



## Transport for New Homes

BRINGING TRANSPORT AND PLANNING TOGETHER

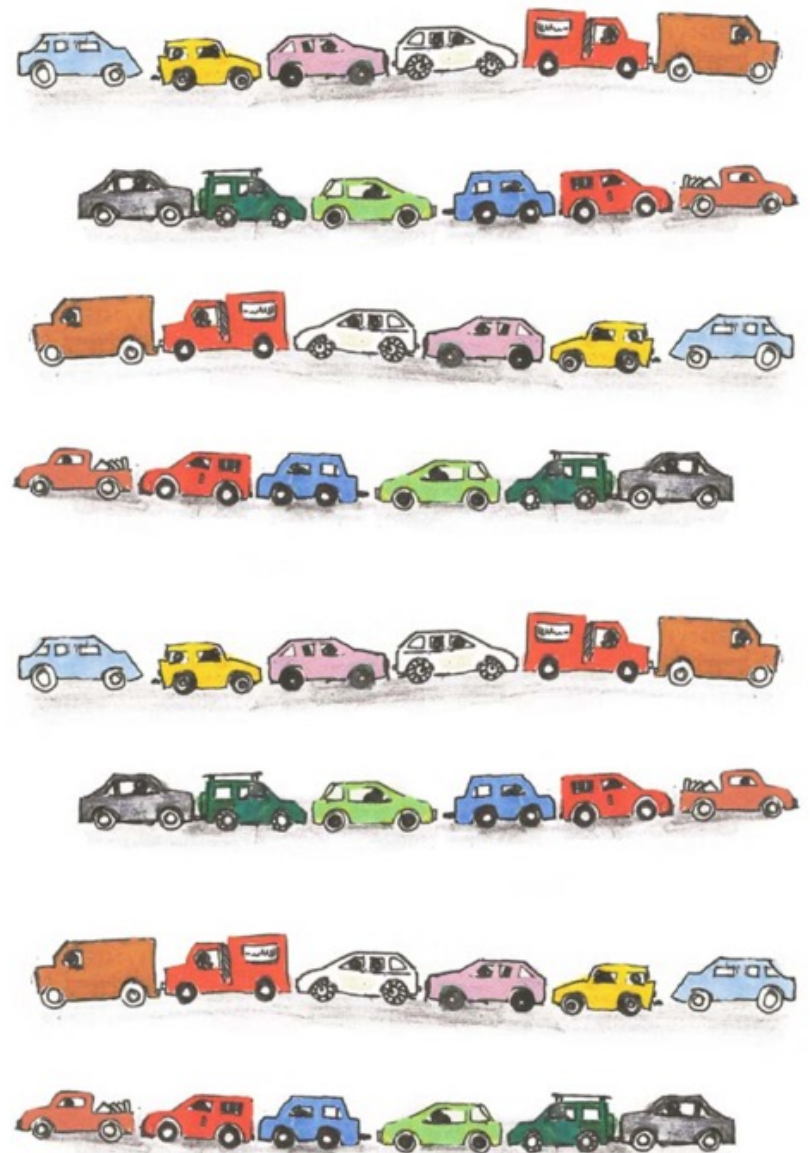
### What we do

- Promote planning new homes around sustainable transport
- Visit large-scale housing development and report on findings
- Review Local Plans, planning applications, transport assessments and masterplans



# Planning and transport

## Tackling car-dependent new housing



Not available here

# Trending now!

- Successive layers of car-based outer suburbs further and further out of town are being added
- Built around road systems
- Driving life-styles embedded
- Hundreds of thousands of future new homes risk being built to this model
- Wrong environment for public transport
- Viability of local shops, cafes, services challenged by low density, walking distances



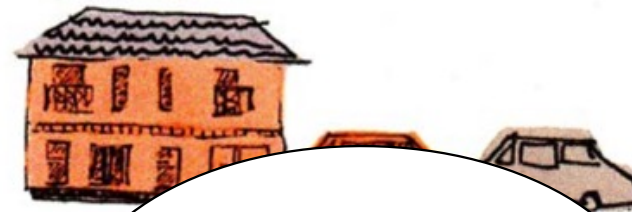
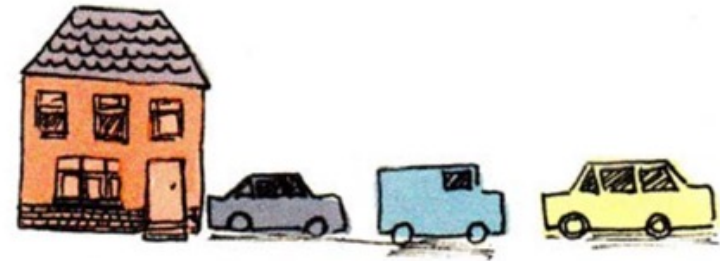
# How and why?

So why is this happening? What the planning machinery that gives us more sprawl based around roads and the car, US-style?



# We start with the government's housing algorithm

- Generates housing **baseline** 'target' for each LA area in England
- 100s of thousands of home to relatively rural LAs
- Algorithm does not take into account job density, public transport, biodiversity impact, water, brownfield sites etc. etc.
- Relates to specifically to *current housing stock* and the *ratio between the average house price and average workplace salary*.
- See [Housing need assessment](#) last updated Feb 2025.



In a world of AI and data, why is this simple algorithm being used to decide where to build?

The 'algorithm' lands a very large number of new homes in rural or largely rural parts of the country. Transport for New Homes have pointed out that these are often not good places for public transport. For example:

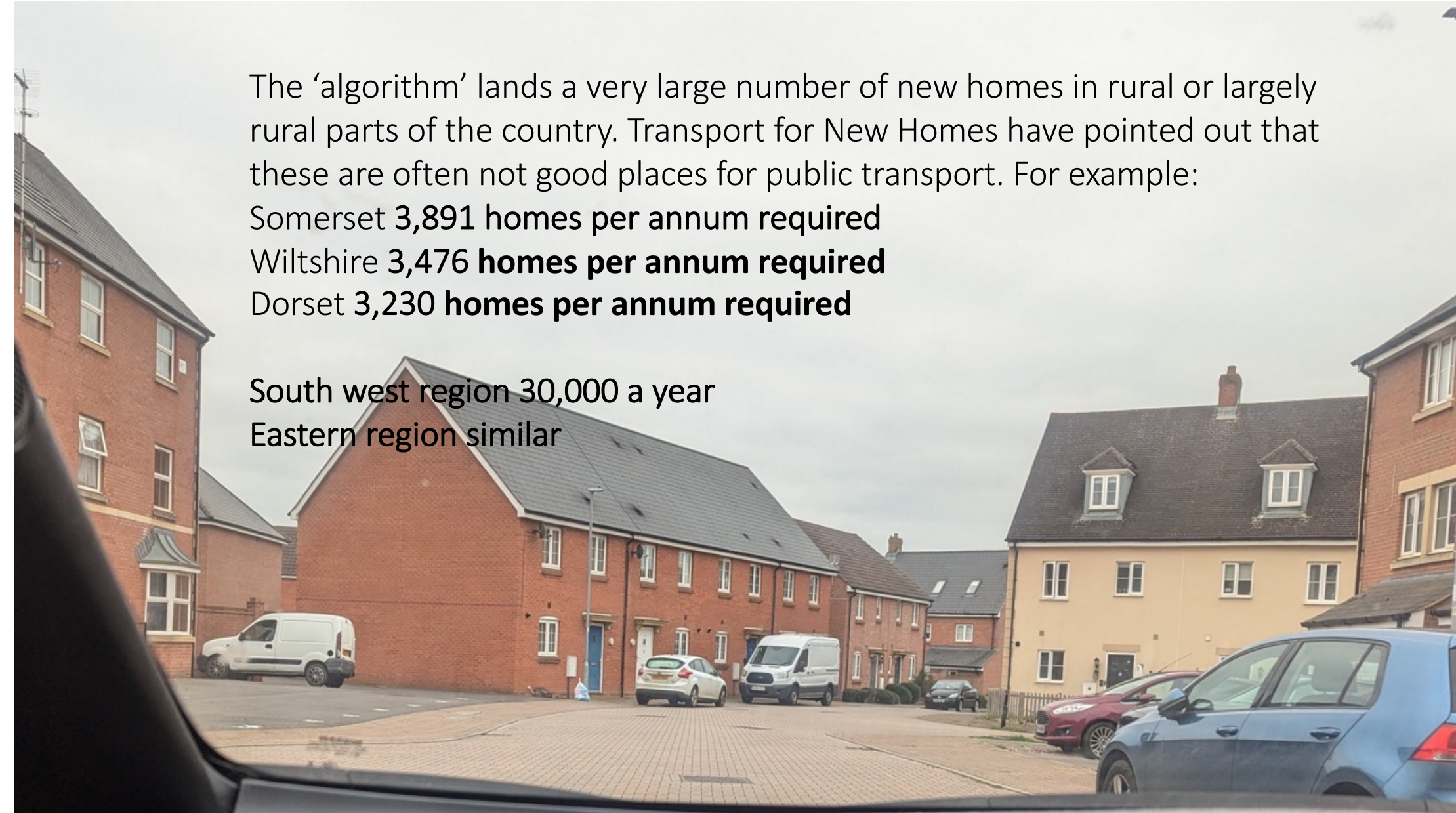
Somerset **3,891 homes per annum required**

Wiltshire **3,476 homes per annum required**

Dorset **3,230 homes per annum required**

South west region 30,000 a year

Eastern region similar





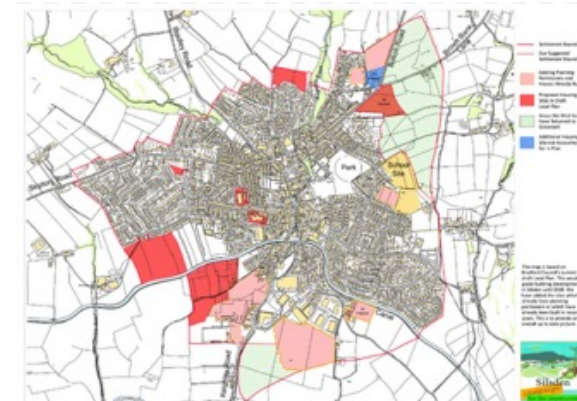
## The baseline 'housing need' forms the basis of the Local Plan requirement

- Blue-print for the Local Planning Authority area lasting around 15 years.
- Predominantly about land use (rather than about services or how places will work)
- Locations where housing will be, and guidelines of what might be built
- Aspirational policies on transport
- Chapter 3 of the [NPPF](#) sets out requirements for preparing a Local Plan

# There is a Call for Sites

Where to build the homes? There is a formal call for (reliable or deliverable) sites to build on. Promoters/ developers of land forward their suggestions, saying how many homes and when. The problem of dispersed car-based estates begins already to appear.

Sites submitted for inclusion are considered in the Housing and Economic Land Availability Assessment (HELAA) as a future supply of land which is suitable, available and achievable for housing and economic development uses.



# Site sifting

Deliverability is important. A few large but reliable sites are the best bet. In addition, smaller ‘windfall’ sites may come also forward.

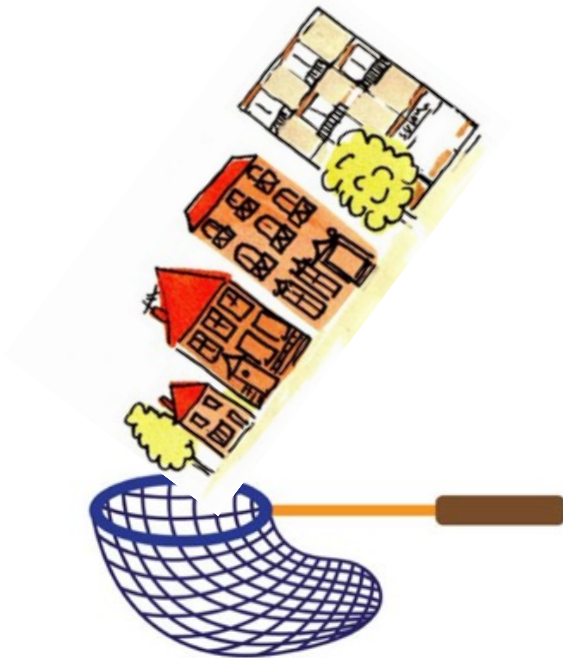


Table 2: Stage 2A - Site Assessment Example

Ref		Accessibility	Flood Risk	Heritage	Landscape	Traffic
524	Broadway Farm	Yellow	Green	Yellow	Green	Yellow
543	Off A342 and Sleight Road	Yellow	Yellow	Yellow	Yellow	Yellow
544	Off A342 (behind Fox & Hounds)	Green	Green	Yellow	Red	Yellow
550	Land to the south of Roundway Hill Farm	Yellow	Green	Yellow	Red	Red
624	Land to the east of Windsor Drive	Yellow	Green	Green	Yellow	Yellow
662	Land Adjoining Lay Wood	Yellow	Green	Green	Yellow	Yellow
806a	Land to the South East of Devizes	Yellow	Yellow	Yellow	Red	Yellow
806b	Land to the South East of Devizes	Yellow	Yellow	Yellow	Yellow	Yellow
1085	Former Dunkirk Hill Farm	Green	Green	Yellow	Red	Red
2090	Dunkirk Hill Farm	Yellow	Green	Yellow	Red	Yellow
3115	Land at Hillworth Road	Yellow	Green	Yellow	Red	Yellow
3211	Land bottom of Dunkirk Hill	Yellow	Green	Yellow	Red	Red
3259	Greenacre Nursery, Green Lane	Yellow	Green	Yellow	Green	Yellow
3374	Caen Hill Farm, Whistley Road	Yellow	Green	Green	Green	Yellow
3614	Land at Roundway / Hopton Industrial Estate, Devizes	Yellow	Green	Yellow	Red	Red
549a	Land to the North East of Roundway Park	Yellow	Green	Yellow	Red	Red
549b	Land to the North East of Roundway Park	Green	Green	Yellow	Yellow	Red
693a	Land at Coate Bridge 1	Yellow	Green	Green	Green	Red
693b	Land at Coate Bridge 2	Yellow	Green	Green	Green	Yellow

Successful sites go into the **Issues and Options Consultation** which includes many 'topic papers'.

I expect the Transport Topic Paper will explain about the option of **trams!** That's so exciting...



Comments need to be properly articulated and evidenced and there is a lot to read...you will need a team for the job.



Hummm...we need some expert advice here, and proper submissions of a technical nature.

Spatial vision and strategic objectives  
Site allocations  
Policies Map. Sustainability Appraisal (SA)  
Environmental, social, and economic impacts of the plan  
Reasonable alternatives  
Housing Needs Assessment  
Employment Land Review  
Retail/Leisure Needs Study  
Infrastructure Delivery Plan  
Transport Assessments  
Flood Risk Assessment  
Viability Assessment  
Open Space Strategy  
Duty to Cooperate Statements  
Statement of Community Involvement (SCI)  
Annual Monitoring Report:  
Housing trajectory and housing delivery (including the 5-year housing land supply)

## National Planning Policy Framework and Planning Practice Guidance to argue your case.

We do have a vision. Our vision is 2,700 new homes on 150 hectares off the new bypass. People will mostly work from home and get drone deliveries, with parking on average for 2 cars per home.



*'Significant development should be focused on locations which are or can be made sustainable through limiting the need to travel and offering a genuine choice of transport modes.'* ???!!



*'The vision-led approach will 'identify transport solutions that deliver well-designed, sustainable and popular places...*

*...realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated'.*

# Follow through with further representations at the Regulation 18 and 19 stages

- Regulation 19 is the final draft of the plan.
- Representations made are forwarded directly to the Planning Inspector.
- You must tick the box to say your group will attend the public inquiry if you wish to speak and be involved in the discussion.

Put in a representation on time, otherwise you will be left out of the picture



We have formed an alliance of local groups to comment on the Plan.



# You can pose questions to highlight your concerns.

- Whether the housing locations are sustainably located and at the right density and urban form to support local and viable amenities on site, and frequent high quality buses?
- Whether the Infrastructure Delivery Plan identifies station upgrades and potential new stations, cycle networks, or proposed tram and light rail routes to support the large-scale housing sites?
- What evidence is there that vision-led approach is enshrined in the choice of housing allocations?
- Who will fund public transport improvements, and are agreements with transport providers in place?



# Finally....a Planning Inspector Calls

- Eventually the Local Plan goes before His Majesty's Planning Inspectorate at the **Examination in Public or EIP**.
- Those promoting land for development will likely have their legal team present to support their case.
- You might support the council if appropriate.
- Tested for legal compliance and 'soundness' – whether the plan "positively prepared, justified, effective and consistent with national policy"



Get to know the programme officer early on and follow all procedures and submission deadlines!

The Inspector will have questions for different sessions to focus the discussion. You need to have time and capacity to submit answers and be prepared to discuss around the table. The procedure is very formal.

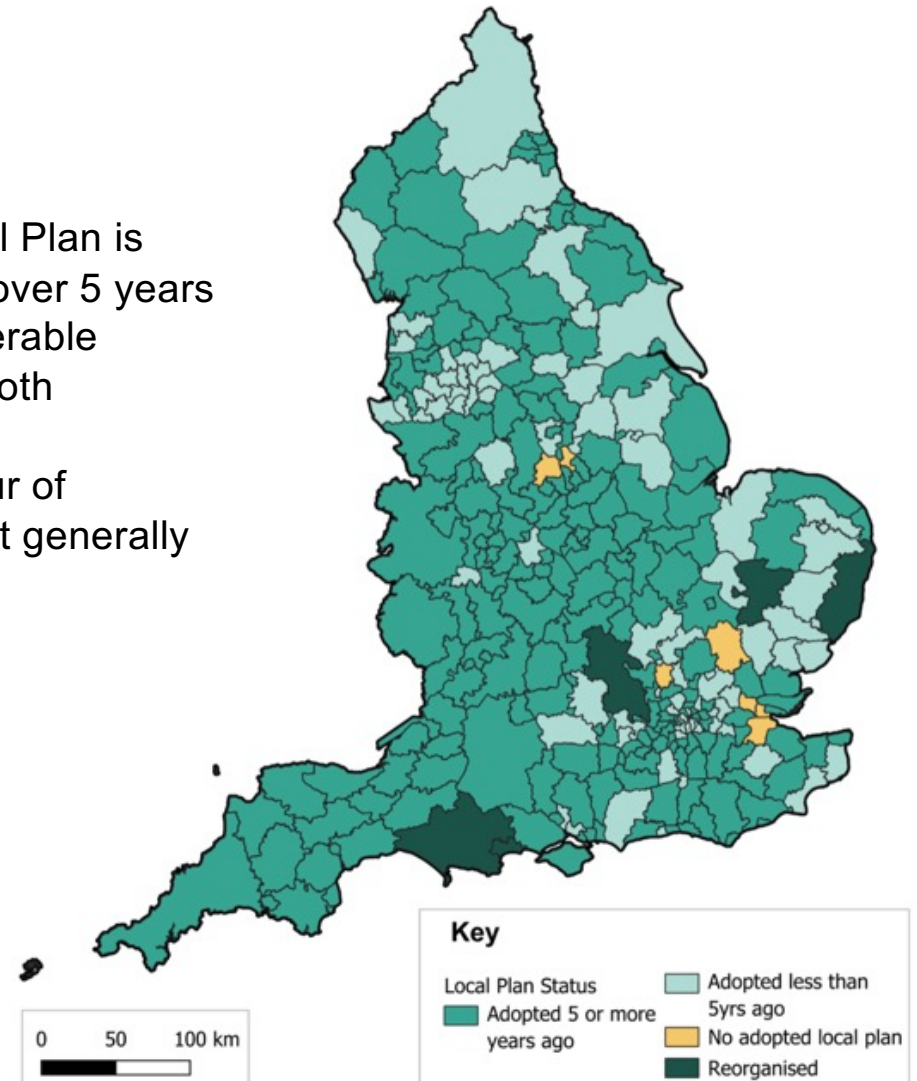
## Local Plan Coverage (August 2025)

Produced by Development Plans Division, MHCLG

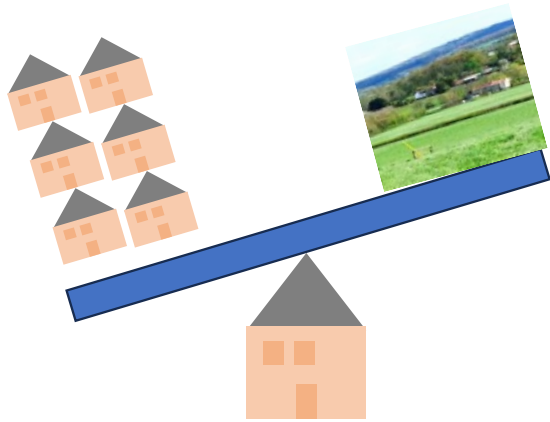
### Adoption of the Plan

- After the EIP, major and minor modifications by the Inspector if needed, the plan is (eventually) adopted.
- Outline planning applications for strategic sites in the Plan

Under the NPPF, a Local Plan is treated as out of date if over 5 years old, and no 5-year deliverable housing land supply. If both conditions are true, the presumption in favour of sustainable development generally applies.



## And if the plan is out of date, another door may be open for developers...



*The presumption and the  
Tilted Balance*

**If ..**

Where a Plan is out of date,  
the housing trajectory low,  
or the five-year housing land  
supply falling short ...

**Then**

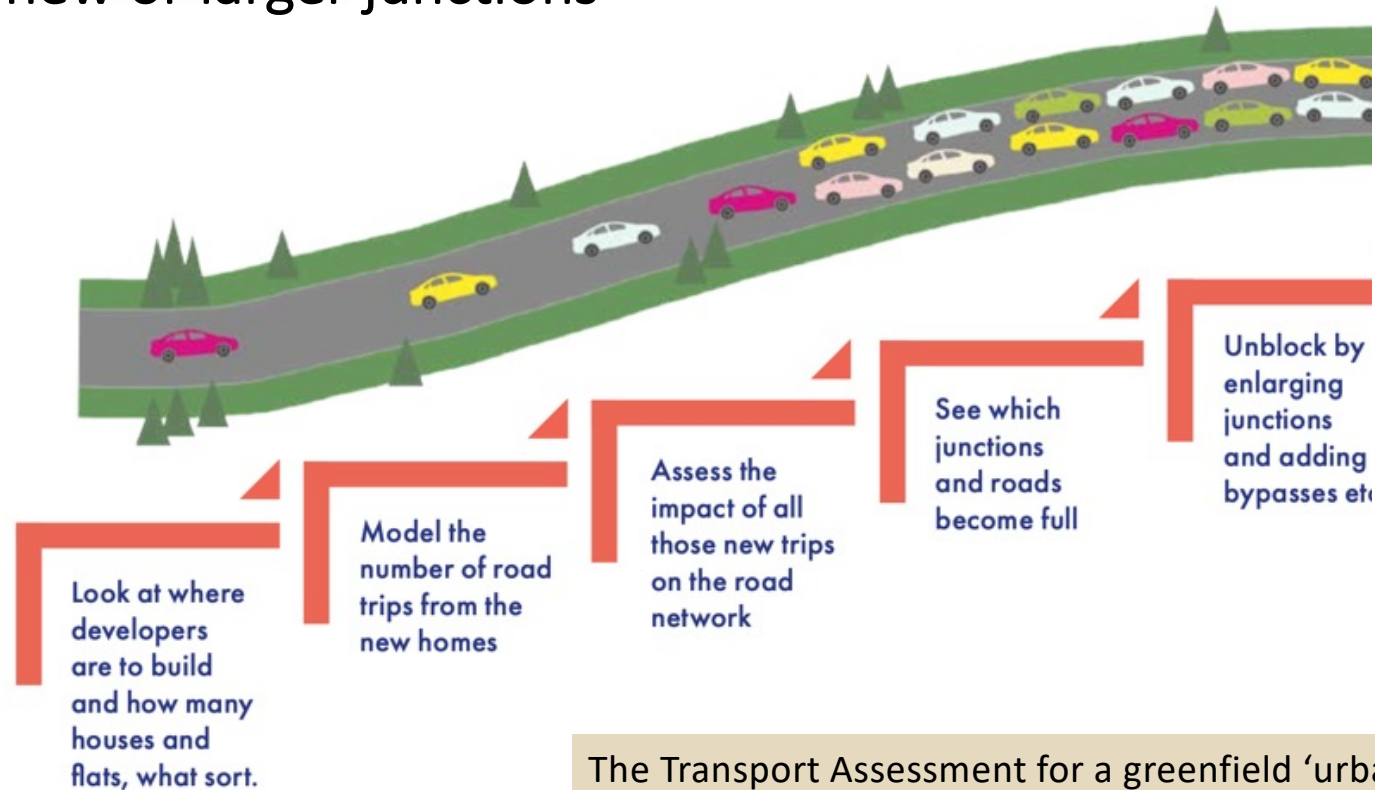
the NPPF moves towards the  
presumption of (sustainable)  
development.

Developers can therefore put in an outline planning application for a very large housing site not in the Plan

- Selwood 'Garden Community'
- Not in the Local Plan
- 1,700 homes on roughly 1 km countryside near Frome, accessed primarily from the bypass; over 4,000 parking spaces for the cars.
- Poor public transport in the area
- Hundreds of documents by consultants paid for by the developer as many environmental impacts
- Refused by Somerset Council
- Called in by Secretary of State
- Public Inquiry – Somerset CC forced by cost of legal participation to be 'neural'

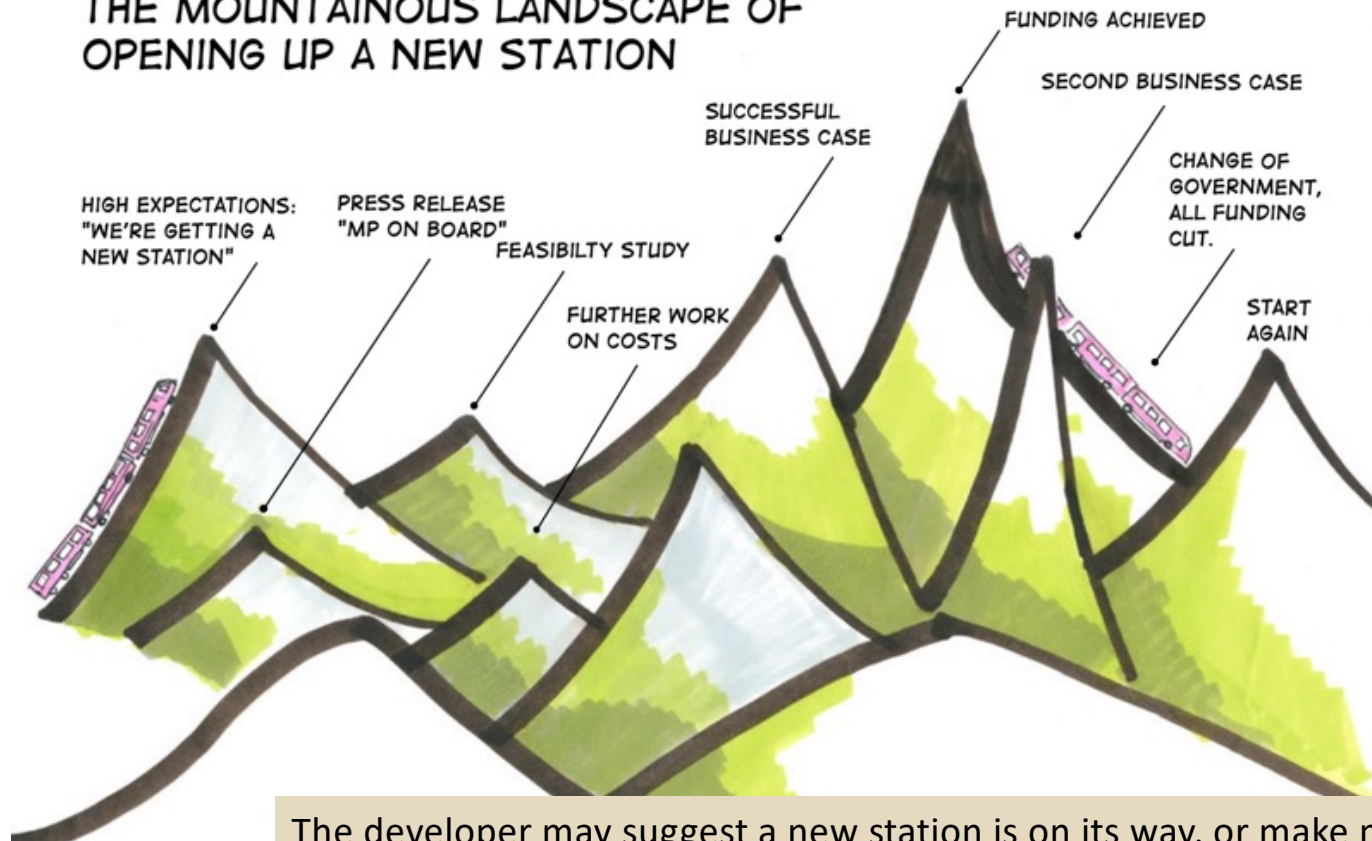


## Large scale housing in the county-side often involves road building and new or larger junctions



The Transport Assessment for a greenfield 'urban extension' may be 90% about traffic modelling. But where is the new station? You need transport expertise to respond properly to it...and show that this is not 'Vision led' as in the NPPF.

## THE MOUNTAINOUS LANDSCAPE OF OPENING UP A NEW STATION



The station?

The developer may suggest a new station is on its way, or make much of an existing small station to serve the development. How far away is this station? What are the train frequencies? There may be lots of questions. You would like to see certainty, and the station in the Local Plan!

All change!  
Devolution is  
changing planning  
in the future.

- Under the pending English Devolution and Community Empowerment Bill and associated legislation, all strategic authorities including all mayoral or non-mayoral combined authorities will be required to produce a Spatial Development Strategy ( SDS) for their area.
- Once adopted, an SDS becomes part of the development plan. Local plans prepared by local planning authorities will have to be in general conformity with the Spatial Development Strategy.

# New Local Plans

- The new plans are expected to concentrate on site- or area-specific allocations leaving broader development policies to be handled nationally.
- Standard formats, **use of digital mapping and data.**
- Cooperation across local authorities and strategic oversight will increasingly rely on strategic planning at a higher level
- See [Creating Local Plans using the new system](#)

- How we can exploit the changes?
- Now mass transit systems to reach out to new development areas?
- Will new homes be coordinated rather than scattered as 'cowpat developments' across an area?
- Can we use the changes to engineer a different way of building, more akin to the new places being in the Netherlands, Sweden, Germany, France?

This is Kungsängen on the outskirts of Uppsala.



- Low rise apartments built around different public green spaces,
- Many people walking, cycling and using public transport
- Parking if required, in basement – area for cycle parking too
- Proximity of population is the theme
- High local population means customers for local shops and supermarkets, cafes, services, public transport
- Going further afield , excellent bus network, trams soon

## Last but not least, an advertisement

Transport Knowledge Wiki is a project to build an easily searchable resource of reports, research and data of published evidence about sustainable transport.

Instant access to their vast body of knowledge for volunteers to add new information. All resources on the website are available to read or borrow.

Search 'Transport Knowledge Wiki' in Google and you should see it

**Try the Transport Knowledge Wiki!**

