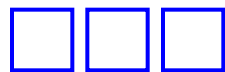


Why the Planner and Economics?

Hendrik W van der Kamp
School of Spatial Planning, DIT

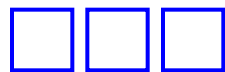


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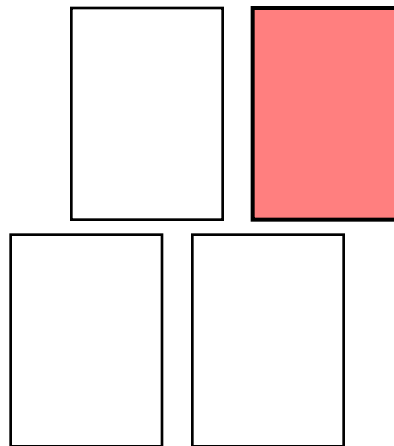
What are the Arguments?

1. *Scale*: larger can be more efficient
2. *Integration*: reducing waste or overlap
3. *New Concepts*: unlock potential
4. *Efficiency*: return on investment
5. *Distinctiveness*: niche markets
6. *Sustainable development*: new approaches
7. *Built Environment*: quality vs. quantity
8. *Deregulation & Plan Led*: planning added value



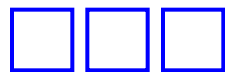
1 - Scale

- The single city state: (Only) one city will be (large) enough to compete internationally.

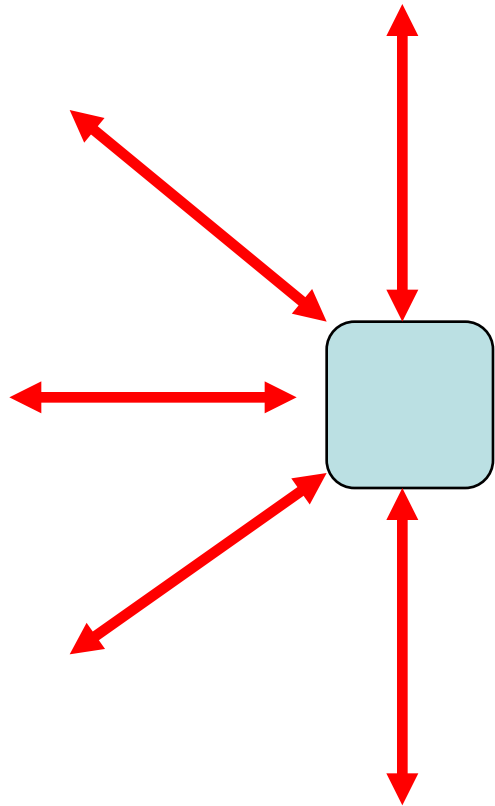


Scale Requires planning

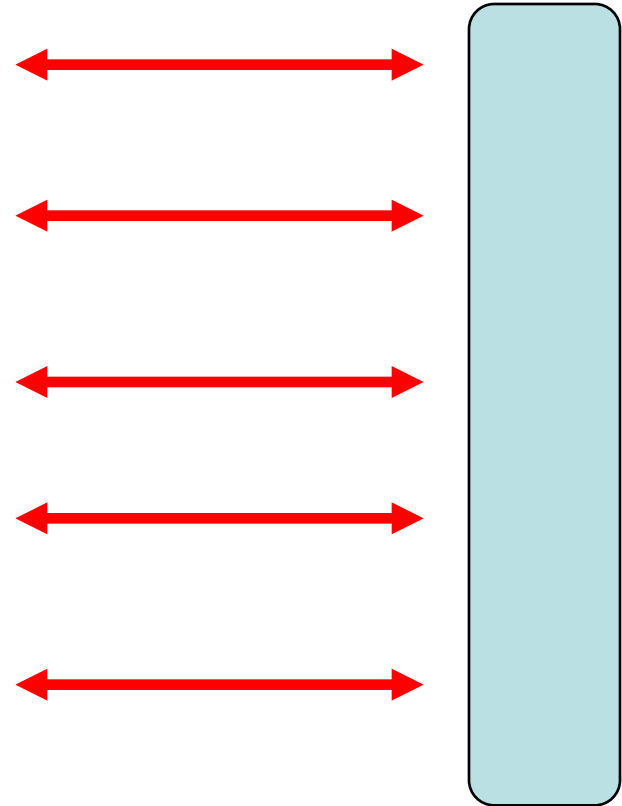
...”if anything, the level of polycentricity at the city-regional level has declined. Up to the Celtic Tiger period the region contained a number of self-sustainable towns with a stable population and resident workforce. Since then these towns have been increasingly accommodating the Dublin workforce which is being pushed out of Dublin by the overheated housing market.” (source: *Greater Dublin in the Celtic Tiger Economy: Towards a Polycentric Mega-City Region?*, C van Egeraat, M Sokol, P Stafford, in: Peter Hall, Kathy Pain, 2006, p193.)



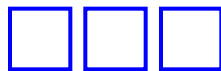
Scale Requires Planning



CONCENTRIC & RADIAL



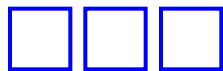
LINEAR & TRANSVERSAL



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2 - Integration

- Integrating land use and transport
- Integrating projects
- Vertical integration



Integrating Land Use and Transport

<i>Study</i>	<i>Type</i>	<i>Year</i>
Myles Wright Dublin Region Report	Land Use	1967
Dublin Transportation Study (DTS)	Transport	1971
ERDO Strategy (revised)	Land Use	1988
DTI final strategy	Transport	1994
Strategic Planning Guidelines for the GDA	Land Use	1999
Platform for Change	Transport	2001
Regional Planning Guidelines	Land Use	2004
Transport 21	Transport	2005



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Integrating Projects

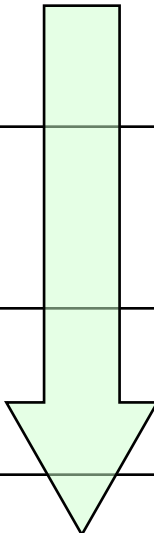
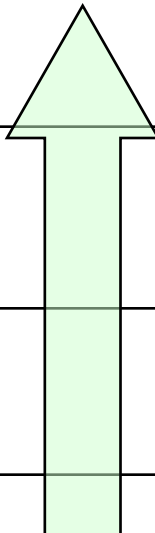
M1 Motorway	Dublin Port Relocation	Dublin Bay Infill
Second Corridor Dublin-Belfast	M3 and Hill of Tara	Dublin Airport Expansion
Dublin Port Tunnel	Eastern Bypass	Kildare Bypass
Luas Light Rail	Dublin Airport Rail Link	Corrib Gas Field
Dublin-Galway Motorway	Lansdowne Road Stadium	Thornton Hall Prison Site
National Stadium	South Eastern Motorway	Poolbeg Incinerator
Sligo Inner Relief Route	Waterford Bypass	National Conference Centre

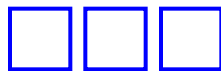


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Vertical Integration

Planning Level	Top Down Direction	Bottom Up Approval
National Spatial Strategy		
Regional Planning Guidelines		
City/ County Development Plan		
Local Area Plan		

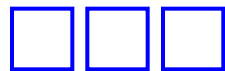


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3 - New Concepts

- Unlock potential
- New Typologies



New Typology: Tall House

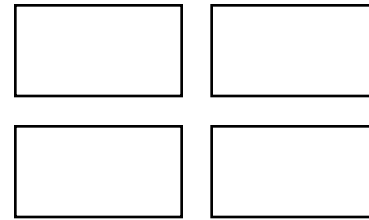
12 people, 6 cars
4 households



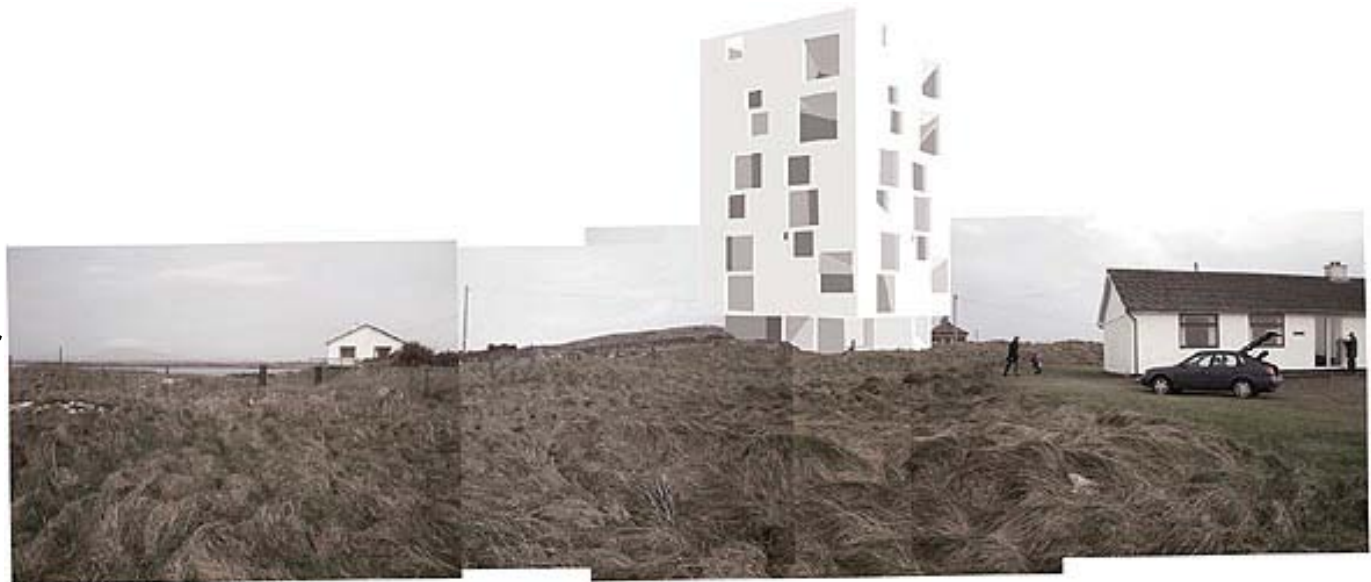
3 people, 1.5 car
1 household



3 people, 1.5 car
1 household



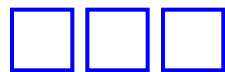
3 people, 1.5 car
1 household



New Typology: Hinterland



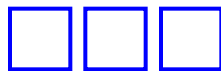
Car Free Cities



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Multi-Modal Transport

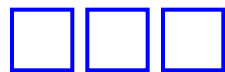


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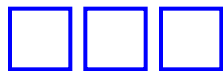
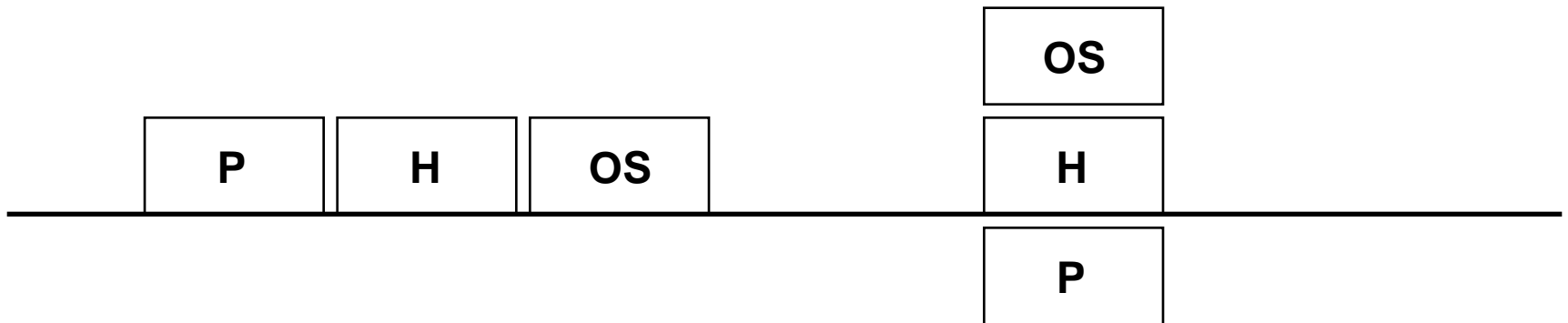
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4 - Efficiency

- Return on investment
- Real Estate to pay



Double Land Use

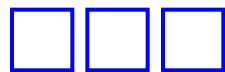


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Rail Based Development

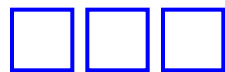
- Cork Area Strategic Plan
- Western Rail Corridor
- Luas Extension Cherrywood
- Luas Extension City West
- Adamstown Railway Station



5 - Distinctiveness

- *“From the frozen tundra in the Arctic Circle to the tropical rainforests of Guyane, from the Alps to the Greek islands, from the global cities of London and Paris to small towns and villages dating back centuries, the EU harbours an incredibly rich territorial diversity.”*

Green Paper on Territorial Cohesion, Commission of the European Communities, Brussels, 2008, p3.



Branding of Gateway Cities

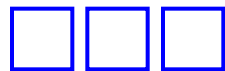
Source: Twice the Size? Urban Forum, 2008

Gateway City	Brand
Cork	City of Water
Dundalk	Vibrant and Modern City
Galway	The City of Talent and Creativity
Letterkenny	'We are Different Up Here'
Limerick	Campus City
Midlands	Excellence in Rural Living
Sligo	Cultural Centre of North West
Waterford	Old-New City



6 - Sustainability

- New approaches (cradle to cradle, natural step)
- Leading to new definitions, bench marks
- Elimination of waste
- Buildings as energy producers



Cradle to Cradle

Buildings that, like trees, produce more energy than they consume

Factories that produce effluents that are drinking water

Products that, when their useful life is over, become raw materials for new products

Transportation that improves the quality of life while delivering goods and services



Cradle to Cradle

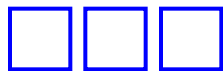


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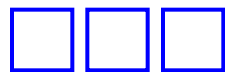
The Natural Step

- 1. eliminate our contribution to the progressive buildup of substances extracted from the Earth's crust (for example, heavy metals and fossil fuels)
- 2. eliminate our contribution to the progressive buildup of chemicals and compounds produced by society (for example, dioxins, PCBs, and DDT)
- 3. eliminate our contribution to the progressive physical degradation and destruction of nature and natural processes (for example, over harvesting forests and paving over critical wildlife habitat);
- 4. eliminate our contribution to conditions that undermine people's capacity to meet their basic human needs (for example, unsafe working conditions and not enough pay to live on).
- www.naturalstep.org



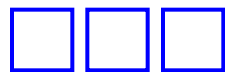
Supply Limited

- Supply limited instead of demand driven
- The rationale of environmental limits
- Carrying capacity
- Backcasting instead of forecasting
- Example: ultimate environmental thresholds



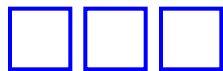
Ultimate Environmental Thresholds

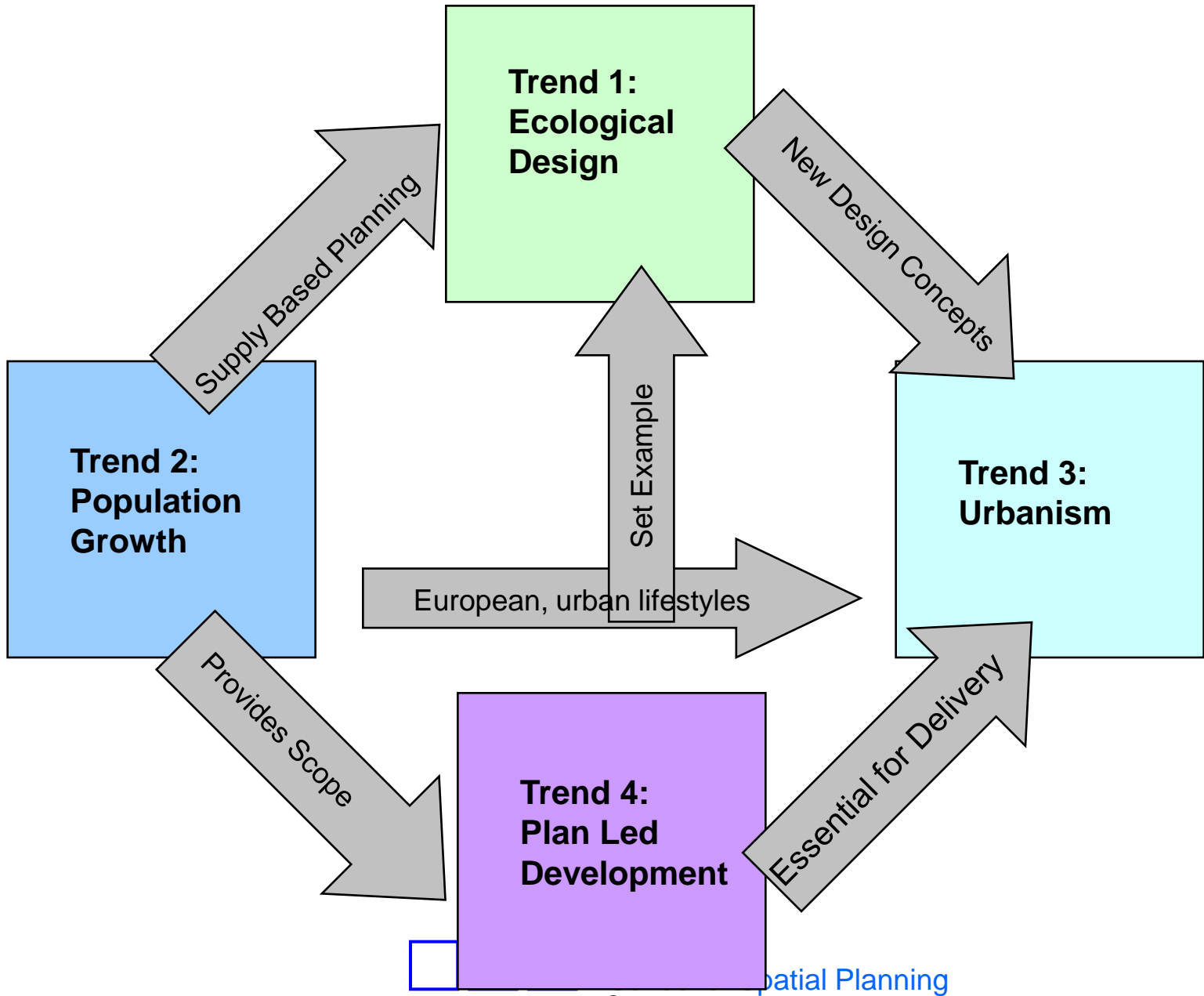
- Territorial: the area over which development occurs
- Quantitative: the level to which development can occur
- Qualitative: the type of development that is acceptable
- Temporal: the rate and time period over which development occurs



7 - Quality of the Built Environment

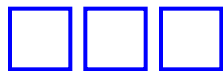
- Quality vs. quantity
- Urbanism
- Importance of design





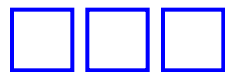
8 - Deregulation & Plan Led

- Dwellinghouse in Kilrush: 15
 - Standard condition
 - Occupancy condition
 - Finishes & materials
 - Floor level
 - Devt. Contribution
 - Roadside boundaries
 - Surface water (4)
 - Watermain (2)
 - Foul drainage
 - Landscaping
 - Underground services
- Apartments in Malahide: 15
 - Wheel cleaning
 - No occup. until services
 - Water & drainage
 - Street naming & numbers
 - Standard condition
 - Footpath construction
 - Television signals
 - Finishes & materials
 - Individual use of units
 - Construction work hours
 - Mgmt. company (2)
 - Devt. Contribution (2)
 - Bond



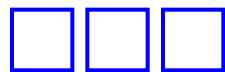
Deregulation: Less Conditions

- More planning is not always good or necessary
- The Market can allocate scarce goods effectively through price mechanism
- Test: are conditions always necessary?



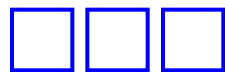
Libertarian Planning

- ...”There is a strong case for taking practical measures to cause the price mechanism to operate more efficiently. This means a framework of rules within which the decisions of the private owner are likely to agree with the public interest. Such a framework of rules is known as ‘town planning’ and is part of the effort to make the market mechanism more effective. It operates largely through its effect on the market and through the establishing of general conditions to which all development of a district or neighbourhood must conform. Within these conditions, decisions are left to the individual owner.”
- Hayek, F A (1960) *The Constitution of Liberty*, Routledge and Kegan Paul, London



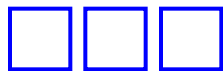
Conclusion: Back to Basics

- ...” *We will assume that a planned course of action which is selected rationally is most likely to maximize the attainment of the relevant ends and that therefore ‘rational’ planning and ‘efficient’ planning are the same*” (Meyerson, M and Banfield, E G, Politics, Planning and the Public Interest, 1955).



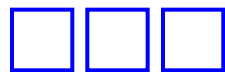
Back to Basics

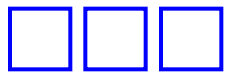
- **Individual** rationality (what is best for me)
- **Collective** rationality (what does the expert tell me is best for us)
- **Communicative** rationality (what do we think is best for us)



What do we need?

- Back to basics: planning is rational choice
- Integration between strategic and local planning (compliance)
- Plan led planning (NAMA offers opportunity)
- Deregulation where possible (conditions)
- Re-visit BRD
- Achieve democratic rationality
- Explore New Concepts





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