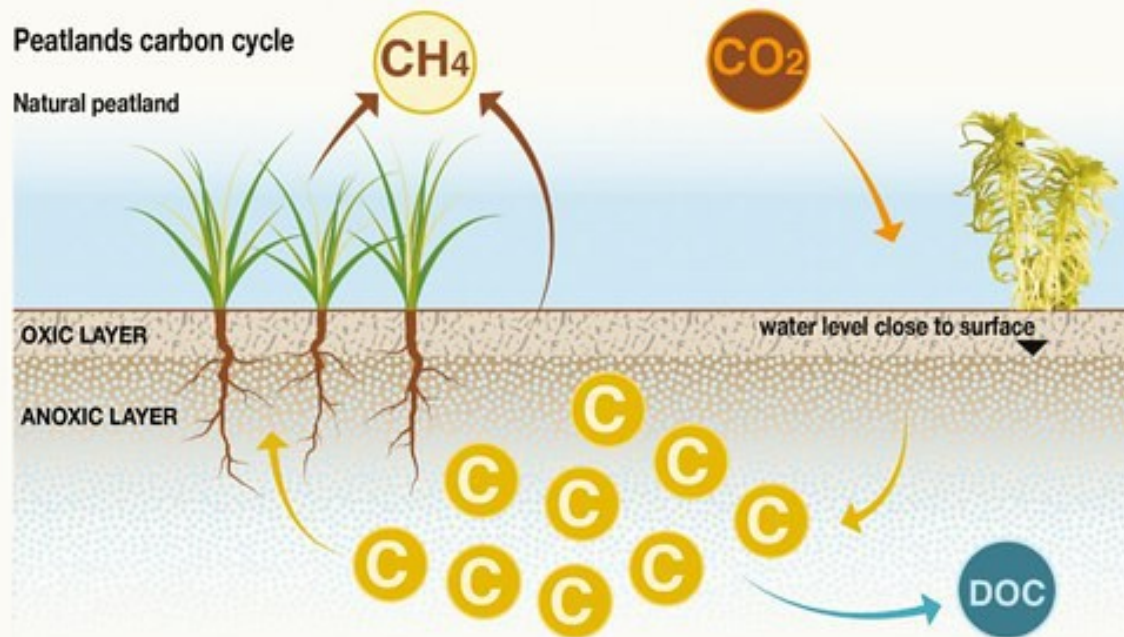
For an introduction to the tool, its use, and the scenarios, please watch the video above.

**What's new :** New 'Go Cambridge' scenario in schools layer; New 'Near Market' scenario in commute layer.

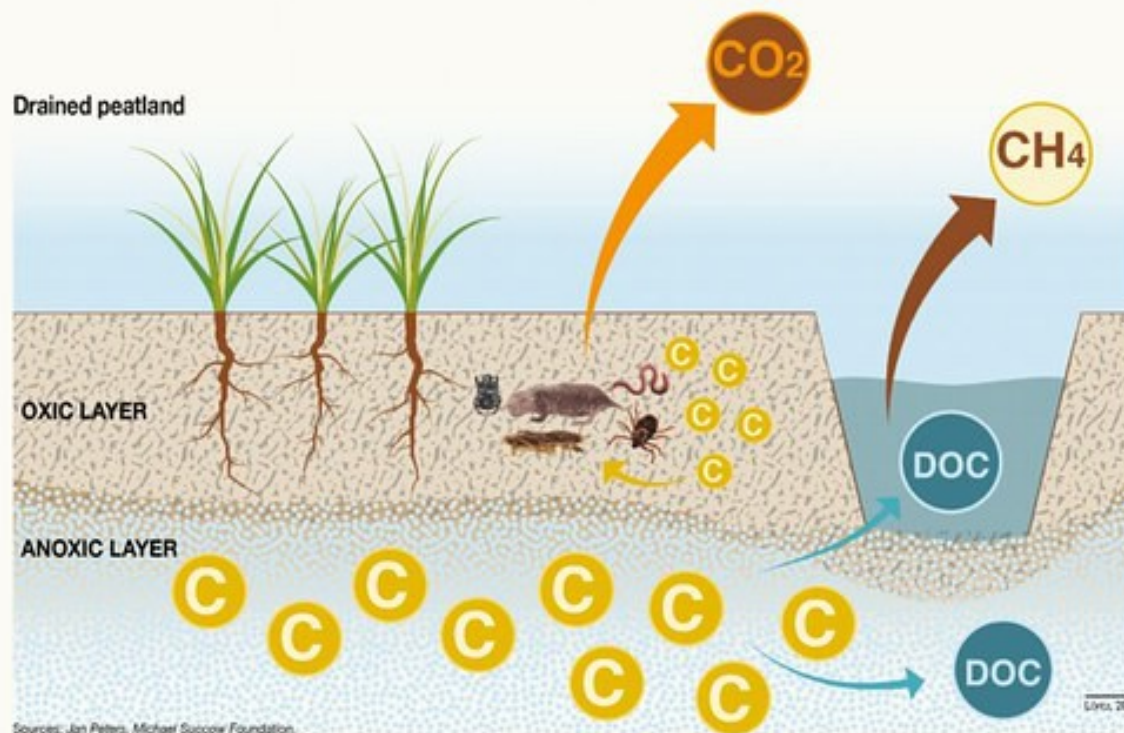


# Peatlands carbon cycle

## Natural peatland



## Drained peatland



Sources: Jan Petrus, Michael Succow Foundation.

Lima, 2017

GRD-Arendal

## REGIONAL POLICY OBJECTIVES:

### **Environmental Assessment and Assessment of Greenhouse Gas (GHG) Emissions**

RPO 3.4: Ensure that all plans, projects and activities requiring consent arising from the Regional Spatial and Economic Strategy are subject to the relevant environmental assessment requirements including SEA, EIA and AA as appropriate. In addition the future strategic development of settlements throughout the Region will have full cognisance of the legal requirements pertaining to sites of International Nature Conservation Interest.

RPO 3.5: Identification of suitable employment and residential lands and suitable sites for infrastructure should be supported by a quality site selection process that addresses environmental concerns such as landscape, cultural heritage, ensuring the protection of water quality, flood risks and biodiversity as a minimum.

RPO 3.6: City and county development plans shall undergo assessment of their impact on carbon reduction targets and shall include measures to monitor and review progress towards carbon reduction targets.

Guidelines, prepared by The Department of Housing, Planning and Local Government (DHPLG), will provide clarification around the development of a suitable methodology for measuring carbon emissions, appropriate to strategic land use designation and related transport infrastructure in the context of the preparation of city/county development plans.

It is not the intention of the RSES to render approval of land use designation or transport infrastructure, conditional on consistency with GHG emissions reductions targets in the absence of an agreed methodology at national level. In the interim, the RSES will support the development of a methodology to assess the impact of city and county development plan strategies on carbon reduction targets.



## 1.0 Title of stakeholder proposal (maximum 20 words)

Quantitative Greenhouse Gas Impact Assessment Method for Spatial Planning Policy (QGasSP)

## 1.1 Executive summary (maximum 100 words)

*Please briefly describe what your stakeholder proposal is all about (i.e. summarising the information provided in the sections below)*

The EU climate and energy framework includes targets to achieve a 40% cut in GHG emissions by 2030. Spatial planning has a key role to play in creating an environment that supports low and zero carbon lifestyles, communities and economies. There is no universally accepted method for quantifying the influence of spatial planning policies on GHG emissions. The purpose of this analysis is to identify robust methods for quantifying the relative impact on GHG emissions of alternative spatial planning policies to inform strategic alternatives. The outputs will aid Member States in meeting their GHG emissions targets.

## 2.0 Stakeholder proposal information

### 2.1 Legal status of the lead and participating stakeholders (maximum 200 words)

*Please describe the legal status as well as the role and competences of the stakeholders' authorities in developing and implementing place-based territorial policies and/or in managing EU funds.*

Lead partner: **Eastern & Midland Regional Assembly of Ireland (EMRA)** was established in accordance with the provisions of the Local Government Reform Act 2014, and has a statutory function to prepare and adopt a Regional Spatial and Economic Strategy (RSES) which guides the spatial planning within the region. **Scottish Government** – Planning and Architecture Division. The planning system is within the competence of the Scottish Parliament and Scottish Ministers under the Scotland Act 1998 (as amended). The Town and Country Planning (Scotland) Act 1997 (as amended) gives development plan making functions to the Scottish Government and local Planning Authorities as well as specifying a Regional Spatial Strategy Department for Infrastructure (DFI), **Regional Planning Directorate, Northern Ireland** – the Department for Infrastructure is an Executive Department of the Northern Ireland Assembly. Statutory responsibilities include development of regional planning policy and legislation and implementation of the Regional Development Strategy 2035.

**Regional Council of Kymenlaakso**, Finland, according to the Finnish Regional Development Act the Regional Council is responsible for the strategic and general development of the region and for improving the business environment. In addition the Regional Council is responsible for drafting, updating and approving the Regional Spatial Plan, co-ordinating the transport system and co-funding projects via European Union

**Change in transport emissions following implementation of the NTA's Transport Strategy for the Greater Dublin Area 2016 – 2035**

| A                               | B                | C          | D           | E                                  | F                                   |
|---------------------------------|------------------|------------|-------------|------------------------------------|-------------------------------------|
| Indicator                       | Base Year (2012) | Do Minimum | Do Strategy | Do Minimum vs Base Year<br>(C - B) | Do Strategy vs Base Year<br>(D - B) |
| Demand (trips)                  | 289,554          | 398,916    | 392,737     | 109,362 (37.8%)                    | 103,183 (35.6%)                     |
| Vehicle Kms                     | 5,215,825        | 7,068,398  | 6,836,869   | 1,852,573 (35.5%)                  | 1,621,044 (31.1%)                   |
| CO <sup>2</sup> emissions (kgs) | 1,016,683        | 1,349,979  | 1,320,473   | 333,296 (32.8%)                    | 303,790 (29.9%)                     |

NTA response to Parliamentary Question December 2018



Thank you

