

Submission in response to the request to ‘Share Your Views’ in respect of the National Planning Framework 2040

It is essential that the National Planning Framework, once it is agreed, is properly implemented and has complete integration within decision making processes and outcomes across all government departments. The requirement for full Oireachtas support in development and approval of the plan is therefore welcomed. This is imperative to avoid the pitfalls of the past - for example the decentralisation programme which was at odds with the objectives of the National Spatial Strategy¹.

The recommendations from the Mahon Tribunal and especially the provision for a Planning Regulator should be implemented as soon as possible to ensure that the National Planning Framework can be effectively implemented at all scales and to ensure that zoning objectives at the county scale are effectively implemented and correspond with plans at regional and local level.

Complete integration of land use and transport policies is required to ensure sustainable development is achieved. This requires appropriate evidence based planning and implementation. The methods and selection of specific towns and cities for investment should be transparent and made based on sound and transparent methodologies^{2,3,4,5}.

Investment in transport infrastructure is essential to ensure that sustainable transport goals can be met. Investment in transport has been falling⁶ as a percentage of GDP in recent years. This must be reversed. Equal access to opportunities and transport equity⁷ is an essential requirement for transport planning into the future.

Investments made at local, regional and national levels should be in support of the objectives of the National Planning Framework. For example The Capital Investment Plan 2016 – 2021⁸ should be harmonised with the priorities of the Framework once it is implemented.

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The submission is made on my own behalf.

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¹ Dorgan, S, Grist, B., Mackinnon, J. (2014) Expert Group Review of the National Spatial Strategy
<http://npf.ie/wp-content/uploads/2017/02/EXPERT-GROUP-SCOPING-REPORT-JAN-2014.pdf>

² Ruane, F. (2012) Research evidence and policymaking in Ireland. Administration vol. 60 number 2 pp.119-138
<http://www.ipa.ie/pdf/Administration/FrancesRuane.pdf>

³ Walsh C., Kitchen, R. (2012) Supporting Evidence-Informed Spatial Planning in Ireland: A Research Perspective Pleanáil: Journal of the Irish Planning Institute. Issue 18 Autumn 2012

⁴ Williams, B., Shahumyan, H., Convery, S. (2012) Evidence-based urban modelling as a spatial analytical tool in the Regional Planning and Strategic Environmental Assessment context for the Greater Dublin Region. Pleanáil: Journal of the Irish Planning Institute. Issue 18 Autumn 2012

⁵ Williams, B., Convery, S. (2012) Urban Environment Project Decision-Support Tools for Managing the Urban Environment in Ireland. STRIVE Report. Environmental Protection Agency.

⁶ DTTAS (2016) Transport Trends 2016 An overview of Ireland’s Transport Sector. Available at
<http://www.dttas.ie/sites/default/files/publications/corporate/english/transport-trends-2016/transport-trends-2016.pdf>

⁷ For explanation of Transport Equity see Di Ciommo, F., Shifan, Y., (2017) Transport equity analysis. Transport Reviews 37, 139–151. doi:<http://dx.doi.org/10.1080/01441647.2017.1278647>

⁸ DPER (2015) Building on Recovery: Infrastructure and Capital Investment 2016-2021
<http://www.per.gov.ie/en/capital-investment-plan-2016-2021/>