



## EMMET HUMPHREYS ARCHITECTS RIAI

West End Hse, West St., Drogheda, Co. Louth.  
041-9804000 [Info@ehadr.ie](mailto:Info@ehadr.ie) [www.ehadr.ie](http://www.ehadr.ie)

### Submission to the National Planning Framework:

#### Ireland 2040 Our Plan:

*To make cities sustainable we need to make them compact'*  
Richard Rogers 'Cities for a Small Country'

*Cities, not countries, are the key to tomorrow's economies*  
Arif Naqvi *Fin Times* April 26 2014

*Globalisation lessened the need for comprehensive spatial planning – realisation growth determined by international monetary flows.*  
*Regeneration initiatives – P.25 Danish National Spatial Planning Framework (Healey)*



#### European level:

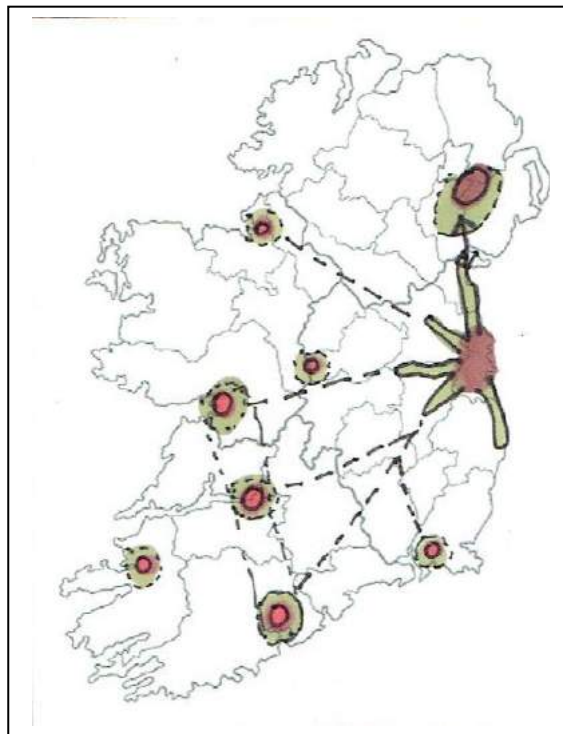
Cities compete to attract people; where it is for employment, investment, travel, education, health, and environment or to simply dwell. There are so many competing cities that internal competition for growth by other cities in Ireland (counter balances) will hold back not only Dublin but Ireland as a generator. These would be restrictive practices to the promotion of the Island. The NPF acknowledges that Dublin must be planned to fulfil its international role. If Dublin is underperforming, Ireland is underperforming. However, the capital city can be complemented with a significantly strengthening role for the next tier cities (Cork, Limerick, Galway), key regional urban centres and their broader regions. The regional cities offer significant potential to be the focal point to drive growth and development in their regions. Furthermore, beyond the city catchments there is a network of towns that can play a similar role.

## Over riding strategy:

We propose that there are six basic categories:

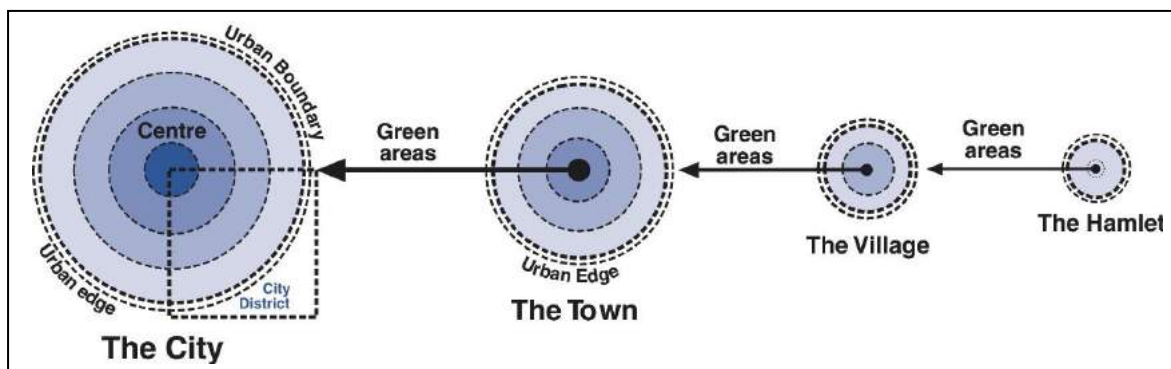
- Type 1: the capital city as the primary city (Dublin)
- Type 2: the region attached to Dublin (Greater Dublin Region/Corridors)
- Type 3: the three tier two cities (Atlantic Corridor; Galway, Limerick, Cork)
- Type 4: the four regional towns (Waterford, Tralee, Athlone, Sligo)
- Type 5: urban sprawl and one off housing (Strengthen Urban towns)
- Type 6: rural, town & village depopulation (Support these regions)

To make Ireland sustainable we need to make well connected sustainable cities with large unpopulated areas between.



Hierarchy of urban centres there is a proportional relationship between a city and the next city of scale above it in the urban hierarchy. This is illustrated in the relationship between primate cities and their next scale second tier cities. The second tier city size is in proportion to the primate city. For example Dublin vs Cork; Paris vs Marseilles or London vs Birmingham. This relationship in size is acknowledged internationally as a rule of thumb. Then logic dictates that Cork in proportion to the size of Dublin can only grow if Dublin continues to expand.

It is argued that a national planning framework in tandem with the identification of complementary alternative regional centres needs to include at the core of the strategy a sustainable spatial plan for the continued growth of Dublin so it can reach its full potential internationally.



Copyright: Richard Rogers 'Cities for a Small Country'

The level of services available will be proportional to the size of the population. Each regional will be served by a principle urban centre. Each step down in size will not complete with the level above. This principle will allow for focused investment. The areas between should be agricultural and environment amenity.

### Dublin Regional Growth:

The above rational works around the type 3&4 urban development as the distances between are great. This rational does not work with the relationship of Type 1&2 especially with Drogheda (79,000) and Dublin with less than 40km between their centres.

There are four main counties that are affected by the growth of Dublin namely Louth, Meath, Kildare and Wicklow. Within these counties there are five main corridors of historic and potential growth. These corridors follow along the major lines of existing transport. The urban centres in close proximity to Dublin are not going to be able to be independent with such a large influence from the capital. The lands between these urban centres and the capital will be subject to large local development pressure to develop in an unsustainable way. We would propose that creating strong urban nodes connected to Dublin would resolve the 'special' relationship that exists between these secondary urban centres and Dublin. To make a plan for these urban centres not taking into account the capital's influence is not dealing with the reality on the ground. In relation to Drogheda (and Dundalk) we would promote a strong Dublin with a sustainable regional growth. A limited number of potential strategic growth corridors (to be identified subsequent to evaluation factors in order to optimise investment) radiating along the rail network from Dublin should be given equal billing with the Atlantic Corridor.

The matter of effective regional development nationally is also a matter of effective regional development within the Greater Dublin region. A limited number of towns can fulfil the requirement for effective regional development within their regions. It is argued Drogheda is placed within the Dublin Region and nationally to satisfy this objective;

It is further argued that key towns located on the radial rail network in the mid-east region and within the greater Dublin catchment can become sustainable growth nodes as part of a spatial strategy that provides for the growth of Dublin in order for the primate city to fulfil its international role within the NPF.

There is a potential for a number of linear growth nodes radiating along the rail network from central Dublin – eg the Irish Sea Corridor (ISC) (Drogheda, Dundalk & Newry) and a potential complementary linear designation south of Dublin or west of Dublin. Can be planned in order to displace growth in a sustainable way from the unsustainable urban sprawl in the greater Dublin area to multiple sustainable locations in Dublin's near hinterland linked by efficient rail transport corridors to the Dublin Central Business District.



Greater Copenhagen by defining area for urban development, green areas, transport corridors, environmental protection etc. Greater Copenhagen is divided into 4 geographical zones: the core urban area (the palm of the hand); the peripheral urban region (the fingers); the green wedges (located between and across the urban fingers) and the rest of the urban region (where urban development is only allowed in connection with municipal centres) – Danish Ministry of the Environment 2007. The objective of the Directive is to secure a well functioning metropolitan area to enhance international competitiveness – 2011 amendment.

The 1947 Finger Plan for Greater Copenhagen was the first Danish planning initiative above the urban level in Denmark. It came to represent the first comprehensive planning attempt to coherently address matters such as mass transport, industry development, housing, nature preservation in a supra-urban scale.

**Critical mass:** Drogheda's regional population of 79,000

Critical mass: Potential investors require as much evidence of critical mass as possible in a location. In particular in reference to Drogheda the restriction of the boundary of the town to exclude a broader built-up metropolitan area limits the appeal of Drogheda and does not recognise its real size.

Drogheda is the loci of the urban development in its hinterland comprising a combined population of 79,000. In practical terms notwithstanding administrative boundaries there are 79,000 people dependent upon Drogheda as their principal service centre.

The population of metropolitan Drogheda includes 30,000+ defined by the tight town boundary and the 32,000+ who live in south Louth and Meath plus the 15,000 who live north of Drogheda.

**Britexit:**

The second largest city in the Island is Belfast and it's highly developed hinterland. When calculating the trust of growth potential it should be recognised that there is a significant market here. The Dublin Belfast corridor is of utmost importance. With the UK leaving the European Union there will be a need to study the impact this will have in terms of spatial planning.

Yours sincerely,



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Emmet Humphreys Registered Architect