

Is our planning, housing and property development system fit for purpose?

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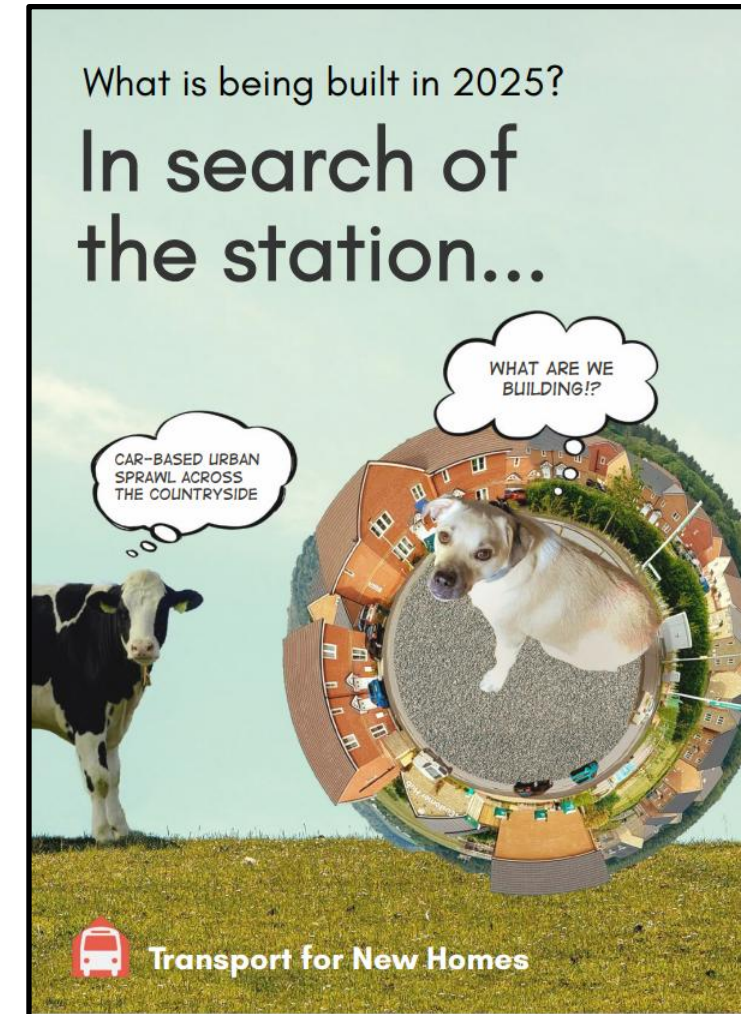


There is a broad consensus that the system is not fit for purpose



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- Answers depend on what should be the balance of objectives are in guiding land-use and development
 - social, environmental, and economic goals
 - Aims such as vibrant communities with adequate housing and amenities, protecting and enhancing the natural and built environment, and ensuring sustainable economic development and efficient transport systems
- Criticism of the system tends to focus on:
 - Complexity, delay and hence cost
 - The impact of under-resourced planning authorities
 - Failure to deliver sufficient housing
 - Lack of focus on sustainability
- The *Planning and Infrastructure Bill* aims to address some of these



What is going badly?



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- Traffic generation on the fringe of towns and on the wider road network
- Drive-to destinations are increasing in tandem with new housing and roads, drawing people out of town and competing with town centres.
- A lack of new local rail stations, let alone trams, to support large-scale housing, as part of transit-oriented development
- Insufficient bus friendliness with the layout, access and location of most greenfield sites not easy to serve by bus and population density too low to provide sufficient usage
- Local centres and promised 'high streets' have often not appeared, rather there tends to be large-scale car-based retail and hospitality accessed off major roads
- Parking dominates the public realm in many greenfield sites
- Many urban extensions were not properly joined to their parent towns by safe and convenient overlooked streets.
- Walking and cycling provision might exist within new developments, but where housing was built in the context of fast roads and roundabouts, separate from any wider network



What is going well?

- Smaller developments integrated into the fabric of the existing urban area seemed more successful in terms of walking and use of the town centre, and many brownfield sites were vacant and ready for building this way
- Less land taken up by parking in the large urban regeneration schemes
- Higher density apartments where built gave sufficient population to make public transport, shops and cafes viable
- New stations or improved stations, and good bus provision was available to many of the new developments in London
- Instances of new transport infrastructure coordinated with new housing, that is transit-orientated development, such as housing areas near Cambridge with the busway



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How the planning system often fails to deliver sustainable transport



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- Transport tends not to be an important part of local or regional plan making
- The emphasis is instead on housing numbers and strategic sites
- The NPPF has some good words on sustainable transport and locations that enable opportunities for a choice of modes
- However with high 'housing need' targets requirements often in places that have little public transport in place, this is difficult to arrange
- Developers put forward land for building dotted here and there as part of a call for sites, rather than sites concentrated and arranged along future public transport corridors
- The planning system inadvertently pushes new homes into places that are by their very location, car dependent
- New estates are still being built around the car

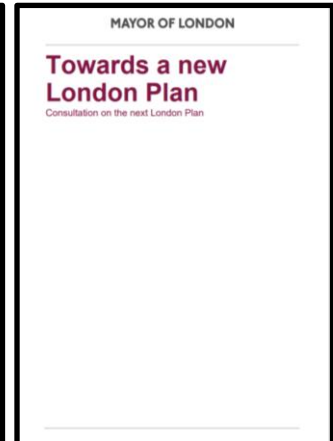
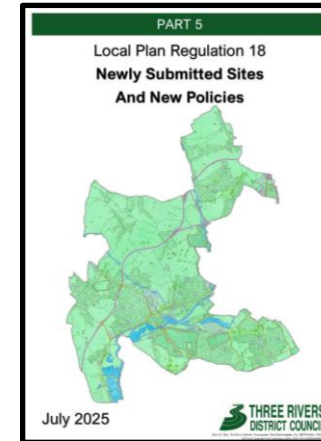


In short, transport principles of good growth are often rather neglected in planning



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- We'll be able to see how many influence plans for the new towns
 - Discouraging car travel: Car-free and car-lite places
 - High-density, mixed-use developments
 - Efficient freight and logistics
 - Prioritising sustainable modes: people have a meaningful choice to walk and cycle
 - Inclusive, accessible design
 - Public transport frequency and hours of operation
 - Good access to public transport



The vision for Crews Hill

Where London meets Nature...
Crews Hill will become a sustainable and healthy new community at the edge of London, comprising new family homes and a range of local services and employment opportunities. Building on the area's horticultural and agricultural history, this distinctive new place will benefit from enhanced transport connectivity to the city alongside access to re-wilded rural landscapes, and will set a new benchmark for 21st Century urban life in the capital.

- Shaped by environment, heritage and nature**
Re-imagining the urban edge to London, restoring eco-systems and supporting access to sport and recreation and sustainable eco-tourism. Celebrating heritage and setting a new benchmark for Green Belt planning.
- Healthy and thriving communities**
New neighbourhoods integrated within the area's horticultural and agricultural fabric will provide high quality, tenure diverse homes with a focus on families, affordability and access to local community facilities.
- Served by jobs and community facilities**
Introducing a hierarchy of local centres in walkable locations, anchoring each new neighbourhood and creating the conditions for business creation, growth and relocation to support and enhance local economies.
- Connected and accessible**
Forming an intricate and extensive network of safe and accessible routes for walking and cycling and benefiting from enhanced public transport connectivity. A place of arrival into the borough's rural transformation area.
- Resilient and sustainable**
Embedding sustainability into everyday life. Promoting sustainable travel and measures to reduce emissions. A resilient approach to climate change through green infrastructure, natural systems and building biodiversity.

WHAT DO YOU FEEL IS IMPORTANT FOR THE NEW NEIGHBOURHOOD TO INCLUDE?

PRIOR ENFIELD PTNRS