Dublin City Development Plan 2022-2028

Submission to the Pre-Draft Plan Public Consultation

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Submission to the Pre-Draft Plan Public Consultation

Prepared by: RKD
Prepared for: Dublin City Council
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00 INTRODUCTION
TABLE OF CONTENT

POLICY THEMES	RKD KEY SUGGESTIONS
00 **Introduction** – Leadership	
01 **Shaping the City** – how our city will grow and develop.	• Continue to seek a Greater Dublin Area Elected Mayor • Create and Urban Wealth Fund • Create a design review body with authority and autonomy
02 **Climate Action** – protecting our city against pollution, flooding and other climate risks.	• Establish a clear message of what sustainability means • Establish standards of sustainability, and methods to apply standards • Propose a body to review the application of standards
03 **Quality Housing and Sustainable Neighbourhoods** – providing quality housing and sustainable neighbourhoods.	• Define quality of places • Review current procurement and processes to include quality • Include architectural quality assessment across departments and projects
04 **The City Economy** – sharing the benefits across all communities.	• Establish initiatives to engage the public and communities • Propose incentives for renovation and re-purposing • Support local governance and ownership of quality of place
05 **Sustainable Movement and Transport** – promoting and using more environmentally friendly transport options.	
06 **The City, Urban Villages and Retail** – helping retail in our city and neighbourhoods such as Phibsborough and Rathmines.	• Establish the what, how and who to deliver the vision • Provide initiatives for integrated and multidisciplinary planning • Review and define role for state and county architects
07 **Green Infrastructure, Open Space, Recreation and Natural Heritage** –developing more outdoor spaces for sports and play opportunities, while protecting our rivers and canals and parks.	
08 **Built Heritage and Archaeology** – protecting important historical and archaeological sites.	
09 **Culture** – maintaining and developing our arts and cultural heritage.	
10 **Sustainable Environmental Infrastructure and Flood Risk** – including flood risk protection, water supply and good digital connections.	

00 Introduction
Cover Note

This response is based on the issue paper by Dublin City Council for the Draft Dublin City Development Plan 2022-2028. The response also refers to The National Planning Framework and Project Ireland 2040. We are writing to you to formally submit to the Public Consultation and we want to take this opportunity to commend the Council for opening this discussion and thank them for considering our submission.

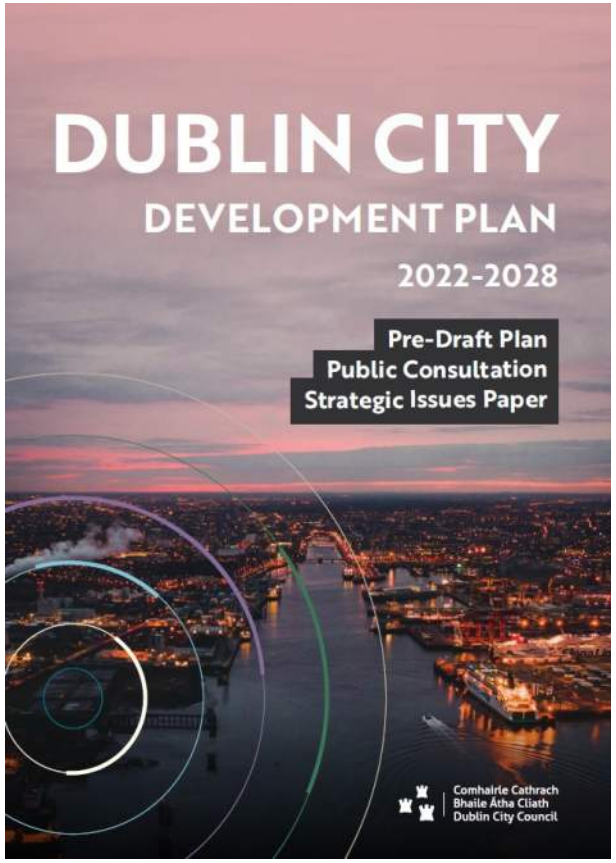
We have reviewed the background papers and consultation issues prepared by DCC that covers ten different themes around how we develop the future of Dublin City. The policies outlined in the background papers have good sustainable goals and priorities for more compact urban growth that is needed for the city. We feel that the policies are very good but may not have clear strategy as to how they will be successfully be achieved.

We agree with the Council's shift in direction to promote higher density urban environments. There is a compelling need to achieve balanced regional growth and compact urban development to counter current unsustainable sprawl around cities and towns, which is having such a negative effect on the lives of many of our citizens. These issues are so critical to the construction industry and development sector, the future growth of the country and our future generations wellbeing.

Please use this research and information that outlines comparisons of good examples of integrated planning and sustainable mobility in similar European countries and cities. We recommend that these strategies, institutional arrangements and funding mechanisms are seriously considered in the development and planning policies for the Greater Dublin Area.

We have also added a section to the start about leadership and governance structures to supplement some of the positive goals and initiatives already set out by the council. Cohesive and effective leadership is the most important factor to deliver the vision of Dublin City Development Plan 2022-2028.

Delivering a sustainable future for Dublin requires integrated planning and collaboration between the four Dublin local authorities and the peripheral surrounding local authorities as well as with the Eastern and Midlands Regional Authority. The Dublin City Development Plan 2022-2028 should suggest necessary initiatives to ensure such collaboration, stakeholder engagement and delivery of best practice governance and sustainable development in the Dublin City Region. Dublin City Council should continue to seek an elected Dublin City Mayor with the power and autonomy to effectively govern and lead Dublin City and its hinterland. The city councils should be combined into a city municipality, similar to city governance structures in other European capital cities. We strongly believe that this would regain more authority and decision making to each council and to the city as whole. We feel it would be a positive change that would better combine resources. It would cohesively knit the city together to provide the infrastructure Dublin needs to grow and adapt as required towards a sustainable future.



The masterplan and vision for Copenhagen's newest and most sustainable neighbourhood Nordhavn evolved from an Architectural Competition.

- Set clear guidelines and standards for what defines built environment leadership: a great example can be found in London's Good Growth by Design

- Establish processes that incentivise leadership – i.e planning fast tracks, subsidies etc.

- Dublin City Development Plan 2022-2028 should set a long term leadership policy goal set up independent funding and establish autonomous decision making powers under a new mayoral office so that it may take full ownership of governance and of the quality of the built environment and the improvement of the life of its citizens. Our northern European neighbours are successfully using municipal tax that goes directly to local authorities. They benefit from direct funding based on the number of their citizens and are incentivised to create high-quality built environments that attracts people and enterprises to live in their municipalities. The current funding of local authorities in Ireland offers no such incentive.

- Creating public awareness of the value that good architecture provides. This can be done by recognising and rewarding design excellence, and showcasing the value this provides to society.

- Establish a policy to set up independent design review panels to review all development proposals to ensure that the support the Dublin City Development Plan 2022-2028 visions for our urban futures.

- The proposed design review panel should also review all Dublin City Council development plans, future growth strategies and proposals, masterplans, SDZ proposals etc.

- Encourage the role of the architect as central in all infrastructural and place making projects in the Dublin City Council area.. Look to other countries for best practise in the role of independent architectural oversight in projects of all scales. For examples, the role of the Swedish Council for Sustainable Cities and the public body Architecture and Design Scotland.

- Engage with the citizens in a meaningful and structured way through a series of localised planning forums both for development plans, LAPs and SDZs and take adequate time to work through realistic development plans for specific areas in three dimensions that will be readily understandable by citizens.

DEVELOPMENT STRATEGY - COPENHAGEN

TRANSFER OF ASSET
National and local government transfer assets to CPH City & Port Development

01

REZONING OF LAND
Local government rezones the land for residential and commercial use

02

LAND INCREASES IN VALUE
As a result of new zoning

03

LOAN APPROVED BASED ON NEW VALUE
CPH City & Port get loans on favourable terms from the Denmark National bank

04

INVESTMENT IN INFRASTRUCTURE
Capital invested either in metro construction or to pay local infrastructure and public amenities necessary for development

05

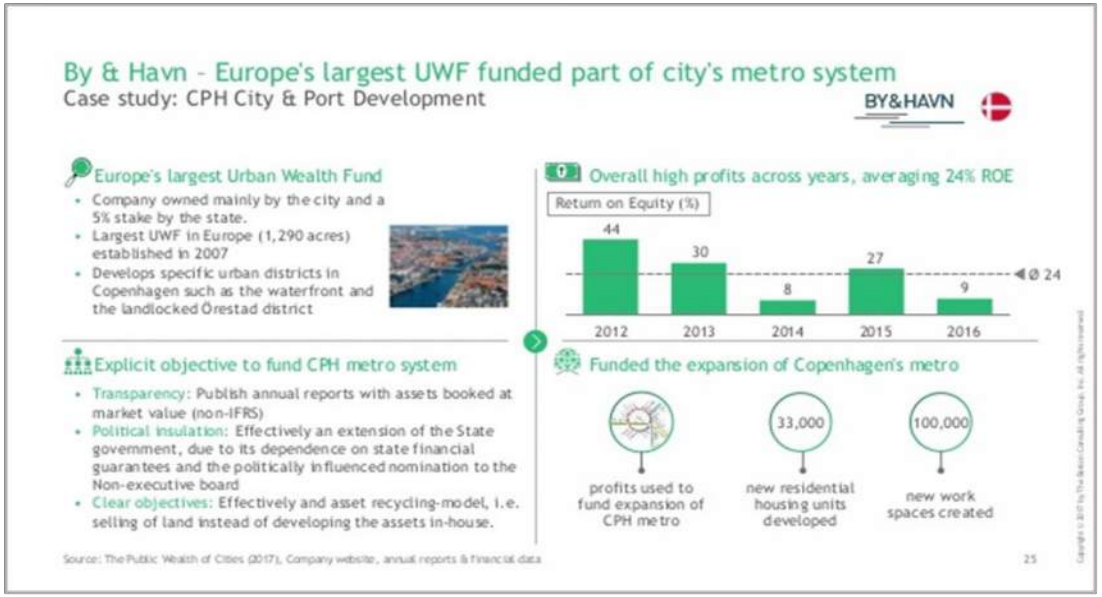
FACILITATION OF DEVELOPMENT
CPH City & Port develops masterplan for development with criteria to be met by developers for agreed sale or lease of land. City & Port remains owners of public land and infrastructure.

06

REVENUE SERVICE DEBT
Generated revenue is used to service the debt and is reinvested in the company

07

- Examine setting up an ***Urban Wealth Fund*** to fully exploit value of hidden assets in the Dublin City Council area. This has been done with great success in Copenhagen with collaboration between the City and National government and has enabled and powered the sustainable development of the city over the past three decades. See the diagram on this page which indicates the Copenhagen development strategy.
- Local Authorities should use Double Entry Book-Keeping which would give much fuller picture of assets and liabilities
- Creating an URBAN WEALTH FUND is a four-step process
    - Compile list of assets and conduct indicative valuation of portfolio to allow informal review of the portfolio and attract public support for professionalising management of portfolio
    - Set up proper balance sheet to form first audited annual report, the starting point for the new board and management of the portfolio
    - Incorporate fund, transfer all assets, appoint professional board and auditors, so government can fully delegate portfolio management
    - Produce comprehensive portfolio Business Plan as a whole and for each underlying segment, such as real estate and government corporations, to put each asset to its most productive use, making clear the opportunity cost of using the asset in a suboptimal way
- This is elaborated in the next few pages



Investment and Funding

Summary: 7.5 Investment (Background Paper 6, Land Use Planning and Transport Planning)

Across all sectors, Exchequer funding allocated for public capital investment under the NDP over the period 2018-2027 will amount to €91 billion. This direct Exchequer investment will be supplemented with investment by commercial State Owned Enterprises, leading to a total 10-year State-backed investment programme of €116 billion. This funding is being allocated on a thematic basis to each of the ten National Strategic Outcomes set out in the NPF. In Budget 2019, each Government Department was allocated five-year multi-annual capital envelopes. These envelopes will be reviewed and extended annually on a rolling basis to include a fifth year, as part of the annual Estimates process. It is planned that a full mid-term review of the NDP will be undertaken in 2022 in order to prepare and publish a new updated 10-year plan for public capital investment in 2023, for the period 2023-2032.

Urban Wealth Funds

Response:

- Many other cities and countries capitalise infrastructure projects through the re-zoning of publicly owned land. Minimizing the cost to taxpayer.
- This is possible through a funding method called Urban Wealth Funds (UWF), also known as Sovereign Wealth Funds.
- UWFs are professionally managed funds that compile all publicly owned assets, regardless of whether they are owned by the city, state or other public entity.
- The local governments would each have shares in the fund proportionate to the value of the assets they contributed. The shares would be reported on the municipal balance sheets. (www.marginalrevolution.com, Tylor Cowan)
- **Urban wealth funds must be politically independent so they are not subject to short term political cycles.**
- Examples of Urban Wealth Funds:
  - City of London Corporation
  - Hong Kong Sovereign Wealth Fund
  - Singapore GIC Sovereign Walth
  - Perspektive Munich
  - Copenhagen City and Port Authority

European Investment Bank loans are available to city and state corporations that use these funds.

When public authorities own the land, a shrewd infrastructure investment strategy, coupled with changes in the land-use designation, can recapture large portions of the capital investment and even the entirety of the costs from land-value appreciation and subsequent land sale. (The Public Wealth of Cities, Detter and Fölster 2017)

A compiled and accurate balance sheet that includes a list of all assets and a clear understanding of their market value (rather than the purchase value) can be used by taxpayers, politicians and investors to assess the long-term consequences of political decisions. (www.weforum.org)

	DENMARK	SWEDEN	GERMANY
TAXES	Income Tax: **Municipal Tax: 23.8%** - varies County Tax: 5% State Tax: 11% Property: **Land-Value Tax:** 1.6 -3.4% of land value Property tax: (collected by state)	Income Tax: **Municipal Tax: 20%** - varies County Tax: 12% Property: **Property Charge:** 0.3-0.75% of value (higher for detached housing) Property tax: (collected by state)	Income Tax: **Municipal Tax: 15%** **Company Tax**: **14-17%** Average income tax: 35% Property: **Property Tax (land and property):** 0.26-1% x leverage rate (municipality) Total average: 5%
CHARGES & PROFITS	**Service Charges:** Rent, Water, Waste, Parking, Public Transport (also future – i.e Metro) **Sale of land:** Capital gains from value increase	**Service Charges:** Rent, Water, Waste, Energy, Parking **Sale of land:** Capital gains from value increase	**Service Charges:** Rent, Water, Waste, Parking, Energy, Public Transport **Sale of land:** Capital gains from value increase
SUBSIDIES & LOANS	• Government subsidies • LGFA municipality owned or guaranteed – KommuneKredit (99% of public sector lending) • RealDania – philantrophic funding • EU funds – based on R&D	• Government subsidies • LGFA municipality owned or guaranteed – KommunInvest (50% of public sector lending) • Government Funds: i.e LIP in 98-02 • EU funds – based on R&D	• Government subsidies • LGFA municipality owned or guaranteed – KommunInvest (50% of public sector lending) • Government Funds: i.e LIP in 2000 • EU funds – based on R&D
	Taxes: ca. 71% - equalised between municipalities General subsidies: 26% Raised Loans: 1% Green Bonds as part of LGFA – to help drive ambitious sustainability targets	Taxes: ca. 71% - equalised between municipalities General subsidies: 26% Raised Loans: 1% Green Bonds as part of LGFA – to help drive ambitious sustainability targets	Taxes: ca. 71% - equalised between municipalities General subsidies: 26% Raised Loans: 1% Green Bonds as part of LGFA – to help drive ambitious sustainability targets

Image:
RKD research on the planning and design processes of the built environment in other European countries.

GOVERNANCE
GOVERNMENT STRUCTURE & PLANNING RESPONSIBILITIES

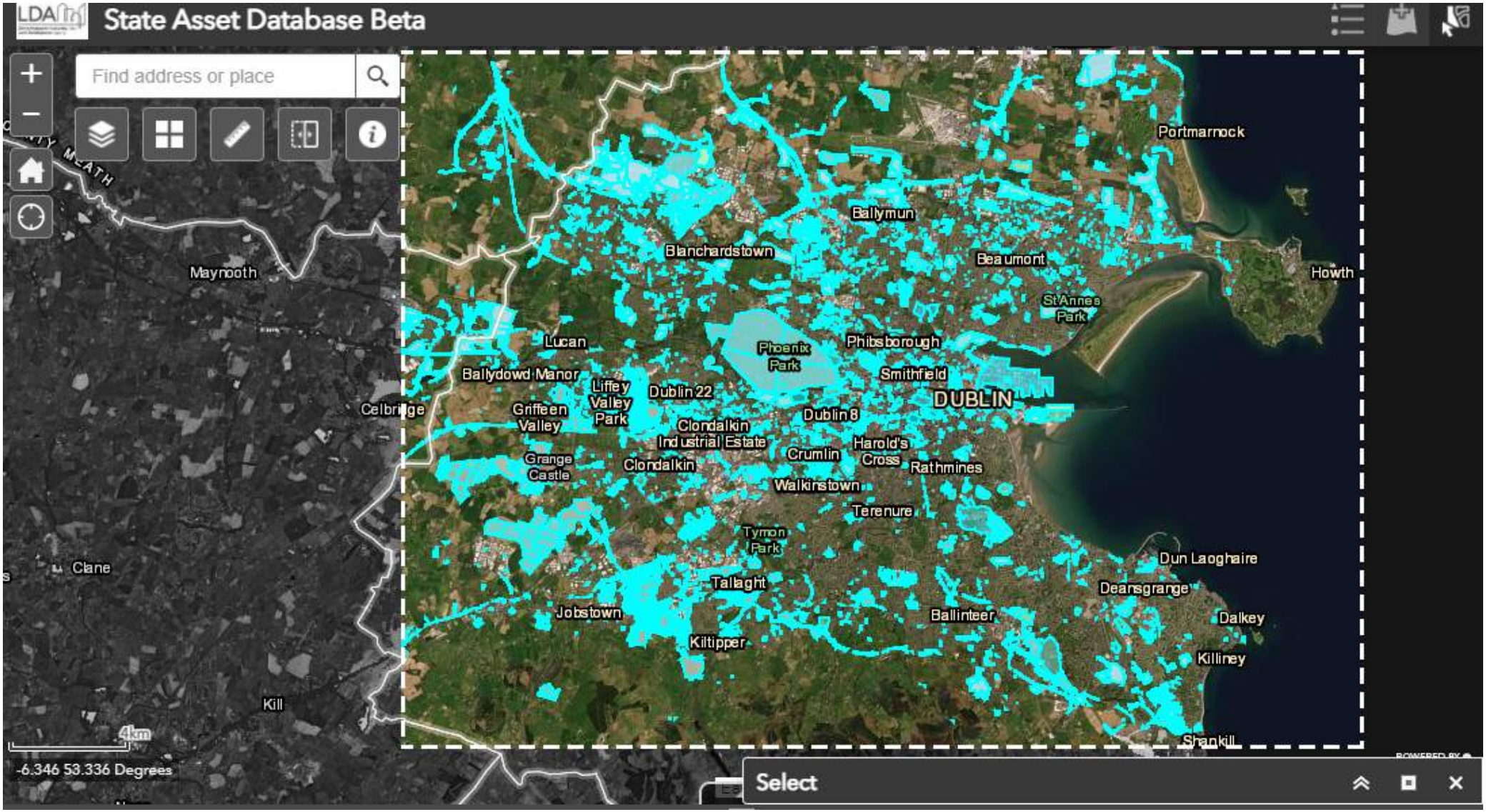
	DENMARK	SWEDEN	GERMANY
NATIONAL	**Ministry of Business and Growth (since 2015)** • National Planning Report • National Planning Directives • Overview of National Interest Regarding Municipal Plans **Danish Transport & Construction Agency** • National Building Regulations (Binding for local authorities	**Ministry of Business and Growth** **National Board of Housing, Building and Planning** • National goals for planning & building (non-binding) • Swedish Building and Planning Act • Environmental Code	**Ministry of Spatial Planning** • Principles and guidelines for spatial planning and spatial development • State planning act • Model Building Code **State Government** • State development plan & spatial planning programme • Spatial planning act • State Building Code (Binding for local authorities)
REGIONAL	**Administrative Regions** (mainly healthcare) • Advisory and Visionary Plans to implement national goals (Binding for local authorities	**County Council** (healthcare, infrastructure) • Regional Development Plan (Only for Stockholm) • Regional Planning Policy (with Municipality)	**County Council** • Regional plan, regional spatial structure plan, territorial development plan (Binding for local plans)
LOCAL	**Municipal Council** • Municipal Plan: Policies, maps and land-use regulations (central government has veto) • **Local Plan**: Legally binding and basis of planning and building permit	**Municipal Council** • Comprehensive Plan: Overview plan developed with county council to show response to national interests • **Detailed Plan**: Legally binding and basis of planning and building permit	**Municipal Council** • Land-use Plan: overview of future development and zoning • **Local Land-use Plan:** Legally binding and basis of planning and building permit (always competition)
NOTES	In Denmark there is a top-down implementation structure of national interests and goals. However, the municipalities retains a planning monopoly and greater responsibility of their local concerns. Municipalities are now fully responsible for spatial planning (including roads and infrastructure), environmental control and water management. Local Plan: can only be developed by the Municipality, however developments (except rural and major) do not require local plans if they are developed according to existing context	In Sweden there is no national or regional directives for planning (a part from Stockholm region). However, municipal planning policy need to adhere to The Swedish Building and Planning Act and Environmental Code. A newly formed Council for Sustainable Cities at Federal levels hopes to support municipalities to integrated planning. Detailed Plan – can only be developed by the Municipality. All 'major' developments requires a detailed plan which has been seen as one of the causes for high construction costs in Sweden. 3 appeal processes.	In Germany, federal, state, regional, and local governments interact in a bottom-up and top-down land-use planning process, which is organized around cooperation and mediation. At each level coordination with housing, transport, and environmental plans and neighbouring jurisdictions are mandated – and implementation strategies required. Local Land-Use Plan – Investors/Developers can prepare and propose a Local Land-Use Plan to be adopted

Image:
RKD research on the planning and design processes of the built environment in other European countries.

GOVERNANCE
MUNICIPAL COUNCIL STRUCTURE

	COPENHAGEN (DK)	STOCKHOLM (SE)	FREIBURG (DE)
OVERVIEW	Local elections every 4 years Lord Mayor – Head of Finance Committee - Appointed by the ruling party Cabinet of 'Mayors of Expertise' - Appointed by the City Council	Local elections every 4 years Mayor – Head of Administration - Appointed by the City Council Cabinet of 'Mayors of Expertise' - Appointed by the City Council - Mayors of the opposition (5)	Local elections every 5 years Lord Mayor - Directly elected every 8 years Cabinet of Mayors (4) - Appointed by the Lord Mayor Municipal council - 48 people
DEPARTMENTS	**Technology & Environment (on the board of By & Havn)** Employment & Integration Health & Care Children & Youth Finance Social Services Culture & Leisure	Transport **City Planning** Environment & Climate Labour Market, Integration and Sports Schools & Education Housing & Real Estate Social Affairs Culture & Urban Environment Care and Public Safety	A lot… Related to **city planning:** • Urban Planning & Building • Traffic Planning & Infrastructure • City Green • Building Management (under one management)
NOTES	Copenhagen's By & Havn – municipal and state owned development company have helped keep urban development outside political implications	Stockholm municipal planning prides itself of 'the good conversation' with strong collaboration between departments, public and industry participation	Freiburg's success in terms of becoming the 'environmental capital' of Germany has been linked to strong leadership and continuous political power in the municipality. • Wulf Daseking – Planning Officer 1984-2012 (head of planning and building) • Dr Rolph Bohme – Lord Mayor elected 1982-2002 (social democrat)

State Owned Land Database in Dublin



https://lda.ie/state-asset-database/

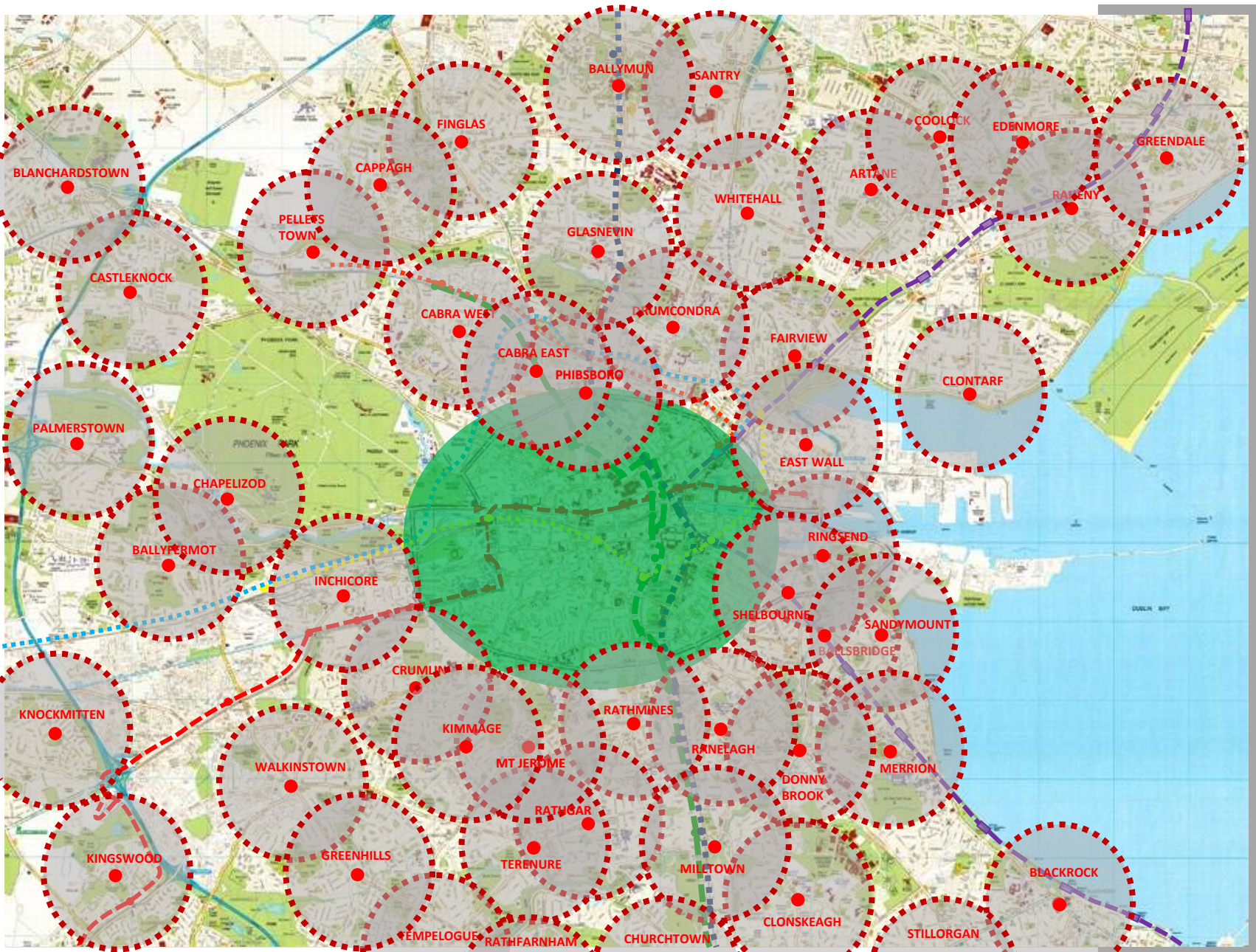
01 Shaping the City

how our city will grow and develop.

15-Minute City

Source: C40 Cities

15-Minute Cities have all amenities and services within a 15-minute walk or cycle of where everybody lives.
All planning and transport policies for Dublin should be based on this concept. The city should be made up of pods of compact 15-minute neighbourhoods that are all connected via sustainable transport options.



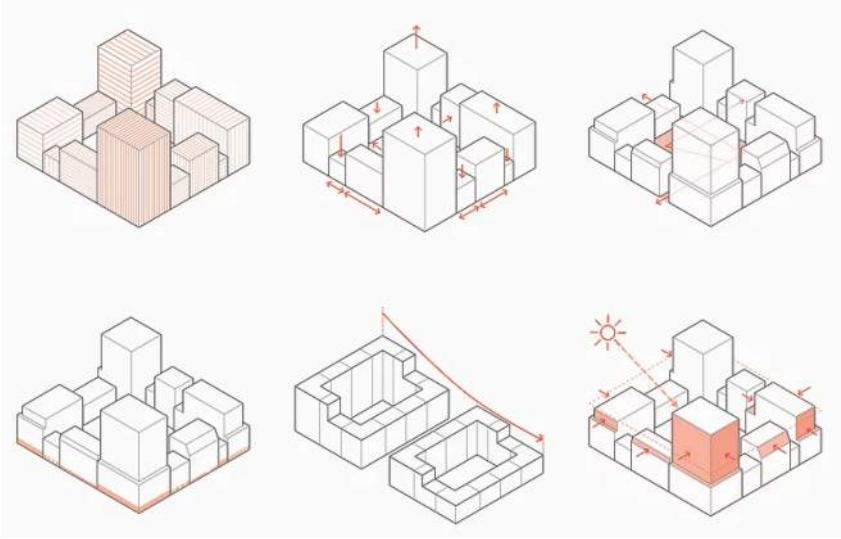
LEGEND
LUAS Red Line
LUAS Green Line
DART
Future METRO
Suburban Line
Suburban Line
Future DART Underground

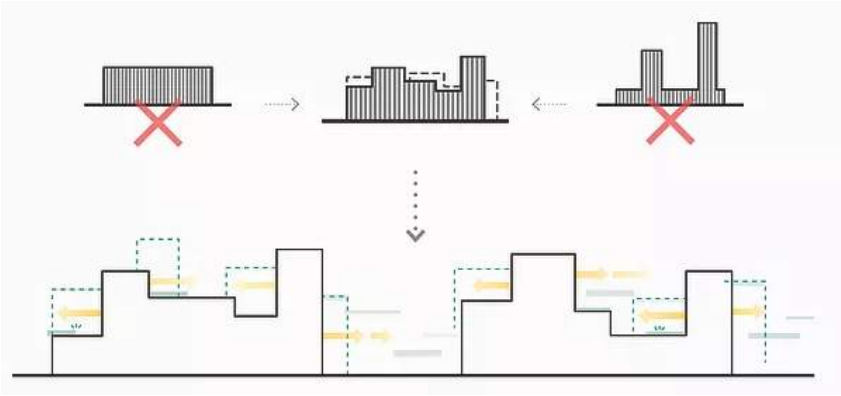
DUBLIN NEIGHBOUR HOOD CENTRES

1km diameter /
15 minute walk

Urban form, density and height

Urban blocks should have a mix of height, building higher to the north and facing residential uses to the south is good for daylighting. Commercial uses that need less quality of light can sit to the north of the taller blocks. The city blocks in Dublin, existing and new should be analysed and be given a clear framework around building form and height. The city has made great progress in recent years to embrace height in a positive way. This thinking and learning should be formed into clear policy that is more objective.



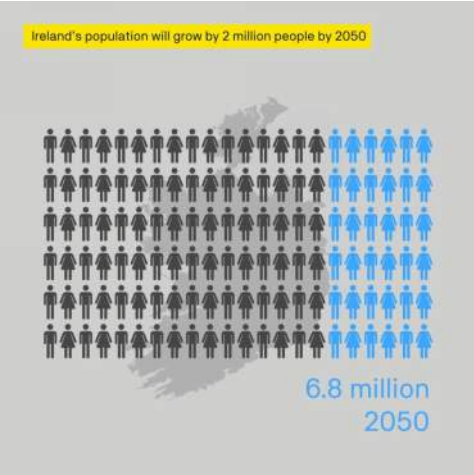


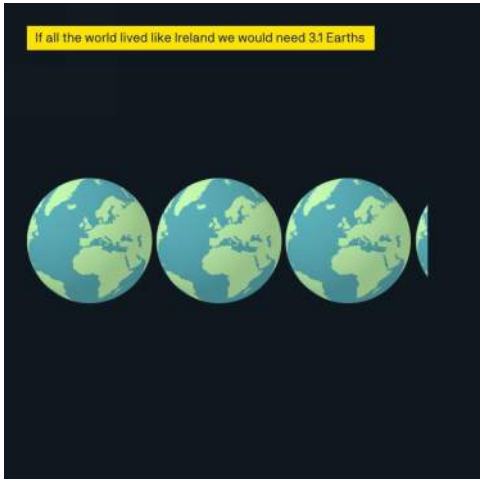
BURA urbanism

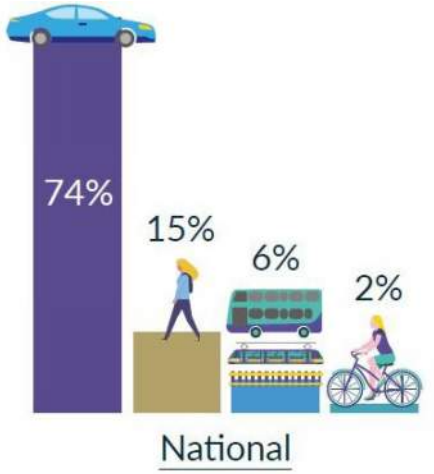
01 Shaping the City

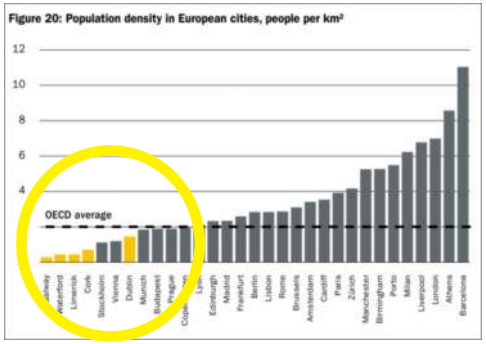
how our city will grow and develop.

Summary of critical issues and trends - Why we need better sustainable transport and integrated land use planining









Population Growth

The population of the island of Ireland will grow by 2 million people by 2050. We are currently living at unsustainable levels of CO2 emissions

Sustainability

If all the world lived like Ireland we would need 3.1 Earths

74% *of people travelling by car is not sustainable*

Health & Well-being

74% of people rely on a car to travel and only 6% on public transport

60%

60% of adults are overweight or obese
25% of children are overweight or obese (HSE, 2016)

More active travel can work towards tackling obesity and over-weight health issues.

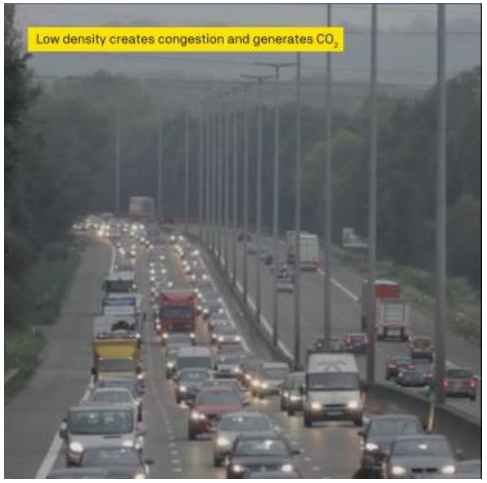
Low Density

Ireland is one of the least densely population countries in Europe

01 Shaping the City

how our city will grow and develop.

Summary of critical issues and trends - Why we need better sustainable transport and integrated land use planining



Unbalanced Growth

Risk of unbalanced growth in the Greater Dublin Area continuing into the future.

Cars Dominate

Cars dominate our streets and public spaces. Communities are deteriorating with no Public Forum. Petrol stations and car parks are the meeting points of the 21st Century. Our towns and villages are increasingly becoming neglected.

Suburban Sprawl

Low density cannot support good infrastructure

Irish cities are some of the most congested in the world.

Lack of compact urban planning and urban sprawl.

Congestion

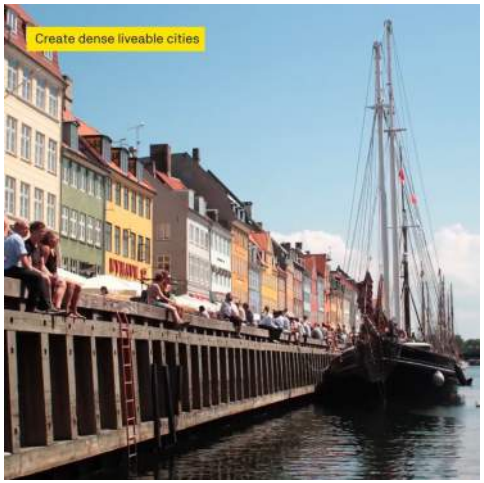
Low density and high car congestion is generating high levels of CO2 emissions

There are feasible solutions and many international best practice examples of how to build sustainable transport with integrated land use...

01 Shaping the City

how our city will grow and develop.

Strategy Summary



Balanced Growth and Well Connected Networks

Stop expanding - start densifying

Balanced growth and well connected networks of cities and towns. Cities need to work to support each other rather than compete with each other. Better connection will

Dense Liveable Cities

Create dense liveable cities

Create healthy cities

Reduce the need for cars

Density to Support Sustainable Transport

Focus on moving people not cars

Use density to support sustainable transport

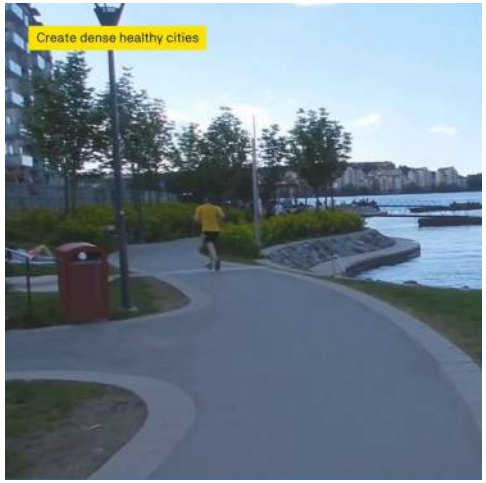
Good Connections

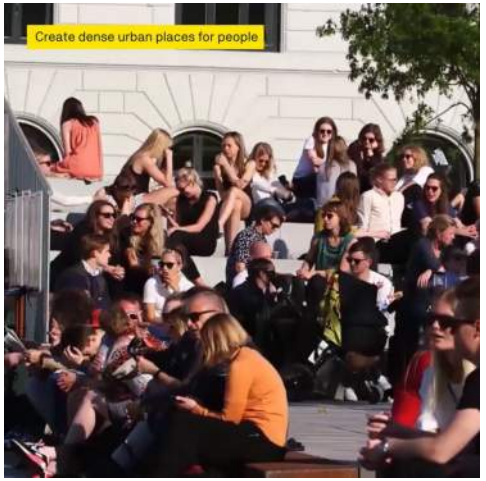
Create good connections between our cities

01 Shaping the City

how our city will grow and develop.

The Benefits





Higher Quality of Life

High density does not mean low quality of living

Better connectivity and balance between public and private space

Better use of Public Space

Help improve air quality and biodiversity

A positive city environment

Better rural environments

More space for people, activities and culture

Heath Benefits

Promote activity and social interaction

Promote physical movement and well-being

Accessibility and inclusion

Green infrastructure and trees

Reduced CO2 emissions

People and Community

Create places for people

Stronger urban and rural communities

"Ideas move from person to person within dense urban space, and this exchange occasionally creates miracles of human creativity." (Glaeser, 2012)

02 Climate Action

Protecting our city against pollution, flooding and other climate risks.

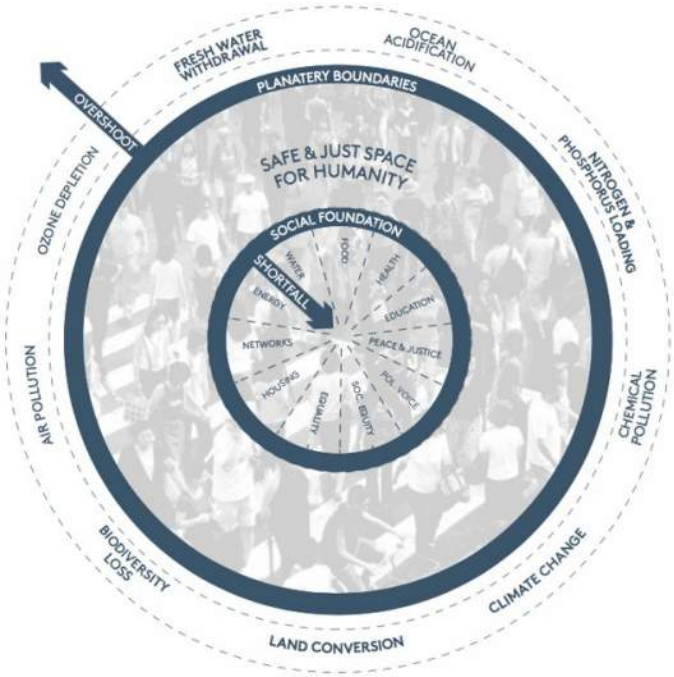
This policy and potential influence on the built environment in Ireland is fundamental to meet the Ireland 2040 targets. The policy must proactively provide a framework for better buildings that satisfy the global climate and biodiversity emergency, responsible resource management and the health and wellbeing of humans.

The UN Sustainable Development Goals (SDGs) are focused on meeting the needs of our (growing) society, without breaching the earth's ecological boundaries that we rely on to survive. Achieving this will require a paradigm shift in our thinking and behavior.

In this context, it is crucial to highlight that designing for sustainability is more than designing for energy efficiency and low-embodied carbon. For the policy to properly respond to the UN Sustainable Development Goals it should use the definition of sustainability as the harmonization of social, environmental and economic concerns.

This definition of sustainability supports the consolidation and reuse of existing cities, towns, villages and buildings whilst encouraging consideration of important aspects for long-term wellbeing in doing so.

The end goal of designing for Climate Resilience and Sustainability should be to create long-term value for people and the planet. The following pages includes RKD's suggestions on how to do so by answering the questions outlined in the consultation document.



Images:

TOP: Kate Raworth's Doughnut Economics Diagram of a safe and just space for humanity. We need to fulfill the social foundation without breaching the planetary boundaries humanity relies on to survive. Baseline for UN SDG's

BOTTOM: UN SDG's and how they all relate to the continuing health and wellbeing of humans.

Sustainability standards:

Given the definition of sustainability in the previous section. The policy should establish a set of standards indicating what a sustainable built environment is. A suggestion of standards come from RKD's own 'Better Buildings for The Future' initiative that defines a sustainable built environment to be one that contributes to:

- **Supportive, Inclusive & Attractive Environments** (focused on social wellbeing, including affordability and preservation of cultural heritage)
- S**afe & Healthy Environments** (focused on physical wellbeing, including climate resilience)
- **Responsible Use of Land & Water Resources** (focused on efficient land-use, infrastructure and enabling circular systems)
- **Enhanced & Optimised Ecosystems** (focused on preserving and restoring ecosystems)
- **Lifecycle Carbon Elimination** (focused on reducing operational and embodied energy and supporting renewables)

A sustainable built environment integrates all the standards above. These also align with UN SDG's and the EU initiative Level(s) striving to enable a common EU approach to the assessment of environmental performance of buildings.

Integrated and multidisciplinary planning:

Integrating above standards to achieve a sustainable built environment is a complex and multifaceted challenge. It requires collaboration across departments, and between stakeholders. Other countries have established governmental bodies to support this necessary collaboration i.e: Council for Sustainable Cities (Sweden) working across the different departments, and Good Growth by Design (London, UK) an initiative bringing together design advocates, London boroughs and other public bodies.

Links:

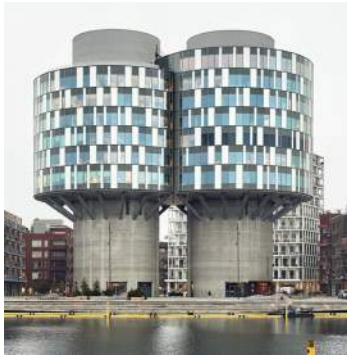
https://www.london.gov.uk/what-we-do/regeneration/advice-and-guidance/about-good-growth-design

https://www.hallbarstad.se/radet/

https://kadk.dk/sites/default/files/downloads/event/un17_guidebookcover_17.12.18.pdf

02 Climate Action

Protecting our city against pollution, flooding and other climate risks.



Images:

TOP: UN Village in Copenhagen (under construction). Mass-timber neighbourhood designed according to UN SDG's. Why is this not the ambition of irish developments?

MIDDLE: Sustainability review by Architecture & Design Scotland using their Place Standard Tool

BOTTOM: Innovative re-use and repurposing of existing structures in Copenhagen. These would be impossible due to cost and regulations in the Irish context.

Sustainability review:

To ensure that standards are addressed there need to be a formal review ensuring that they are adequately integrated in decision making by all departments influencing the built environment.

Support integration of best practice in Irish context:

The policy should outline initiatives that eases the realisation of sustainable design. This could include investigating:

- Necessary legislation to allow alternative materials such as mass-timber and hempcrete
- Guidelines for dense, livable and efficient clusters of housing
- Planning guidelines for parking requirements
- Planning guidelines for traffic and mobility
- Planning guidelines for infrastructure and urban décor
- Planning guidelines for public green areas
- Planning guidelines for renovation and re-use of existing buildings, including repurposing commercial to residential

02 Climate Action

Protecting our city against pollution, flooding and other climate risks.

The current challenges that must be considered to plan for the future of the built environment are; increased urbanisation, densification and a changing climate.

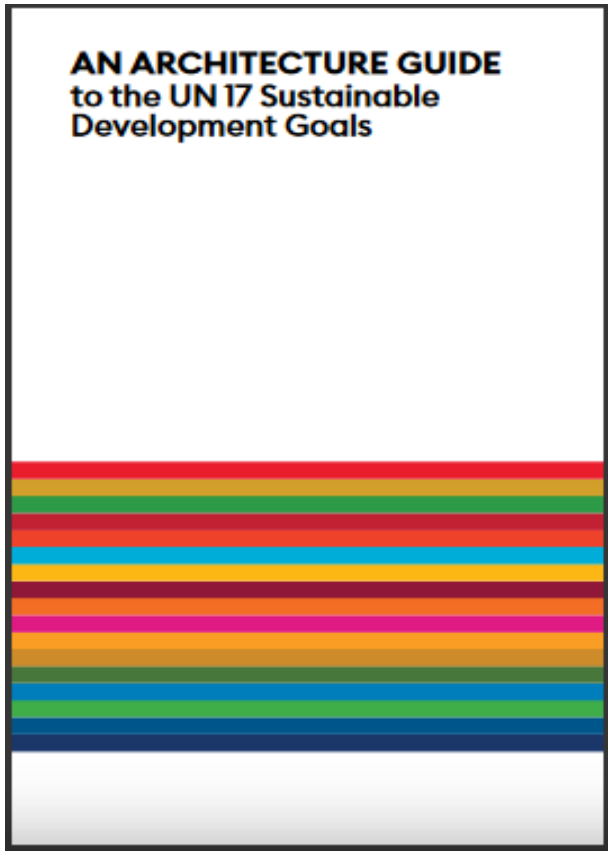
To combat current negative trends (as highlighted in Ireland 2040) of sprawling growth, decline of rural areas and towns, stagnation of inner city and suburban areas, social disadvantage, a degraded environment and poor indoor environments decision makers need to plan for:

SUSTAINABLE LOCATION & CONNECTIVITY

- Encourage developments within and near existing communities and public transit infrastructure
- Redevelop existing cities, suburbs and towns
- Limit development footprints in the region
- Design for good connectivity and sustainable transport solutions such walking, cycling and public transport
- With increased sustainable transport solutions consider methods to reduce car parking footprints

LAND CONSERVATION

- Adopt appropriate density to avoid urban sprawl
- Develop first and foremost on brownfield sites (higher target than Ireland 2040)
- Promote retrofit of existing building stock, sympathetic to their existing location and site context
- Locate project in a high-priority development areas
- Preserve natural corridors



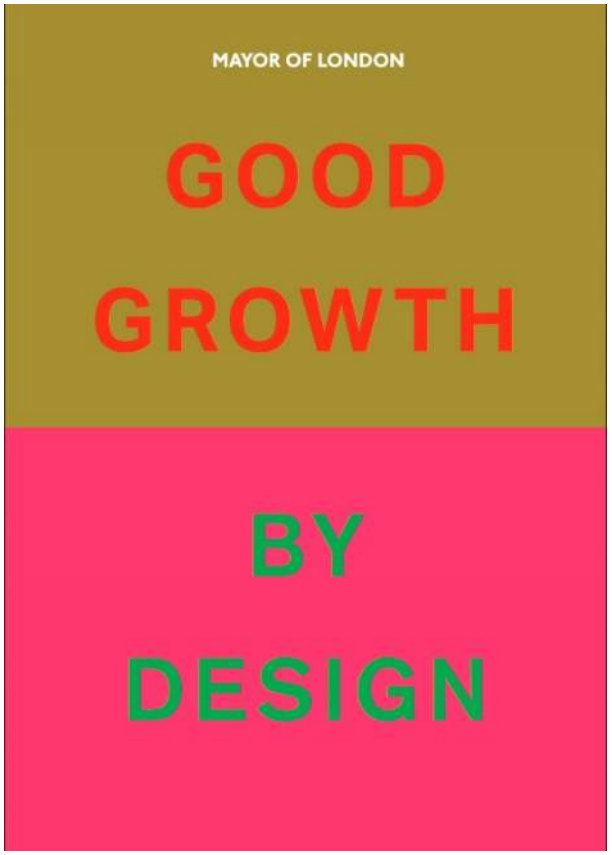


Image:
Exampel of good documents to help define standards

02 Climate Action

Protecting our city against pollution, flooding and other climate risks.

DENSITY & MASSING

- Consider suitable density to support infrastructure, local school, shops etc
- Consider smart clusters for energy efficiency, renewable energy strategies, cultural centres etc
- Create varied density and massing - consider human scale but also necessity of height for landmarks

RESILIENCE

- Take a long-term perspective for planning
- Design for future climate change, unique weather events, aging population
- Protect life and property
- Promote open space and habitat conservation
- Enhance water quality and natural hydrologic systems

MICROCLIMATE

- Ensure adequate daylight internally and externally
- Consider materiality impact on daylight and temperature
- Avoid urban-heat island effects
- Create comfortable microclimates- avoid windtunnels and unprotected places
- Integrate greenery to mitigate microclimate and improve air quality
- Avoid exposing people to pollution form cars, industry etc

5-MINUTE NEIGHBOURHOODS

- Plan neighbourhood that are walkable and permeable
- Encourage balanced communities with proximate housing, leisure, education and employment opportunities
- Street design to encourage daily walking, biking and transit use to support car-free living
- Leverage and support public transport investments within 5-min walking

02 Climate Action

Protecting our city against pollution, flooding and other climate risks.

DIVERSE COMMUNITIES

- Plan for a variety of housing typologies within the 5-min neighbourhoods
- Ensure affordability
- Encourage both developer led and self-build areas
- Allow variety of typologies for population to move internally with age
- Avoid monotonous and bland blocks of housing
- Allow for future growth and flexibility

QUALITY CIVIC AND PUBLIC SPACE

- Ensure open space and civic centres within the 5-min neighbourhoods
- Follow the 10 activity principles of places to encourage a variety of users
- Plan for playgrounds and places for elderly to interact
- Plan for internal and external public spaces - also libraries, town halls etc
- Ensure places feel safe 24/7
- Provide seating, shelter, greenery and activities
- Employ passive surveillance strategies

ENERGY PERFORMANCE

- Encourage passive design in local area plans and masterplans
- Plan for 'energy positive' buildings and neighbourhoods
- Plan for smart grids and renewable sources on district level
- Incentivise design and construction of energy-efficient buildings
- Offer tax benefit or tax deduction mortgages, refurbishment and new high performance building

EMBODIED CARBON

- Identify potential buildings and structures to re-use, renovate or repurpose in local area plans and masterplans
- Incentivise renovation and re-use
- Encourage low carbon materials in new construction
- Encourage local materials
- Encourage designing for deconstruction and future flexibility

02 Climate Action

Protecting our city against pollution, flooding and other climate risks.

CIRCULAR ECONOMY

- Plan for circular systems of buildings, materials, waste, water and energy
- Promote sharing economy in new development
- Encourage designing for flexibility and re-purposing
- Promote self-sufficiency of food production through community gardens or green houses
- Encourage a local economy

BIODIVERSITY & GREEN INFRASTRUCTURE

- Encourage enhancement of local ecosystems and biodiversity
- Provide parks within walking distance to all households, schools and workplaces
- Integrate sustainable urban drainage systems
- Promote green roofs and walls
- Encourage pocket parks
- Ensure permeable surfaces
- Provide nests and food for varying species
- Avoid light-pollution

UNIVERSAL DESIGN

- Accommodate a diverse range of occupant abilities
- Good separation of pedestrian, cycling and vehicular traffic without 'aggressive design' solutions
- Developmental and intellectual health, using colour, texture, material, images and other perceptible information
- Offer technology that incorporates the need of the occupant
- Remove barriers to safety and reduce anxiety

BEAUTY, IDENTITY & CULTURE

- Celebrate local culture and heritage
- Use when possible local design language, materials, flora and artists
- Integrate of public art
- Promote a stimulating facade language
- Focus on the street level
- Create distinct districts and allow the community to take ownership of them
- Facilitate exterior green views (park or artificial landscape area) or blue views (ocean, sea, river)

03 Quality Housing and Sustainable Neighbourhoods

Providing quality housing and sustainable neighbourhoods.

Highlighting the importance of placemaking and the need to define and prioritise quality in our built environment to enhance the quality of life.

Creating quality places is a key factor for a sustainable built environment. RKD agrees that there is an urgent need to review the procurement, planning and management processes to fully capture this. The Development Plan must clearly outline what defines quality places, how to measure success, and to provide guidelines for stakeholders influencing these processes.

Some suggestions on documents to consider when doing so are; UK National Design Guidelines, Scotland's Place Standard Tool, Paris 15 minute City initiative and Project for Public Spaces (New York).

Quality places are of particular importance when planning for a sustainable future that needs to accommodate density and affordability. When integrated correctly in planning and design, dense neighbourhoods should contribute to quality places for public benefit.

Such benefits include:

- Reduced suburban sprawl and negative impact on the environment
- Balanced growth and a well-connected network of communities, towns and cities
- Healthy and liveable neighbourhoods, towns and cities with reduced need for cars

Using the questions outlined in the public consultation document, some ideas and research on how to achieve this will be explored in the following pages

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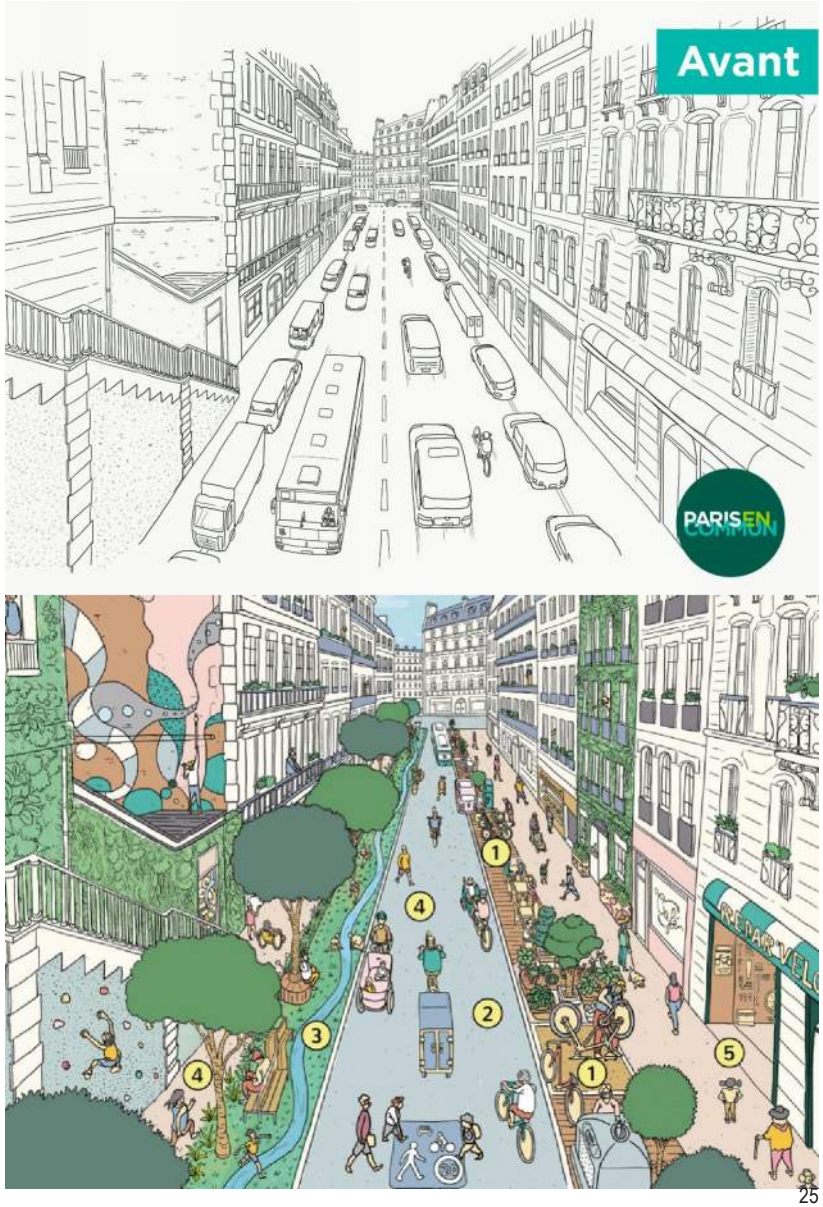
Images:

BELOW: 20-min city principles for Melbourne, Australia
RIGHT: Paris 15-min neighbourhood principle and the indicated transformation from current practice (top) to future (bottom). Principles to achieve this is included in all policies and planning directives.



03 Quality Housing and Sustainable Neighbourhoods

Providing quality housing and sustainable neighbourhoods.

Quality Housing and Sustainable Communities – Some Key Questions

1	How should the Development Plan promote compact growth and increase housing delivery in accordance with the NPF and RSES?
2	Do you think that the City's neighbourhoods deliver a good quality of life and what would make your community a more 'liveable' place?
3	How can we plan for different sectors of society including an ageing population, people with disabilities, children and young people and ethnic minorities?
4	What is the best way to integrate the provision of new housing with the delivery of supporting social infrastructure to cater for a growing population?
5	Where should new forms of residential development such as 'Built to Rent' and 'Shared Living' be located?
6	How can the Development Plan address affordability of housing in the City?
7	What impact has Covid-19 had on your neighbourhood and community and how could we adapt to deal with its impact?
8	What measures should be considered to encourage the use of vacant sites, upper floors of buildings and underutilised infill sites?

- **Well-connected communities:** that prioritise the safety and comfort of pedestrians, cyclist and public transport
- **Healthy neighbourhoods:** that ensures adequate access to daylight internally and externally, healthy air-quality and promotes activity
- **Mixed-use neighbourhoods:** that ensures diversity of dwelling options and necessary amenities such as shops, schools and creches
- **5-min neighbourhoods:** that ensures walkable distances to public parks, playgrounds, schools, creches, shops, culture and public transport
- **Green neighbourhoods:** with street trees, varying sizes of parks and SUDS
- Community amenities: both formal and informal (i.e libraries and community gardens)
- **Cultural celebration:** allow for space to celebrate culture and heritage
- **Activated streets:** creating a varying streetscape with active frontage, seating and break-up areas such as smaller squares. Also making it feels safe through passive surveillance.

- **Neighbourhood Identity:** creation of a place distinctive character for wayfinding in cohesion. Encourage a varied neighbourhood that avoids monotonous blocks of buildings.
- **Inclusive places:** ensure that all members of society feels welcomed with inclusive activities. I.e follow Principles of 10 from Project for Public Spaces
- **Permeable neighbourhoods:** ensure that places are well connected to each other and that people can move freely between them. Avoid isolated and fenced off places.
- **Flexible neighbourhoods:** that allows for natural growth of place and activities encouraging the community to take ownership of the place and let it change over time.

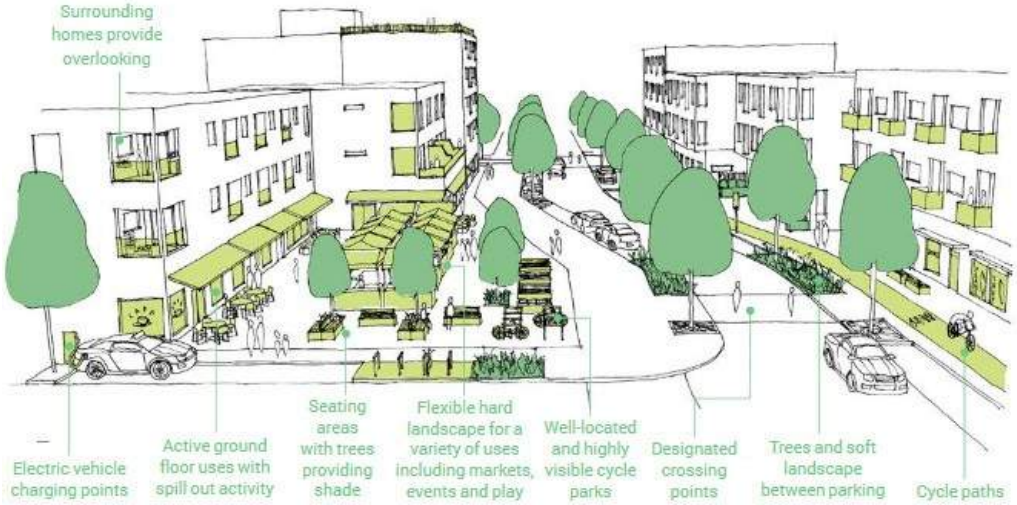
Image:

UK National Design Guidelines: A well-designed place

03 Quality Housing and Sustainable Neighbourhoods

Providing quality housing and sustainable neighbourhoods.

Illustrations from UK National Design Guidelines



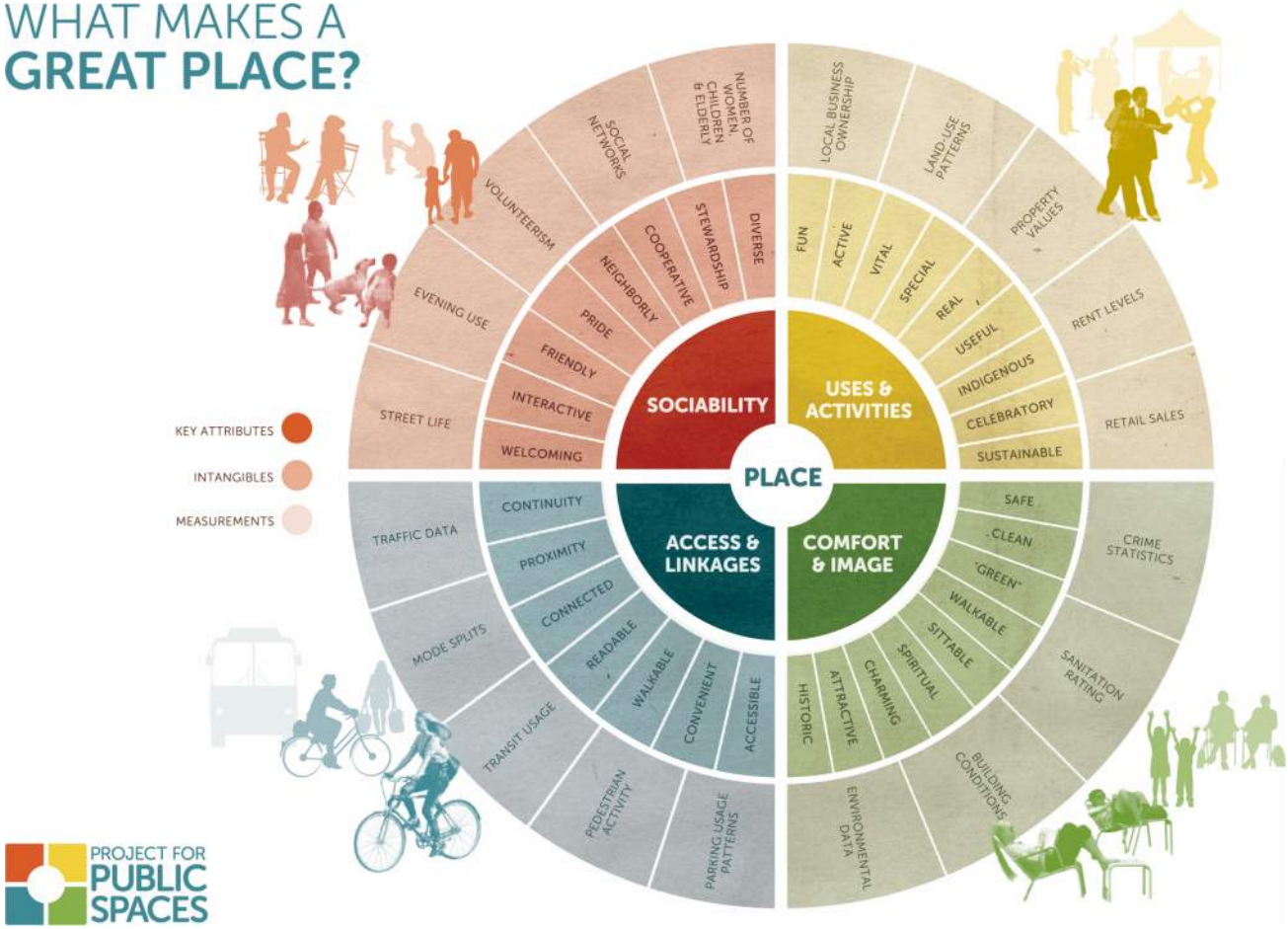
03 Quality Housing and Sustainable Neighbourhoods

Providing quality housing and sustainable neighbourhoods.

UK: Residential street design for families

SWEDEN: Mixed density and typology neighbourhoods

DENMARK: Street level focus and identity creation in apartment blocks



03 Quality Housing and Sustainable Neighbourhoods

Providing quality housing and sustainable neighbourhoods.

Public Space

Image: Sustainable Urban Mobility Plan, Malmo 2016

What will public space look like with a reduced need for cars?

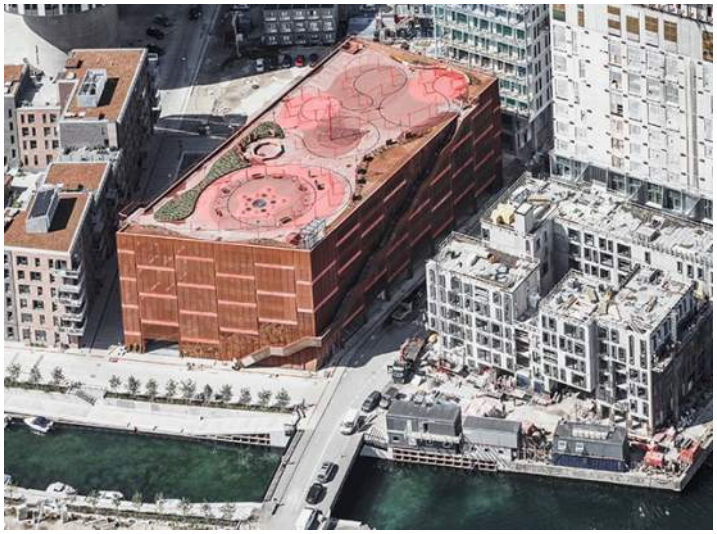
Image: White Arkitekter, 2019

Can we use space for people instead of vehicles?

03 Quality Housing and Sustainable Neighbourhoods

Providing quality housing and sustainable neighbourhoods.

Park n Play, Copenhagen - JAJA Architects



Architecture is the art and science of designing the physical environment. It should be used to ensure that quality is integrated in every aspect of the built environment to enhance quality of life and society's wellbeing.

RKD would like to raise the importance of providing a policy to highlight the need of architectural advice on all work regarding the built environment to ensure quality. Even a flood protection wall has a significant architectural impact and the expertise of architects can ensure that it contributes to social wellbeing rather than detriment.

The role of architects and urbanists to ensure quality and placemaking in helping to enhance Ireland's attractiveness to investors was highlighted at an event held on 6th March 2020 hosted by IDA Ireland in partnership with the Department of Housing, Planning and Local Government.

The event was held as the second phase of the Department of Housing, Planning and Local Government's Urban Regeneration and Development Fund was rolled out. Under the call, local authorities were invited to submit proposals for transformational placemaking and urban development projects that will enhance the attractiveness and liveability of Ireland's cities and large towns and support compact urban growth, one of the key strategic objectives of Project Ireland 2040.

The creation of urban environments that offer good quality of life is important in allowing investors to attract and retain the talent necessary to support their establishment and growth. Placemaking offers the opportunity to differentiate Ireland from other locations by delivering attractive urban areas in which to reside. It needs architecture to do so.

Images:

Architecture used to enhance quality of a public car park in Copenhagen contributing to new public space and attractiveness of the neighbourhood.

05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

Sustainable Movement and Transport – Some Key Questions

1	How do we encourage more people to travel sustainably such as walk, cycle and use public transport?
2	Is shared mobility the future for Dublin? Should we be making use of shared community cars and bicycles, rather than privately owning them?
3	Should the Dublin City Centre of the future be car free, with access only for public transport, accessible vehicles & service vehicles?
4	Should cycling be permitted through pedestrianised zones or areas where most people are on foot? If so, what measures could be put in place to make this happen for example use of signage, introducing of speed limits?
5	Should electric vehicle charging points be provided on public streets and in areas where residential permits and pay and display schemes are in operation?

05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

Specific Targets and Goals

Goals

- CO2 free mobility by 2030
- Efficient and regular public transport options
- Extension of tramways
- Integrated Metro and tram network for Dublin
- High speed intercity rail network
- Utilise the Internet of Trains
- Tramways for Cork, Limerick, Galway and Waterford
- High-density development at transport hubs
- Integrated cycle networks
- Use data and projections to make informed decisions to plan for future movement networks

Targets

- Set specific target percentage breakdowns of transport users in the country, regions and cities for: 10 year goals, 20 year goals and 30 year goals.
- Set clear priorities and hierarchy of the modes of transport available.
- Clear use of land and space and movement networks

References (see links at end)

- Sustainable Urban Mobility Plan, Malmö Stad, March 2016
- The Scandinavian Way to Better Public Transport, Urban Transport Group

Photo: Åsa Svensson

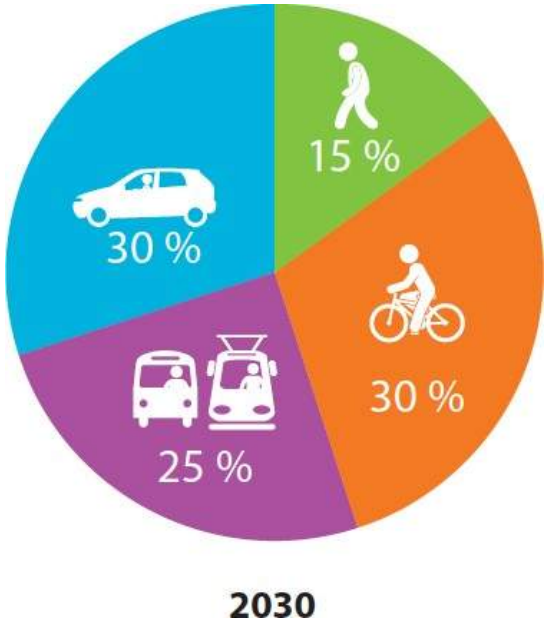


Image: Objective for inhabitants trips, Malmo, Sweden

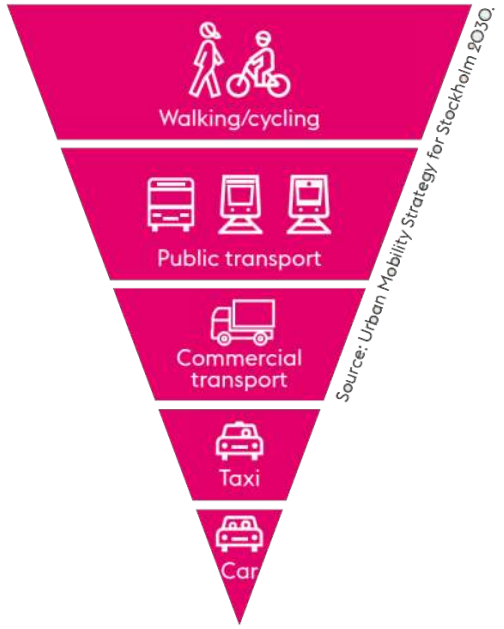
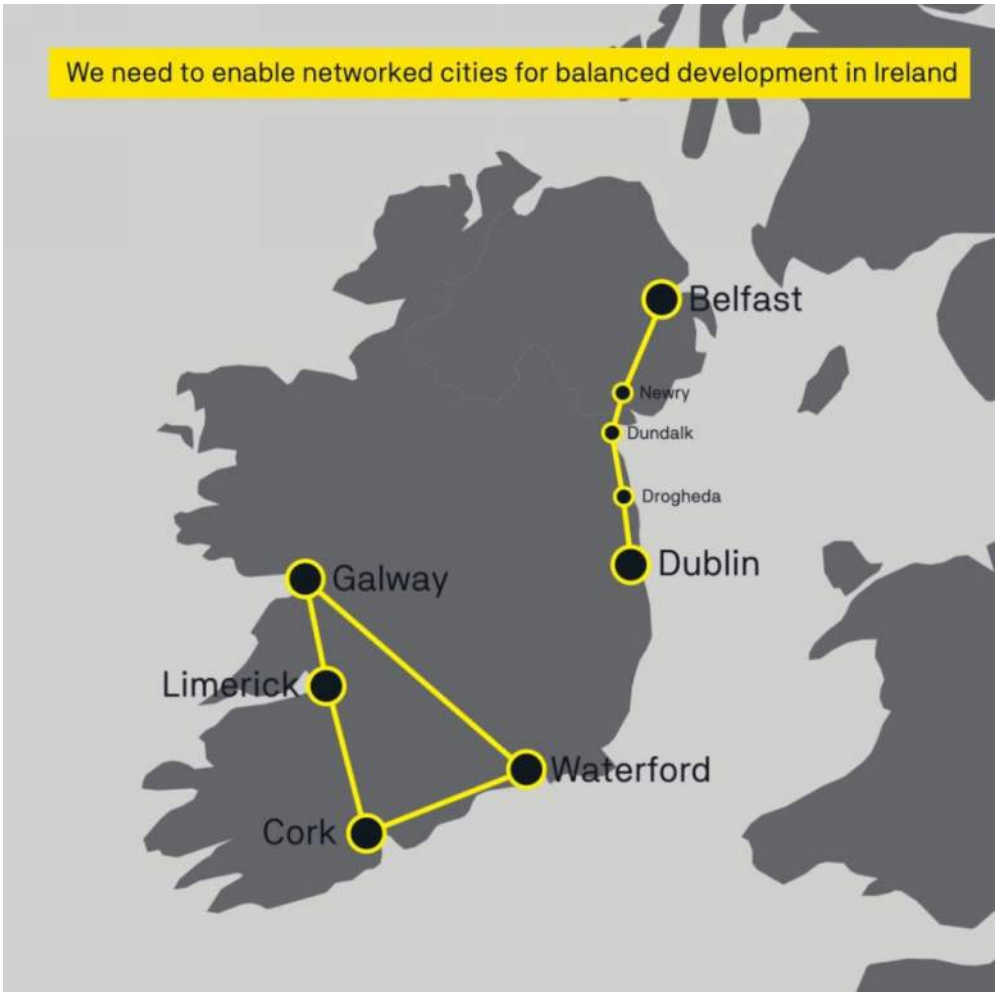


Image: Energy-efficient transport. High-capacity and energy-efficient models of transport are prioritised
Source: Urban Mobility Strategy for Stockholm 2030

05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

Connect the Cities of Ireland



Ireland

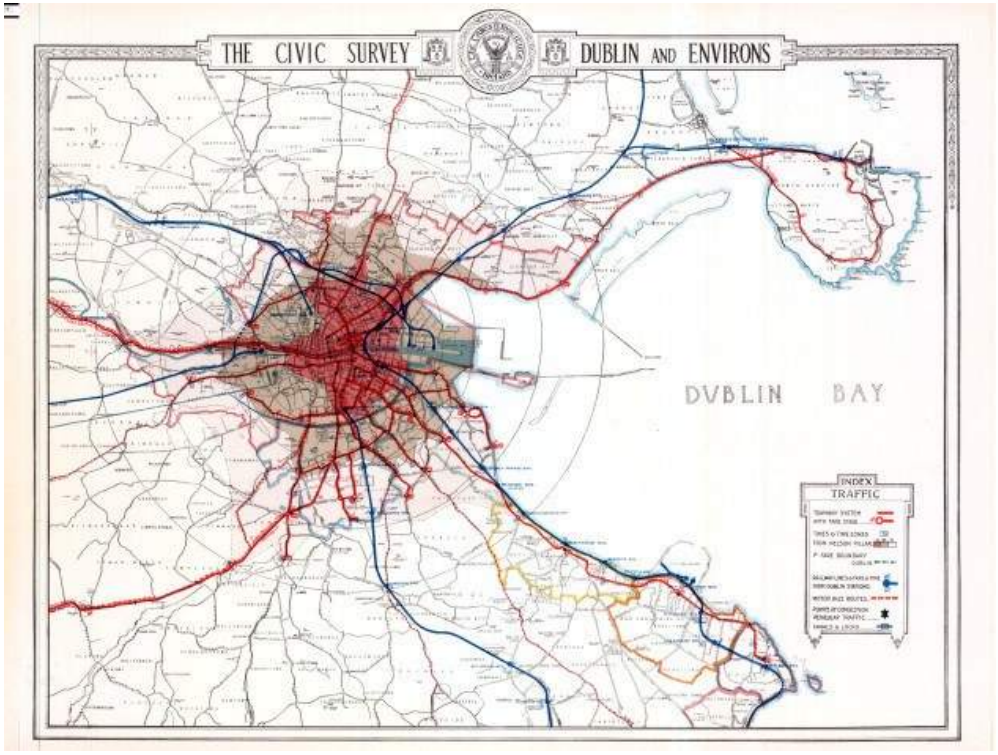
Holland

Connect Irelands cities so they support each other rather than compete with each other

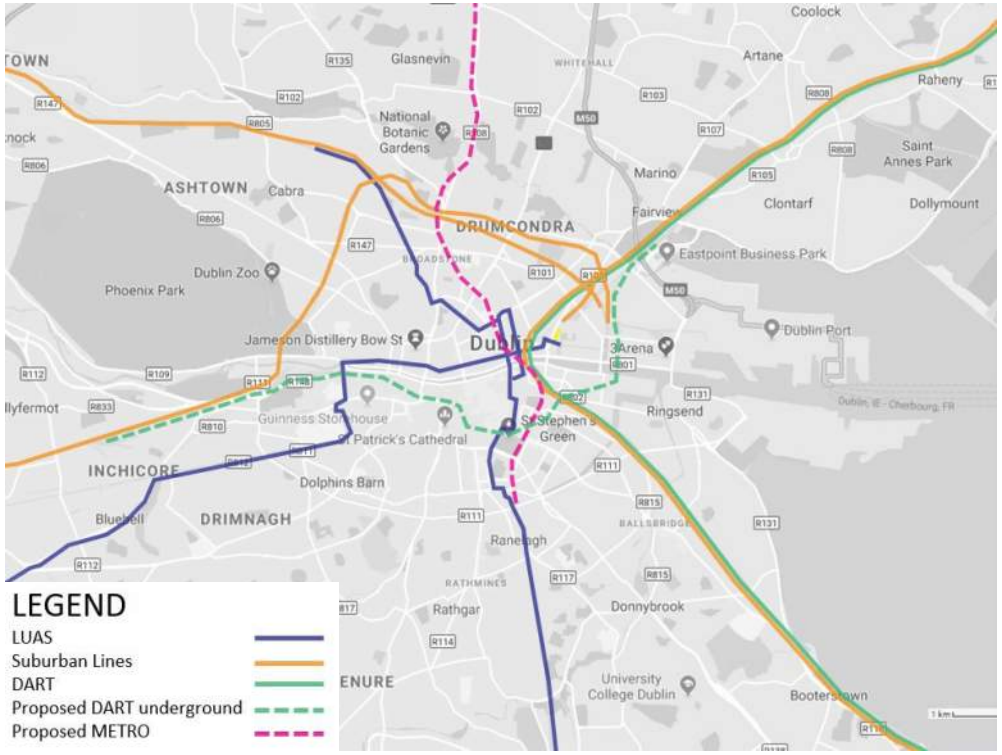
05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

Railway & Tram Network in Dublin



Railway & Tram Network 1920



Railway & Tram Network 2020 (Existing and Proposed)

There have been no significant new railway lines since 100 years ago. The new Luas lines are old railway routes that have been re-activated.

What other existing derelict lines can be activated?

What new lines and tunnels are proposed?

05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

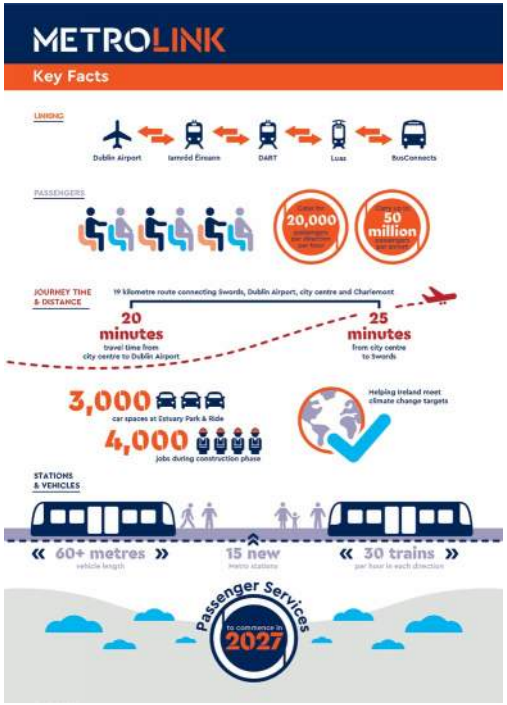
Metro Link

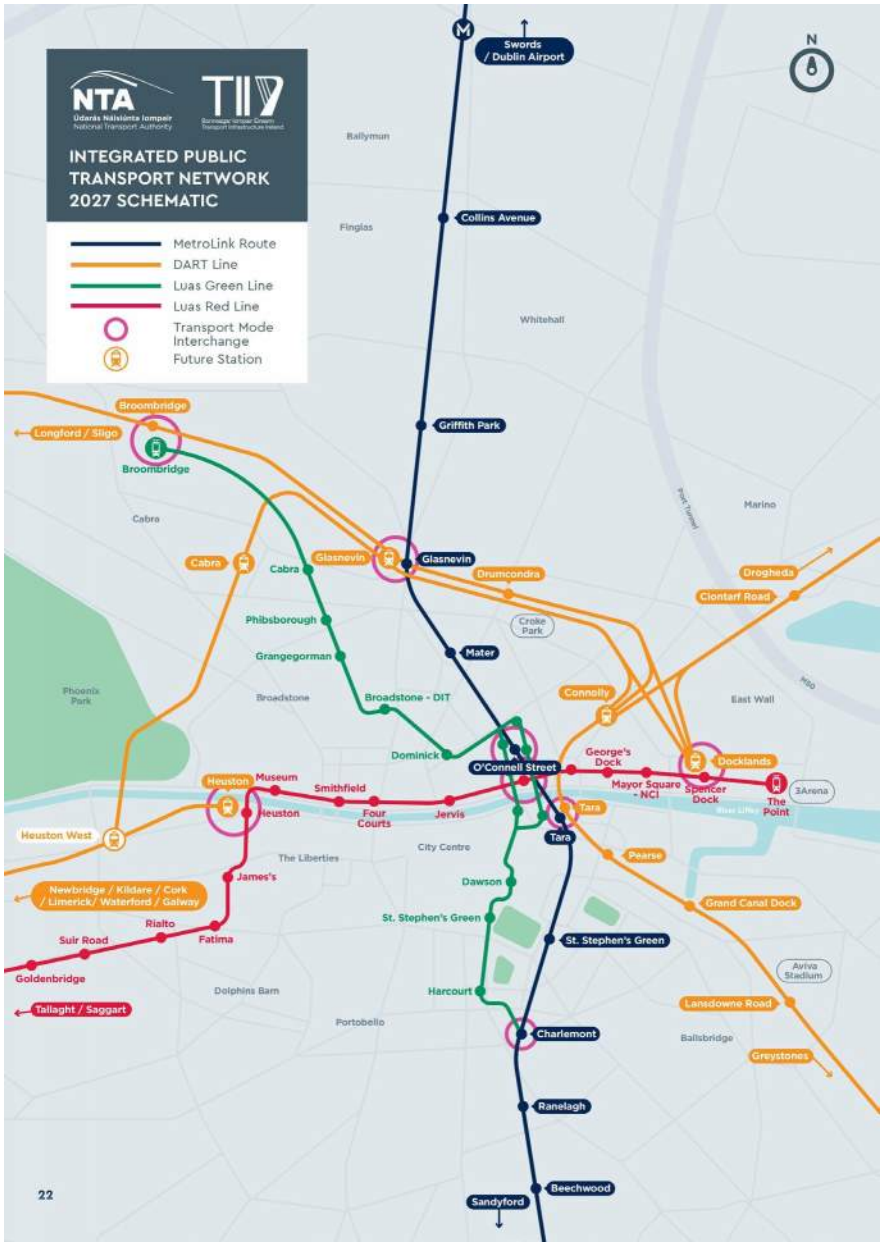
One metro line on its own will not create an integrated public transport network.

Over €200m spent on Metro Link to date with no construction happening. (Irish Times, 2014)

No underground rail connections have been made since the Vorhees Report in the 1970s

A more ambitious plan is required to create an integrated transport network of Dublin...





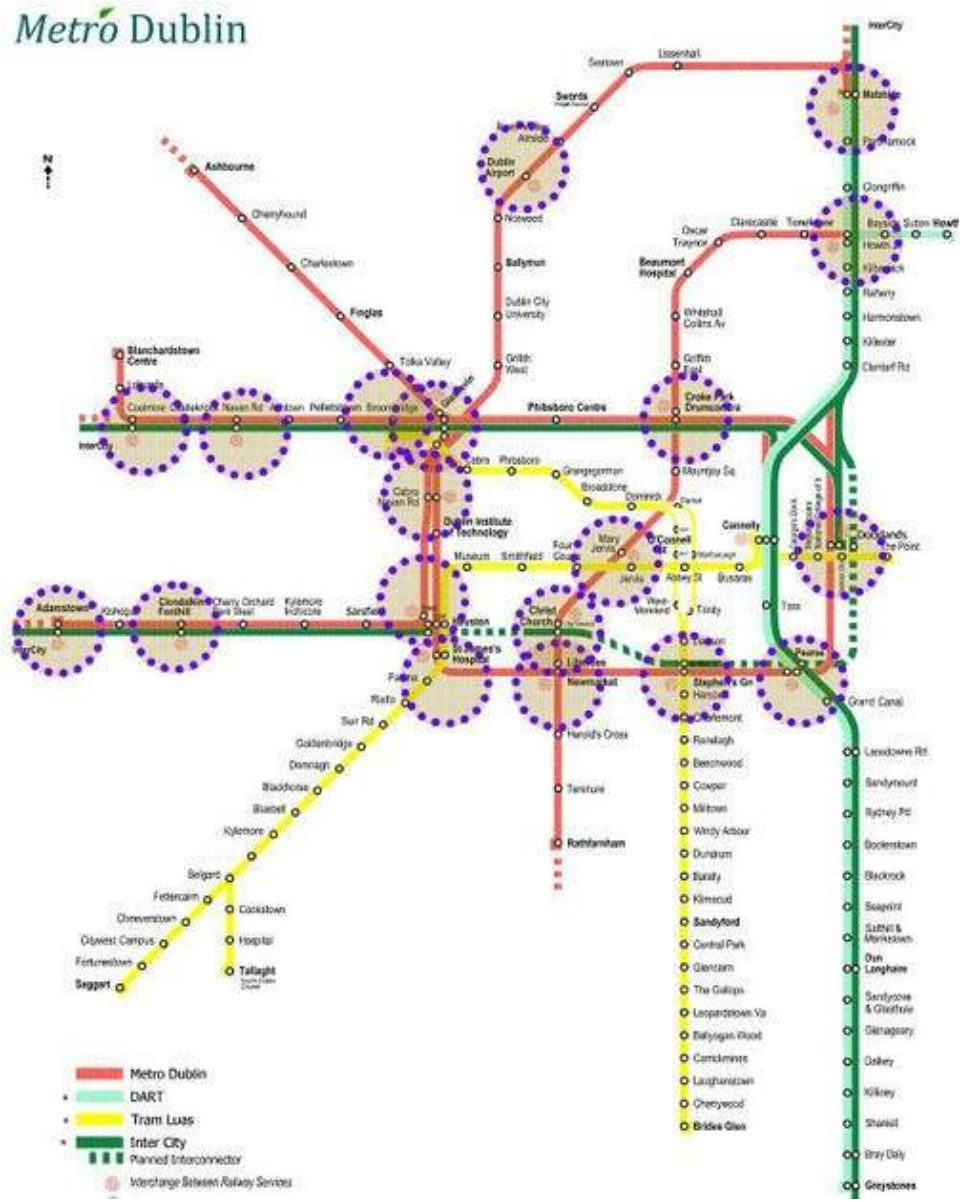
05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

Metro Dublin

Summary

- Metro Dublin is a new mass rapid transit development for Dublin. It is designed to meet the existing and growing demand for fast, reliable, integrated and sustainable mobility for the Greater Dublin Area.
- The proposal is a fully integrated public transport network for a metropolitan area including:
  - Express train services on the new Dublin Airport / Swords radial line
  - 62 station stops comprising 39 new underground stations, 13 new surface stations and an upgrading of 10 existing stations.
- **The proposal does not require any tax payer money to be constructed**
- The contracting methods, as used for the expansion of the Madrid Metro between 2003-2007, can mean significant reductions in cost.



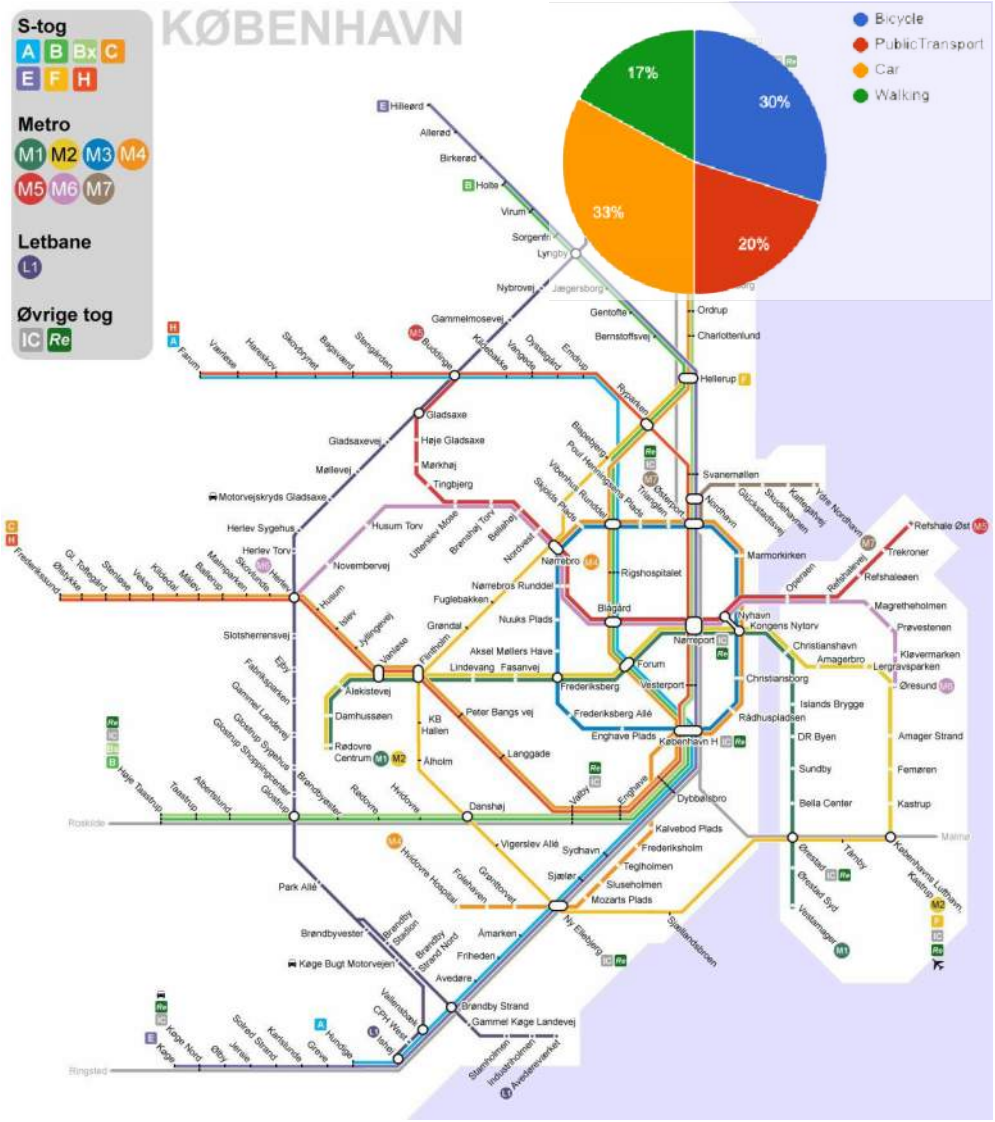
References (see links at end)

- www.metrodublin.ie
- REPORT FOR EXCEPTIONAL DELIVERY, A SUMMARY OF BEST GLOBAL PRACTISES IN DELIVERY PROCUREMENT, CONSTRUCTION COST AND TIME, Metro Dublin 2017
- MADRID METRO LINE – ACCESS TO BARAJAS AIRPORT, CENTRE FOR INNOVATION IN TRANSPORT, BARCELONA

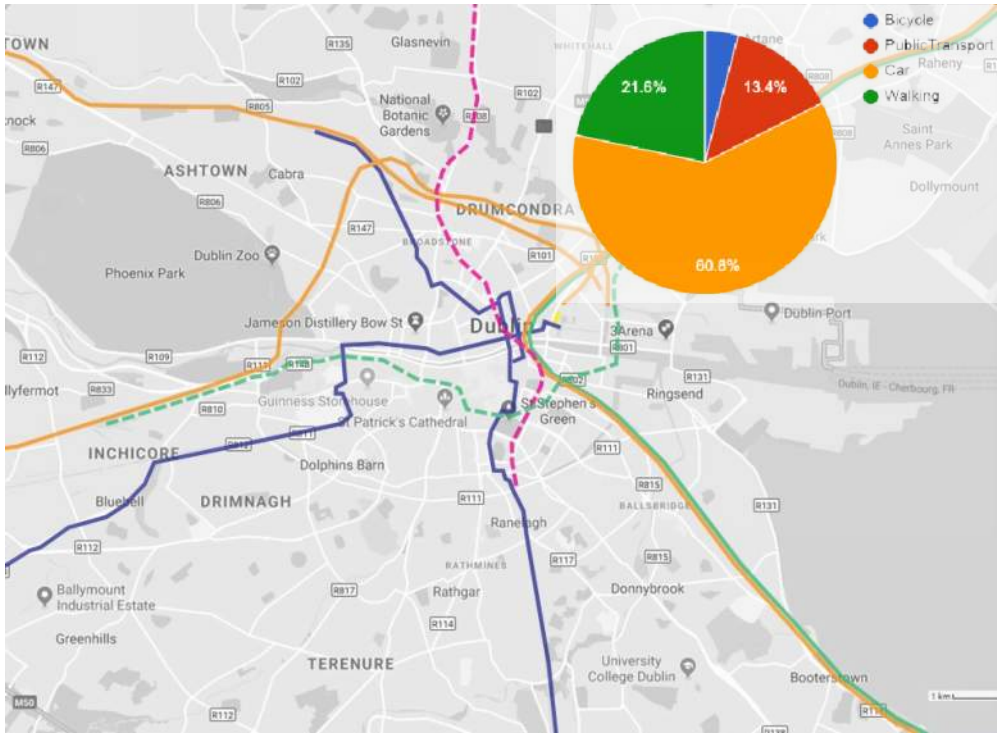
05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

Comparison in the European Context - Copenhagen, Denmark vs. Dublin



Integrated Transport Network Copenhagen



Transport Network Dublin

Both cities are similar in size and population

Copenhagen is a good example of an integrated transport network of metro underground, over ground trains, intercity trains, trams, buses and cycle networks.

Comparison in the European Context - Similar sized cities to Dublin with metros

CITY	COUNTRY	YEAR STARTED	LAST EXPANSION	STATIONS	LENGTH (KM)	ANNUAL PASSENGERS	CITY POPULATION
Stockholm	Sweden	1950	1994	100	108 km	355m (2018)	1.4 million
Newcastle	UK	1980	2008	60	77.5 km	37.7m (2016)	0.56 million
Oslo	Norway	1966	2016	101	85 km	122m (2018)	1.3 million
Rotterdam	Netherlands	1968	2019	70	100.6 km	93m (2017)	1.2 million
Turin	Italy	2006	2011	21	13.2 km	42.5m (2018)	2.2 million
Budapest	Hungary	1896	2014	48	38.2 km	321.4m (2018)	3.3 million
Munich	Germany	1971	2010	96	95 km	410m (2017)	2.7 million
Helsinki	Finland	1982	2017	25	35 km	67.5m (2017)	1.5 million
Toulouse	France	1993	2007	37	28.2 km	108.5m (2017)	1.2 million
Lyons	France	1978	2013	40	32.0 km	205.6 (2017)	1.3 million
Prague	Czech Republic	1974	2015	58	65.2 km	435.6 (2017)	1.3 million
Copenhagen	Denmark	2002	2019	37 (+7)	35.9km	64.8m (2018)	1.7 million
Dublin	Ireland	2025	?	?	?	?	1.3 million

05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

Car Parking Structures

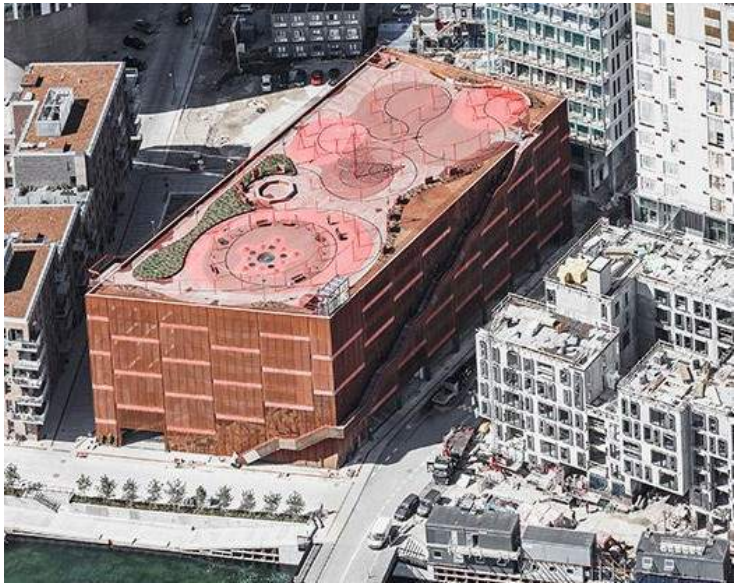
Name: Park & Play
Architect: JAJA (2016)
Size: 2400 m2

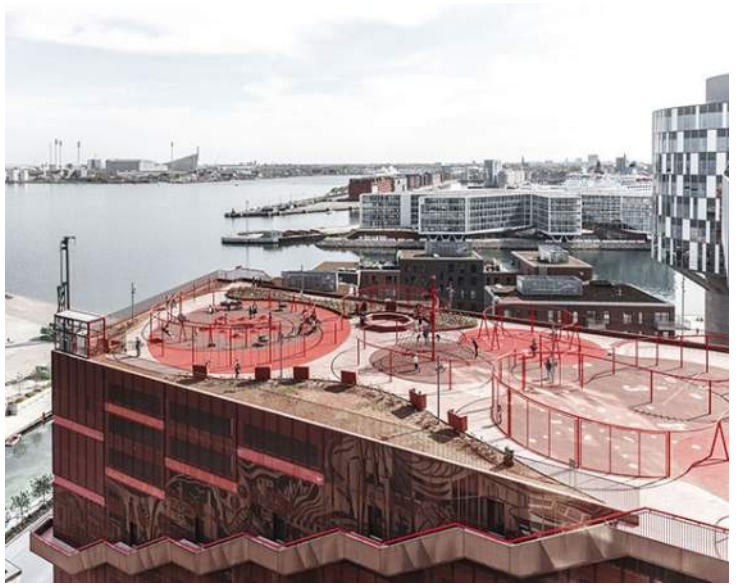
Car Park and Public Square
Integrated functions
Public access along facade

The structure is designed so it can be converted into another use later, like housing, office, school, or other.

It is currently used as for parking and has a playground on the roof.

The surrounding housing buildings do not need underground car parks as this meets the minimum requirement





05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

Taxis and Ride-sharing Services

- Restrictions on taxi rank locations in the city centre leaves tourists and disabled stranded. (https://www.thejournal.ie/taxis-dublin-city-centre-4034027-May2018/?amp=1)
- Business people and tourists from all over Europe fly into Dublin on short trips and find themselves waiting up to and over an hour for a taxi.
- There are either too many or not enough taxis on the road at a given time
- **Bad transport and movement is bad for business**
- **Apps like Uber and Lyft offer a better and more efficient service for the customer**
- There are options to share with other passengers travelling similar routes for lower cost per person.

Image: The Journal

Image: The Journal

Accessibility and Mobility for all

- **Poor accessibility on the DART and other rail networks**
- The ramp system is reported to not work well as rail staff are not available to help passengers on and off
- There are international example of trains that do not require ramps for wheelchair users to get on and off
- There are international examples of cities that offer Paratransit Services, like **NYC MTA Access-A-Ride**

Image: RTE

Unstaffed stations and broken lifts mean wheelchair users often cannot access trains, or cannot get off, the protester group said. (Irish Times, 2019)


Image: NY Curbed

05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

Car Restriction Zones

- *People first approach*
- Extensive pedestrian and bike network
- **Car restricted areas (reduced speed and pedestrian priority)**
- Multi-storey above ground car parks built based on demand
- Green tram lines to reduce noise, pollution and lower cost of install and maintenance

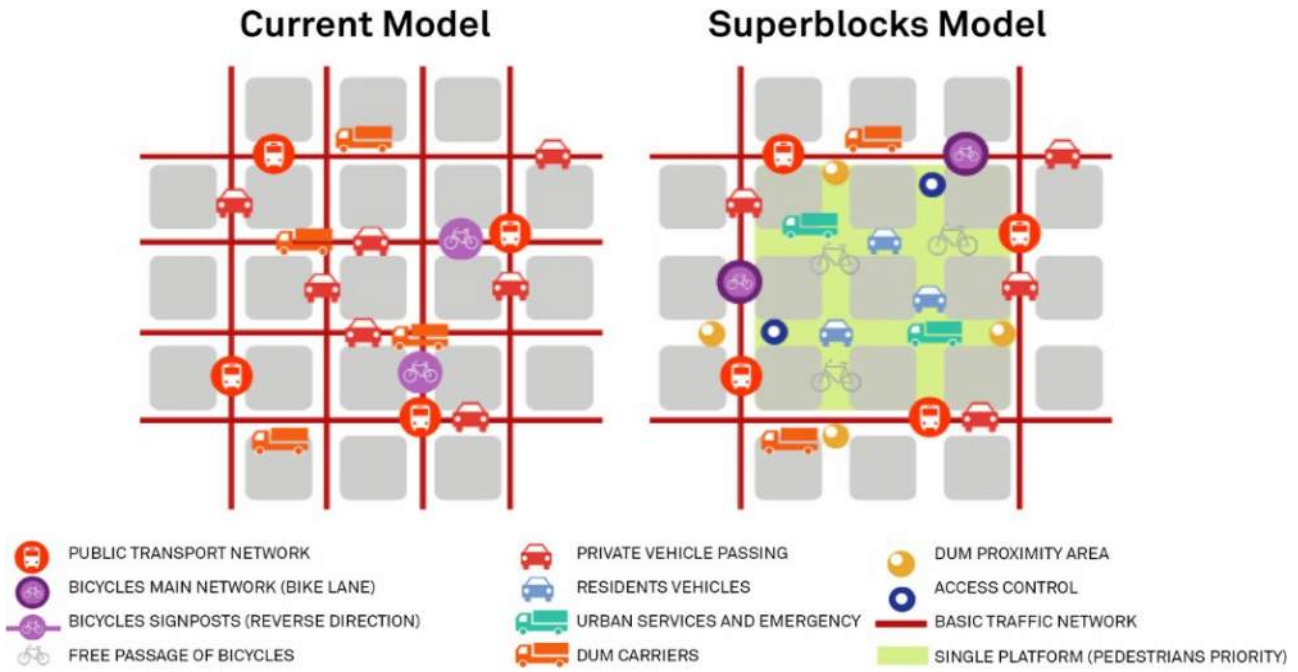


Image: Superblocks Model Barcelona (www.industrytap.com)

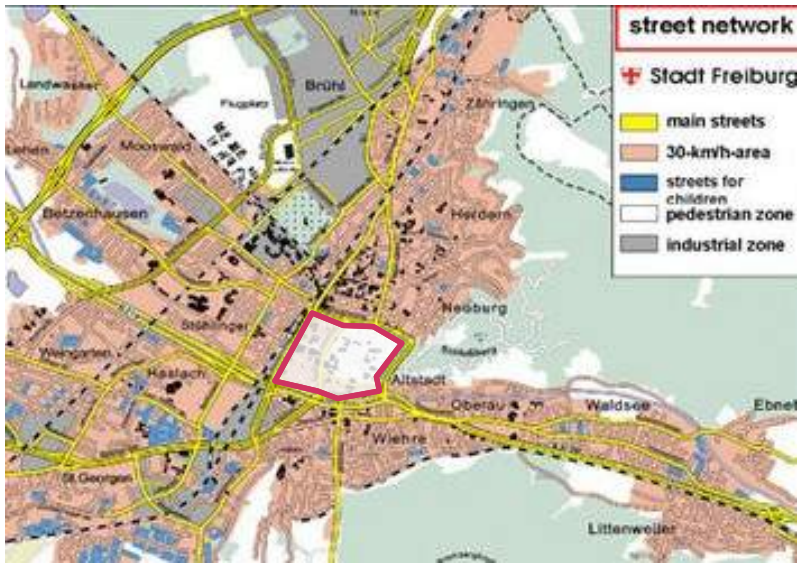


Image: Car Restriction Zone, Freiburg (Innovation Acadamy)

05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

Transport Zones

Copenhagen:

Clearly defined safe cycle lanes with a safe zone to adjacent traffic which allows the safe movement of all road users.

Dublin:

Cars, buses, cyclists and pedestrians all using the same road space leading to unsafe movement of all road users

05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

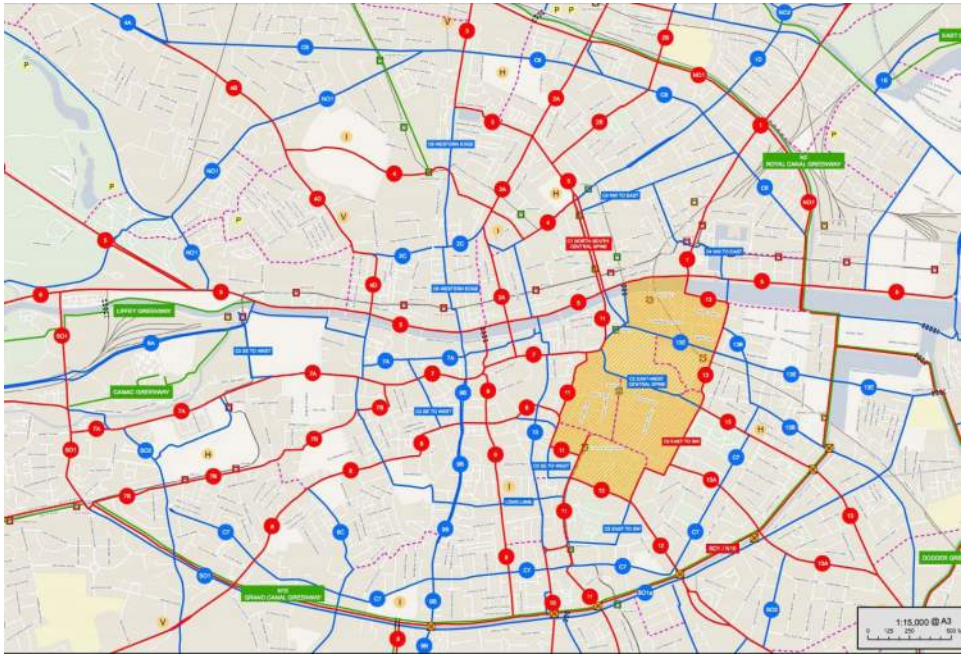
Cycle Network

Extract from the NTA Cycle Network Plan 2013:

"Policy at national and local government level is committed to ensuring that cycling as a transport mode is supported, enhanced and exploited to a much greater degree than heretofore. The key goal is aimed at ensuring that a cycling culture is developed in Ireland to the extent that by 2020 10% of all journeys will be by bike. A high quality and extensive cycle route network will be central to the realisation of this objective."

"The future forecasts estimated an increase by 2021 to 75,000 cycling trips in the GDA during the weekday morning peak period. On this basis the maximum flows on certain streets could well exceed 2,000 cyclists which would require substantial additional capacity in wider cycle facilities."

Proposed Dublin City Cycle Network 2013:



Extract from the NTA Cycle Netwrk Plan 2013
Summary of Proposed Cycle Network Lengths

Route Category	Length of Proposed Cycle Network (km)							
	Greater Dublin Area	Dublin CC	Fingal CC	South Dublin CC	Dun Laoghaire Rathdown CC	Meath CC	KCC	WCC
Primary (Metropolitan area)	235	109	23	47	55	0	0	0
Secondary (Metropolitan area)	383	149	56	124	55	0	0	0
Cross-City Link	19	19	0	0	0	0	0	0
Feeder (Metropolitan area)	434	114	59	119	142	0	0	0
Greenway - Metropolitan Area	200	79	29	43	35	0	13	0
Greenway - Hinterland	429		54			126	166	83
Inter-Urban	897	0	82	24	9	264	183	335
Primary/Secondary (Hinterland Towns)	303	0	78	1	0	75	78	70
Total	2,900	471	381	357	297	466	440	488
Existing Routes	501	169	84	58	90	22	38	39
New Routes	2,399	302	298	299	206	443	401	449

05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

Transport Orientated High Density Development

Image: White Architecture, Niklas Svensson

Existing parking near transit hub

Image: White Architecture, Niklas Svensson

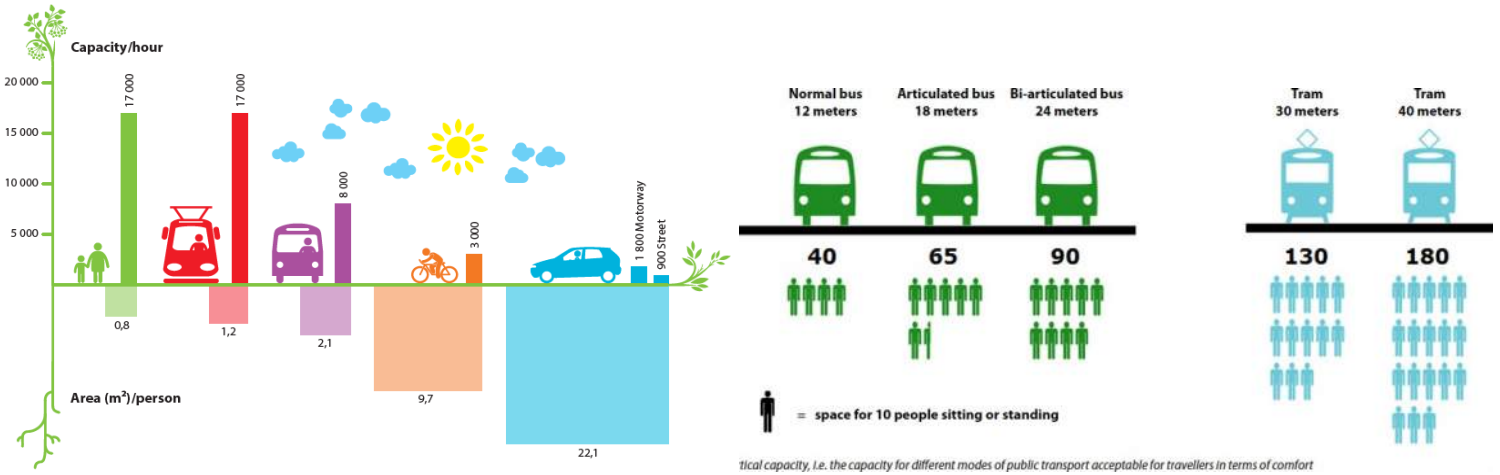
Activated for high density mixed use development

05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

Capacity & Space

Urban design and planning needs to consider how much space different modes of transport use.



tical capacity, i.e. the capacity for different modes of public transport acceptable for travellers in terms of comfort

60 people can take different amounts of space depending on what vehicle they are moving in

60 people

05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

Hierarchy of Uses

Modes of transport need to be categorized and designed using a hierarchy

Design safe, attractive and vivid urbanized main roads

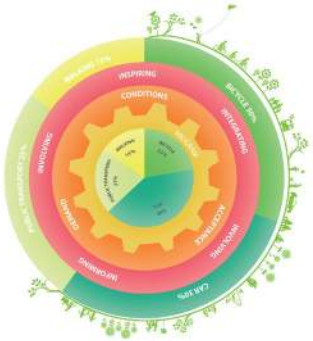
Slow the pace of traffic

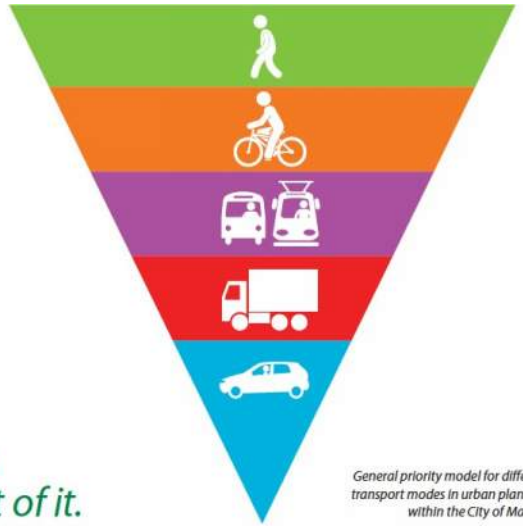
Traffic safety is strengthened when more pedestrians and cyclists claim space

Prioritise walking, cycling and public transport

Offer attractive solutions to inspire new travel behaviour

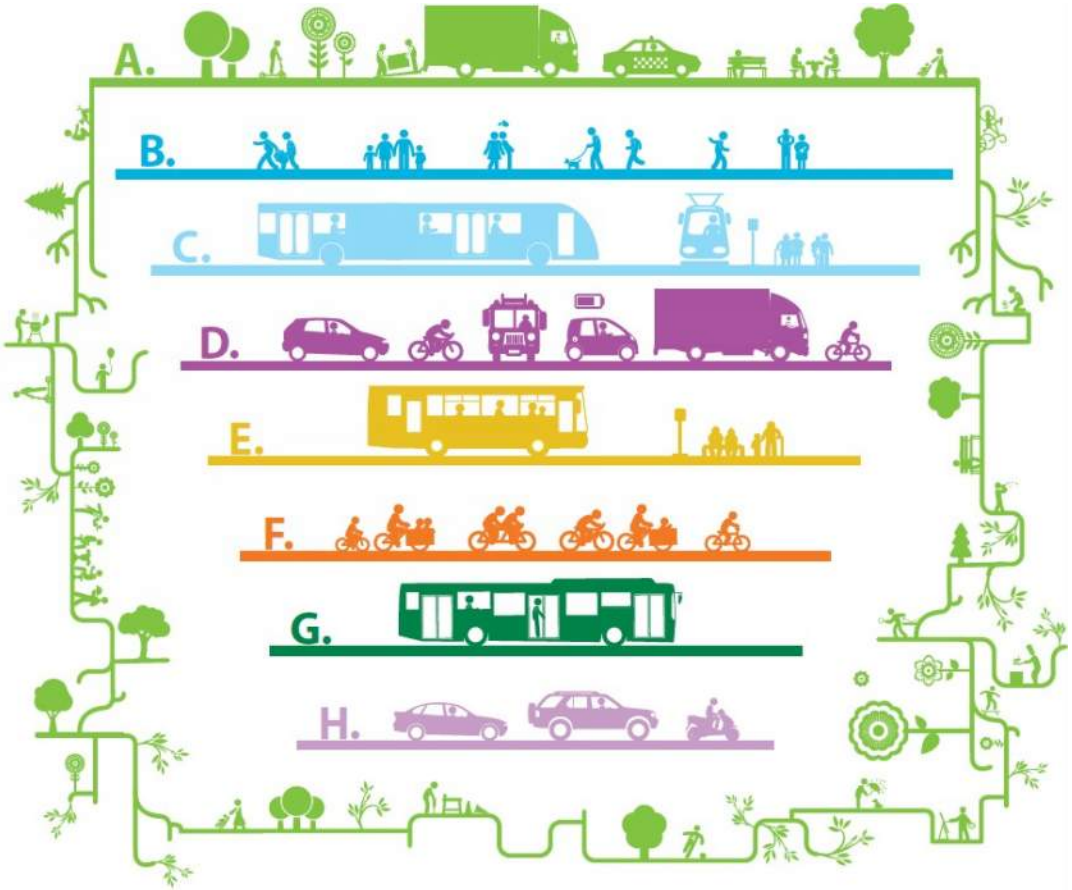
(Sustainable Urban Mobility Plan, Malmo 2016)





General priority model for different transport modes in urban planning within the City of Malmö.

You are not stuck in traffic - you are part of it.



A. Urban life/ Local claims
B. Pedestrians
C. Malmöexpress/ Railway
D. General vehicle traffic, including bicycles in mixed traffic, two lanes
E. Regional buses
F. Main cycle, separated cycle lane
G. Trunk line buses
H. General vehicle traffic, four lanes

General planning model for urbanized main roads. The overarching goal in the transformation of main roads into urbanized main roads is to create a holistic solution that helps to reach the goal of changed modal shares and an attractive city. Going through the model more than once opens up for a favourable process and a holistic outcome.

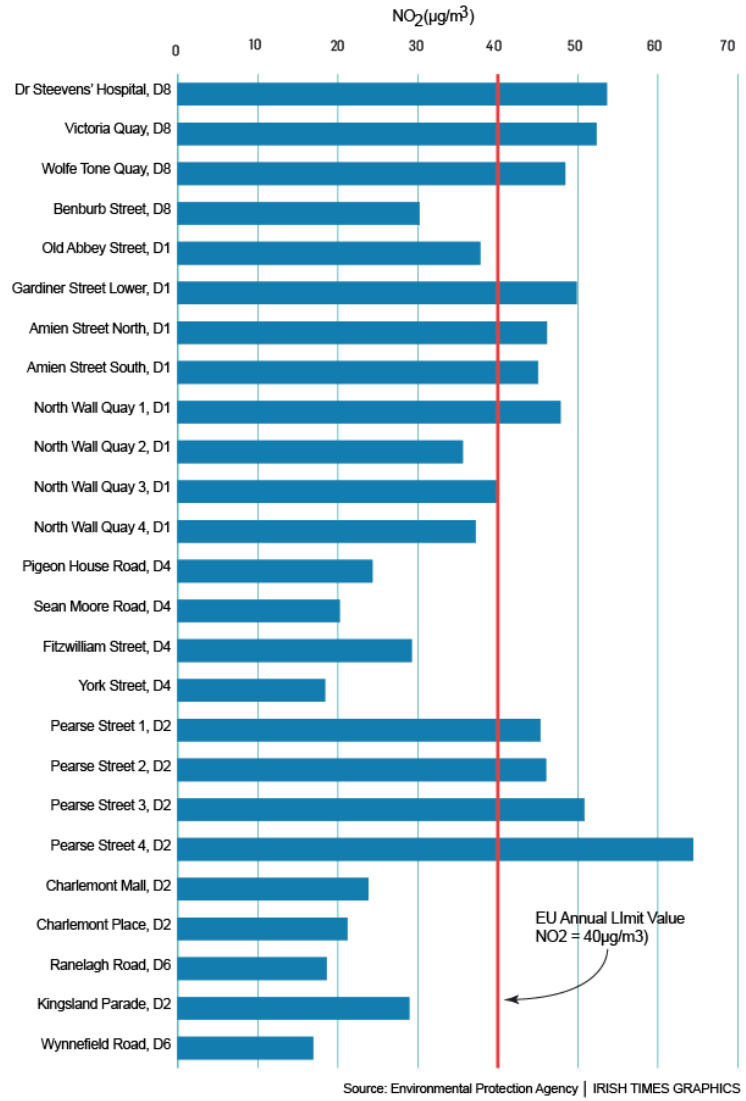
05 Sustainable Movement and Transport

Promoting and using more environmentally friendly transport options.

Pollution & Congestion

Promote better modes of transport to ensure Pollution Lveels do not exceed the EU recommendations again

Nitrogen dioxide levels Dublin (2017)



Source: Environmental Protection Agency | IRISH TIMES GRAPHICS

The TomTom index showed that Dublin ranked at 14th in the world for conjestion levels:

TOMTOM **Traffic Index 2018**

#	World rank	City	Country	Congestion level
1	1	Mumbai	India	65% ↓ 1%
2	2	Bogota	Colombia	63% ↑ 1%
3	3	Lima	Peru	58% ↑ 8%
4	4	New Delhi	India	58% ↓ 4%
5	5	Moscow region (oblast)	Russia	56% ↓ 1%
6	6	Istanbul	Turkey	53% ↓ 6%
7	7	Jakarta	Indonesia	53% ↓ 8%
8	8	Bangkok	Thailand	53% ↓ 2%
9	9	Mexico City	Mexico	52% – 0%
10	10	Recife	Brazil	49% ↑ 2%
11	11	Bucharest	Romania	48% ↓ 1%
12	12	Saint Petersburg	Russia	47% ↑ 2%
13	13	Kiev	Ukraine	46% ↑ 2%
14	14	Dublin	Ireland	45% ↑ 1%
15	15	Lodz	Poland	44% ↑ 2%
16	16	Novosibirsk	Russia	44% ↑ 4%
17	17	Cairo	Egypt	44% ↓ 2%
18	18	Chongqing	China	44%
19	19	Tel Aviv	Israel	42% ↓ 2%
20	20	Zhuhai	China	42%

06 The City, Urban Villages and Retail

Helping retail in our city and neighbourhoods such as Phibsborough and Rathmines.

The City, Urban Villages and Retail - Some Key Questions:

1	How can the Plan support retailing in the City Centre and ensure that the City Centre remains the premier shopping destination in the Region and State for comparison goods shopping?
2	What is the appropriate balance and mix between retail and other City Centre uses such as leisure, food and retail services in the Category 1 and 2 retail streets of the City Centre?
3	How can the Plan support the development of markets, niche and specialist retailing, independent retailing in the City Centre and in the other urban centres and villages of the City?
4	How can the Plan support the development of a 24 hour City with cross generational appeal without impacting on existing uses in the City and the promotion of residential development?
5	How can the Plan support the commercial viability, social and physical environments of Key District Centres, District Centres and Urban Villages and what mix of uses would best underpin these centres?
6	What policy approach should the Plan have toward vacant units on shopping streets and what temporary uses should be encouraged on these streets?

06 The City, Urban Villages and Retail

Helping retail in our city and neighbourhoods such as Phibsborough and Rathmines.

THE CITY, URBAN VILLAGES AND RETAIL (SLIDE 62)
PROPOSED ANSWERS

1. Dublin City Council will need to take into account the fact that it is highly likely, due to online retailing and the new working arrangements that will emerge post Covid-19, that the quantum of retail in Dublin City Centre is going to be significantly diminished.

Given the major issue with the lack of life and vibrancy in many city centre areas outside office working hours and weekend days, this suggests that a focus must be put on transforming redundant city centre retail units and, more importantly, upper floors of buildings, to other uses including, in particular, residential, but also office hubs and spokes and community uses.

This would require a reset of Dublin City Council thinking and policies in relation to regulations and planning and would have to be encouraged with special targeted schemes providing financial support to prospective occupiers.

One possible initiative to encourage retail demand in the city centre and major urban centres of would be to prohibit or significantly deter any further new retail warehouse or shopping centre within the Dublin City Council area. This approach has been applied to other European cities leading to adaptation of existing retail space in their city centre and major urban centres to accommodate the needs of large box retailers.

2. Dublin, unlike many major cities, has no retail market food halls. These could enliven areas of the city in which they might be located (perhaps 2 or 3 locations), act as catalysts for redevelopment and help enliven city neighbourhoods. A combination of improving the public realm combined with the designation of large areas of the centre city as pedestrian dominant areas.

People will still wish to come to the city centre for engagement, entertainment and food and drink. There is an opportunity to reimagine one or two city centre areas as entertainment centres and this needs further investigation in developing plans for Dublin City Centre.

3. For the city centre, see 1 and 2 above.

There are major urban centres in Dublin such as Phibsborough, Fairview, Clontarf, Sandymount, Donnybrook, Rahthgar, Rathmines, Ranelagh etc. There are also minor ones such as Pelletstown, Merrion, Milltown, Cabra West, Cabra East etc.

For large and small urban centres, the principles of the 15 or 20 minute neighbourhood should be embraced and studied through LAP or other processes.

Networking the major urban centres with each other and the city centre with reliable public transportation connections will support the viability of these centres to help get them established as sustainable locations for markets, niche and independent retailing.

Policy to achieve higher density in the major urban centres will also be key to enhancing these areas as city hubs for living, working and playing.

4. Supporting the development of a 24-hour city with cross generational appeal and promoting residential development will include ideas set out in respect of questions 1, 2 and 3 above, including:-

- Encourage development of substantial residential reuse of existing buildings in the city centre and major urban centres.
- Encourage a number of retail market food halls in strategic locations.
- Reimagine one or two city centre areas as entertainment centres.

5. The plan can support the commercial viability, social and physical environments of Key District Centres, District Centres and Urban Villages by:-

- A combination of improving the public realm combined with the designation of large areas of these centres as pedestrian dominant areas.
- Networking the major urban centres with each other and the city centre with reliable public transportation connections.
- Encourage multi-generational residential use as close as possible to the centres of these areas with provision of social areas for seniors facing streets and squares with the possibility for engagement.

6. See 1 above.

06 **Green Infrastructure, Open Space, Recreation and Natural Heritage**
Developing more outdoor spaces for sports and play opportunities, while protecting our rivers and canals and parks

Green Infrastructure, Open Space, Recreation and Natural Heritage – Some Key Questions

1	How do we ensure that all our citizens get the best from our green and blue infrastructure whilst the Covid-19 pandemic continues to play a prominent part in our lives?
2	How do we promote the health, environment and heritage benefits of green and blue infrastructure?
3	What development standards should be introduced to assist in the promotion and delivery of green and blue infrastructure?
4	How do we integrate green solutions within compact urban development?
5	How do we manage our natural assets as the population of Dublin City continues to grow?
6	How should the City facilitate the growing needs for sporting and recreational uses?

06 Green Infrastructure, Open Space, Recreation and Natural Heritage

Developing more outdoor spaces for sports and play opportunities, while protecting our rivers and canals and parks

GREEN INFRASTRUCTURE, OPEN SPACE, RECREATION AND NATURAL HERITAGE (SLIDE 63)
PROPOSED ANSWERS

1. Continue development of greenways along all major waterways, Liffey, Dodder, Tolka and other smaller rivers, Grand and Royal Canals, Port, Coastline and major parks and identify and implement opportunities to link them into a comprehensive city network.

As with Melbourne, consider implementing an urban forest to become an important urban asset for Dublin. As with Melbourne, this has the potential to make our city a beautiful place to live and visit, and to have the trees play a crucial role in keeping a healthy environment, helping to remove pollution and keeping a balance in city temperature. See urban forest is one of our most important assets. As well as making our city a beautiful place to live and visit, our trees play a crucial role in keeping a healthy environment, helping to remove pollution and keep our city cool. urban forest is one of our most important assets. As well as making our city a beautiful place to live and visit, our trees play a crucial role in keeping a healthy environment, helping to remove pollution and keep our city cool. See https://www.melbourne.vic.gov.au/community/greening-the-city/tree-protection-management/Pages/tree-protection-and-management.aspx

2. See 1 above.

3. Development standards should require new and existing districts to be planned around green transportation (as with other cities known as a global beacons of green urban planning such as Freiburg in Germany and Curitiba in southern Brazil), because, besides consumption, transportation is the hardest ecological impact of development to reduce. While districts will includes street, such green transportation requirements can mean that cars will hardly ever pass through, and car parking immediately adjacent to residences should not be catered for. Community parking on the edge of districts can be provided for residents who do own vehicles where they can park in unsubsidized by the car-free households.

Development standards should require new pedestrian and bicycle paths to form highly-connected, efficient, green transportation networks with every home within walking distance of a tram stop, and all schools, businesses, and shopping centres located within walking distance. A result of such policies applied in Freiburg, Germany to the new neighbourhood of Vauban meant that when moving into Vauban, 57% of the households that previously owned a car decided to let their car go. Currently, 70% of the inhabitants live without a car in Vauban.

4. To integrate green solutions within compact urban development, set policy to develop Dublin as a centre for innovative sustainable energy generation – solar, wind, hydropower, co-generation and district energy. Encourage extensive use of permeable ground surfaces, bio-swales (vegetated areas designed to attenuate and treat rainwater runoff) and green roofs to help save water. Consider linking planning storm water levies based upon the percentage of land within a proposed development that is permeable.

Provide a clear focus and framework for local action in key areas identified for effective GHG emissions reduction with the support of an action plan, a structure established to support the implementation process and engaging its citizens.

5. To effectively manage our natural as the population of Dublin continues to grow, set policies and undertake initiatives to promote a strong orientation to walking, bicycling, and public transport, with car-free areas and high levels of accessibility for people of all ages. Policies should seek to make Dublin ‘a city of short distances’. This can be supported by three major strategies:-

- Restricting the use of cars in the city centre and major urban centres
- Providing effective transport alternatives to the car
- Regulating land-use to prevent sprawl.

Seek to devote a large proportion of land area (say, up to 50%) in the city to green uses such as woodlands, parks, recreation, water protection, etc. Restrict the proportion of land used for urban development, including all transportation.

Prioritise the redevelopment of brownfield sites over greenfield sites recognising the savings which result from the use of brownfield sites instead of greenfield sites including less road and utility infrastructure, reduced transportation costs and emissions, citizen well being from less sprawl and congestion and better, more vibrant urban environments.

6. Facilitate the need for growing sport and recreational uses

08 Built Heritage and Archaeology

Protecting important historical and archaeological sites.

Our built heritage is a key source of future sustainability, enabling both the protection of the environment and the social wellbeing of our communities. RKD supports the policy initiatives to enable ways of learning from communal experience, support regeneration and training partnerships and committing to the highest standards in historic built environment conservation.

However, we do think it is important to highlight the need to identify more than the physical value of our heritage. To allow necessary modernisation for sustainable futures we should not blindly preserve neighbourhoods and buildings as is, but reimagine how they can fit and serve a neighbourhood for the future.

The knowledge of communities is the source to making the most use of our past whilst shaping our future. The policy should outline how to encourage community regeneration and meaningful engagement. These points will be discussed by answering the questions on the following pages.

Images:

RIGHT: Free Market stalls to engage citizens in the history and future of their towns. The tour is an excellent example of how to promote discussion and learn from our past whilst shaping our future.

BELOW: Sketch of landmark tower for Connolly Quarter (RKD) a project that focused on integrating the history and value of the site in a future vision.

08 Built Heritage and Archaeology

Protecting important historical and archaeological sites.

Built Heritage and Archaeology – Some Key Questions

1	How can we balance the need for new development against the protection and enhancement of our built heritage?
2	What policies and/or incentives do you think can ensure that Protected Structures are properly maintained and do not fall into disrepair or subject to substandard remedial works?
3	Are there any individual buildings or groups of buildings, Industrial Heritage Sites and features that should be added or removed from the Record of Protected Structures or designated as Architectural Conservation Areas?
4	Are there any special views, landscaping, gardens,streetscapes that make a significant contribution to the character of the City and its suburbs and urban villages?
5	Do you think there should be any additional or specific policies in the new Development Plan to protect built heritage, to include un-protected buildings and sites, or is the balance right?
6	How can we encourage the sensitive reuse of redundant or derelict historic buildings?
7	How can Dublin's archaeological and built heritage be best promoted and protected?
8	How can we better interpret, animate and develop our archaeological assets to strengthen their contribution to the tourism economy, while protecting them for future generations?

- **Viable Alternative** - The development and construction industry should be made aware that re-using buildings is a viable alternative to demolition and new construction with additional environmental and cultural benefits that translate to more profitable buildings in the long term.
- **Regulations** – Current building regulations make retrofit and re-purposing un-necessarily difficult. Models from Netherlands and Germany should be considered.
- **Location** - The whole question of location has a huge bearing on the market value of a refurbished building. Any framework addressing this issue should explore how buildings in a marginalised location can be assisted.
- **Land values** - have a direct relationship with commercial values. There is a tendency to consider building removal ahead of retention in order to realise maximise development areas and therefore optimise short term commercial returns. Adaption may well be the most expedient market solution.
- **Expectations** – whilst new build offers optimum building environments, retrofit/ adaption can offer perfectly acceptable workspace environments.
- **Property Market** - The property market encourages a new build strategy in order to maximise returns. This strategy is based on perceived market/occupier expectations of a preferred building environment. Existing buildings can deliver compromised although high quality environments with reduced environmental impact.
- **Catalyst** - Does conservation act as a catalyst for increased market values in neighbouring properties? Retained buildings can become the centre piece for urban design.
- **Densities** - building retention needs to be considered in the context of maximising densities. Retention is often regarded as counter to urban designs which seek to maximise densities.
- **Integrated Approach** - Consideration should be given to how these type of plans can provide an integrated and articulated supportive context without having to assess the refurbishment in an isolated policy context.
- **Regeneration Incentives**– Consideration should be given to infill incentives for certain neighborhoods in order to reinvigorate existing historic areas and support new mixed-use developments.

08 Built Heritage and Archaeology

Protecting important historical and archaeological sites.

The amount of vacant building evident in our capital is an urgent call to establish initiatives that promote renovation, re-use and re-purposing.

'The Stockholm Room' - an interactive permanent exhibtion run by the city to engage the population in future development of the city.

- **Raise local public awareness** of the intrinsic value of good design and regeneration. Appointment of key visionaries (architects) to lead and manage the conversation.
- **Engage non-professionals** in conversations about how we shape our places and about the potential of great design to improve our opportunities, experiences and interactions. There are great examples in the work of Free Market to engage communities in the regeneration of their towns. Other examples Stockholm's City Model exhibition and Gothenburg's Malmo's 3D online platform to engage in future development.
- **Do local people feel like they have a say?** Build social value and empowerment opportunities into the design processes. Define parameters and expectations for community engagement with both commissioning clients and local stakeholders.
- Develop and implement a **strategy for community engagement** in the design process. Sustainable visions for communities should be based on the day to day needs and observations of people.
- **Duty to Consult** - Design brief development to be closely aligned with community/ stakeholder engagement. Engagement raises the general awareness of good design and the benefits it can bring.
- **Localism** - devolution of responsibilities to the local level, giving new powers and opportunities to councils and communities to plan and design their places. Localism requires a shift to partnership approaches with local people, requiring new skills in building effective dialogue and developing a shared understanding of places, their challenges and their potential.
- **Transparency** - public authorities need to showcase transparency how they plan the built environment and protects its quality. Communities should be encouraged to take part of the process from early on. This is necessary to build trust.
- **Build trust** - people become acutely aware of the difference between manipulation and participation. They know when they are unlikely to get what they want out of a process and once trust is lost, it can be very difficult to regain.
- **Manage carefully** – the involvement process needs to be carefully managed in order to raise design goals that remain achievable.
- **Future Change** –collaborative solutions can create an environment that is more responsive to social and environmental change.

10 Sustainable Environmental Infrastructure and Flood Risk

Including flood risk protection, water supply and good digital connections.

Sustainable Environmental Infrastructure and Flood Risk – Some Key Questions

1	What do you think is the most important infrastructure to support Dublin's growth?
2	Do you have any suggestions for how we could better manage the City's water resources?
3	Do sustainable urban drainage (SuDS) policies in the Plan need to be further developed and enhanced?
4	How can the Development Plan best support new energy generation technologies in order to provide more secure and low carbon forms of energy?
5	How could the Development Plan support more innovative forms of waste treatment, reduction and energy reuse?
6	How can the Development Plan encourage the provision of high-quality, equally accessible and affordable digital connectivity?

*Also see suggestions in Section 02

10 Sustainable Environmental Infrastructure and Flood Risk

Including flood risk protection, water supply and good digital connections.

Proactively delivering a built environment that satisfy the global climate and biodiversity emergency, responsible resource management and the health and wellbeing of humans requires continuing knowledge and innovation. Most importantly it requires a structured approach to research that ensures necessary topics are covered and that the outcomes are implemented in practice and policy.

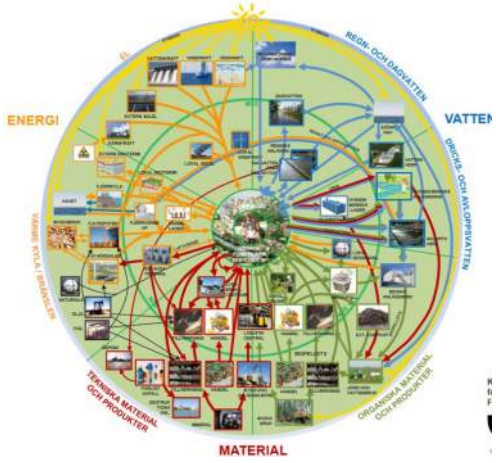
RKD strongly agree that that policy should support the maintenance of high standard graduates from the Architecture, Engineering and Construction (AEC) industry. Initiatives such as TU Dublin's programme to encourage all architectural schools of Ireland to integrate the achievement of UN Sustainable Development Goals in their curricula should be commended and used as a framework for other AEC disciplines in the policy.

Initiatives to support practice-based research and a built environment research platform to coordinate national activity are also very welcomed. For this to be successful, we would like to suggest the necessity to promote and make the public, and industry, aware of such initiatives so that they are used to their full potential.

It should also be noted that public sector projects can, and should, act as fantastic initiatives to conduct research and act as catalysts for integrating innovative ideas into the market. This is highly promoted in countries such as Germany and Sweden who also utilise these projects to promote local enterprise.

One of the best examples of this is Stockholm's Hammarby Sjostad and its successor Royal Seaport, both of which are public projects home to large amounts of R&D projects with a focus to improve the social and environmental qualities of the built environment.

The following pages will address the questions related to this theme.



Stockholm Royal Seaport: Social, Environmental and Economic systems studied to create the 'Stockholm model'.

Image:
The development of Stockholm Royal Seaport incorporates R&D to drive innovation, sustainability targets and local enterprise

10 Sustainable Environmental Infrastructure and Flood Risk

Including flood risk protection, water supply and good digital connections.

Key actions required to support knowledge acquisition and create a culture of innovation in architecture and the built environment includes:

- Supporting research and innovation by both the public and private sectors in the performance and delivery of buildings and the built environment.
- Conduct multidisciplinary and structured research in the topics of:

Building performance
Buildings consume large amounts of resources and themselves have tremendous impact. Investigate the performance of buildings, including efficiency, high performance outcomes, resilience and environmental impact

Technology
Understanding use, adoption, advantages of embedding new technology to create and operate a building as well as technologies used in design, practice, and construction

Materials
Improving building's function and form, new materials, impact of materials and their compliance and sustainability

Project delivery and processes
Seek innovation and agility in the way buildings and the built environment are delivered, investigating project delivery systems, procurement, construction methodologies, risk assessment and allocation, relationships between clients and partners, building code compliance and statutory approvals

Urbanisation
Influence of the built environment in shaping human settlement and citizen's health and wellbeing in the context of rapidly accelerating population in Ireland and consequent urbanisation

Climate change, resilience and adaptability
Research interventions to reduce the impact of the built environment on climate change including study of resilience, adaptability, reuse and recycling, circular economy and waste management, preservation, materials innovation, urban and community planning and design, and other interventions that can mitigate the effects of climate change and carbonisation.

Community
Understanding use of design, community engagement, and culture to improve equality and quality of life for all sectors of society. This should be conducted both from an architectural and a sociological point of view.

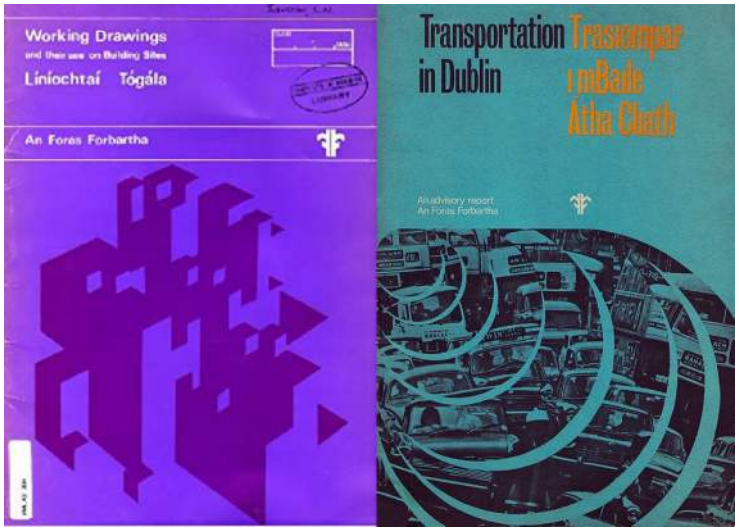
Biodiveristy & Green Infrastructure
Understanding of how to protect and optimise vital ecosystems in our cities, towns and villages.

„A city is not only streets and buildings. It consists also of the hopes and dreams of its inhabitants“ (Augustinus)

10 Sustainable Environmental Infrastructure and Flood Risk

Including flood risk protection, water supply and good digital connections.

Previous research and publications by An Fores Forbartha



Create a leading body for research, i.e a successor research institute to An Foras Forbartha

Consider proposing establishment of a successor research institute to An Foras Forbartha as a centre for research and innovation for the built environment. If such and institute were not acceptable, focused financial support to the public and private sectors are needed for focused research. While a number of the research functions of An Foras Forbartha have been taken over by others, there is a need for a focused research programme to drive long-term productivity growth and innovation collaboration across the development, design and construction sector to enable:

» Improved human resource utilisation
» Industry investment in R+D and Innovation
» Improved delivery optimisation and collaboration
» Adoption of new technology in the procurement, design and production processes
» Design and construction optimisation to address climate change and decarbonisation

Support excellence in knowledge acquisition at undergraduate, postgraduate and professional levels

- Increase focus in education of undergraduates and postgraduates in areas of identified skills need for enterprise
- Promote education ethos and action at third level to future proof graduates with industry relevant skills for emerging technologies
- Promote greater focus and provision on promoting and embedding cross profession and industry skills in undergraduates and postgraduates
- Incentivise continued reform and innovation in higher education building on best practice available nationally and internationally
- Incentivise skills training in undergraduates and postgraduates to embrace digitalisation and the future world of work
- Strengthening relationships between third level education institutions and enterprise, addressing identified future skills needs and utilising third level education institutions' expertise in applied research
- In all cases promote measurable performance outcomes and incentivise upscaling of embedment of research and innovation at undergraduate, postgraduate and professional levels
- Incentivising prioritisation of research within day to day practice of the architect, starting in education of undergraduates and postgraduates and continuing within practice

10 Sustainable Environmental Infrastructure and Flood Risk

Including flood risk protection, water supply and good digital connections.

Establish programme to review policy and upskill public sector and industry aligned with research

- As research progress all relevant stakeholders must be upskilled to adequately adopt potential best practice in policy and practice
- Yearly reviews and amendments to policy and legislation should include updates on relevant research
- Potential to host yearly exhibitions on research findings to better engage the public with best practice

Illustration by Seamus Guidera, RKD

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MADRID METRO LINE – ACCESS TO BARAJAS AIRPORT, CENTRE FOR INNOVATION IN TRANSPORT, BARCELONA

RIAI Town and Village Toolkit (https://www.riai.ie/whats-on/news/riai-launches-town-and-village-toolkit)
Free Market exhibition (www.freemarket.ie)