

# Infrastructure-led development in the UK: strategic rail and new communities

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Generation 2019

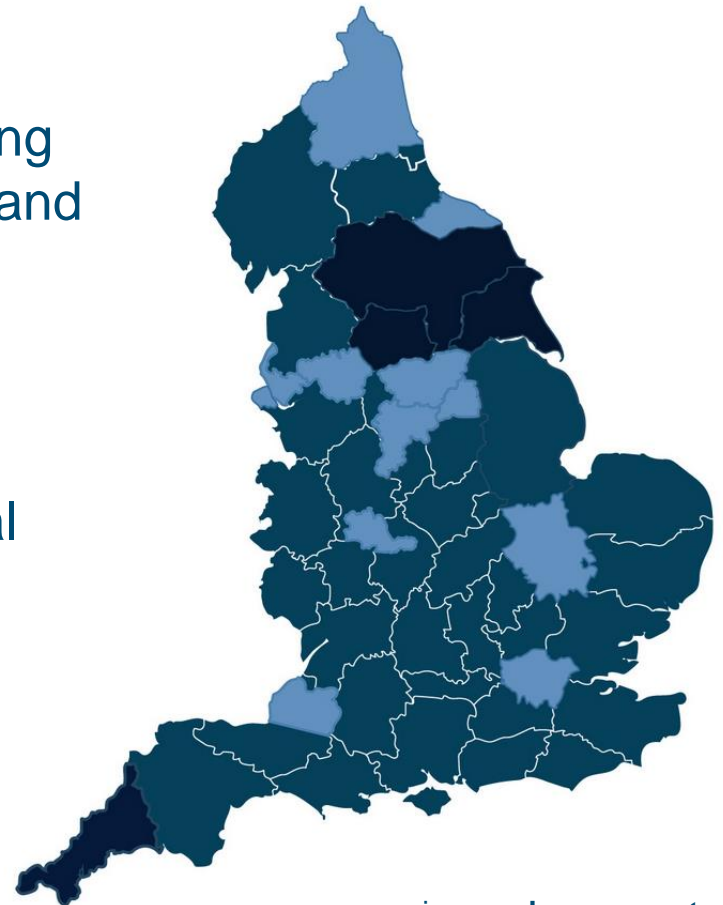
Victoria Hills MRTPI FICE  
Chief Executive, Royal Town Planning Institute

@victoriaRTPI

# Policy drivers for infrastructure-led development

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- Tackling the undersupply of new homes and lack of infrastructure capacity
- Increased emphasis using strategic planning to maximise the positive economic, social and environmental impacts of infrastructure investment
- New models of devolved city-regional governance and the emergence of regional transport planning authorities



# Barriers to infrastructure-led development

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- Complex infrastructure governance, with planning, financing and delivery fragmented across delivery agencies, private sector organisations, regulatory bodies and government departments
- Infrastructure planning and delivery timescales which are rarely aligned with local and strategic planning cycles
- A reduced role for local authorities in the direct provision of infrastructure, which requires them to engage with an increasing number of external players
- In England, the replacement of formal regional spatial planning with voluntary cooperation across local boundaries
- Patterns of incremental growth within and around settlements, for example through increasing densities, intensification and speculative small-scale development, meaning that there is insufficiently planned infrastructure

# Kings Cross, London

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# Liverpool Street, London

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# Northern Line extension, Nine Elms

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image: Mott MacDonald

# Major transport infrastructure: Crossrail





# Crossrail, the Jubilee Line and the Isle of Dogs

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# Crossrail and the Olympic Park

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# Crossrail and the Olympic Park

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# Crossrail, HS2 and Old Oak Common & Park Royal

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image: OPDC



# Outside London: Milton Keynes

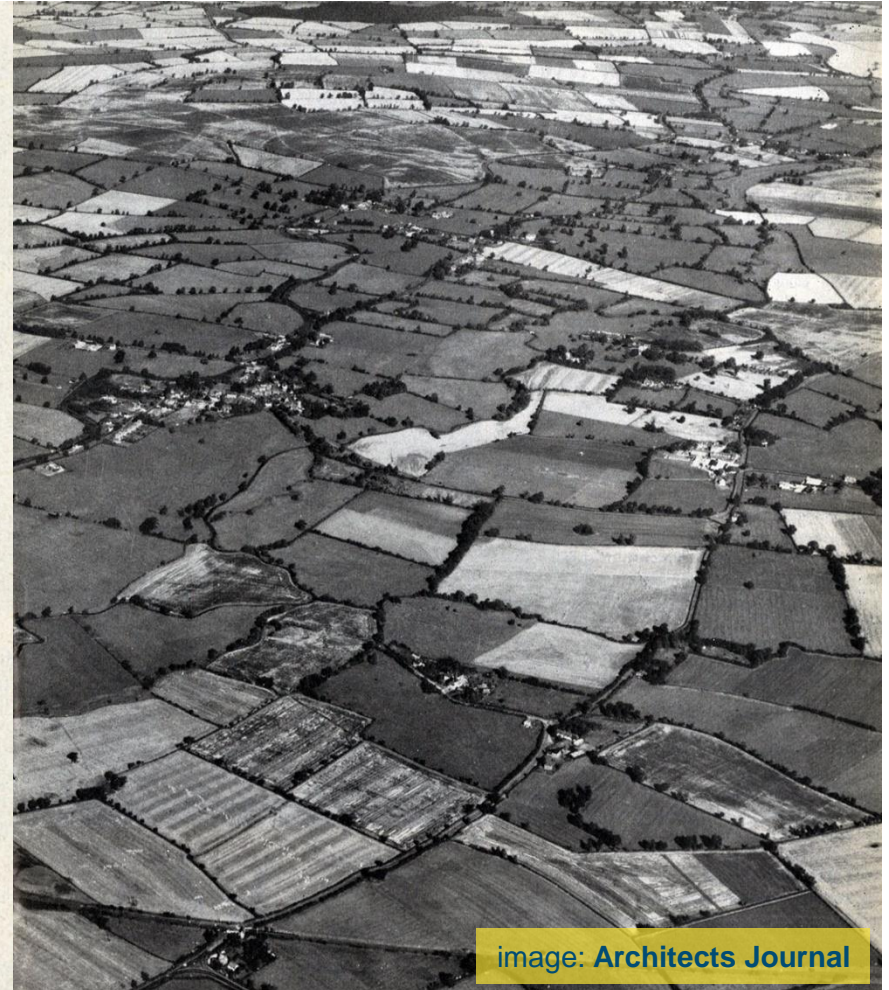
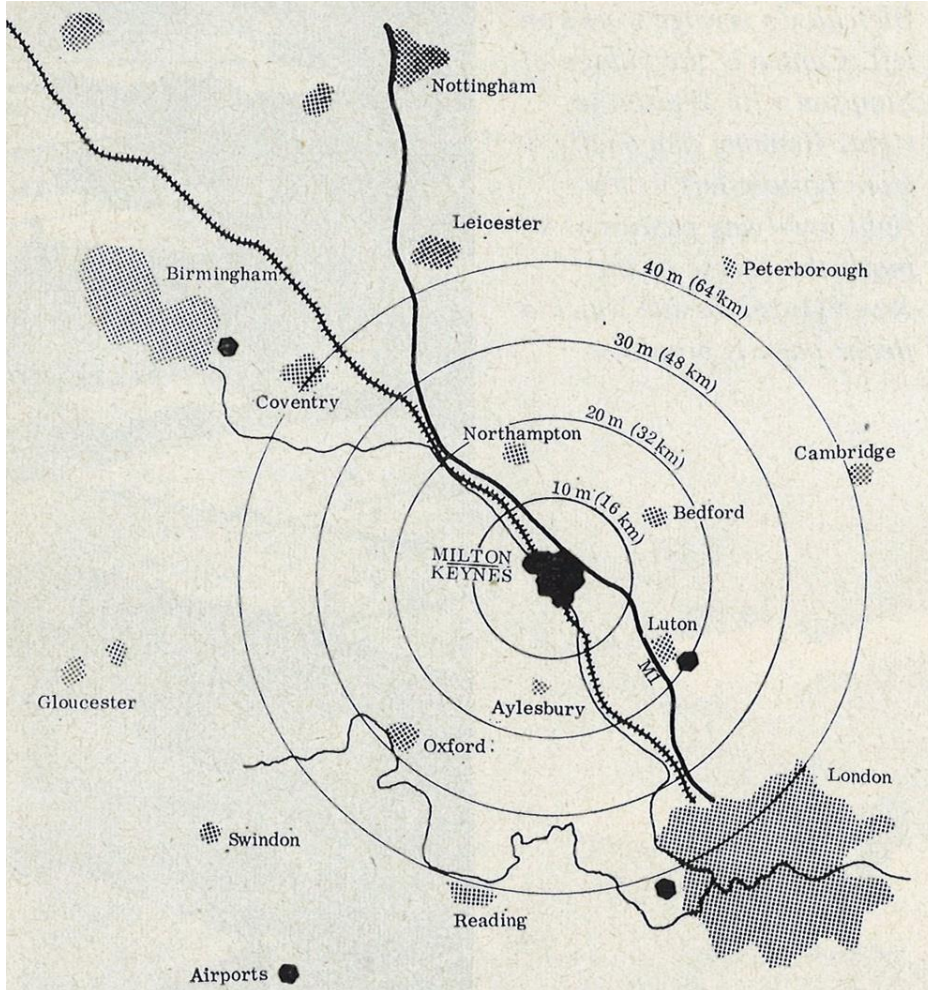


image: Architects Journal



# Outside London: Milton Keynes

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# Outside London: Ebbsfleet

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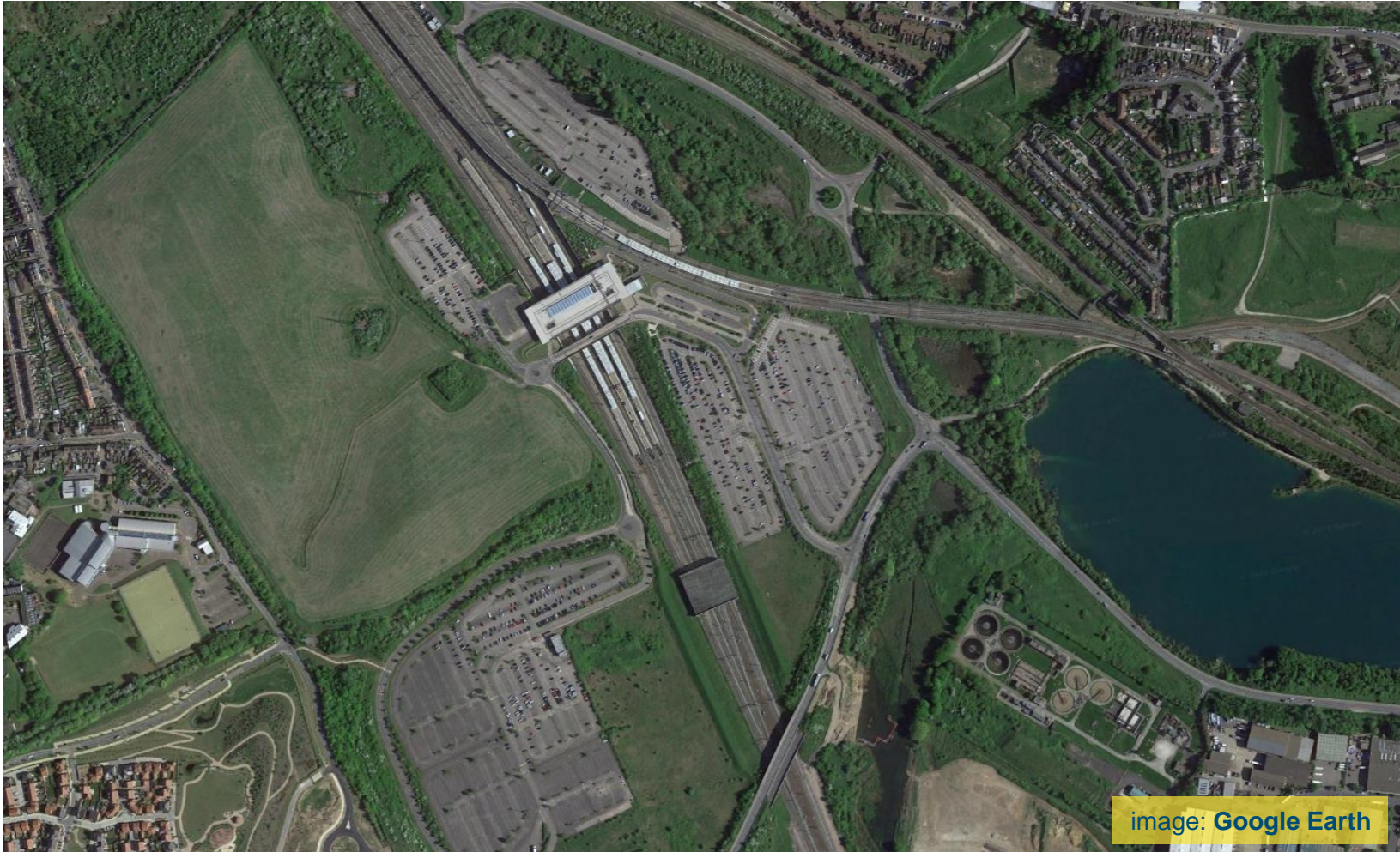


image: Google Earth



# Outside London: HS2 Solihull

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image: [Birmingham Mail](#)



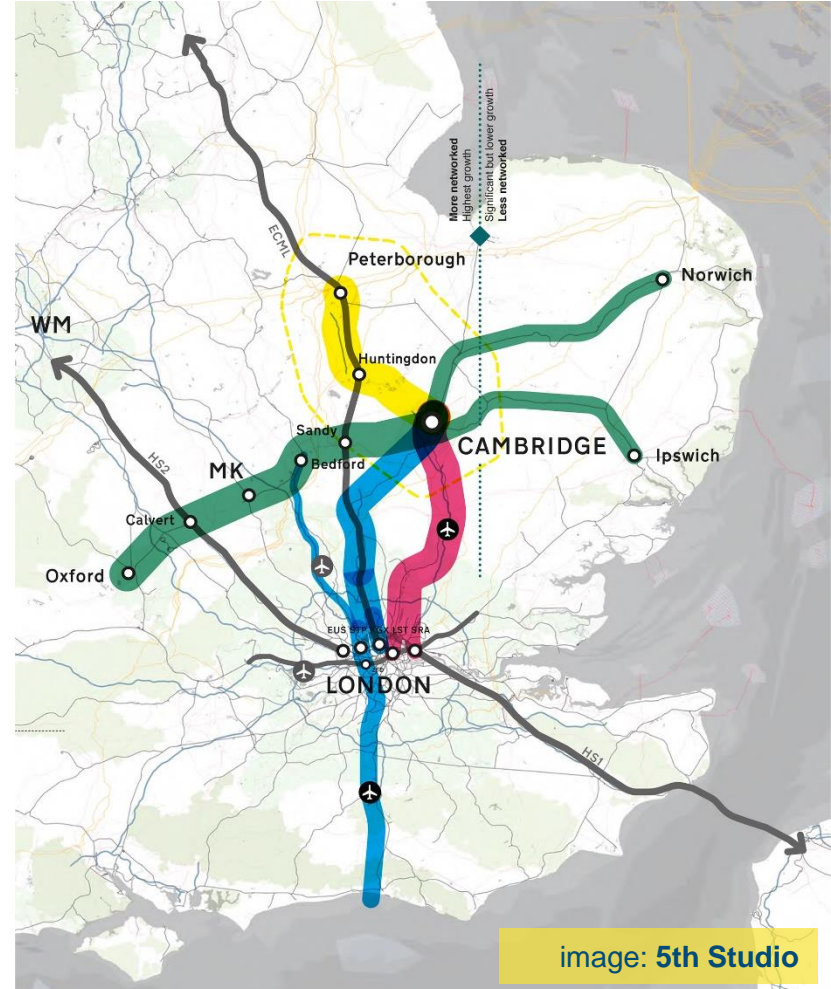
# Outside London: Cranbrook, Exeter

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# New transport infrastructure investment...





# Thank you



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# Infrastructure-led development in the UK: re-thinking the role of England's green belts

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Generation 2019

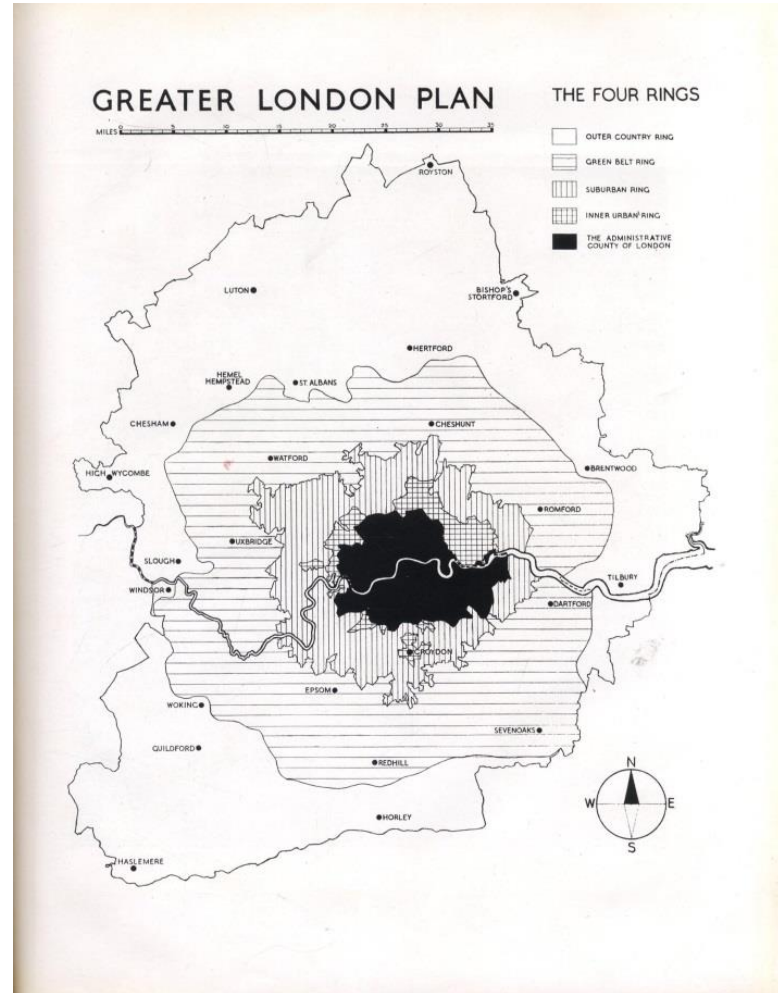
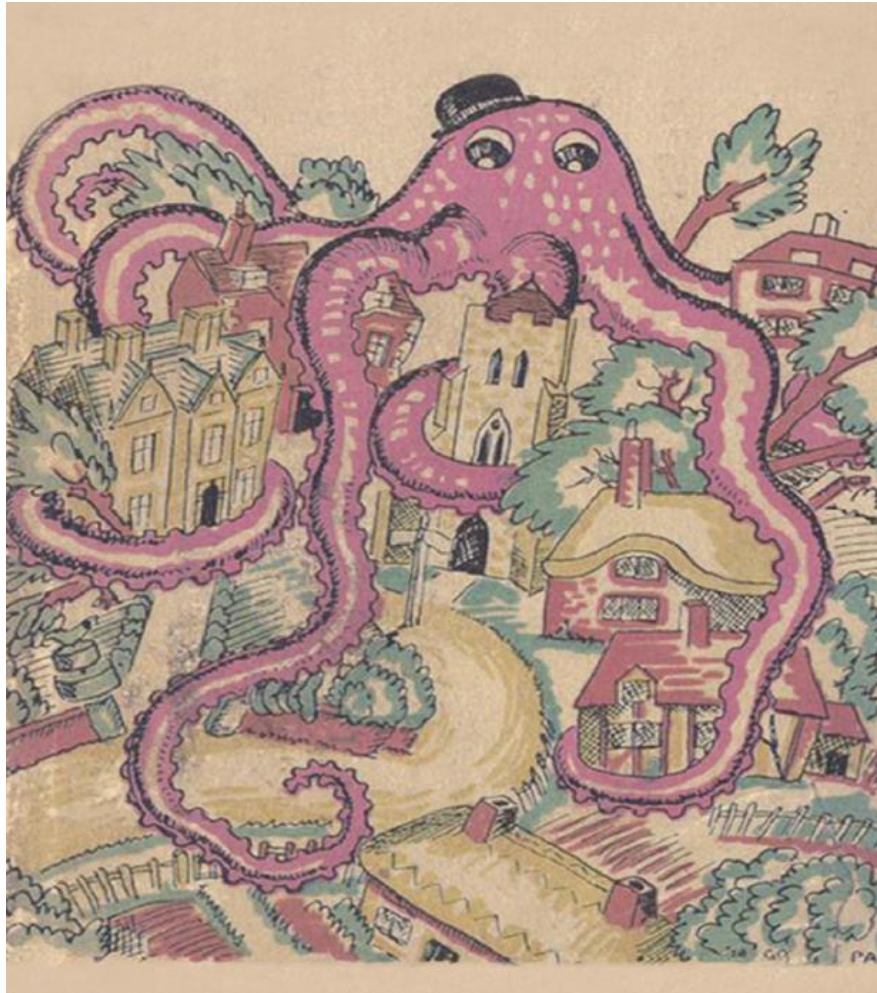
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# The history of the Green Belt



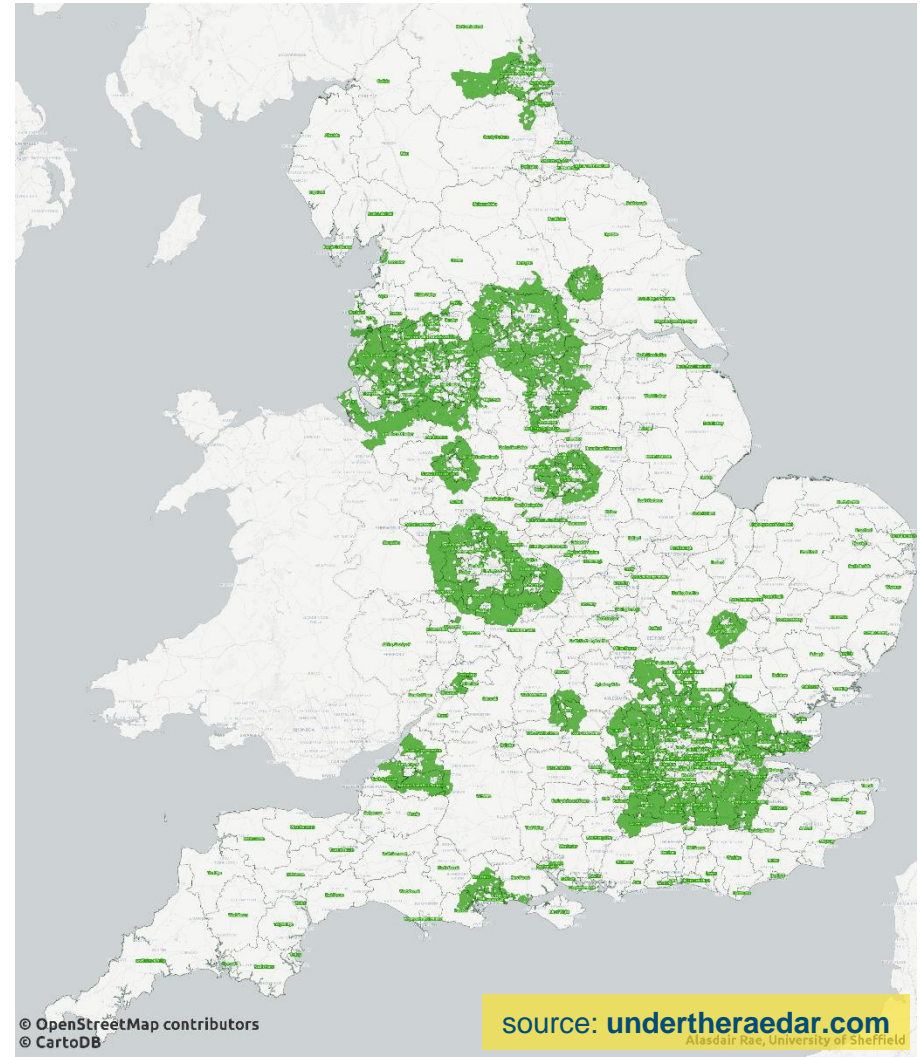
# The purpose of Green Belts

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The government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to **prevent urban sprawl** by keeping land permanently open; the essential characteristics of Green Belts are their openess and their permanence.

Green Belt serves 5 purposes:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

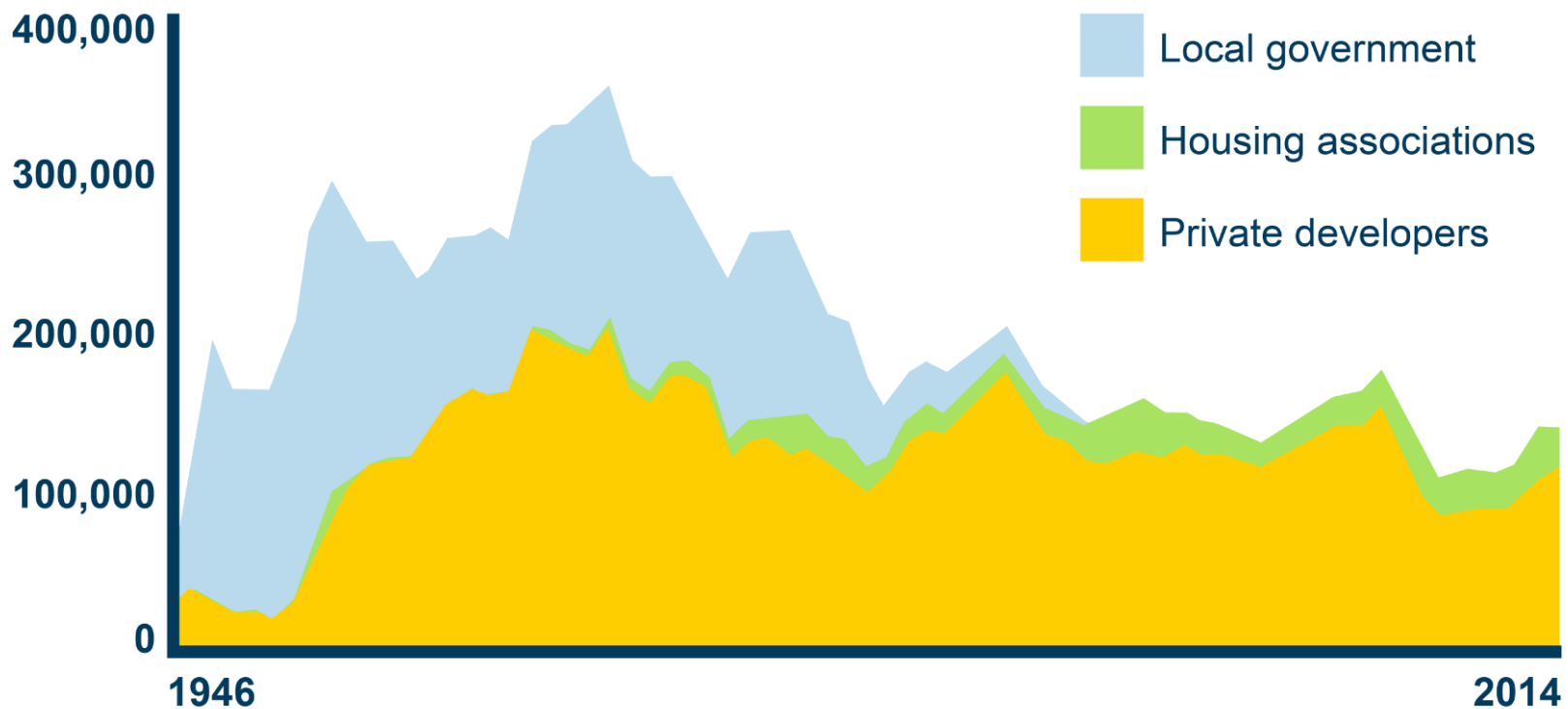




# Still fit for purpose?

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## Number of new houses completed in England, by tenure



# Still fit for purpose?

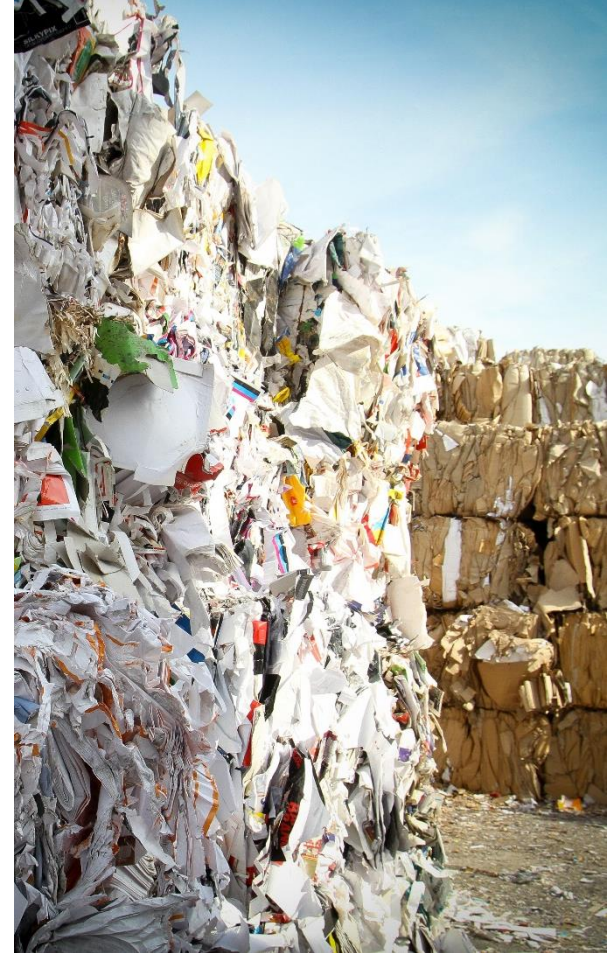
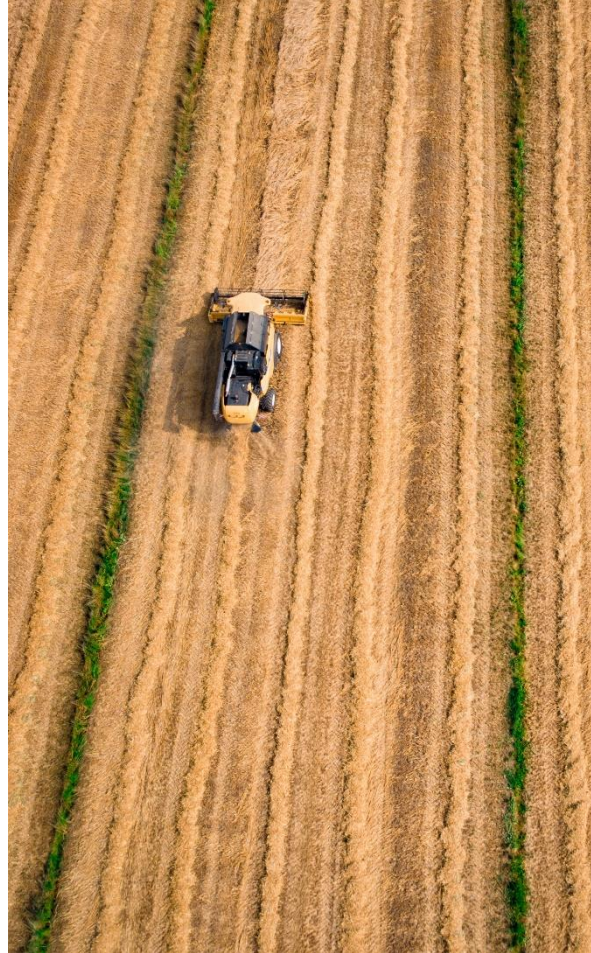
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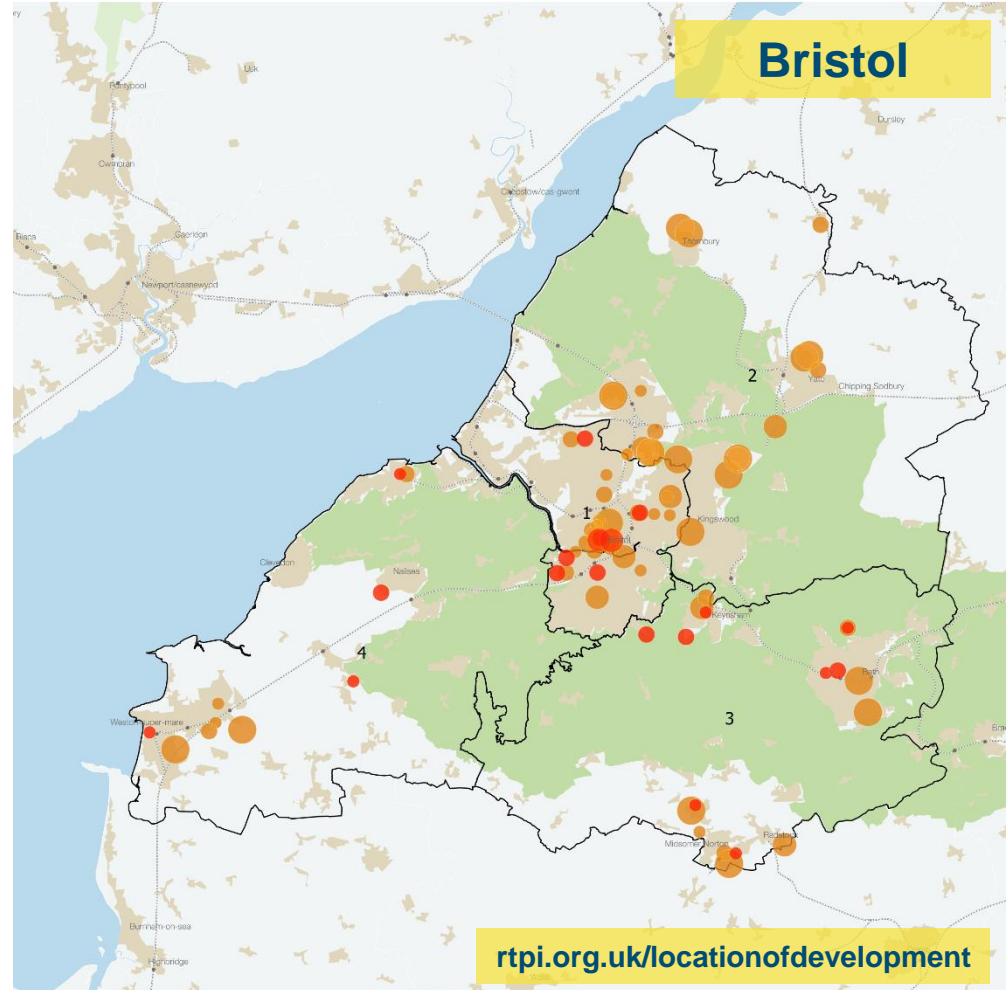
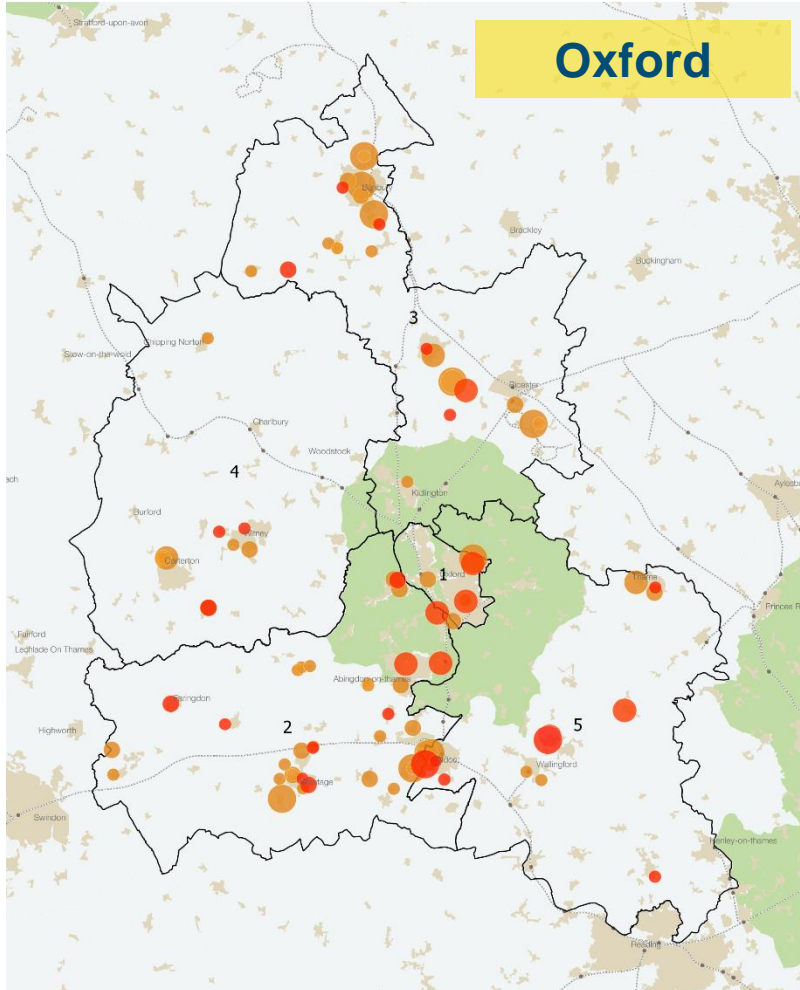
# Still fit for purpose?

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# Mapping the location of new homes

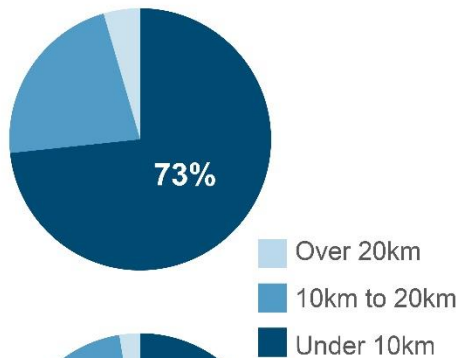




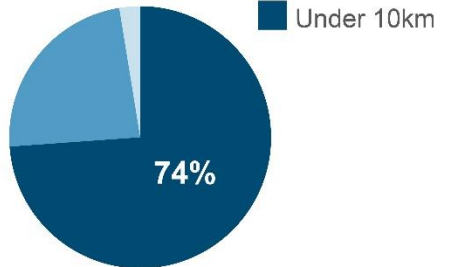
# Analysing the location of new homes

Are housing permissions close to major areas of employment?

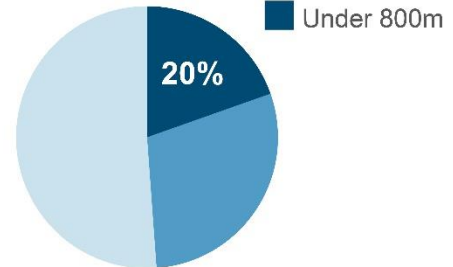
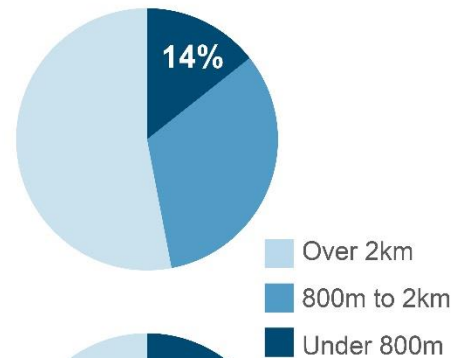
Jan 2012 to Sep 2015



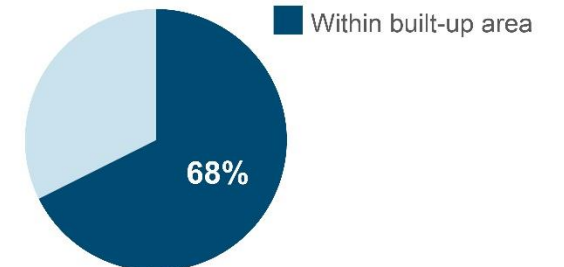
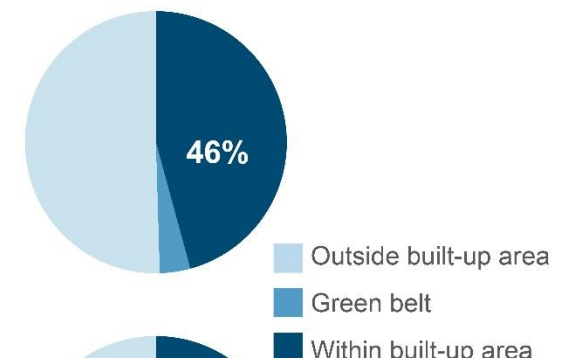
Oct 2015 to Sep 2017



Are housing permissions close to railway stations?

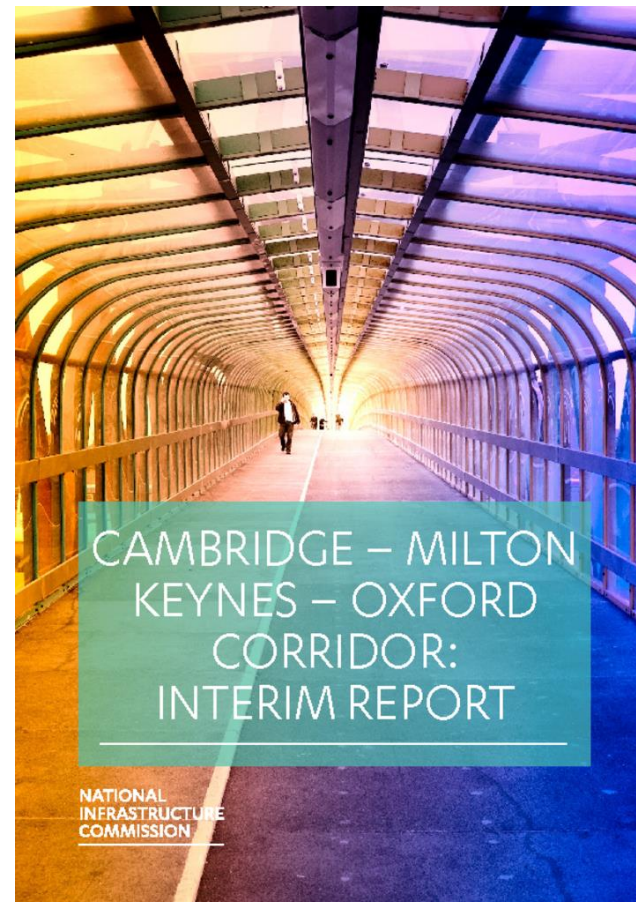


Are housing permissions located within the built-up area?



# Still fit for purpose?

Major transport infrastructure investment is anticipated across the North of England, and between Cambridge, Milton Keynes and Oxford





# The social impacts of the Green Belt

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# Where should we build new homes?

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- Make brownfield land achieve its full potential, investing in land treatment and assembly, and closely involving communities in urban regeneration
- Without undermining brownfield development, recognise that land within existing built-up areas will not meet all our needs
- Make green belts work for everybody, and conduct careful strategic reviews over wide areas
- Ensure that planners have the skills and resources to do the job



## Where should we build new homes?

RTPI Policy Statement on identifying new housing development opportunities

Royal Town Planning Institute, November 2016

A top priority for the UK Government must be to address the severe difficulties that many people in England (for which it is responsible) have in accessing decent and affordable housing. We therefore welcome the expressed intention of the government to produce a Housing White Paper for England in autumn 2016.

Identifying new development opportunities for where new housing should be located, is a key to this review of housing policy. A fresh approach to the policy on the location of housing is therefore one of the RTPI's 16 Ways to Solve the Housing Crisis. The Royal Town Planning Institute has also canvassed its members across the country on their experience in trying to meet the shortfall in housing supply, which has formed the basis of the following statement.

### Make brownfield land achieve its full potential

Previously-developed brownfield land in built-up areas must continue to play a vital role for a range of purposes including housing. But a "brownfield first" policy will fail to deliver its full potential if there is insufficient available funding for the treatment and assembly of land. New proactive remedial programmes are needed to remove constraints on development and to make places where people want to live which are accessible by sustainable modes of transport.

### Involve communities in regeneration

The increase in density of existing housing areas in towns and cities may also have a key role in providing new housing. It is however essential that increasing density is of high quality and is supported by infrastructure and facilities including sufficient open space. This requires real community consultation to take account their needs and minimise the displacement of existing residents.

### Land within existing built up areas will not meet all our needs

Even with an enhanced urban renewal and regeneration programmes of action and funding, land within existing built up areas will not meet all our housing needs in full. Some of the future housing needs will have to be met

RTPI 16 Ways to  
Solve the Housing  
Crisis  
#RTPI16Ways



# Thank you



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