

The New Planning System

5 June 2015



Belfast
City Council

The Purpose of the Planning System

- The town and country planning system exists to regulate the development and use of land in the public interest.
- The public interest requires that all development is carried out in a way that would not cause demonstrable harm to interests of acknowledged importance.
- The central concerns of the planning system are to determine what kind of development is appropriate, how much is desirable, where it should best be located and what it looks like.

Three main Disciplines



- Development Management
- Enforcement
- Development Planning and Policy

Two tier system

DRD

Regional
Development
Strategy (RDS)
Regional
Transportation
Strategy (RTS)

DOE

Applications of
regional significance
Regional Planning
Guidance inc
Strategic Planning
Policy Statement
(SPPS)

DISTRICT COUNCILS

Determining Local
applications
Community Planning
Local Development Plans
incorporating:
• Plan Strategy
• Local Policies Plan

New Planning Authorities

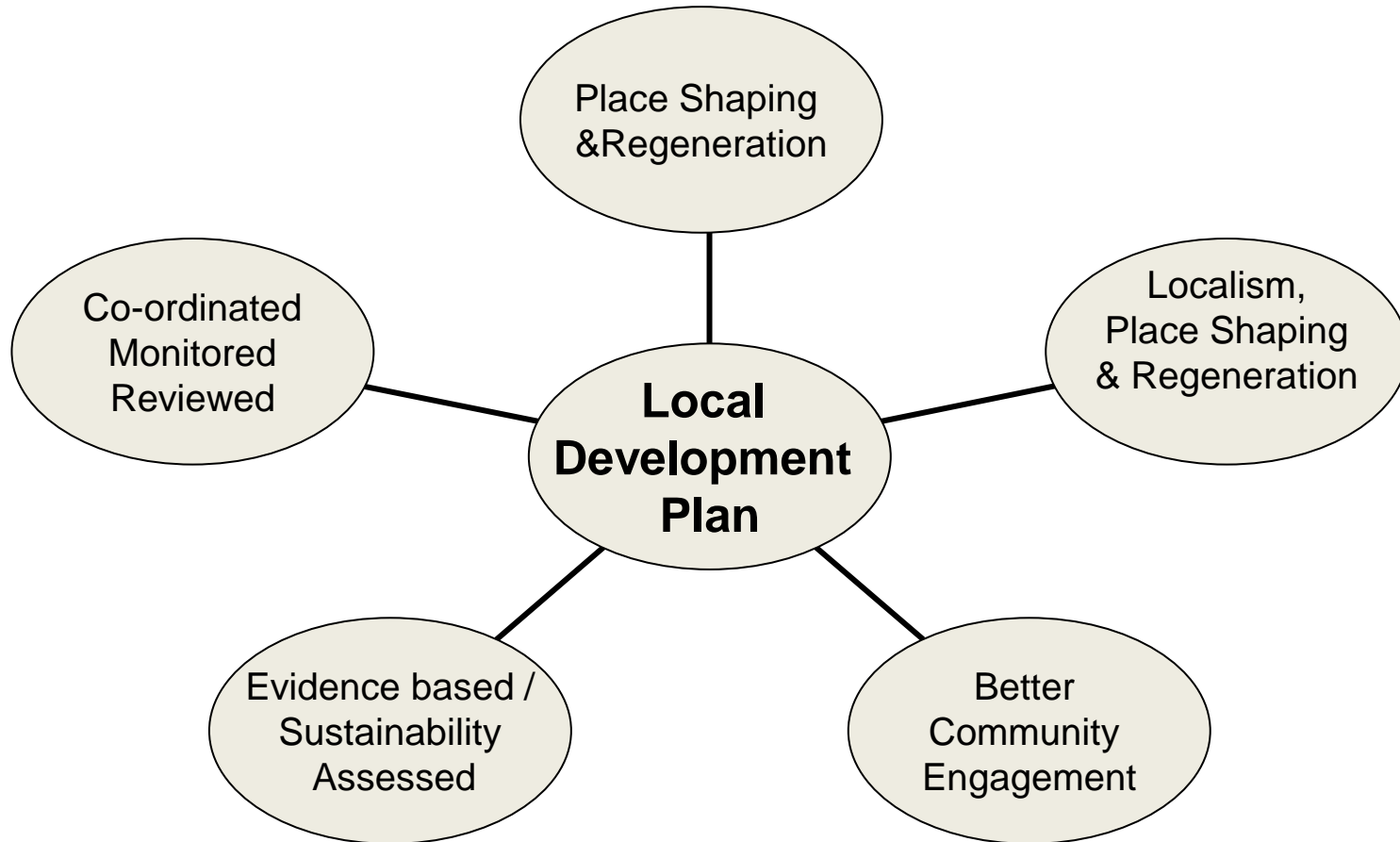
New local government districts

District Index

11 new local government districts

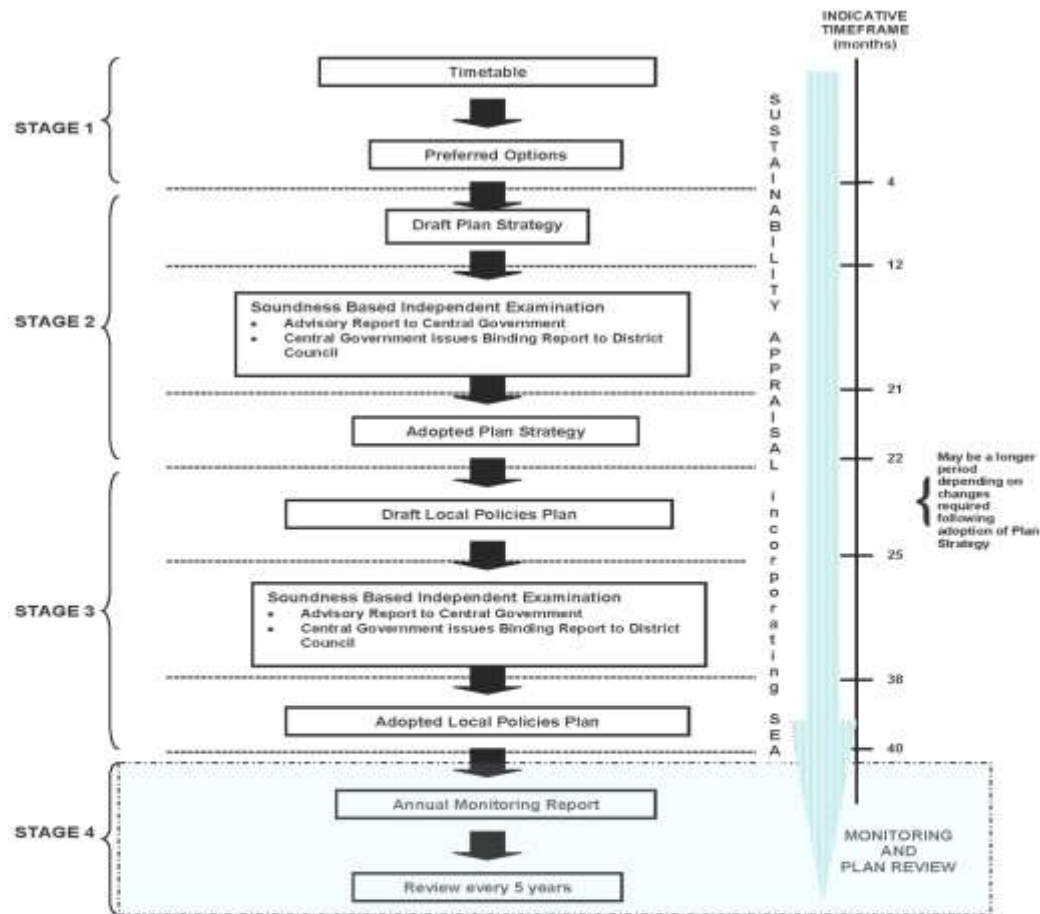
- Antrim and Newtownabbey
- Mid and East Antrim
- Armagh, Banbridge and Craigavon
- Belfast
- Causeway Coast and Glens
- Derry and Strabane
- Fermanagh and Omagh
- Mid Ulster
- Newry, Mourne and Down
- North Down and Ards
- Lisburn and Castlereagh

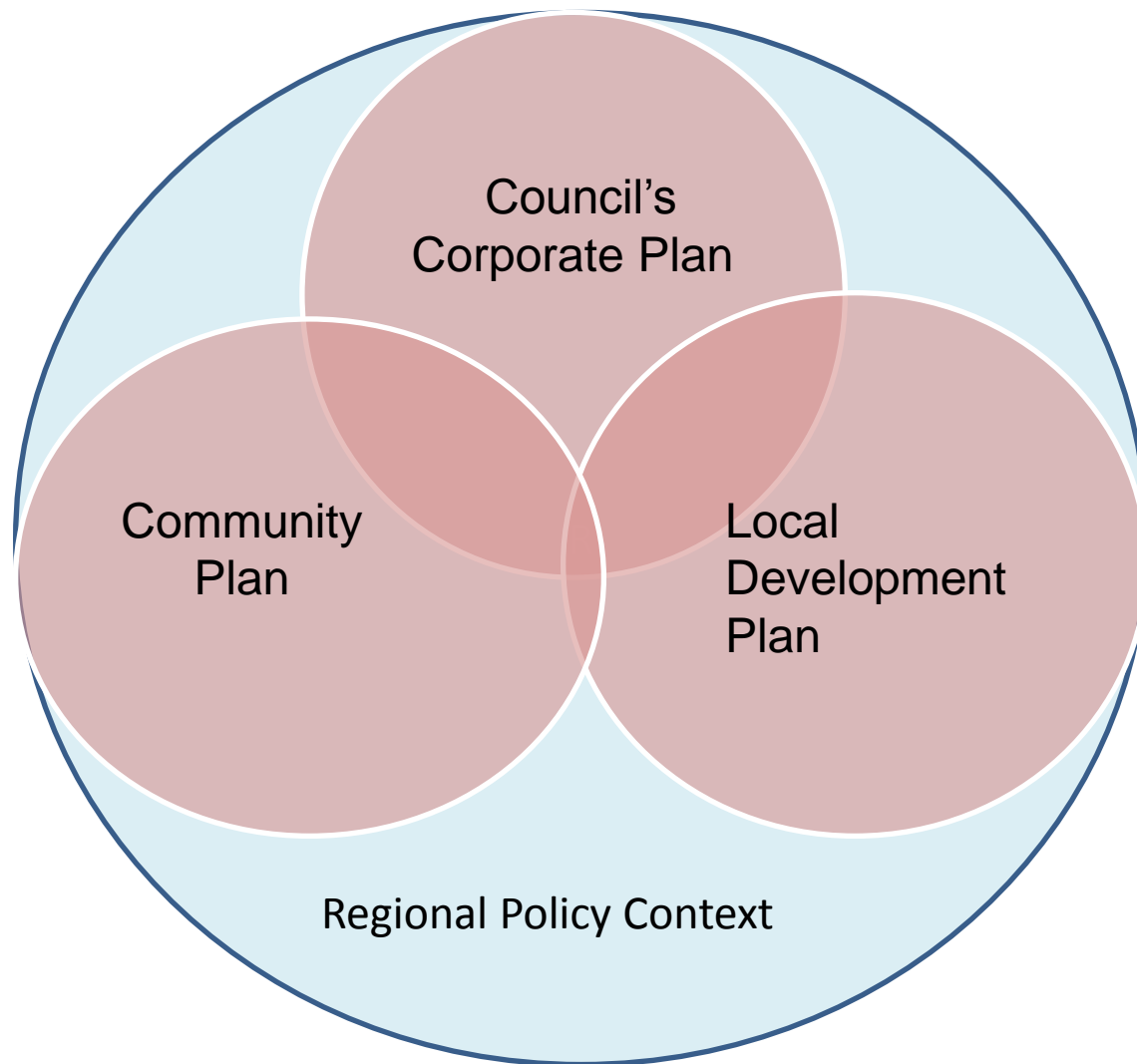




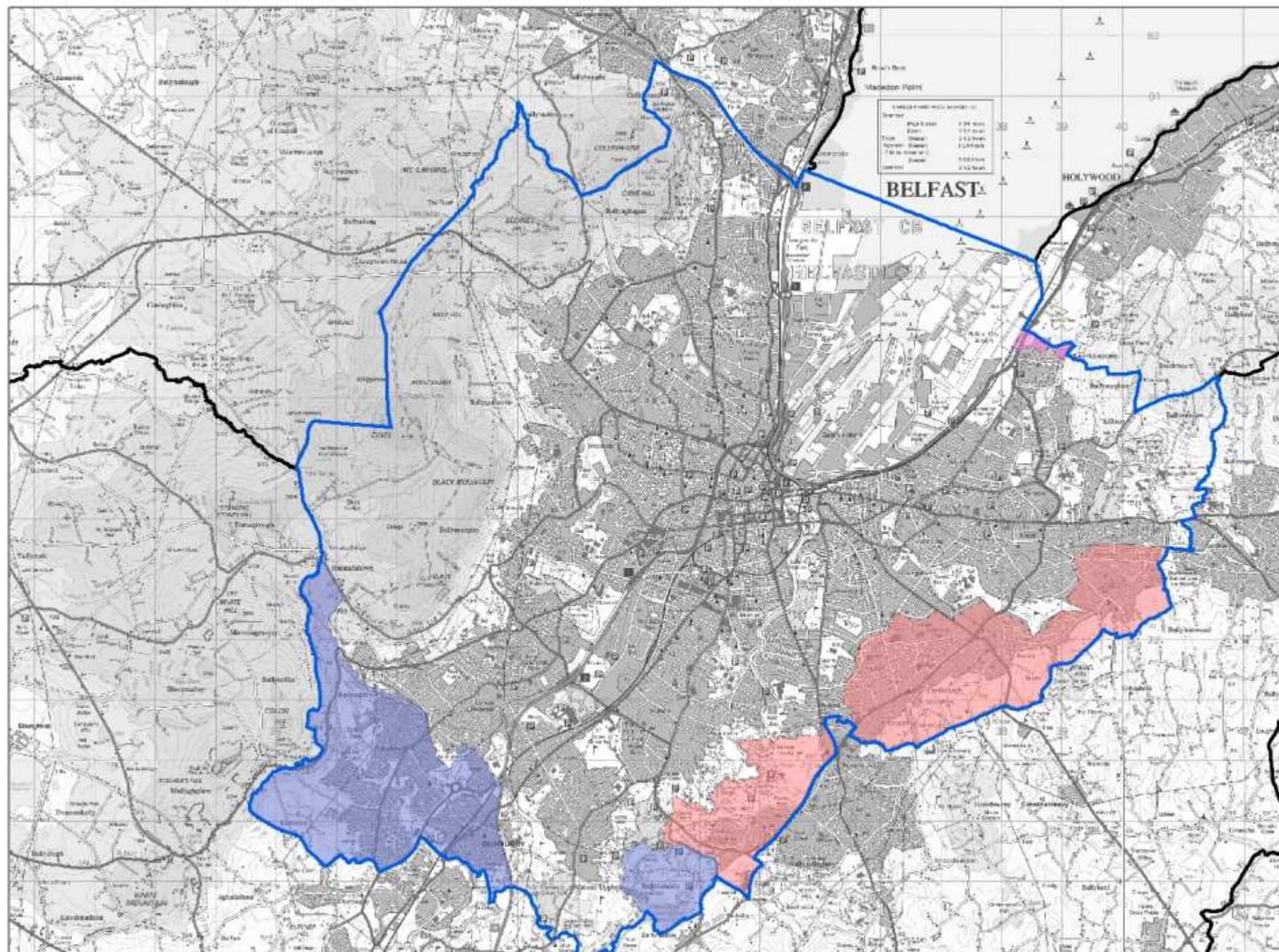
Local Development Planning

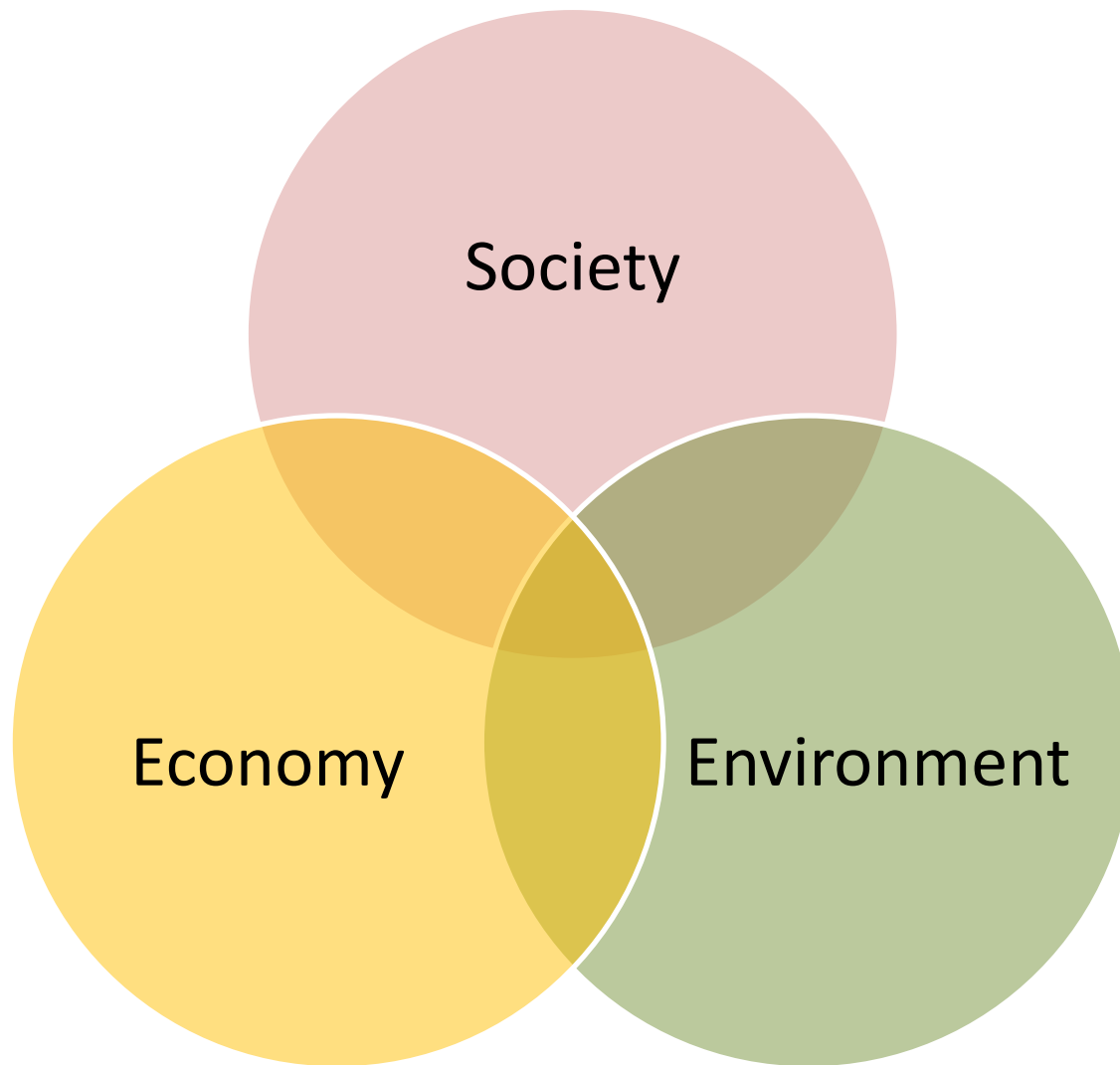
The Plan Production Process





The Community Plan





New Belfast Development Plan

The New Belfast Development Plan

SOCIETY

- Grow the population of the City of Belfast (RDS – SFG2) by zoning adequate housing land in locations served by public transport and repopulating the city centre.
- Strengthen community cohesion (RDS - RG6) by providing a mix of housing types and tenures in new developments
- Create and Enhance Shared Spaces
- Promote development and development patterns to improve education, health and wellbeing
- Direct regeneration to areas of disadvantage and social exclusion in Belfast including the commercial arterial routes.
- Protect and enhance existing open spaces, sports and recreational facilities.

The New Belfast Development Plan

ECONOMY

- Enhance the role of Belfast as the regional capital and focus of administration, commerce, specialised services and cultural amenities by zoning adequate land to improve the city's regional competitiveness (based on RDS – SFG3).
- Develop an integrated and inclusive transport system to improve Belfast's external and internal connectivity.
- Promote a sustainable approach to the provision of tourism infrastructure (RDS - RG4).
- Create the Region's Learning and Innovation Centre (Urban Strategies).
- Manage the retail offer (Urban Strategies) of the city centre and encourage mixed use development that enhances the city's cultural and leisure sector.
- Encourage high standards of design to make Belfast a more attractive place for investment, visitors and residents.

The New Belfast Development Plan

ENVIRONMENT

- Protect and enhance the quality of the setting of Belfast City and its environmental assets (RDS SFG5)
- Conserve, protect and, where possible, enhance our built heritage and our
- Natural environment (RDS RG11).
- Manage our waste sustainably (RDS RG10).
- Create a green, walkable, cyclable Belfast (Urban Strategies).
- Reconnect the city with the River Lagan (Urban Strategies Project).
- Further the conservation of biodiversity & natural habitats (NI Biodiversity Strategy).



City of Amsterdam

Amsterdam Pocket Atlas

I amsterdam.

The main road network makes the city accessible to external motor traffic from outside the city and traffic between city districts. Through traffic is concentrated on the most appropriate roads to lessen noise and enhance road safety, making the city more liveable. Alternative means of transport like cycling, walking and public transportation are encouraged. Park and Ride facilities stand at strategic points of entry to the city, connected to the national trunk roads and the main routes from neighbouring municipalities as well as the local public transport network, easing the switch between modes of transport.

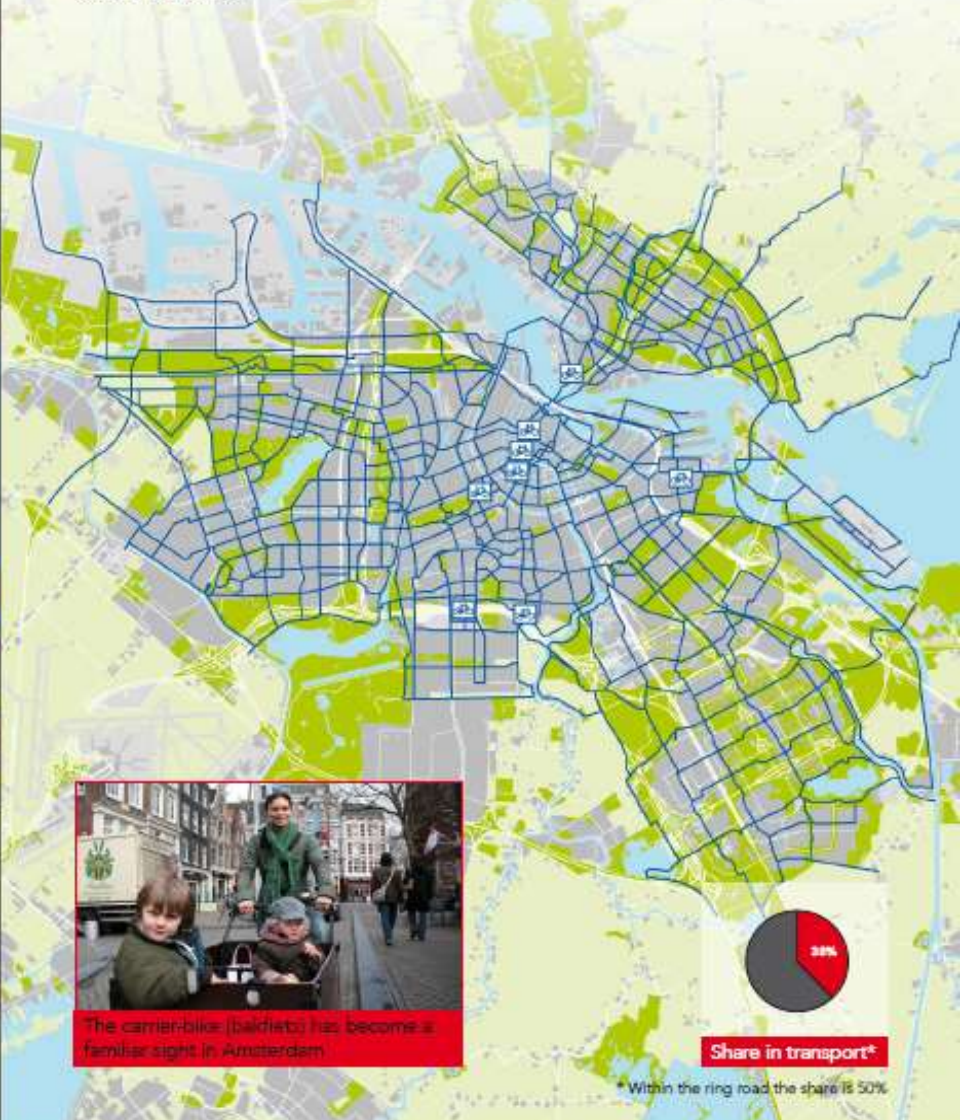


Share in transport



The Zeeburg P+R is right next to the new U-borg tram line

Amsterdam boasts an intricate and busy web of cycle paths. For inner city mobility the bike is by far the most popular means of transport, contributing to a reduction in the number of car journeys. Improved comfort and safety for cyclists is essential, so the newest cycle paths have lanes separated from motor traffic. The number of secure bicycle storage facilities (34) is being substantially increased at public transport hubs and stations, including reserved space for the larger carrier-cycles increasingly used as toddler transport.



The carrier-bike (baldrie) has become a familiar sight in Amsterdam

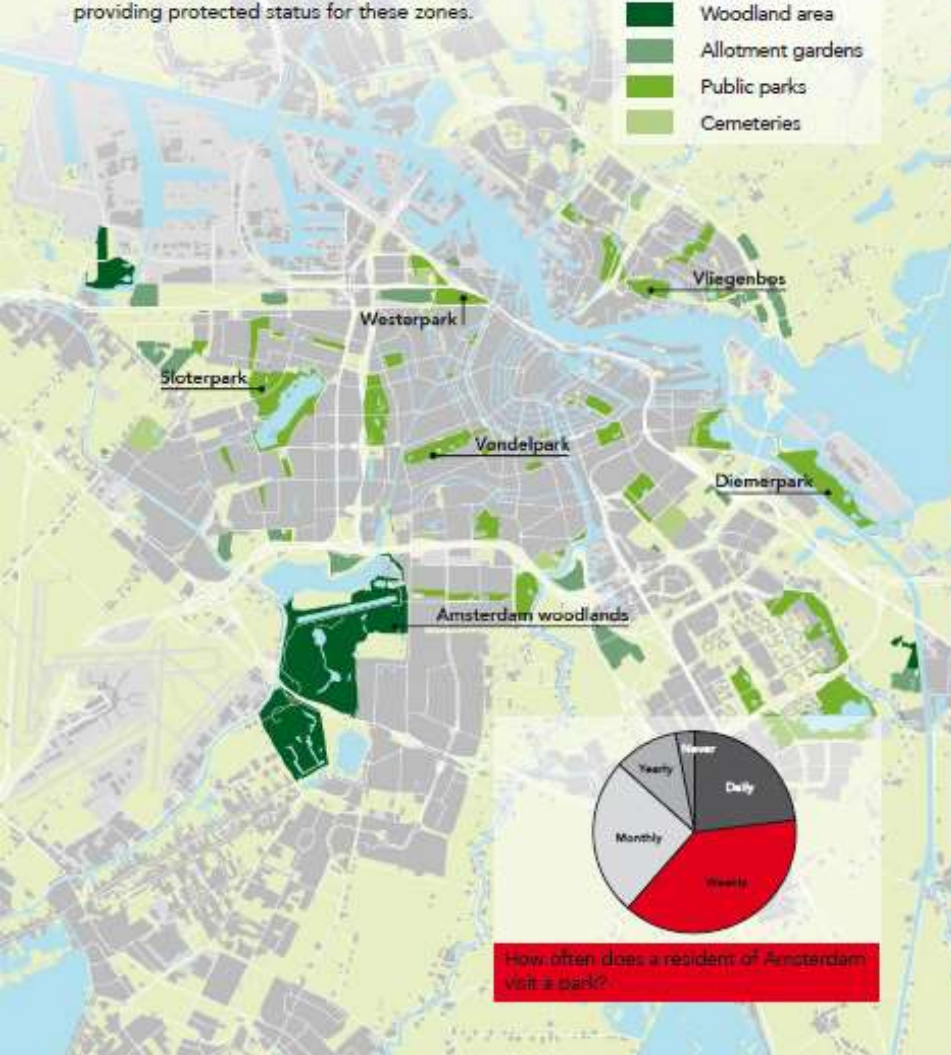


Share in transport*

* Within the ring road the share is 50%

The city has many urban parks that are used for dog walking, running, public events and relaxation. Recent research shows that Amsterdam's parks are gaining in popularity as they become more intensively used. Young creative people increasingly use parks for work and play. Well aware that green space provides the city with a more livable and attractive public space, Amsterdam is currently increasing the number of 'pocket parks', small oases of green space established on vacant lots and undeveloped corners in the city. These new little parks provide residents with an oasis of calm in the close vicinity and elevate the quality of the locale. The most important green elements in the city are pinpointed in the Main Green Structure, providing protected status for these zones.

- Woodland area
- Allotment gardens
- Public parks
- Cemeteries



The possibilities for the further expansion of Amsterdam within its municipal boundaries are limited. The city is wedged between the protected green zones of the Green Heart to the south and rural Waterland to the north. The city is also faced with the challenge of limited space within its current footprint. The noise-nuisance contours around Schiphol Airport limit the opportunities for urban expansion to the west. Attempts to turn parts of the Western Harbour District into a more diverse area are hindered by restrictions imposed by industrial activities. Amsterdam has therefore opted for a strategy of densification of its existing urban fabric, though not simply out of necessity; high densities are also a means to ensure a sustainable and attractive city life.



5 A sustainable, healthy city

Sports

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Sports are an integral component of city life, made visible by the numerous sports parks plus the various playgrounds and public skate ramps. Runners choose their own paths through the city as do cyclists in the wider green spaces of the region. The value of sport is far greater than physical exercise alone; it contributes to social cohesion, health and integration. The city is therefore investing in infrastructure that facilitates elite as well as grassroots sports. The two are closely associated: the top of the pyramid inspires the base and grassroots organizations supply the elite athletes of the future. The city aims to strengthen such synergy, an ambition underlined by its support for the 2028 Olympic Plan. In 2016 an outstanding sports infrastructure and talented athletes will underpin Amsterdam's bid to host the Olympics.

Sports Axis

The city's encouragement of sport is the focus at the Sportas or 'Sports Axis', a concentration of high-class sports facilities, including the Olympic Stadium, Sporthallen Zuid, Frans Otten Stadium, Bosbaan rowing course and Wagener Stadium. Facilities for grassroots sports such as soccer, tennis and hockey, and the proximity of the Amsterdamse Bos woodland park make the area even more diverse.

International sports venues

- 1 Oostmeersportpark (athletics)
- 2 Sloterparkbad (swimming)
- 3 Velodrome Sloten (cycling)
- 4 Frans Otten stadium (tennis)
- 5 Sporthallen Zuid (basketball)
- 6 Sporthallen Zuid (volleyball)
- 7 Olympic Stadium
- 8 Bosbaan (rowing)
- 9 Wagener stadium (field hockey)
- 10 Jaap Edenbaan (speed skating)
- 11 ArenA (football)

Food has an important effect both on people and the environment through production, transport, processing and consumption. Large cities with their wide, dense and diverse consumer base are crucial in the production chain. Quality and sustainability of a diverse and fair supply of food needs to be safeguarded, prospering by close interaction between urban and rural environments, markets and consumers, and producers and logistical companies.

Food Center Amsterdam (FCA) is an area of 260,000m² for businesses solely operating in food wholesale. The city council's ambition is to arrive at a sustainable and economic redevelopment of the FCA site.

-  Restaurants serving organic food
-  Organic food shops
-  Organic markets

Food Center Amsterdam



Many people find their way to the organic food market

Amsterdam has a tradition of collecting data about flora and fauna dating back to the 17th century. The city is the natural habitat of many species. With its rural green areas penetrating deep into the city, its diverse array of parks and its many lakes and waterways, Amsterdam is a place with much to offer bird, animal and insect life. But monofunctionality and the urban spread threaten many species. Amsterdam will take up its responsibility to sustain biodiversity. The map shows the density of biodiversity in the city's green spaces – the darker the shading, the greater the diversity. Protected waterside plants are indicated in red.



Biodiversity fostered by interaction between city and nature

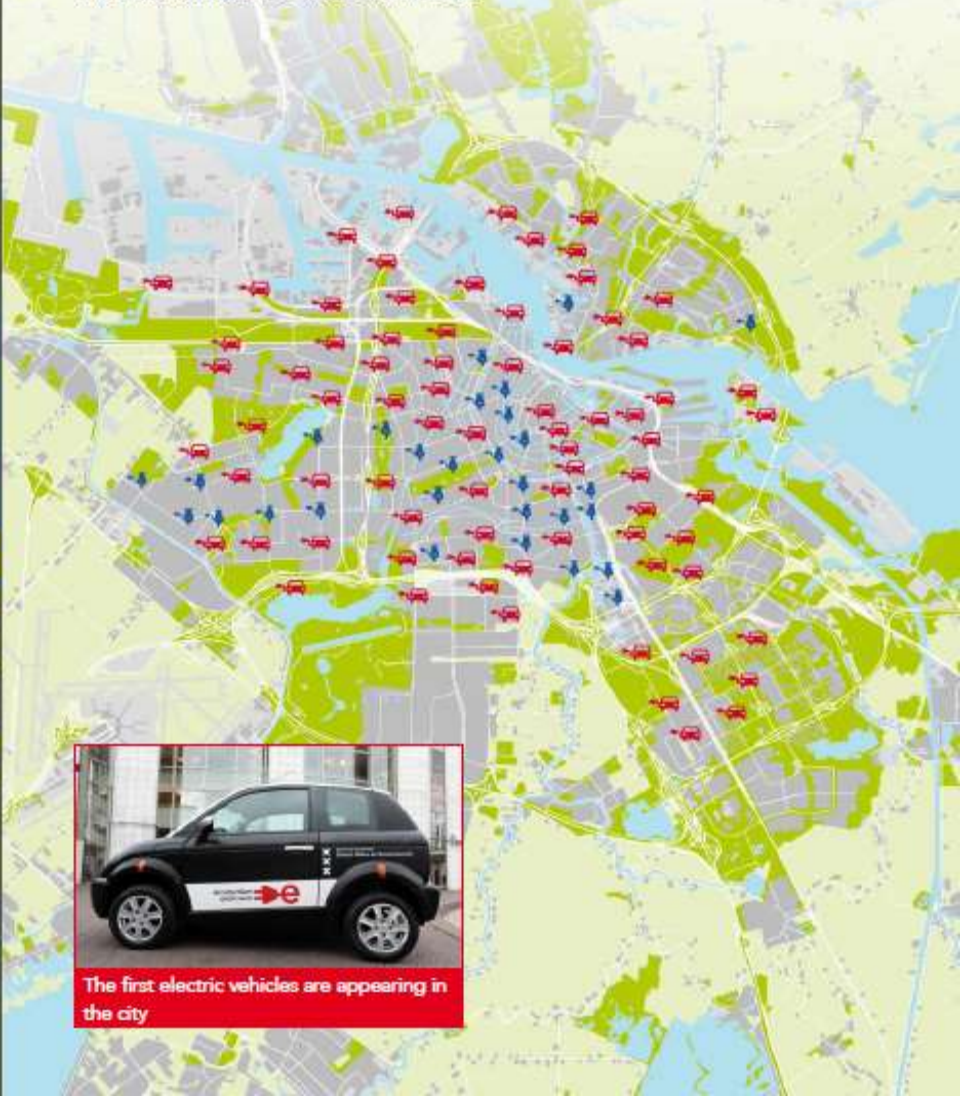
Amsterdam has great faith in the future and acknowledges the importance of sustainability in its ambitions. Much of the city's energy comes from farms of new wind turbines in the harbour area and the Waste-Fired Power Plant run by the Waste and Energy Company (AEB), the largest waste incineration and power generation facility in the world. To reduce energy consumption, Amsterdam has introduced district heating, to supply homes with heat generated by power plants and waste treatment plants, reducing CO₂ emissions by up to 80%. Summer heat and winter cold are collected and stored in large underground reservoirs for use in the heating and air-conditioning systems of offices and public facilities.



Wind turbines are a dominant feature of Amsterdam's harbour skyline

The AEB turns
4,400 tonnes of waste into
125 MW of energy per day

Amsterdam wants to be a pioneer when it comes to innovative and sustainable mobility. There is broad consensus in the city that electric transportation is one of the keys to improving air-quality as well as providing a boost to the economy, to innovation and to becoming a more quiet and livable city. Several car producers have chosen Amsterdam to launch their new electric vehicles in the coming years. Amsterdam expects all kilometers driven in the city to be electric powered by 2040. In order to promote this target 10.000 charging points for cars (🚗) and scooters (🛵) will be available across Amsterdam in 2015.



The first electric vehicles are appearing in the city