Growth corridors within the green belt

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@LevittBernstein
Some early schools of thought....

Garden City Movement  Sir Ebenezer Howard

Broadacre City  Frank Lloyd Wright

Ville Radieuse  Le Corbusier

Suburbia versus Density
Learning from other cities
BosNYWash - Boston to Washington DC

- Airport corridor including Newark, Philadelphia and BW Airport.
Learning from other cities
Copenhagen – 5 finger plan

1947 five fingers plan
Transit oriented development around S-train commuter rail lines
Fingers of development interspersed with ‘green wedges’
Learning from other cities
Toronto – Waterloo innovation corridor

- ‘112 km of innovation’
  (London to Cambridge = 104km)
- Toronto – Kitchener
  Waterloo – Guelph – Hamilton
- Plans to create a supercluster
- Supercluster as springboard for other clusters across Canada
- Proposals for high speed line connecting Toronto – Waterloo
- Airport corridor
### Densifying our centres - Is there a tipping point?

- Impact on **people’s lifestyles**
- **Pressure** on communal spaces
- Visual and acoustic privacy
- Quality of **amenity space** due to microclimate
- Provision of enough **parking**
- Need for high quality **management**

<table>
<thead>
<tr>
<th></th>
<th>Open space per person</th>
<th>Building height in storeys</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vancouver</td>
<td>3 m²</td>
<td>25-33</td>
</tr>
<tr>
<td>New York</td>
<td>1.1 m²</td>
<td>25-33</td>
</tr>
<tr>
<td>Hong Kong</td>
<td>1.5m²</td>
<td>13-46</td>
</tr>
<tr>
<td>Melbourne</td>
<td>0.1 m²</td>
<td>29-95</td>
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</tbody>
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<table>
<thead>
<tr>
<th></th>
<th>Number of cars</th>
<th>Number of apartments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vancouver</td>
<td>261</td>
<td>875</td>
</tr>
<tr>
<td>New York</td>
<td>155</td>
<td>1,750</td>
</tr>
<tr>
<td>Hong Kong</td>
<td>324</td>
<td>1,650</td>
</tr>
<tr>
<td>Melbourne</td>
<td>1,400</td>
<td>4,300 per identical city block</td>
</tr>
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Lack of low rise affordable family housing

- **Poor quality** family housing
- Insufficient land for the provision of high quality family housing.
- Lacking social and economic infrastructure
- Heavy *infrastructure costs* for separate land uses
- Lack of **mixed use zoning**
- Dormitory towns??
A case for development within the green belt
Local authorities should alter green belt boundaries only where exceptional circumstances are 'fully evidenced and justified'.

The new policy would also require proposals for green belt releases to have been "informed by discussions with neighbouring authorities" in terms of whether housing could be accommodated elsewhere.

Plan making bodies should also set out ways in which the impact of removing land from the green belt can be offset through compensatory improvements to the environmental quality and accessibility of remaining green belt land.

The new NPPF allows for residential development that contributes to local affordable housing on brownfield green belt sites, so long as it does not cause "substantial harm" to green belt openness.
The metropolitan Green Belt today

Greater London Built up area – 2011 census

1,738 sq km (671.0 sq mi)

Metropolitan Green Belt – 2014 census

5,160 sq km (1992.2 sq mi)

Area broadly 3 times larger than that of London itself
Interrelationship with London

In January 2016, the Adam Smith Institute released a paper showing that there was enough space in the green belt around London to build a million homes within ten minutes walk of existing train stations. The report estimated that in the Metropolitan Green Belt, there was around 20,000 hectares of land which was within 800m of a railway station, and a further 10,000 hectares of golf course land.

London – Stansted – Cambridge – Peterborough

London – Luton – Bedford

Western wedge

Wandle Valley

Thames Gateway
Creating a more interconnected network of places and spaces (both town and country) to rethink the way we live, provide greater opportunities for people and improve quality of life.

Encouraging alternative modes of transport – like walking and cycling to promote healthy living.

Are we thinking of alternative lifestyles too – what is a normal week going to look like for future generations?
Transit oriented development

Transit corridors and transit oriented development as more sustainable forms of growth that reduce reliance on the car and establish greater connections between centres of varying importance and character.
Co-locating with existing hubs

Locating growth where opportunity sites already exist for a mutually beneficial relationship, helping with the growth of those opportunity sites and considering quality of life by allowing people the opportunity to live closer to where they work.
Establishing a green network for the corridor

Creating green corridors between identified growth centres to connect the green belt.

Create green gateways and opportunities to better explore the countryside.
Opportunity to create neighbourhoods that better connect with both town and country.

Focus area growth strategies

The need to consider those opportunities provided by both brownfield and greenfield land. There isn’t just one solution.

The need to better consider density and suitable typologies in relation to accessibility.
Mapping the green belt
Mapping the LSCC

- Looking at potential areas for development
- Identifying biodiversity networks
- Opportunities for access to the countryside areas
Mapping the LSCC

- Two corridors of growth
- Looking for key linkages and connections
Growth corridor strategy – green rooms

Protecting, enhancing, and providing access to ‘green rooms’ within the London green belt.

Stitching together protected ‘green rooms’ to create an interconnected network of high quality open spaces.
Intensifying around existing nodes
Hammarby – a dense and walkable neighbourhood
Creating more sustainable and accessible places
Bogota – even they got it right
Overlapping the two systems – Singapore

Investigations (RRT) confirm, that there are high demand travel relations in the Singapore PT-network, that could be served far more efficiently than by conventional bus or static BRT-like systems. ➔ concept of a semi rapid transit system (SRT)
Turning constraints into opportunities
Piekenhoef – grassed or vegetated swales
Tanner Springs Park – green and blue grid
What next?

Develop a strategy for corridors – where are all the regional planners?

Are we talking to all the relevant local authorities – are they talking to their neighbours?

Is there any guidance on short – medium and long term plans?

Is there a holistic vision for the future – 2050 and beyond perhaps?
Thank you