

# Ireland 2040 Our Plan. Submission by-Barry Leddy

Looking forward for the next 20 plus years it is important that we consolidate to our strengths and tackle our weakness.

I make my submission based on my International experience and local development experience in Ireland. I have developed in Asia, Germany, US and Ireland, and so am familiar with the workings of several planning frameworks, national and city levels.

Like more and more Irish people I have direct experience living in other cities, on foreign shores, and experience of the day to day. There is an expectation that we could have a population increase of up to one million people in Ireland in the next decades. To meet this challenge, we cannot be standing in our own way. We are now getting very detailed population forecasts, forewarned should be forearmed.

In the past, Irish development plans have been characterized by underproviding for both infrastructure and sufficient residences for its population. Each local authority competes to provide the minimum it can get away with, if it is being honest.

Let's change.

*Reading from the Irish times ... Tackling bottlenecks in transport, housing and other key areas will require the Republic to tap additional sources of cash from Europe, builders will tell TDs on Tuesday.*

*A Construction Industry Federation (CIF) submission to the Oireachtas Committee on Budgetary Oversight warns that shortfalls in State spending on roads, housebuilding and services such as water treatment threaten future growth.*

*The federation calls on the Government to seek extra cash for infrastructure spending from both the European Investment Bank (EIB), which has an office here, and the European Fund for Strategic Investment (EFSI), which is keen to finance projects in areas such as transport, health, energy and housing.*

Our planning discriminates against most of the population, the population trying to live in city areas where employment is. This must change. In fact, in many cities, the democratic will of younger generations are forcing the change, such as the recent defeat of Measure S in Los Angeles.

The price of buying or renting a home is becoming the defining challenge of this generation of Irish, and there is a growing evidence that the only way to stop the rise in home prices is to build taller and denser apartment buildings. That may not sound like a great deal for people who already own a home, but renters may see things differently.

Irish people returning from abroad, and ex-pats joining us, arrive with experience of far more diverse choice of living accommodation. While the experience living in Dublin has great value, accommodation is cited as a negative. In fact, this is impacting on FDI due to BREXIT as we lack international standard accommodation. Many different commentators in the international media mention this in their critiques of Dublin.

I cut from the Irish times a comment from Dermot Bannon, RTEs architect/broadcaster and must agree with his take.

*He believes Ireland needs more high-density housing schemes but that we also need to figure out how to fund this type of development. Presently, if a developer wants to build a block of apartments he needs planning as well as funding for the 400 units before he can lay a single brick. But if he builds a more traditional style housing estate he can get planning for 400 units and build it out 10 houses at a time, selling those before he builds the next 10. He says we have enough family homes, that there are too many single people living in four-bedroom houses with nowhere to downsize to within their communities. New homes don't have to be big if they are on the doorstep of great amenities such as parks, sports grounds, restaurants and cafes, he says. "If we design our cities properly so that we have great outside spaces we'll forgive small living spaces."*

Dublin density compares sadly with Los Angeles.

Fair to say that we have improved dramatically in the past 20 years. We have a lot of experience banked, but unfortunately had also a ten-year break in construction due to the financial crises.

<b>Density</b>	<b>People per square KM</b>
<b>Birmingham</b>	<b>3800</b>
<b>Manchester</b>	<b>4000</b>
<b>Leeds Bradford</b>	<b>4050</b>
<b>Dublin</b>	<b>2950</b>
<b>London</b>	<b>5100</b>
<b>Singapore</b>	<b>8500</b>
<b>Barcelona</b>	<b>4850</b>
<b>Madrid</b>	<b>5200</b>
<b>Warsaw</b>	<b>4300</b>
<b>Los Angeles</b>	<b>2750</b>

At [digitalcityindex.eu](https://digitalcityindex.eu),

While we rank very highly in terms of entrepreneurial culture, our provision of broadband, our telecoms infrastructure and our physical infrastructure, such as housing and traffic, let us down badly.

The reason all this counts from a business perspective is that all cities are now in competition with each other for talent, capital and innovation. And the most creative cities, the ones that offer the best combination of lifestyle and commerce, will win.

While we have had development, plans promising sustainable policies, we need to revisit them with the 'cold eye' as we are far from Europe's best.

Investment in good infrastructure can stand a city a century of good service, and is worth ambitious financing.

Overall		
City	Score	
1	Copenhagen	87,31
2	Stockholm	86,65
3	Oslo	83,98
4	Vienna	83,34
5	Amsterdam	83,03
6	Zurich	82,31
7	Helsinki	79,29
8	Berlin	79,01
9	Brussels	78,01
10	Paris	73,21
11	London	71,56
12	Madrid	67,08
13	Vilnius	62,77
14	Rome	62,58
15	Riga	59,57
16	Warsaw	59,04
17	Budapest	57,55
18	Lisbon	57,25
19	Ljubljana	56,39
20	Bratislava	56,09
21	Dublin	53,98
22	Athens	53,09
23	Tallinn	52,98
24	Prague	49,78
25	Istanbul	45,20
26	Zagreb	42,36
27	Belgrade	40,03
28	Bucharest	39,14
29	Sofia	36,85
30	Kiev	32,33

CO <sub>2</sub>		
City	Score	
1	Oslo	9,58
2	Stockholm	8,99
3	Zurich	8,48
4	Copenhagen	8,35
5	Brussels	8,32
6	Paris	7,81
7	Rome	7,57
8	Vienna	7,53
9	Madrid	7,51
10	London	7,34

Energy		
City	Score	
1	Oslo	8,71
2	Copenhagen	8,69
3	Vienna	7,76
4	Stockholm	7,61
5	Amsterdam	7,08
6	Zurich	6,92
7	Rome	6,40
8	Brussels	6,19
9	Lisbon	5,77
10	London	5,64

Buildings		
City	Score	
=1	Berlin	9,44
=1	Stockholm	9,44
3	Oslo	9,22
4	Copenhagen	9,17
5	Helsinki	9,11
6	Amsterdam	9,01
7	Paris	8,96
8	Vienna	8,62
9	Zurich	8,43
10	London	7,96

Transport		
City	Score	
1	Stockholm	8,81
2	Amsterdam	8,44
3	Copenhagen	8,29
4	Vienna	8,00
5	Oslo	7,92
6	Zurich	7,83
7	Brussels	7,49
8	Bratislava	7,16
9	Helsinki	7,08
=10	Budapest	6,64
=10	Tallinn	6,64

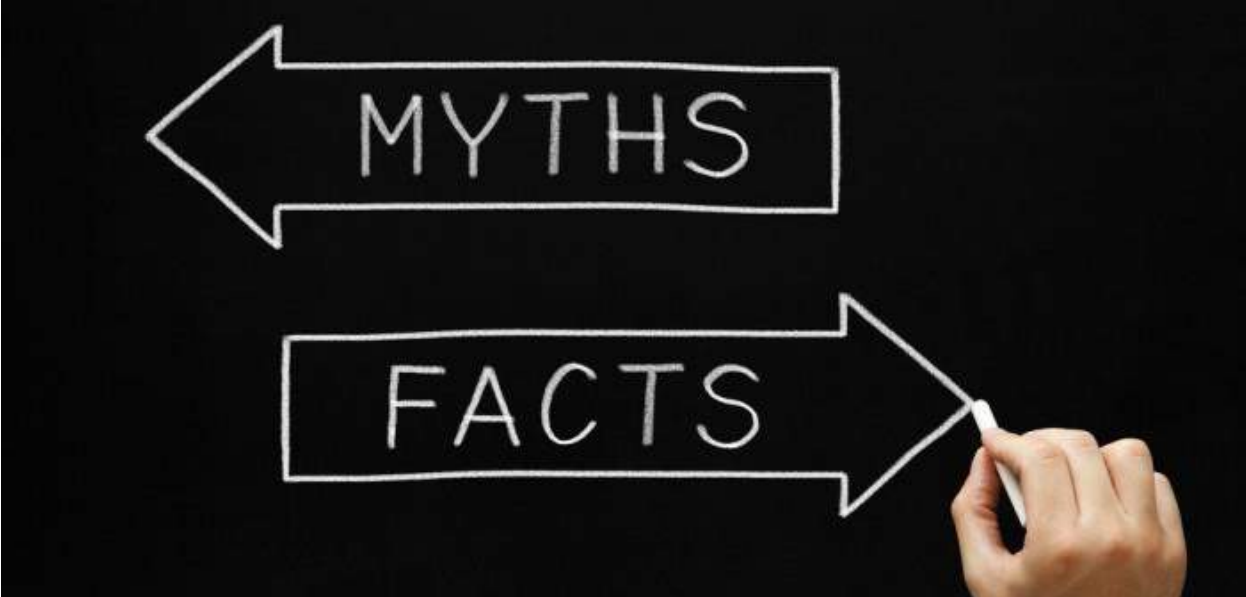
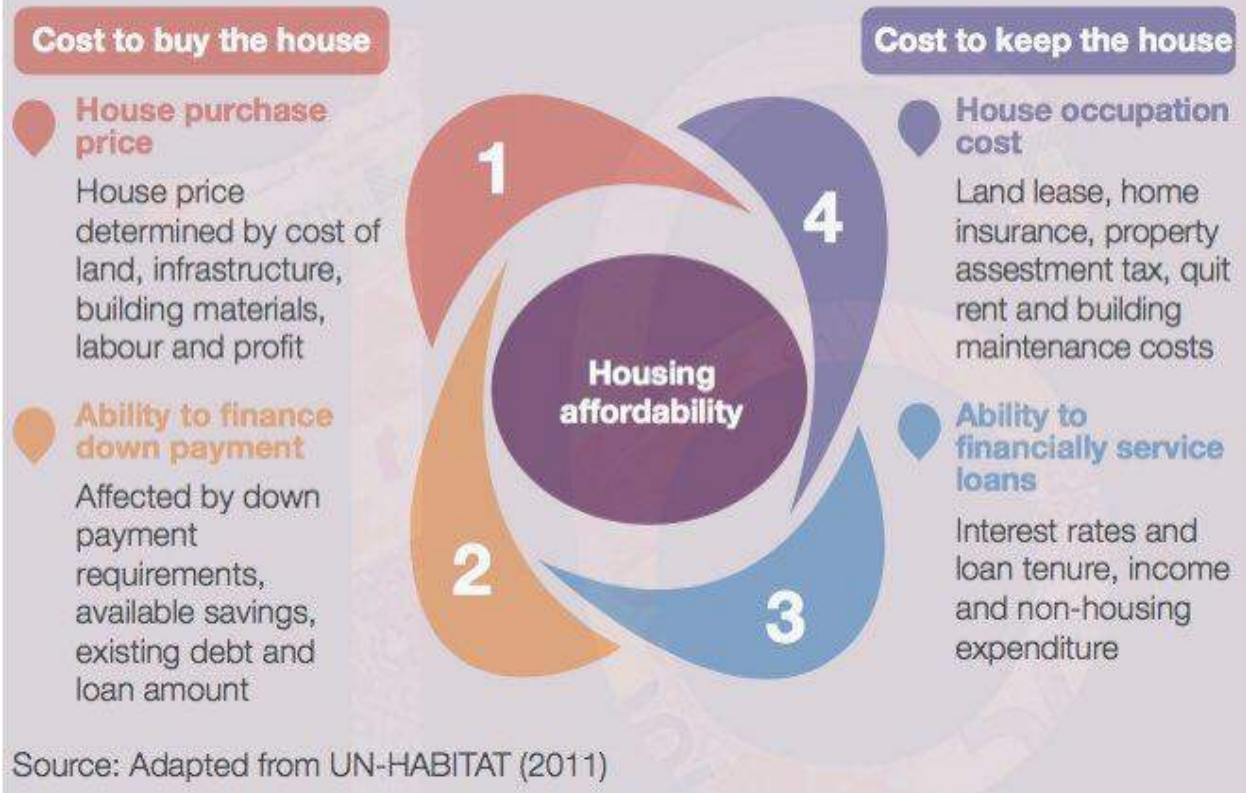
Water		
City	Score	
1	Amsterdam	9,21
2	Vienna	9,13
3	Berlin	9,12
4	Brussels	9,05
=5	Copenhagen	8,88
=5	Zurich	8,88
7	Madrid	8,59
8	London	8,58
9	Paris	8,55
10	Prague	8,39

Waste and land use		
City	Score	
1	Amsterdam	8,98
2	Zurich	8,82
3	Helsinki	8,69
4	Berlin	8,63
5	Vienna	8,60
6	Oslo	8,23
7	Copenhagen	8,05
8	Stockholm	7,99
9	Vilnius	7,31
10	Brussels	7,26

Air quality		
City	Score	
1	Vilnius	9,37
2	Stockholm	9,35
3	Helsinki	8,84
4	Dublin	8,62
5	Copenhagen	8,43
6	Tallinn	8,30
7	Riga	8,28
8	Berlin	7,86
9	Zurich	7,70
10	Vienna	7,59

Environmental governance		
City	Score	
=1	Brussels	10,00
=1	Copenhagen	10,00
=1	Helsinki	10,00
=1	Stockholm	10,00
=5	Oslo	9,67
=5	Warsaw	9,67
=7	Paris	9,44
=7	Vienna	9,44
9	Berlin	9,33
10	Amsterdam	9,11

# Basic Components of Financial Affordability of Housing



There is a tendency to see Ireland as having unique problems, but they are not.

“There are as many possible cities as there are possible forms of human society,” Banham, the architectural historian, wrote in “Los Angeles: The Architecture of Four Ecologies.”

**Today gridlock and soaring housing costs are forcing residents to see Los Angeles differently. The future imagined by one generation is not necessarily the future wanted by another.**

Much as the drought changed the city’s perception of its green space, the debate over density is challenging popular presumptions of **the single-family home. Like the car, it has become a symbol of urban unsustainability.**

Yaroslavsky, for one, doesn’t believe that the future of Los Angeles is an either-or proposition — horizontal or vertical, sprawling or dense.

“The suburbs aren’t going anywhere. There is not going to be an eviction notice given to Chatsworth or Granada Hills,” he said. “I look at the changes ahead of us as additive. You now have a more urban dimension to the city of L.A.”

With some young couples snapping up Highland Park bungalows and others eager to sell their cars and move within earshot of L.A. Live, such a synthesis just may be happening.

I attended a conference organised by CRUBE central research unit for the built environment in Bolton Street in the late 90’s when the complaint was that Dublin had evolved into the ‘Do-nut city,’ ; nobody living in the city centre, everyone in the satellite towns and villages. This changed somewhat with the development of Docklands and urban regeneration in Dublin. I believe we have done well and genuinely improved the city. But we did witness the further development of the sprawl.

We also In Dublin and Ireland missed out on big opportunities offered by large redevelopment sites in the city near public transport.

People look at shadows as being static and not dynamic, but obviously, they change all the time.

Establishing a maximum height to control building height is a common practice in urban planning and ensures a homogenous height over large areas of the urban fabric.

And this is what is achieved in Dublin and Ireland, homogeneity and sprawl. Flying into Dublin there is not much to distinguish it from a second-tier UK city. **We are a European capital city.** Clinging to Victorian and Georgian identity for the city, we mistake this for our heritage. This is part of our British history, not Irish. We need to move beyond this and continue to create our own city identity. We are a small open economy whose greatest resources are human. Too many buildings are protected and it is a cop out. There needs to be a more evidenced based debate, a better pro versus con debate where city centre sites can provide for better architecture and more density possibility. There needs to be more courage to place modern architecture beside the old.

It would be better for us to see ourselves more like a Singapore, in terms of ambition for town planning creating a truly great Capital city.



It Ireland, the hypothesis of the DLRR Appendix 9: Building Height Strategy is that because density is possible in lower height buildings, this is the way to go.

Arguments for higher buildings in this document are first debunked, and then followed a list of cons. In truth it is didactic prose, and lacking in cultural knowledge or awareness of how people around the globe live in modern cities.

Considering low rise as a virtue is highly subjective. The Irish guidelines/reports do not make clear where the data is gathered to make their conclusions. A better debate is required here, based on choices we must make as a country, improving sustainability.

For the past seven years, I have lived in high rise buildings. 38 stories high is common in Penang Malaysia. I am part of a trend of people who favoured living in high rise buildings over single dwelling houses. During my time, there I was elected to the post of treasurer on the condominium management committee. As committee member, I co-signed the cheques, and often mediated neighbor disputes. Our homes consisted of four blocks of 40 story height buildings. We had a mixture of 50% local Malaysians and 50% ex-pat.

Units that offer additional space and bells and whistles also rent more quickly and attract longer-staying tenants. Many condo communities offer residents amenities that are out of reach for the average homeowner. Many condos offer gated or locked entries, doormen, or even security professionals for residents. If you live alone, or security is a concern for you, this can be a major perk. In addition, you're living near with many other people; in an emergency, you'll have plenty of people to turn to for help. One of the biggest benefits to living in a condo is that other people do the maintenance for you. They cut the grass and maintain the grounds, they fix the roof, and there are plenty of workers on hand. If you're in poor health, busy with work, like to travel, or you just don't want to deal with all that work, this is a major benefit to living in a condo.

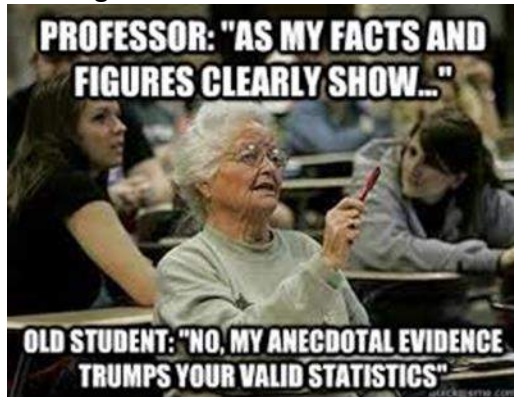
It takes a set of social skills to live in a condominium, and extra consideration for others is required more than those living in a single dwelling situation. Our community learned that it is better to run things in a collaborative manner than an adversarial one.

This point expands into a much more universal one.

Although people want to live in harmony, few think to take responsibility for their part of the chaos. Few want to put aside their differences and work towards a common good because everyone thinks that their best interest is the common good. No enough people care about the common good anymore if it inches close to their individual freedoms. **Our planning systems make decisions for the common good too hard to enable. We are not open minded enough and are our own greatest obstacle to smart planning.**

It is time for everyone, especially those in positions of power, to take a step back and assess themselves. It is time for people to start thinking, "Have I been working towards the common good? What is the common good?"

Very few people want an unsustainable city. Nearly everyone in Dublin complains about the housing crises.



### **Rules reflect what we really care about.**

New York Public health officials and city planners saw health benefits in sunlight. Public health officials thought sunlight was an important tool for fighting diseases like diphtheria and tuberculosis.

New York city's first attempt at light preservation was through a setback rule. As successive buildings grew taller, they would have to be continually set back a couple of feet from the street (like the Empire State Building), producing the classic wedding-cake style of skyscraper. Decades later, in the 1960s, the city overhauled this rule in favour of a floor-area ratio model, which tended to produce tall, narrow structures with open plazas at the base.

The biggest enemy of parks, and especially small parks near new development in Brooklyn, says Mr. Kwartler, a planner, is bulky buildings to the south end of parks. He says that much of the loss of sunlight in our public parks could be avoided if our tall, bulky buildings were simply positioned to the north, west or east side.

"We're animals," Mr. Kwartler said. "We live in the sun."

*Sunshine activists, like Layla Law-Gisiko, the chairwoman of the [Central Park Sunshine Task Force](#), have no objections to supertalls buildings in principle. But she worries about the impact that combinations of supertalls will have.*

This makes sense, care needs to be taken. There is a lot to be said for rule in favour of a floor-area ratio model, and leave building height at the discretion of the building designer. People look at shadows as being static and not dynamic, but obviously, they change all the time.



The technology for building tower blocks has dramatically improved since the problem-prone system-built flats of the 1960s.

In Malaysia, the most common form of urban residential is a podium car park integrating with tall, narrow structures containing apartments- the floor area ratio is 4-5:1. Somehow generally this equates to 38 floors. Singapore is slightly less FAR, as they move from the city centre to residential areas, the heights are 25-30 stories.

They avoid underground parking as too expensive and not necessary when you allow more height.

The demographic of high-rise residents has expanded over the recent years. What was once viewed as a lifestyle for the elderly has significantly expanded to include everyone from empty nesters to families with young children to newly-weds.

Urban high-rises offer less upkeep, expansive views of the skyline, and are conveniently located within walking distance to some of the city's top restaurants and entertainment.

As cities gear up to cope with the increasing population, the tall building has become the new normal, by choice as well as by necessity.

Building expertise allows developers to:

- Counteract the impact of wind on tall buildings through the innovative use of higher strength concrete and steel and the development of acceleration damping devices;
- Ensure the stability of very tall buildings even in the most unstable of ground conditions such as earthquake zones;
- Deliver robust buildings that protect against disproportionate collapse in the event of localised damage;
- Deliver buildings that withstand the effects of extreme events; and
- Develop new construction techniques to streamline building construction and minimize costs.

Engineering techniques that have reduced build times, realized additional floors and maximized space in the most awkward of footplates.

Designers can now plan for the diverse uses of a building through its whole life-cycle, focusing on efficiency and economy and the flexibility to adapt to future needs, augmenting the building performance by including energy-efficient systems to reduce operational cost.

Intense demand for housing in property hot spots and the acute shortage of affordable land means that in many areas the only way to build cheaper homes is to build taller buildings.

Higher density inner city living would also help ease the crush on the trains and roads by housing people closer to work.

Although a 5,000-square foot house resting on three acres of land sounds idealistic, the reality is that this picture-perfect home comes with quite a bit of upkeep. High-rises, on the other hand, offer residents a much simpler lifestyle with an exceptional amount of benefits.

**Community** While it may seem counter-intuitive, living in the right high rise can provide a real sense of community. Many large buildings host regular resident events or fitness classes that let you get to know your neighbours. We had a Cabana social room where we held pot-luck evenings for residents to meet and get to know each other.

In a society that is increasingly concerned with environmental sustainability because of its effects on future generations, shouldn't we, also be concerned with planning communities for people from childhood to old age?

Other cities do.

# YES! AN HDB FLAT, A HOME FOR YOU AT EVERY STAGE OF LIFE



## First-timers/ Young Families



- **Shorter waiting time**  
About 2.5 years for some BTO flats in non-mature estates
- **Lower PPHS rents**  
3-room: \$600 - \$900  
4-room: \$1,000 - \$1,500
- **Increased CPF Housing Grant for resale flats**  
Up to \$50,000

## Elderly



- **Make right-sizing easier**  
With Temporary Loan Scheme & Deferred Downpayment Scheme
- **Elderly priority queue**  
For seniors making enquiries at HDB Hub

## Second-timers



- **Proximity Housing Grant** for resale flats
- **Enhanced Married Child Priority Scheme** to live near parents

## Singles



- **Increased CPF Housing Grant** for resale flats of up to \$25,000
- **Steady supply of 2-room flexi flats** to manage BTO application rates

## Vulnerable Families



- **Fresh Start Housing Scheme** helps second-timers with young children in public rental housing buy a new home

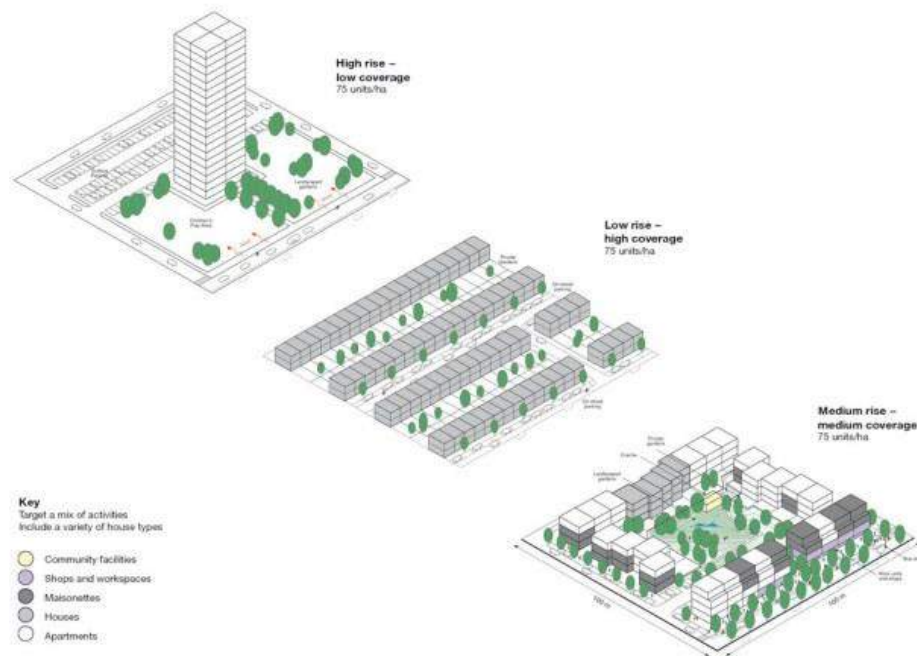
**International experience has led to different attitudes to taller buildings than there is in Ireland. Many Dubliners are afraid of an option which has many advantages.**

If you set a maximum density of bed spaces per acre, or apartment units per acre there is no need to impose a height restriction also. Many cities do this.

For example, a 100-unit development, could be a 25-floor high building with four units per floor.

Or a 5-floor building with 25 units per floor. One would be short rectangular block, one would be tall rectangle.

Which creates the greater shadow is not only to do with its height, more its orientation. And the shadow moves through the day. This will provide opportunity for so much more variety in



the streetscape.

New developments do have the potential to obstruct light to existing neighbouring buildings, but whether that leads to a Rights of Light injury is a highly technical question.

Nowadays experts have experience in both RoL and Daylight, Sunlight and Overshadowing (DSO) assessment and this, coupled with using the latest specialist software programs, means that they can identify potential problems very quickly and propose solutions (such as design alterations) that eliminate planning risk and abate the potential for neighbourly disputes.

Graphical presentation and reporting formats – as well as advice and solutions – can be clear, unambiguous and practical.

### **Underground parking--**

Multi story underground parking is not very eco-friendly, its excavation, necessary ventilation and isolation are disadvantages to a block which is over ground, has natural light and

ventilation and a person's cries can be heard on the street. Better start the height measurement at the top of the car-park.

Underground parking adds huge expenses to developments, pushing them beyond the financial reaches of many. Making public transport work, we need densities next to the nodes. Less parking spaces are necessary.

## **Variety of building. VARIANCES IN HEIGHT.**

2006 I started assembling a site on Sunset Boulevard. Los Angeles in the area known as Silver lake. 2010 or so we visited Eric Garcetti Member of La City Council 13<sup>th</sup> district who is now LA mayor, he sent us to meet the neighbourhood council to negotiate approval from their architectural committee.

Early in the Silver lake project our architect presented our plans in a community meeting.

The very effective and wise move We made was presenting a 'By right' building first, a uninteresting 3d block which reflected nothing more than what we would be entitled to build.

And then presented a far nicer building which took account of surroundings, orientation, views, the iconic Micheltorena steps. This swung the meeting in favour of our design, which needed the few Zoning variances which we achieved.

The main Zoning variance they granted was they allowed us a higher building.

"as-of-right," as we know essentially means that if the proposed building fits within the city's zoning code, the developer can go ahead and build without public review.

We offered something different for consideration to the Berlin Senate. 'The Garden'. We Created a new street and re positioned the buildings to suit the orientation.

It was inspirational working in Berlin. The design team worked with the marketing team right from the start. The process began with very detailed market research. The market research drove the design as it became evident that there was a diverse mix of people that would want to choose this city, this neighbourhood, this street and this micro location.

We achieved a huge planning permission which was passed on the floor of the Berlin Senate, and was very different to many residential proposals the Senate had before.

People really care about getting better buildings, day light and sun light. Germans value sitting on their balcony with a bit of sun shining on it. And, the institutional residential buyers hire consultants who reviewed developer's proposals rental demand. The rent levels there vary on

whether the apartment has a balcony, gets natural sunlight or daylight and the brightness of interior spaces.

It's difficult to deal with the North elevations of buildings in terms of daylight and sunlight. On the other hand, there is a percentage of buyers who don't care about this, such as Job nomads who commute to work in the city Monday to Friday with families based elsewhere. There are some people who just crash at home and live their lives extensively outside their place.

What made this all more challenging than necessary was that Berlin in most streets have maximum building heights.

Developers then build 'as of right' to reduce business risk, encouraging homogenous buildings which can have dark backyards.

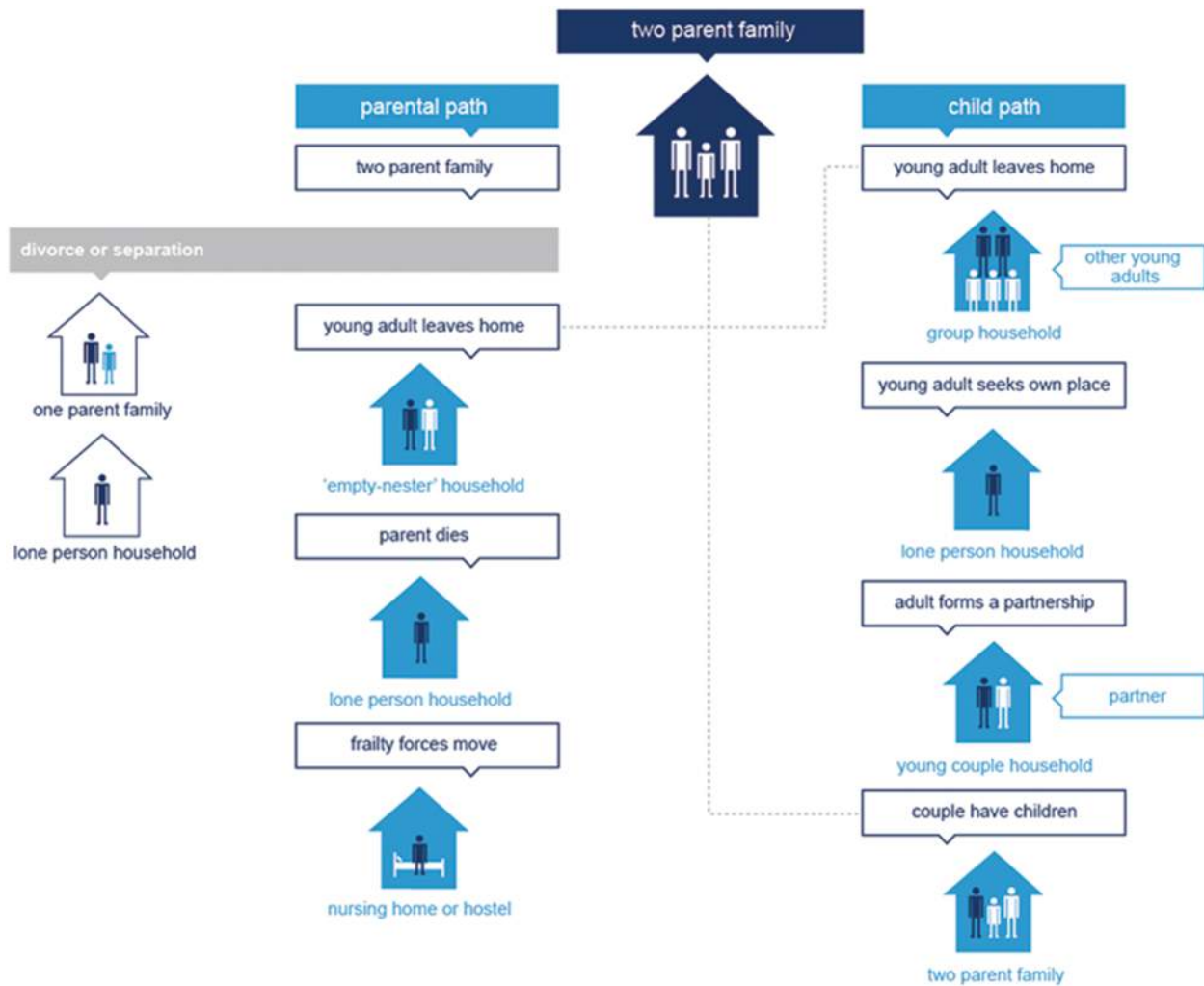
It's hard for City planners to show discretion in the face of criticism for potential impartiality, but it is necessary to have courage that is based on sound convictions. It encourages developers to be more ambitious for their customers than developing purely 'by right' or as 'of right'.

### **Width of urban streets and family friendly communities.**

Many people in Dublin who live in urban city areas change minds when they start to have kids and a family. When this happens, we want to find good schools, a house with a backyard where the kids can play and you can say yes when they beg for a puppy. When this transition happens in large numbers, people begin leaving their apartments behind and look for single-family homes in the suburbs.

Many families would rather stay put in the city if they felt that it was a possible option. Many don't settle. Developers in many cities will attest that they are surprised with the number of older people (Empty nesters) returning to city centres.





We tend not to consider children in comprehensive plans. In a society that is increasingly concerned with environmental sustainability because of its effects on future generations, shouldn't we, also be concerned with planning communities for people from childhood to old age? Planners can play a role in creating more family friendly communities with housing at affordable prices, access to child care, parks, pedestrian pathways, quality public schools, safe neighbourhoods, and many other potential features that promote family well-being.

Moving out of the city, Transportation options are limited, and families contend with the expense and time of long commutes and lack of accessible child care. What about planning communities for the whole life course? Research by AARP has shown that the elderly want to age in place, and many of the issues they endorse — walkability, public transit, affordable housing, conveniently located services, parks, and opportunities for civic engagement — are applicable to creating family friendly communities.



Although families without children and empty-nesters have the most disposable income, the expenditures of families with children are more likely to recirculate in the local economy.

Determined to resurrect safer, pedestrian friendly narrow streets of traditional neighbourhoods, new urbanists have pressed cities and towns to narrow street widths to both reduce vehicle speeds and create “friendlier” streets.

The discussion of street width often centres around two issues – accessibility and safety. Accessibility is a measure of how efficiently you can drive through a neighbourhood. Safety is whether traffic and vehicle speed poses a risk to pedestrians. In discussions of neighbourhood street width, each of these issues is typically addressed. Surprisingly, accessibility is often given more consideration than safety

Neighbours and city officials were willing to ask two difficult questions: **Are our streets really serving the people that use them? And, when they’re not, what can we do about it?** Seeking answers to those questions can mean the difference between a lonely road and a welcoming street designed to connect people with the places they live.

Unfortunately, wider streets designed for driver convenience usually encourage speeds that are not safe in residential neighbourhoods. In the street debate, significant importance is given to the daily trip in and out of neighbourhoods. Many drivers see the accessibility of driving unconstrained through their neighbourhood as being very important. This (along with concerns about access of firefighting equipment) has driven the movement in the past toward wider neighbourhood streets. In

contrast, within a narrow street neighbourhood, drivers must slow or stop to allow opposing traffic to pass because of vehicles parked on the street.

Closing off a street temporarily for a farmer's market, marathon or other event isn't particularly challenging - especially when there are many possibilities for traffic detours.

Neighbourhoods should be a destination, not somewhere to simply drive through.

Accommodating traffic is only one of many goals for successful shopping streets. Retail streets must balance the needs of the pedestrian and the needs of the car. Traffic must be calmed, and pedestrian amenities must be added for successful shopping streets to be rebuilt.

The situation of multi-story municipal car-parks which collect the cars in one place, preferably near anchor uses saves many a town from congestion. It's worthwhile examining Public private participation in these cases.

Street width is an important determinant of retail success.

In neighbourhood locations, wide streets form a great barrier to success since they make it difficult to establish either an intimate neighbourhood feel or a community connection.

Honor the Pedestrian amenities entice shoppers to linger. Successful single-loaded retail streets are rare, so to improve chances for success, narrow the street or introduce a landscaped median that will tie the two sides of the street together into one retail experience and make it easier for customers to shop both sides of the street.

Recognize that street patterns also affect the pedestrian experience. In most cases, one-way streets should be converted to two-way streets to eliminate the raceway effect of one-way arterials and give the streets more of a neighbourhood character.

Neighbourhood retail should not be structured in a way that encourages commuters to move quickly through the neighbourhood to reach other neighbourhoods. Too often, neighbourhood streets have evolved in ways that make it easier and more enjoyable for shoppers and commuters to travel to other neighbourhoods than to stay and conveniently shop nearby.

Pedestrian amenities should be added first along the blocks with the greatest concentration of retailing or those with the greatest potential. In some cases, neighbourhood shopping streets are too long and some blocks may no longer be suited for retail. In such cases, clearly designate the blocks that are targeted for retailing and concentrate pedestrian amenities there first.

Not all streets are good for commercial, planners should be strategic. This is a European wide issue. Many urban authorities are working with communities to help revitalise neighbourhood retail. I saw this one recently.

<http://www.hdb.gov.sg/cs/infoweb/press-release/more-help-for-hdb-shops-through-enhanced-revitalisation-of-shops>

What was spoken about back in the late 1990's by an attendee at the CRUBE (Central Research unit for the built environment Ireland). conference in Dublin was that we should no longer think of urban or sub urban. In a sustainable context, there is urban only.

This great area of sub-urban has been the cause of many of our problems, or areas that did not work due to sparse population. Also in Ireland, there has been a parochial attitude to providing diversity of residential units, by imposing old fashioned living arrangements or minimum apartment sizes through development plans.

There are certain planks in public policy which need to be re-examined. It behoves us with future challenges to provide a transparent and objective calculation of future needs which truly reconciles with stated objectives. Let's start with this.

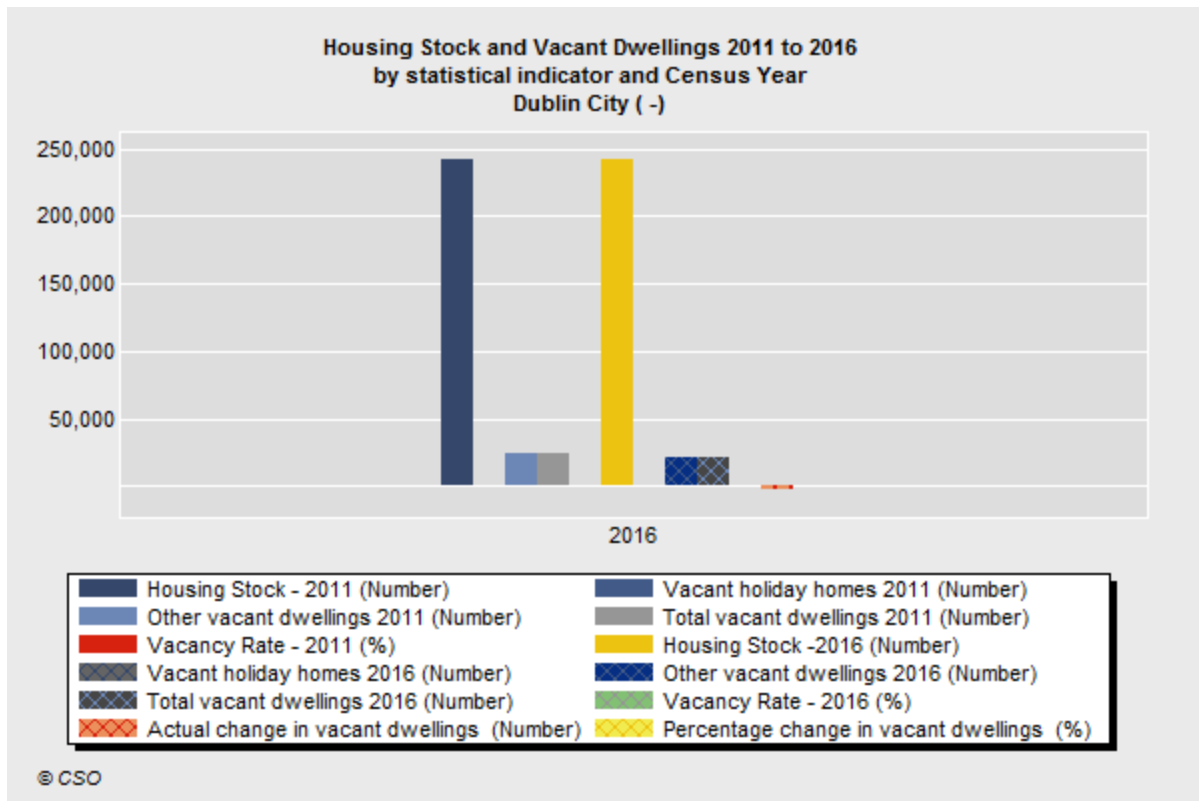
### **Sustainable Urban Housing: Design Standards for New Apartments Guidelines for Planning Authorities Ireland**

*Expert architectural and planning research commissioned by the Department in respect of the 2007 apartment guidelines indicated a general need to increase the minimum floor areas from those specified by the Department prior to then, particularly with a view to meeting the space and amenity needs of families living in apartments. Circumstances surrounding these space requirements have not changed since the research referred to above and therefore it is a specific planning policy requirement of these guidelines that the floor areas that were specified in 2007 must continue to be applied and these areas are as follows: • 1 bedroom apartment Minimum 45 sq.m • 2 bedroom apartment Minimum 73 sq.m • 3 bedroom apartment Minimum 90 sq.m. Studio apartment: Minimum 40 sq.m*

The breakdown of units permitted in a development is specified

10% Studio units  
20% 1 bed units  
50% 2 bed units  
20% 3 bed units  
100%

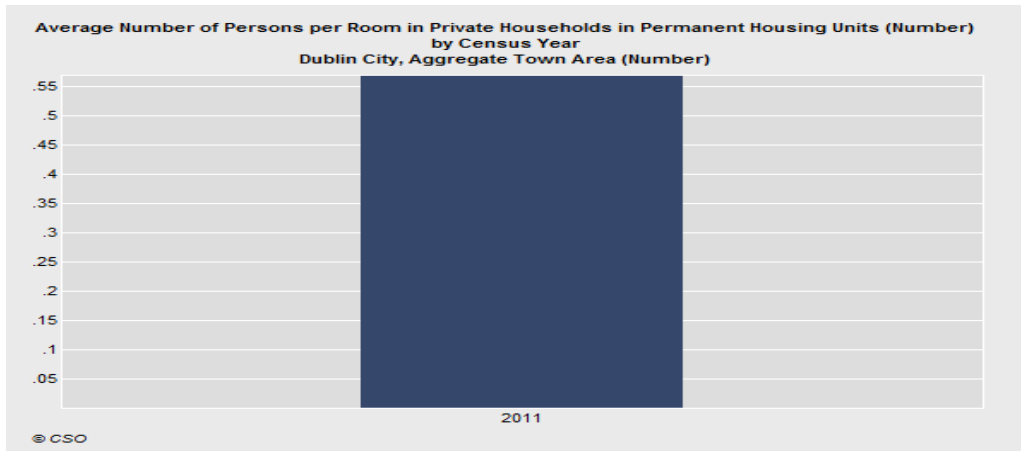
These have been in force since 2007, and we are not even in the top 20 of Green European cities. Dublin city has a tiny vacancy rate, so growth must be accommodated by new buildings.



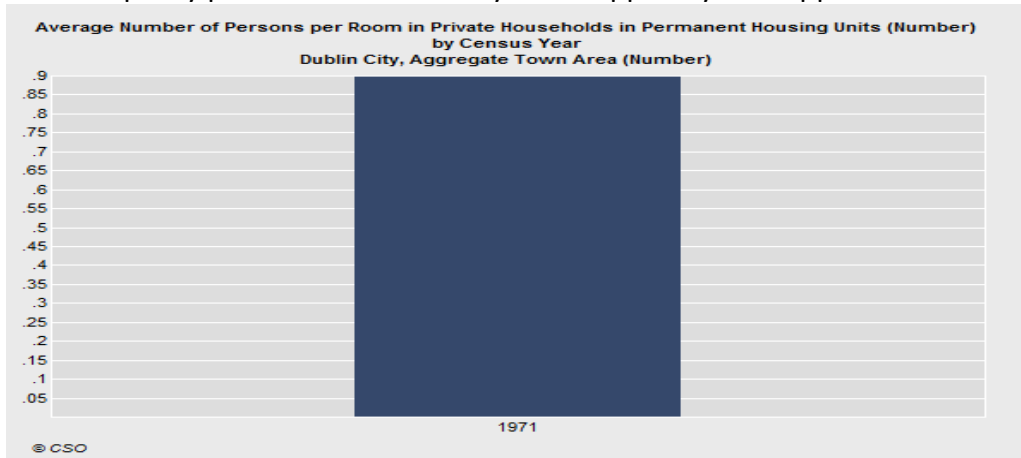
The increase in apartments as an accommodation type in Ireland continued between 2006 and 2011 with 177,587 occupied apartments in 2011, an increase of 27 per cent on the 2006 figure. Apartments comprised 10.9 per cent of all occupied households in 2011 and accounted for almost one-third of all household types in Dublin City, the highest of any local authority area.

**In the context of our demographics, sustainable development, in a capital city, apartments should be two thirds of dwellings or more.**

For Ireland, the UN projects a trend towards even greater urbanisation than the norm with 80% projected to live in urban areas by 2050, up from just over 60% currently. With urbanisation becoming an increasingly global phenomenon, increasing movements into Dublin will determine the city's ability to compete with other international cities.



Our occupancy per room in Dublin city has dropped by 40% approx. since 1971.



The demand for accommodation in Dublin is likely to be a lot stronger than previously thought. The extraordinary rate of population growth in Dublin has outperformed many forecasts, the CSO's Regional Population Projections, upon which many demand forecasts for the housing market are based.

As a result, Knight Frank has updated its housing demand forecasts to reflect this new reality. According to the updated analysis, during the period 2016-2020, Dublin will now require approximately over 4,000 units than had been envisaged under the previous highest forecast with approximately 11,000 new units required each year. This adds to the 25,063 units needed right away to relieve the pent-up demand which has built-up due to the combination of high population growth and low new housing delivery. Worryingly, Knight Frank forecast that less than 5,000 units will be built in Dublin in 2016 meaning that the housing shortage problem will continue to grow.



In a society that is increasingly concerned with environmental sustainability because of its effects on future generations, shouldn't we, also be concerned with planning communities for people from childhood to old age?

It's a valid question to ask. Families live together for a period of 20-30 years in their life. Is Dermot Banons observation, right? Do we already have enough family homes?

Questions of affordability are evident.

Does every unit need to be multiple occupancy?

Does every unit need to be wheelchair accessible? Couldn't we reduce this to 25-40% on the basis that enough wheelchair accessible units are already built.?

Having it so adds a huge amount to peoples housing bill.

IKEA often have a 22sqm home in their showrooms internationally. I have pasted the floor plans from a micro unit development in the US. All 25-30 square metres and wheelchair compliant.

Should a single occupant be forced to pay for 40-50sqm, and compete for 30% of each development? Is this compatible with housing needs.?



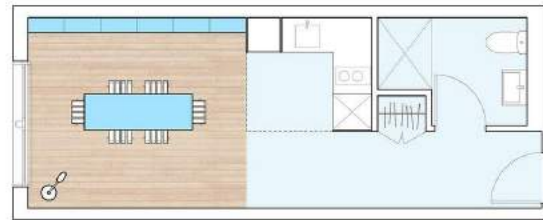
Outdated and needs to be reviewed using transparent data, and objective market research. Also *“If we design our cities properly so that we have great outside spaces we’ll forgive small living spaces.”*

The bottom rung of the property ladder was removed when bedsits rules changed, and nothing has really replaced them.

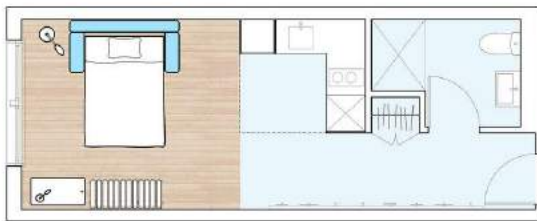
I do agree multiple dwellings in these old Victorian and Georgian buildings were not ideal, but know that many cities are helping their homeless problem by providing good quality smaller units.



**APT. #3A - DAY**  
9'-10" high wall surface behind couch used as pin-up wall; kitchen counter is down and ready for a coffee.



**APT. #4D - DUSK**  
Preparation for a dinner of 6 is underway.



**APT. #3A - NIGHT**  
Convertible sofa-bed folded down; kitchen counter folded up; coffee table on wheels relocated to wall.



**APT. #4D - NIGHT**  
Dishes have been cleared, foldable table hung on a rail. Murphy bed folded down from bookshelf, counter also folded down, ready for breakfast tomorrow.



I visited a show home recently in LA which was aimed at ethnic buyers whose culture is to house their elderly parents in their home. This harkened back to what we called ‘granny flats.’.



FIRST FLOOR PLAN

Prices, products, standard features, available options, floor elevations and specifications are subject to change without notice and will vary between communities. Graphics, design, plans, options, room sizes and square footage contained herein are approximate and should be considered estimates only. Plans are not drawn to scale. Rev. 08/27/16, North, Revision 01

Sustainability of an area includes existing housing stock, if it can attract families back into older housing in the area. Depending on the proximity of an area to work and education it may also attract young lone persons and group households. Generally, more diverse communities are more sustainable in the long term, as they are able to maintain a range of services and facilities useful to all age groups. Certain policy responses can influence the suburb life cycle in different directions. Micro housing is one, for millennials and old age residents.

In a society that is increasingly concerned with environmental sustainability because of its effects on future generations, shouldn't we, also be concerned with planning communities for people from childhood to old age?

The old population (i.e. those aged 65 years and over) is projected to increase very significantly from its 2011 level of 532,000 to between 850,000 and 860,700 by 2026, and to close to 1.4 million by 2046. The very old population (i.e. those aged 80 years of age and over) is set to rise even more dramatically, increasing from 128,000 in 2011 to between 484,000 and 470,000 in 2046 depending on the scenario chosen.

This presents an opportunity for a large turnover in existing stock of housing. For people to move out they need something to move into.

*Dermot Bannon says we have enough family homes, that there are too many single people living in four-bedroom houses with nowhere to downsize to within their communities. New homes don't have to be big if they are on the doorstep of great amenities such as parks, sports grounds, restaurants and cafes, he says. "If we design our cities properly so that we have great outside spaces we'll forgive small living spaces."*

We need to have a much more enlightened and transparent examination of the moving situation.

In other cities with our problems they are providing for much more diversity in accommodation than we are. We need to change.

We can do better by carrying out honest marketing, to come up with the ideal mix of units for our growing population. The apartment mix should be broad, to meet the different needs of the target groups.

Analyses of lifestyles shows the population is becoming more educated. The employment scenario is showing a rise in 'creative classes'.

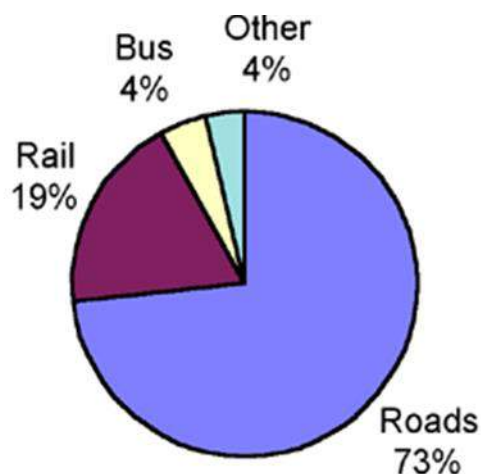
We are showing more openness to ethnic groups, lifestyles and attitudes. We work hard to live well, the demand for high quality living will increase continually.

At [digitalcityindex.eu](http://digitalcityindex.eu),

While we rank very highly in terms of entrepreneurial culture, our provision of broadband, our telecoms infrastructure and our physical infrastructure, such as housing and traffic, let us down badly.

The reason all this counts from a business perspective is that all cities are now in competition with each other for talent, capital and innovation. And the most creative cities, the ones that offer the best combination of lifestyle and commerce, will win.

# Transport- Public and otherwise.



Breakdown of the £8.5 billion spend on transport in the National Development Plan

Increasing the number of cyclists on Irish roads is in everyone's interests.

Good Transport strategy is to improve accessibility to key facilities and employment from areas of significant deprivation, to maximize impact on social inclusivity, employment levels and productivity.

Key facilities serve a wider catchment than the immediate neighbourhood in which they are situated.

Examples include employment centres, shopping centres, hospitals, educational institutions, leisure centres and cultural attractions.

The accessibility of key facilities is therefore of importance because they are major travel generators (for both employees and patrons) and wider access has strong additional social benefits.

**The Draft Transport Strategy for the greater Dublin region is sad in this regard in its lack of ambition.**

We should be aiming for less than 20% in cars commuting by 2040 at max.

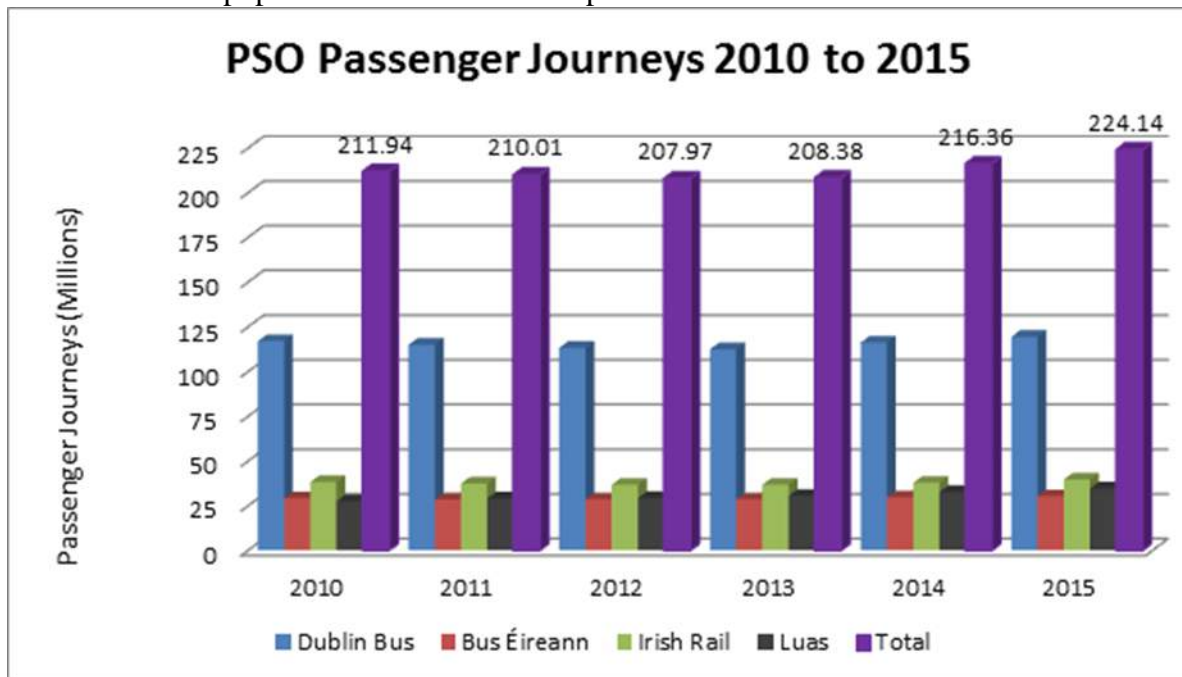
*9.3.2 Mode Share - Work Commuting Trips In relation to commuting to work journeys, Figure 9.9 sets out the change in mode share for the 7am to 10am peak period between the base year and the Strategy year of 2035. Commuting to work by car reduces to just under 45%, from a base year figure of 62.2%. The mode share for walking and cycling shows a very significant increase, up from 16.2% to 29.3%, almost double the base year value. Overall, the implementation of the Strategy will have a significant positive impact on transference to sustainable transport modes, with an overall 17.3% movement from car commuting trips onto other modes.*

Development in downtown Phoenix, USA is getting a considerable boost from the Valley Metro Rail system, launched in 2008. Albert Santana, director of high capacity transit for the City of Phoenix, told Construction Dive last month that the city has seen about \$9 billion in economic development around Metro stations, and Hillary Foose, director of communications and marketing for the Valley Metro, said growth of the system has already achieved its 20-year goal of 50,000 riders a day. The city encourages high-density development around the stations, as most transit-oriented developments do, to ensure a steady supply of riders.

The International Union of Railways has issued its 2016 report on railway accidents in Europe, based on a database established in 2001 which now contains information from 22 infrastructure managers.

UIC said rail remains the safest land transport mode.

Luas is the most popular form of Public transport.



There has been much talk about the link to the airport and two proposals to link it with the city centre. One proposal is Metro north and the other is a DART spur from Clongriffin to the airport.

It has been interesting to listen to the debates about the siting of the National Children's hospital and the fact that accessibility is the biggest topic in the debate, also car -parking.

Creating a loop like the Circle or District line in London, would provide a connection point to national as well as city wide train networks.

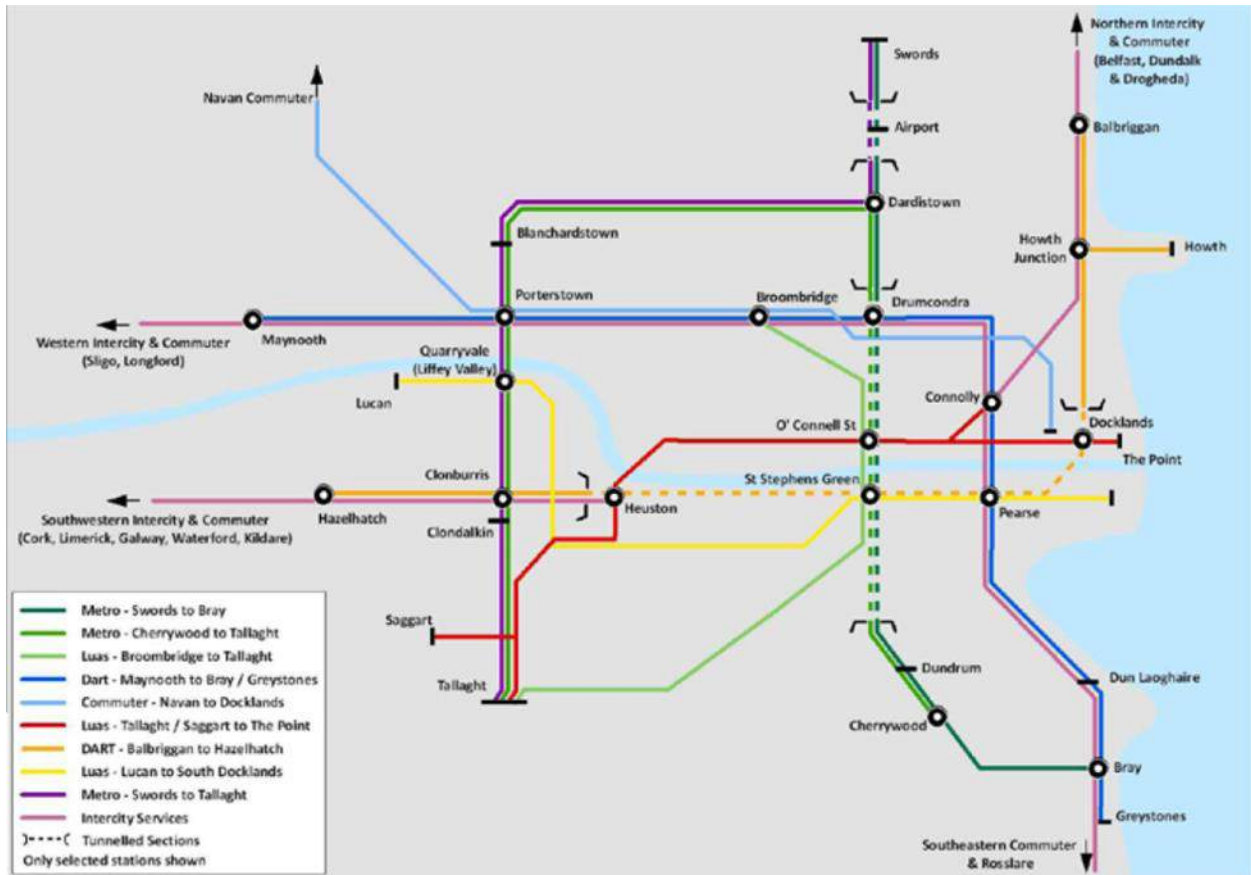
But, when a ring is shared among different metro lines, that can be unsatisfactory in terms of operation and traffic, as delays can be introduced from the branches and accumulate along the



endless route. A circle line crossed by several straight radial lines is considered to be the best possible type of metro networks, since it provides the best traffic connections within a city.

We are also reaching capacity constraints on the DART and LUAS lines.

There is a DART underground line shown planned on the southside connecting dart and Luas l Dart obviously connects National rail to Cork and Belfast. Intercity Western would be linked by The Dart underground.



It is worth bearing in mind capacity constraints on the existing lines, combined with the increase in numbers we need to provide for.

***Where Irelands money is being spent***

*Transport (€8.1 billion)*

*\* The €2.4 billion, 16.5km Metro link from Dublin city to the airport and on to Swords is the largest single project.*

*\* The Dart line will be extended to Balbriggan.*

*\* Planning will begin on extending the Dart to Maynooth and to Hazelhatch.*

*\* Phoenix Park tunnel will be reopened.*

Why not design, objectively, really the best integrated rail system for moving people around Dublin? If the design is right, the city will reap the rewards. Why limit ourselves?

Why not borrow enough to fund an integrated rail transport system for the city which will grow by 800k to 1m people. We already have good roads. If we benchmark our plans against proven successful systems achieving the funding is more likely. Repaying the funding is more likely.

### **USABILITY—creating a truly integrated network-**

A circle line crossed by several straight radial lines is considered to be the best possible type of metro networks, since it provides the best traffic connections within a city. Planners in London have found excellent geological preconditions for metro construction since the beginning of the tube's history. This enabled them to plan for the optimal network type, and they indeed chose a circle line crossed by several radial lines -Ideally the trains move in both directions around the circle.

**While metro lines are normally planned to be as straight as possible, a special, very *urban* kind of infrastructure has emerged in metropolitan areas: the Circle Line.**

41 circular lines or pan-shaped loops are currently operational in 32 cities. Beijing, London, Moscow and Tokyo have two rings each, Madrid and Singapore three. Singapore's existing rings belong to people movers in the suburbs, but two real metro rings are under construction. The average circumference of existing rings is about 20 kilometres, ranging from as little as 3 kilometres (Miami, Chicago) to 57 kilometres (Beijing). A couple more rings are currently under construction or proposed.

Most circle lines orbit a city centre, some of them since the beginning of the 20th century in order to connect peripheral railway stations within big cities. Circle lines that run around a city centre can increase efficiency of a transport network as they provide valuable connections between sub-centres of the city.

When a ring is shared among different metro lines, that can be unsatisfactory in terms of operation and traffic, as delays can be introduced from the branches and accumulate along the endless route. Isolated circle lines, however, can be very reliable: Moscow's metro operators use the Circle Line as a test bed for new signalling and trains because it is has the most reliable schedule of all lines in the city while releasing burden from lines that pass through the city centre.

However, the thing which comes to mind first, one big transfer hub in the centre of the circle with all radial lines crossing like spokes, has been proven to be very inefficient. Such a central hub would be overcrowded and have long connecting ways. The radial lines should instead meet in multiple small transfer stations within the circle. Moscow serves as an excellent example to this idea, see map below.

The relatively large number of metro rings currently proposed or under construction also proves that circle lines are a good option to enhance the usability of existing metro networks. Only two cities, Hamburg and Vienna, have once given up circular operation by splitting former circle lines into parts later served by separate lines. Hamburg has corrected its mistake 42 years later. The disjunction of the ring line in Berlin was caused by the division of the city during the Cold War.

When a ring is shared among different metro lines, that can be unsatisfactory in terms of operation and traffic, as delays can be introduced from the branches and accumulate along the endless route. Isolated circle lines, however, can be very reliable: Moscow's metro operators use the Circle Line as a test bed for new signalling and trains because it is having the most reliable schedule of all lines.

Moscow.



Our planet has now 205 metro systems, according to Metrobits' criteria. A majority of 101 are called metros and 21 subways, the rest has other labels, such as MRT, Metrorail, or U-Bahn. The first line opened 1863 in London. Today, 673 lines worldwide with a combined length of 13,543 km serve 11,501 stations, including 1,047 transfer stations, which calculates to 1.25 km average station distance.

Trains on 41 circle lines are orbiting through 32 cities. 33 systems run on the left track, 113 on the right. 37 cities have driverless lines, 64 safeguard platforms with screen doors, 24 have rubber-tyred lines. 24 metros run 24 hours at least once a week, 8 of them every night. Some 120 million daily passengers pay an average fare of € 1.15 for a ride. Reportedly, 75 cities have fare gates, 35 use the honour system, 33 offer smartcards, and 1 is free to ride! 61 interconnected metro cities form 16 clusters. Abandoned sections are found in 24 cities.

Getting to arts and quality of life, at least 57 cities have notably beautiful metro stations, 34 are listed for their nice views, 27 metros are starring in at least 149 movies. 27 stations in 14 cities display archaeological artefacts found during their construction. 21 different exclusive typefaces are in use by metro operators. 47 dedicated metro museums around the globe and at least 19 guided tours are awaiting your visit! 35 cities have urban-rail access to beaches.

## **Families and planning—collaborative rather than adversarial.**

Evelyn Israel completed this work while a graduate student in the Department of City and Regional Planning at Cornell University. Mildred Warner is professor of planning in the same department and co-directs the national Linking Economic Development and Child Care Project. The project website contains many resources for planners.

<http://s3.amazonaws.com/mildredwarner.org/attachments/000/000/319/original/337e404d076a268c1b3435e6a4339892>

*Transportation is an issue for families because it concerns time, space (and subsequently ease of mobility), and affordability.*

*Trip chaining is the linking together of primary and secondary activities through travel originating and ending at home (Primerano et al. 2008). The need to model transportation plans on trip chaining behaviors was first noted by Adler and Ben-Akiva in 1979. Incorporating trip chaining behaviors of working parents into zoning and transportation plans (i.e. grocery stores and child care on primary transit paths) is vital to reducing stress and commuting time. Yet, 60 percent of respondents say they work in communities that do not consider trip chaining commuting behavior of parents in transportation plans*

*building transportation plans based on trip chaining patterns could reduce work-family conflict and commuting time, which in turn would increase time women (and men) can spend on household chores and interact with children.*

*schools function as a center of their community. Schools can be used for a wide variety of community functions, including child care, continuing education courses, public meetings, community recreation, libraries, and computer facilities.*

*We believe there is an iterative relationship between attitudes and action. Communities that brand themselves family friendly do more for families and face more resistance. However, they appear to overcome this resistance because they engage youth and families more in the planning process and they organize more family events which are public celebrations of the family.*

*Communities that brand themselves family friendly show the way. They have moved beyond talk to action, and have both regulatory and public participation mechanisms to ensure family needs are reflected in planning processes. They face more resistance but overcome it through dialogue and action. Planners have important tools at their disposal to promote more family friendly cities. They can remove zoning barriers to accessory apartments or child care, design transportation systems to address family needs, use state and federal funds for child care, promote affordable housing, provide safe and attractive parks and public spaces, and promote family and youth involvement in the planning process. Regulation, development, finance, and public participation are all arenas where planners have great influence.*

The NIMBY really is a global problem.

We further have a real problem with industrial relations in Public transport in Ireland, the public paying for the brunt. It affects the most vulnerable the worst.

There is no way to separate problems as one group strikes when another is unhappy. The state has IR apparatus which is ignored, and wild cat actions can freeze the whole system.

We should seriously consider whether we want this as our future, in fact. It would be irresponsible not to make plans so as future generations are not held to ransom like we are.

37 cities around the world have driverless metro lines.



#### **Advantages of driverless metros:**

- Lower expenditure for staff (staff swallows a significant part of the costs of running a transport system). However, service and security personnel is common in automated systems.
- Trains can be shorter and instead run more frequently without increasing expenditure for staff.
- Service frequency can easily be adjusted to meet sudden unexpected demands.
- Despite common psychological concerns, driverless metros are safer than traditional ones. None of them ever had a serious accident.
- Intruder detection systems can be more effective than humans in stopping trains if someone is on the tracks.



- Financial savings in both energy and wear-and-tear costs because trains are driven to an optimum specification.
- Train turnover time at terminals can be extremely short (train goes into the holding track and returns immediately), reducing the number of train sets needed for operation.

Criticism:

- Despite proven safeness of automated systems, some passengers might still have safety concerns or be afraid of trains that seem to run by themselves (despite the fact that elevators are driverless for decades).
- Conversion of traditional metros into driverless ones puts train drivers out of work, if they cannot be retrained to work as service or security personnel.

### **Changing times. -Communities making choices, and facing down opposition.**

**Measure S in LA—Conflicts of interest.** – the rejection of Measure S is a watershed moment in the history of Los Angeles, a confirmation that the city wants to become more urbanized, denser, less reliant on the automobile, more inclusive and, perhaps, a more unified city.

"Los Angeles really has undergone an unbelievable shift," Fulton says. "It's clear there's a generational difference between older homeowners, who don't see why growth is good for them, and younger folks, who can't afford \$800,000 for a starter home and therefore see more of an advantage."

These changes, of course, have been a long time coming and have been noted, over and over, [by publications including The New York Times](#). But the margin of Measure S' defeat – in a low-turnout, off-year election dominated (at least historically) by older homeowners, no less – shows there's broad consensus around such ideas.

It still must come to terms with how best to plan growth, how to have "smart growth," in a way that encourages people to use public transportation and live sustainably – or else, what's the point? Perhaps more important, it must grapple with the unaffordability of its housing stock, and with the fact that so many of its low-income residents are being displaced.

Twenty years ago, urban planner William Fulton published a book of essays about Los Angeles called *The Reluctant Metropolis*. It was a wonderfully apt phrase to describe L.A.'s odd hybrid of urbanism and suburbanism, its evenly dense sprawl.

"Up until the 1980s and into the 1990s, Los Angeles was a very large city whose residents didn't identify with living in a metropolis. They believed in their small communities," Fulton says. "I think that's changed. Los Angeles is no longer a reluctant metropolis."

The price of buying or renting a home is becoming the defining challenge of the city of Dublin, and there is a growing belief that the only way to stop the rise in home prices is to build taller and denser apartment buildings. That may not sound like a great deal for people who already own a home, but renters may see things differently.

The truth, though, is that they know this is an initiative that is targeted at older homeowners who may feel they have nothing to lose from a less affordable, less inclusive Dublin.



If we want to fix our transportation system, it's going to require new infrastructure and redesigning our neighbourhoods. Freezing our communities in amber will only ensure that more and more Dubliners of modest means are forced to leave.

Where there are no new high-end developments, higher-income newcomers will compete for what's out there, namely more-affordable units, thus displacing locals.

### **Employment—Examples of joined up thinking.**

Rust Belt cities outside of the Great Lakes region, such as Baltimore and Pittsburgh, are seeing increased interest among young people, particularly those who are part of an educated workforce. A big driver are the cities' more affordable housing costs, and a lower cost of living in general, compared to metro areas such as San Francisco and Seattle. A proactive approach is needed, and Pew's study reveals that too, highlighting, for example, how St. Louis is helping its tech companies with advice and funding, as well as adding millennial-friendly amenities such as dog parks and coffee houses. Pittsburgh has increased its downtown apartments and public spaces.



**Dallas**—Westdale and KDC have teamed to construct The Epic, a mixed-use, transit-oriented development in Dallas' Deep Ellum neighborhood.

The land is currently occupied by the historic Union Bankers Building located at Good Latimer Expressway and Pacific Street, adjacent to the Dallas Area Rapid Transit Deep Ellum Station. KDC is developing the 250,000-square-foot office tower, which will have an average floor plate of 25,000 square feet on 10 office floors—each with unobstructed views of downtown Dallas to the west and Deep Ellum to the east. The Epic will also include a 300-unit residential tower developed by StreetLights Residential. At 20 stories, it will be the second tallest building in Deep Ellum.

“Set in the heart of downtown Dallas with an urban vibe, this transit-oriented development will be ideal for companies looking to meet the needs of young, creative employees,” Ron Stelmarski, Perkins + Will's design director, said. “Tenants will have direct access to major highways and a DART Dallas station within walking distance, not to mention several retail options in the same building.”

Looking forward for the next 20 plus years it is important that we consolidate to our strengths and tackle our weakness.

I make my submission based on my International experience and local development experience in Ireland. I have developed in Asia, Germany, US and Ireland, and so am familiar with the workings of several planning frameworks, national and city levels.

Like more and more Irish people I have direct experience living in other cities, on foreign shores, and experience of the day to day. There is an expectation that we could have a population increase of up to one million people in Ireland in the next decades. To meet this challenge, we cannot be standing in our own way. We are now getting very detailed population forecasts, forewarned should be forearmed.

In the past, Irish development plans have been characterized by underproviding for both infrastructure and sufficient residences for its population. Each local authority competes to provide the minimum it can get away with, if it is being honest.

Let's change.

END.